



Glenwood (163 Street West) Neighbourhood and Alley Renewal

Draft design

April 2024

edmonton.ca/BuildingGlenwoodWest

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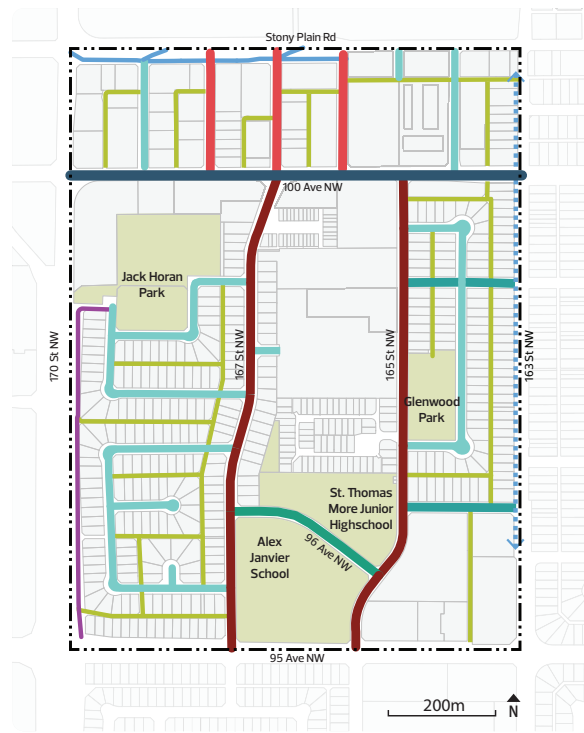
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Glenwood (163 Street West)

Neighbourhood and Alley Renewal

What is Neighbourhood and Alley Renewal?

- + Neighbourhood and Alley Renewal outlines cost-effective and long-term strategic approaches to renew and rebuild infrastructure within Edmonton's mature neighbourhoods
- + These programs implement City Policies and Standards to renew and rebuild roads, sidewalks, street lights and alleys
- + Work is delivered in coordination with other City departments and projects in the area
- + We can also improve other elements including intersection safety, connections for people walking, rolling and biking, and parks and open spaces



- Glenwood (163 Street West) neighbourhood boundary
- Parks and open space
- Arterial road
- Collector road
- Collector road with bike infrastructure
- Local road
- Local road with bike infrastructure
- Alley
- Alley with bike infrastructure
- Service road
- ◀▶ Service road with bike infrastructure

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Public engagement

The **Neighbourhood Renewal Road Map** was created to help you and your neighbours understand the steps of the renewal process and how you can participate.

In the **Community Feedback on Draft Design** stage, we are sharing the draft design for your neighbourhood. We are seeking your feedback to help **REFINE** it to ensure it aligns with the Vision and Guiding Principles that we co-created at the beginning of the project.

City of Edmonton Public Engagement Spectrum:

Increasing influence of the public →



We are here

edmonton.ca/**BuildingGlenwoodWest**

Neighbourhood Renewal Road Map:



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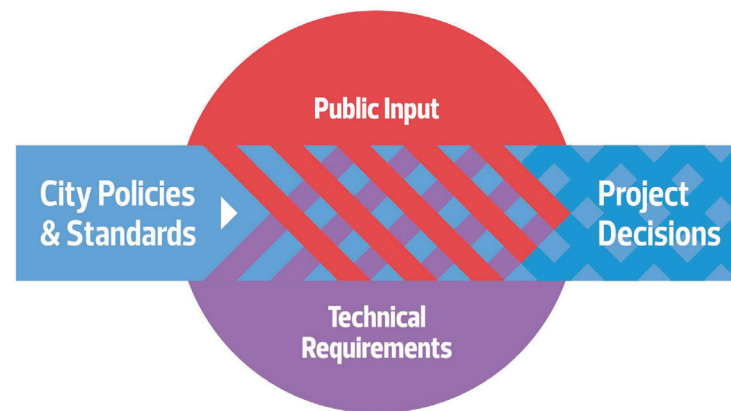
How decisions are made

For Neighbourhood and Alley Renewal projects, the City of Edmonton makes decisions using a combination of policy and program information, public input, technical requirements and available funding.

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 your neighbourhood and our city. City policies and programs such as the [City Plan](#), [Complete Streets Design and Construction Standards](#), [Safe Mobility Strategy](#) and [Winter City Strategy](#) provide the overall direction for Neighbourhood and Alley Renewal designs.

As each neighbourhood is unique, the Project Team asks for input from community members who live, work and play 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.

Decision Making Process



Learn more about this project: edmonton.ca/BuildingGlenwoodWest

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Draft design

The Project Team has prepared the draft design for Glenwood (163 Street West) Neighbourhood and Alley Renewal. The draft design incorporates relevant City policy and includes proposed changes for people walking, biking, rolling, driving and playing in Glenwood West.

There may be one or more proposed changes near your residence or property that may affect how you experience your neighbourhood.

Feedback opportunity

Please review the details of the draft design in this booklet and then share your thoughts in our online survey by April 29.

Visit edmonton.ca/BuildingGlenwoodWest to take the survey.

Design areas for Glenwood:

Roadways & crossings



Walking, rolling & biking



Commercial areas & alleys



Parks & open space



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Roadways and crossings

What is in the draft design?

Design elements for proposed changes include:

Design element	Details
Roadway redesign	+ Streetscape changes and improved traffic calming measures along some roadways, such as curb extensions
Crosswalk upgrades	+ New curb extensions, raised crosswalks, speed humps, continuous crosswalks and pavement markings
School drop-off upgrades	+ New mid-block crossing + Traffic calming and Low Impact Development (LID)*
Cul-de-sac landscaping	+ LID and green features within wide cul-de-sacs

***Low Impact Development (LID)** is an approach to land development that works with nature to manage stormwater runoff where it falls.

What we considered:

- + 165 Street and 167 Street are major north-south vehicular routes
- + Improving conditions for people walking and rolling on 165 Street is important because it is located near two school sites and Glenwood Community League
- + Existing conditions on 165 Street and 167 Street provide the opportunity to improve the experience for people walking and rolling and reduce street parking
- + City policy and resident feedback emphasized the importance of reducing vehicle speeds and improving safety for people walking and rolling
- + There are three large cul-de-sacs with excess space in the community

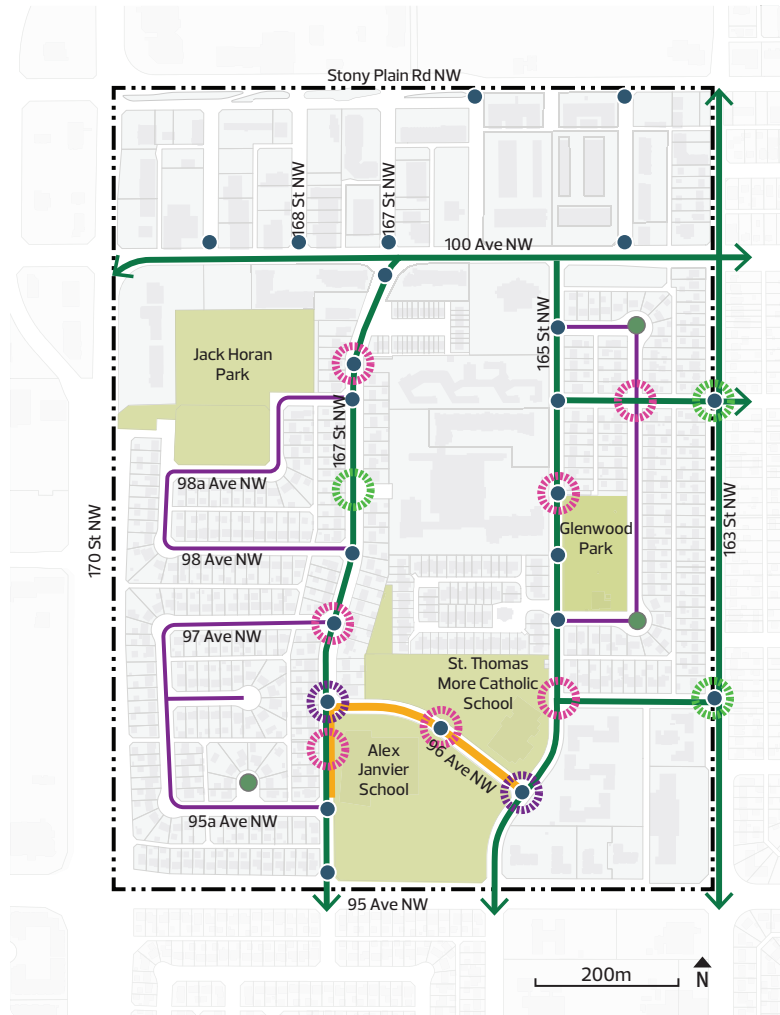
REFINE

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Roadways and crossings

Roadways and crossings overview



- Parks and open space
- Main connector upgrades
- Local road upgrades
- School drop-off zone upgrades
- Cul-de-sac landscaping
- Raised crosswalk*
- Raised intersection
- Continuous crosswalk**
- Curb extensions

***Raised crosswalks** raise the roadway through the crosswalk to near sidewalk height. They reduce vehicle speeds that allows people driving to be more aware of people crossing the street.

****Continuous crosswalks** create an unbroken elevation from the sidewalk, giving priority to people walking and rolling. This forms a ramp over which vehicles must cross.



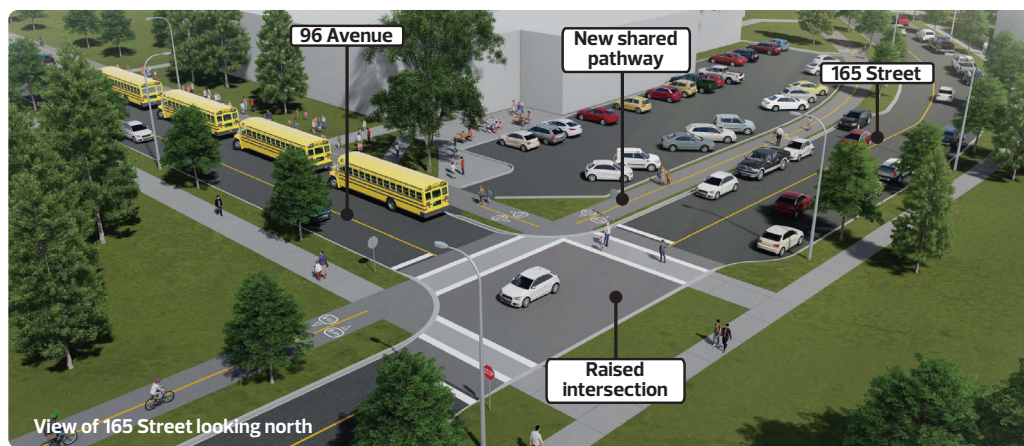
Roadways and crossings

Major connectors

165 Street redesign

The draft design includes the following changes to 165 Street:

- + Road narrowed to meet current City standards
- + Parking removed on the west side of the street to provide space for new boulevard and shared pathway
- + On-street parking maintained on east side of street, and in some sections on west side of street
- + Curb extensions added to intersections to slow traffic, enhance safety at crosswalks and define parking
- + Raised crosswalks and a raised intersection added to slow traffic and improve safety for people walking, rolling and biking
- + Boulevards and trees added on both sides of the street for shade and snow storage



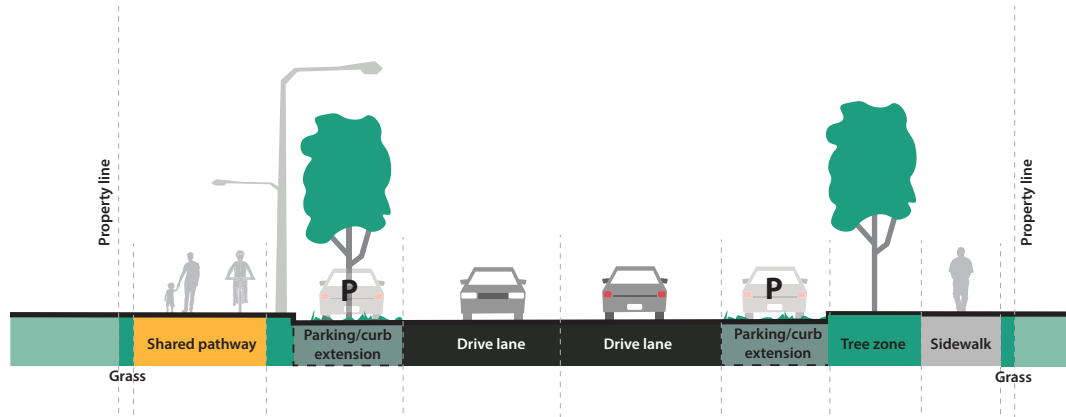
Key map



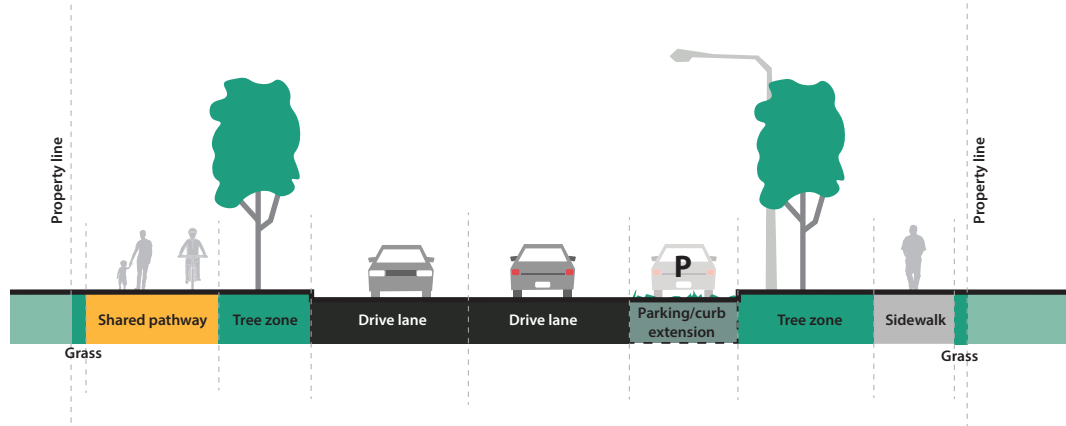
Roadways and crossings

Major connectors

A 165 Street – North of 96a Avenue



B 165 Street – South of 96a Avenue



Key map



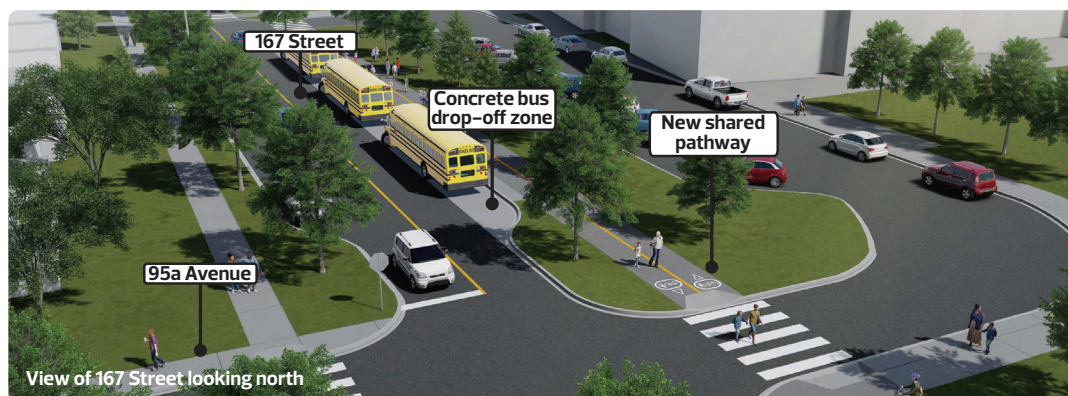
Roadways and crossings

Major connectors

167 Street Redesign

The draft design includes the following changes to 167 Street:

- + Existing road width maintained with two driving lanes and parking retained where possible
- + Parking removed on the east side of the street (between 99 Avenue and 100 Avenue) to accommodate a shared pathway
- + Curb extensions added to intersections to slow traffic, enhance safety at crosswalks and define parking
- + Re-aligned intersection at 100 Avenue to reduce speed of vehicles entering the neighbourhood from 100 Avenue and improve safety at crossings
- + Raised crosswalks added to slow traffic and improve safety for people walking and rolling
- + Boulevards and trees added on both sides of the street for shade and snow storage



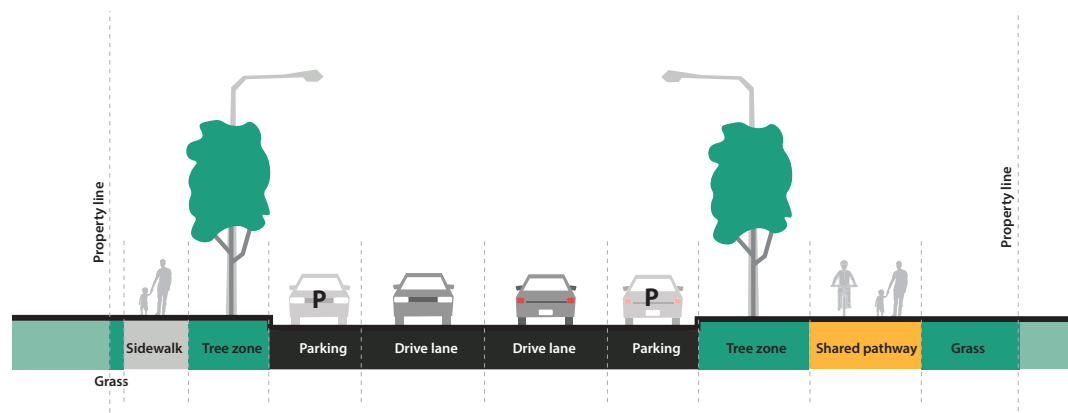
Key map



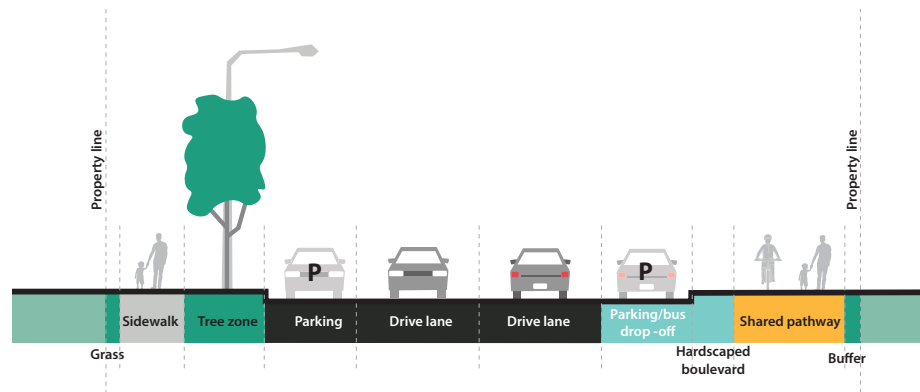
Roadways and crossings

Major connectors

A 167 Street – North of 96 Avenue



B 167 Street – South of 96 Avenue



Key map



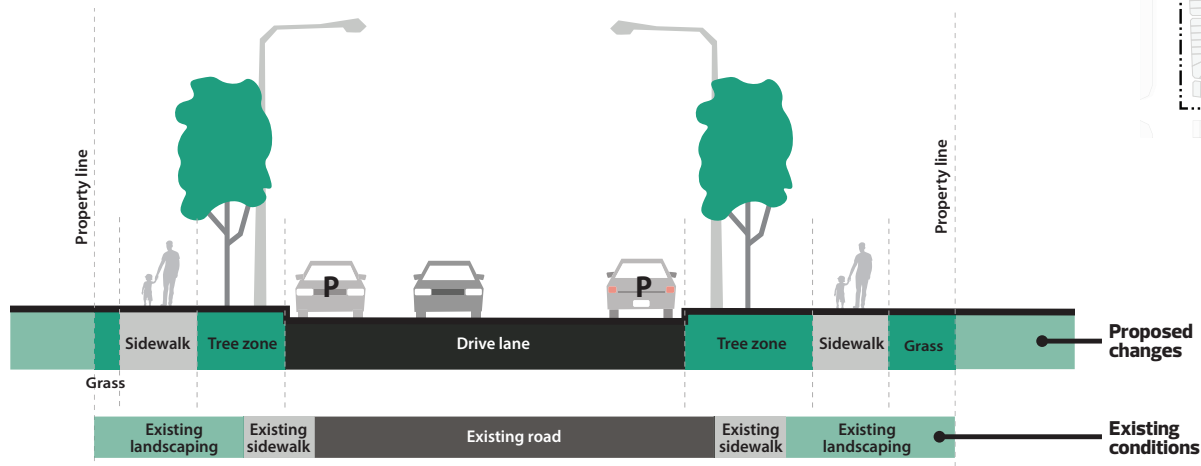
Roadways and crossings

Local streets

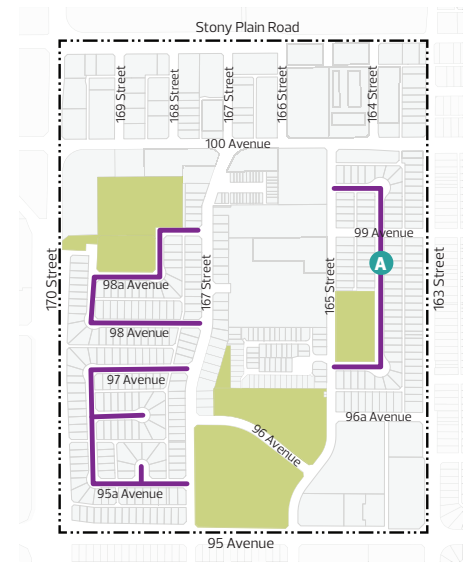
The draft design includes the following changes to local streets:

- + New boulevard and separate sidewalks using City-owned road right-of-way
- + Wider sidewalks
- + Road widths and two-way traffic maintained
- + Parking maintained on both sides of the streets

A 164 Street



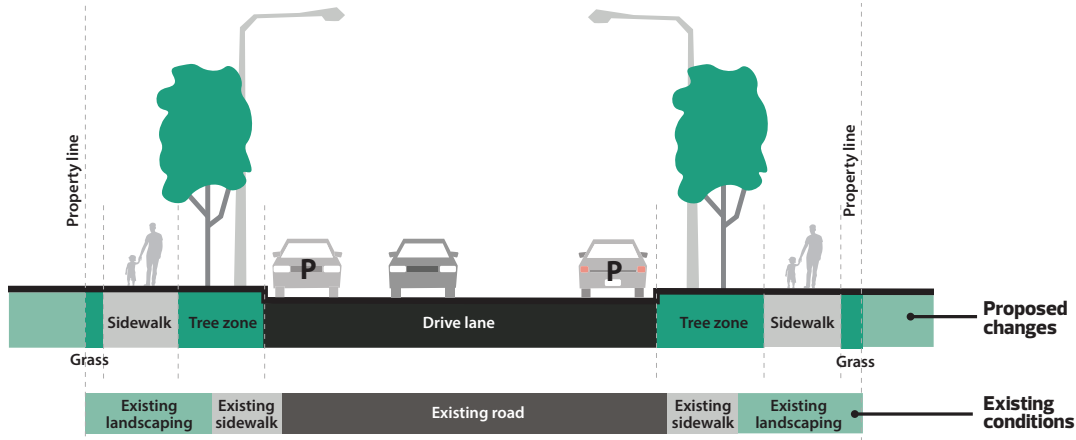
Key map



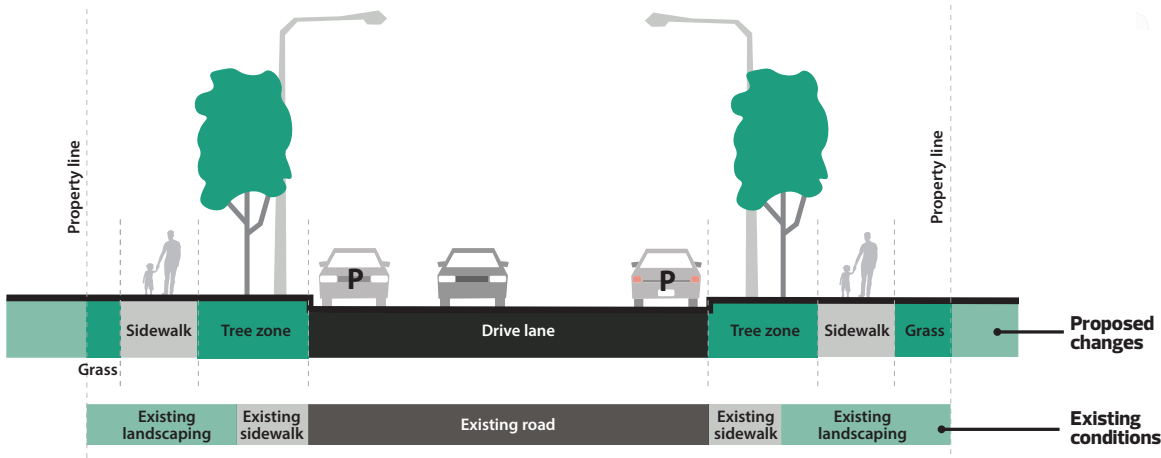
Roadways and crossings

Local streets

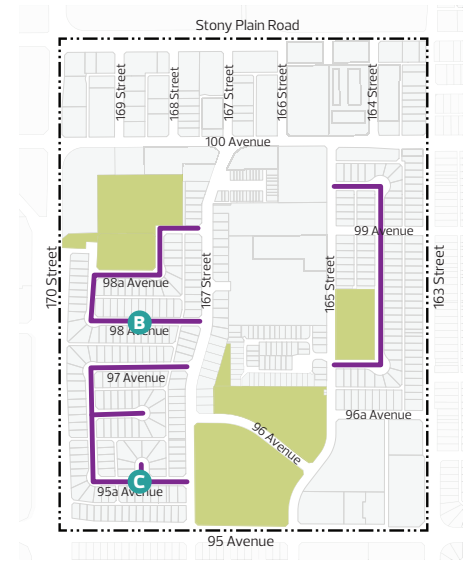
B 98 Avenue



C 95a Avenue



Key map



Roadways and crossings

School drop-off upgrades

96 Avenue

The draft design includes the following upgrades to 96 Avenue:

- + New school bus drop-off pads added near the schools
- + Raised crosswalk added mid-block on 96 Avenue
- + New shared pathway on north side of 96 Avenue connecting 165 Street and 167 Street
- + Curb extensions added to slow traffic, shorten crossing distances and improve sightlines to enhance the feeling of safety for people who walk and roll
- + Road narrowed and new boulevard trees added to slow traffic and improve safety around the schools, impacting parking in select locations



View of 96 Avenue looking west

96 Avenue

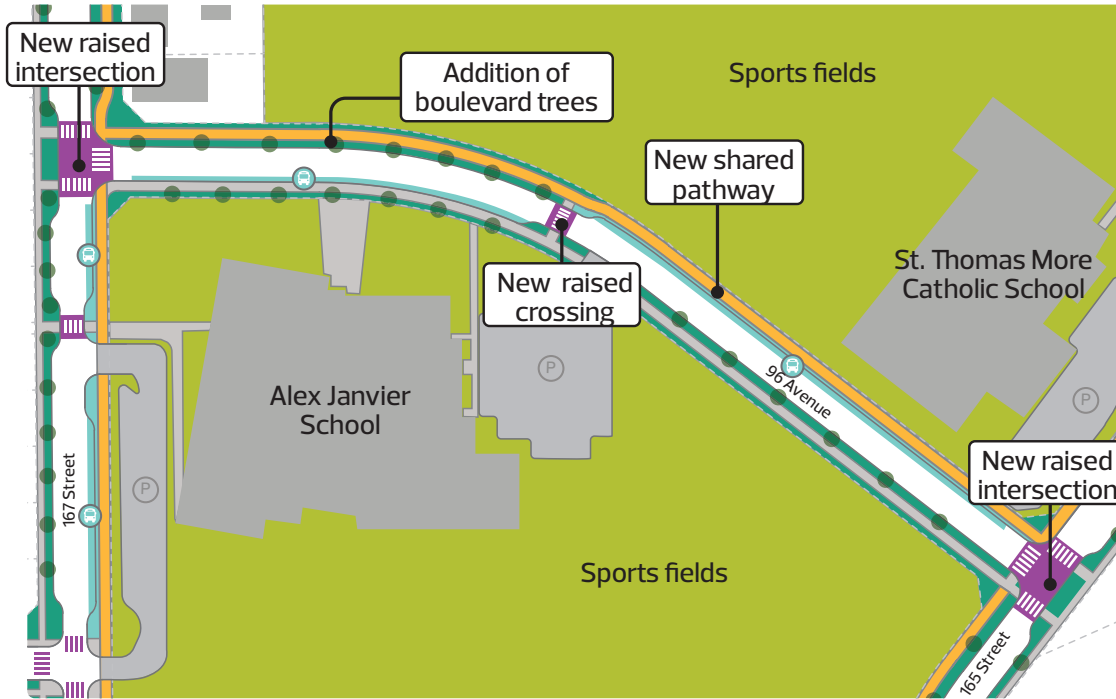
Key map



Roadways and crossings

School drop-off upgrades

96 Avenue



- Tree
- Existing sidewalk
- New boulevard
- New shared pathway
- New crosswalk
- Bus drop-off zone
- Existing school yard open space



Roadways and crossings

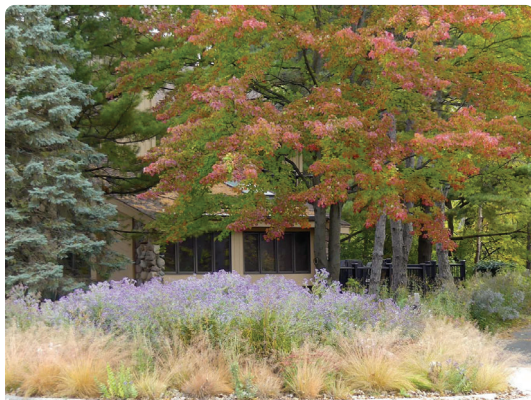
Cul-de-sac landscaping

The draft design includes the following changes to three locations:

- + Landscaping added to wider cul-de-sacs
- + Potential to add low-impact development (LID)* to help stormwater drain more efficiently and reduce urban heat island effect**
- + Improve traffic flow and clearly define parking in the areas

***Low-impact development** is an approach to land development that works with nature to manage stormwater runoff where it falls.

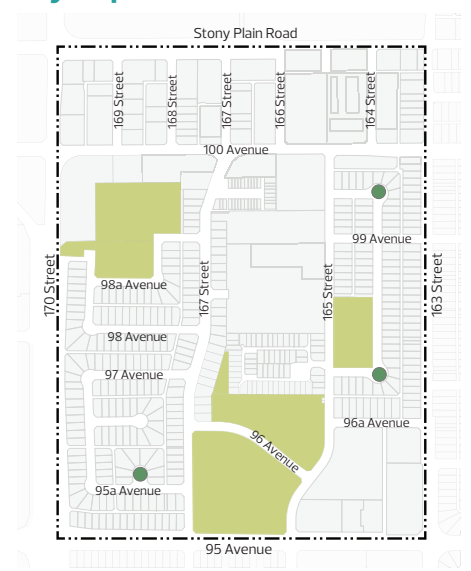
** The **urban heat island effect** happens when buildings, roads, and other city structures soak up and release more heat from the sun compared to places like forests and lakes, making cities hotter than surrounding areas.



Examples of LID



Key map



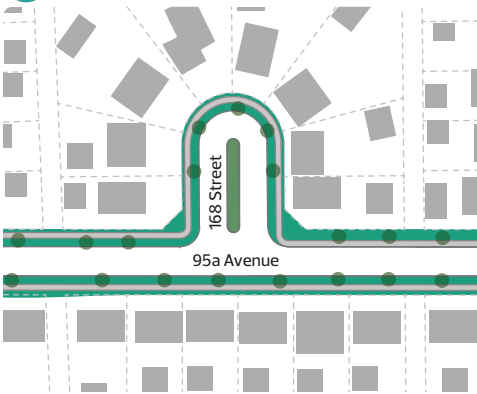
● New landscaped median

Roadways and crossings

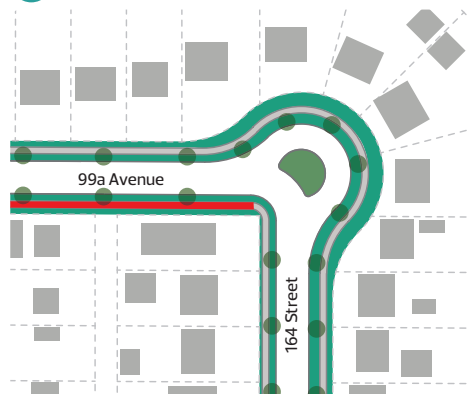
Cul-de-sac landscaping

The draft design includes cul-de-sac landscaping additions in the following locations:

1 95a Avenue at 168 Street



2 99a Avenue at 164 Street

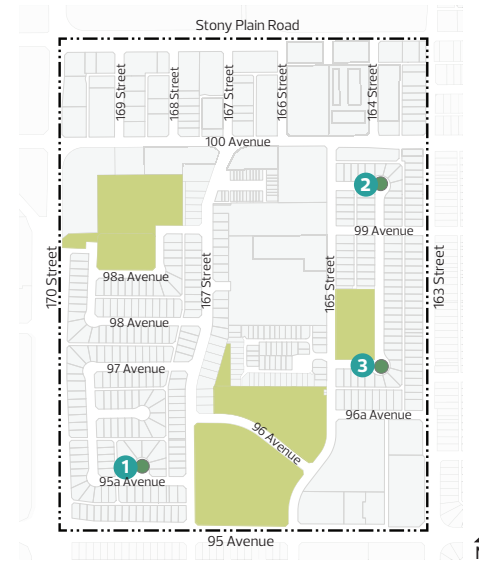


3 97 Avenue at 164 Street



- New landscaped median
- New tree
- Wider sidewalk
- New boulevard
- New sidewalk

Key map



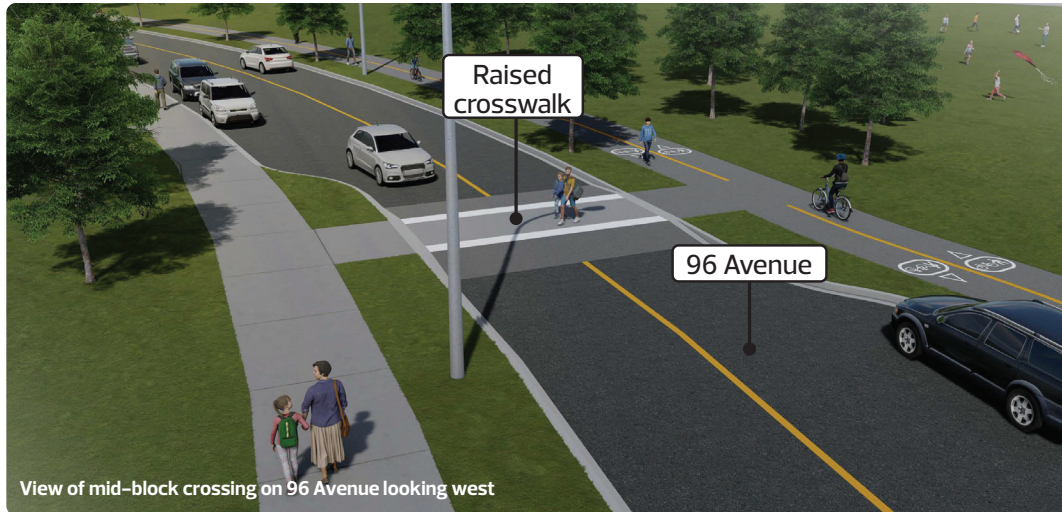
Roadways and crossings

Crosswalks

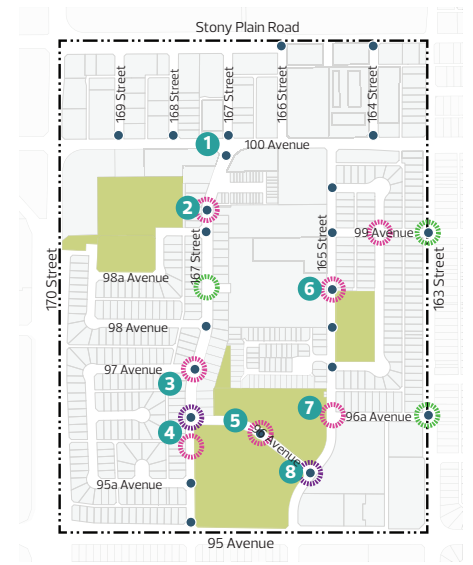
The draft design includes:

- + Added curb extensions and narrowed road
- + New zebra-marked crosswalks
- + Added raised crosswalks
- + Added continuous crosswalks

All of the above elements work to slow traffic and enhance the feeling of safety for people who walk and roll by improving sightlines and creating a shorter crossing distance



Key map



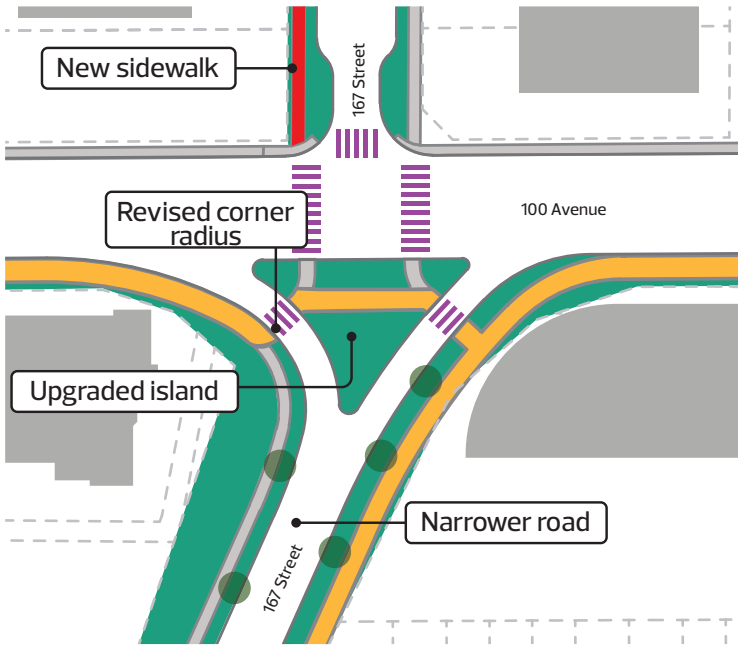
- Raised crosswalk
- Raised intersection
- Continuous crosswalk
- Curb extensions



Roadways and crossings

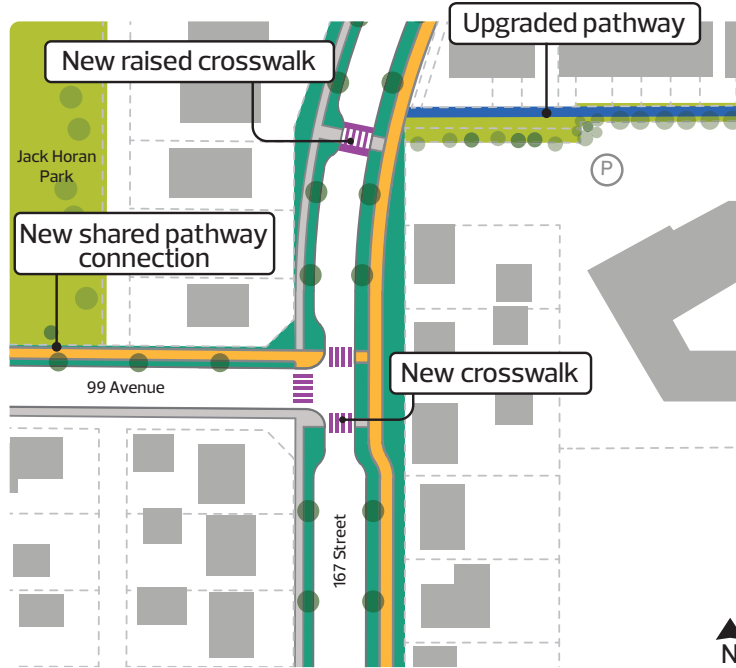
Crosswalks by location

1 167 Street at 100 Avenue



- New tree
- Wider sidewalk
- New sidewalk
- New boulevard
- New shared pathway
- Crosswalk
- Breezeway
- Existing open space

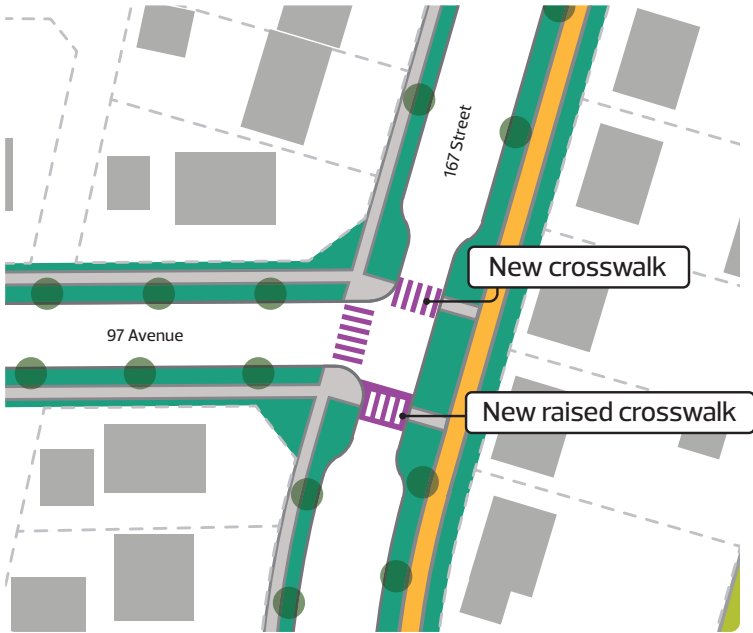
2 99 Avenue at 167 Street



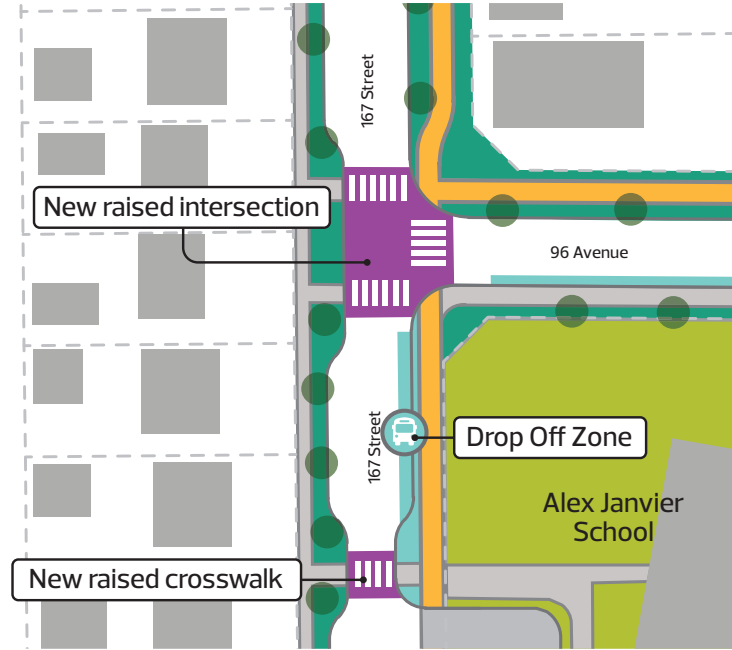
Roadways and crossings

Crosswalks by location

3 167 Street at 97 Avenue



4 167 Street at 96 Avenue



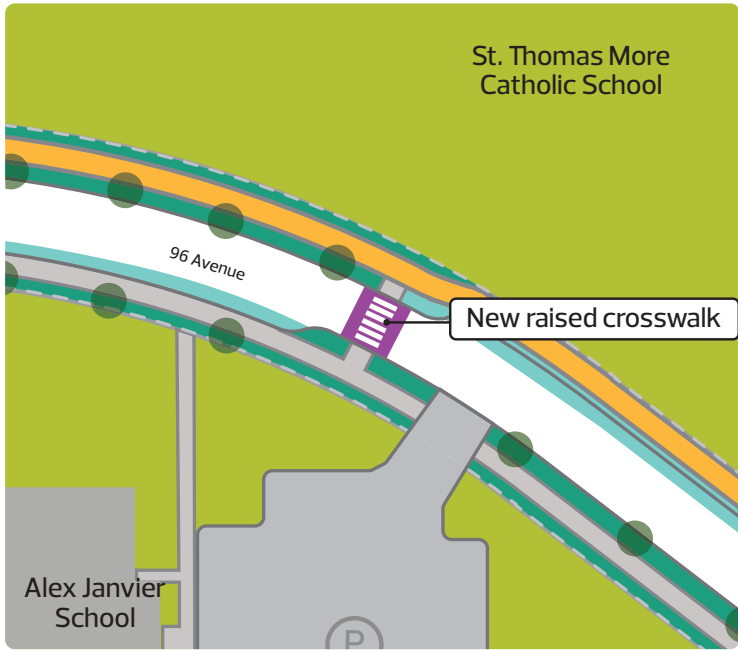
- Tree
- Wider sidewalk
- New boulevard
- New shared pathway
- Crosswalk
- Bus drop-off zone
- Existing green space



Roadways and crossings

Crosswalks by location

5 96 Avenue mid-block crossing



- New tree
- Wider sidewalk
- New boulevard
- New shared pathway
- Crosswalk
- Bus drop-off zone
- Existing open space

6 165 Street at Glenwood Park



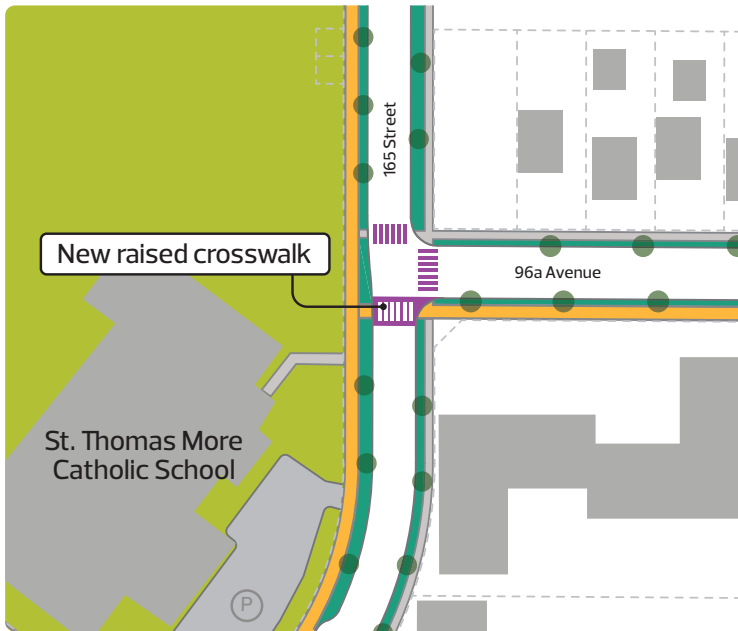
- Existing tree
- New tree
- Wider sidewalk
- New boulevard
- New shared pathway
- Wider park pathway
- New park pathway
- Crosswalk
- Bus stop
- Existing open space



Roadways and crossings

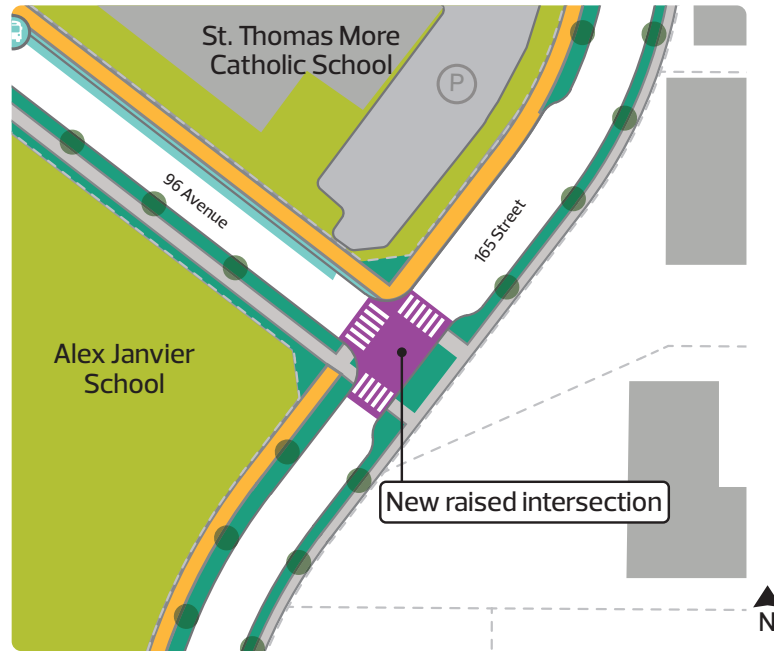
Crosswalks by location

7 165 Street at 96a Avenue



- New tree
- Wider sidewalk
- New boulevard
- New shared pathway
- Crosswalk
- Existing open space

8 165 Street at 96 Avenue



- New tree
- Wider sidewalk
- Boulevard
- New shared pathway
- Crosswalk
- Bus drop-off zone
- Existing open space



Walking, rolling and biking

What is in the draft design?

Design elements for proposed changes include:

Design element	Details
Sidewalk/pathway upgrades	<ul style="list-style-type: none">+ New and wider sidewalks within the neighbourhood+ New shared pathways+ New sidewalks and shared pathways in parks, breezeways* and commercial areas
Breezeway* upgrades	<ul style="list-style-type: none">+ New sidewalk within the breezeway+ Add lighting and resting spaces along the breezeway
Biking routes	<ul style="list-style-type: none">+ Add shared pathways to connect the community

What we considered:

- + Several sidewalk connections are missing throughout the neighbourhood
- + City's excess space within road right-of-way can be reallocated for wider sidewalks and tree planting
- + Location of existing trees, streetlights and utilities

*A **breezeway** is a public pathway between two private properties. Wider breezeways and pathways make it easier for people who walk and bike to move around the neighbourhood. They enhance accessibility and connectivity within the neighbourhood.

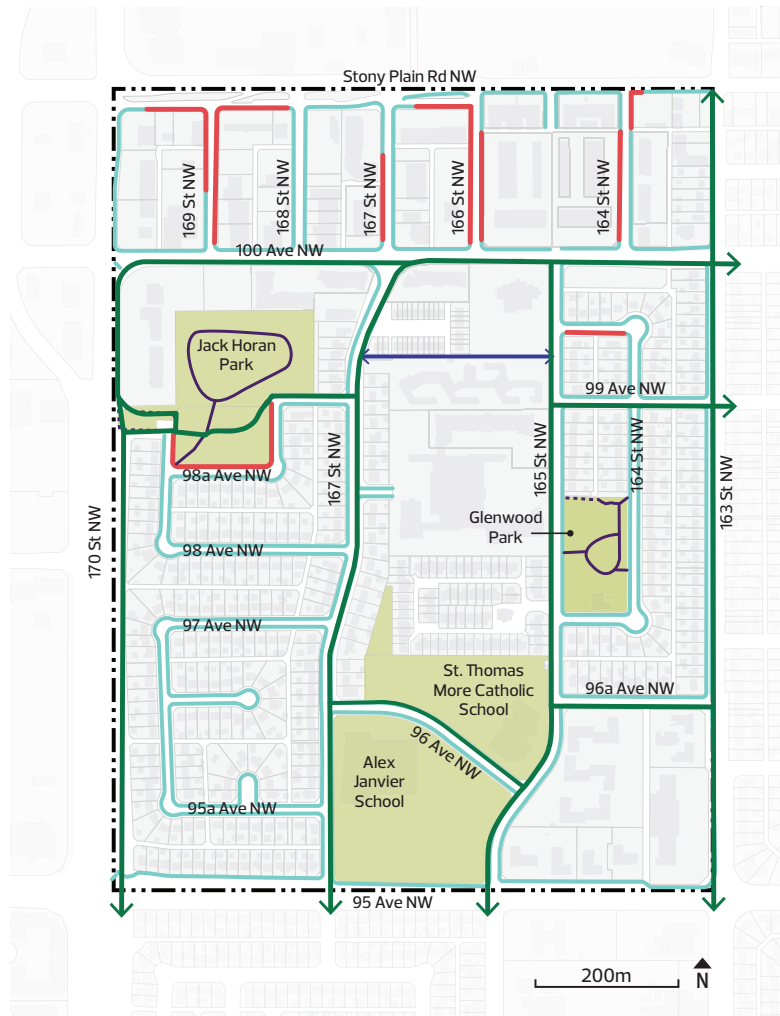
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Walking, rolling and biking

Walking, rolling and biking overview



- Parks and open space
- New shared pathway
- Wider existing sidewalks
- New sidewalks
- Upgraded breezeway with lighting
- Wider existing park pathways
- - - New park pathways



Walking, rolling and biking

New sidewalks

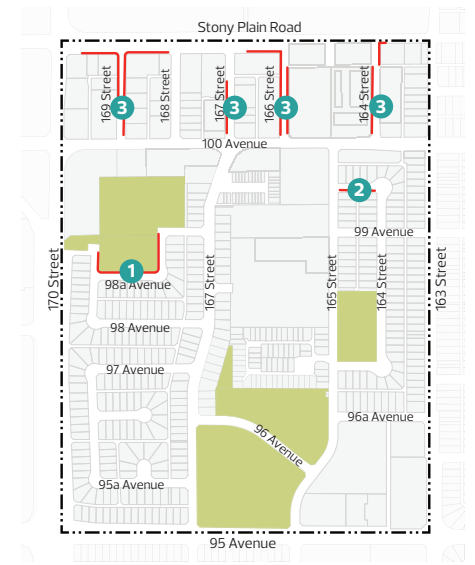
The draft design includes new sidewalk connections in the following locations:

- 1 Next to Jack Horan Park along 98a Avenue
- 2 Along 99a Avenue at 164 Street
- 3 North of 100 Avenue in the commercial area



Typical improved sidewalk experience

Key map



Walking, rolling and biking

New sidewalks

1 98a Avenue



- Existing tree
- New tree
- Wider sidewalk
- New sidewalk
- New boulevard
- New shared pathway
- Wider existing park pathways
- New crosswalk
- Existing open space



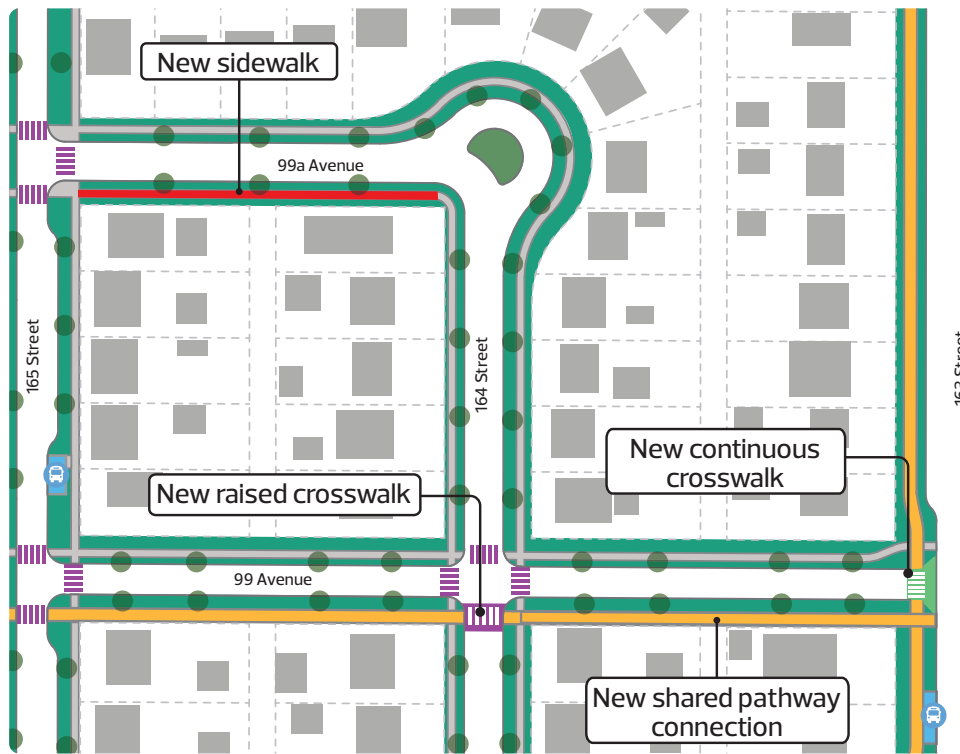
Key map



Walking, rolling and biking

New sidewalks

2 Local roads



Key map



- New tree
- Wider sidewalk
- New sidewalk / shared pathway
- New boulevard
- New shared pathway
- New continuous crosswalk
- New raised crosswalk
- New crosswalk
- 🚌 Bus stop



Walking, rolling and biking

New sidewalks

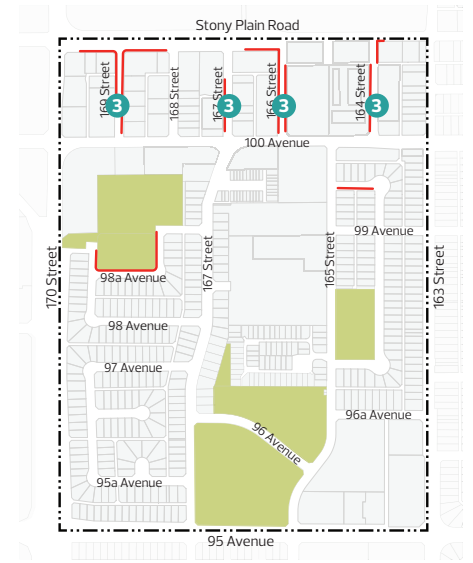
3 Commercial area



- New tree
- Wider sidewalk
- New sidewalk
- New boulevard
- New shared pathway
- New crosswalk
- New community amenity space

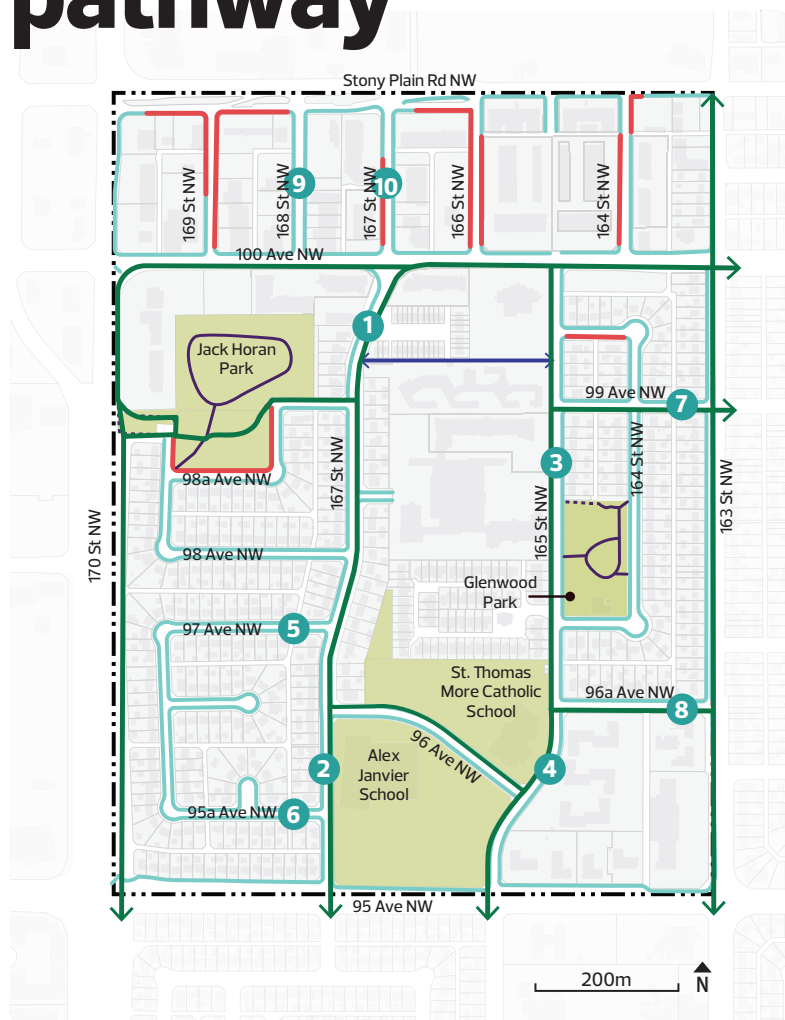


Key map



Walking, rolling and biking

Wider sidewalks and new shared pathway



- Parks and open space
- New shared pathway
- Wider existing sidewalks
- New sidewalks
- Upgraded breezeway
- - - Potential shared pathway connection
- Wider existing park pathways
- - - New park pathways

The draft design includes wider sidewalks in the following locations:

Major connectors

- 1** 167 Street north section
- 2** 167 Street south section
- 3** 165 Street north section
- 4** 165 Street south section

Residential streets

- 5** 97 Avenue
- 6** 95a Avenue
- 7** 99 Avenue
- 8** 96a Avenue

Commercial streets

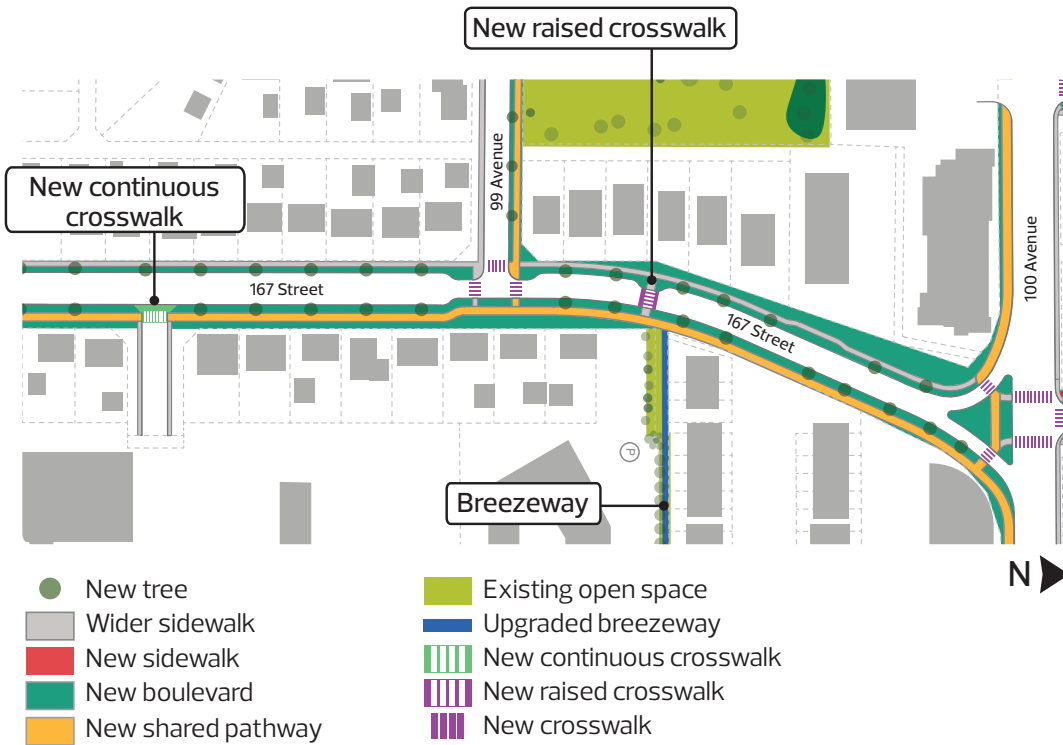
- 9** 168 Street
- 10** 167 Street



Walking, rolling and biking

Wider sidewalks and new shared pathway

1 167 Street (north)



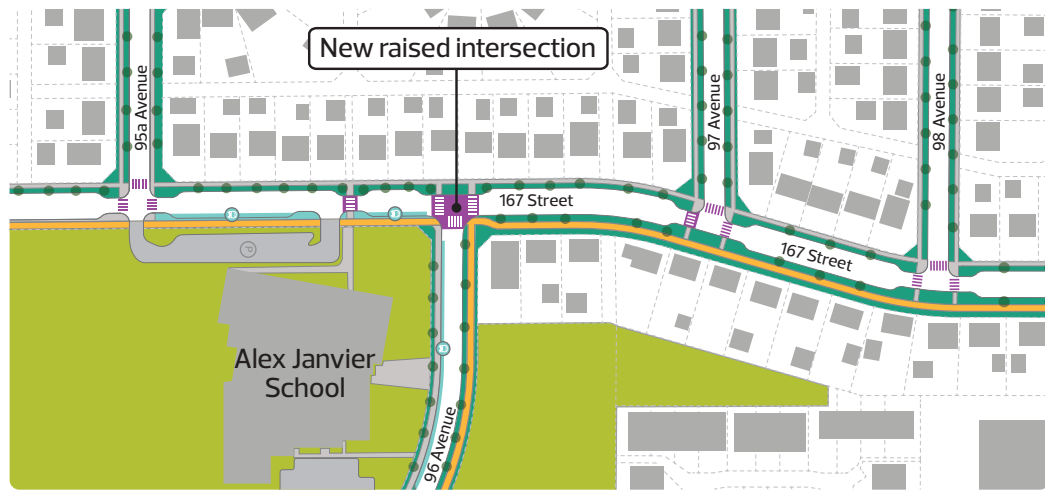
Key map



Walking, rolling and biking

Wider sidewalks and new shared pathway

2 167 Street (south)



- New tree
- Wider sidewalk
- New boulevard
- New shared pathway
- Existing open space
- Bus drop-off zone
- New raised intersection
- New crosswalk

Key map



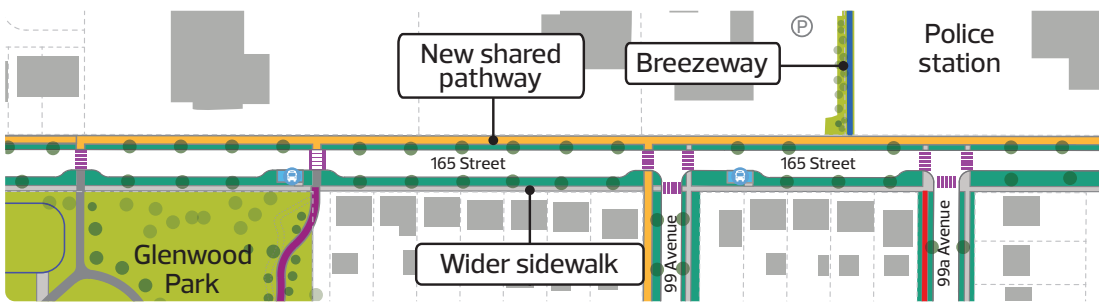
167 Street sidewalk experience



Walking, rolling and biking

Wider sidewalks and new shared pathway

3 165 Street (north)



- New tree
- Wider sidewalk
- New shared pathway
- New boulevard
- New shared pathway
- Existing open space
- Upgraded breezeway
- Bus stop
- New raised crosswalk
- New crosswalk

Key map



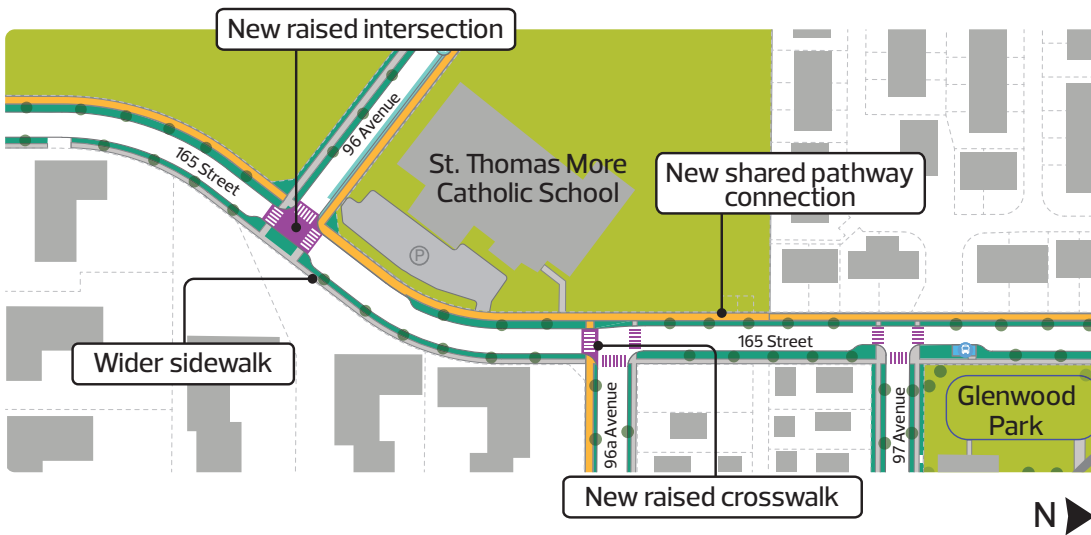
165 Street sidewalk experience



Walking, rolling and biking

Wider sidewalks and new shared pathway

4 165 Street (south)



Key map



- New tree
- Wider sidewalk
- New boulevard
- New shared pathway
- New shared pathway
- Existing open space
- Bus stop
- New raised crosswalk
- New crosswalk



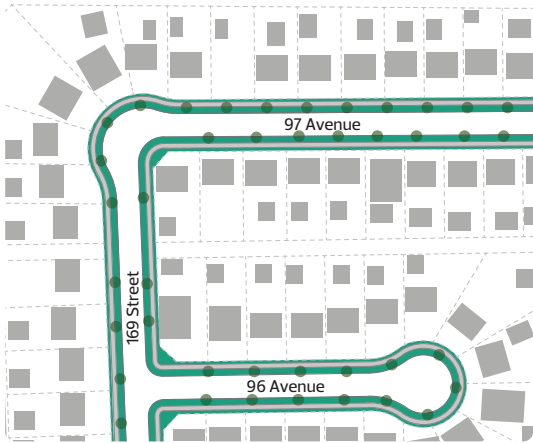
165 Street sidewalk experience looking South



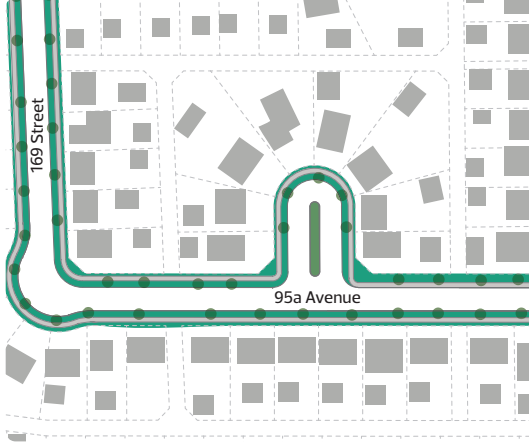
Walking, rolling and biking

Wider sidewalks

5 97 Avenue

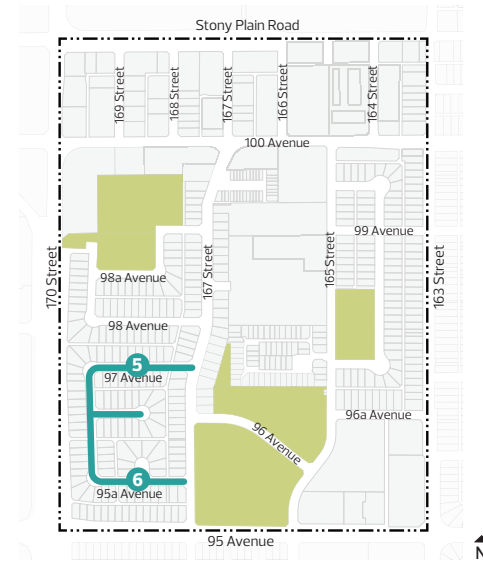


6 95a Avenue



- New tree
- Wider sidewalk
- New boulevard

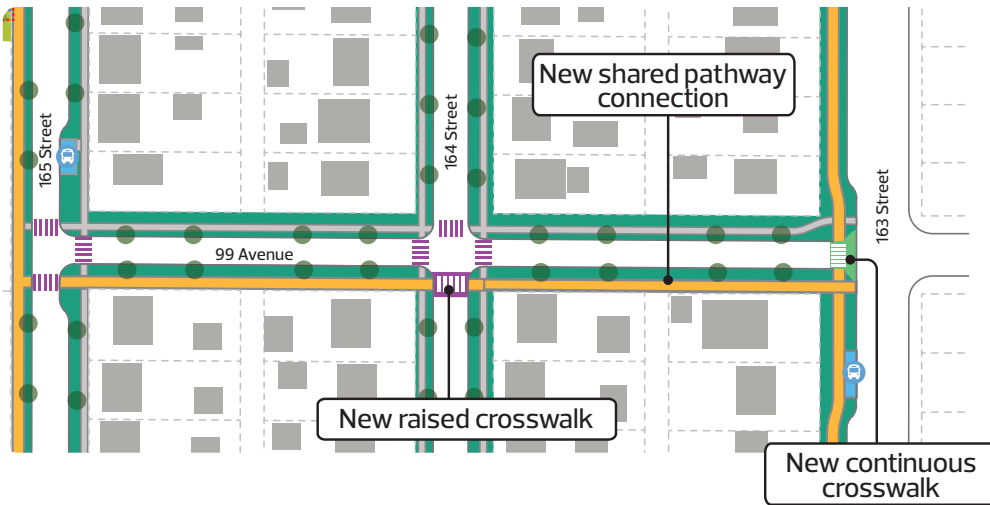
Key map



Walking, rolling and biking

Wider sidewalks and new shared pathway

7 99 Avenue



- New tree
- Wider sidewalk
- New boulevard
- New shared pathway
- D Bus stop
- |||| New raised crosswalk
- |||| New continuous crosswalk
- |||| New crosswalk

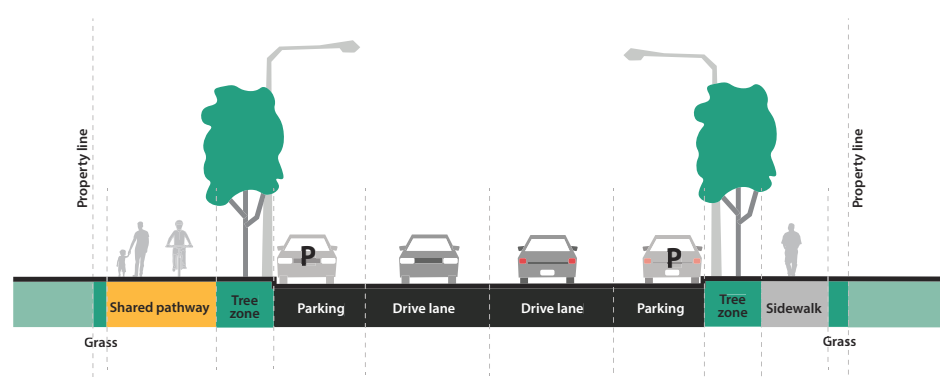
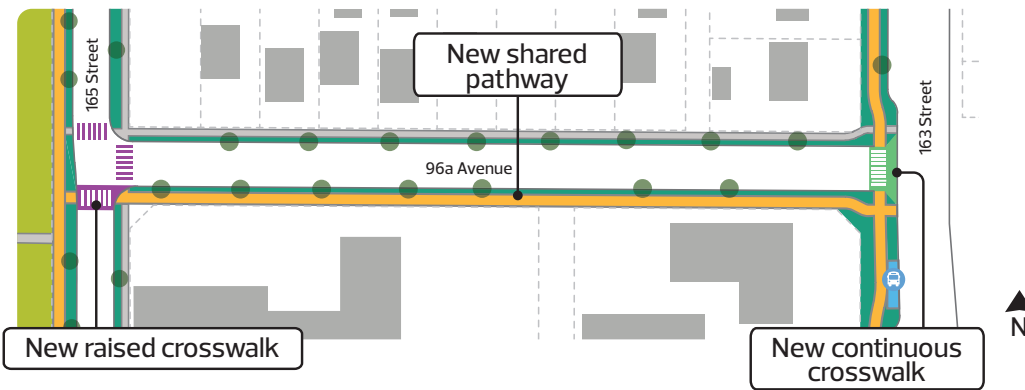
Key map



Walking, rolling and biking

Wider sidewalks and new shared pathway

8 96a Avenue



Key map



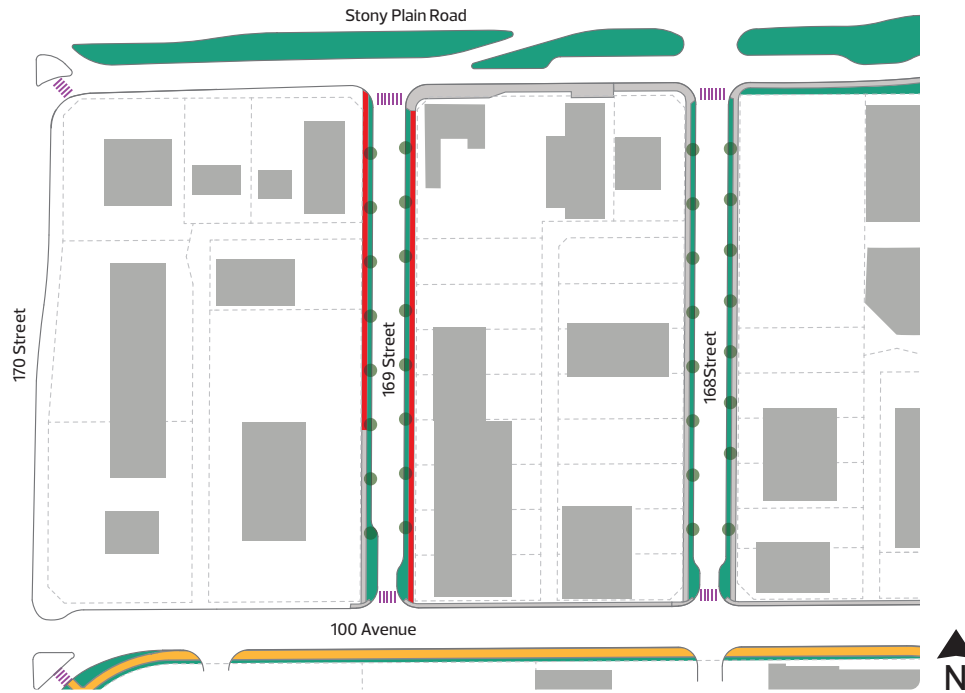
- New tree
- Wider sidewalk
- New boulevard
- New shared pathway
- Bus stop
- New raised crosswalk
- New continuous crosswalk
- New crosswalk



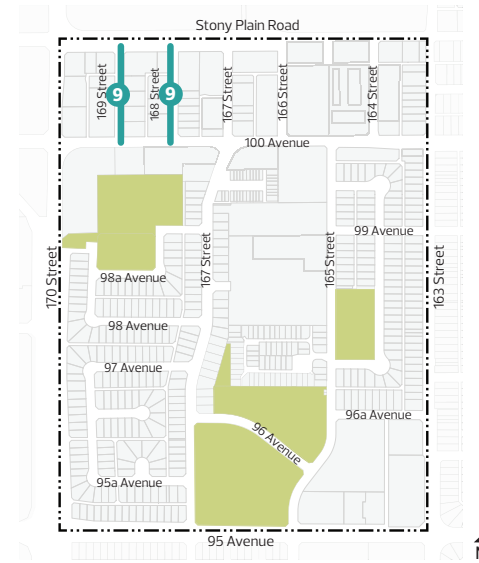
Walking, rolling and biking

Wider sidewalks

9 169 Street & 168 Street



Key map



- New tree
- Wider sidewalk
- New sidewalk
- New boulevard
- New shared pathway
- ||| New crosswalk



Walking, rolling and biking

Wider sidewalks

10 166 Street & 167 Street



Key map



- New tree
- Wider sidewalk
- New sidewalk
- New boulevard
- New shared pathway
- New crosswalk



Walking, rolling and biking

Breezeway*

The draft design includes the following changes to the breezeway:

- + Improved sightlines for safety
- + Additional lighting to increase walking and rolling safety and use in winter and evenings
- + Repaved pathway to improve accessibility
- + Added seating to provide breaks along the pathway for all ages and abilities
- + A potential opportunity to improve the green space near the west side of the pathway in partnership with the nearby property owner. Ideas include a new seating area, a rain garden, a Low-Impact Development (LID)** feature, a pollinator garden and additional lighting.

*A **breezeway** is a public pathway between two private properties. Wider breezeways and pathways make it easier for people who walk and bike to move around the neighbourhood. They enhance accessibility and connectivity within the neighbourhood.

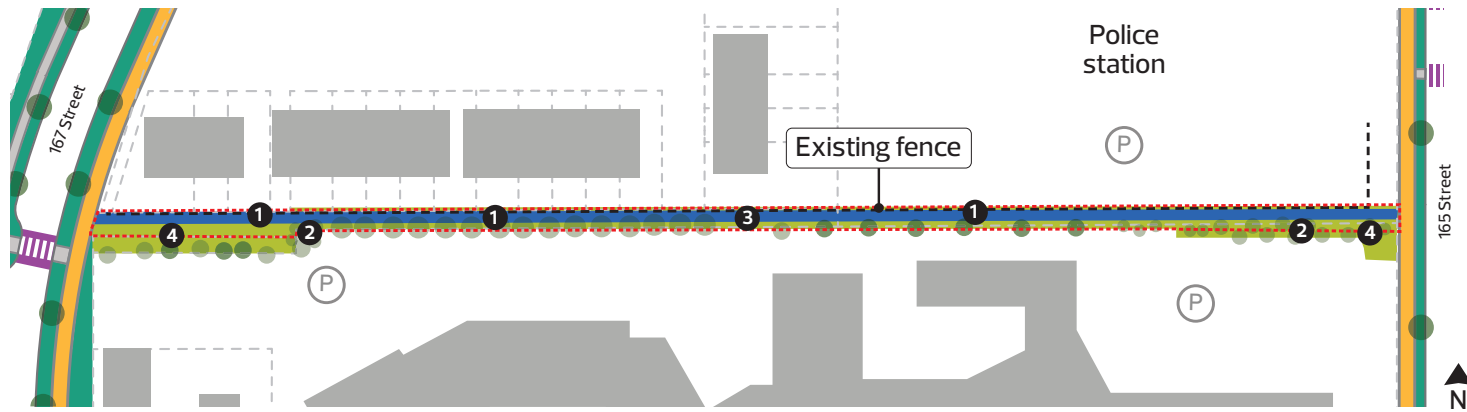
****Low Impact Development (LID)** is an approach to land development that works with nature to manage stormwater runoff where it falls.

Key map



Walking, rolling and biking

Breezeway upgrades



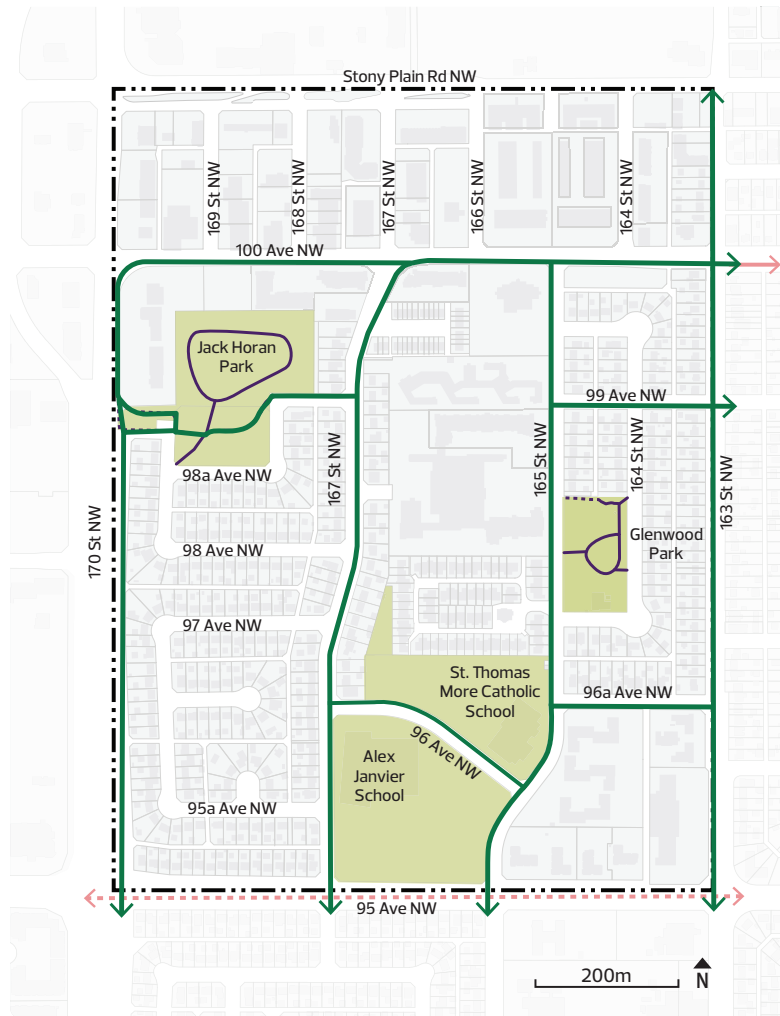
- 1 Pathway lighting
- 2 Pruned trees to improve sightlines
- 3 Upgraded pedestrian walkway (repaved)
- 4 Potential green space improvement area

- Breezeway boundary
- Existing tree
- New tree
- Existing landscaped area
- Upgraded pathway
- Existing fence
- P Existing parking lot
- Wider sidewalk
- New boulevard
- New shared pathway
- New raised crosswalk



Walking, rolling and biking

Biking routes



- Parks and open space
- New shared pathway
- Wider existing park pathways
- New park pathways
- Existing shared pathway
- 95 Ave planned shared pathway

The draft design includes new biking routes by:

- + Adding shared pathways with boulevards to create dedicated biking routes throughout the neighborhood that provide safe and more accessible connections for people of all ages and abilities
- + Improving safety and connectivity for people along 96 Avenue with a dedicated shared pathway and mid-block crossing
- + Adding connections to the greater bike network near the neighbourhood on 163 Street NW and 95 Avenue NW

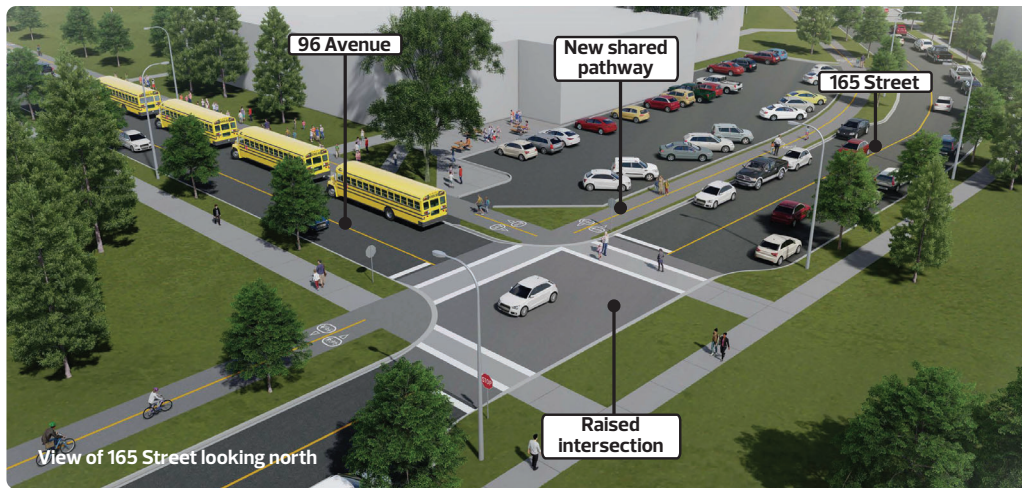


Walking, rolling and biking

Biking routes

The draft design includes new biking routes in the following locations:

- 1 165 Street
- 2 167 Street
- 3 Redesign of 163 Street service road
- 4 96 Avenue
- 5 96a Avenue and 99 Avenue



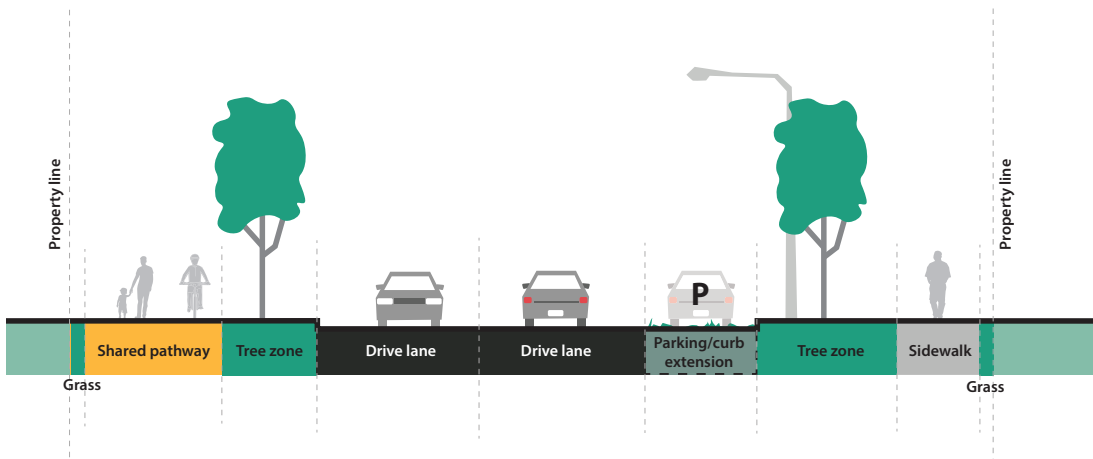
Key map



Walking, rolling and biking

Biking routes

1 165 Street



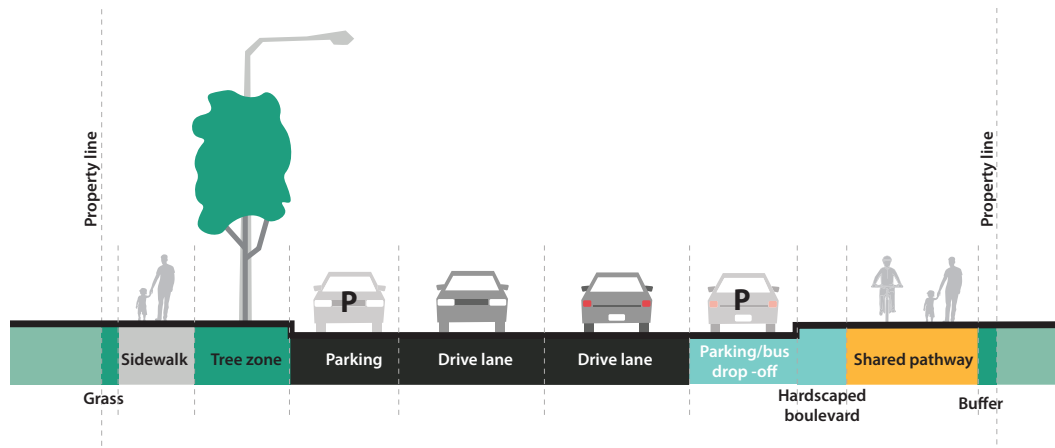
Key map



Walking, rolling and biking

Biking routes

2 167 Street



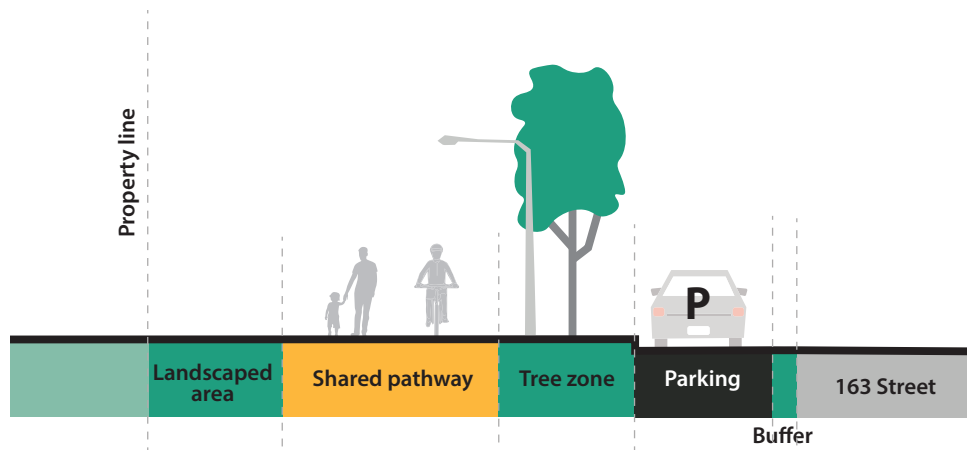
Key map



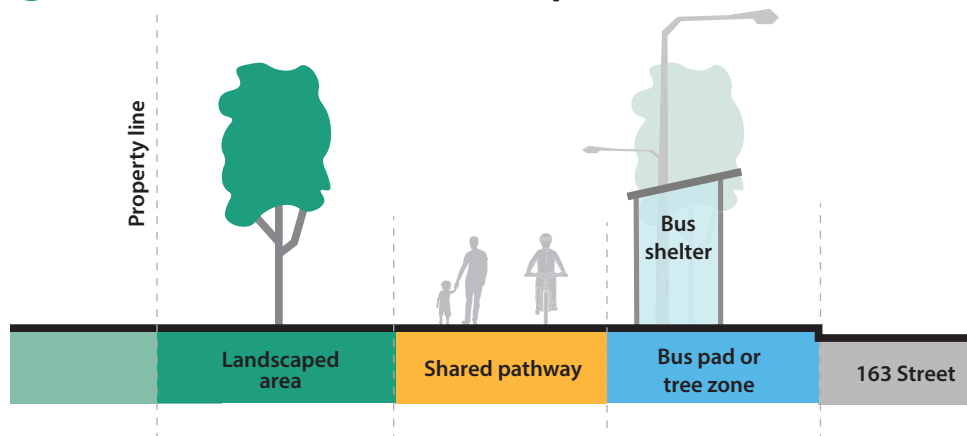
Walking, rolling and biking

Biking routes

A 163 Street service road (no bus stop)



B 163 Street service road (bus stop)



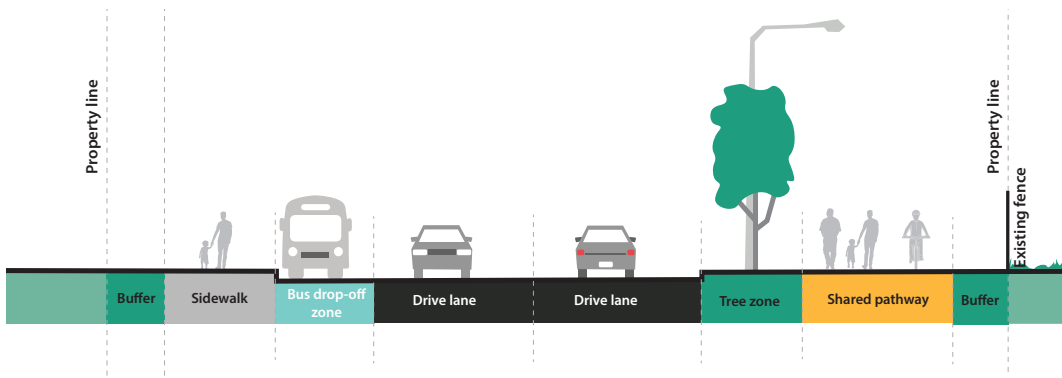
Key map



Walking, rolling and biking

Biking routes

4 96 Avenue



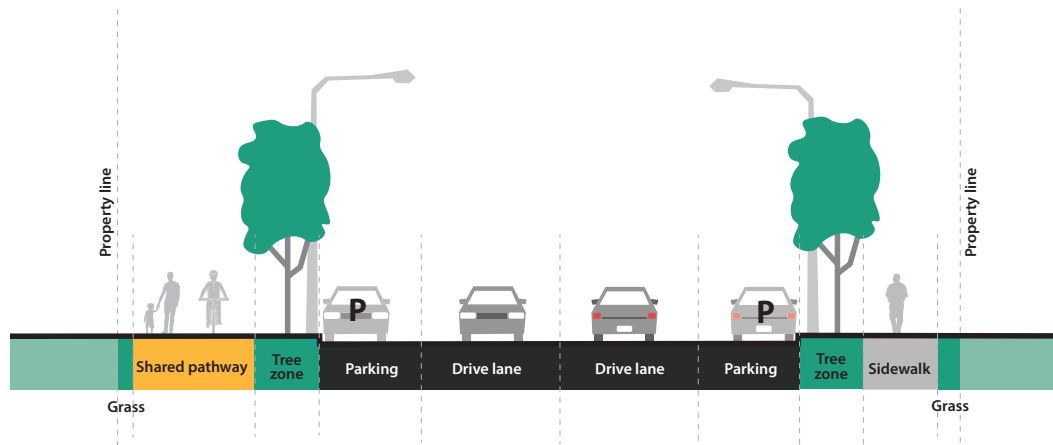
Key map



Walking, rolling and biking

Biking routes

5 96a Avenue and 99 Avenue



Key map



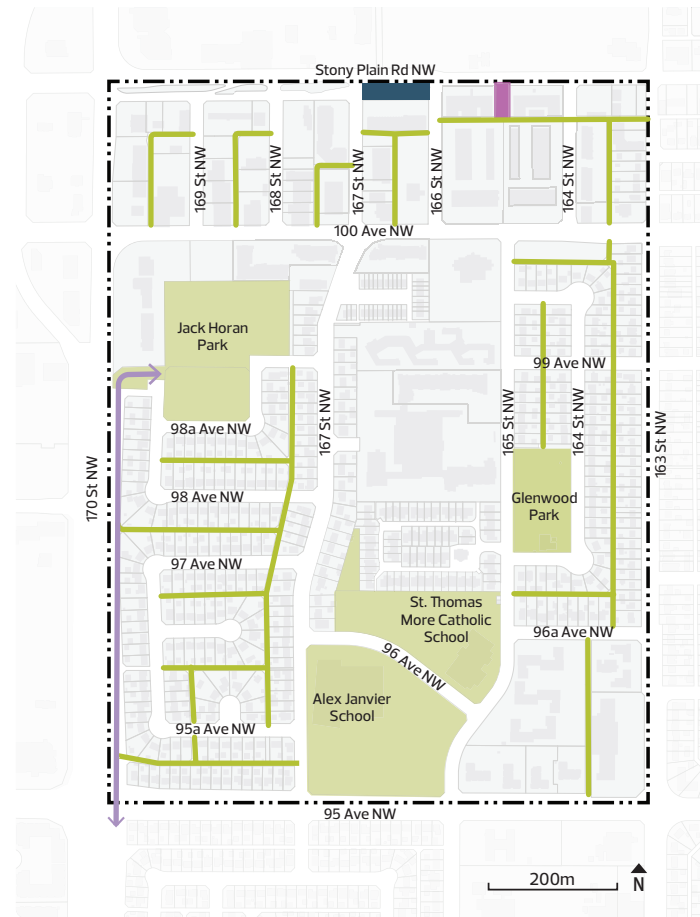
Commercial areas and alleys

What is in the draft design?

Design elements for proposed changes include:

Design element	Details
Amenity space	<ul style="list-style-type: none"> + Widen existing pathways + Create community amenity space
Road closure on Stony Plain Road	<ul style="list-style-type: none"> + New curb extensions and pavement markings
Alleys	<ul style="list-style-type: none"> + Reconstruction of all alleys + Improved alley access to the commercial areas
Active mode alley	<ul style="list-style-type: none"> + New walking, rolling and bike-friendly alley

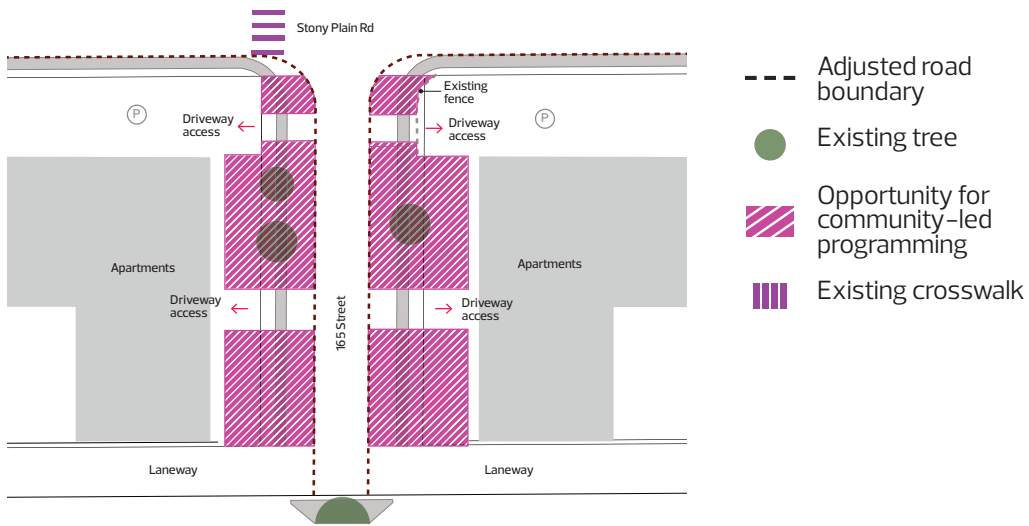
- Parks and open space
- Proposed road closure
- Alley
- Proposed redesign of amenity space
- New shared pathway in alley



Commercial areas and alleys

Amenity space

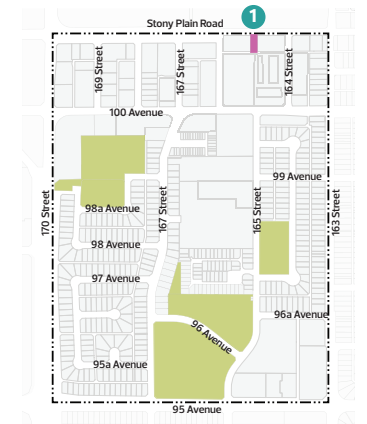
165 Street (south of Stony Plain Road) ends in a dead-end before the commercial area. This space presents an opportunity to provide community and residents living nearby with more access to green space and community amenities. The road is proposed to be narrowed to allow for amenity space to be added for the community.



The draft design for the amenity space includes:

- + Maintained vehicle access to adjacent buildings
- + Improved access for people walking and rolling
- + Re-purposing the area as a community gathering space
- + A new open space that is easily accessible by residents. Uses could include pop-up seating, boulevard gardening or sidewalk games

Key map



Potential opportunities for amenity space



Seating area with trees and lighting



Seating and play areas with green space



Commercial areas and alleys

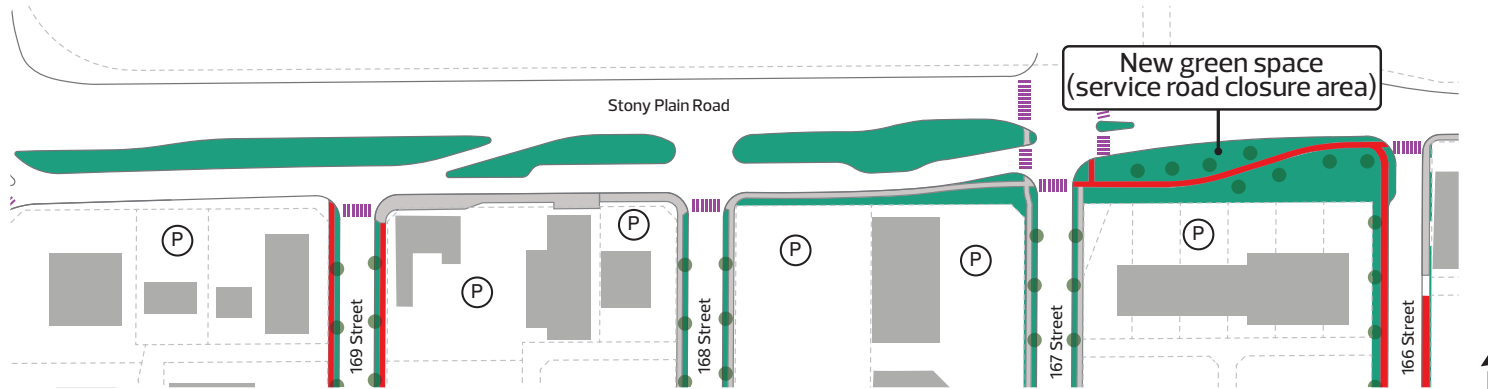
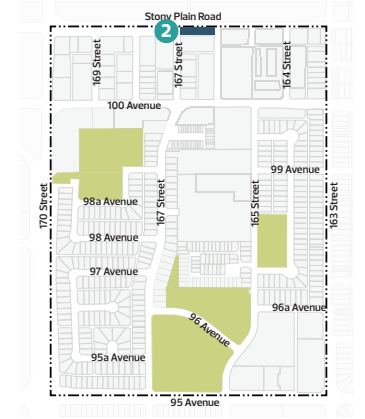
Service road closure on Stony Plain Road

The service roads along the south side of Stony Plain Road (between 170 Street and 167 Street) function well for traffic moving to and from Stony Plain Road. The service road between 166 Street and 167 Street has traffic safety concerns and its removal will not impact traffic flow.

The draft design for Stony Plain Road includes:

- + Maintained access to the commercial area from Stony Plain Road
- + Reallocated excess road space for additional green space and tree planting
- + Upgraded intersection at 167 Street NW and Stony Plain Road NW by shortening crossing distances and changing the corner shape to improve crossings and sightlines for people walking and rolling

Key map



- New tree
- New boulevard
- New crosswalk
- New sidewalk
- Wider sidewalk



Commercial areas and alleys

Active mode alley

The 170 Street alley is a convenient north-south connection along the west side of the community and was identified as an active mode route (walking, rolling and biking). Existing trees and drainage requirements are a consideration for this area, as well as potential utility conflicts.

The draft design includes an active mode alley along 170 Street which provides:

- + A new shared pathway west of the existing alley for those who walk, roll and bike
- + Naturalized planting on the slope
- + Improved alley drainage where possible



Key map

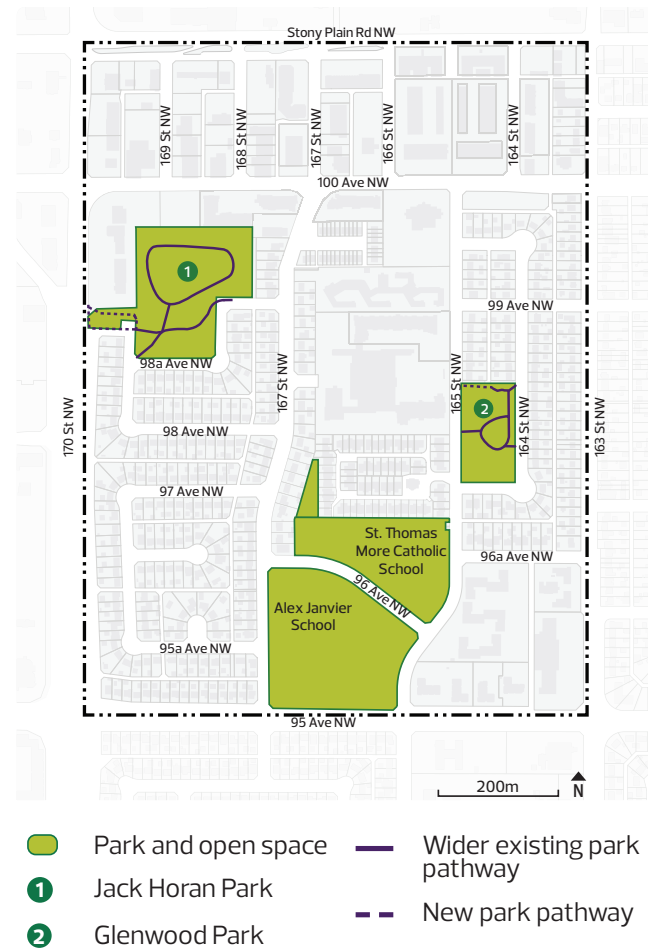


Parks and open space

What is in the draft design?

Design elements for proposed changes include:

Design location	Details
Jack Horan Park	<ul style="list-style-type: none"> + New pathways to improve walking, rolling and biking connections within the parks + Wider and improved existing pathways + Naturalized planting + New tree plantings + New benches, waste and recycling + Off-leash dog park
Glenwood Park	<ul style="list-style-type: none"> + Wider and repaved existing pathways + Improved pathway connections + Removed fence boundary + Replaced benches, waste and recycling bins



Parks and open space

Jack Horan Park

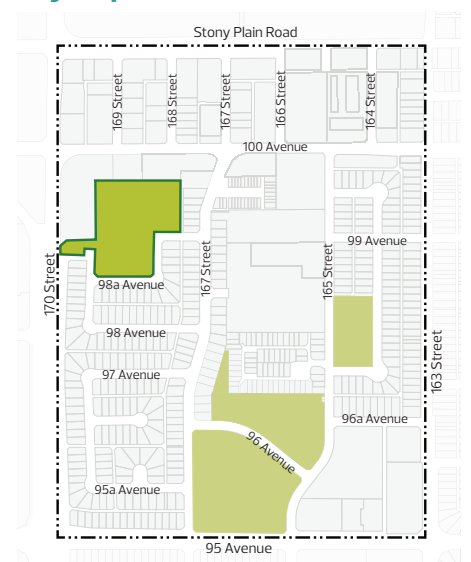
The draft design for Jack Horan Park includes:

- + Realigned pathway connections to improve access, sightlines and safety and create a central focal point for the community
- + Wider existing pathways
- + New pathway connections
- + Keeping existing trees and planting new trees
- + New seating locations
- + Naturalized dry pond area
- + New off-leash dog park



New pathway in Jack Horan Park

Key map



Parks and open space

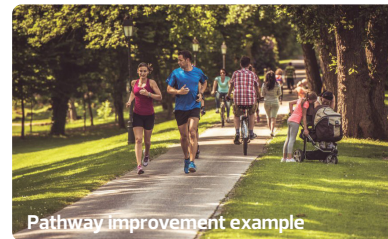
Jack Horan Park



- Existing tree
- New tree
- Ⓜ New bike parking
- Ⓜ New benches
- Naturalized area
- Wider existing park pathway
- New shared pathway
- New sidewalk
- Wider sidewalk
- New off-leash dog park



Naturalization of dry pond example



Pathway improvement example



Parks and open space

Glenwood Park

The draft design for Glenwood Park includes:

- + Wider and repaved existing pathways
- + Improved pathway connections
- + Removed fencing boundary
- + Keeping existing trees and planting new trees
- + Replaced benches, waste and recycling bins
- + Additional bike racks

- Existing tree
- New tree
- 🚲 New bike parking
- Ⓜ New benches
- 🚌 Bus stop
- ▬ Wider existing park pathway
- ▬ New park pathway
- ▬ New shared pathway
- ▬ Wider sidewalk
- ▬ Existing open space
- ▬ New crosswalk
- ▬ New raised crosswalk



Glenwood (163 Street West) Neighbourhood and Alley Renewal

Have questions?

Contact the Project Team by calling **311** or emailing
BuildingGreatNeighbourhoods@edmonton.ca

To learn more and sign up for updates, visit
edmonton.ca/BuildingGlenwoodWest

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