

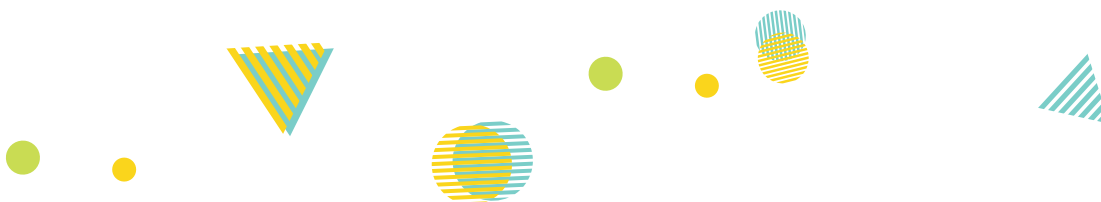
Dunluce Neighbourhood and Alley Renewal

COMMUNITY FEEDBACK ON DRAFT DESIGN

Neighbourhood and Alley Renewal in Dunluce continues, with planning and design currently underway and construction anticipated to start in spring 2025. You are invited to use this booklet to learn about the draft design and share your thoughts on the proposed changes.

Through the City's Building Great Neighbourhoods Branch, the Neighbourhood and Alley Renewal program will reconstruct roads and curbs, replace street lights and sidewalks and, where possible, complete active transportation (walk, roll, bike) links. Alley renewal is included as part of this project and involves alley reconstruction and repaving, improvements to surface drainage, where possible, and upgrading existing lighting to LED fixtures. Opportunities to improve City-owned parks and public spaces will also be explored.

This new infrastructure will provide enhancements to the neighbourhood for the next 30 to 50 years.



Community Feedback on Draft Design

September – November 2023

The project is now in the **Community Feedback on Draft Design** stage.

The neighbourhood renewal draft design was guided by City policy and standards and considered technical requirements and public feedback. The draft design focuses on making the streets, alleys and public spaces safe, accessible and enjoyable for all ages, genders and mobility levels and in all seasons.

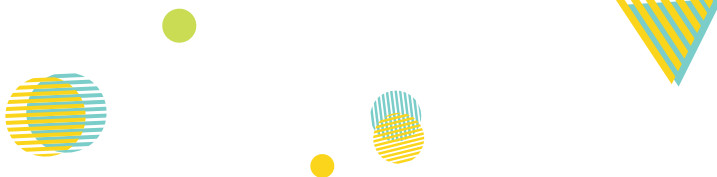
This booklet contains an overview of the draft design and shows how the network of active transportation connections and changes to streets and intersections work together as a system to provide the best experience for all ages and abilities. It is important to understand that no design decision has been made in isolation. The Project Team considers how a change to the function of one street, installing a bike lane or a one-way for example, can also change how other streets in the neighbourhood will function.

Share your thoughts!

Please review the draft design in this booklet and provide your feedback through the online survey at edmonton.ca/BuildingDunluce from November 1 to November 30.

There may be one or more changes to roads, sidewalks, bike lanes or open spaces near your residence or property that may affect how you experience walking, biking, rolling, driving and gathering in Dunluce.

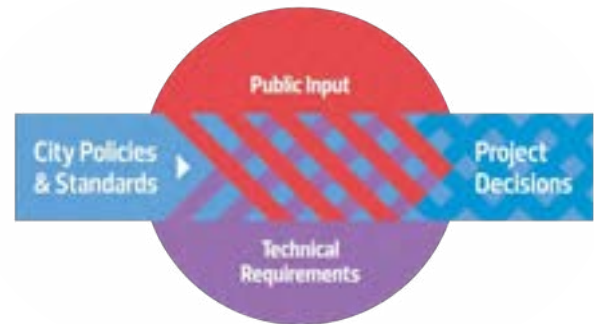
Tell us what you think as we move towards a final design in spring 2024 and construction anticipated in spring 2025!



Decision making process

City policies and standards set the foundation for the Project Team when considering what designs to incorporate into the neighbourhood while technical studies and public input are used to make adjustments for specific neighbourhood needs.

This process helps to ensure that the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for our city.



City policies and standards

City policies and standards such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs.

For example, policies and standards direct the Project Team to:

- + Maintain and expand existing boulevards and trees where possible
- + Widen walking surfaces
- + Ensure continuity for bike facilities
- + Add bike facilities that are separated from traffic on higher volume roadways
- + Change lane widths to meet current City Standards
- + Design for a 40 km/h default speed

Additional Policies and Standards documents:

- + Active Transportation Policy – improve and support active transportation
- + Access Design Guide – include access and use for people of all ages and abilities
- + Climate Resilient Edmonton – reduce the impacts of urban heat island effect

- + The City Plan – prioritize and enable green infrastructure including low-impact development solutions
- + Snow and Ice Control Policy – shared pathways will be prioritized for snow clearing by the City
- + Vision Zero Initiative/Safe Mobility Strategy – support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from motor vehicle collisions
- + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Corporate Tree Management Policy – new tree plantings

Technical considerations

As each neighbourhood is unique, the Project Team conducts location specific inspections to understand technical aspects such as existing roadway widths and constraints with utilities and trees to determine what can fit in the neighbourhood. Other information such as traffic speeds, volumes, parking usages, reported intersection incidents and safety concerns are also taken into consideration.

Public input

To understand resident concerns and gather local knowledge, the Project Team reaches out to area residents and stakeholders who live, work and play in the neighbourhood throughout the renewal process.

There are over 6,000 residents living in Dunluce, each with specific needs and opinions on how they envision the neighbourhood's future. All input shared by residents throughout this project is considered and provides the Project Team with a high level of understanding of what is important to you and your neighbours.

View the most recent What We Heard Public Engagement Report: **Exploring Options and Tradeoffs** March – May 2023.

Early in the project, public input was used to **CREATE** the **Vision and Guiding Principles** that, along with ongoing public engagement, guides the Project Team when prioritizing design and budget decisions.

Dunluce Community Vision and Guiding Principles

This vision will be used to guide decision making for Dunluce Neighbourhood and Alley Renewal. The guiding principles are ideas that inform how the vision should be applied to the neighbourhood design and used to inform the choices for community-led initiatives.

Vision

Dunluce is a friendly, mature neighbourhood with generationally and culturally diverse residents.

There are opportunities to engage in social, recreational and sporting activities in the many vibrant green spaces and parks throughout the neighbourhood.

Residents and visitors enjoy opportunities for all-season walking, rolling and biking in Dunluce. Sidewalks and pathways are smooth, accessible and comfortable, allowing leisurely movement through the streets and parks and providing connections to key destinations and amenities within Dunluce and to nearby neighbourhoods.

The roadways and alleys are smooth, user-friendly and easily navigable and safe in all seasons.



Guiding Principles



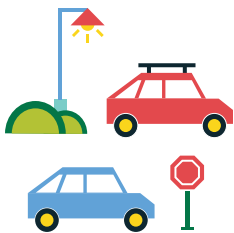
1. All ages and abilities experience comfort when walking, rolling and biking

- + Provide smooth sidewalks, paths and roads
- + Improve accessibility (e.g. connections, curb ramps, wider sidewalks, no dead ends)
- + Improve crossing safety (e.g. centre medians, curb extensions)
- + Improve visibility (e.g. pedestrian lighting, clear sight lines, curb extensions)



2. Parks and green spaces are welcoming, accessible and feel safe

- + Improve visibility (e.g. park lighting, clear sight lines)
- + Beautify spaces (e.g. tree plantings, garbage cans)
- + Create gathering spaces (e.g. benches, picnic tables, barbeques, amenities)



3. Drivers experience comfortable, safe roads and alleys

- + Provide smooth driving surfaces
- + Enhance safety/visibility at intersections
- + Design for 40 km/h speed limit
- + Encourage slower speeds (traffic calming)
- + Consider parking in high use areas
- + Consider snow removal/windrows



Draft design for Dunluce

The draft design for Dunluce identifies a network of active transportation (walking, rolling and biking) connections such as bike lanes, new sidewalks and shared pathways, traffic calming measures like curb extensions and raised crosswalks and park spaces improved with benches and lighting.

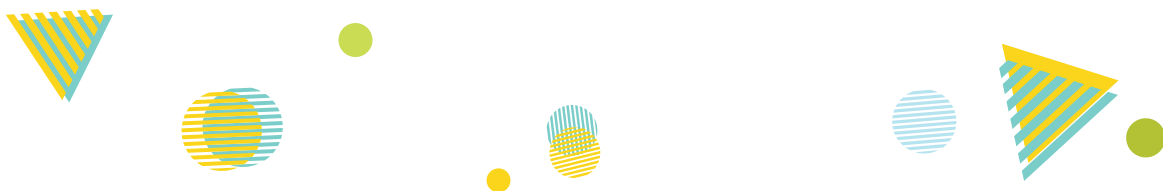
Draft design – summary

Dunluce Neighbourhood and Alley Renewal will include:

Active transportation

- + Sidewalk replacement throughout neighbourhood (cost shared between property owner and City – pending a Local Improvement decision)
- + New and improved **walking, rolling and biking connections** such as sidewalks, breezeways*, pathways, a shared alley and raised bike lanes
- + Wider sidewalks and paths (where possible)
- + Crossing enhancements such as curb extensions, two-stage crossings and raised crosswalks
- + Curb ramps added/replaced on all residential streets
- + Enhanced lighting, seating and waste bins along select routes
- + Arterial crossing improvements

**A breezeway is a public pathway between two private properties. It enhances accessibility and connectivity within the neighbourhood.*



Roadway designs

- + All residential roads and alleys will be reconstructed
- + Sidewalk replacement throughout neighbourhood (cost shared between property owner and City – pending a Local Improvement decision)
- + Wider sidewalks and missing sidewalk links added where possible
- + Curb ramps added / replaced on all residential streets
- + Upgrades to street lighting (new poles with LED lights)
- + Lower profile rolled curbs along local roads
- + Changes to intersection designs
- + Traffic calming measures
- + Narrowed roadway widths
- + Changes to availability of on-street parking
- + Changes to traffic controls (e.g. changes to stop and yield signs)
- + Drainage improvements

Parks:

- + Improvements to parks and open spaces including:
 - + Tree plantings
 - + New and enhanced lighting
 - + Waste bins
 - + Pathways
 - + New seating



Draft design: street by street and park highlights

The following are some of the highlights and key changes included in the draft design.

Some streets will experience additional design changes that will be specific to that street and include the addition of shared pathways, raised bike lanes, curb extensions, crossing enhancements, etc. Some designs will require removal of trees and on-street parking.

The Pages that follow provide a closer look at each of these locations and include detailed maps, images and explanations.

LOCATION OF DESIGN Click links below to go to see details on each location	DESIGN HIGHLIGHTS OR KEY CHANGES
121 Street: 153 Avenue to 162 Avenue	<ul style="list-style-type: none"> + Wider sidewalks + Raised bike lanes + A raised crossing at 157 Avenue + Curb extensions at intersections + A raised intersection, three-way stop and curb extensions at 121 Street and 161 Avenue + Removal of on-street parking along the east side of 121 Street + Removal and replanting of some trees along the east side of 121 Street
162 Avenue: 161 Avenue to Castle Downs Road	<ul style="list-style-type: none"> + Wider sidewalks + Raised bike lanes + Raised crossings + Curb extensions at most intersections + Some parking removal required (no parking removed in front of schools) + Removal of some trees required
161 Avenue: 121 Street to 127 Street	<ul style="list-style-type: none"> + A shared pathway with a treed boulevard (north side) / wider sidewalk (south side) + A raised crossing + Curb extensions at most intersections + Removal of some boulevard trees required
157 Avenue: 121 Street to Castle Downs Road	<ul style="list-style-type: none"> + A shared pathway (south side) / wider sidewalks (north side) + A raised crossing at the AltaLink Utility Corridor + Curb extensions at most intersections
115 Street: 167 Avenue to 162 Avenue	<ul style="list-style-type: none"> + A shared pathway with treed boulevard (west side) / wider sidewalk (east side) + Raised crossings + Curb extensions at most intersections + Removal of some boulevard trees required

LOCATION OF DESIGN	DESIGN HIGHLIGHTS OR KEY CHANGES
Dunluce Road	<ul style="list-style-type: none"> + A shared pathway (south side) / wider sidewalk (north side) + Raised crossings + Curb extensions at most intersections + Removal of north side parking
Warwick Road	<ul style="list-style-type: none"> + Wider sidewalks + New treed boulevard + Narrowed road width (aligning with current local road standards)
AltaLink Utility Corridor connection to 167 Avenue	<ul style="list-style-type: none"> + Shared street (through alley) connection for people walking, rolling, biking and driving between the AltaLink Utility Corridor and 167 Avenue (no vehicle access to 167 Avenue) + Crossing signal added to 167 Avenue + Traffic calming measures such as bends in the alley, surface treatments and signage will heighten awareness of the shared space + Additional alley lighting
Dunluce Natural Area*	<ul style="list-style-type: none"> + East-west gravel paths upgraded to accessible hard-surface shared pathway + Additional east-west shared pathway on north edge of park + Seating areas / waste bins + Enhanced and additional LED lighting along paths + New plantings and trees + Removal of some trees required
Dunluce Park and Dunluce School Park*	<ul style="list-style-type: none"> + Existing paths widened + Additional pathways + Additional lighting + Seating areas / waste bins + Outdoor nature classroom with seating + New trees and plantings
Herb Link Park*	<ul style="list-style-type: none"> + North-south and east-west shared pathways + Additional lighting + Seating areas / waste bins
Orval Allen Park / 127 Street green space*	<ul style="list-style-type: none"> + East-west shared pathway + Fencing along west side of park along 127 Street + Additional lighting + Seating areas / waste bins + Naturalized areas along 127 Street green space

*Designs are subject to approval and funding.



Draft design overview

This booklet includes draft designs for the following:

Active transportation connections

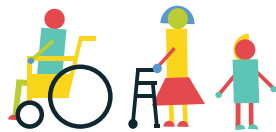
- + Overall neighbourhood active transportation connections
- + Shared street: connection between the AltaLink Utility Corridor and 167 Avenue
- + AltaLink Utility Corridors: Pathways

Roadway designs

- + 121 Street – 153 Avenue to 162 Avenue
- + 162 Avenue – 161 Avenue to Castle Downs Road
- + 161 Avenue – 121 Street to 127 Street
- + 157 Avenue – Castle Downs Road to 121 Street
- + 115 Street – 167 Avenue to 162 Avenue
- + Dunluce Road
- + Warwick Road

Parks

- + Dunluce Natural Area
- + Dunluce Park and Dunluce School Park
- + Herb Link Park
- + Orval Allen Park



Active transportation connections

City policies and standards provided direction to the Project Team to improve active transportation connections and to ensure they are accessible to all ages and abilities.

Technical studies and public input guided the design ideas and options including the locations for new connections, enhanced crosswalks, traffic calming and accessibility measures that would work best in Dunluce.

As you review the active transportation neighbourhood connections, keep in mind general changes to improve accessibility for people of all ages and abilities in Dunluce include:

- + Sidewalk replacement throughout neighbourhood (cost-shared between property owner and City – pending a Local Improvement decision)
- + New and improved walking, rolling and biking connections such as sidewalks, breezeways*, pathways, shared pathways, a shared-alley and raised bike lanes
- + Wider sidewalks and pathways, where possible
- + Crossing enhancements such as curb extensions, two-stage crossings and raised crosswalks
- + Curb ramps added / replaced on all residential streets
- + Enhanced lighting, seating and waste bins along select routes
- + Arterial crossing improvements

*A breezeway is a public pathway between two private properties. It enhances accessibility and connectivity within the neighbourhood.

In this section, you can review the draft design specifics for:

- + Overall neighbourhood active transportation connections
- + Shared street connection: AltaLink Utility Corridor to 167 Avenue
- + AltaLink Utility Corridors: shared pathways



Overall neighbourhood active transportation connections

Design highlights:

Sidewalks (new)

- + New sidewalks added where they are currently missing, when possible
(new sidewalks are 100 per cent funded by the City)

Shared pathways

East-west connections

- + 161 Avenue (*north side*) between 127 Street and 121 Street
(details Page 26)
- + The AltaLink Utility Corridor between the existing north-south AltaLink Utility Corridor pathway and Castle Downs Road *(details Page 17)*
- + 157 Avenue (*south side*) between 121 Street and Castle Downs Road
(details Page 28)
- + Dunluce Road (*south side*) between 161 Avenue and 115 Street
(details Page 32)

North-south connections

- + 115 Street (*west side*) between 167 Avenue and 162 Avenue
(details Page 30)
- + A wider shared pathway along the north-south AltaLink Utility Corridor
(details Page 17)
- + A shared street connecting the AltaLink Utility Corridor and 167 Avenue
(no vehicle access to 167 Avenue) (details Page 15)

Raised bike lanes

- + 121 Street between 153 Avenue and 161 Avenue *(details Page 22)*
- + 162 Avenue between 161 Avenue and Castle Downs Road
(details Page 12)

Breezeways*

- + Wider pathways *(existing locations)*
- + A new pathway to connect 156 Avenue to 153 Avenue
- + Enhanced lighting and waste bins

*A breezeway is a public pathway between two private properties. It enhances accessibility and connectivity within the neighbourhood.

Arterial roads

New and enhanced crossings at:

- + 167 Avenue and shared street (*alley*)
- + Castle Downs Road and the east-west AltaLink Utility Corridor shared pathway
- + Castle Downs Road and 157 Avenue
- + Castle Downs Road across from the Castle Downs Arena
- + 153 Avenue and the north-south AltaLink Utility Corridor shared pathway
- + 127 Street and 161 Avenue
- + 127 Street and the Oxford Stormwater Pond shared pathway

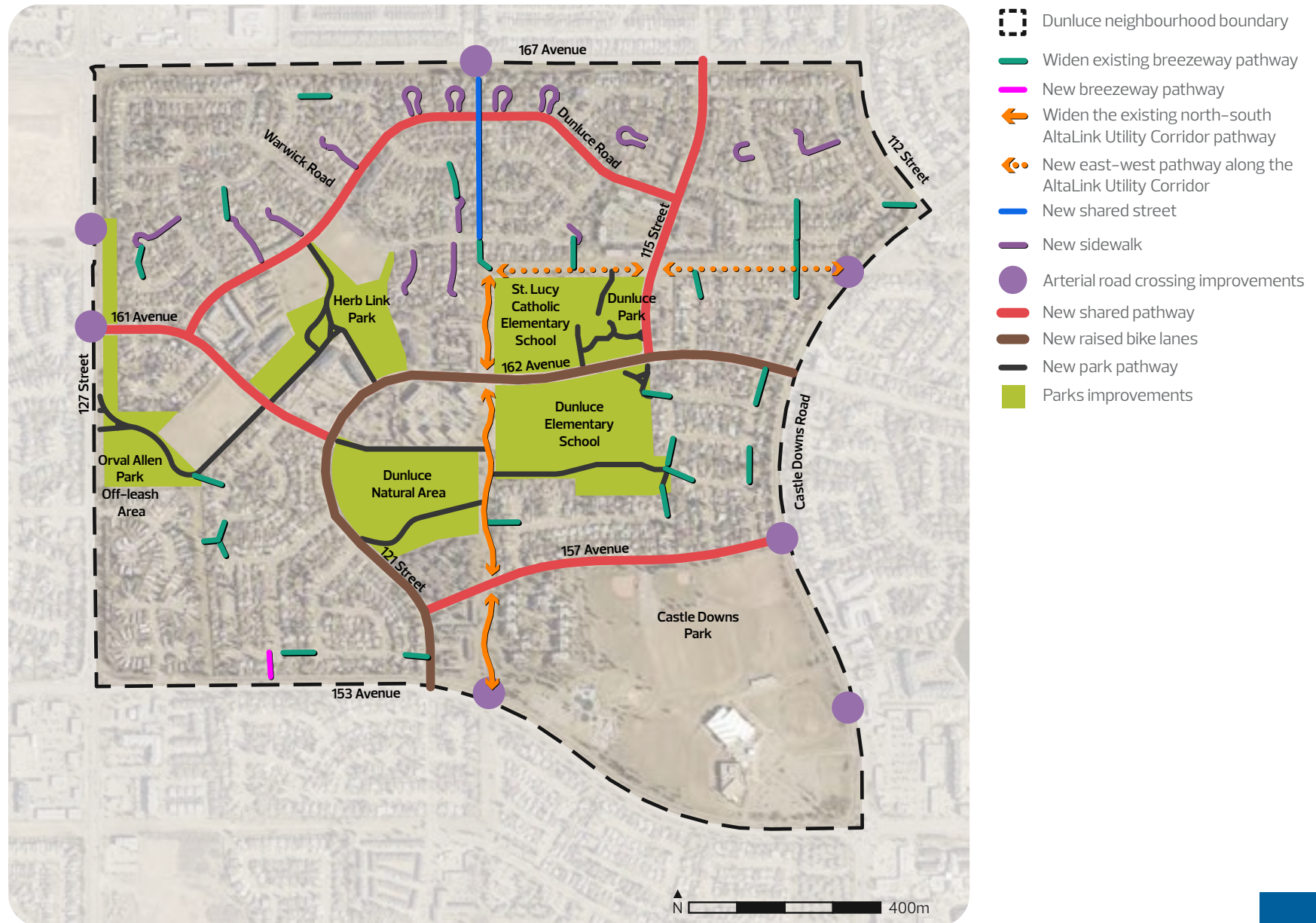
Parks pathways

New park pathways in:

- + Dunluce Park and Dunluce School Park *(details Page 39)*
- + Dunluce Natural Area *(details Page 37)*
- + Herb Link Park *(details Page 42)*
- + Orval Allen Park *(details Page 44)*

Designs are subject to approval and funding

Overall neighbourhood active transportation connections



Overall neighbourhood active transportation connections – Map

Shared street*: connection between the AltaLink Utility Corridor and 167 Avenue

Design highlights:

Active transportation connections are improved with:

- + A new shared street connection for people walking, rolling, biking and driving between the AltaLink Utility Corridor at Warwick Road and 167 Avenue (*no vehicle access to 167 Avenue*)
- + An enhanced crossing at 167 Avenue

Usability and comfort are improved and slower traffic speeds are encouraged with:

- + Enhanced lighting
- + Planting beds to provide more greenery in the neighbourhood
- + Traffic calming surface treatments and bends along the shared space
- + Signage to alert users of the shared space
- + Raised crossings across Warwick Road and Dunluce Road

*A shared street (pedestrian-oriented alley): an alley that is designed as a shared street to prioritize people walking and 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.



Shared street: connection between AltaLink Utility Corridor and 167 Avenue – Cross sections

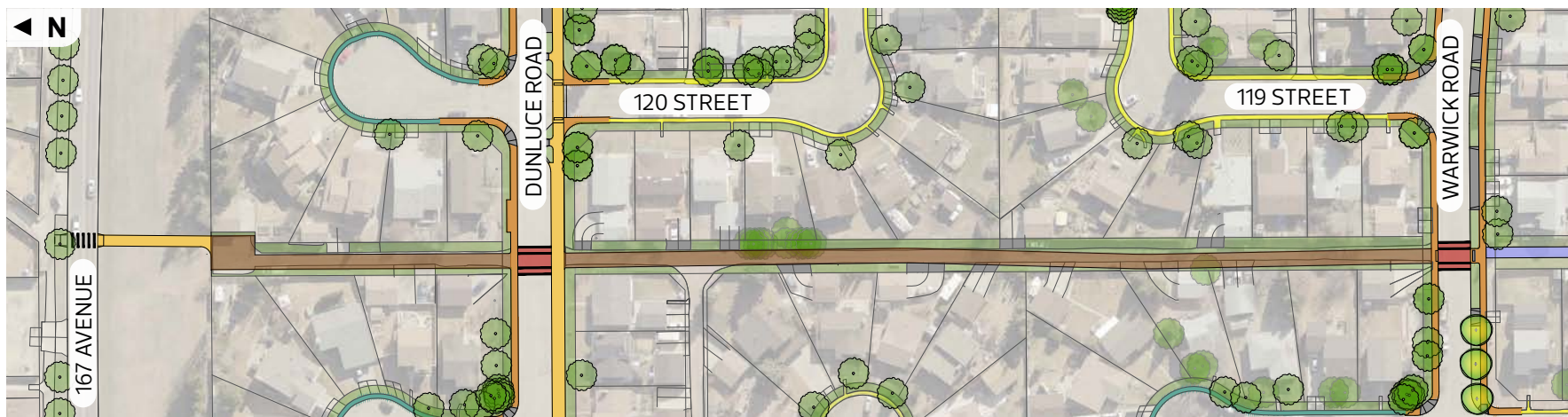


Shared street: connection between AltaLink Utility Corridor and 167 Avenue – Rendering

Shared street: connection between the AltaLink Utility Corridor and 167 Avenue



View a video of the shared street draft design



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

Shared street: connection between AltaLink Utility Corridor and 167 Avenue – Plan view

AltaLink Utility Corridors: shared pathways

Design highlights:

Active transportation is improved with:

- + A new east–west shared pathway connecting the existing north–south corridor pathway and Castle Downs Road
- + A wider shared pathway along the existing north–south corridor
- + Raised crossings across Warwick Road and Dunluce Road

Usability and comfort is improved with:

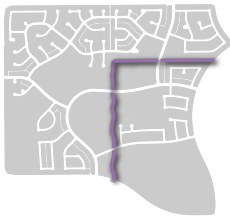
- + New and additional lighting to increase visibility for people walking, rolling and biking
- + Waste bins to encourage cleanliness
- + Seating areas with benches to provide places for people of all ages to gather and rest
- + Additional naturalized areas, trees and planting beds to provide more greenery in the neighbourhood



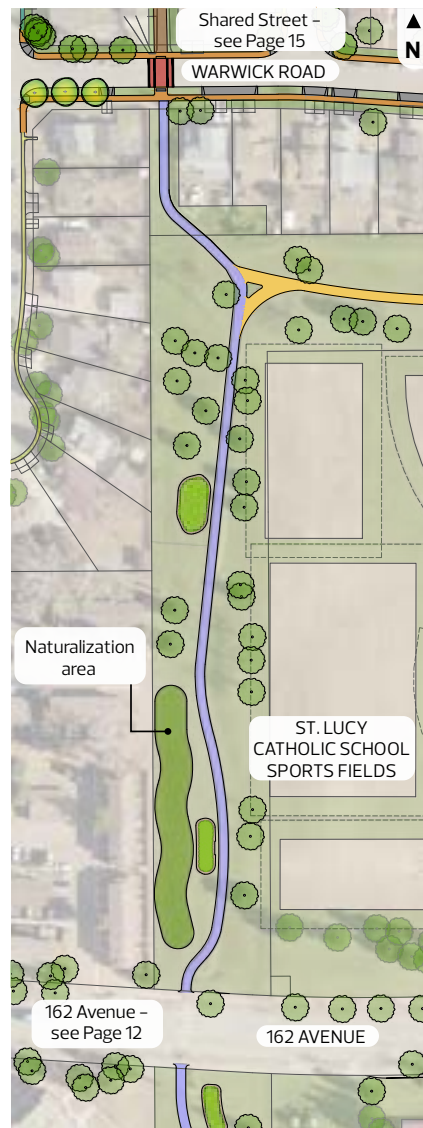
AltaLink Utility Corridor east–west connection – Rendering looking east towards 115 Street from behind the Dunluce Community League



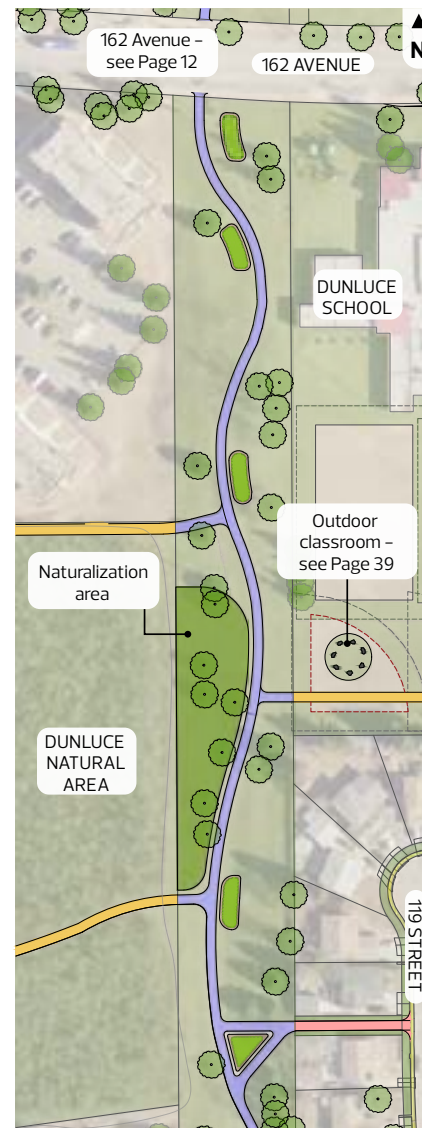
AltaLink Utility Corridor north–south connection – Rendering looking north from 157 Avenue



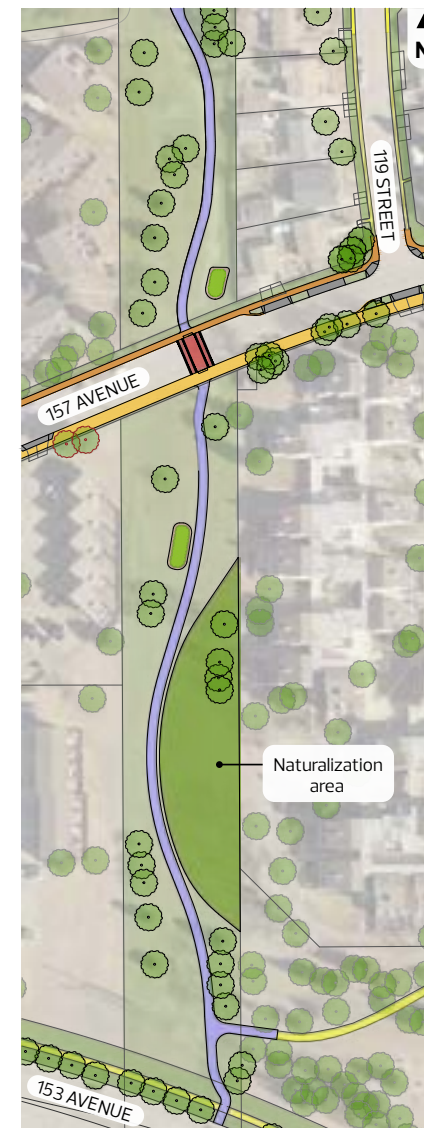
AltaLink Utility Corridors: shared pathways | north-south connection



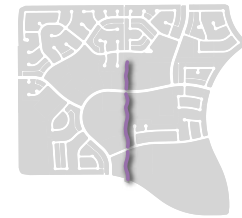
Between Warwick Road and 162 Avenue



Between 162 Avenue and the Dunluce Natural Area



Between the Dunluce Natural Area and 153 Avenue

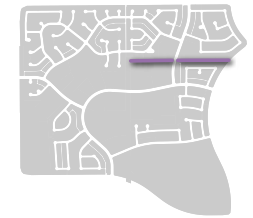
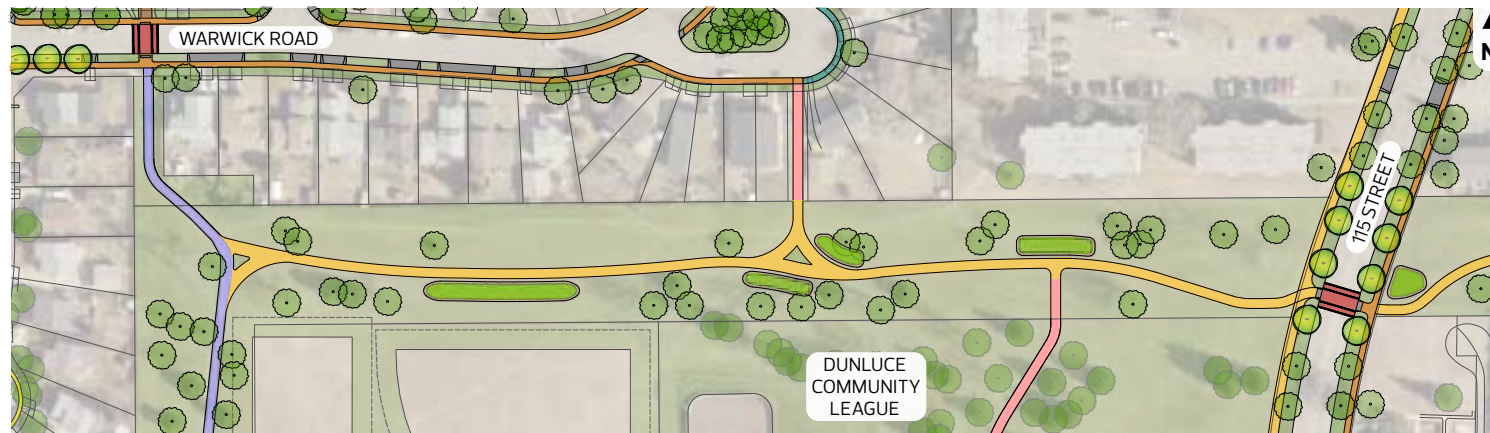


- | | | | | |
|---|---------------------------|--|---------------|----------------------|
| New shared pathway | Widen existing sidewalk | New shared street | Existing tree | New planting bed |
| Replace and widen existing shared pathway | Replace existing sidewalk | Grass | New tree | Sports field removal |
| Widen existing breezeway | New raised crosswalk | Private walkway / driveway access / bus stop | Tree removal | |

SHARE YOUR VOICE
 SHAPE OUR CITY



AltaLink Utility Corridors: shared pathways | east-west connection



Between the existing north-south AltaLink Utility Corridor pathway and 115 Street



Between 115 Street and Castle Downs Road

- | | | | | |
|---|---------------------------|--|------------------|----------|
| New shared pathway | Widen existing sidewalk | New shared street | Existing tree | New tree |
| Replace and widen existing shared pathway | Replace existing sidewalk | Grass | New planting bed | |
| Widen existing breezeway | New raised crosswalk | Private walkway/driveway access/bus stop | New sidewalk | |

AltaLink Utility Corridor east-west connection – Plan views

Roadway designs

City policies and standards provided direction to the Project Team to address active transportation connections and traffic issues and design liveable, safe streets for residents and all road users.

Technical studies and public input guided the design ideas and options including the locations for enhanced crosswalks, traffic calming measures and intersection improvements that would work best in Dunluce.

As you review the roadway designs please keep in mind the following general changes that are included throughout Dunluce:

- + Reconstruction of all residential roads and alleys
- + Sidewalk replacement throughout neighbourhood (*cost shared between property owner and City – pending a Local Improvement decision*)
- + Wider sidewalks and missing sidewalk links added, where possible
- + Curb ramps added / replaced on all residential streets
- + Upgrades to street lighting (*new poles with LED lights*)
- + Lower profile rolled curbs along local roads
- + Changes to intersection designs
- + Traffic calming measures
- + Narrowed roadway widths
- + Changes to availability of on-street parking
- + Changes to traffic controls (*e.g. changes to stop and yield signs*)
- + Drainage improvements

Some roads will experience additional design changes that will be specific to that street and may include the addition of shared pathways, raised bike lanes, curb extensions, crossing enhancements, etc.

In this section, you can review the draft design specifics for:

- + 121 Street: 153 Avenue to 162 Avenue
- + 162 Avenue: 161 Avenue to Castle Downs Road
- + 161 Avenue: 121 Street to 127 Street
- + 157 Avenue: Castle Downs Road to 121 Street
- + 115 Street: 167 Avenue to 162 Avenue
- + Dunluce Road
- + Warwick Road

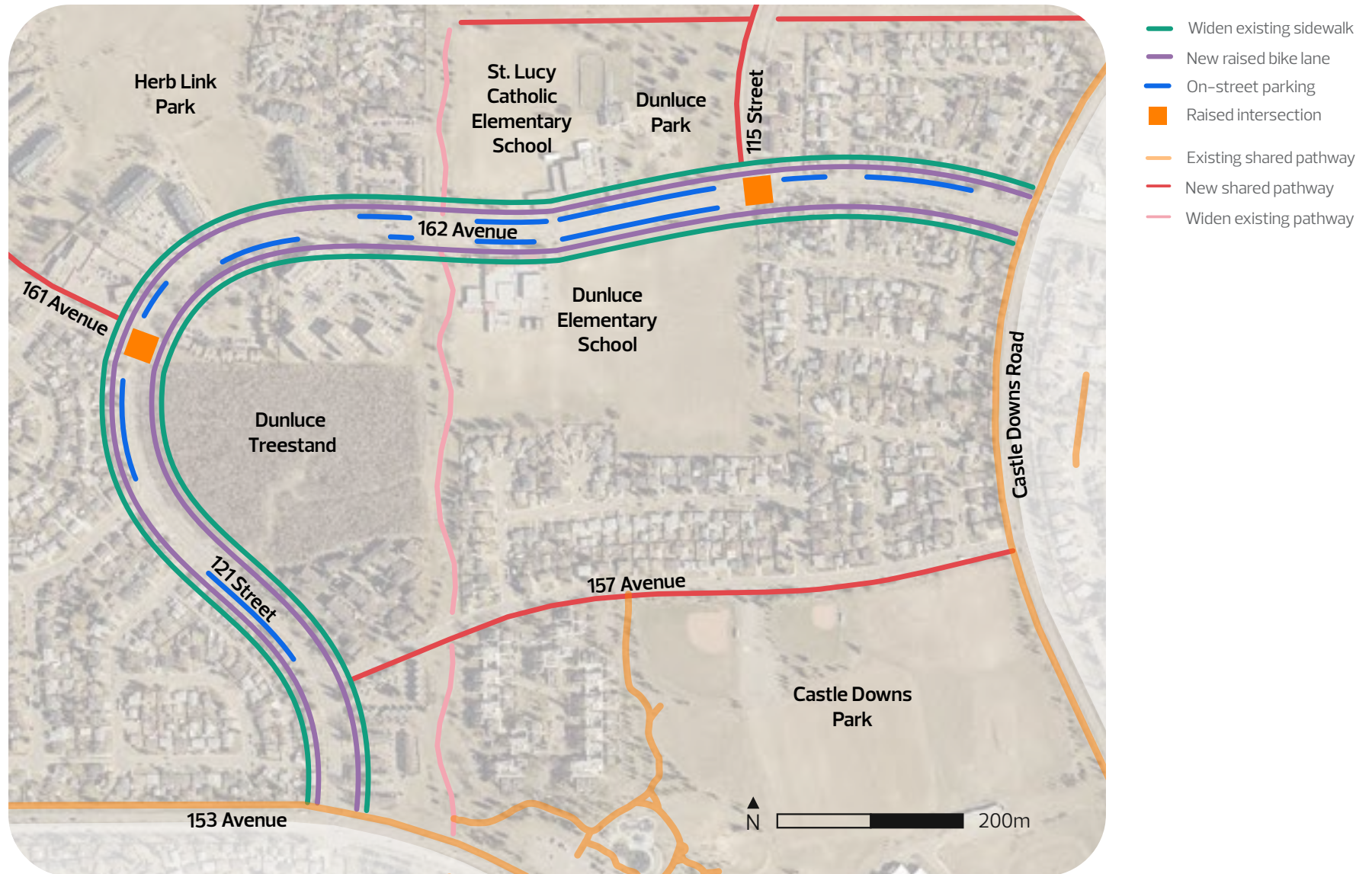


Designs are subject to approval and funding

SHARE YOUR VOICE
SHAPE OUR CITY

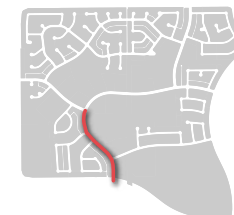
Edmonton

121 Street and 162 Avenue – Conceptual plan



Conceptual plan – 121 Street and 162 Avenue

121 Street: 153 Avenue to 162 Avenue



Design highlights:

Active transportation connections are improved with:

- + Raised bike lanes that accommodate all ages and abilities and provide separate spaces for people biking, walking, rolling and driving

Crossing and visibility are improved and slower traffic speeds are encouraged with:

- + Raised crossings along both sides of 121 Street at 157 Avenue, 158 Avenue and 159 Avenue
- + Narrowed roadway widths to:
 - Meet current City standards
 - Encourage drivers to follow the posted speed limit
 - Provide space, where possible, for other amenities (e.g. *shared pathways, boulevards, bike lanes*)
- + Curb extensions along the west side of 121 Street at intersections (*curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways*)

The intersection design at 161 Avenue / 162 Avenue and 121 Street will encourage slower traffic speeds and become more controlled and pedestrian friendly with:

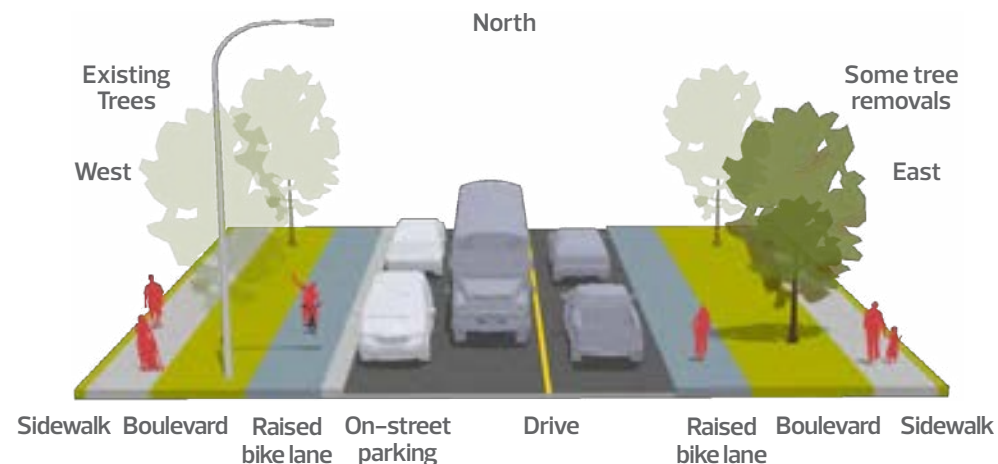
- + A three-way stop
- + A raised intersection
- + Curb extensions

Parking:

- + Parking is maintained on the west side
- + Parking removal is required on the east side to accommodate the new design

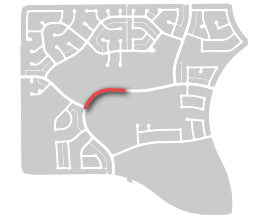
Trees:

- + Some tree removal is required on the east side to accommodate the new design
- + New trees will be planted, where possible



121 Street – 153 Avenue to 161 Avenue – Cross section

162 Avenue: 161 Avenue to AltaLink Utility Corridor



Design highlights:

Active transportation connections are improved with:

- + Raised bike lanes that accommodate all ages and abilities and provide separate spaces for people biking, walking, rolling and driving

Crossing and visibility are improved and slower traffic speeds are encouraged with:

- + Raised crossings across 162 Avenue at:
 - The AltaLink Utility Corridor
- + Narrowed roadway widths that:
 - Meet current City standards
 - Encourage drivers to follow the posted speed limit
 - Provide space, where possible, for other amenities (e.g. shared pathways, boulevards, bike lanes)
- + Curb extensions at most intersections (curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways)

161 Avenue / 162 Avenue and 121 Street intersection Crossing and visibility are improved and slower traffic speeds are encouraged with:

- + A three-way stop
- + A raised intersection
- + Curb extensions

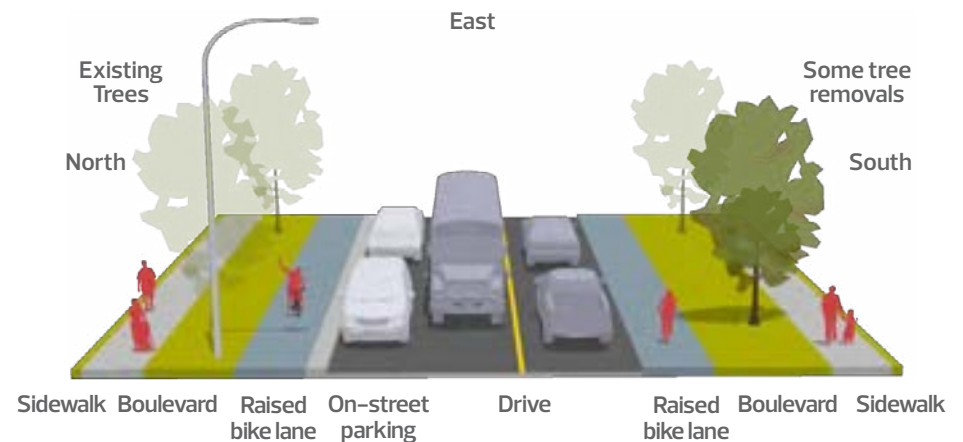
Parking:

- + 161 Avenue to AltaLink Utility Corridor:
 - Some parking removal is required to accommodate the new design

Trees:

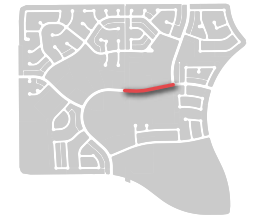
- + Some tree removal may be required west of the AltaLink Utility Corridor due to construction needs
- + New trees will be planted, where possible

162 Avenue: 161 Avenue to AltaLink Utility Corridor – Cross section



On-street parking varies between the north and south sides of the road

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



Design highlights:

Active transportation connections are improved with:

- + Raised bike lanes that accommodate all ages and abilities and provide separate spaces for people biking, walking, rolling and driving

Crossing and visibility are improved and slower traffic speeds are encouraged with:

- + Raised crossings across 162 Avenue at:
 - The AltaLink Utility Corridor
 - In front of Dunluce and St. Lucy school
- + Narrowed roadway widths that:
 - Meet current City standards
 - Encourage drivers to follow the posted speed limit
 - Provide space, where possible, for other amenities (e.g. shared pathways, boulevards, bike lanes)
- + Curb extensions at most intersections (curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways)

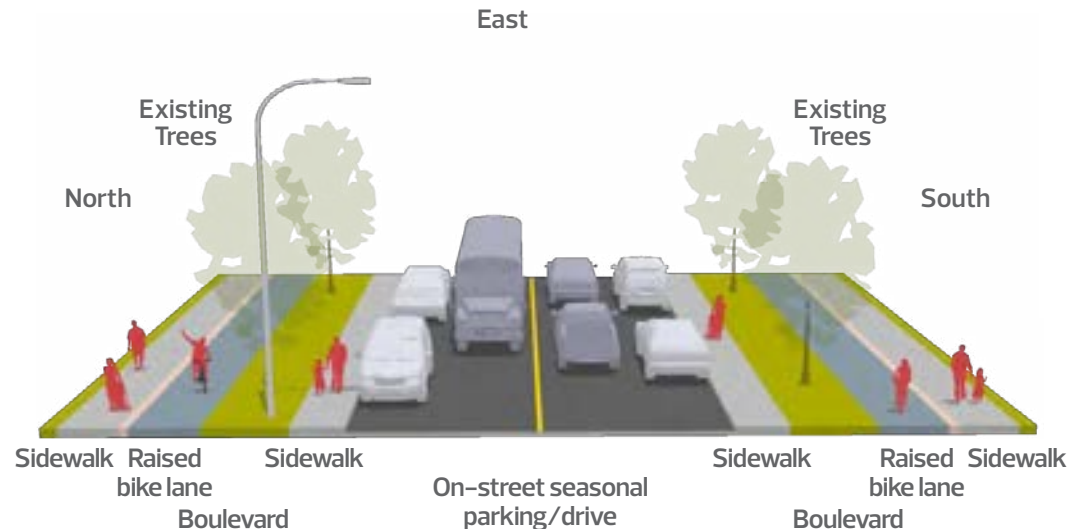
115 Street / 162 Avenue intersection Crossing and visibility are improved and slower traffic speeds are encouraged with:

- + A raised intersection

Parking:

- + AltaLink Utility Corridor to 115 Street (in front of schools):
 - Parking is maintained on both sides of the road

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



162 Avenue: 115 Street to Castle Downs Road



Design highlights:

Active transportation connections are improved with:

- + Raised bike lanes that accommodate all ages and abilities and provide separate spaces for people biking, walking, rolling and driving

Crossing and visibility are improved and slower traffic speeds are encouraged with:

- + Raised crossings along 162 Avenue at:
 - 114A Street
 - 114 Street
- + Narrowed roadway widths that:
 - Meet current City standards
 - Encourage drivers to follow the posted speed limit
 - Provide space, where possible, for other amenities (e.g. *shared pathways, boulevards, bike lanes*)
- + Curb extensions at most intersections (*curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways*)

115 Street / 162 Avenue intersection Crossing and visibility are improved and slower traffic speeds are encouraged with:

- + A raised intersection

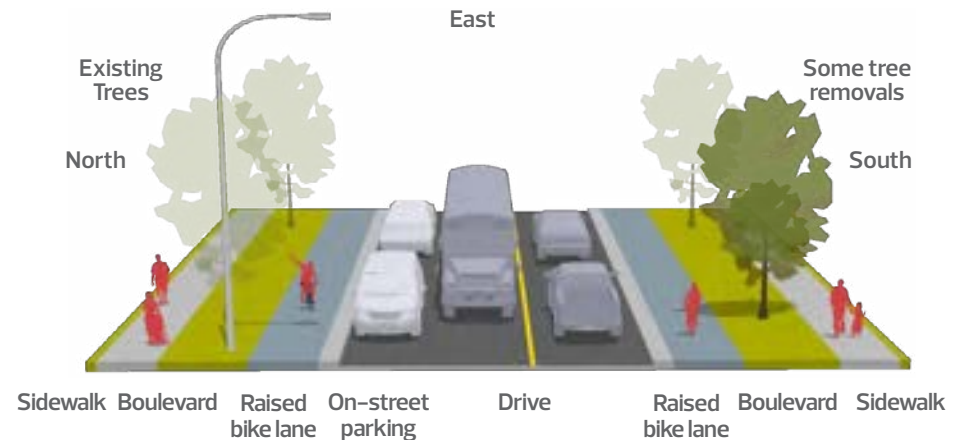
Parking:

- + 115 Street to Castle Downs Road:
 - Parking removal on the south side is required to accommodate the new design

Trees:

- + Some tree removal may be required east of 115 Street due to construction needs
- + New trees will be planted, where possible

162 Avenue: 115 Street to Castle Downs Road – Cross section



161 Avenue: 121 Street to 127 Street

Design highlights:

Active transportation connections are improved with:

- + A shared pathway with a wide treed boulevard on the north side of the road that separates people biking, rolling and walking from people driving

Crossing and visibility are improved and slower traffic speeds are encouraged with:

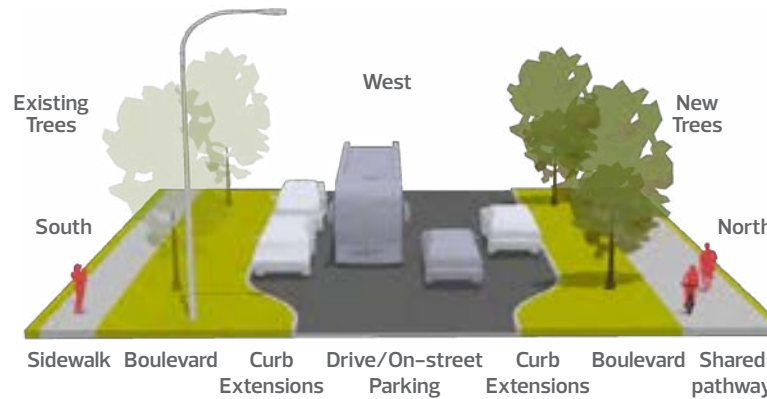
- + A raised crossing along 161 Avenue across Dunluce Road
- + Curb extensions at most intersections (*curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways*)

161 Avenue / 162 Avenue and 121 Street intersection – Crossing and visibility are improved and slower traffic speeds are encouraged with:

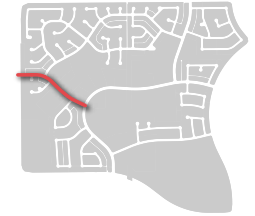
- + A three-way stop
- + A raised intersection
- + Curb extensions

Trees:

- + Some tree removals may be required due to construction needs
- + New trees will be planted, where possible



161 Avenue – 121 Street to 127 Street – Cross section



161 Avenue – 121 Street to 127 Street – Rendering looking north towards Dunluce Road



View a video of the 161 Avenue draft design

161 Avenue: 121 Street to 127 Street



- New shared pathway
- New raised crosswalk
- Grass
- Existing tree
- New tree
- Sports field removal
- Widen existing sidewalk
- Replace existing sidewalk
- Private walkway / driveway access / bus stop
- Tree removal and new tree

161 Avenue – 121 Street to 127 Street – Plan view

157 Avenue: Castle Downs Road to 121 Street

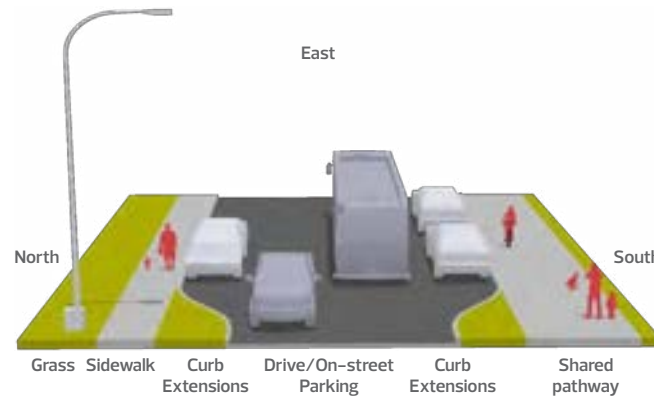
Design highlights:

Active transportation connections are improved with:

- + A shared pathway on the south side that separates people biking, rolling and walking from people driving

Crossing and visibility are improved and slower traffic speeds are encouraged with:

- + A raised crossing across 157 Avenue at the AltaLink Utility Corridor
- + Curb extensions at most intersections (*curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways*)



157 Avenue – Castle Downs Road to 121 Street – Cross section

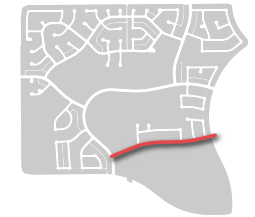


157 Avenue – Castle Downs Road to 121 Street – Rendering looking east



View a video of the 157 Avenue draft design

157 Avenue: Castle Downs Road to 121 Street



157 Avenue – Castle Downs Road to 121 Street – Rendering looking west



- | | | | |
|---|---------------------------|--|---------------|
| New shared pathway | Widen existing sidewalk | Grass | Existing tree |
| Replace and widen existing shared pathway | Replace existing sidewalk | Private walkway/driveway access/bus stop | Tree removal |
| Widen existing breezeway | New raised crosswalk | New planting bed | |

157 Avenue – Castle Downs Road to 121 Street – Plan view

SHARE YOUR VOICE
 SHAPE OUR CITY



115 Street: 167 Avenue to 162 Avenue

Design highlights:

Active transportation connections are improved with:

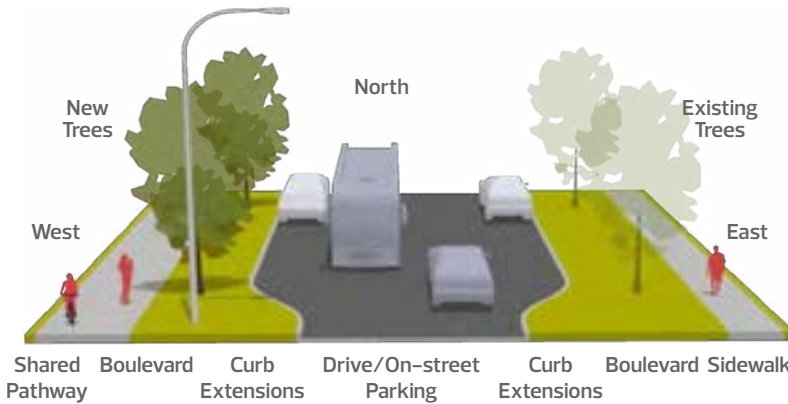
- + A shared pathway on the west side that separates people biking, rolling and walking from people driving

Crossing and visibility are improved and slower traffic speeds are encouraged with:

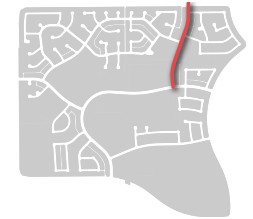
- + A raised intersection at 115 Street and 162 Avenue
- + Raised crossings:
 - Across 115 Street at the AltaLink Utility Corridor
 - Along 115 Street across Dunluce Road
- + Curb extensions at most intersections (*curb extensions shorten crossing distances and prevent parking too close to intersections, bus stops, accesses and driveways*)

Trees:

- + Some tree removal may be required due to construction needs
- + New trees will be planted, where possible



115 Street – 167 Avenue to 162 Avenue – Cross section



115 Street – 167 Avenue to 162 Avenue – Rendering looking south towards Dunluce Road

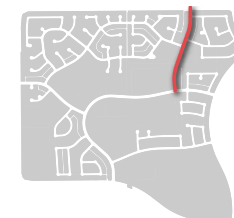


View a video of
the 115 Street
draft design

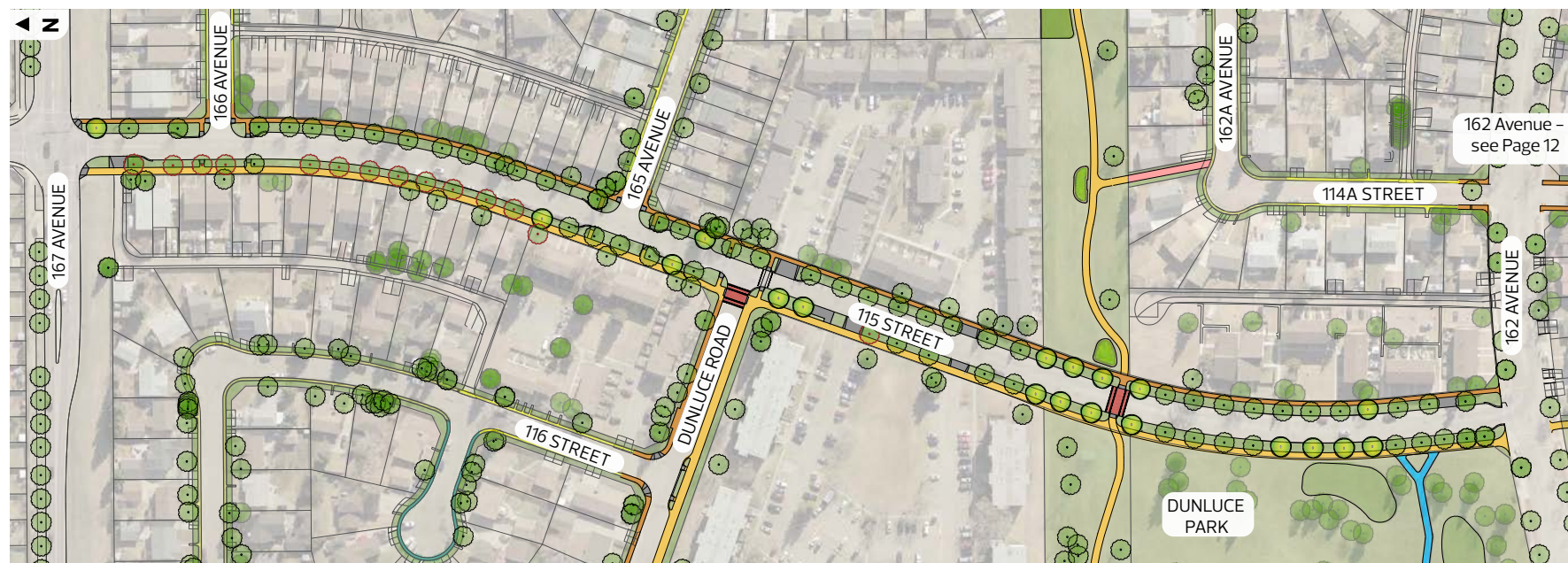
SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

115 Street: 167 Avenue to 162 Avenue



115 Street – 167 Avenue to 162 Avenue – Rendering looking north towards Dunluce Road



- | | | | |
|-------------------------|---------------------------|--|------------------|
| New shared pathway | Replace existing sidewalk | Widen existing breezeway | Existing tree |
| New pathway | New raised crosswalk | Grass | Tree removal |
| Widen existing sidewalk | New sidewalk | Private walkway / driveway access / bus stop | New tree |
| | | | New planting bed |

115 Street – 167 Avenue to 162 Avenue – Plan view between 167 Avenue and 162 Avenue

SHARE YOUR VOICE
 SHAPE OUR CITY



Dunluce Road

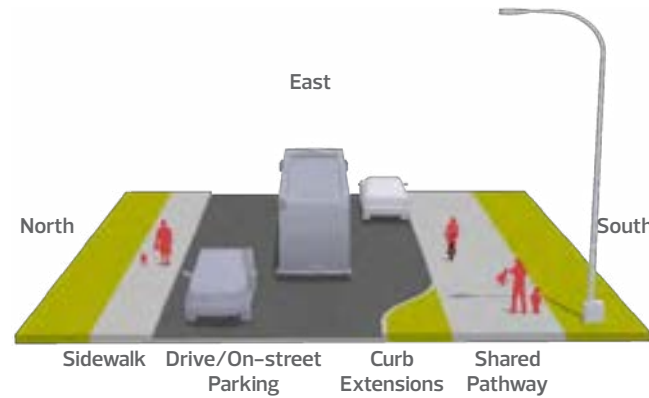
Design highlights:

Active transportation connections are improved with:

- + A shared pathway along the south side that separates people biking, rolling and walking from people driving

Crossing and visibility are improved and slower traffic speeds are encouraged with:

- + Raised crossings:
 - Across Dunluce Road at the AltaLink Utility Corridor
 - Along all south side intersections leading on to Dunluce Road
- + Narrowed roadway widths that:
 - Meet current City standards
 - Encourage drivers to follow the posted speed limit
 - Provide space, where possible, for other amenities (e.g. shared pathways, boulevards, bike lanes)
- + Curb extensions at most intersections (curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways)



Dunluce Road – Cross section



Dunluce Road – Rendering looking south towards Herb Link Park














View a video of
the Dunluce Road
draft design

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

Dunluce Road: 161 Avenue to 115 Street



- | | | | | | |
|---|---|---|--|---|--|
|  New shared pathway |  Replace existing sidewalk |  New sidewalk |  Grass |  Existing tree |  Tree removal |
|  Widen existing sidewalk |  New raised crosswalk |  New shared street |  Private walkway/driveway access/bus stop |  New tree | |

Dunluce Road – Plan view between 161 Avenue and 115 Street

Warwick Road

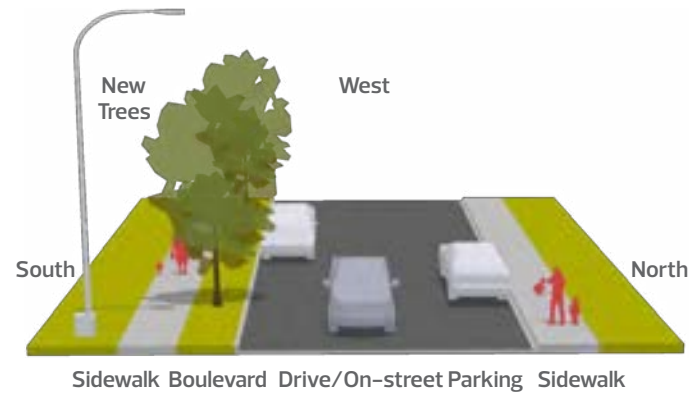
Design highlights:

Active transportation connections and comfort are improved with:

- + Wider sidewalks
- + New treed boulevards

City standards are met and slower traffic speeds are encouraged with:

- + Narrowed roadway widths* that:
 - Meet current City standards
 - Encourage drivers to follow the posted speed limit
 - Provide space, where possible, for other amenities (e.g. shared pathways, boulevards, bike lanes)



Warwick Road – Cross section



Warwick Road – Rendering looking east towards Dunluce Road

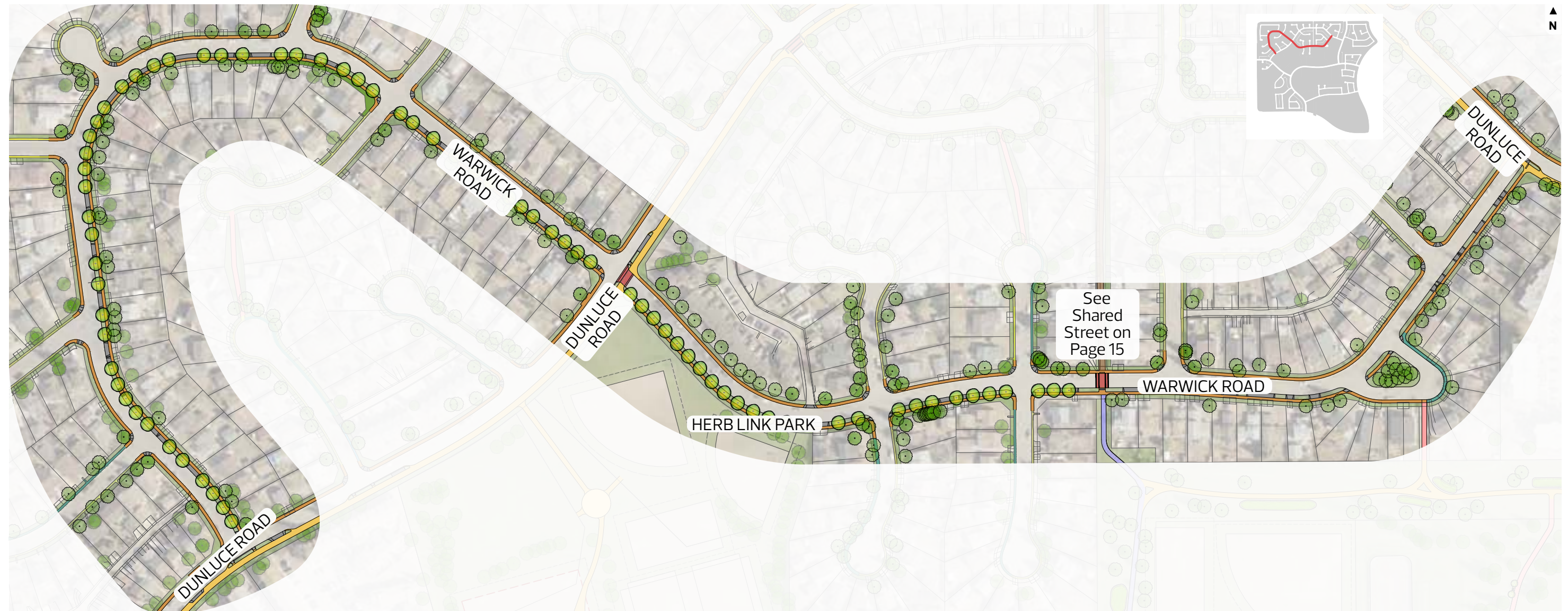






View a video of
the Warwick
Road draft design

SHARE YOUR VOICE
SHAPE OUR CITY



Warwick Road



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

Warwick Road – Plan view

Parks

City policies and standards provided direction to the Project Team to design a network of high-quality, accessible and connected open spaces in Edmonton that also consider climate resilience.

Technical studies and public input guide the designs that include active transportation connections to and through parks that would work best in Dunluce.

The following include design ideas and options to improve the following areas:

- + Dunluce Natural Area
- + Dunluce Park and Dunluce School Park
- + Herb Link Park
- + Orval Allen Park



Parks – Map

Designs are subject to approval and funding

SHARE YOUR VOICE
 SHAPE OUR CITY

Edmonton

Dunluce Natural Area

Design highlights:

Active transportation is improved with:

- + A hard surface east-west shared pathway to increase accessibility for people walking, rolling and biking (*upgrade from existing gravel*)
- + An additional east-west shared pathway along the Natural Area's north edge to enhance accessibility and connectivity within the park and neighbourhood

Usability and comfort are improved with:

- + Seating areas with benches along the shared pathways to provide places for people of all ages to gather and rest
- + Enhanced and additional LED directional lighting along the shared pathways to improve visibility for people walking, rolling or biking
- + Waste bins along the shared pathways to encourage cleanliness

Trees and plantings:

- + Some tree removal required to accommodate the new east-west shared pathway
- + New plantings and trees to replace the existing foot trails and exposed open space to add greenery to the neighbourhood and support biodiversity

Designs are subject to approval and funding



Dunluce Natural Area – Rendering: Overview



Dunluce Natural Area – Rendering: Seating area



**View a video of the
Dunluce Natural
Area draft design**

Dunluce Natural Area



- | | | | |
|---|---------------------------|--|------------------|
| New shared pathway | Widen existing sidewalk | Grass | Existing tree |
| Replace and widen existing shared pathway | Replace existing sidewalk | Private walkway/driveway access/bus stop | New tree |
| Widen existing breezeway | New raised crosswalk | Sports field removal | New planting bed |

Dunluce Natural Area – Plan view

SHARE YOUR VOICE
 SHAPE OUR CITY



Designs are subject to approval and funding

Dunluce Park and Dunluce School Park

Design highlights:

Active transportation is improved with:

- + Wider pathways in existing locations
- + Additional pathways for increased accessibility and connectivity within the park and neighbourhood

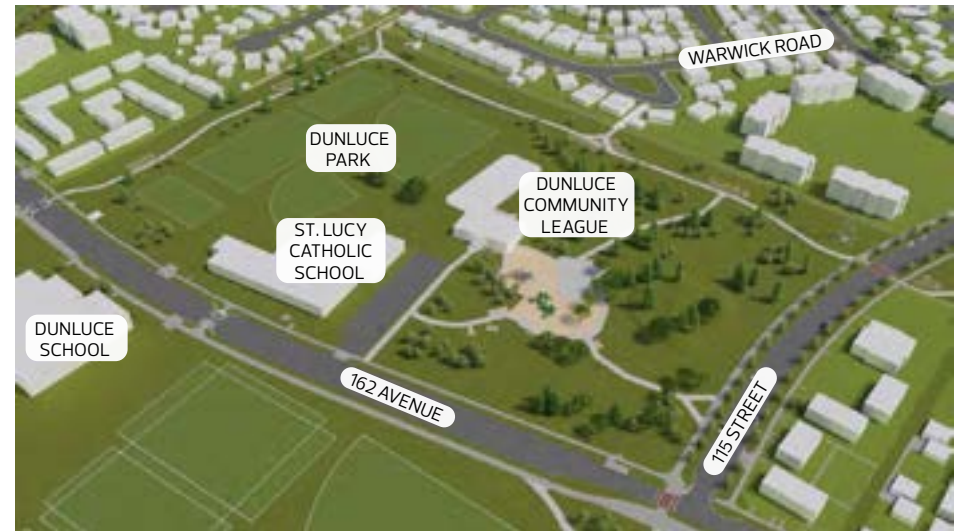
Usability and comfort are improved with:

- + Additional lighting to increase visibility for people walking, rolling and biking
- + Waste bins to encourage cleanliness
- + Seating areas with benches to provide places for people of all ages to gather and rest
- + A naturalized area to provide more greenery in the neighbourhood (*require less maintenance than grass and supports biodiversity*)
- + An outdoor nature classroom with circular group seating to provide a programming space for the nearby schools

Designs are subject to approval and funding



**View a video of the
Dunluce Park and
Dunluce School
Park draft design**



Dunluce Park – Rendering



Dunluce School Park – Rendering

Dunluce Park and Dunluce School Park



- New shared pathway
- Replace and widen existing shared pathway
- New pathway
- Widen existing sidewalk
- Replace existing sidewalk
- New raised crosswalk
- Widen existing breezeway
- Grass
- Private walkway / driveway access / bus stop
- Existing tree
- New tree
- New planting bed
- Sports field removal
- New seating area

Designs are subject to approval and funding

Dunluce Park and Dunluce School Park – Plan view

Designs are subject to approval and funding

SHARE YOUR VOICE
 SHAPE OUR CITY



Dunluce Park and Dunluce School Park



Dunluce Park and Dunluce School Park – Rendering

Herb Link Park



Herb Link Park – Rendering

Design highlights:

Active transportation is improved with:

- + New shared pathways to increase accessibility and connectivity within the park and neighbourhood
 - Removal of one baseball diamond is required to accommodate the new shared pathway

Usability and comfort are improved with:

- + Additional lighting to increase visibility for people walking, rolling and biking
- + Waste bins to encourage cleanliness
- + Seating areas with benches to provide places for people of all ages to gather and rest



**View a video of
the Herb Link Park
draft design**

**SHARE YOUR VOICE
SHAPE OUR CITY**



Designs are subject to approval and funding

Herb Link Park



- New shared pathway
- Widen existing sidewalk
- Replace existing sidewalk
- New raised crosswalk
- New sidewalk
- Widen existing breezeway
- Grass
- New seating area
- Private walkway / driveway access / bus stop
- Existing tree
- New tree
- Sports field removal
- Tree removal and new tree

Designs are subject to approval and funding

Herb Link Park – Plan view

Orval Allen Park

Design highlights:

Active transportation is improved with:

- + A new east-west shared pathway to increase accessibility and connectivity within the park and neighbourhood

Usability and comfort are improved with:

- + A fence and gate along the east side of 127 Street to enhance the safety of users in the off-leash dog area (*off-leash dog area will include the entire Orval Allen Park but not the 127 Street linear green space*)
- + Additional lighting to increase visibility for people walking, rolling and biking
- + Waste bins to encourage cleanliness
- + Seating areas with benches to provide places for people of all ages to gather and rest

127 Street linear park green space use is changed by:

- + Removing the off-leash zoning from the linear park sections along 127 Street north of Orval Allen Park
- + Adding naturalized areas to provide more greenery in the neighbourhood (*these require less maintenance than grass-only areas and also supports biodiversity*)

Designs are subject to approval and funding



View a video of the Orval Allen Park draft design



Orval Allen Park – Rendering: Overview



Orval Allen Park – Rendering: Large seating area

Orval Allen Park



- | | | | |
|---------------------------|--------------------------|--|--------------------|
| New shared pathway | Widen existing breezeway | Private walkway / driveway access / bus stop | New fence and gate |
| Widen existing sidewalk | Grass | Existing tree | Off-leash dog park |
| Replace existing sidewalk | New seating area | Tree removal and new tree | |

Orval Allen Park – Plan view

Designs are subject to approval and funding

SHARE YOUR VOICE
 SHAPE OUR CITY



Orval Allen Park



Orval Allen Park – Rendering: Small seating area