

# Community Feedback on Final Design

As part of the Meyokumin Neighbourhood and Alley Renewal, a final design is ready for your feedback on proposed changes to walking, biking, rolling, driving as well as parks and open space.

Click the links below to view each topic area:

- + Review the scope of Neighbourhood and Alley Renewal
- + Review the Vision and Guiding Principles
- + Review how decisions are made
- + Review what has changed since the draft design
- + Designs for walking, biking and rolling
- + Designs for traffic safety and street crossings
- + Designs for open spaces
- + Designs for seating areas



## Feedback Opportunity:

Please review the details of the final design in this booklet and then share your thoughts in our online survey until **Thursday, October 26.**

[edmonton.ca/BuildingMeyokumin](http://edmonton.ca/BuildingMeyokumin)



## Watch the Video:

See key elements of the final design in a short video on the project website.

[edmonton.ca/BuildingMeyokumin](http://edmonton.ca/BuildingMeyokumin)

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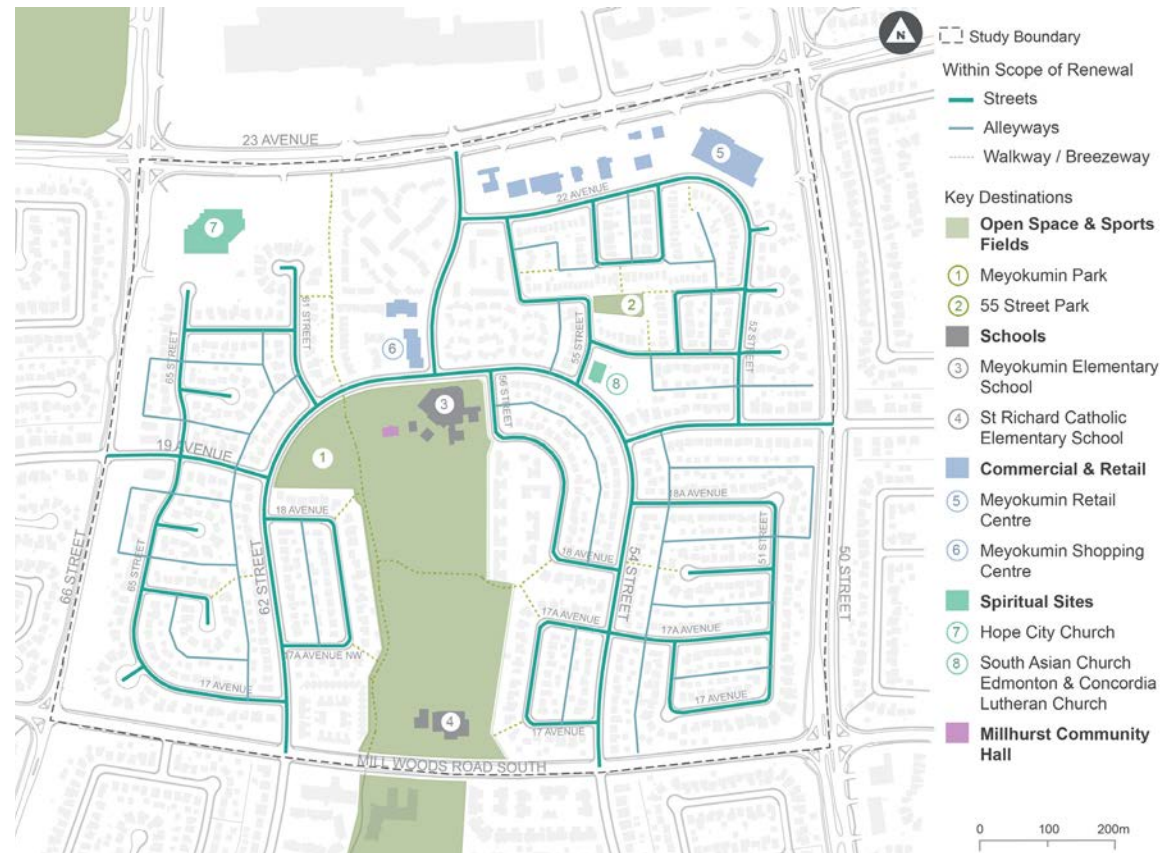
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# Scope of Neighbourhood and Alley Renewal

## Project overview

Neighbourhood and Alley Renewal construction in Meyokumin is scheduled to begin in 2024. Through this program, the City will fix roads, replace street lights, repair sidewalks and connect missing sidewalk and pathways.

Alley Renewal will also be included as part of this project and involves rebuilding alleys and improvements to surface drainage.



# Meyokumin Vision

“Meyokumin – where community meets to live, work, play and grow together.”

## Meyokumin Guiding Principles

We value building a thriving community where we celebrate:



**Gathering.** We gather in safe, inclusive spaces to create memories and experiences with friends, families, neighbours and those we haven't met yet



**Connections.** We are connected by wide pathways and safe roadways that link us to Meyokumin and the city beyond



**Beauty.** We enjoy nature's gifts in all four seasons: the abundance of trees, plants and greenery throughout our community that all ages and abilities can experience



**Active Living.** We enjoy walking and biking with friends and family on smooth, clean sidewalks and pathways that can be used by people of all ages and abilities as they travel to their desired destinations



**Diversity.** We are a community of all ages, abilities and generations, diverse cultures and experiences. Inclusion makes us stronger as we meet in community gathering spaces, community programs and events



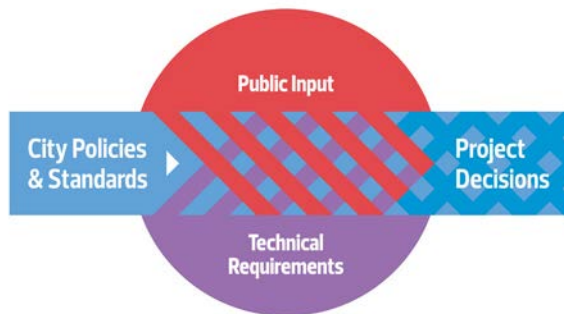
**Community.** We care for one another, have a strong sense of community and feel safe in our neighbourhood

# How decisions are made

City policies and programs, such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy, provide the overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from people 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.

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.

During this stage of engagement, we invite the public to **ADVISE** the Project Team on how well the final design reflects the Vision and Guiding Principles. We will use your feedback to make final adjustments to the design in preparation for construction.



## Road Map to Building Great Neighbourhoods



### LEGEND

- Public Engagement and Communications Opportunities
- Concept Phase
- Design Phase
- Build Phase
- Operate Phase

# What has changed in the design

Changes to the draft design were made based on additional technical analysis, City policy review and feedback we heard during previous stages of engagement.

To see the input received during **Community Feedback on Draft Design**, review the **What We Heard Report** at [edmonton.ca/BuildingMeyokumin](https://edmonton.ca/BuildingMeyokumin).

The updates and changes made since the design was shared in May 2023 are highlighted in this document and include:

- + Removal of some boulevards and change in location for other boulevards
- + Changes to how some missing sidewalks are added, which maintains more on-street parking
- + Changes to parking lot access at Meyokumin Elementary School and the Millhurst Community League
- + Addition of absorbent landscaping
- + Changes to the bus pick-up and drop-off and addition of an enhanced crossing at Meyokumin Elementary School
- + Adjustments to the locations of curb extensions
- + Removal of raised intersections and adjustments to the locations of raised crosswalks

As the project progresses into construction, some elements may be adjusted due to technical constraints and available funding.



# Walking, biking and rolling

What we heard

Through engagement, we heard people in Meyokumin would like:

- + Better connections in and around the neighbourhood
- + Wider sidewalks to be able to walk side-by-side
- + Space to bike that is separate from people driving
- + The ability to ride side-by-side
- + The ability to walk, roll and bike together in the same space

We also heard removing or moving private landscaping on City right-of-way rather than removing parking or narrowing the roadway was the preferred way to add missing sidewalks and provide better walking and biking connections. City right-of-way is the space between the sidewalk and the property line.

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# Main walking, biking and rolling routes

## Design features

- + Shared pathways along main walking and biking routes
- + Wider sidewalks and treed boulevards on main walking routes where feasible
- + Upgraded and new shared pathways in Meyokumin Park and along 66 Street

## Changes to the design

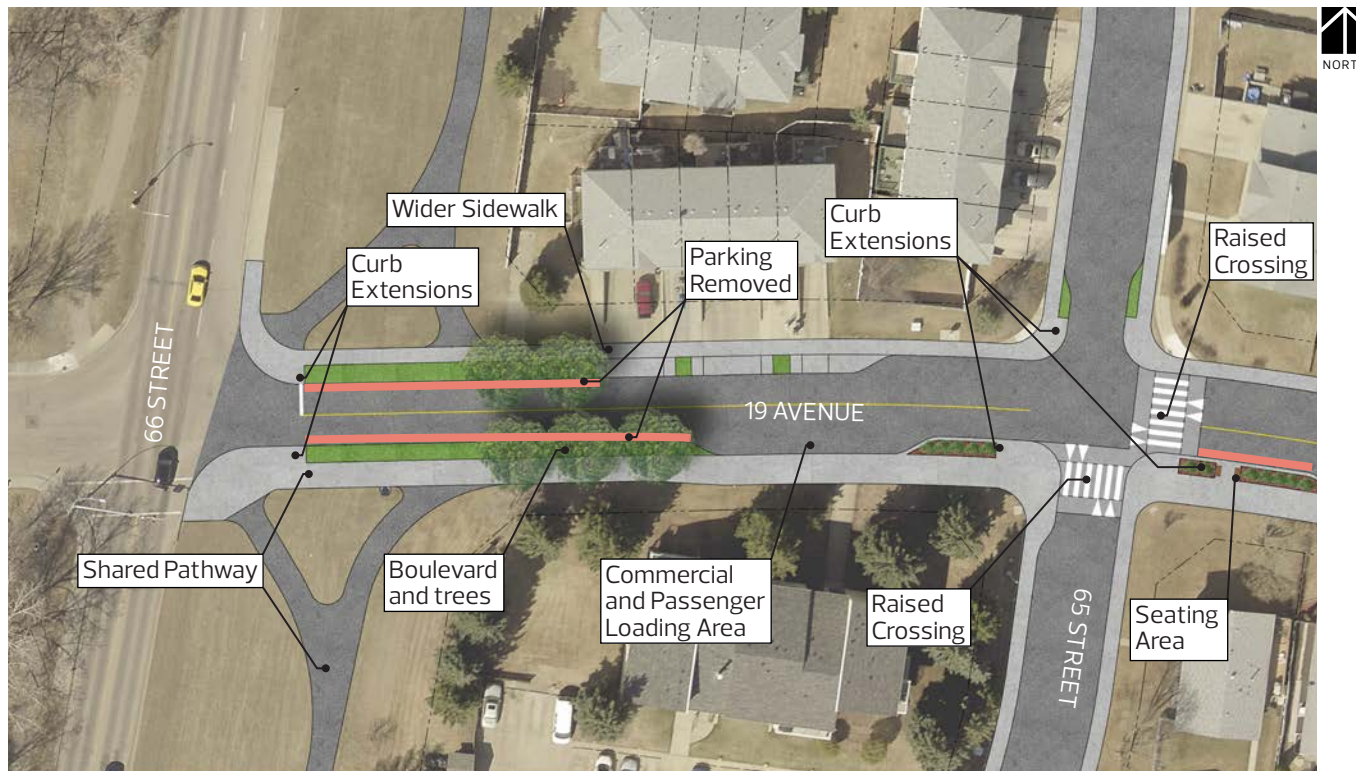
- + Removal or narrowing of some sections of boulevards
- + On-street parking reinstated on 19 Avenue between 65 Street and 62 Street
- + Parking lot access reinstated at Meyokumin Elementary School and the Millhurst Community League
- + Addition of absorbent landscaping
- + Adjustments to the locations and design of curb extensions and raised crossings
- + Changes to bus stop locations due to route modifications





# Main walking, biking and rolling routes

19 Avenue from 66 Street to east of 65 Street



THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

# Main walking, biking and rolling routes

19 Avenue from east of 65 Street to 62 Street



There is no boulevard on most of 19 Avenue due to conflicts with underground utilities.

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# Main walking, biking and rolling routes

## 62 Street from Mill Woods Road to south of 17A Avenue

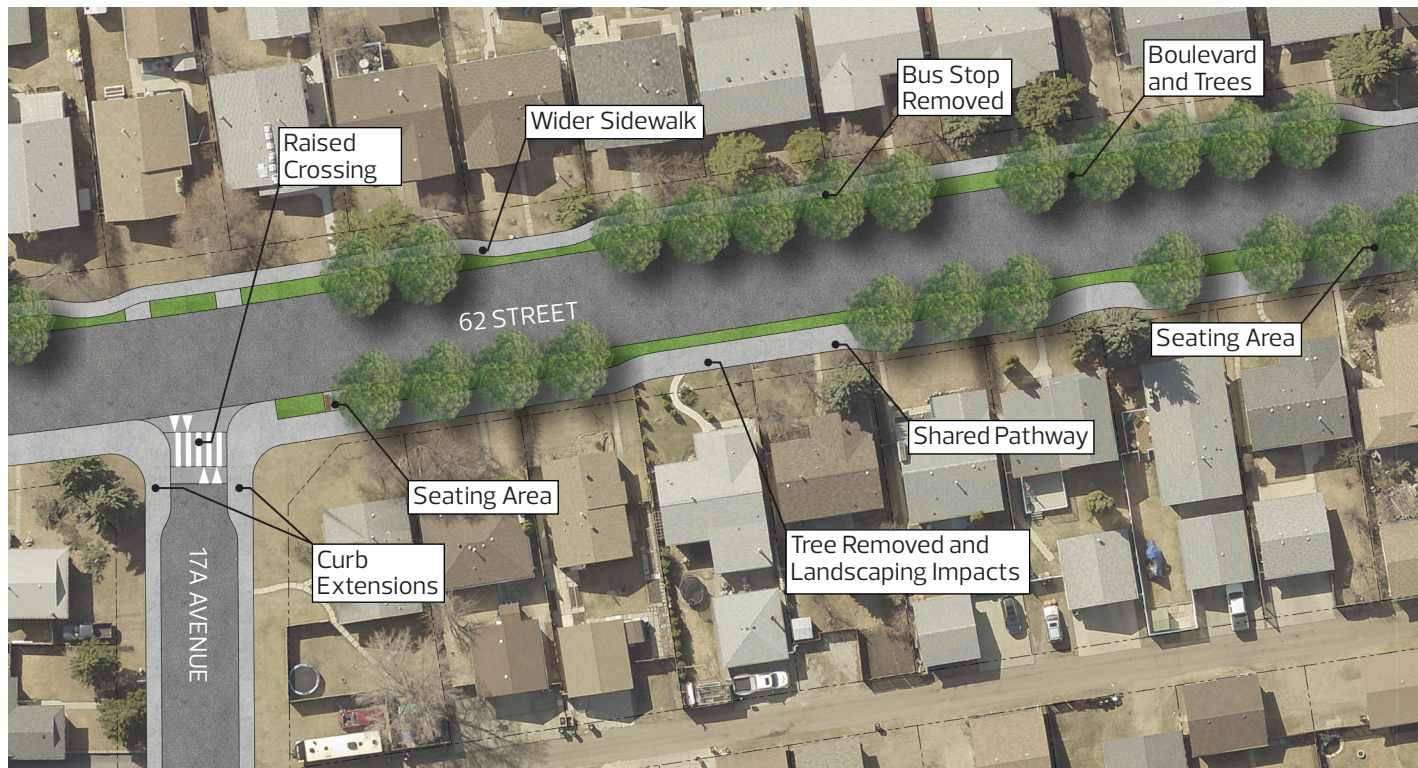


There is no boulevard on the east side of 62 Street due to steep grades and to limit impacts to existing trees or private landscaping on City right-of-way.

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# Main walking, biking and rolling routes

62 Street from south of 17A Avenue to south of 18 Avenue

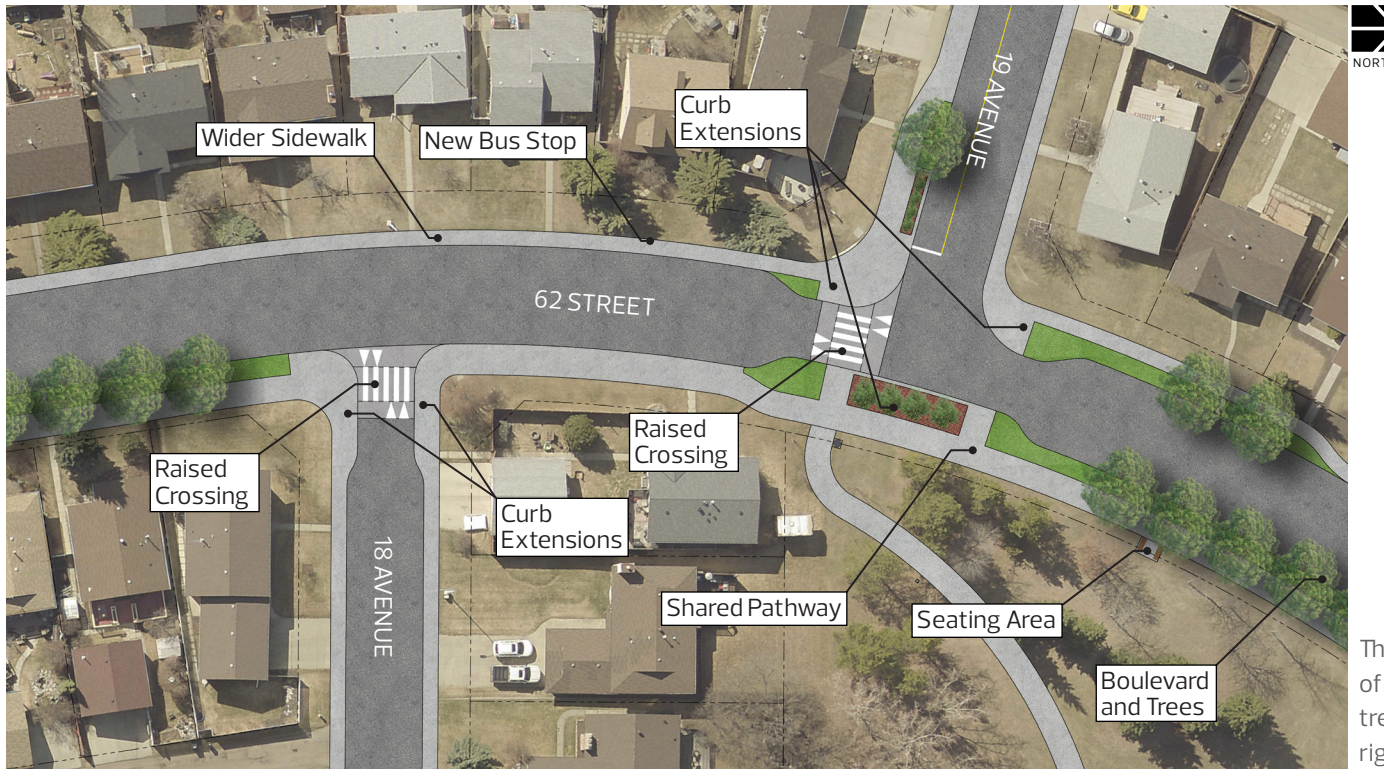


The boulevard is narrowed in several locations where it is possible to limit impacts to existing trees or private landscaping on City right-of-way.

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# Main walking, biking and rolling routes

62 Street from south of 18 Avenue to north of 19 Avenue



There is no boulevard on the west side of 62 Street to limit impacts to existing trees or private landscaping on City right-of-way.

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# Main walking, biking and rolling routes

From 62 Street north of 19 Avenue to 19A Avenue east of the shared pathway crossing

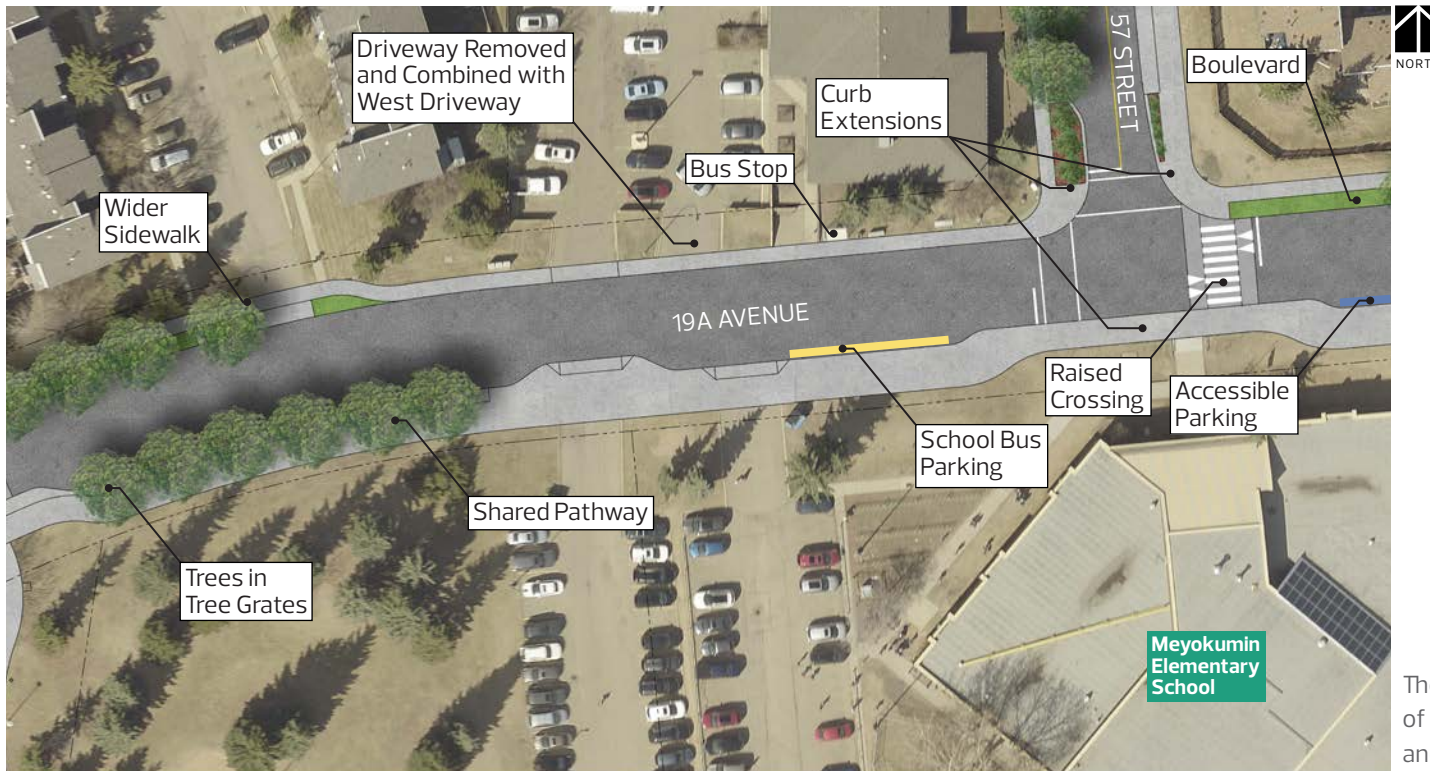


The boulevard is narrowed or removed in some locations where it is possible to limit impacts to existing trees or private landscaping on City right-of-way.

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# Main walking, biking and rolling routes

19A Avenue from east of the shared pathway crossing to east of 57 Street

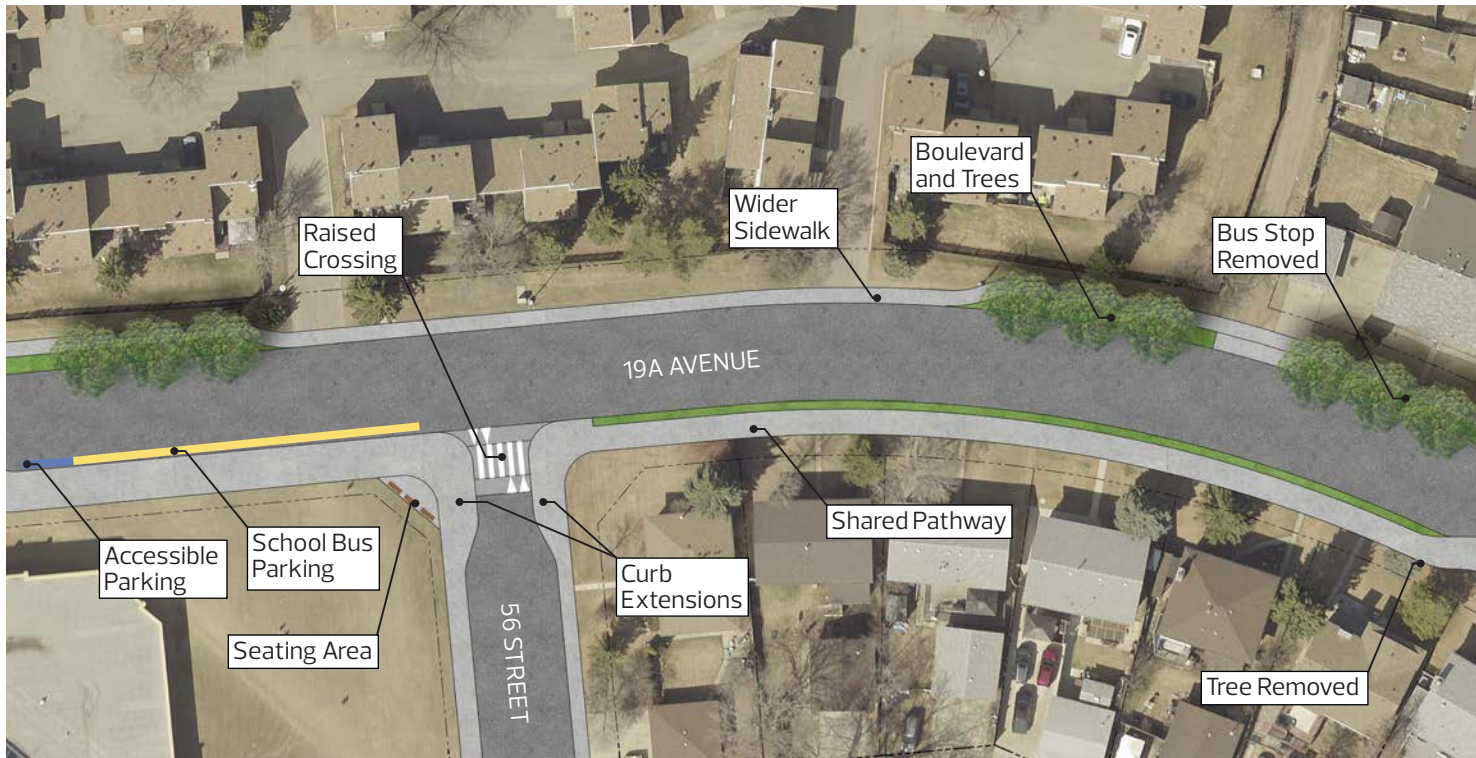


There is no boulevard on a large portion of 19A Avenue to allow for easier pick up and drop off.

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# Main walking, biking and rolling routes

19A Avenue from east of 57 Street to west of 55 Street



Near Meyokumin Elementary School, the boulevard is removed to allow for easier pick up and drop off. East of 56 Street, the boulevard is narrowed or removed in some locations where it is possible to limit impacts to existing trees or private landscaping on City right-of-way.

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# Main walking, biking and rolling routes

19A Avenue from west of 55 Street to north of 19 Avenue

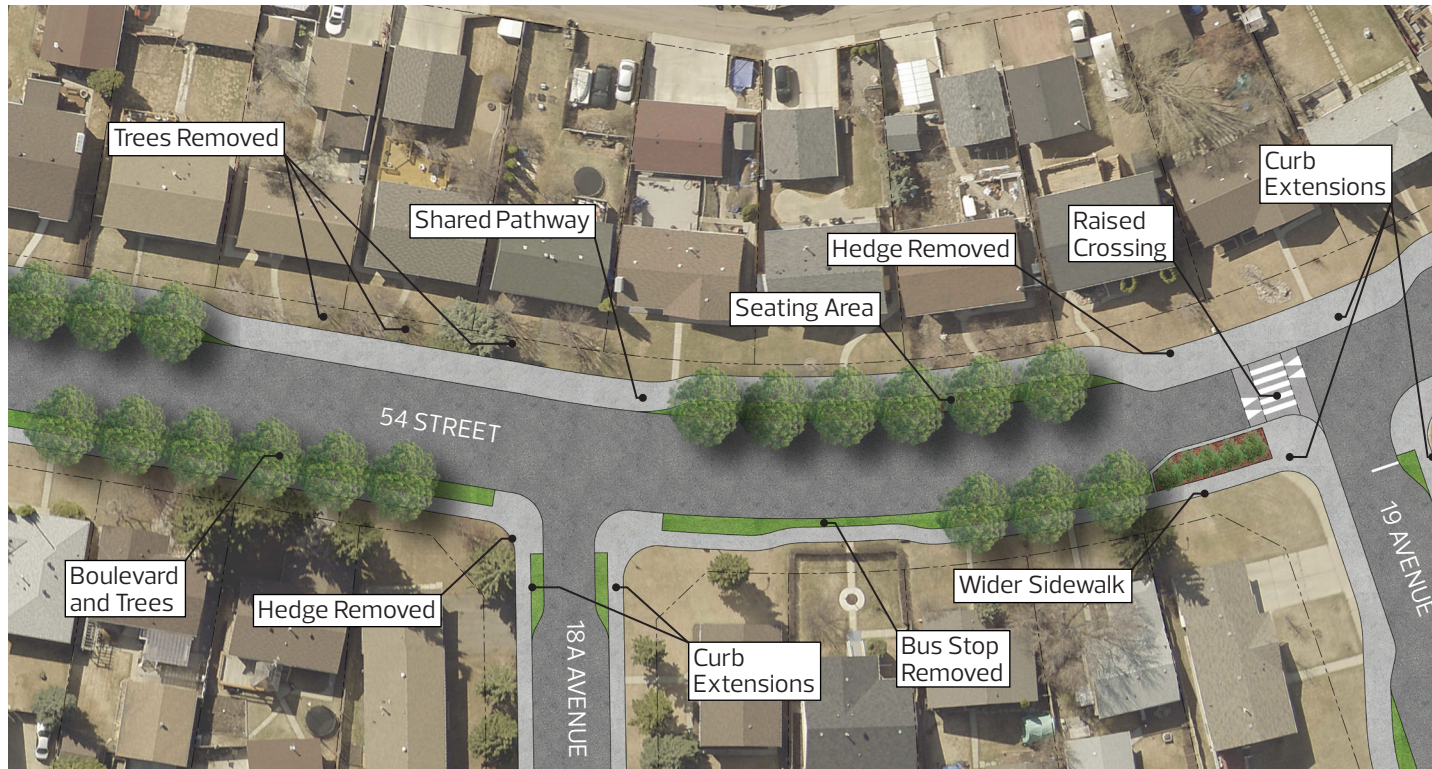


The boulevard is removed on the west side of 19A Avenue to avoid additional impacts to existing trees and private landscaping on City right-of-way.

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# Main walking, biking and rolling routes

54 Street from north of 19 Avenue to south of 18A Avenue



The boulevard is narrowed or removed in some locations where it is possible to limit impacts to existing trees or private landscaping on City right-of-way.

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# Main walking, biking and rolling routes

54 Street from south of 18A Avenue to south of 17A Avenue

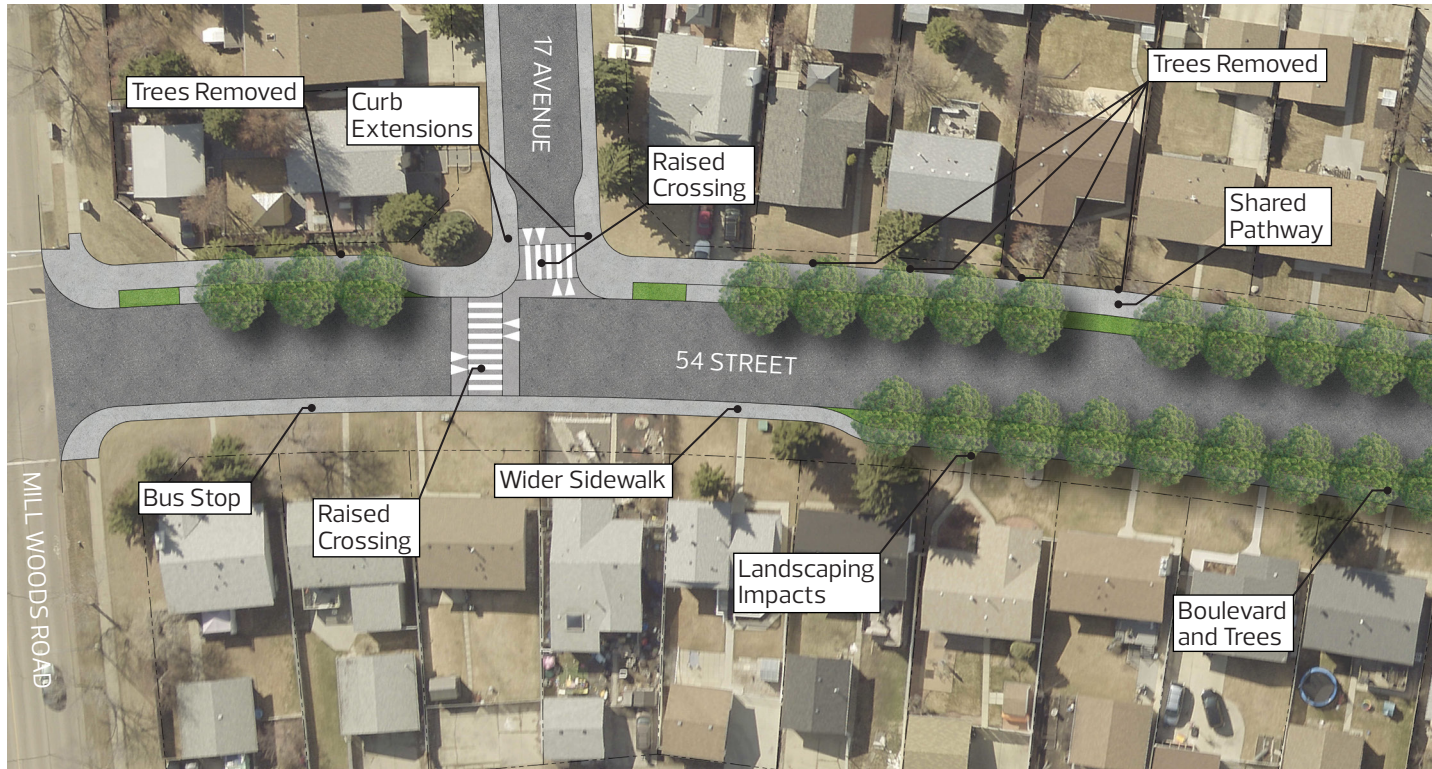


The boulevard is removed in some locations where it is possible to limit impacts to existing trees or private landscaping on City right-of-way.

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# Main walking, biking and rolling routes

## 54 Street from south of 17A Avenue to Mill Woods Road



There is no boulevard on the east side for part of 54 Street to limit impacts to existing trees or private landscaping on City right-of-way.

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# Main walking, biking and rolling routes

19 Avenue from 54 Street to west of 52 Street

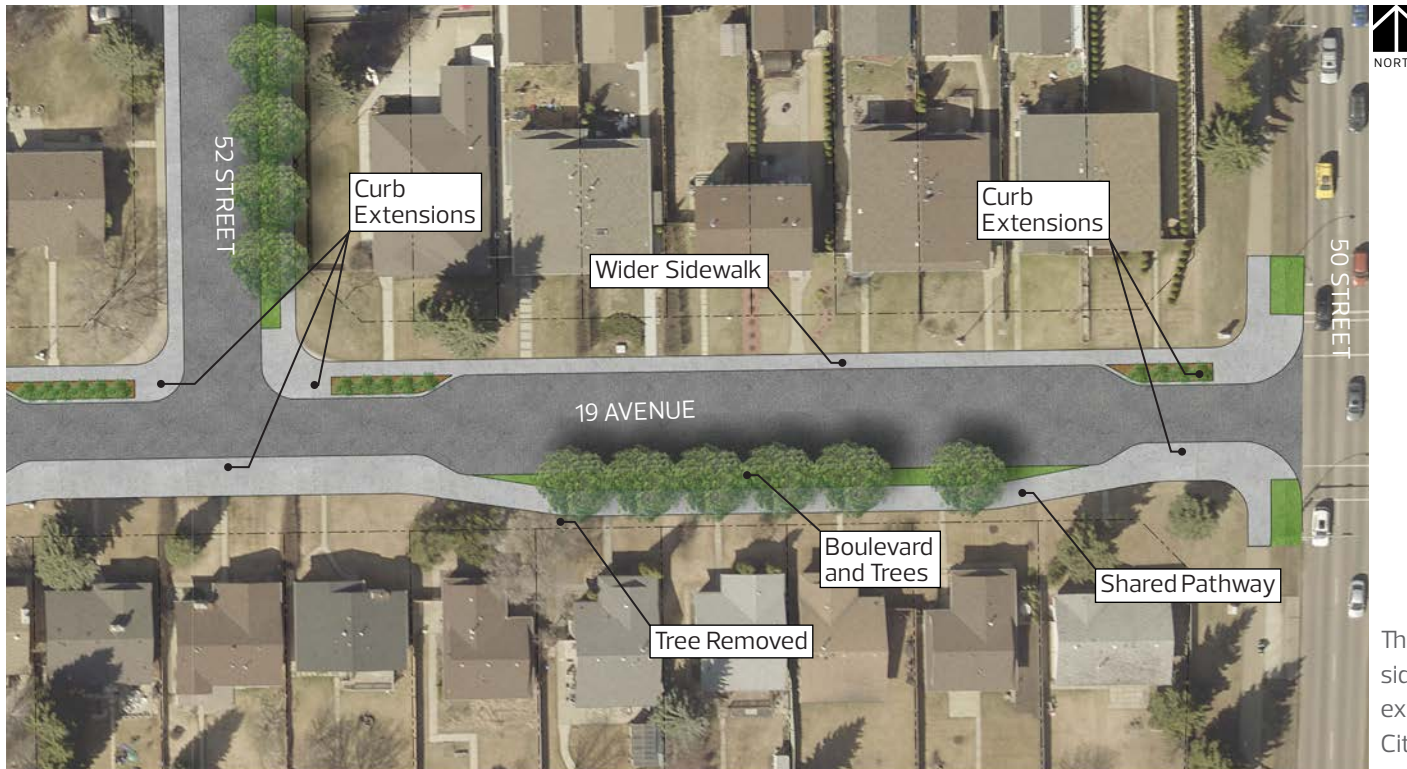


There is no boulevard on the north side of 19 Avenue to limit impacts to existing trees or private landscaping on City right-of-way.

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# Main walking, biking and rolling routes

19 Avenue from west of 52 Street to 50 Street

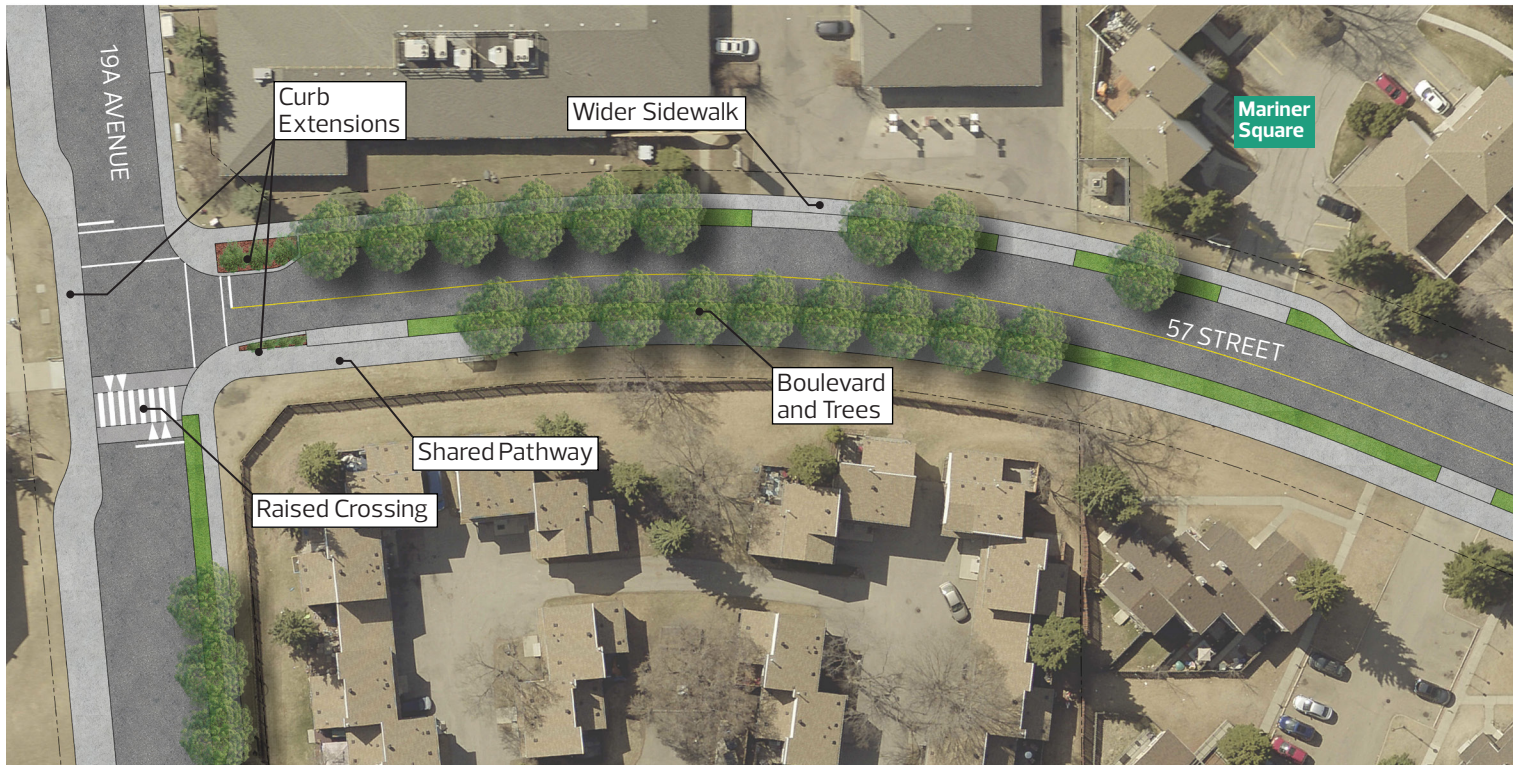


There is no boulevard on the north side of 19 Avenue to limit impacts to existing trees or private landscaping on City right-of-way.

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# Main walking, biking and rolling routes

57 Street from 19A Avenue to south of 22 Avenue

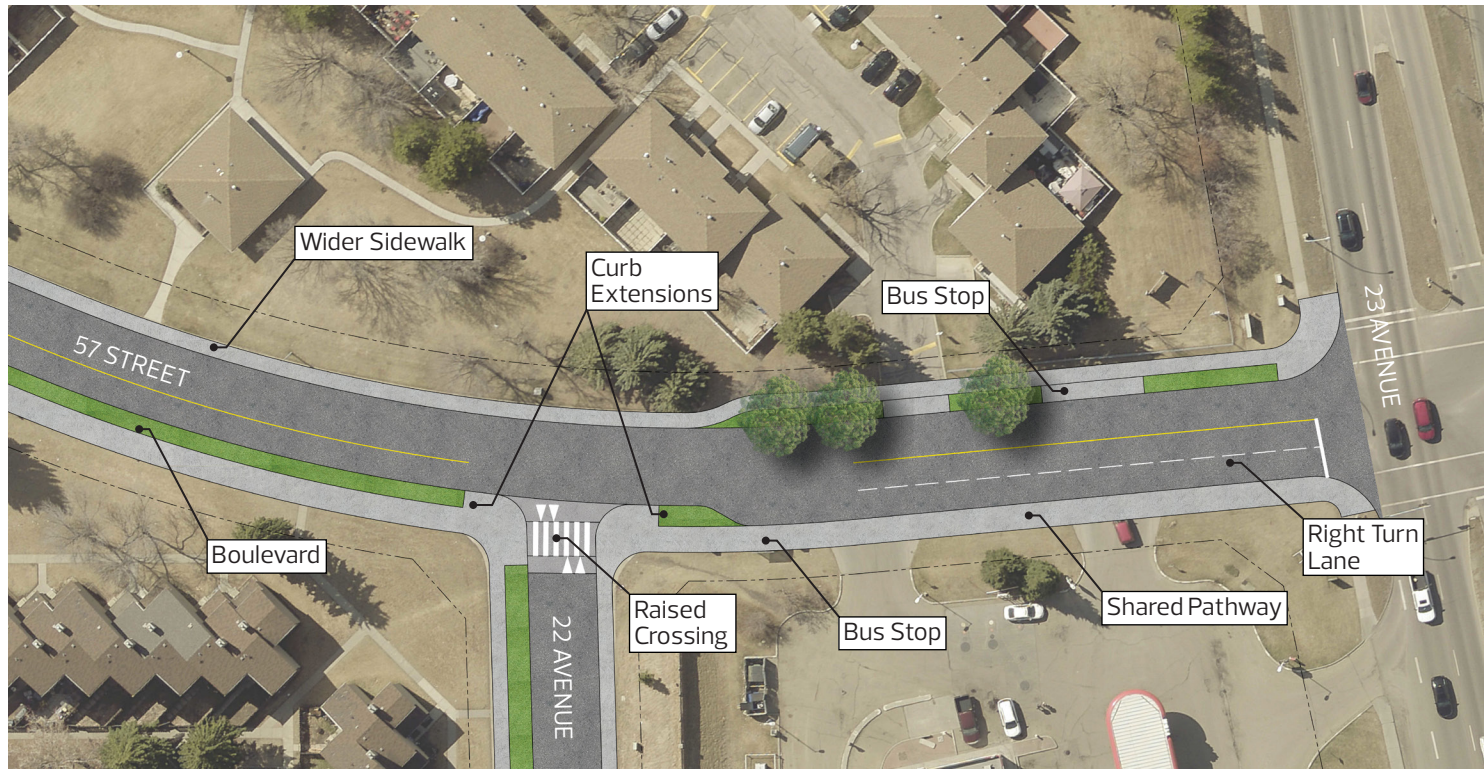


There is no boulevard on the west side of 57 Street north of the Mariner Square driveway due to steep grades and to limit impacts to existing trees or private landscaping on City right-of-way.

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# Main walking, biking and rolling routes

57 Street from south of 22 Avenue to 23 Avenue



There is no boulevard on the west side of 57 Street due to steep grades and to limit impacts to existing trees or private landscaping on City right-of-way.

From 22 Avenue to 23 Avenue, there is no boulevard on the east side of the road to maintain the right turn lane onto 23 Avenue.

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# New sidewalks

## Design features

- + New sidewalks where previously missing
- + Parking is maintained on both sides in most cases

## Design process

Adding sidewalks where they are currently missing follows the direction set out by City policies and programs, such as the Complete Streets Design and Construction Standards. To determine the location of the new sidewalks on each street, the following factors were considered:

- + Road width
- + Underground utilities
- + Trees and other landscaping on City right-of-way
- + Orientation of properties in relation to the road

## Changes to the design

In some locations, the way the sidewalk is added has changed based on feedback received and additional technical reviews. This allows to maintain more on-street parking. Any changes to the design are noted on the next pages.



# New sidewalks

## Location 1: 65 Street



### Design features

- + A sidewalk is added on the east side by narrowing the road to the standard for local roads
- + Parking is maintained on both sides

## Location 2: 65 Street



### Design features

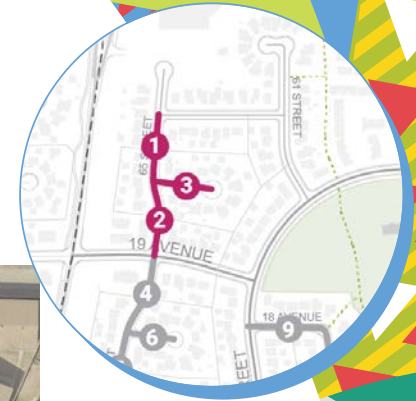
- + A sidewalk is added on the east side by narrowing the road to the standard for local roads
- + Parking is maintained on both sides

## Location 3: 65 Street



### Design features

- + A sidewalk is added by building from the current edge of the road towards the property line
- + Parking is maintained on both sides



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# New sidewalks

## Location 4: 65 Street



### Design features

- + A sidewalk is added on the east side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

### Changes to the design

- + Parking is maintained on both sides

## Location 5: 65 Street



### Design features

- + A sidewalk is added on the east side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

### Changes to the design

- + Parking is maintained on both sides

## Location 6: 65 Street



### Design features

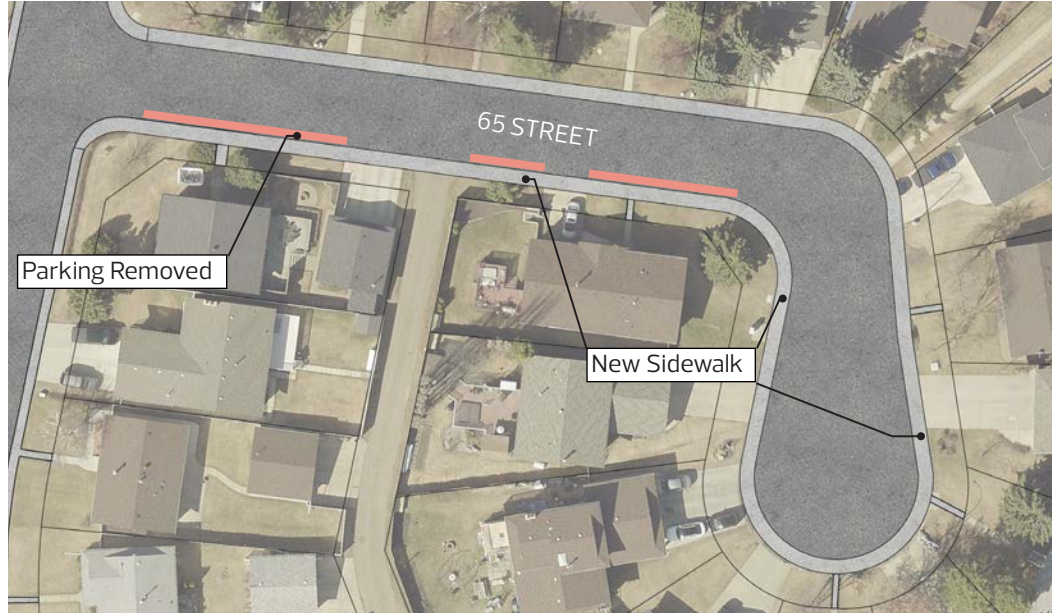
- + A sidewalk is added by building from the current edge of the road towards the property line
- + Parking is maintained on both sides



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# New sidewalks

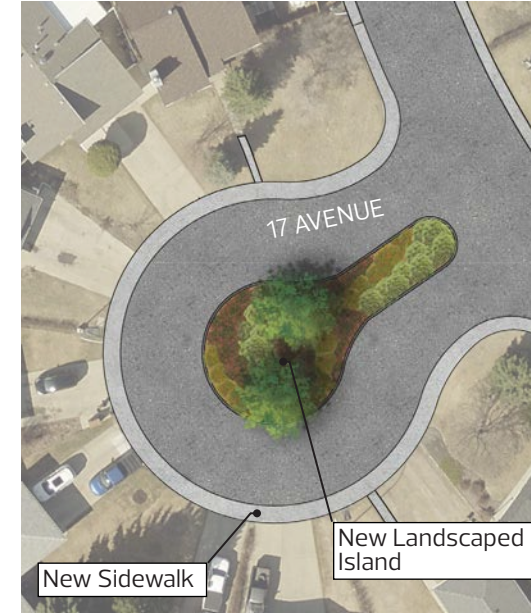
## Location 7: 65 Street



### Design features

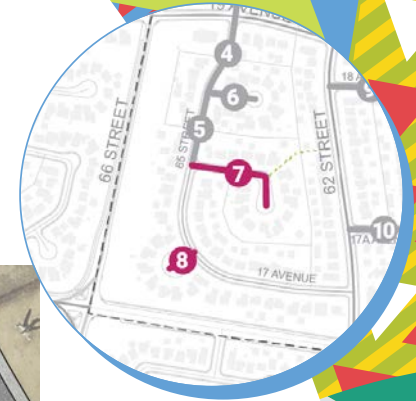
- + On the east-west portion of the road, a sidewalk is added by narrowing the road and removing parking on one side
- + On the north-south portion of the road, a sidewalk is added by narrowing the road
- + Parking is maintained on the north side only on the east-west portion of the road

## Location 8: 17 Avenue



### Design features

- + A sidewalk is added by narrowing the road
- + A landscaped island is added in the middle of the cul-de-sac
- + Parking is maintained



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# New sidewalks

## Location 9: 18 Avenue and 61 Street



### Design features

- + A sidewalk is added on the south side of 18 Avenue and on the east side of 61 Street by building from the current edge of the road towards the property line
- + Parking is maintained on both sides of 18 Avenue and 61 Street

### Changes to the design

- + Parking is maintained on both sides of 61 Street

## Location 10: 17A Avenue and 61 Street



### Design features

- + A sidewalk is added on the north side of 17A Avenue and on the east side of 61 Street by building from the current edge of the road towards the property line
- + Parking is maintained on both sides of 17A Avenue and 61 Street



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# New sidewalks

## Location 11: 17A Avenue



### Design features

- + A sidewalk is added on the south side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

## Location 12: 17 Avenue



### Design features

- + A sidewalk is added on the north side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides



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# New sidewalks

## Location 13: 51 Street



### Design features

- + A sidewalk is added on the west side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

## Location 14: 53 Street



### Design features

- + A sidewalk is added on the east side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides



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# New sidewalks

## Location 15: 52 Street



### Design features

- + A sidewalk is added by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

## Location 16: 52 Street



### Design features

- + A sidewalk is added by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

## Location 17: 52 Street



### Design features

- + A sidewalk is added by building from the current edge of the road towards the property line
- + Parking is maintained on both sides



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# New sidewalks

## Location 18: 21 Avenue



### Design features

- + A sidewalk is added on the south side by narrowing the road and removing parking on one side
- + Parking is maintained on the south side

### Changes to the design

- + Parking is removed from the north side of 21 Avenue instead of the south side

## Location 19: 53 Street



### Design features

- + A sidewalk is added on the east side by both narrowing the road and building towards the property line
- + Parking is maintained on both sides

### Changes to the design

- + The roadway is narrowed to the standard for local roads



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# New sidewalks

## Location 20: 56 Street



### Design features

- + A sidewalk is added on the east side by both narrowing the road and building towards the property line
- + Parking is maintained on both sides on most of the road

### Changes to the design

- + Near the intersection of 56 Street and 22 Avenue, the sidewalk on the east side is now built by narrowing the road and removing parking to avoid a conflict with utilities

## Location 21: 20 A Avenue



### Design features

- + A sidewalk is added on the north side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

### Changes to the design

- + The shift in the roadway has been removed



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# New sidewalks

## Location 22: 55 Street



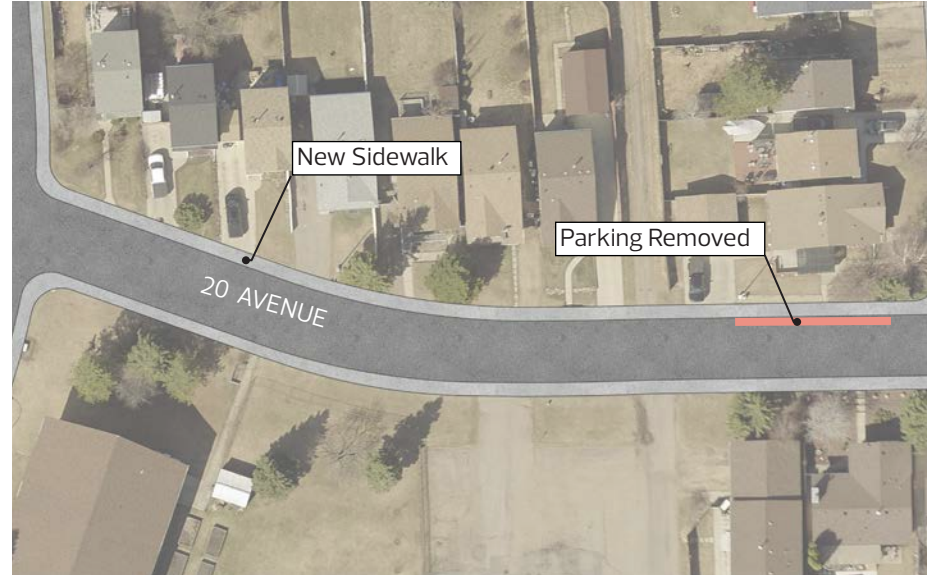
### Design features

- + A sidewalk is added on the east side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

### Changes to the design

- + Parking is maintained on both sides and a proposed boulevard on the east side is removed

## Location 23: 20 Avenue



### Design features

- + West of the alley, the road is shifted south to add a sidewalk on the north side
- + East of the alley, a sidewalk is added on the north side by building from the current edge of the road towards the property line, narrowing the road and removing parking on one side
- + Parking is maintained on both sides west of the alley and on the south side only east of the alley

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# New sidewalks

## Location 24: 53 Street



### Design features

- + A sidewalk is added on the west side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

## Location 25: 20A Avenue



### Design features

- + A sidewalk is added on the north side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides



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# Road redesign

## Design features

- + The road is narrowed to the standard for local roads with parking on both sides
- + A boulevard is provided
  - + On the west side for **A**
  - + On the south and west sides for **B**
  - + On the east side for **C**
- + The design slows traffic down on these roads

## Changes to the design

- + For **A**, the boulevard is on the west side of the road to avoid utility conflicts
- + For **B**, the boulevard is only on the south side of the road to avoid utility conflicts and steep grades and parking is reinstated



# Road redesign

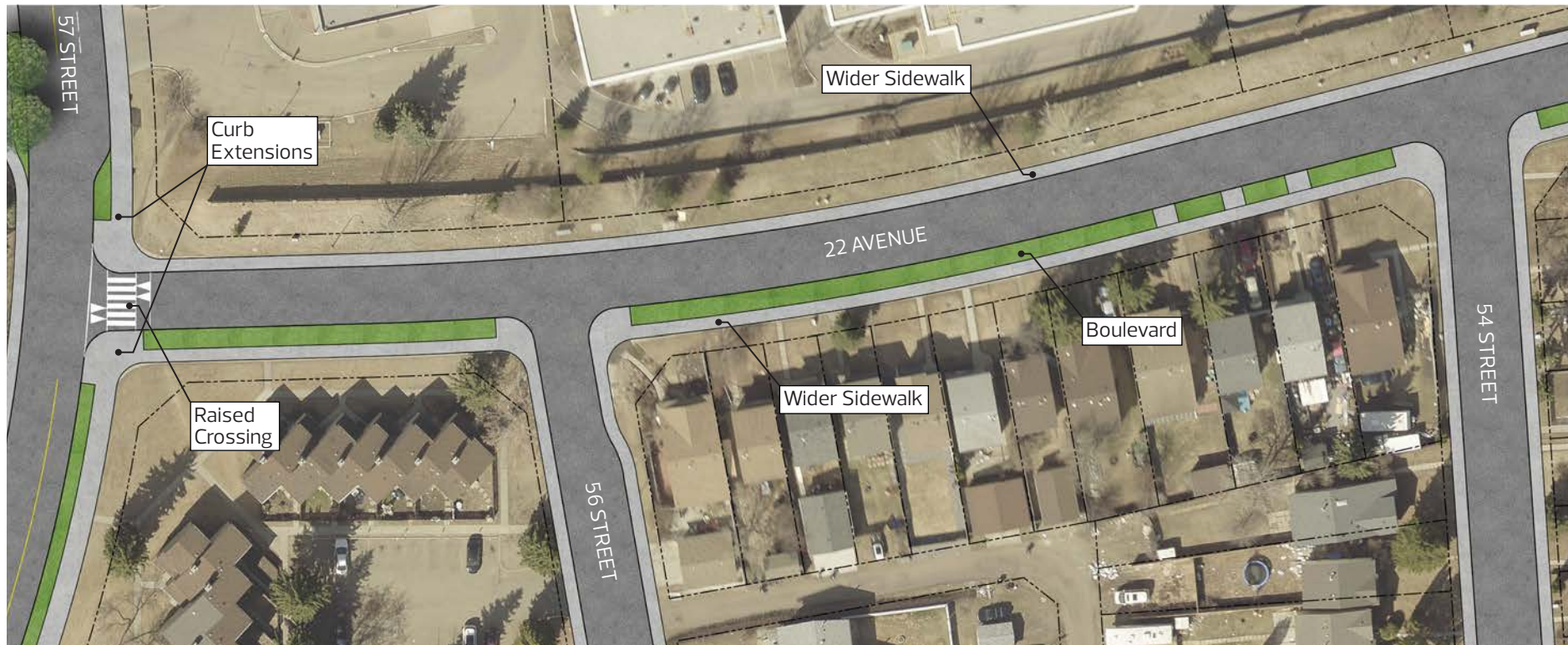
61 Street north of 19A Avenue



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# Road redesign

22 Avenue from 57 Street to west of 54 Street



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# Road redesign

22 Avenue from west of 54 Street to east of breezeway



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# Road redesign

From 22 Avenue east of breezeway to 52 Street north of 20A Avenue



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# Road redesign

52 Street from north of 20A Avenue to 19 Avenue



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# Shared pathways and biking network

## Design features

- + New or wider shared pathways are provided in Meyokumin Park and other open spaces
- + Shared pathways are provided along main biking routes
- + Raised crossings are provided at the intersections of 19 Avenue and 65 Street, 57 Street and 22 Avenue, 19A Avenue and the shared pathway east of 61 Street, 19A Avenue and 56 Street, 62 Street and Mill Woods Road, and 54 Street and Mills Woods Road – see [Traffic Safety and Street Crossings](#)
- + Raised intersections are provided at 62 Street and 17A Avenue and 54 Street and 17A Avenue – see [Traffic Safety and Street Crossings](#)
- + Curb extensions are provided at most intersections along 19 Avenue, 57 Street, 62 Street and 54 Street – see [Traffic Safety and Street Crossings](#)
- + The crossing at Mill Woods Road is upgraded with a two-stage design – see [Traffic Safety and Street Crossings](#)
- + Seating areas are provided along shared pathways in Meyokumin Park, on the shared pathway north of Meyokumin Park to 23 Avenue and along main biking routes – see [Seating Areas](#)







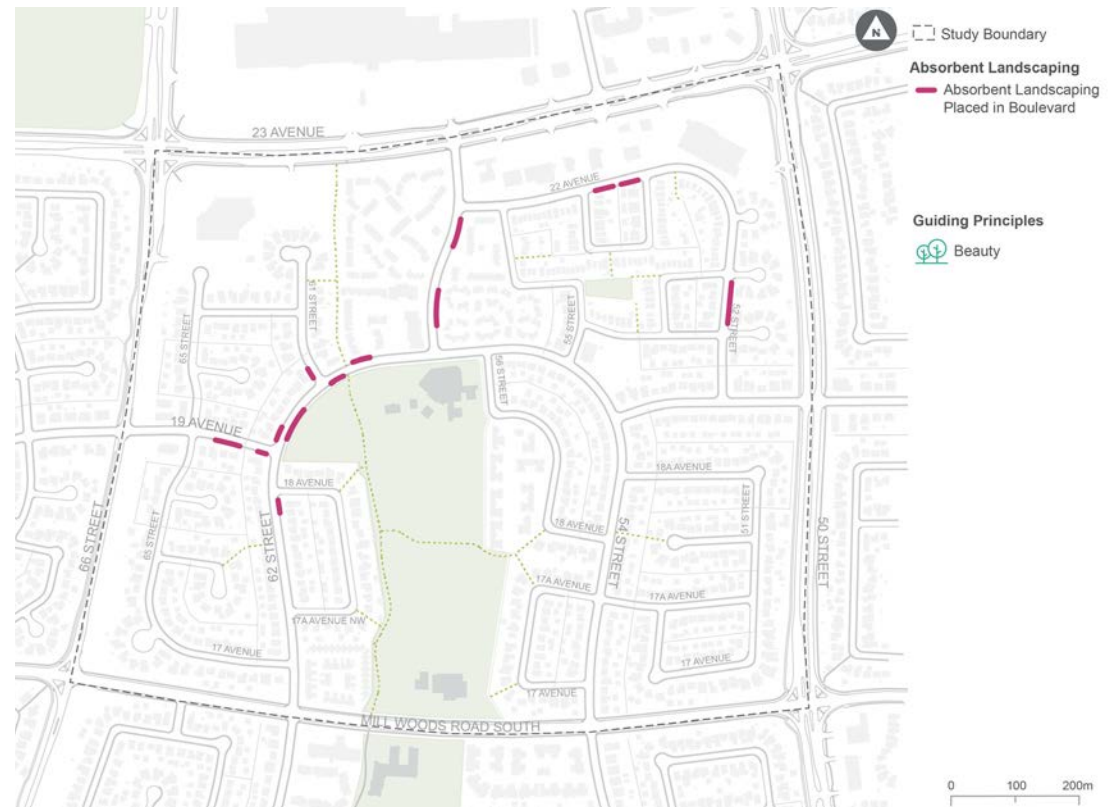
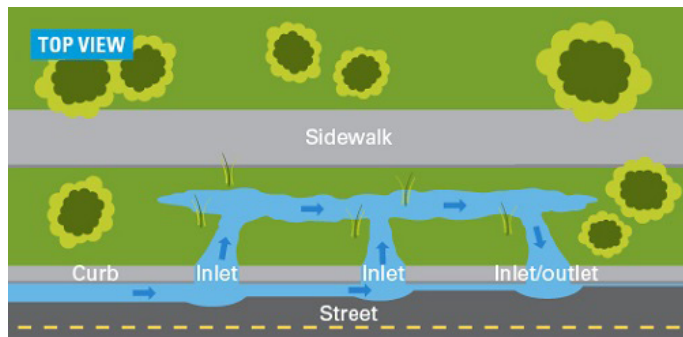
# Absorbent landscaping

## What is absorbent landscaping?

Currently, when it rains, the water on the street flows into a catch basin connected to underground pipes which lead to a wastewater treatment plant. Absorbent landscaping uses plants and special soils to capture, store and manage the water from small rain events and can reduce local flooding.

## Design features

Absorbent landscaping is located in some boulevard spaces, looks similar to grassed areas and can include other vegetation or trees



# Traffic safety and street crossings

## What we heard

Through engagement, we heard people in Meyokumin would like to:

- + Slow traffic in the neighbourhood, particularly on 62 Street, 19A Avenue and 54 Street
- + Improve crossing safety

We also heard some traffic safety options were preferred over others:

- + Raised crossings were very popular, as well as raised intersections
- + Curb extensions were also viewed favourably

# Traffic safety and street crossings

## What is in the design?

- + Curb extensions
- + Raised crossings
- + Pick-up/drop-off area at Meyokumin School
- + Crossing island on Mill Woods Road

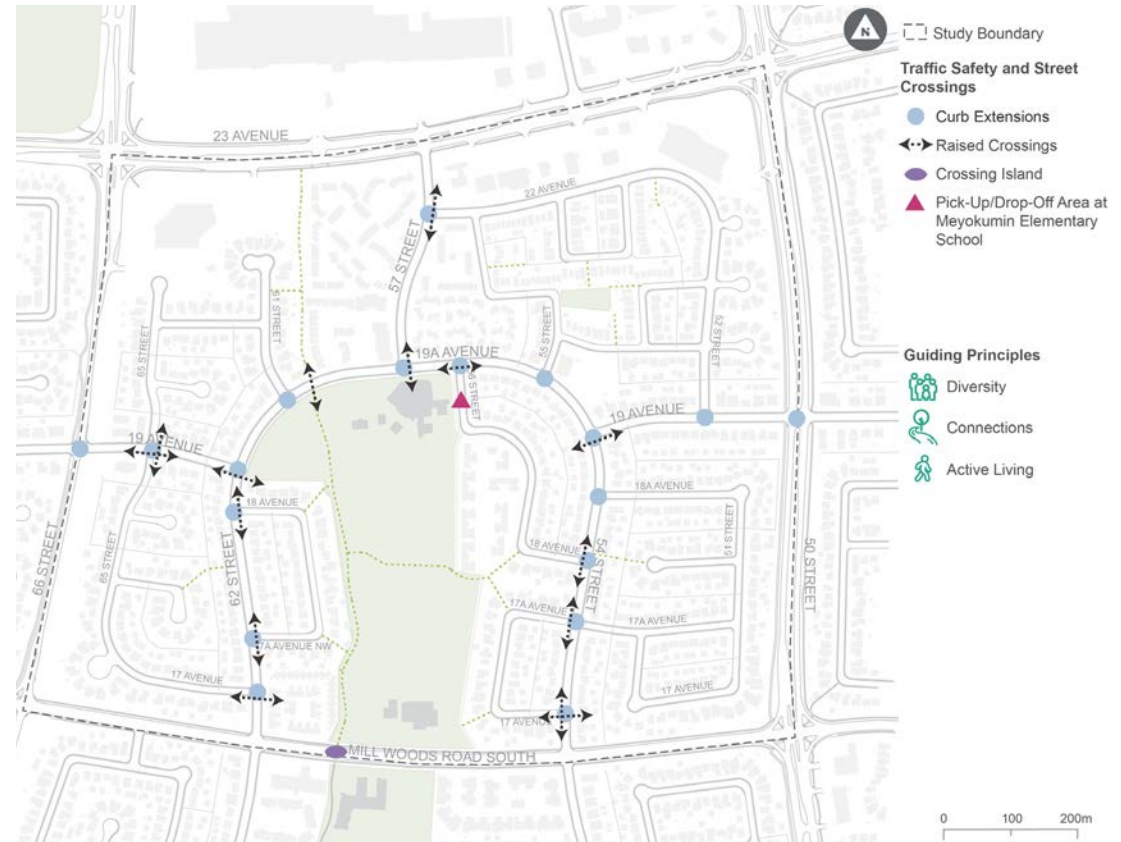
## Draft design process

To determine the location of traffic safety and street crossing improvements, the following factors were considered:

- + The main walking and biking routes
- + Key crossing locations
- + Collision history
- + Areas of concern identified through engagement

## Changes to the design

- + The student pick-up and drop-off area on 56 Street near Meyokumin Elementary School has been redesigned
- + Raised intersections have been removed and raised crossings added or moved
- + Curbs extensions have been redesigned, added, or removed in various locations





# Curb extensions

## Design features

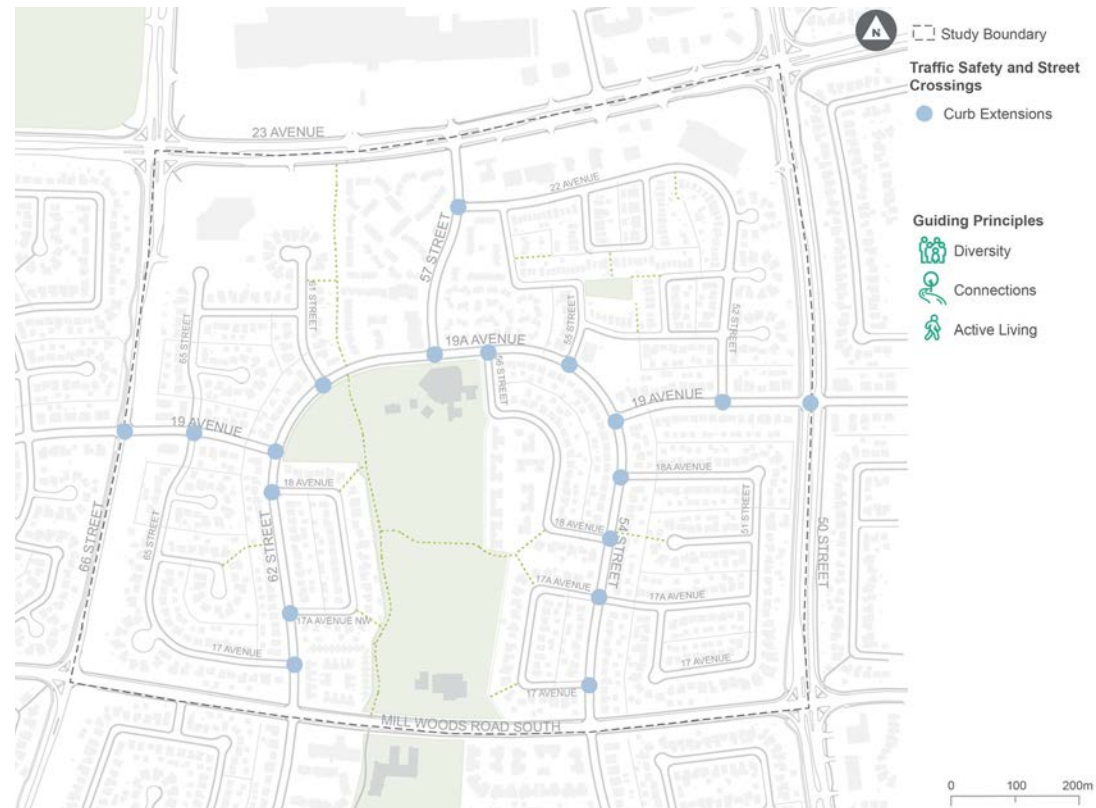
Curb extensions are placed at intersections along main Meyokumin roads. See the [Main Walking, Biking and Rolling Routes](#) to view the detailed design at each intersection shown on the map.

Curb extensions help:

- + Reduce the distance to cross the road
- + Improve sightlines
- + Encourage safer turning speeds
- + When placed on the major road, encourage safer traveling speeds by visually and physically narrowing it

## Changes to the design

- + The detailed design of the curb extensions has been refined to include public feedback and technical considerations
- + New curb extensions are added at the intersection of 54 Street and 18 Avenue
- + Curb extensions are removed at 23 Avenue and 57 Street and on Mill Woods Road at the intersections with 62 Street and 54 Street



# Raised crossings

## Design features

Raised crossings are placed at intersections along main biking routes, where shared pathways are present. See the [Main Walking, Biking and Rolling routes](#) to view the detailed design at each intersection shown on the map.

Raised crossings help:

- + Make it easier to see people waiting to cross or crossing the street
- + Make it easier for people using wheelchairs, strollers or walkers to cross the road since the crosswalk is at the same height as the sidewalk
- + Raised crossings encourage safer traveling speeds by acting in a similar way to speed humps when placed across the main road and encourage safer turning speeds when placed along the main road

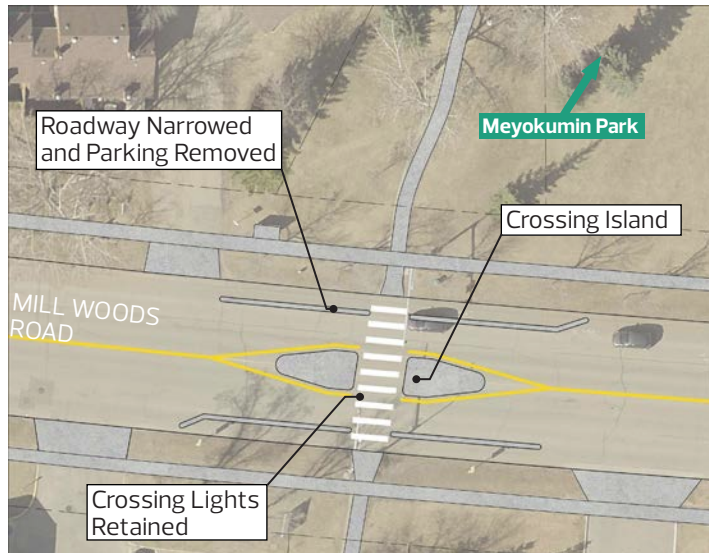
## Changes to the design

- + Raised intersections are removed on 17A Avenue at the intersections with 62 Street and 54 Street
- + Raised crossings are added across 62 Street and 54 Street on 19 Avenue, along 62 Street and 54 Street on 17A Avenue, and across 19A Avenue on 57 Street
- + Raised crossings on 62 Street and 54 Street where they intersect with Mill Woods Road have been moved north to 17 Avenue



# Crossing island

## Crossing island on Mill Woods Road



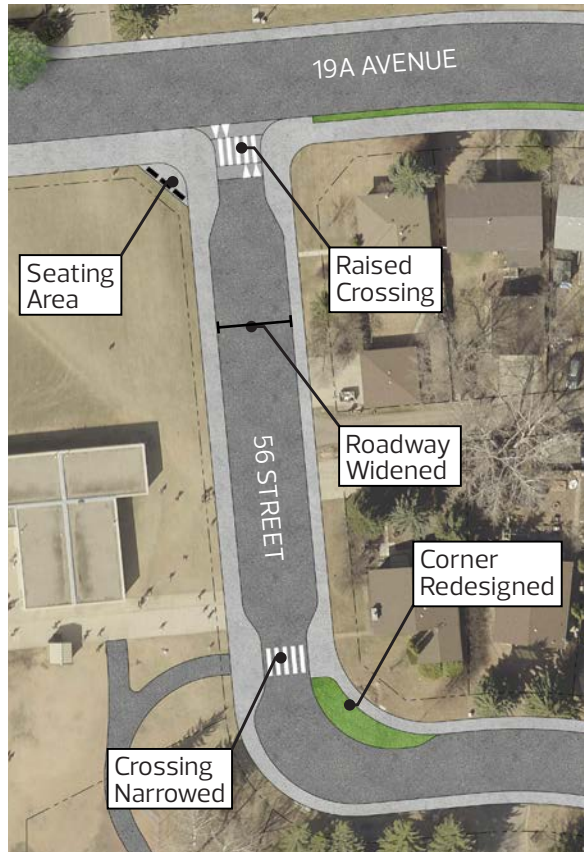
## Design features

- + Reduces the distance to cross the road
- + Allows people walking, biking and rolling to cross one lane of traffic at a time
- + Makes it easier to see people waiting to cross or crossing the street
- + Creates space to stop in the middle of the road for people who need more time to cross
- + Slows down people driving and draws their attention to the crossing

THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

# Pick-up/drop-off area at Meyokumin School

## Pick-up/drop-off area on 56 Street



## Design features

- + School busses are relocated to 19A Avenue to allow for additional space for pick up and drop off
- + The northern section of 56 Street is widened to allow for more space for pick up and drop off and parking is maintained on both sides
- + The crossing is narrowed to make it easier for people to cross the street
- + Where 56 Street turns, the corner on the northeast side of the road is redesigned to slow down people driving and make it easier to see people waiting to cross or crossing the street

## Changes to the design

- + All design features listed above are new additions since draft design

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# Open spaces

## What we heard

Through engagement, we heard that people in Meyokumin would like:

- + To feel safe in open spaces
- + More benches and picnic tables at which to gather
- + More areas with shelters
- + To keep the spaces open for people to run and play, particularly in Meyokumin Park

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# Open spaces

## What is in the design?

- + Additional and upgraded lighting
- + New seating areas
- + Some trees trimmed or removed to make it easier to see into and out of the open spaces so that people feel safer
- + New trees planted
- + Additional and upgraded shared pathways through Meyokumin Park – see [Main Walking, Biking and Rolling Routes](#)

## Changes to the design

- + Minor refinements to pathway alignments and tree placement in both parks



# Meyokumin Park

## Design features



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# Meyokumin Park

## Plaza features

A new plaza is proposed to connect to park entrances with wider shared pathways. The plaza design includes:

- + Covered area
- + Picnic tables accessible for people using wheelchairs or other mobility devices
- + Benches and plantings
- + Waste bins

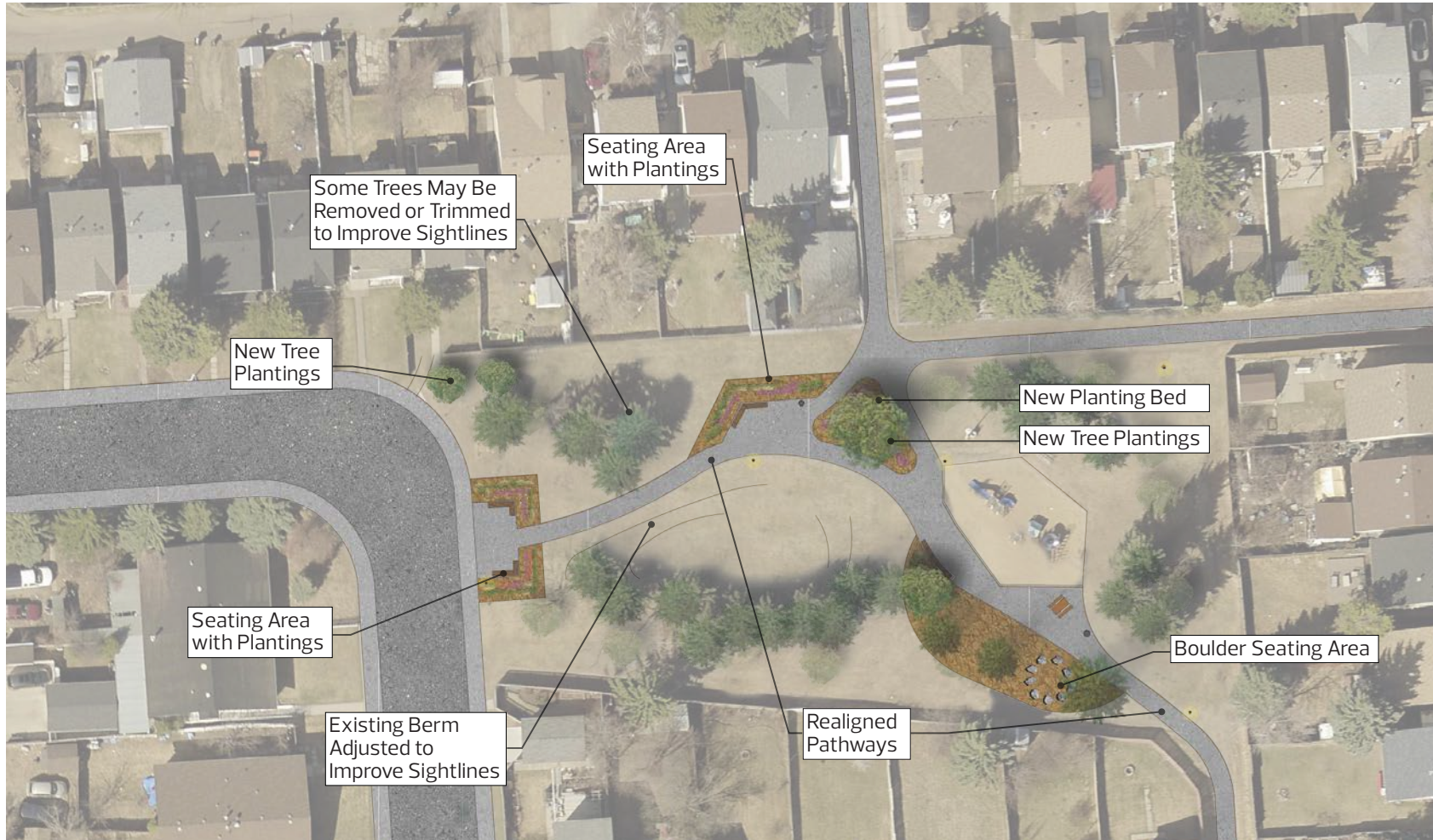


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# 55 Street Park

## Design features



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# Seating areas

## What we heard

Through engagement, we heard people in Meyokumin would like:

### + More seating areas along pathways in open spaces

In addition to seating areas in open spaces, City of Edmonton policy recommends benches along main walking and biking routes to provide rest areas for people walking, biking or rolling.

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# Seating areas

## What is in the design?

- + Seating areas are typically a bench with a waste bin
  - + For details about seating areas along roads – see [Main Walking, Biking, and Rolling Routes](#) and [Roadway Redesign](#)
  - + For details about seating in open spaces – see [Open Spaces](#)
- + Some seating areas are located near bus stops or community mailboxes
- + Seating areas are placed to avoid direct views into private windows, preserving peaceful enjoyment and privacy for residents

## Changes to the design

- + Proposed seating areas removed from 52 Street and 22 Avenue due to boulevard adjustments
- + Location adjustments resulting from boulevard adjustments



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