

What is Neighbourhood and Alley Renewal?

The Neighbourhood and Alley Renewal Program is designed to increase vibrancy and improve infrastructure in Edmonton's mature neighbourhoods.

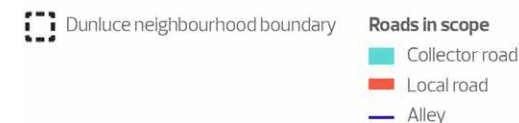
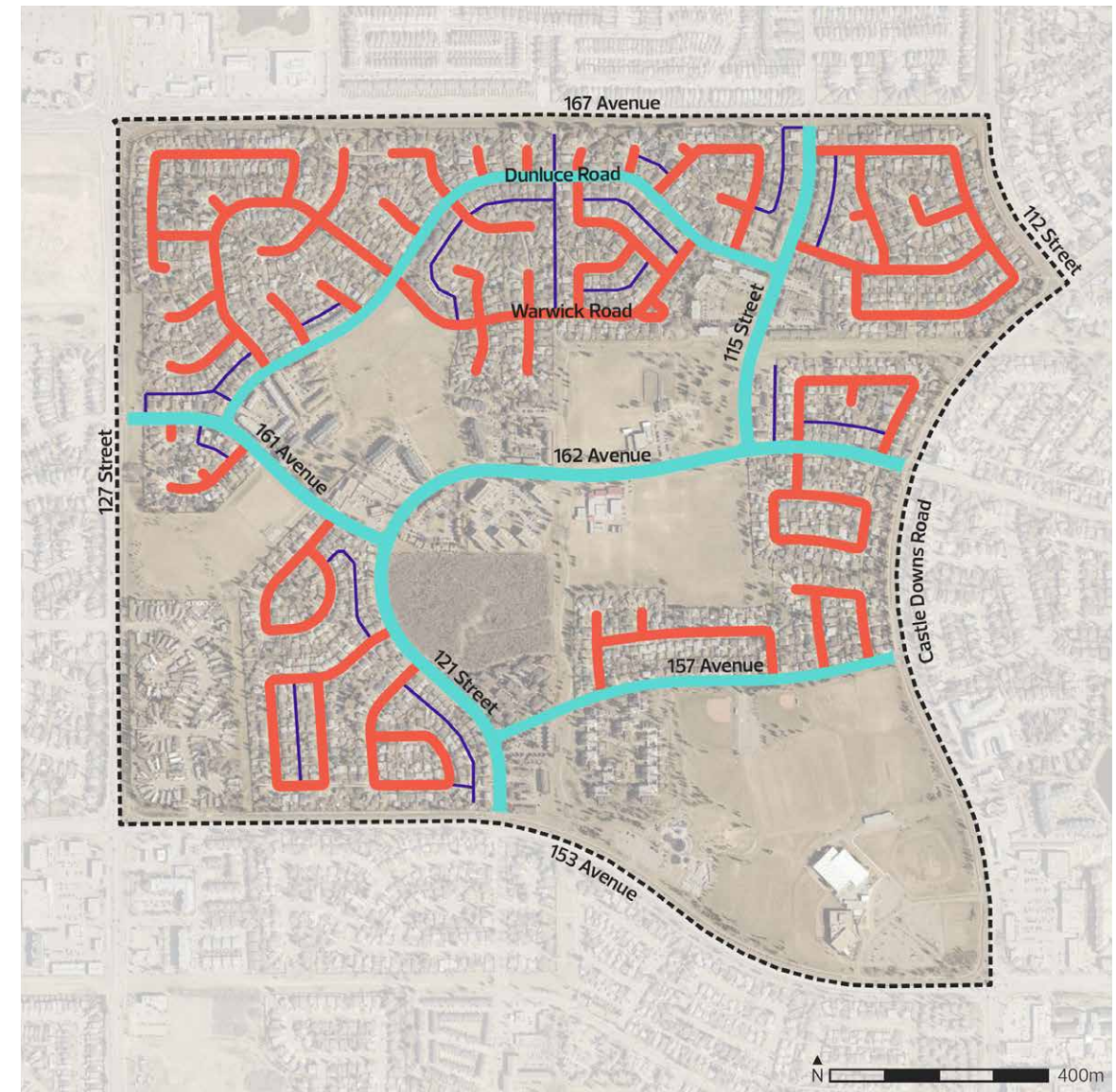
It is a cost-effective, long-term, strategic approach to address infrastructure needs. The Neighbourhood Renewal Program also considers how a specific neighbourhood connects to Edmonton's broader open space and transportation networks so local residents can live, work and play with greater ease across the city now and in the future.

Neighbourhood Renewal rehabilitates roads, replaces street lights, sidewalks, curbs and gutters and adds missing sidewalk links where possible. Other opportunities to improve how people walk, roll, bike and drive in the neighbourhood, and how they enjoy City-owned parks and open spaces, are also explored. Alley Renewal is also included as part of this project and involves rebuilding alleys and improvements to surface drainage.

All local roadways (shown in red), alleys (shown in purple) and collector roads (shown in blue) will be reconstructed. See the location specific designs in the following pages for more details.

All design elements are subject to final approvals and funding.

Dunluce Neighbourhood and Alley Renewal Scope Map



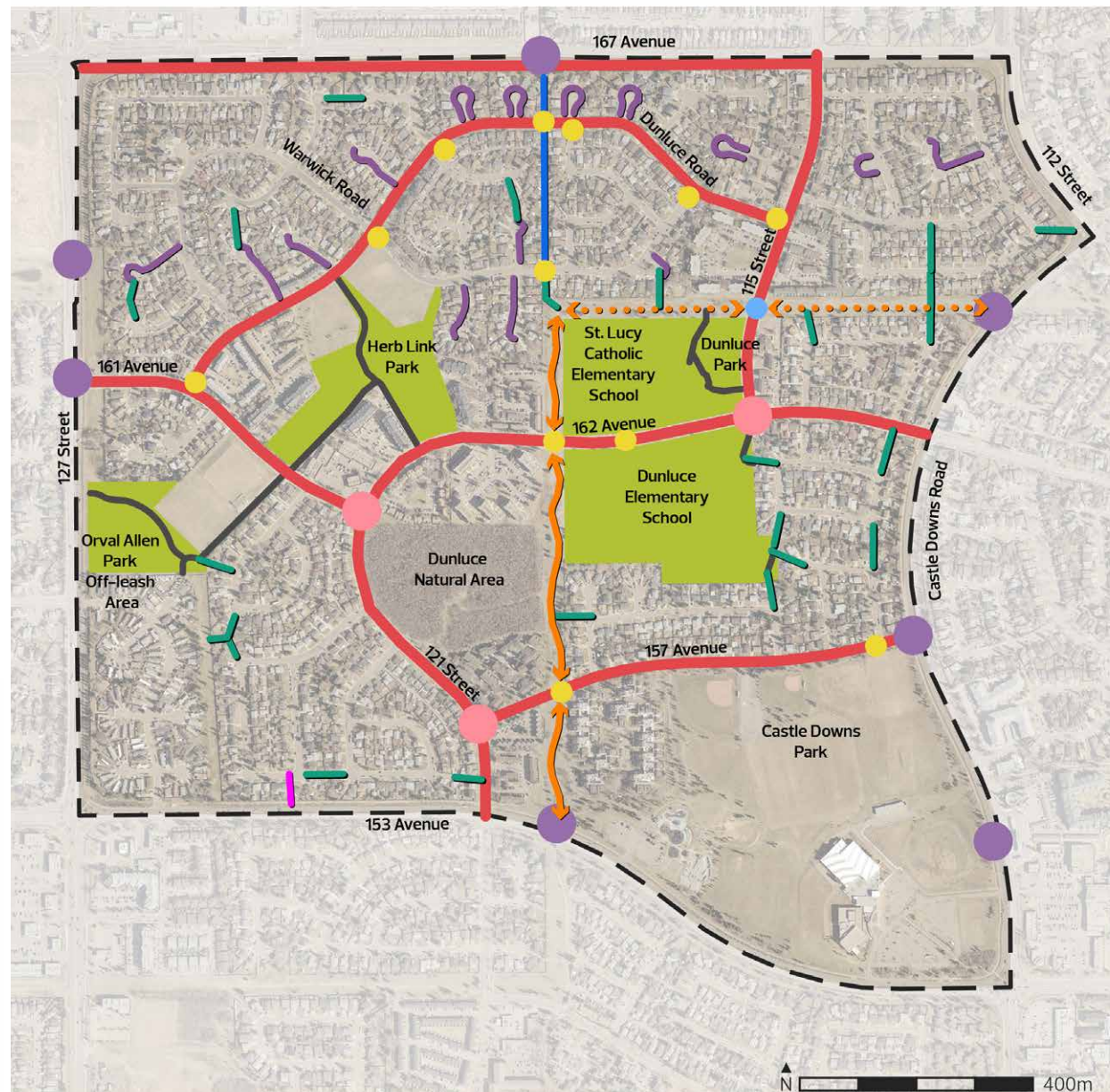
Dunluce Neighbourhood and Alley Renewal Final Design

The Dunluce neighbourhood and alley final design prioritizes City policy direction, considers technical requirements, incorporates public input, when possible, and aligns with the project's Vision and Guiding Principles. The final design also considers operational impacts and maintenance costs.

The final design

This map shows all streets with significant enhancements or changes to how the street functions which may be different from today.

-  Dunluce neighbourhood boundary
-  Widen existing breezeway pathway
-  New breezeway pathway
-  Widen the existing north-south AltaLink Utility Corridor pathway
-  New east-west pathway along the AltaLink Utility Corridor
-  New shared street
-  New sidewalk
-  Arterial road crossing improvements
-  New shared pathway
-  New park pathway
-  Parks improvements
-  New raised intersection
-  New raised crossing
-  New two-stage crossing



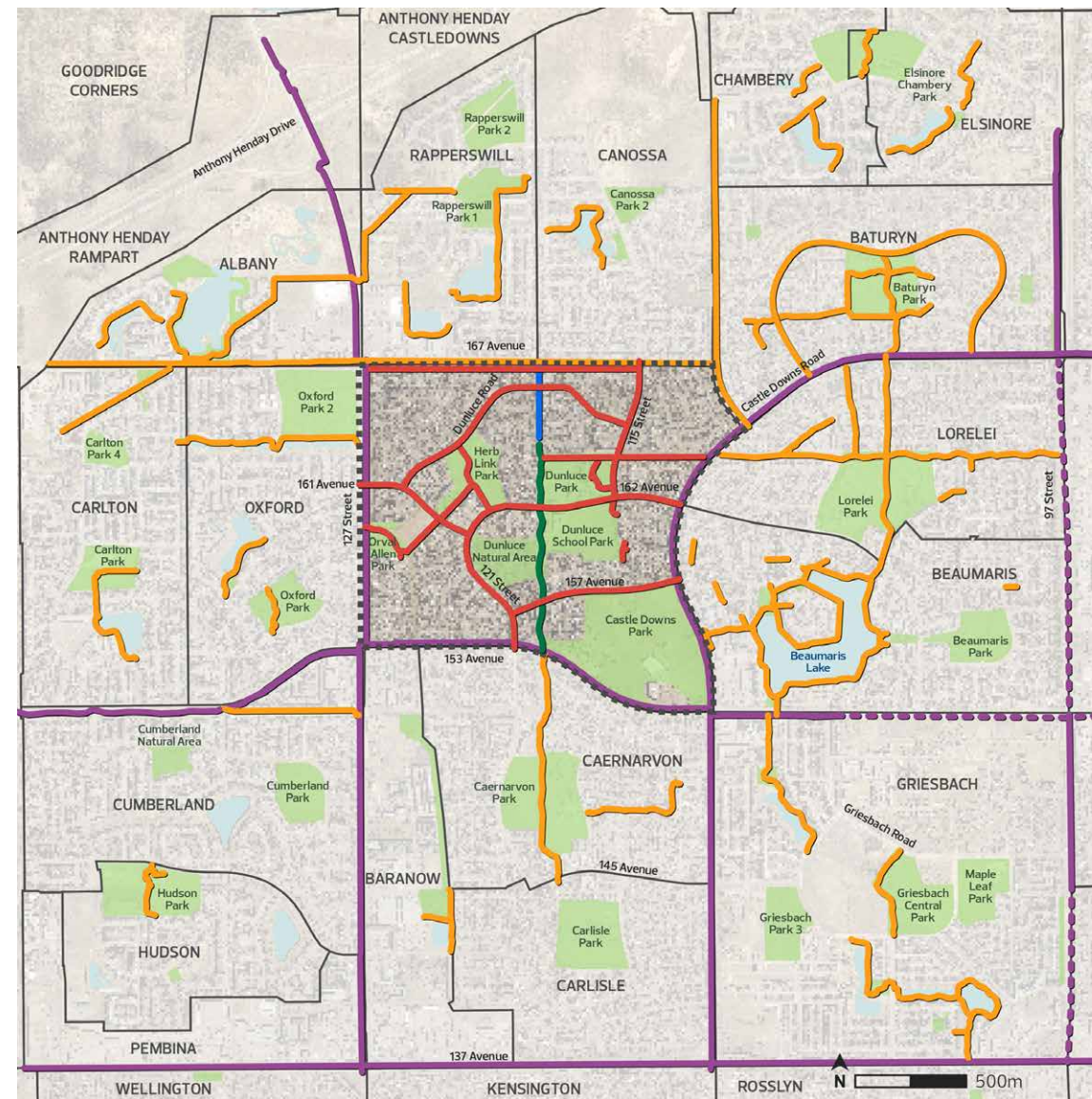
Bike Network Connections

The Bike Plan and The Bike Plan Implementation Guide lay the foundation for a network that is accessible and predictable for people of all ages and abilities and where people can choose to bike for any reason and in any season.

The plans support active transportation and safe and direct routes for people commuting to work, running errands, accessing the river valley for recreational trips and improving neighbourhood networks to connect people to local destinations.

The network of bike connections planned for Dunluce are part of the city-wide active transportation plan and include multiple shared pathways allowing for accessible connections within and through the community.

Bike Network Connections



- Dunluce neighbourhood boundary
- Parks and school playground
- Surrounding neighbourhood
- District Connector Route - existing
- District Connector Route - future
- Neighbourhood Route - existing
- Neighbourhood Route - future
- New shared pathway
- Widen existing shared pathway
- New shared street

Dunluce Neighbourhood and Alley Renewal Final Design

Final design highlights:

Please refer to the What We Decided Report and location specific Final Design Display Boards for details.

Sidewalks

- + Replacement and widening of all neighbourhood sidewalks (pending Local Improvement decision)
- + Adding of new sidewalks where missing (“new” refers to sidewalks that do not exist today and are 100 per cent funded by the City)
- + Adding or replacing curb ramps on all residential streets

Shared pathways

- + Adding shared pathways along all collector roads to complete the Bike Network Connections

Shared street

- + Adding a shared street connecting the north end of the AltaLink Utility Corridor to 167 Avenue (no vehicle access to 167 Avenue)

Curb extensions

- + Adding curb extensions to most intersections

Breezeways

- + Widening the sidewalks within existing breezeways
- + Adding a new breezeway and sidewalk to connect 156 Avenue to 153 Avenue

Crossings/intersections

- + Adding raised intersections
- + Adding raised crossings
- + Adding a two-stage crossing at 115 Street/AltaLink Utility Corridor
- + Adding new and/or enhanced crossings at arterials

Parks

- + Adding new shared pathways to:
 - + Dunluce Park
 - + Dunluce School Park
 - + Herb Link Park
 - + Orval Allen Park

Also included are the following general improvements:

- + Full road and alley pavement reconstruction. All local roadways, alleys and collector roads will be reconstructed
- + Lower profile rounded curbs along local roads
- + Changes to availability of on-street parking
- + Changes to traffic controls – i.e. four way stops, stops and yield sign changes
- + Renewal of street lights (standard galvanized poles with LED lights)
- + New trees, seating and waste bins along select routes
- + New street blades with decorative options
- + Drainage improvements
- + Adding enhanced lighting for shared pathways and breezeways

Designs are subject to approval and funding.

Dunluce Neighbourhood and Alley Renewal **Final Design** November 2024

AltaLink Utility Corridor: Shared pathways

The final design includes:

North-south

- + A wider shared pathway
- + Enhanced lighting on the existing light poles
- + Raised crossings at Warwick Road, 162 Avenue and 157 Avenue

East-west

- + A shared pathway between the north-south AltaLink Utility Corridor pathway and Castle Downs Road
- + Enhanced lighting
- + A two-stage crossing at 115 Street

Key design influences:

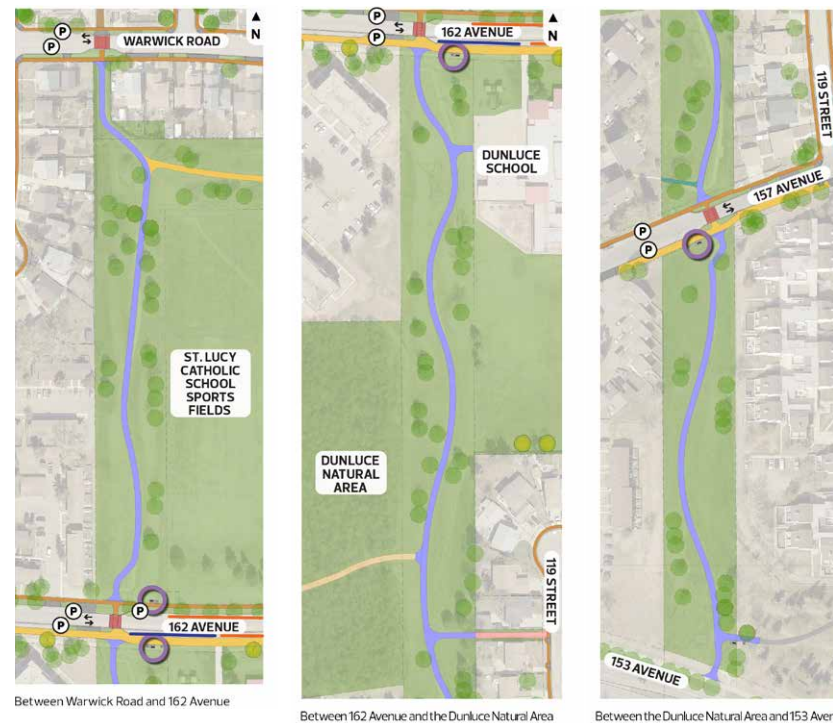
- + The City Plan sets the strategic direction for the way Edmonton grows. This includes implementing a variety of transportation options that creates a connected and accessible city for people of all ages and abilities in all seasons
- + To complete the connection along the AltaLink Utility Corridor to the Lorelei Neighbourhood (to the east) and renew existing section to current standard

Changes from draft design:

- + The raised crosswalk on 115 Street has been changed to a two-stage crossing
- + Planting beds removed
- + Opportunities for naturalized areas will be reviewed and implemented at a future date



AltaLink Utility Corridors: shared pathways | north-south connection



AltaLink Utility Corridors: shared pathways | east-west connection



Rendering looking east towards 115 Street from behind the Dunluce Community League



Rendering looking north from 157 Avenue



- New shared pathway
- Replace and widen existing shared pathway
- Widen existing breezeway
- Widen existing sidewalk
- New sidewalk
- New raised crossing
- New shared street
- Grass
- Private walkway / driveway access / bus stop
- Existing tree
- New tree
- Tree removal
- Existing gravel pathway
- Parking
- New seating area
- School bus parking area
- Passenger pick-up and drop-off area

AltaLink Utility Corridor connection to 167 Avenue: Shared street*



The final design includes:

- + A shared street through the alley for people walking/rolling, biking and driving (no vehicle access to 167 Avenue)
- + Traffic calming measures such as bends (chicanes**), surface treatments and signage
- + Pedestrian-oriented lighting
- + Raised crossings across Warwick Road and Dunluce Road
- + A crossing signal at 167 Avenue


Key design influences:

- + Safe Mobility Strategy supports the identification of traffic safety issues and the opportunities to redesign streets and crossings to be safe for all modes of transportation, including separating modes, designing to lower speeds and volumes, narrowing roadways and improving crossings
- + Redesign the alley to prioritize people walking/rolling while still permitting people who drive and bike to use the space at low volumes and speeds.

Changes from draft design:

- + Bends in the road (chicanes) have been added to the shared street to encourage slower vehicle traffic



 New shared street	 Widen existing sidewalk	 Grass	 Existing tree	 Parking
 New shared pathway	 New sidewalk	 Private walkway/driveway access/bus stop	 New tree	
 Replace and widen existing shared pathway	 New raised crossing			

*A shared street (pedestrian-oriented alley): an alley that is designed as a shared street to prioritize people walking/rolling, while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert drivers they are entering a shared space.

**Chicane: A series of curb extensions on alternating sides of the roadway, narrowing the roadway and requiring people who drive to steer from one side of the roadway to the other to travel through at slower speeds.

121 Street: 153 Avenue to 162 Avenue

The final design includes:

- + A shared pathway with a wide treed boulevard on the east side of the road
- + Raised intersections at 157 Avenue and 161 Avenue
- + Narrowed roadway widths
- + Curb extensions at most intersections
- + Intersection at 161 Avenue/162 Avenue and 121 Street:
 - + A three-way stop
 - + A raised intersection
 - + Curb extensions
- + On-street parking on the west side
- + Retention of most trees in the area (*a few tree removals are required on the east side to accommodate the new design; replacement trees will be planted, where feasible*)



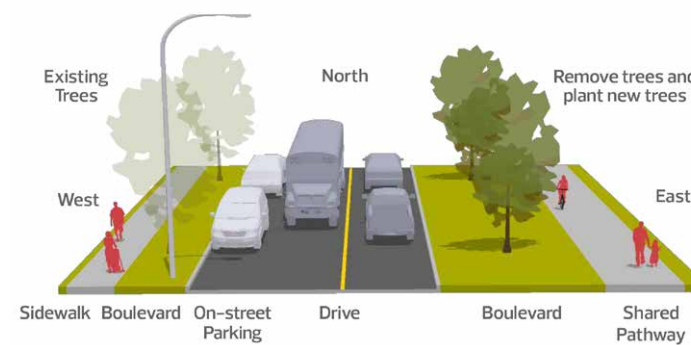
Key design influences:

- + Safe Mobility Strategy supports the identification of opportunities to redesign streets to be safe for all modes of transportation, including designing to lower speeds and volumes by narrowing roadway and added traffic calming measures
- + ConnectEdmonton provides direction for reallocating paved road as boulevard and widen for the addition of trees
- + The final locations for the boulevards and trees was directed by the location of underground utilities and drainage requirements

Changes from draft design:

- + On-street bike lanes changed to one shared pathway along the east side to be consistent with the new 162 Avenue shared pathway infrastructure
- + Raised crossings removed from 159 Avenue and 158 Avenue as raised crossings are not required for a shared pathway
- + A new raised intersection at 157 Avenue

Cross section



Rendering looking north towards 157 Avenue



162 Avenue: 161 Avenue to AltaLink Utility Corridor

The final design includes:

- + A shared pathway (curbside) on the south side of the road
- + A raised crossing across 162 Avenue at the AltaLink Utility Corridor
- + Narrowed roadway widths
- + Curb extensions at most intersections
- + Intersection at 161 Avenue/162 Avenue and 121 Street:
 - + A three-way stop
 - + A raised intersection
 - + Curb extensions
- + Retention of most on-street parking
- + Retention of most trees in the area (*a few tree removals are required west of the AltaLink Utility Corridor due to construction needs; replacement trees will be planted, where feasible*)



New shared pathway	New raised crossing/intersection	Grass	Private walkway/driveway access/bus stop	Existing tree	Tree removal and new tree
Widen existing sidewalk	Parking	Replace and widen existing shared pathway	New tree	Tree removal	

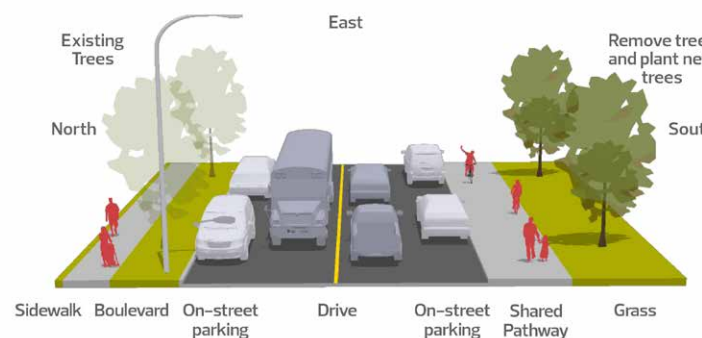
Key design influences:

- + The City Plan sets the strategic direction for the way Edmonton grows. This includes implementing a variety of transportation options that creates a connected and accessible city for people of all ages and abilities in all seasons
- + Location of multifamily residences along the corridor

Changes from draft design:

- + On-street bike lanes changed to one shared pathway (along the south side) due to utility conflicts and constructability issues
- + On-street parking maintained on both sides of the road due to the change from on-street bike lanes to one shared pathway providing available roadway space

Cross section



Rendering looking northeast



162 Avenue: AltaLink Utility Corridor to 115 Street – in front of schools



The final design includes:

- + A shared pathway (curbside) on the south side of the road
- + A raised intersection at 115 Street
- + Raised crossings across 162 Avenue at:
 - + The AltaLink Utility Corridor
 - + Midblock, in front of Dunluce and St. Lucy school
- + Narrowed roadway widths
- + Curb extensions at most intersections
- + Parking on both sides of the roadway
- + Retention of most trees on the north side. *(All boulevard trees on the south side require removal; replacement trees will be planted, where feasible)*

Key design influences:

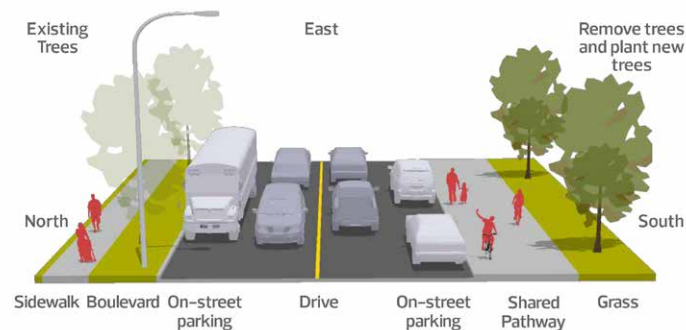
- + The City Plan sets the strategic direction for the way Edmonton grows. This includes implementing a variety of transportation options that creates a connected and accessible city for people of all ages and abilities in all seasons
- + Improvements to safety in and around the schools to add infrastructure to prevent unsafe movements

Changes from draft design:

- + On-street bike lanes changed to one shared pathway along the south side of the road due to utility conflicts and constructability issues
- + All boulevard trees on the south side require removal to accommodate the south side shared pathway



Cross section



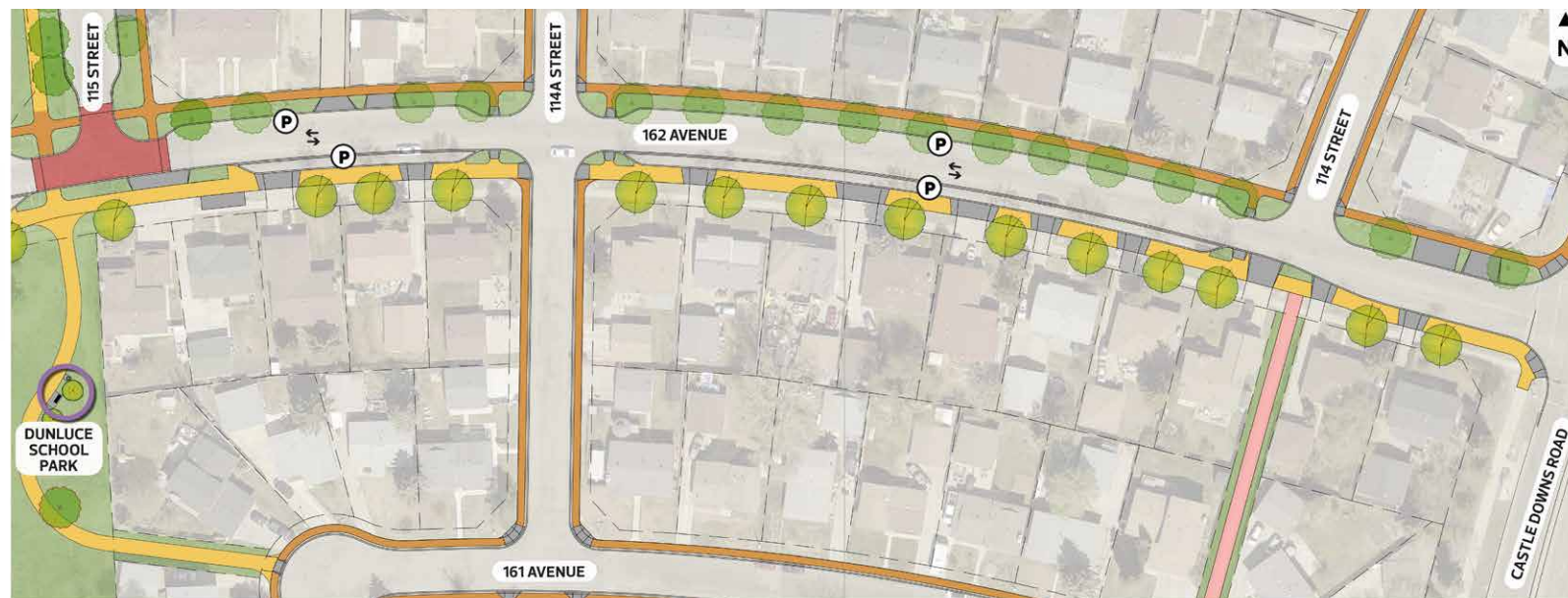
Rendering looking west in front of Dunluce School



162 Avenue: 115 Street to Castle Downs Road

The final design includes:

- + A shared pathway (curbside) on the south side of the road
- + A raised intersection at 115 Street
- + Narrowed roadway widths
- + Adding curb extensions at most intersections
- + Parking on both sides of the roadway
- + Retention of most trees on the north side (*the majority of trees on the south side east of 115 Street will be removed to accommodate the design, replacement trees will be planted, where feasible*)



New shared pathway	New raised crossing/intersection	Widen existing breezeway	Grass	Existing tree	Tree removal
Widen existing sidewalk	New seating area	Private walkway/driveway access/bus stop	New tree	Tree removal and new tree	
			Parking		

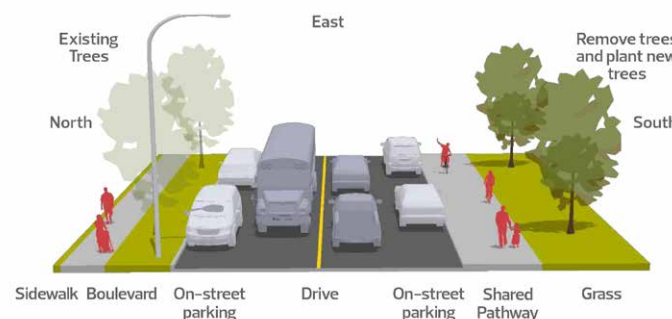
Key design influences:

- + The City Plan sets the strategic direction for the way Edmonton grows. This includes implementing a variety of transportation options that creates a connected and accessible city for people of all ages and abilities in all seasons
- + The existence of front drives with no alley access considerations for waste service operations
- + The location of underground utilities and drainage infrastructure at the intersection of 162 Avenue and 114A Street

Changes from draft design:

- + On-street bike lanes changed to one shared pathway along the south side due to utility conflicts and constructability issues
- + On-street parking is maintained on both sides of the road due to the change from on-street bike lanes to one shared pathway providing available roadway space
- + Raised crossings removed from:
 - + 114A Street as raised are not required for a shared pathway
 - + 114 Street due to utility conflicts
- + Tree removals are now required along the south side to accommodate the shared pathway

Cross section



Rendering looking east towards 114A Street



161 Avenue: 121 Street to 127 Street



The final design includes:

- + A shared pathway with a wide treed boulevard on the north side of the road
- + A raised crossing on 161 Avenue across Dunluce Road
- + Curb extensions at most intersections
- + Intersection near the corner store (161 Avenue/ 162 Avenue and 121 Street):
 - + A three-way stop
 - + A raised intersection
 - + Curb extensions
- + Retention of most on-street parking
- + Retention of most trees on the south side (*The majority of trees on the north side will be removed to accommodate the design, replacement trees will be planted, where feasible*)

Key design influences:

- + The City Plan sets the strategic direction for the way Edmonton grows. This includes implementing a variety of transportation options that creates a connected and accessible city for people of all ages and abilities in all seasons
- + ConnectEdmonton provides direction for reallocating paved road as boulevard and widen for the addition of trees
- + Look for opportunities to plant new trees to offset removals

Changes from draft design:

- + Some on-street parking has been removed to accommodate bus stops along 161 Avenue



Cross section



Rendering looking north towards Dunluce Road



Note: There is an ongoing internal City review of the intersection of 127 Street and 161 Avenue. Any changes will be shared at the pre-construction stage.

157 Avenue: Castle Downs Road to 121 Street

The final design includes:

- + A shared pathway on the south side
- + Raised crossings across 157 Avenue at the AltaLink Utility Corridor and at 114 Street
- + Curb extensions at most intersections
- + Retention of most of the on-street parking
- + New trees plantings, where feasible (*some trees to be removed along the south side to accommodate the design*)

Key design influences:

- + Safe Mobility Strategy supports the identification of opportunities to redesign streets to be safe for all modes of transportation, including designing to lower speeds and volumes by narrowing roadway and added traffic calming measures
- + Location of multifamily residences along the corridor
- + Proximity to Castle Downs District Park

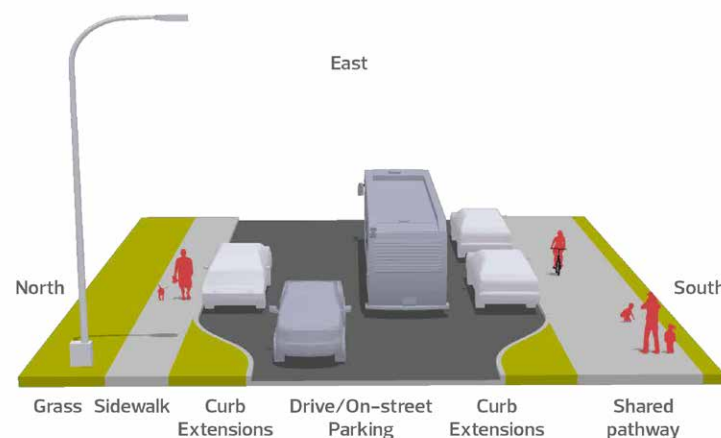
Changes from draft design:

- + Added a raised crossing at 157 Avenue and 114 Street



New shared pathway	Widen existing sidewalk	Grass
Replace and widen existing shared pathway	New raised crossing/intersection	Private walkway/driveway access/bus stop/existing pathway
Widen existing breezeway	New sidewalk	
Existing tree	Parking	
Tree removal	New seating area	
Tree removal and new tree		

Cross section



Rendering looking east



Rendering looking west



115 Street: 167 Avenue to 162 Avenue



The final design includes:

- + A shared pathway on the west side
- + A raised intersection at 115 Street and 162 Avenue
- + A two-stage crossing* across 115 Street at the AltaLink Utility Corridor
- + A raised crossing across Dunluce Road
- + Curb extensions at most intersections
- + Retention of on-street parking on both sides
- + New trees plantings, where feasible (*minor tree removal may be required due to construction needs*)

Key design influences:

- + The City Plan sets the strategic direction for the way Edmonton grows. This includes implementing a variety of transportation options that creates a connected and accessible city for people of all ages and abilities in all seasons
- + Safe Mobility Strategy supports the identification of opportunities to redesign streets to be safe for all modes of transportation, including designing to lower speeds and volumes by narrowing roadway and added traffic calming measures

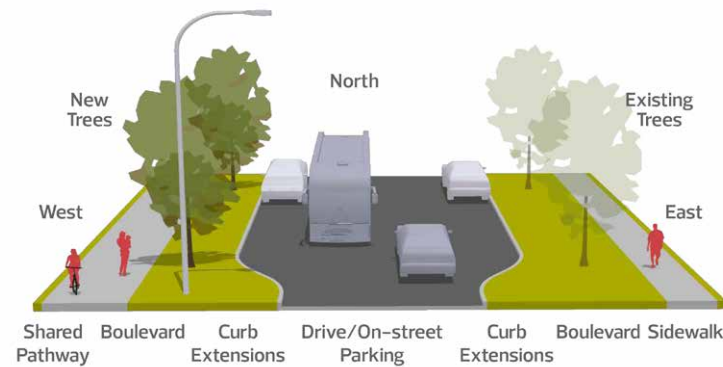
Changes from draft design:

- + The raised crossing at the AltaLink Utility Corridor was changed to a two-stage crossing to encourage slower vehicle traffic and improve crossing safety



New shared pathway	New raised crossing/intersection	Parking
Widen existing sidewalk	Grass	Tree removal and new tree
New sidewalk	Private walkway/driveway access/bus stop	Existing tree
	Widen existing breezeway	Tree removal
		New tree

Cross section



Rendering looking south towards Dunluce Road



Rendering looking north towards Dunluce Road



*Two-stage crossing: Provides people a mid-way safe place to wait so they can cross one direction of traffic at a time

Dunluce Road: 161 Avenue to 115 Street



The final design includes:

- + A shared pathway along the south/east sides
- + Raised crossings:
 - + Across Dunluce Road at 161 Avenue, the AltaLink Utility Corridor and 115 Street
 - + Along all south side intersections leading onto Dunluce Road
- + Narrowed roadway widths
- + Curb extensions at most intersections
- + Parking on south side maintained (*parking removed on the north side*)
- + No tree impacts

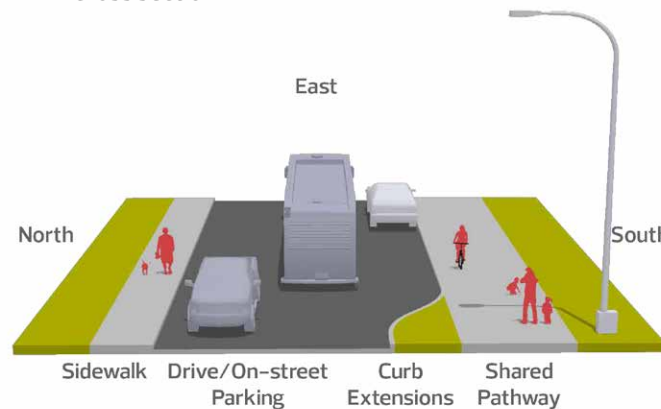
Key design influences:

- + Safe Mobility Strategy supports the identification of opportunities to redesign streets to be safe for all modes of transportation, including designing to lower speeds and volumes by narrowing roadway and added traffic calming measures
- + The City Plan sets the strategic direction for the way Edmonton grows. This includes implementing a variety of transportation options that creates a connected and accessible city for people of all ages and abilities in all seasons
- + Location of underground utilities



New shared pathway	New sidewalk	Grass	Private walkway/driveway access/bus stop	Existing tree	Tree removal
Widen existing sidewalk	New raised crossing	New shared street	Parking	New tree	

Cross section



Rendering looking south towards Herb Link Park



Warwick Road



The final design includes:

- + Wider sidewalks
- + Narrowed roadway widths with the addition of treed boulevards, west of Herb Link Park
- + Existing roadway width maintained east of Herb Link Park with new traffic calming measures added at key intersections and crossing points
- + Retention of on-street parking

Key design influences:

- + Safe Mobility Strategy supports the identification of opportunities to redesign streets to be safe for all modes of transportation, including designing to lower speeds and volumes by narrowing roadway and added traffic calming measures
- + The location of underground utilities and drainage infrastructure prevent narrowing of the roadway east of Herb Link Park

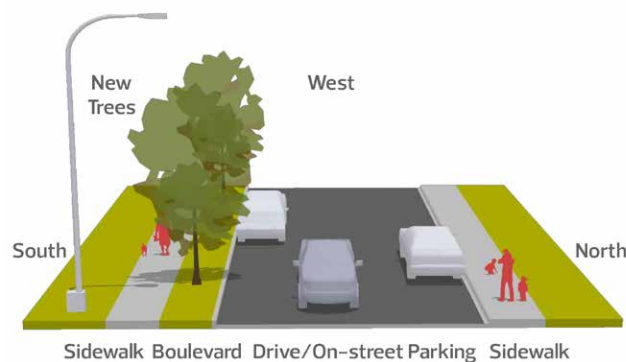
Changes from draft design:

- + Roadways widths east of Herb Link Park maintained with added traffic calming
- + Treed boulevards removed east of Herb Link Park, due to utility conflicts



New shared pathway	New raised crossing	Widen existing breezeway	Private walkway/driveway access/bus stop
Replace and widen existing shared pathway	New sidewalk	New shared street	Existing tree
Widen existing sidewalk	Grass	Parking	New tree

Cross section



Rendering looking east towards Dunluce Road



Dunluce Park and Dunluce School Park

The final design includes:

Dunluce Park

- + New shared pathway connections:
 - + From north of the playground to the new east-west AltaLink Utility Corridor shared pathway
 - + From the new 115 Street shared pathway to the shared pathway north of the playground
- + Additional lighting
- + Additional waste bins
- + One new seating area on the north end of the park

Dunluce School Park

- + New shared pathway connections (some tree removals required):
 - + On the north-east side between 162 Avenue and the breezeway at 161 Avenue
 - + On the south-east side between the park and the breezeways at 160 Avenue, 159 Avenue and 116 Street
- + Additional lighting
- + Additional waste bins
- + Two new seating areas on the northeast and southeast side of the park

Key design influences:

- + ConnectEdmonton provides direction for the addition of new infrastructure to support connectivity and livability for people of all ages and abilities in all seasons
- + Proximity to schools and existing public amenities

Changes from draft design:

Neighbourhood Renewal funding is prioritized for the transportation network and active transportation connections within a neighbourhood. Funding is not currently available for open space (park) development.

Dunluce Park

- + Adjusted the shared pathway alignment from the 115 Street to the shared pathway north of the playground
- + Removed the new path around the playground

- + Shared pathway linking 162 Avenue to the community hall removed
- + Seating areas reduced from two to one
- + Naturalization areas removed

Dunluce School Park

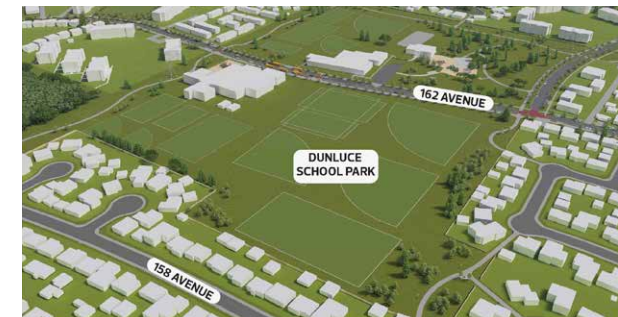
- + Shared paths on northeast corner simplified
- + East-west shared pathway on the south side of the park removed
- + No impact to sports fields
- + Outdoor nature classroom removed
- + Seating areas reduced from five to two



Dunluce Park – Rendering



Dunluce School Park – Rendering



Dunluce Park and Dunluce School Park – Rendering



Designs are subject to approval and funding

Herb Link Park

The final design includes:

- + Two new shared pathways connecting 162 Avenue, Dunluce Road and 161 Avenue (requires some tree removals for pathway construction)
- + Additional lighting
- + Additional waste bins
- + One seating area with a bench
- + New location and size of ball diamond to be completed with new development

Key design influences:

- + ConnectEdmonton provides direction for the addition of new infrastructure to support connectivity and livability for people of all ages and abilities in all seasons
- + Location of future multifamily development site

Changes from draft design:

- Neighbourhood Renewal funding is prioritized for the transportation network and active transportation connections within a neighbourhood. Funding is not currently available for open space (park) development.
- + Shared pathway simplified to two connecting pathways
 - + Seating areas reduced from two to one
 - + Sports field resized instead of removed



Herb Link Park – Rendering



- | | | |
|--------------------------|--|---------------------------|
| New shared pathway | Grass | New tree |
| Widen existing sidewalk | New seating area | Tree removal |
| New raised crossing | Private walkway / driveway access / bus stop | Tree removal and new tree |
| New sidewalk | Existing tree | Resize sports field |
| Widen existing breezeway | | Parking |

Designs are subject to approval and funding

Orval Allen Park

The final design includes:

- + A new east-west shared pathway (some tree removal required, replacement trees and other plantings will be added, where feasible)
- + A fence and gate along the east side of 127 Street
- + Additional lighting
- + Additional waste bins
- + Three seating areas with benches and an accessible picnic table to provide places for people of all ages to gather and rest
- + New tree plantings
- + Removal the off-leash zoning from the linear park sections along 127 Street north of Orval Allen Park

Key design influences:

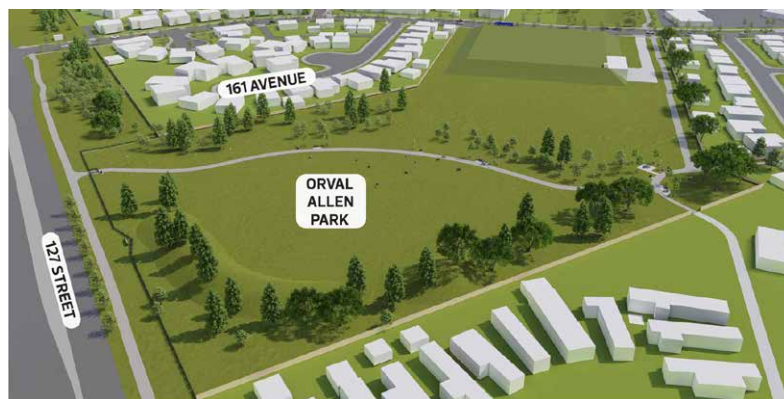
- + ConnectEdmonton provides direction for the addition of new infrastructure to support connectivity and livability for people of all ages and abilities in all season
- + Considered the variety of uses of park space

Changes from draft design:

- Neighbourhood Renewal funding is prioritized for the transportation network and active transportation connections within a neighbourhood. Funding is not currently available for open space (park) development.
- + Shared pathway simplified on the northwest side
 - + Seating areas reduced from five to three, added an accessible picnic table
 - + Naturalization removed from the linear park sections along 127 Street



Orval Allen Park – Rendering: Overview



Orval Allen Park – Rendering: Large seating area



Orval Allen Park – Rendering: Small seating area



Designs are subject to approval and funding

Dunluce Natural Area

The final design includes:

- + No changes; the natural area will remain as is exists today



Key design influences:

- + Planned and existing active mode connections within close proximity
- + Natural tree stand designation

Changes from draft design:

- + Removed the east-west gravel paths upgraded to accessible hard-surface shared pathway
- + Removed the east-west shared pathway on north edge of park
- + Removed the seating areas / waste bins
- + Removed the enhanced and additional LED lighting along paths
- + Removed the new plantings and trees