



What We Decided Report: Garneau Neighbourhood Renewal

Final Design
June to October 2020

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SHAPE OUR CITY

Edmonton

What We Decided Report: Garneau Neighbourhood Renewal Final Design

What is Neighbourhood Renewal?

Neighbourhood Renewal is a program of the Building Great Neighbourhoods and Open Spaces Branch that is designed to increase vibrancy and improve infrastructure in Edmonton's mature neighbourhoods. Great neighbourhoods are the building blocks of a great city, and the City of Edmonton is committed to building great neighbourhoods by investing taxpayer dollars in reconstructing neighbourhoods to enhance their livability and longevity.

Neighbourhood renewal rehabilitates residential roads, replaces street lights, sidewalks, curbs, and gutters, and adds missing sidewalk links, where possible. Other opportunities to improve how people walk, bike and drive in the neighbourhood, and how they enjoy City-owned parks and open spaces are also explored.

Purpose

This report shares how the Garneau Neighbourhood Renewal Project Team arrived at the Final Design for Garneau's neighbourhood renewal. It describes how the City used policy and program information, public engagement input and technical requirements to make design decisions.

Garneau's design decisions are presented within four themes that were explored through neighbourhood renewal:



1 BIKING: enhancing bike lanes and adding connectors



3 WALKING: active connections, including sidewalks, shared-use paths, crosswalks



2 DRIVING: roads and intersections, including the introduction of traffic calming measures and changes along roads and at intersections

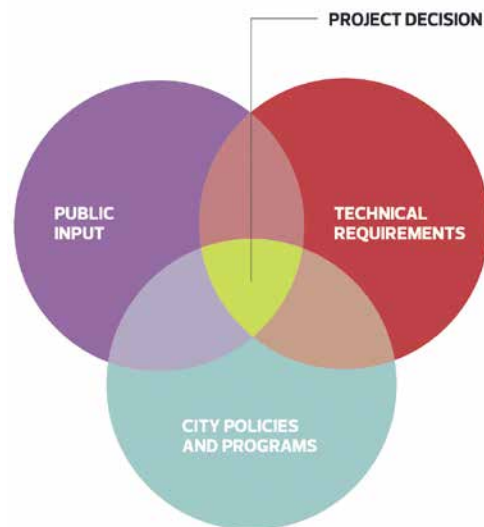


4 PLAYING: City-owned outdoor spaces, including updates to parks and green spaces

Making Neighbourhood Renewal Decisions

The City makes decisions using a combination of policy and program information, public engagement input and technical requirements.

City policies and programs such as the Complete Streets Design and Construction Standards, Vision Zero Edmonton and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from residents in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood. The role of public engagement input is to help the City consider what is important to people who live, work and play in Garneau as well as to understand how the neighbourhood renewal construction decisions will affect them.



The City policies and programs, technical requirements and public engagement input include:

City Policies and Programs

- + Edmonton City Plan
- + Safe Mobility Strategy
- + GBA+
- + Edmonton Bike Plan
- + Local Improvement Policy
- + Public Engagement Policy
- + Breathe – Green Network Strategy
- + Winter City Guidelines
- + Vision Zero
- + Community Traffic Management Policy
- + Accessibility Design Guide
- + and more

Public Engagement Input

- + **Advise** on approach to public engagement
- + **Create** Neighbourhood Renewal Vision and Guiding Principles
- + **Refine** Vision and Guiding Principles
- + **Advise** on neighbourhood assets, opportunities, and priorities
- + **Advise** on bike facility and traffic calming options
- + **Refine** draft designs and advise on neighbourhood priorities
- + **Advise** on final design
- + **Decide** on Local Improvements

Technical Requirements

- + Infrastructure Assessments
- + Complete Streets Design and Construction Standards
- + Accessibility Design Guide
- + Crime Prevention through Environmental Design
- + Urban Design Framework
- + and more

Gender-Based Analysis Plus (GBA+):

The Garneau Neighbourhood Renewal Project is a GBA+ pilot project for the City. GBA+ is a process for project teams to identify how we can work in more inclusive ways and to understand the impact of the work / project on diverse individuals and groups. A GBA+ lens has been applied to all elements in Garneau's Final Design.

NOTE: References to people walking within this document is to include the following:

- + people running
- + people standing
- + people using manual / motorized wheelchairs or scooters
- + people using canes or walkers
- + people pushing strollers or carts
- + people pushing bicycles
- + and users of various other low-speed forms of human locomotion (e.g., skateboards)

How We Engaged



LEGEND

Public Engagement and Communications Opportunities

Concept Phase

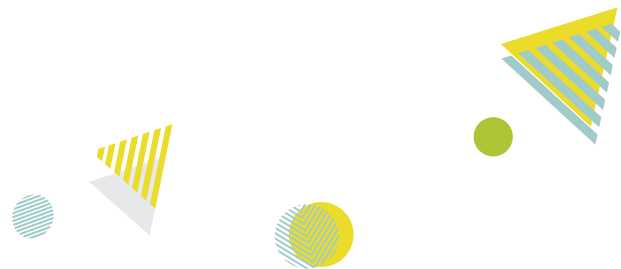
Design Phase

Build Phase

Operate Phase

The chart below provides a listing of the events and their dates, along with participation numbers.

Road Map Phase	Engagement Event	Timeline	Participation / Responses
Building a Project Vision Together	Visioning online survey	Nov 2018 – Apr 2019	118 Respondents
	Student Engagement – Site Walk		14 Participants
	Community Walk / Ideas Workshop		44 Participants
	Stakeholder Committee Meetings		9 Participants
	Coffee Shop Talks		6 Participants
	Stakeholder Meeting (Garneau Hall Seniors Residence)		11 Participants
Exploring Opportunities	Community pop ups (Braithwaite Park, 90 Avenue, 110 Street and 84 Avenue, 88 Avenue, Rail Trail, 81 Avenue at 110 Street and 111 Street, 86 Avenue by Garneau School)	May – Sept 2019	100+ Engaged participants
	Online Engagement		56 Comments
	Public Engagement Event (in person)		210 Attendees
	Exploring Opportunities Survey		32 Respondents
	Stakeholder Meetings (MCE Mosque, Edmonton Public Schools, Knox Met Seniors Housing, Bader Assisted Living, Ashbourne Assisted Living, City Arts Centre)		57 Attendees
Options and Trade Offs	Public Engagement Event (in person)	Oct – Dec 2019	141 Attendees
	Exploring Options and Tradeoffs Survey		73 Respondents



Road Map Phase	Engagement Event	Timeline	Participation / Responses
Community Feedback on Draft Design	JUST BIKES	Jan - June 2020	
	Engaged Edmonton – Mapping tool / Q&A tool		632 Page visits
	Live Online Event with Q&A and Comments Session (Zoom)		33 Attendees
	DRAFT DESIGN		
	Engaged Edmonton and Q&A tool		833 Page visits
	Live Online Event with Q&A and Comments Session		61 Attendees
	Draft Design Survey	91 Respondents	
	Stakeholder Meetings (MCE Mosque, Granite Curling Club, Abby Road Coop, 108A Street Housing Coop, Bader Assisted Living, Ashbourne Assisted Living, City Arts Centre, 88 Avenue business owners)	26 Attendees	



Final vision and principles for Garneau

Neighbourhood Renewal

Vision

Garneau is a unique urban village—a welcoming neighbourhood where a diversity of people live, work, learn, shop, and play, promoting friendly interactions and a high quality of life.

Pedestrian focused, the neighbourhood is safe, inclusive, and accessible for all who walk, bike, drive, and use transit, with inviting public spaces and parks that strengthen its sense of community.

Garneau embraces and enhances its beauty, and builds on its rich historic charm and distinct character.



Principles



1. To provide a safe and enjoyable pedestrian experience that encourages walking.



2. To design safe, user-friendly roadways and intersections that reduce vehicle speeds and discourage shortcutting.



3. To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



4. To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



5. To establish new, and enhance existing, public spaces and parks that provide opportunities for community gathering and recreation.



6. To incorporate urban design that reflects and enhances the neighbourhood's history, beauty, and natural elements.



7. To prioritize on-street parking for residents and their visitors within a reasonable distance from their homes.

The Vision and Guiding Principles were co-created with the community and are unique to Garneau. They helped guide decision-making throughout the neighbourhood renewal planning process.

The Vision sets the direction for Neighbourhood Renewal by stating the elements that are most important to the community for the future. The Guiding Principles are ideas and priorities that shape how the Vision is applied to the neighbourhood design.

The Final Design

The Final Design for Garneau's Neighbourhood renewal focuses on making the streets and public spaces safe and accessible for all ages, genders, and mobility levels, and in all seasons. To achieve this, the design includes a network of new bike lanes, sidewalk connections, enhanced crosswalks and shared-use paths, including the new Rail Trail along the old rail line (parallel with Saskatchewan Drive from 106 Street to 109 Street).

While safely navigating a vehicle on Garneau's new smooth, paved road surfaces, drivers will experience various traffic calming features, such as chicanes and enhanced crosswalks, to encourage slower speeds, and curb extensions to increase visibility and awareness of pedestrians. On-street public parking is available wherever possible and parking bays and loading zones accommodate resident needs near new bike lanes.

Community parks are refreshed and redesigned to provide this socially active neighbourhood with more inviting outdoor spaces to walk, gather and enjoy recreational activities, including a new off-leash dog area at Braithwaite Park.

Legend for “What we accounted for to make our decisions”

The City used policies and programs, public engagement input and technical requirements to make neighbourhood renewal decisions.

This report uses three coloured icons to illustrate which decision-making criteria is a policy or program, public engagement input, or a technical requirement. You will see these icons in the “What we accounted for to make our decisions” column in each table on the following page.

The decision making criteria are:



Public engagement
input / what we heard



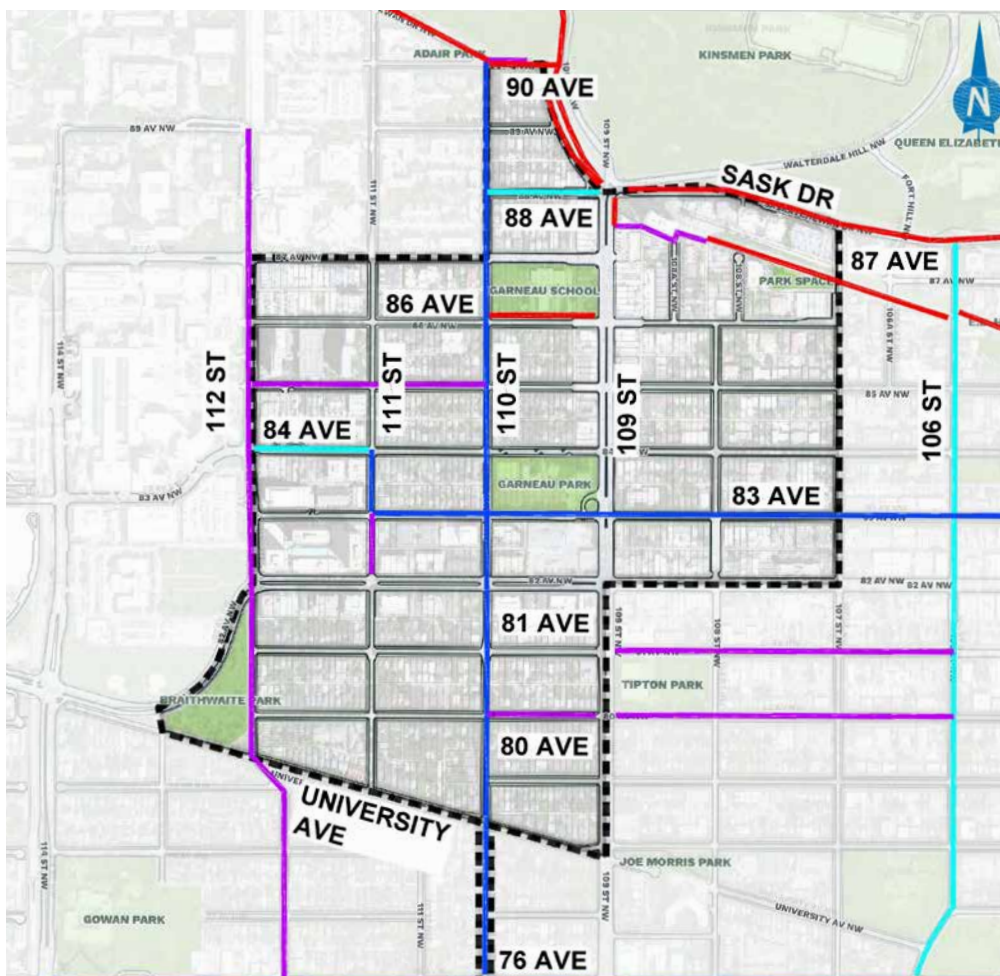
Technical
requirements



City policies and
programs

Biking

The Garneau and McKernan portion of the South Side Bike Network will provide a consistent bike connection north-south along 110 Street from the 76 Avenue bike lane to the Saskatchewan Drive shared-use path, and provide east-west connections to and from 109 Street and 112 Street. It will also connect the 83 Avenue bike lane to 112 Street.



Bike Facility Types

- On-Street Protected: —
- Raised Protected: —
- Shared-use Path: —
- Painted / Shared Road: —

BIKING Designs

110 Street Bike Lane – Saskatchewan Drive to 76 Avenue

What we decided

To construct a protected on–street, two–way bike lane on 110 Street, linking the Saskatchewan Drive shared–use path and the 76 Avenue bike lane.

THE FINAL DESIGN INCLUDES:

- + A two–way, protected bike lane along 110 Street consistent with other bike lanes in the area
- + Separated spaces for people who bike, walk and drive
- + On–street public parking removed to accommodate the bike lane within road right–of–way and limit boulevard tree removal
- + Parking bays / loading zones added to the east side of 110 Street to accommodate resident needs
- + Mid–block crossings with curb ramps and connector sidewalks are being considered to shorten the distances to corners / intersections and to accommodate access to homes on the west side of 110 Street
- + 76 Avenue to University Avenue: Change traffic flow to one way northbound to accommodate bike lane within road right–of–way
- + Bollards (replacing median at 110 Street and University Avenue to allow for people on bikes to proceed north)

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi–modal transportation system that provides options to residents and visitors, and guides how biking fits into the vision of a connected and accessible city
- + **Vision Zero** – Protected bike infrastructure helps to achieve the long–term goal of zero traffic fatalities and serious injuries
- + **South Side Bike Network** – Identified 110 Street as the primary north–south connection between 76 Avenue and Saskatchewan Drive for the all ages and abilities network
- + **Edmonton Bike Plan** – Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + **Accessibility Design Guide** – Supports access and use for people of all ages and abilities
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Snow and Ice Policy** – The City provides year–round maintenance, including snow removal, of protected bike lanes and shared–use paths to support all–season access and use
- + **Corporate Tree Policy** – Supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy. Value of trees removed will be replaced with new tree planting in the neighbourhood



Public Input:

- + People prefer designated spaces that provide safe connections for all modes of travel
- + People support a 110 Street bike connection between 76 Avenue and Saskatchewan Drive
- + People who bike support the safety of a protected facility for 110 Street
 - + There is a preference for raised over on–street facilities with protective barriers as there are fewer changes in elevation when riding
 - + Preference for facilities that are consistent with others in the area

BIKING Designs

110 Street Bike Lane – Saskatchewan Drive to 76 Avenue

What we decided

What we accounted for to make the decision

- + Preserving trees is important to the community
- + Parking is important to the residents living near bike lanes
- + Accessibility over and around bike lanes is important especially for those with mobility challenges
- + Some people support an on-street facility with a protective barrier
- + People support designated spaces for all users
- + Short term on-street parking for deliveries is important
- + People value on-street parking close to their homes



Technical Considerations:

- + **Elevation changes** – 110 Street has many alleys and intersections. To avoid multiple changes in elevation for those who bike, an on-street facility was chosen over a raised facility.
- + **Consistency** – A protected on-street facility was chosen as it aligned with other bike routes already existing in the neighbourhood, allowing for easier navigation of the transitions between bike lanes for those who bike
- + **Limited space in road right-of-way / Prioritize trees** – To maintain boulevard trees wherever possible, on-street public parking was removed to make room for the bike lane. Parking bays are being considered during Final Design with locations informed by resident feedback
- + **Signage / Wayfinding** – Bike route signage will be installed to inform users of connections

Note: The decision for the location of the north-south bike route to be on 110 Street over 109 Street was made by City Council in April 2018. The type of facility and how it fits on 110 Street was a Garneau Neighbourhood Renewal project decision.

Aligns with the Vision and the following Guiding Principles:



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To prioritize on-street parking for residents and their visitors within a reasonable distance from their homes.

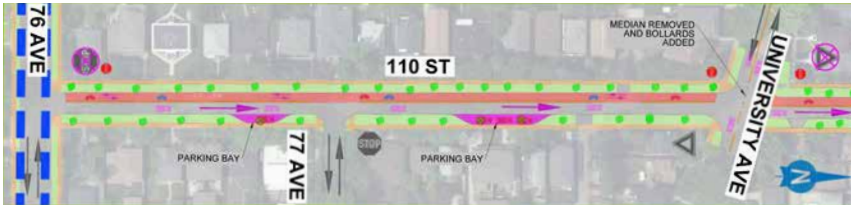


To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.

BIKING Designs

110 Street Bike Lane – Saskatchewan Drive to 76 Avenue

76 Avenue to University Avenue



University Avenue to 82 Avenue



82 Avenue to 85 Avenue



85 Avenue to 87 Avenue



87 Avenue to 90 Avenue



- NEW TWO-WAY PROTECTED BIKE LANE:
- PARKING:
- NEW TRAFFIC DIRECTION:
- EXISTING TREES:
- NEW SIGNAGE:
- NEW BIKE SIGNAGE:
- NEW PARKING BAY:
- EXISTING BIKE LANE:
- EXISTING TRAFFIC DIRECTION:
- EXISTING TREES REMOVED:
- EXISTING SIGNAGE:
- EXISTING SIGNAGE REMOVED:
- NEW BIKE SIGNAL:
- PROPOSED BIKE SIGNAL:
- NEW SHARED-USE PATH
- EXISTING BIKE SIGNAGE:
- EXISTING BIKE SIGNAGE REMOVED:
- NEW TREES:
- BIKE CONNECTION TO QUEEN ALEXANDRA:

- BIKE CONNECTION TO HIGH LEVEL BRIDGE:

BIKING Designs

88 Avenue Bike Lane Connector – 110 Street to 109 Street

What we decided

To construct a protected, east-west bike lane connection on 88 Avenue between the 110 Street bike lane and 109 Street.

THE FINAL DESIGN INCLUDES:

- + A protected raised, two-directional bike lane on the northside of 88 Avenue connecting 109 Street to the 110 Street bike lane
- + Physically separated spaces for people who bike, walk and drive west of the business area and a visually separated shared-use path in front of the business area
- + On-street public parking removed to accommodate the bike lane within road right-of-way and limit boulevard tree removal
- + Parking bays are being considered west of the commercial area during Final Design with locations informed by resident feedback
- + On-street public parking bay added to the south side of 88 Avenue just west of the alley access to accommodate commercial parking needs
- + An enhanced public space in front of businesses that includes new seating, plaza area and walkway

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors and guides how biking fits into the vision of a connected and accessible city
- + **Vision Zero** – Protected bike infrastructure helps to achieve the long-term goal of zero traffic fatalities and serious injuries
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Snow and Ice Policy** – The City provides year-round maintenance, including snow removal, of protected bike lanes and shared-use paths to support all-season access and use
- + **Edmonton Bike Plan** – Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes for all reasons in all seasons
- + **South Side Bike Network** – Identified 88 Avenue as an east-west connection from 110 Street to 109 Street for the all ages and abilities network
- + **Winter City Design Guidelines** – Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year round experience
- + **Corner Store Program Policy** – Supports local economic development through investment in existing neighbourhood commercial buildings and the businesses located within them will support the revitalization of Edmonton's mature and established communities



Public Input:

- + People who bike support the safety of a protected facility
- + People prefer designated spaces that provide safe connections for all modes of travel
- + Preserving trees is important to the community
- + Parking and loading zones near the commercial area are desired
- + 88 Avenue is preferred over 89 Avenue for a bike lane connector

BIKING Designs

88 Avenue Bike Lane Connector – 110 Street to 109 Street

What we decided

What we accounted for to make the decision



Technical Considerations:

- + **Connections** – Bike route connectivity is needed from the 110 Street bike lane to 109 Street and further east
- + **Limited space in road right-of-way / Prioritize trees** – To maintain boulevard trees whenever possible, on-street public parking was removed west of the business area to make room for the bike lane. Parking bays can be considered west of the commercial area.
- + **Commercial business parking** – To make room for the bike lane and new enhanced public space, parking was relocated from the north side in front of businesses to the south side just west of alley access to accommodate sidewalk and bike lane and to allow room for enhanced patios for businesses
- + **Signage / Wayfinding** – Bike route signage will be installed to inform users of connections

Aligns with the Vision and the following Guiding Principles:



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To establish new, and enhance existing, public spaces and parks that provide opportunities for community gathering and recreation.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



To prioritize on-street parking for residents and their visitors within a reasonable distance from their homes.



NEW TWO-WAY PROTECTED BIKE LANE:



EXISTING TRAFFIC DIRECTION:



NEW PARKING BAY:



SHARED-USE PATH:



PARKING:



EXISTING TRAFFIC SIGNAL:



EXISTING TREES:



BIKING Designs

81 Avenue – 110 Street to 109 Street

What we decided

81 Avenue was initially considered as a bike lane connection between the 110 Street bike lane and 109 Street but was not included in the Final Design.

THE FINAL DESIGN INCLUDES:

- + No dedicated bike infrastructure
- + Two-way traffic flow
- + No change to on-street public parking

What we accounted for to make the decision



City Policies and Programs:

- + **Vision Zero** – Protected bike infrastructure helps to achieve the long-term goal of zero traffic fatalities and serious injuries
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Edmonton Bike Plan** – Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes for all reasons in all seasons
- + **Bus Network Redesign** – The new bus network is an important step in modernizing Edmonton's transit system in preparation for growing our city to two million people. It has identified 109 Street as one of the future's highest frequency routes



Public Input:

- + Preserving trees is important to the community
- + On-street public parking is important to the residents living near bike lanes
- + Accessibility over and around bike lanes is important especially for those with mobility challenges
- + A traffic light to support bike crossings at 109 Street is important



Technical Considerations:

- + **109 Street Bus Route** – New traffic signal installations were carefully reviewed for 109 Street to determine impacts on the future high frequency route. It was determined that one signal at 80 Avenue would serve the east-west connection while considering impacts to transit timing and scheduling
- + **Connections** – Bike route connectivity is required from the 110 Street bike lane to 109 Street and further east. 80 Avenue was considered to be an ideal connection with an existing pedestrian signal that will be upgraded to bike-actuated

Aligns with the Vision and the following Guiding Principles:



To prioritize on-street parking for residents and their visitors within a reasonable distance from their homes.

BIKING Designs

80 Avenue Bike Lane Connector – 110 Street to 109 Street

What we decided

To construct a painted bike lane and a shared-use roadway connection on 80 Avenue between the 110 Street bike lane and 109 Street.

THE FINAL DESIGN INCLUDES:

- + A westbound painted contraflow bike lane and an eastbound shared-use roadway
- + One-way eastbound traffic flow (change from two-way)
- + On-street public parking maintained on the south side
- + On-street public parking removed on the north side to accommodate the bike lane within road right-of-way and limit boulevard tree removal

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors and guides how biking fits into the vision of a connected and accessible city
- + **Vision Zero** – Protected bike infrastructure helps to achieve the long-term goal of zero traffic fatalities and serious injuries
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Edmonton Bike Plan** – Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes for all reasons in all seasons
- + **South Side Bike Network** – Identified 80 Avenue as an east-west connection from 110 Street to 109 Street for the all ages and abilities network
- + **Bus Network Redesign** – The new bus network is an important step in modernizing Edmonton's transit system preparing for growing our city to two million people. It has identified 109 Street as one of the future's highest frequency routes



Public Input:

- + People prefer designated spaces that provide safe connections for all modes of travel
- + Preserving trees is important to the community
- + Parking is important to the residents living near bike lanes
- + Accessibility over and around bike lanes is important especially for those with mobility challenges



BIKING Designs

80 Avenue Bike Lane Connector – 110 Street to 109 Street

What we decided

What we accounted for to make the decision



Technical Considerations:

- + **Connections** – Bike route connectivity is needed from 110 Street to 109 Street and further east
- + **Limited space in road right-of-way / Prioritize trees** – To maintain boulevard trees whenever possible, on-street public parking was removed to make room for the bike lanes
- + **Existing signalized crossing** – Existing pedestrian signal to be upgraded to bike-actuated
- + **Signage / Wayfinding** – Bike route signage will be installed to inform users of connections
- + **109 Street Bus Route** – New traffic signal installations were carefully reviewed for 109 Street to determine impacts on this future high frequency route. It was determined that one signal at 80 Avenue would serve the east-west connection while considering impacts to transit timing and scheduling.

Aligns with the Vision and the following Guiding Principles:



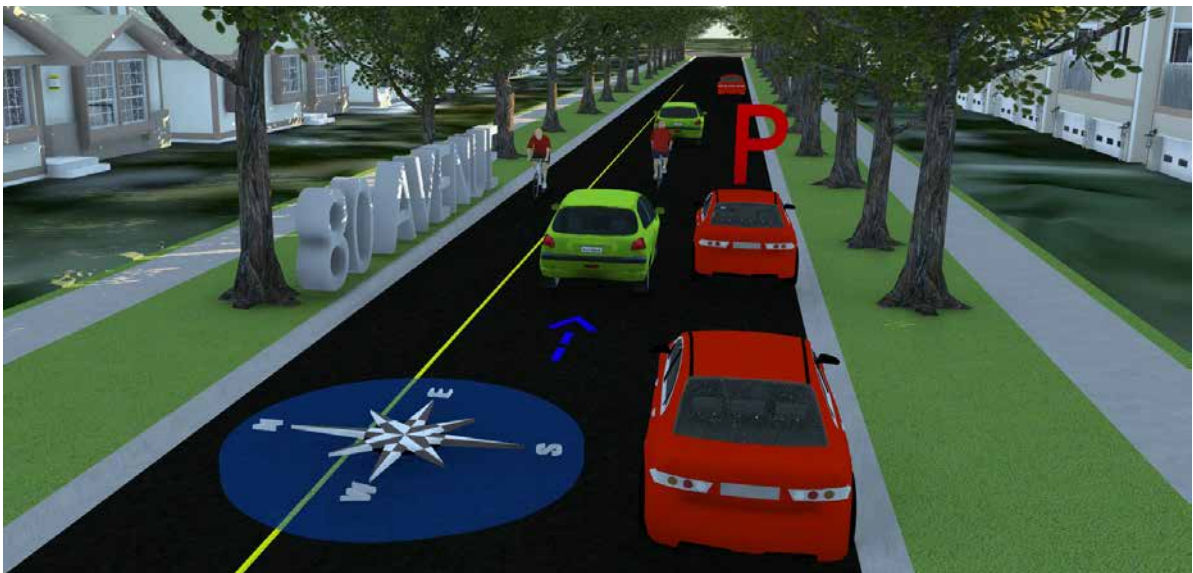
To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To prioritize on-street parking for residents and their visitors within a reasonable distance from their homes.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



BIKING Designs

83 Avenue Bike Lane Connector to 112 Street

What we decided

To construct a protected bike lane connection between the 83 Avenue protected bike lane to 112 Street via 111 Street and 84 Avenue

THE FINAL DESIGN INCLUDES:

- + 111 Street between 83 Avenue and 84 Avenue:
 - + A protected on-street, two-way bike lane on the east side
 - + On-street public parking removed to accommodate the bike lane within road right-of-way and limit boulevard tree removal
- + 84 Avenue between 111 Street and 112 Street:
 - + A protected raised two-way bike lane on the south side
 - + On-street public parking on the south side next to the bike lane to accommodate access to loading zones and buildings on south side of 84 Avenue
 - + On-street public parking removed from the north side to accommodate the bike lane within road right-of-way and limit boulevard tree removal
- + Separated spaces for people who bike, walk and drive

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors and guides how biking fits into the vision of a connected and accessible city
- + **Vision Zero** – Protected bike infrastructure helps to achieve the long-term goal of zero traffic fatalities and serious injuries
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Snow and Ice Policy** – The City provides year-round maintenance, including snow removal, of protected bike lanes and shared-use paths to support all-season access and use
- + **Edmonton Bike Plan** – Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes for all reasons in all seasons
- + **South Side Bike Network** – Identified 83 Avenue as a primary east-west connection from east of 96 Street (Mill Creek Ravine) to 112 Street for the all ages and abilities network



Public Input:

- + People are split between the more direct and continuous 83 Avenue route to 112 Street and the 84 Avenue route that provides indirect access to a 112 Street traffic signal
- + Pedestrian accessibility over and around bike lanes is important especially for those with mobility challenges

BIKING Designs

83 Avenue Bike Lane Connector to 112 Street

What we decided

What we accounted for to make the decision



Technical Considerations:

- + **Connections** – Bike route connectivity is needed to complete the 83 Avenue bike route to 112 Street and 84 Avenue provides the best connections east of 112 Street
- + **Limited space in road right-of-way / Prioritize trees** – To maintain boulevard trees whenever possible, on-street public parking was removed to make room for the bike lanes
- + **Existing infrastructure / Buildings** – Resident and commercial accessibility needs along 84 Avenue required a raised bike lane
- + **Mode conflicts** – 84 Avenue provided fewer conflicts between people who drive and bike than 83 Avenue
- + **Signage / Wayfinding** – Bike route signage will be installed to inform users of connections

Aligns with the Vision and the following Guiding Principles:



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



To prioritize on-street parking for residents and their visitors within a reasonable distance from their homes.



BIKING Designs

90 Avenue / 110 Street / Saskatchewan Drive

What we decided

To improve the intersection at 90 Avenue / 110 Street and Saskatchewan Drive and the walking and biking connections to key destinations.

THE FINAL DESIGN INCLUDES:

- + A traffic island at the intersection to provide a safe waiting area for people walking
- + Enhanced crosswalks to improve visibility of people walking
- + Curb extension at 90 Avenue and 110 Street to shorten crossing distances and slow traffic
- + A shared-use path on south side of 90 Avenue from 110 Street east for those who bike and walk
- + A shared-use roadway for those who bike and drive
- + Enhanced cul-de-sac signage to reduce confusion for those who drive

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors and guides how biking fits into the vision of a connected and accessible city
- + **Vision Zero** – Protected bike infrastructure helps to achieve the long-term goal of zero traffic fatalities and serious injuries
- + **Community Traffic Management Policy** – Supports curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Edmonton Bike Plan** – Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes for all reasons in all seasons
- + **Snow and Ice Policy** – The City provides year-round maintenance, including snow removal, of protected bike lanes and shared-use paths to support all-season access and use



Public Input:

- + People feel the 90 Avenue / Saskatchewan Drive intersection is confusing and the crossing locations are unclear to all users
- + People indicate there are missing connections between the Saskatchewan Drive shared-use path, the High Level Bridge and river valley trails
- + People reported high traffic volumes from drivers going into the cul-de-sac looking for alley access and parking
- + People were split on their preference for a north or south side location for a shared-use path suggesting both would improve connections but the south side would also provide additional parking

*See page 5 for walking definitions

BIKING Designs

90 Avenue / 110 Street / Saskatchewan Drive

What we decided

What we accounted for to make the decision



Technical Considerations:

- + **Large / wide intersection** – Curb extensions and a traffic island will be used to reduce the crossing distances across 90 Avenue and to improve sightlines by defining parking areas setback from the intersections
- + **River Valley Bylaw** – Due to the proximity to the top-of-bank there is not room to extend the shared-use path along the north side of 90 Avenue. There is room to accommodate the shared-use path on the south side of 90 Avenue to connect to the access for the High Level Bridge and river valley trails
- + **Signage / Wayfinding** – Bike route signage will be installed to inform users of connections

Aligns with the Vision and the following Guiding Principles:



To provide a safe and enjoyable pedestrian experience that encourages walking.



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To design safe, user-friendly roadways and intersections that reduce vehicle speeds and discourage shortcutting.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



BIKING Designs

85 Avenue Bike Lane Connector – 112 Street to 110 Street

What we decided

To construct a painted bike lane and shared-use roadway on 85 Avenue connecting 112 Street to the 110 Street bike lane.

THE FINAL DESIGN INCLUDES:

- + A painted contraflow westbound bike lane on the north side of 85 Avenue and an eastbound shared-use roadway to add bike connections to 110 Street and provide traffic calming
- + No change to parking

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors, and guides how biking fits into the vision of a connected and accessible city
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Edmonton Bike Plan** – Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes for all reasons in all seasons



Public Input:

- + People are concerned about speeding and shortcutting on 85 Avenue
- + Suggestions to add traffic calming measures between 111 Street and 110 Streets to slow traffic
- + Residents were not in favour of parking on both sides to narrow the road as a traffic calming measure
- + Preserving trees is important to the community



Technical Considerations:

- + **Roadway widths** – A painted bike lane will narrow the road and encourage slower speeds
- + **Connections** – Bike route connections to 110 Street are needed to allow people who bike to pick efficient routes while navigating the one-way roads in the neighbourhood
- + **Signage / Wayfinding** – Bike route signage will be installed to inform users of connections

Aligns with the Vision and the following Guiding Principles:



To design safe, user-friendly roadways and intersections that reduce vehicle speeds and discourage shortcutting.



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



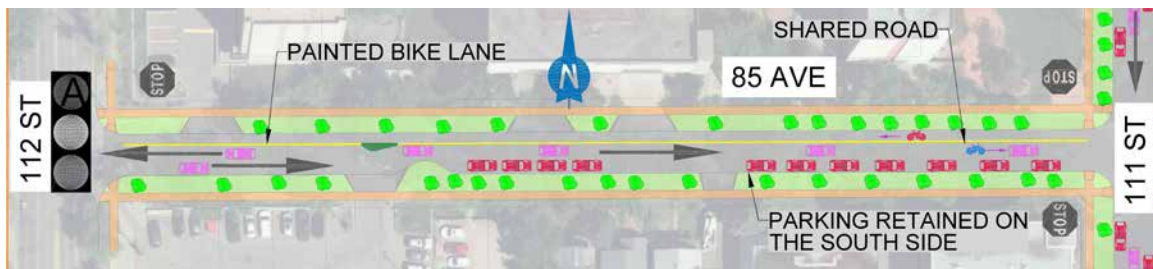
To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.

BIKING Designs

85 Avenue Bike Lane Connector – 112 Street to 110 Street



- NEW TWO-WAY PROTECTED BIKE LANE:
- EXISTING TRAFFIC DIRECTION:
- EXISTING SIGNAGE REMOVED:
- PARKING:
- EXISTING SIGNAGE:
- EXISTING BIKE SIGNAGE REMOVED:
- NEW BIKE SIGNAGE:



- EXISTING SIGNAGE:
- EXISTING AMBER FLASHER:
- PARKING:
- EXISTING TREES:
- EXISTING TRAFFIC DIRECTION:



BIKING Designs

111 Street from 82 to 83 Avenue Bike Lane Connector

What we decided

To construct a painted bike lane and shared-use roadway on 111 Street between 82 Avenue and 83 Avenue (as currently exists).

THE FINAL DESIGN INCLUDES:

- + A northbound painted bike lane connection on the east side and a southbound shared-use roadway on 111 Street connecting 82 Avenue and Windsor Park Plaza to the 83 Avenue bike lane

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors, and guides how biking fits into the vision of a connected and accessible city
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Edmonton Bike Plan** – Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes for all reasons in all seasons



Public Input:

- + A bike connection was suggested so people living west of 111 Street could connect to the 83 Avenue bike lane and the overall bike network



Technical Considerations:

- + **Connections** – Safe access to the existing 83 Avenue and the new 84 Avenue bike lanes for those living west of 111 Street is needed
- + **Existing signalized crossing** – Existing bike signal infrastructure at 82 Avenue and 111 Street indicates a well-used route and support for this connection
- + **Signage / Wayfinding** – Bike route signage will be installed to inform users of connections

Aligns with the Vision and the following Guiding Principles:



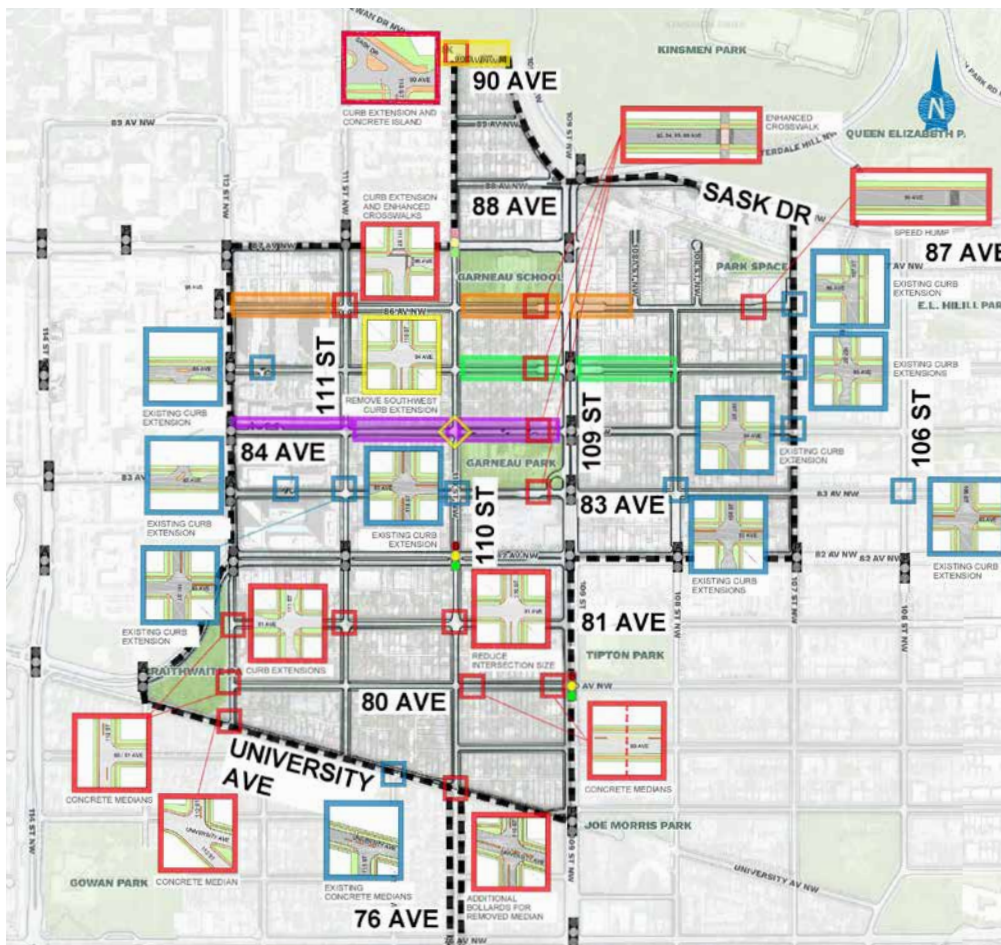
To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.

Driving

The Final Design for driving and traffic in Garneau includes the addition of traffic calming measures such as curb extensions and enhanced crosswalks, intersection enhancements such as coloured or textured pavement treatment or squaring to decrease confusion and some traffic flow changes. All residential road surfaces will be replaced.



- Traffic Enhancement Garneau**
- 84 Avenue: █
 - 85 Avenue: █
 - 86 Avenue: █
 - 90 Avenue: █
 - Proposed Roadway Enhancement:
 - Existing Roadway Enhancement Remain or Rebuild:
 - Existing Roadway Enhancement Removed:

DRIVING Designs

84 Avenue – 112 Street to 109 Street

What we decided

To add traffic calming measures on 84 Avenue between 112 Street and 109 Street.

THE FINAL DESIGN INCLUDES:

- + **109 Street to 111 Street:** Landscaped chicanes with parallel parking on both sides of the street
- + **111 Street to 112 Street:** A raised bike lane with on-street public parking on the south side (next to the bike lane) aligning with loading zones
- + An enhanced crosswalk at the alley west of 109 Street

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors to support the vision of a connected and accessible city
- + **Community Traffic Management Policy** – Supports chicanes to reduce driver speeds and deter shortcutting
- + **Vision Zero** – Roadway designs can help to achieve the long-term goal of zero traffic fatalities and serious injuries
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets



Public Input:

- + People would like traffic calming measures to reduce shortcutting and speeding on 84 Avenue
- + There is support for chicanes to calm traffic along 84 Avenue, especially if they can be beautifully landscaped
- + The retention of some on-street public parking is desired by residents
- + Angle parking is not generally supported

Aligns with the Vision and the following Guiding Principles:



To design safe, user-friendly roadways and intersections that reduce vehicle speeds and discourage shortcutting.



To incorporate urban design that reflects and enhances the neighbourhood's history, beauty, and natural elements.



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To prioritize on-street parking for residents and their visitors within a reasonable distance from their homes.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.

DRIVING Designs

84 Avenue – 112 Street to 109 Street

What we decided

What we accounted for to make the decision



Technical Considerations:

- + **Parallel parking** – Effective traffic calming measure as it narrows the street to encourage slower speeds and adds to neighbourhood parking
- + **Chicanes** – Effective traffic calming measure as weaving around chicanes slows cars and discourages shortcutting, can be landscaped
- + **Parking** – Having parallel parking on both sides of the road between chicanes adds on-street public parking to area
- + **Speed reduction** – Curb extensions and protected bike lanes slow vehicle traffic by narrowing the roadway



DRIVING Designs

81 Avenue – 110 Street Intersection / 111 Street Intersection

What we decided

To improve pedestrian crossing distances and reduce overall confusion occurring at the wide intersections of 81 Avenue / 110 and 111 streets.

THE FINAL DESIGN INCLUDES:

- + **110 Street / 81 Avenue:** Squared-up intersection to encourage slower traffic, improve the visibility of people walking and for people driving and reduce the crossing distance for people walking
- + **111 Street / 81 Avenue:** Squared-up intersection and curb extension installed on the northwest, northeast and southeast corners to encourage slower traffic, improve the visibility of people walking for people driving and reduce the crossing distance for people walking

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors to support the vision of a connected and accessible city
- + **Community Traffic Management Policy** – Supports curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians
- + **Vision Zero** – Intersection designs can help to achieve the long-term goal of zero traffic fatalities and serious injuries
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Active Transportation Policy** – Optimize Edmontonian's opportunities to walk, roll, and cycle, regardless of age, ability, or socio-economic status; to enhance the safety, inclusivity and diversity of our communities, and to minimize the impact of transportation activities on Edmonton's ecosystem
- + **PED Connections: a Sidewalk Strategy** – To increase the priority of walkability in Edmonton by maximizing opportunities for walking and enhancing safety, convenience, and strategic improvements and expansions of the sidewalk system, thereby promoting a healthy and sustainable community



Public Input:

- + People would like traffic calming measures to be considered to reduce speeding
- + There is general support for traffic circles as they feel safer for people who walk and bike and concerns that curb extensions would not provide enough traffic calming. Some are concerned that traffic circles can be confusing for drivers

*See page 5 for walking definitions

DRIVING Designs

81 Avenue – 110 Street Intersection / 111 Street Intersection

What we decided

What we accounted for to make the decision



Technical Considerations:

- + **Wide intersection** – Realigning the intersection reduces the crossing distance for people who walk and increases visibility for both people who walk and drive
- + **Limited space in road right-of-way** – Available room in the intersection did not accommodate the addition of a traffic circle with crossings for people walking
- + **Speed reduction** – Curb extensions slow vehicle traffic by narrowing the roadway

Aligns with the Vision and the following Guiding Principles:



To design safe, user-friendly roadways and intersections that reduce vehicle speeds and discourage shortcutting.



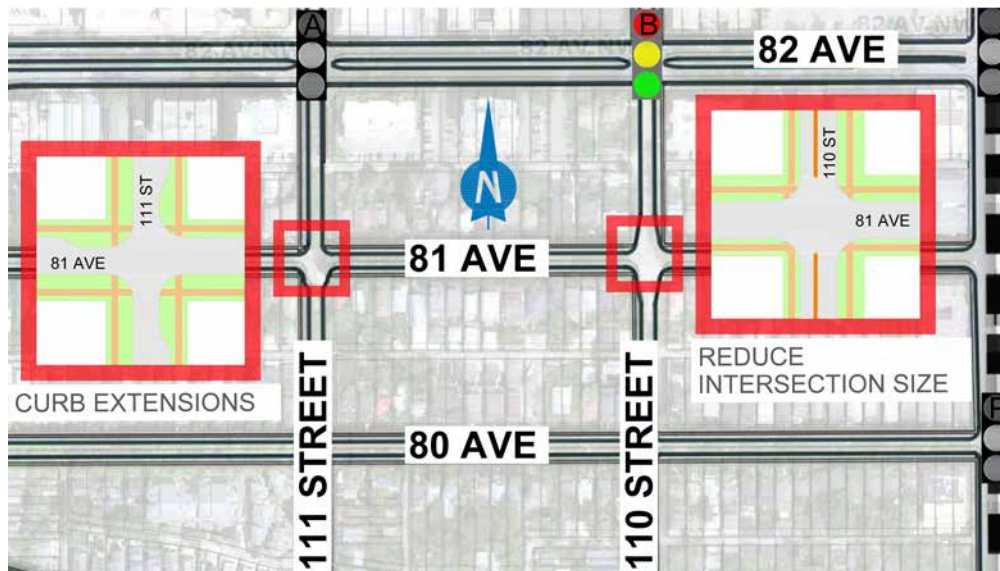
To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To prioritize on-street parking for residents and their visitors within a reasonable distance from their homes.



DRIVING Designs

90 Avenue / Saskatchewan Drive / 110 Street

What we decided

To improve the intersection and reduce confusion for all users and add walking and biking connections between the Saskatchewan Drive shared-use path to destinations to the east.

THE FINAL DESIGN INCLUDES:

- + A traffic island to provide a midway landing area for people crossing (walking and biking)
- + Curb extensions at the intersection of 90 Avenue and 110 Street to shorten crossing distances and slow traffic
- + A shared-use path on south side of 90 Avenue from 110 Street east
- + A shared-use roadway for those who bike and drive
- + Enhanced cul-de-sac signage to reduce confusion for those who drive

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors and guides how biking fits into the vision of a connected and accessible city
- + **Vision Zero** – Protected bike infrastructure helps to achieve the long-term goal of zero traffic fatalities and serious injuries
- + **Community Traffic Management Policy** – Supports curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Edmonton Bike Plan** – Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes for all reasons in all seasons
- + **Snow and Ice Policy** – The City provides year-round maintenance, including snow removal, of protected bike lanes and shared-use paths to support all-season access and use



Public Input:

- + 90 Avenue / Saskatchewan Drive intersection can be confusing for all users
- + Pedestrian crossing locations are not clear to all users
- + There are missing connections between the Saskatchewan Drive shared-use path, the High Level Bridge and river valley trails
- + People report high traffic volumes in the cul-de-sac from drivers looking for alley access and parking
- + Respondents agree that both the north or south location for the shared-use path would improve connections but the south side would also provide additional parking

DRIVING Designs

90 Avenue / Saskatchewan Drive / 110 Street

What we decided

What we accounted for to make the decision



Technical Considerations:

- + **Wide intersection** – A traffic island provides pedestrian refuge midway across the intersection and increases the visibility of pedestrians
- + **Wide intersection** – Curb extensions reduce the crossing distances across the roadway, define parking and create a parking setback from intersections
- + **Speed reduction** – Traffic islands slows down vehicle traffic by narrowing the roadway
- + **River Valley Bylaw** – Due to proximity to top-of-bank there is not room to extend the shared-use path along the north side of 90 Avenue. There is room to accommodate the shared-use path on the south side of 90 Avenue to connect to the access for the High Level Bridge and river valley trails.
- + **Signage / Wayfinding** – Bike route signage will be installed to inform users of connections

Aligns with the Vision and the following Guiding Principles:



To provide a safe and enjoyable pedestrian experience that encourages walking.



To design safe, user-friendly roadways and intersections that reduce vehicle speeds and discourage shortcutting.



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



To prioritize on-street parking for residents and their visitors within a reasonable distance from their homes.



DRIVING Designs

86 Avenue from 110 Street to 109 Street

What we decided

To improve connections to Garneau School for those who walk, bike or ride the school bus.

THE FINAL DESIGN INCLUDES:

- + A shared-use path on the north side of 86 Avenue to provide a connection from the 110 Street bike lane to the school, playground and 109 Street
- + A parking bay in front of the school for community use and school buses to pick-up and drop-off students
- + An enhanced pedestrian crossing (west of the alley) to improve visibility of people crossing 86 Avenue and to encourage slower traffic

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors, and guides how biking fits into the vision of a connected and accessible city
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Universal Design Standards** – The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities
- + **Snow and Ice Policy** – The City provides year-round maintenance, including snow removal, of protected bike lanes and shared-use paths to support all-season access and use



Public Input:

- + People report congestion on 86 Avenue during school drop-off and pick-up times
- + As it is a highly used pedestrian crossing location, there is a need to formalize a pedestrian crossing from the alley west of 109 Street to the school



Technical Considerations:

- + **Space limitations / impacts** – A shared-use path could be accommodated on the north side of 86 Avenue directly in front of the school with little impact to existing trees
- + **Roadway width** – A bus bay reduces congestion by allowing buses to pull out of driving lanes to drop off and pick up students directly to the sidewalk. One bus bay has the least impact on boulevard trees.
- + **Space limitations / impacts** – Space needed to add bus bays will impact boulevard trees. One bus bay was added to minimize tree impacts

DRIVING Designs

86 Avenue from 110 Street to 109 Street

Aligns with the Vision and the following Guiding Principles:



To provide a safe and enjoyable pedestrian experience that encourages walking.



To design safe, user-friendly roadways and intersections that reduce vehicle speeds and discourage shortcutting.



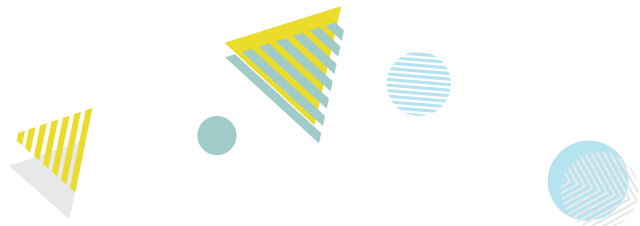
To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



To prioritize on-street parking for residents and their visitors within a reasonable distance from their homes.



DRIVING Designs

86 Avenue from 112 Street to 111 Street

What we decided

To improve pedestrian and driver safety and the functionality of 86 Avenue between 112 Street and 111 Street.

THE FINAL DESIGN INCLUDES:

- + A change in traffic direction from one-way westbound to two-way to improve access to the public parkade on the south side of 86 Avenue and prevent wrong way traffic
- + A curb extension at the southeast corner of the 111 Street / 86 Avenue intersection to prevent wrong way driving infractions and to shorten the crossing distance to destinations to the north and to the south
- + Enhanced crosswalks installed at the north and east sides of the 111 Street / 86 Avenue intersection to improve the visibility of people crossing
- + DATS loading zones on the west side of 111 Street (east of Bader Assisted Living and just south of the alley)
- + Parking relocated from the east side of 111 Street to the west side to align with the DATS loading zone and correct the intersection alignment at 111 Street and 87 Avenue

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors to support the vision of a connected and accessible city
- + **Community Traffic Management Policy** – Supports curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting, and reduce the crossing distance for pedestrians
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Universal Design Standards** – The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities
- + **Corporate Tree Policy** – Supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy. Value of trees removed will be replaced with new tree planting in the neighbourhood



Public Input:

- + Improve safety for people walking trying to reach key destinations in the southeast part of the neighbourhood
- + People reported residents with visual impairments live nearby
- + Concerns about the narrowness of 111 Street at 87 Avenue due to parking on the east side

DRIVING Designs

86 Avenue from 112 Street to 111 Street

What we decided

What we accounted for to make the decision



Technical Considerations:

- + **Pedestrian visibility** – Enhanced crossings help support safe pedestrian crossing by drawing attention to crossing locations, reducing driver speeds, and may also deter shortcutting
- + **Traffic direction change** – With 86 Avenue (112 to 111 Street) changing to two-way traffic, a curb extension on the southeast corner of 111 Street / 86 Avenue will discourage drivers from attempting to go east on the 86 Avenue one-way westbound road
- + **Speed reduction** – Curb extensions slow vehicle traffic by narrowing the roadway
- + **New Tree Planting Locations** – Identify areas where new trees can be planted to support succession planting

Aligns with the Vision and the following Guiding Principles:



To provide a safe and enjoyable pedestrian experience that encourages walking.



To design safe, user-friendly roadways and intersections that reduce vehicle speeds and discourage shortcutting.



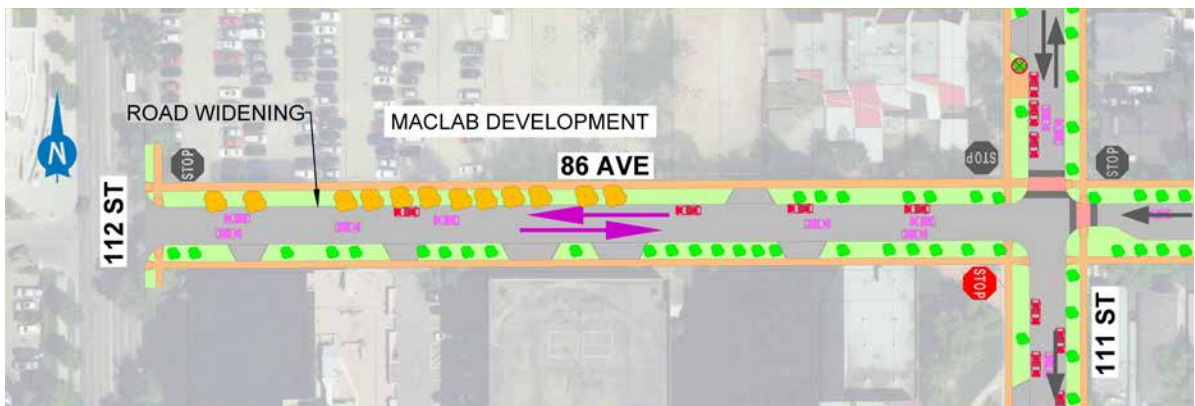
To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



To prioritize on-street parking for residents and their visitors within a reasonable distance from their homes.



DRIVING Designs

Parking

What we decided

To add on-street public parking where possible and to consider adding restrictions to current unrestricted parking areas east of 109 Street.

THE FINAL DESIGN INCLUDES:

- + New public parking locations for resident permit holders that are balanced with locations for visitors to the area
- + Parking restriction considerations east of 109 Street (dependent on resident input)
- + Short-term public parking bays for drop-offs and deliveries along 110 Street

What we accounted for to make the decision



City Policies and Programs:

- + **Residential Parking Program** – Ensures parking is available for residents in areas with high on-street public parking demands
- + **Traffic Bylaw 5590** – Governs the use of roadways including parking of vehicles and enforcement on Edmonton's streets
- + **Corporate Tree Policy** – Supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy. Value of trees removed will be replaced with new tree planting in the neighbourhood



Public Input:

- + Residents value on-street public parking close to their homes
- + Short-term on-street public parking for deliveries is important



Technical Considerations:

- + **Space limitations / impacts** – Space needed to add additional parking spaces may have trade-offs and impacts (for example, removal of trees)
- + **Speed reduction** – Parking can be used on both sides of a street to slow vehicle traffic by narrowing the roadway

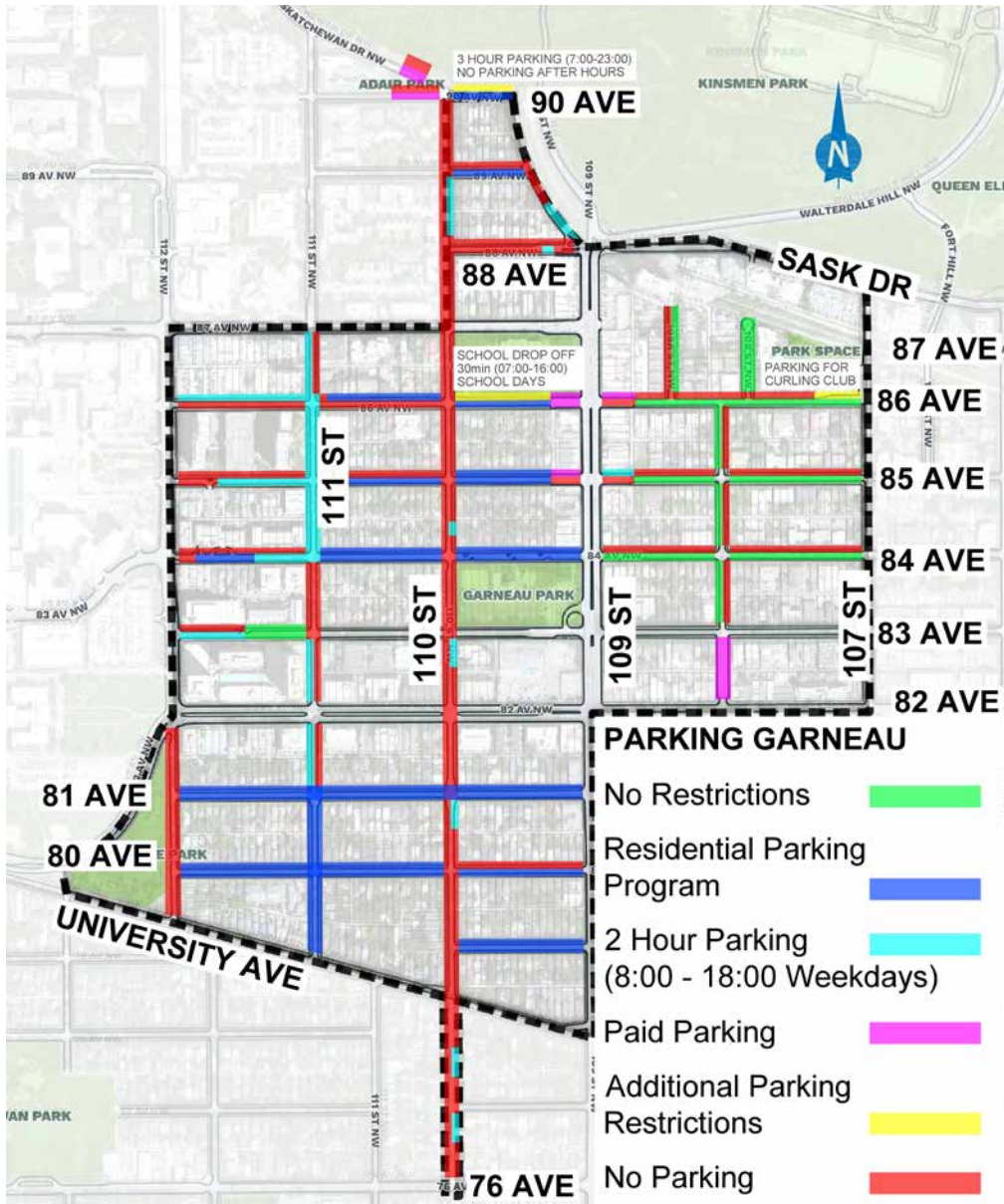
Aligns with the Vision and the following Guiding Principles:



To prioritize on-street parking for residents and their visitors within a reasonable distance from their homes.

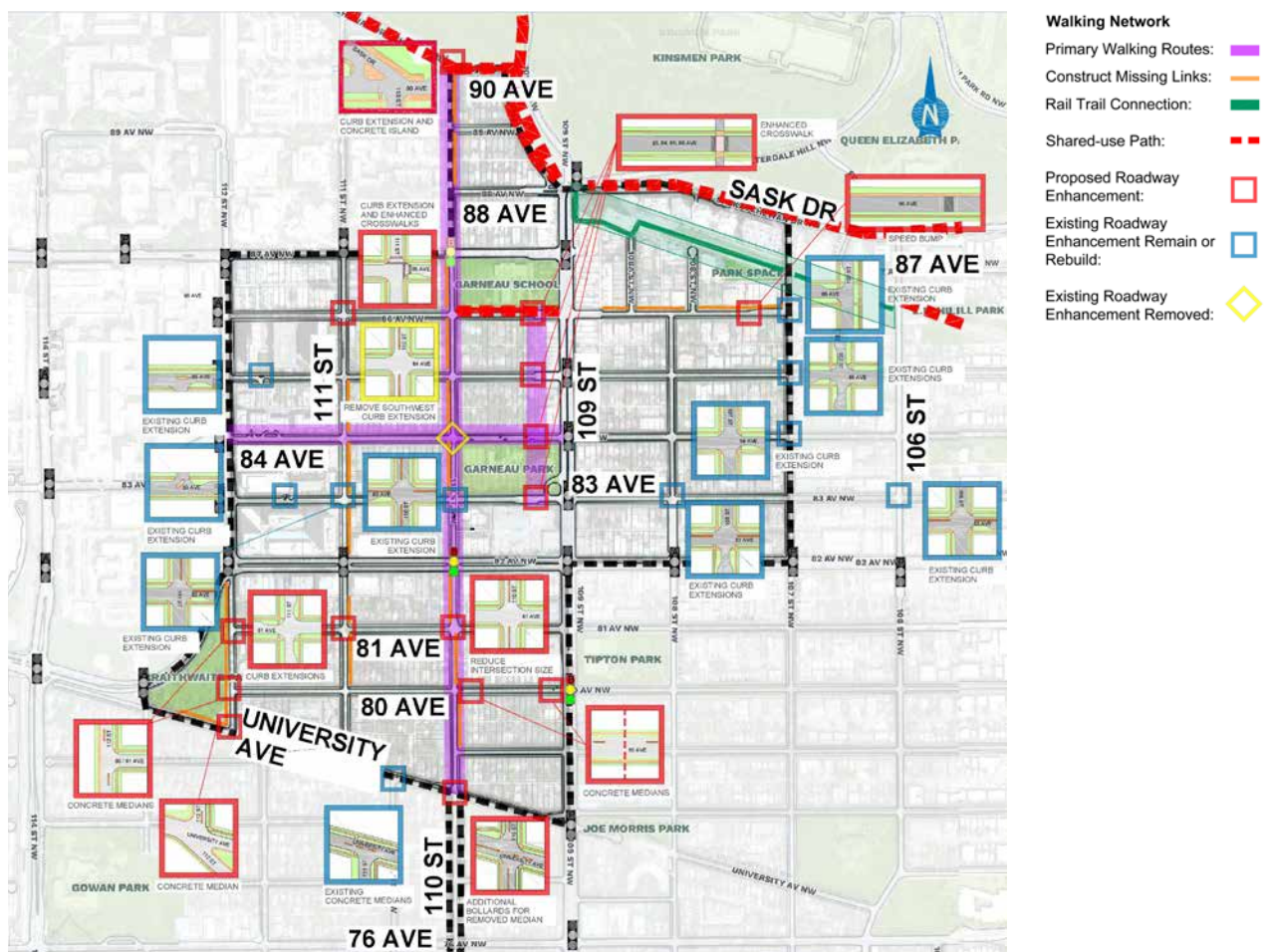
DRIVING Designs

Parking



Walking

The design for walking improvements in Garneau includes replacement of all existing sidewalks and, when possible, adding missing sidewalk links. Primary walking routes identified on 110 Street and 84 Avenue will have wider sidewalks, where possible. Several pedestrian crossing locations will be improved with curb extensions and enhanced crosswalks. Tactile warning indicators will be placed along key walking routes to support the visually impaired.



NOTE: References to people walking within this document is to include the following:

- + people running
- + people using canes or walkers
- + people standing
- + people pushing strollers or carts
- + people using manual / motorized wheelchairs or scooters
- + people pushing bicycles
- + and users of various other low-speed forms of human locomotion (e.g., skateboards)

Walking Designs

Missing Sidewalk Connections

What we decided

Where possible, to add new sidewalks along avenues and streets to improve connectivity and eliminate missing connections.

THE FINAL DESIGN INCLUDES:

New sidewalks added to the:

- + North side of 86 Avenue from 110 Street to 109 Street
- + East and west sides of 110 Street from 82 to 90 Avenue
- + East and west sides of 111 Street from 82 to 90 Avenue

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors to support the vision of a connected and accessible city
- + **Active Transportation Policy** – Optimize Edmontonians opportunities to walk, roll, and cycle, regardless of age, ability, or socio-economic status; to enhance the safety, inclusivity and diversity of our communities, and to minimize the impact of transportation activities on Edmonton's ecosystem
- + **PED Connections: a Sidewalk Strategy** – To increase the priority of walkability in Edmonton by maximizing opportunities for walking and enhancing safety, convenience, and strategic improvements and expansions of the sidewalk system, thereby promoting a healthy and sustainable community
 - + [Council Report 7079 – City Sidewalks Missing Connections – June 11, 2019](#)
 - Attachment 1
 - Attachment 2
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Winter City Design Guidelines** – Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year round experience
- + **Complete Streets Design and Construction Standards** – Requires sidewalks on both sides of a street, where possible
- + **Universal Design Standards** – The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities
- + **Neighbourhood Renewal Program** – Funds the construction of new sidewalks and shared-use paths. This cost is not shared with property owners.
- + **Corporate Tree Policy** – Supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy. Value of trees removed will be replaced with new tree planting in the neighbourhood

Walking Designs

Missing Sidewalk Connections

What we decided

What we accounted for to make the decision



Public Input:

- + People told us that they criss-cross back and forth when walking due to incomplete connections
- + People would like new sidewalks where they are currently missing to improve connections and accessibility, especially for those with mobility challenges
- + Some expressed desire to retain the unpaved pathways and private landscaping in road right-of-way
- + The current sidewalks are in need of repair
- + Some people are concerned about new sidewalks and the added expense and maintenance responsibilities they create for residents
- + Preserving trees is important to the community
- + People told us there was a high density of vulnerable users in the area, including seniors residences and assisted living facilities



Technical Considerations:

- + **Space limitations / impacts** – Space needed to accommodate new sidewalks within road right-of-way may have trade-offs and impacts (for example, removal of trees or on-street public parking)
- + **Existing infrastructure** – Existing trees / landscaping along properties, and underground and above ground utilities
- + **Drainage** – Ensure road and lot drainage is not negatively impacted
- + **New Tree Planting Locations** – Identify areas where new trees can be planted to support succession planting

Aligns with the Vision and the following Guiding Principles:



To provide a safe and enjoyable pedestrian experience that encourages walking.



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



To incorporate urban design that reflects and enhances the neighbourhood's history, beauty, and natural elements.

Walking Designs

Primary Walking Routes

What we decided

To add wider sidewalks in high pedestrian areas, along the primary walking routes.

THE FINAL DESIGN INCLUDES:

Wider sidewalks (where possible) along the:

- + East side of 110 Street
- + North and south sides of 84 Avenue

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors to support the vision of a connected and accessible city
- + **Active Transportation Policy** – Optimize Edmontonian's opportunities to walk, roll, and cycle, regardless of age, ability, or socio-economic status; to enhance the safety, inclusivity and diversity of our communities, and to minimize the impact of transportation activities on Edmonton's ecosystem
- + **PED Connections: a Sidewalk Strategy** – To increase the priority of walkability in Edmonton by maximizing opportunities for walking and enhancing safety, convenience, and strategic improvements and expansions of the sidewalk system, thereby promoting a healthy and sustainable community
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Winter City Design Guidelines** – Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year round experience
- + **Universal Design Standards** – The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities
- + **Complete Streets Design and Construction Standards** – Requires sidewalks on both sides of a street, where possible



Public Input:

- + People identified 110 Street north-south and 84 Avenue east-west as primary pedestrian routes
- + 110 Street from 82 Avenue to Saskatchewan Drive and 86 Avenue in front of Garneau School were identified as primary walking connections through Garneau

Walking Designs

Primary Walking Routes

What we decided

What we accounted for to make the decision



Technical Considerations:

- + **Sidewalks widths** – Wider sidewalks better accommodate more people along high-use pedestrian routes. Provides more space for those with mobility aids (for example, walkers, strollers, wheelchairs)
- + **Drainage** – Ensuring road and lot drainage is not negatively impacted
- + **Space limitations / Existing infrastructure** – Working around existing trees / landscaping along properties and underground and above ground utilities

Aligns with the Vision and the following Guiding Principles:



To provide a safe and enjoyable pedestrian experience that encourages walking.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To incorporate urban design that reflects and enhances the neighbourhood's history, beauty, and natural elements.

Walking Designs

Enhanced Crossings

What we decided

To improve visibility for people crossing streets and to encourage slower traffic.

THE FINAL DESIGN INCLUDES:

Enhanced crosswalks at:

- + Alleys west of 109 Street at: 84, 85, 86 and 88 avenues
- + 86 Avenue at 111 Street intersection – north and east sides
- + 86 Avenue west of the alley between 109 and 100 Street

What we accounted for to make the decision



City Policies and Programs:

- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Active Transportation Policy** – Optimize Edmontonian's opportunities to walk, roll, and cycle, regardless of age, ability, or socio-economic status; to enhance the safety, inclusivity and diversity of our communities, and to minimize the impact of transportation activities on Edmonton's ecosystem
- + **PED Connections: a Sidewalk Strategy** – To increase the priority of walkability in Edmonton by maximizing opportunities for walking and enhancing safety, convenience, and strategic improvements and expansions of the sidewalk system, thereby promoting a healthy and sustainable community
- + **Winter City Design Guidelines** – Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year round experience
- + **Universal Design Standards** – The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities



Public Input:

- + Pedestrians often use the alleys that run parallel to 109 Street as they provide a more desirable walk than using 109 Street
- + People told us there was a high density of vulnerable users in the area, including seniors residences and assisted living facilities
- + People walking can experience difficulty crossing during winter months due



Technical Considerations:

- + **Enhanced crossings** – Support safe pedestrian crossings by drawing attention to crossing locations and slowing traffic
- + **Create a visual cue** – Visual cues alert people driving to slow as they enter the neighbourhood

Aligns with the Vision and the following Guiding Principles:



To provide a safe and enjoyable pedestrian experience that encourages walking.



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.

Walking Designs

Tactile Warning Strips (TWSI)

What we decided

To improve the safety and comfort of pedestrians with visual impairments.

THE FINAL DESIGN INCLUDES:

Tactile walking surface indicators (TWSI) on curb ramps along the following primary walking routes:

- + 109 Street
- + 110 Street
- + 84 Avenue
- + 86 Avenue (some intersections)
- + 111 Street (some intersections)

What we accounted for to make the decision



City Policies and Programs:

- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Active Transportation Policy** – Optimize Edmontonian's opportunities to walk, roll, and cycle, regardless of age, ability, or socio-economic status; to enhance the safety, inclusivity and diversity of our communities, and to minimize the impact of transportation activities on Edmonton's ecosystem
- + **PED Connections: a Sidewalk Strategy** – To increase the priority of walkability in Edmonton by maximizing opportunities for walking and enhancing safety, convenience, and strategic improvements and expansions of the sidewalk system, thereby promoting a healthy and sustainable community
- + **Complete Streets Design and Construction Standards** – Requires sidewalks on both sides of a street, where possible
- + **Universal Design Standards** – The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities



Public Input:

- + People report that curb ramps can sometimes be difficult to notice / see the change in grade
- + People told us there was a high density of vulnerable users in the area, including seniors residences and assisted living facilities



Technical Considerations:

- + **Enhanced crossings** – Support safe pedestrian crossings by drawing attention to crossing locations and slowing traffic
- + **Create a tactile cue** – Different surfaces notify the visually impaired of a street crossing

Aligns with the Vision and the following Guiding Principles:

-  To provide a safe and enjoyable pedestrian experience that encourages walking.
-  To provide safe connections to neighbourhood amenities and destinations for all modes of travel.
-  To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



Walking Designs

Rail Trail (Along the rail corridor 106 to 109 Street)

What we decided

To complete the rail corridor shared-use path connection from 106 to 109 Street.

THE FINAL DESIGN INCLUDES:

The Rail Trail connection from 106 Street to 109 Street via:

- + 106 Street to 108A Street – shared-use path along the south side of the rail corridor
- + 108A Street to 109 Street – shared-use road treatment in the alley
- + 109 Street to Saskatchewan Drive – widen existing sidewalk to create a new shared-use path

What we accounted for to make the decision



City Policies and Programs:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors and guides how biking fits into the vision of a connected and accessible city
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Edmonton Bike Plan** – Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes for all reasons in all seasons
- + **South Side Bike Network** – Identified rail corridor as east-west connection from Gateway Boulevard to 109 Street for the all ages and abilities network
- + **Winter City Design Guidelines** – Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year round experience



Public Input:

- + People prefer designated spaces that provide safe connections for all modes of travel
- + People support the completion of the Rail Trail to 109 Street as it provides an alternate route if Saskatchewan Drive or 83 Avenue is obstructed
- + There is support for additional connections to destinations to the east of 109 Street
- + Important for people living east of 109 Street to be connected to neighbourhood



Technical Considerations:

- + **Space limitations / Existing infrastructure** – Working around existing trees / landscaping along properties and underground and above ground utilities
- + **Connections:** Complete rail corridor connection all the way to 109 Street and Saskatchewan Drive

Walking Designs

Rail Trail

Aligns with the Vision and the following Guiding Principles:



To provide a safe and enjoyable pedestrian experience that encourages walking.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To incorporate urban design that reflects and enhances the neighbourhood's history, beauty, and natural elements.



Playing

The park spaces throughout Garneau are designed with different levels of enhancement to improve usage, beauty and safety. These changes will offer new and different uses of the parks and improve how pedestrians travel through them. The construction of the park designs is subject to further funding and approvals.

Braithwaite Park (112 Street and 82 Avenue)

What we decided

To improve pedestrian connections through the park, and provide open recreation spaces and a dog off-leash area.

THE FINAL DESIGN INCLUDES:

- + Tree-lined sidewalk on west side of 112 Street (east side of park)
- + Tree-lined sidewalk on north side of University Avenue (south side of park)
- + Tree-lined boulevard along the existing sidewalk on 82 Avenue
- + Pathways through park to connect to destinations to the west
- + Memorial plaza relocated to an area where it is more visible and improves the sightlines throughout the park
- + Dog park enclosed with plantings and fencing
- + Open area recreation space

What we accounted for to make the decision



City Policies and Programs:

- + **BREATHE – Green Network Strategy** – Promotes an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + **Universal Design Standards** – The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities
- + **Dogs in Open Spaces Strategy** – Provides best practices for designing dog off-leash areas
- + **Winter City Design Guidelines** – Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year round experience
- + **Neighbourhood Renewal Program** – The Neighbourhood Renewal Program has funding limitations and cannot accommodate all of the proposed park improvements. The Project Team will explore other City programs and funding sources to support these improvements.



Public Input:

- + People support a fenced-in off-leash dog park suggesting it will encourage new users while keeping dogs and other park visitors separated
- + A separate space for dogs and other park users is desired
- + Pedestrian connections through the park are supported

Playing Designs

Braithwaite Park (112 Street and 82 Avenue)

What we decided

What we accounted for to make the decision

- + Suggestions to include a noise / visual barrier off 82 Avenue
- + Desire for enhanced park amenities to create a more welcoming and safe park space



Technical Considerations:

- + **Landscaping Design Standards** – The design is informed by and will support landscaping design standards
- + **Existing infrastructure** – Working around existing trees / landscaping, and underground and above ground utilities
- + **Crime Prevention through Environmental Design (CPTED)** – Principles that are used to discourage criminal activity and promote a feeling of safety through the design of places and streets
- + **Visual barriers** – the design allows for the addition of boulevard trees creating a more enjoyable experience for people walking

Aligns with the Vision and the following Guiding Principles:



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



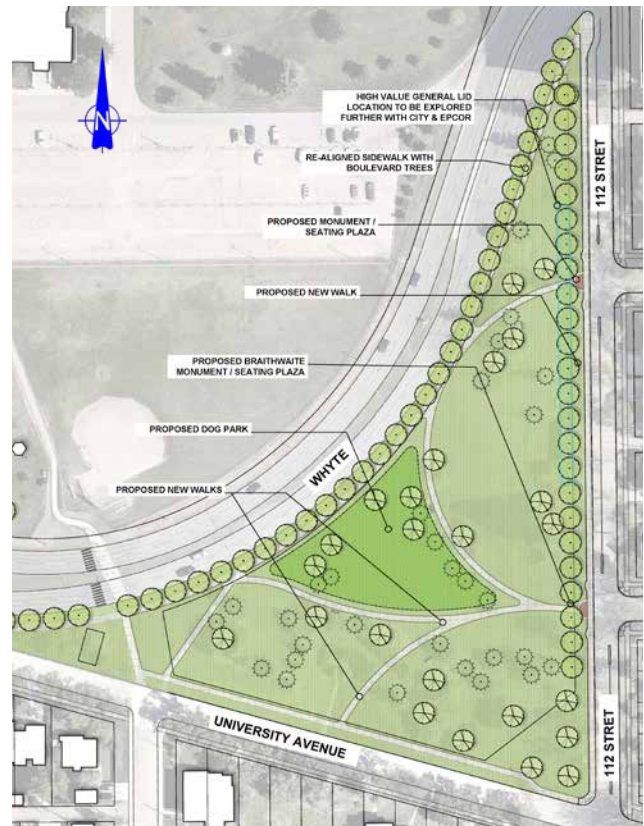
To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



To establish new, and enhance existing, public spaces and parks that provide opportunities for community gathering and recreation.



To incorporate urban design that reflects and enhances the neighbourhood's history, beauty, and natural elements.



Playing Designs

City Arts Centre Park (109 Street and 83 Avenue)

What we decided

To transform the existing park into a continuous space with a meandering pedestrian path and improve sightlines within the park space.

THE FINAL DESIGN INCLUDES:

- + A continuous north-south linear park connecting the existing plaza to the old bus turnaround
- + Reduction to the existing berm improving sight lines in the park
- + Boulevard trees planted along 109 Street
- + Pedestrian path through park
- + Realigned parking lot

What we accounted for to make the decision



City Policies and Programs:

- + **BREATHE – Green Network Strategy** – Promotes an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + **Universal Design Standards** – The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities
- + **Winter City Design Guidelines** – Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year round experience
- + **Neighbourhood Renewal Program** – The Neighbourhood Renewal Program has funding limitations and cannot accommodate all of the proposed park improvements. The Project Team will explore other City programs and funding sources to support these improvements



Public Input:

- + People support consolidating the area to add more green / park space
- + Suggestions to remove or reduce berm to open up sightlines and make users feel safe
- + Parking is important to users of the park and amenities
- + The linear park is supported by many residents who like the continuous green space and efficient parking lot
- + Design supports the findings of a recent Crime Prevention through Environmental Design audit conducted by City Arts Centre management by reducing berm and opening up sightlines to park space

Playing Designs

City Arts Centre Park (109 Street and 83 Avenue)

What we decided


What we accounted for to make the decision

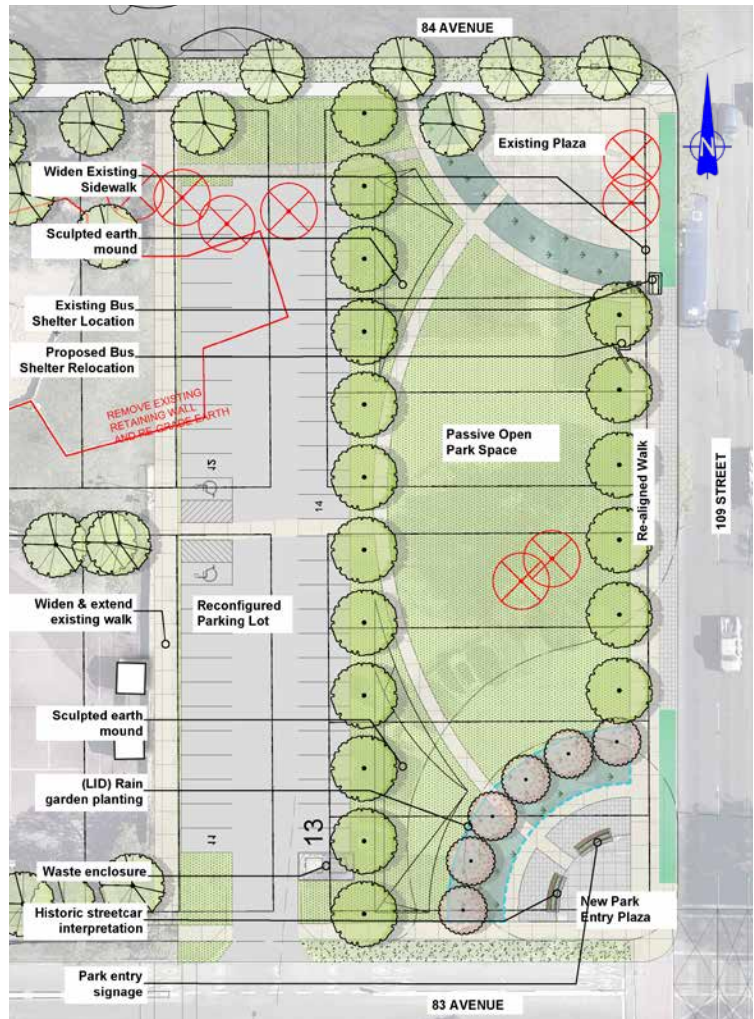


Technical Considerations:

- + **Crime Prevention through Environmental Design (CPTED)** – Principles that are used to discourage criminal activity and promote a feeling of safety through the design of places and streets
- + **Existing infrastructure** – Working around existing trees / landscaping, and underground and above ground utilities
- + **Landscaping Design Standards** – The design is informed by and will support landscaping design standards

Aligns with the Vision and the following Guiding Principles:

-  To provide a safe and enjoyable pedestrian experience that encourages walking.
-  To provide safe connections to neighbourhood amenities and destinations for all modes of travel.
-  To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.
-  To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.
-  To establish new, and enhance existing, public spaces and parks that provide opportunities for community gathering and recreation.
-  To incorporate urban design that reflects and enhances the neighbourhood's history, beauty, and natural elements.



Playing Designs

Adair Park (Saskatchewan Drive and 90 Avenue)

What we decided

To improve the park space by making it more welcoming and attractive for gathering.

THE FINAL DESIGN INCLUDES:

- + A plaza with seating
- + Upgrades to existing monument
- + Pedestrian connections
- + Note: No changes will be made to the existing lookout on the north side of Saskatchewan Drive

What we accounted for to make the decision



City Policies and Programs:

- + **BREATHE – Green Network Strategy** – Promotes an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + **Universal Design Standards** – The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities
- + **Winter City Design Guidelines** – Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year round experience
- + **Neighbourhood Renewal Program** – The Neighbourhood Renewal Program has funding limitations and cannot accommodate all of the proposed park improvements. The Project Team will explore other City programs and funding sources to support these improvements



Public Input:

- + Residents feel the proposed new gathering space and monument upgrade would improve the usability of Adair Park
- + Some like the idea of a nearby lookout, however, they do not support the removal of trees or extensive vegetation to have one
- + Enhanced park amenities create a more welcoming and safe park space

Playing Designs

Adair Park (Saskatchewan Drive and 90 Avenue)

What we decided

What we accounted for to make the decision



Technical Considerations:

- + **Crime Prevention through Environmental Design (CPTED)** – Principles that are used to discourage criminal activity and promote a feeling of safety through the design of places and streets
- + **Existing infrastructure** – Working around existing trees / landscaping, and underground and above ground utilities
- + **Landscaping Design Standards** – The design is informed by and will support landscaping design standards

Aligns with the Vision and the following Guiding Principles:



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



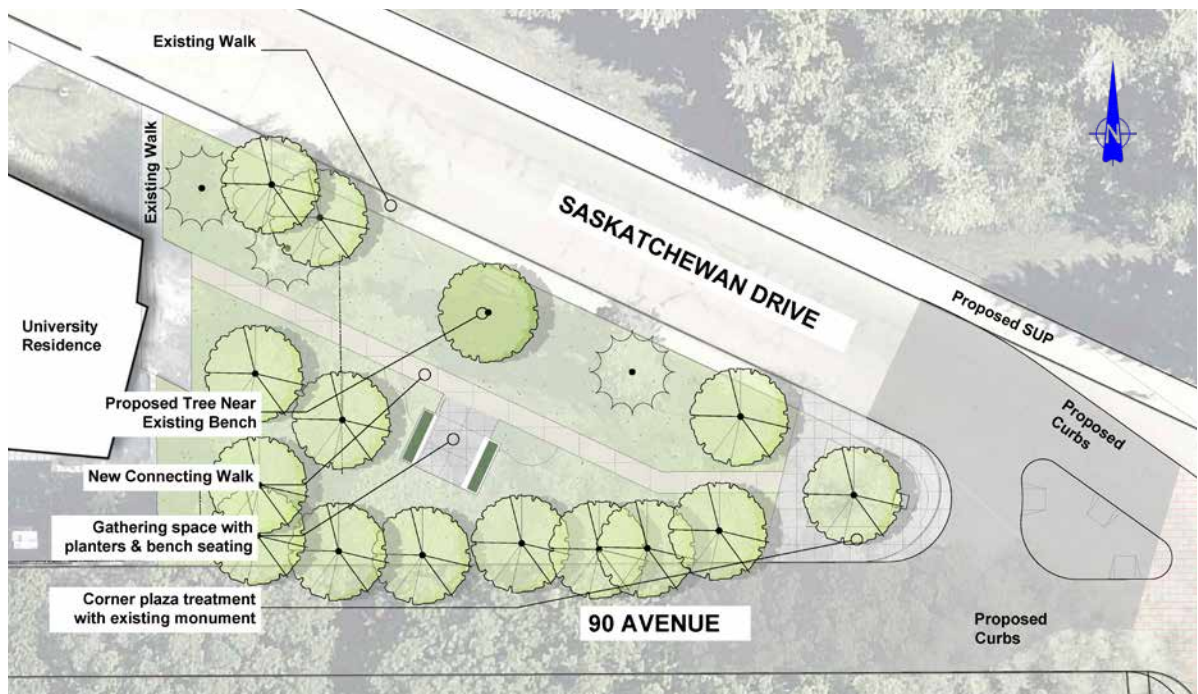
To establish new, and enhance existing, public spaces and parks that provide opportunities for community gathering and recreation.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



To incorporate urban design that reflects and enhances the neighbourhood's history, beauty, and natural elements.



Playing Designs

Park Space 107 Street and 86 Avenue (NW of Granite Curling Club)

What we decided

To enhance the usability of the park space by improving access to the existing playground and making it more welcoming and attractive for gathering.

THE FINAL DESIGN INCLUDES:

- + Open space for seasonal multi-use programming
- + Increased green space, trees and greenery
- + A pathway connecting to existing playground
- + Seating around playground
- + Connection to the Rail Trail

What we accounted for to make the decision



City Policies and Programs:

- + **BREATHE – Green Network Strategy** – Promotes an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + **Winter City Design Guidelines** – Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year round experience.
- + **Universal Design Standards** – The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities
- + **Neighbourhood Renewal Program** – The Neighbourhood Renewal Program has funding limitations and cannot accommodate all of the proposed park improvements. The Project Team will explore other City programs and funding sources to support these improvements.



Public Input:

- + People suggested a need for useable park space east of 109 Street
- + Support for a decrease in the current on-site public parking and an increase in usable green space for recreation and other amenities
- + Some community members are concerned about parking for the curling club and the mosque
- + Enhanced park amenities create a more welcoming and safe park space

Playing Designs

Park Space 107 Street and 86 Avenue (NW of Granite Curling Club)

What we decided

What we accounted for to make the decision



Technical Considerations:

- + **Crime Prevention through Environmental Design (CPTED)** – Principles that are used to discourage criminal activity and promote a feeling of safety through the design of places and streets
- + **Existing infrastructure** – Working around existing trees / landscaping, and underground and above ground utilities
- + **Existing Agreements** – Conform to conditions in the existing lease with Granite Curling Club
- + **Landscaping Design Standards** – The design is informed by and will support landscaping design standards

Aligns with the Vision and the following Guiding Principles:



To provide a safe and enjoyable pedestrian experience that encourages walking.



To provide safe connections to neighbourhood amenities and destinations for all modes of travel.



To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.



To establish new, and enhance existing, public spaces and parks that provide opportunities for community gathering and recreation.



To incorporate urban design that reflects and enhances the neighbourhood's history, beauty, and natural elements.



Playing Designs

Tree Planting

What we decided

To add to the City's tree canopy and look for opportunities to plant new trees in a mature area as succession planting.

What we accounted for to make the decision



City Policies and Programs:

- + **Corporate Tree Policy** – Supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy. Value of trees removed will be replaced with new tree planting in the neighbourhood



Public Input:

- + Maintaining current trees and planting new trees was important to residents



Technical Considerations:

- + **Crime Prevention through Environmental Design (CPTED)** – Principles that are used to discourage criminal activity and promote a feeling of safety through the design of places and streets
- + **Existing infrastructure** – Working around existing trees / landscaping, and underground and above ground utilities
- + **Tree Assessments** – City Foresters assess tree health and viability to support design decisions such as the locations of parking bays
- + **Landscaping Design Standards** – The design is informed by and will support landscaping design standards

Aligns with the Vision and the following Guiding Principles:



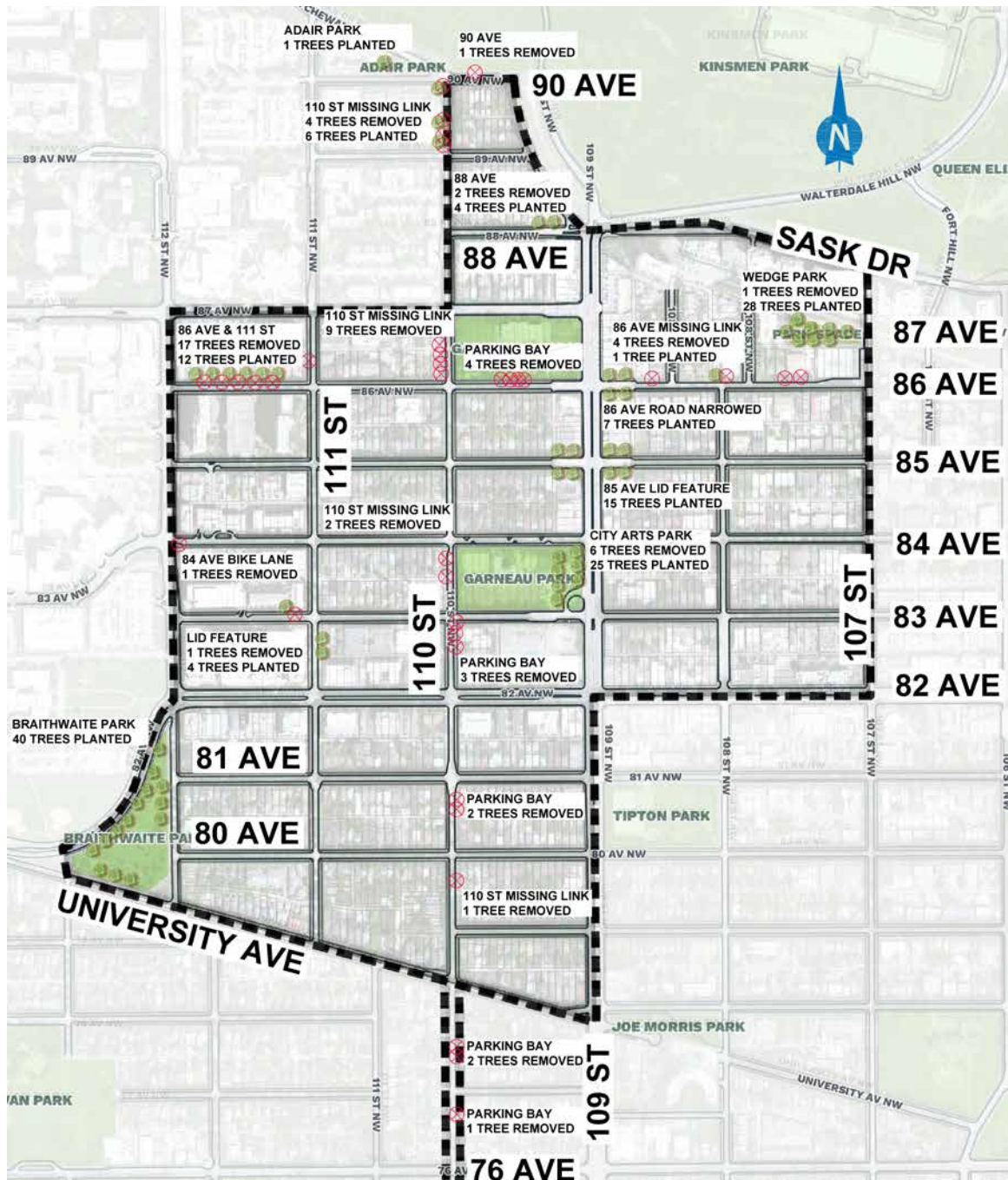
To provide a safe and enjoyable pedestrian experience that encourages walking.



To incorporate urban design that reflects and enhances the neighbourhood's history, beauty, and natural elements.

Playing Designs

Tree Planting



Next Steps:

Garneau Neighbourhood Renewal Pre-construction and Local Improvement Information

Construction is scheduled to begin in Garneau in Spring 2021.

Information about the final design details, what you can expect during construction, and outcomes of the local improvement decisions for sidewalk reconstruction and decorative street lighting will be shared online in early 2021.

Final Designs Details will include:

- + Construction timing
- + Confirmed locations for parking bays, mid-block crossings and seating nodes
- + Sidewalk treatment for special character area, if supported
- + Bench styles

What to expect during construction:

- + How will residents and property owners be informed
- + How to access your home during construction
- + How long will construction take in front of your home

Some early activities in the neighbourhood prior to construction include:

- + Utility work to minimize cutting into the road after it is reconstructed
- + Tree pruning for those in the way of construction equipment. If a tree on private property requires pruning, the City will notify the property owner
- + Existing street lights being removed and installation of new pole bases and streetlights typically occur prior to construction. The underground cabling system is also replaced at this time

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton