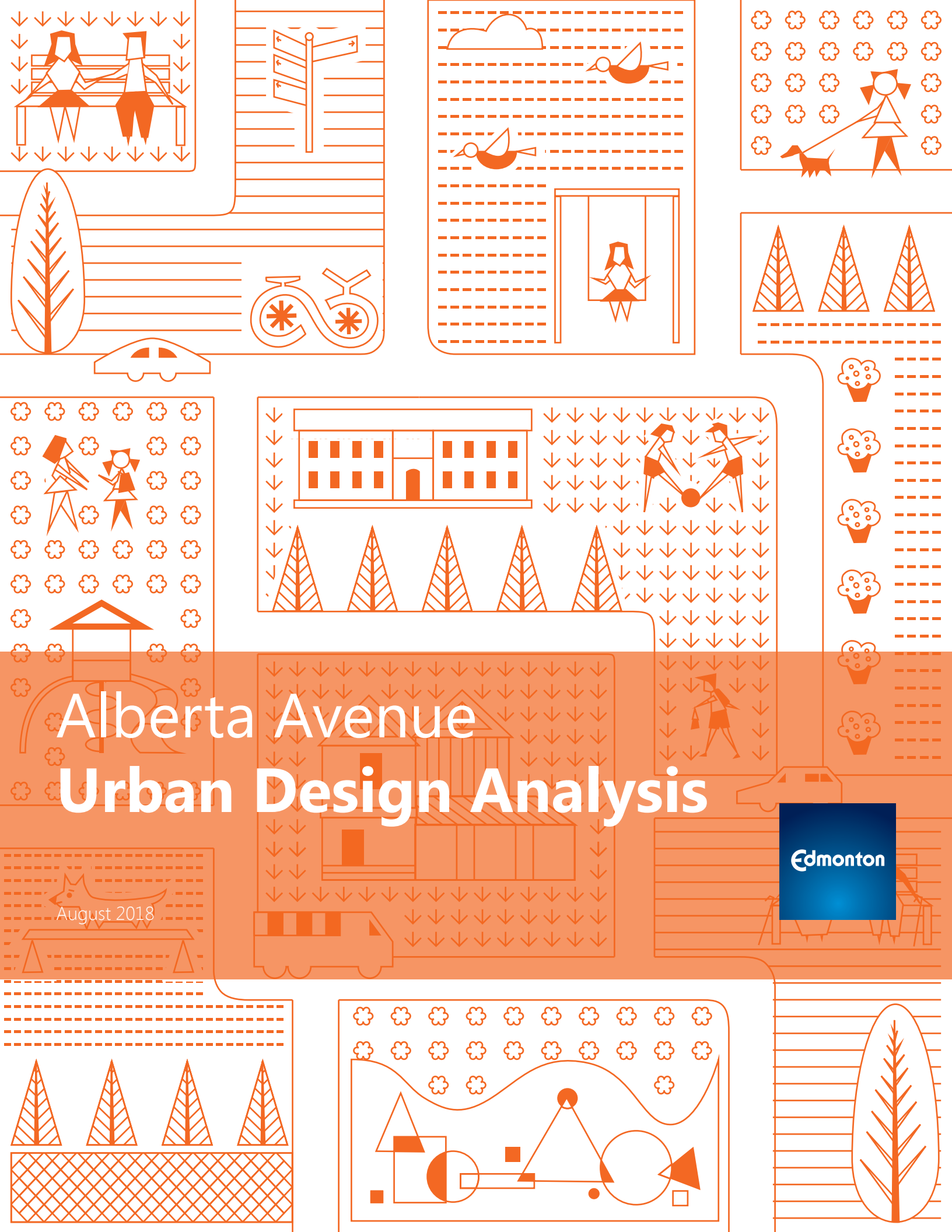


Alberta Avenue
Urban Design Analysis

August 2018

Edmonton

Executive Summary

The Alberta Avenue Urban Design Analysis is the product of a community led process that involved an extensive public engagement component. Through walking tours, workshop sessions, online surveys, and interactive exercises at public events, the community identified issues and opportunities and refined concepts for neighbourhood renewal consideration. Public knowledge and feedback, obtained throughout the project, influenced urban design concepts to maximize the financial investments of neighbourhood renewal and enhance walkability and livability in the neighbourhood.

Residents and community stakeholders contributed to the development and refinement of a vision statement and eleven core values to inform the neighbourhood renewal process and various urban design concepts. General themes highlighted within the vision and core values include the importance of barrier-free spaces, walking, cycling, social interaction, community identity and diversity, park spaces, and amenities. Objectives of the recommended urban design concepts within this report are consistent with the community vision and core values.

This report uses overarching urban design analysis themes to identify gaps within the existing conditions of the community and recommends urban design concepts that implement the vision and core values. Analysis themes used throughout the process include Open Spaces, Connectivity and Corridors, Vehicular Network, and Placemaking. In addition, two themes - Safety and Lighting - were included in the analysis of all other themes.

Community identified issues and opportunities were classified by their associated overarching analysis theme. Focus areas were established around physical locations where issues and opportunities were concentrated. These focus areas materialized around a variety of neighbourhood assets including public parks and open spaces, prominent streets and avenues, and community facilities. A number of community led options detailing potential design elements were developed to address issues and opportunities associated with each focus area.

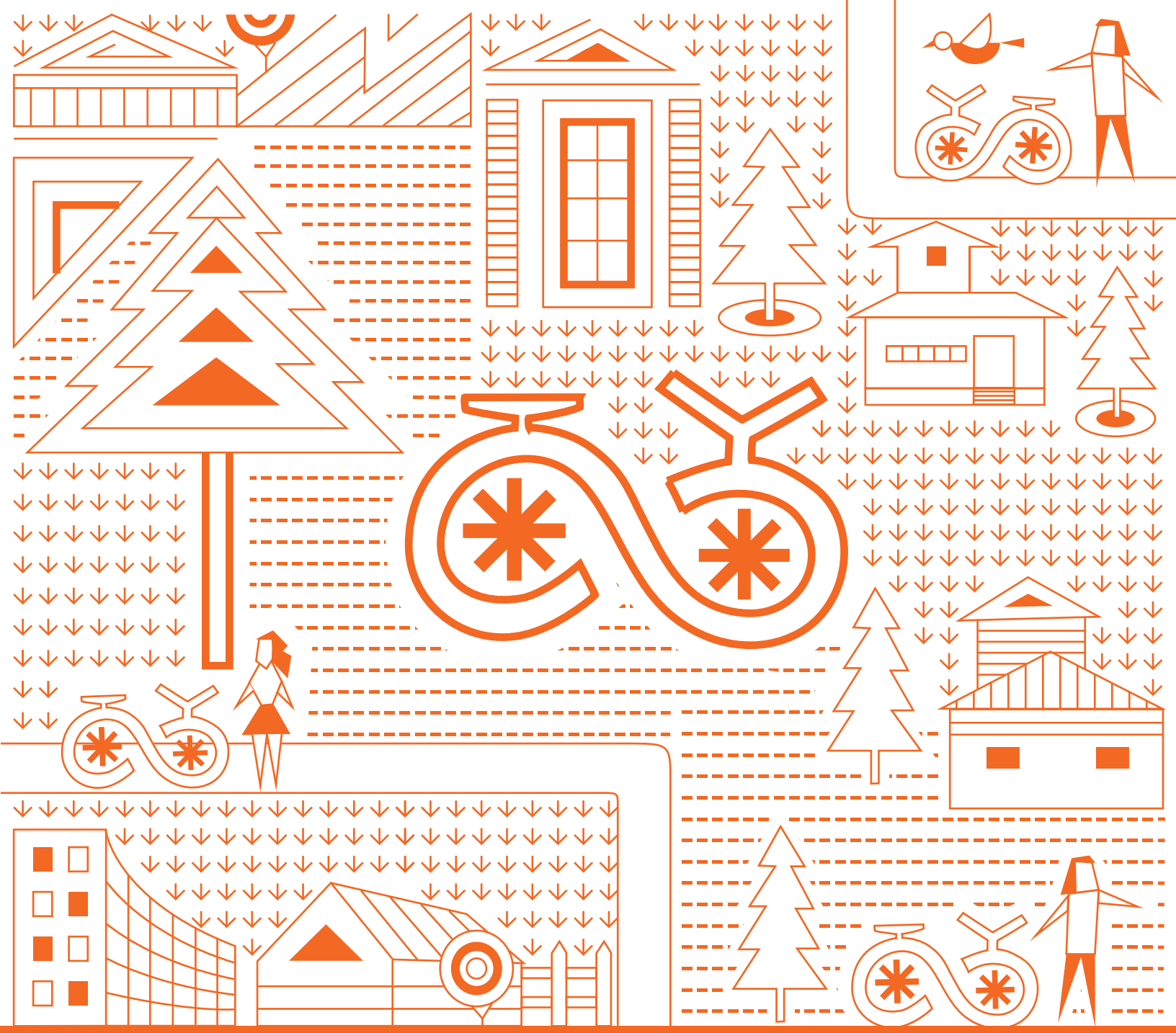
Public feedback regarding the community options was used to develop a series of detailed draft concepts that were refined by the public and the project team to create the final urban design concepts. An urban design framework was established to show the relationships between the urban design concepts and the core values of the community vision. Public input, city policies and programs, and technical considerations influenced the urban design concepts. The final public engagement event of the urban design analysis had community members identify for each concept their ‘level of importance’ and ‘timeline for construction’.

Ultimately, the realization of community prioritized concepts is dependent on the availability of neighbourhood renewal funding. Identified community enhancements unable to be included within neighbourhood renewal efforts may be championed by other city programs and departments. The urban design analysis is intended to serve as a holistic community vision to inform current and future city processes to improve the quality of life of residents.

Table of Contents

List of Maps

This page was intentionally left blank.



1 Introduction

1.1 Background

Alberta Avenue is a mature neighbourhood and one of Edmonton's earliest established neighbourhoods. Attention to the neighbourhood regarding the condition of sidewalks, streets, and infrastructure is needed. Neighbourhood renewal reconstruction for Alberta Avenue is scheduled from 2019 to 2022.

Building Great Neighbourhoods (BGN) Branch

The direction for this Urban Design Analysis Report (UDA) comes from the City of Edmonton's Building Great Neighbourhoods (BGN) Branch. The BGN Branch leads the process of integrating and leveraging a scope of work that maximizes the full potential for strong and sustainable neighbourhoods. The BGN Branch is at the heart of aligning and advancing multi-faceted neighbourhood renewal efforts and involves the collaboration of other City departments and programs.

BGN Neighbourhood Renewal Program

The purpose of the Neighbourhood Renewal Program is to outline cost-effective and long-term strategic approaches to renew and rebuild infrastructure within mature neighbourhoods. Work within the scope of the Neighbourhood Renewal Program involves above and below ground infrastructure such as:

- Road reconstruction and repaving;
- Replacement of street lights;
- Reconstruction of sidewalks; and
- Reconstruction of curb and gutter.

The Neighbourhood Renewal Program also offers the opportunity for two types of cost-sharing local improvements, sidewalk renewal and decorative street lights. The review of the redevelopment of other City owned areas, such as green spaces and parks, are also included in the Neighbourhood Renewal process. The intention is to identify opportunities and funding to make desired upgrades and enhancements in coordination with the Neighbourhood Renewal Program.

Urban Design Analysis and Public Engagement

In 2017, the scope of BGN was expanded to include the requirements of an urban design analysis and enhanced public engagement as part of the BGN Neighbourhood Renewal Program. The UDA looks at the urban environment, its functionality, connectivity, aesthetics and the urban experience of the neighbourhood, and suggests improvements which will ultimately inform neighbourhood renewal initiatives. An extensive public engagement process was used to develop and refine the recommendations of this UDA. Public engagement efforts included a pop-up event, community walking tour, and ideas workshop, open houses, and surveys.

Past City Investments within the Alberta Avenue Neighbourhood

Alberta Avenue is part of the Avenue Initiative Revitalization project, a Council approved strategy in 2005, to re-energize neighbourhoods adjacent to 118 Avenue from NAIT to Northlands. The project aims to revitalize this historic area from social, economic and physical perspectives. Goals of the project include creating safe streets and spaces, community life, thriving economy, and environmental well-being.

As a result of the project, Alberta Avenue in recent years has seen revitalization efforts such as streetscape improvements along 118 Avenue, hosting of community festivals (Kaleido Family Arts Festival and Deep Freeze Festival), and strengthened community leadership. Revitalization helped bring forward art focus in the area which led to the formation of Arts on the Ave (a grassroots, non-profit community arts organization) with their associated community coffee shop. The development of an Arts Common/Hub, within the neighbourhood, is being explored through a partnership between the City of Edmonton, the Edmonton Community Development Company, the Arts Habitat Edmonton, and Arts on the Ave. It is important that neighbourhood renewal recommendations of this UDA build on past revitalization efforts.

1.2 Purpose

The UDA of Alberta Avenue is a detailed study from an urban design/planning perspective. The study identifies concepts, developed through public engagement processes, to inform neighbourhood renewal efforts and develops a community plan to inform future city processes. The UDA identifies gaps and opportunities within the neighbourhood from different lenses such as walkability, connectivity, and universal design. These identified opportunities will help guide future investment and redevelopment to help enhance the overall quality of life.

Conducting an UDA as part of neighbourhood renewal is beneficial with regards to ensuring that municipal infrastructure investments are efficiently used. Neighbourhood renewal efforts can both satisfy upgrades to infrastructure above and below ground while also improving aspects of the public realm such as safety, parks, pedestrian connectivity, and landscaping.

The UDA provides comprehensive solutions to community identified issues that can be addressed through neighbourhood renewal efforts, which could help bring people together and improve the quality of life of local residents and economic well-being of local businesses.

Concepts selected for implementation will require detailed engineering prior to construction, as well as consideration of appropriate funding sources. Funding could come from the public, private or community sectors. It is recognized that limited financial resources are available, so while some initiatives were prioritized, others will likely be developed over longer time frames or reassessed in time.

1.3 What is an Urban Design Analysis?

Urban design is an overarching city-building discipline that is concerned with how people experience the urban environment during their day-to-day activities. Urban design focuses on the public realm – the City-wide network of streets, parks, trails and open spaces - and how it is organized, how it functions, how it is built (i.e. design aesthetics), how it relates to the surrounding buildings (i.e. streetwalls), and how it is connected to the rest of the city (i.e. connectivity). Good urban design supports economic, environmental and social sustainability and sustainable growth - applicable at street-, neighbourhood- and city-wide levels. Integrating urban design thinking into the neighbourhood renewal process will help to make Edmonton a more vibrant, responsive, and sustainable city.

The *Way We Grow*, Edmonton's Municipal Development Plan, identifies urban design as a major strategic goal that is interconnected and supportive of other strategic goals such as Complete, Healthy and Livable Communities, Sustainable Urban Form, Integrated Land Use and Transportation, Supporting Prosperity, and Natural Environment.

This UDA looks at Alberta Avenue through an urban design lens in terms of the existing urban context, character areas, design aesthetics, access to day-to-day community destinations and connectivity with other parts of the city. The focus is on the human experience (i.e. people-centric design), aesthetics, convenience to residents and visitors, the uniqueness and familiarity of the urban form, with additional consideration of safety, inclusivity (e.g. for children, adults, elderly population), universal design, and design for all seasons. This UDA recommends urban design concepts to address issues and opportunities identified through the urban design lens analysis and the public engagement process.

Given BGN's current focus on infrastructure, this UDA focuses mostly on the physical environment and less on programming and organizational events.

1.4 How to use this document

The UDA outlines urban design concepts recommended for inclusion in the planned renewal of neighbourhood infrastructure. Proposed urban design concepts address issues and opportunities identified by the community and findings of the UDA. The following is a summary of each Section within the UDA.

Section 1 provides a general introduction, project background information, the purpose and explanation of an UDA, and how to use the UDA.

Section 2 discusses the study area boundary, out of scope areas, neighbourhood history and context, the purpose of Neighbourhood Renewal, and the project approach and process.

Section 3 summarizes details of public engagement events used to identify issues and opportunities within the neighbourhood and develop draft concepts to be included in neighbourhood renewal efforts.

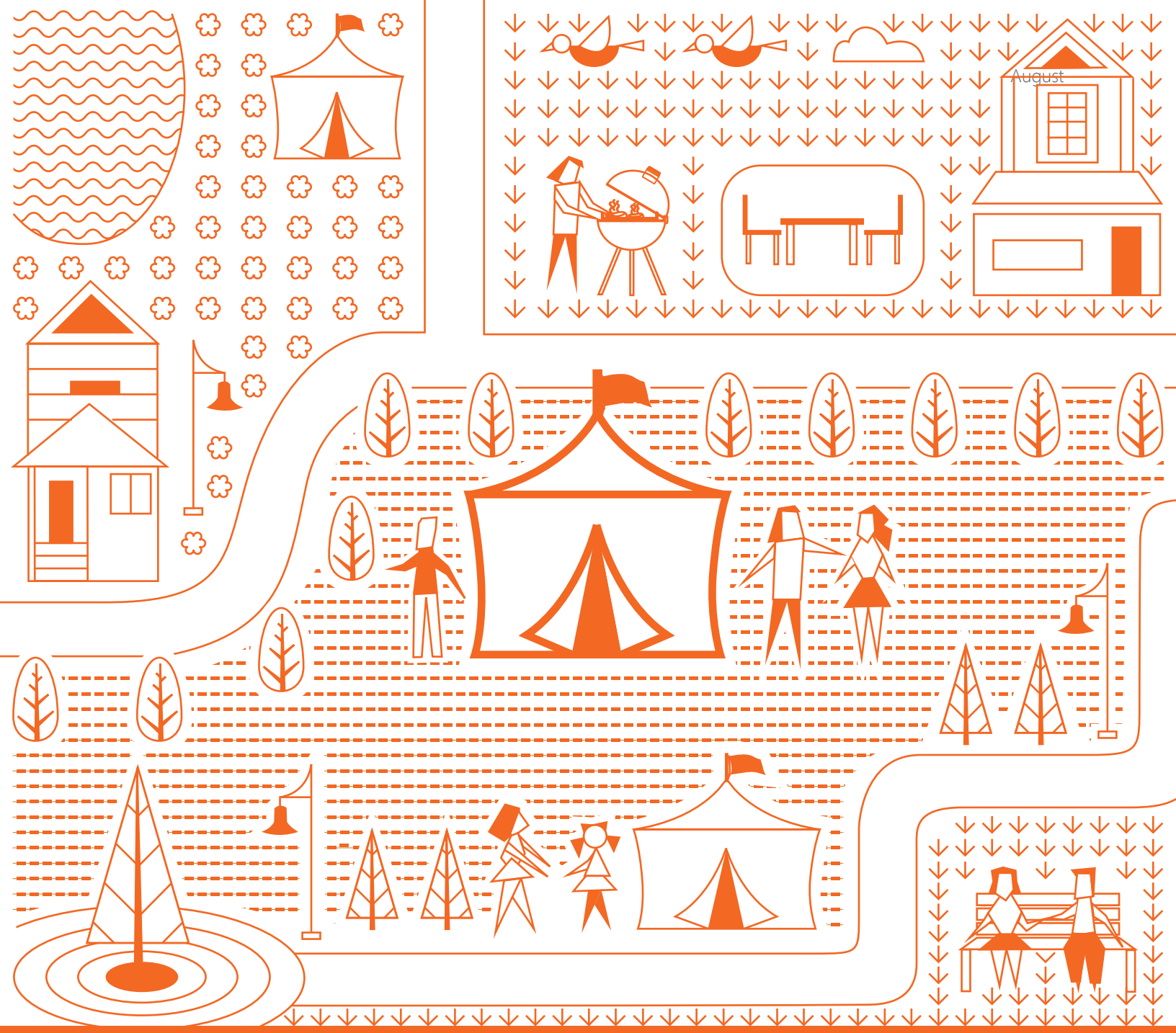
Section 4 analyzes the neighbourhood from an urban design perspective examining the surrounding context, key destinations, neighbourhood character areas, open spaces, connectivity and corridors, vehicular network, and placemaking. Recommendations of the UDA were derived from community identified issues and opportunities and consideration of urban design and planning best practices.

Section 5 states the community vision and core values that were developed with the community. The urban design framework, which builds on the community vision and core values, is also presented within this section and provides an overview of how the proposed concepts within Section 6 are interrelated. Considerations of the UDA that are out of scope for neighbourhood renewal but may be championed by other city processes are listed within this section.

Section 6 presents the proposed urban design concepts for incorporation into neighbourhood renewal efforts. Preliminary design engineering plans for neighbourhood renewal will be informed by these concepts.

Section 7 establishes a Community Traffic Management Plan that addresses resident-identified concerns of speeding and shortcutting traffic throughout the neighbourhood. Specific traffic calming measures are recommended and described in detail for key intersections related to the Urban Design Framework established in Section 5.

Section 8 outlines the next steps for neighbourhood renewal within Alberta Avenue and how budgeting and funding decisions will determine the realization of the UDA recommendations.



2 Project Context & Process

2.1 Study Area

The UDA of Alberta Avenue encompasses the area bounded by 122 Avenue to the north, 89 Street to the east, 111 Avenue to the south, and 97 Street to the west as shown in Map 1. The analysis includes local roads, collector roads, and City-owned spaces.

The analysis excludes the following locations:

- 118 Avenue: streetscape improvements have recently been completed;
- 95 Street south of 118 Avenue: defined as an arterial roadway and follows a different program for renewal, which is being coordinated separately by the City;
- 122 Avenue;
- 89 Street;
- 97 Street;
- Norwood Boulevard (111 and 112 Avenue); and
- Alleys (not part of the renewal program).

2.2 Neighbourhood Features

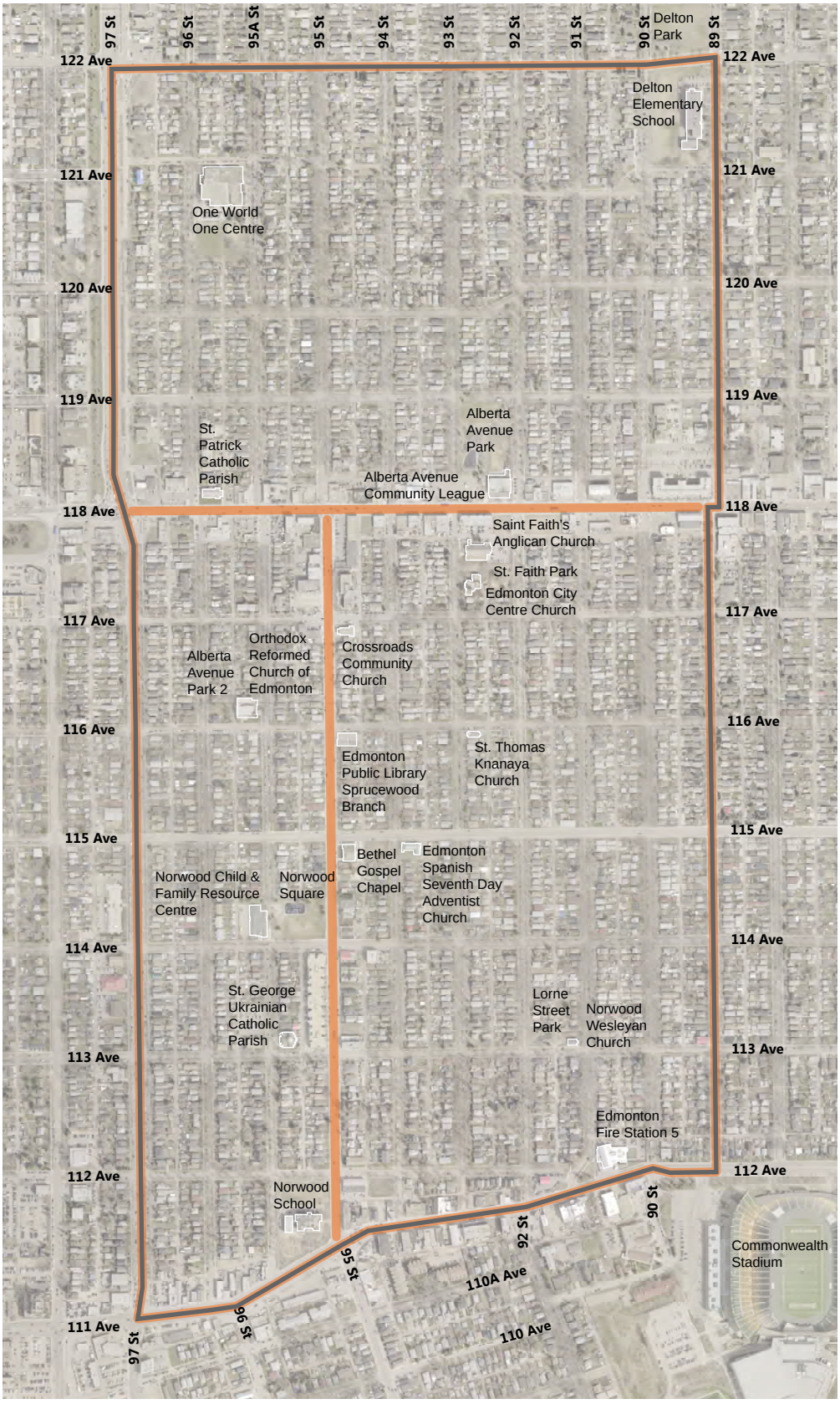
Housing within Alberta Avenue consists mainly of single-detached bungalows and two-storey homes on small lots, as well as some multiple-family and apartment dwellings. The area has seen steady revitalization efforts in recent years, with an increasing amount of low- to medium-density infill development taking place.

The 118 Avenue and 111 Avenue commercial corridors are major community destinations and also offer opportunities for infill development. Other community features include the Delton and Norwood elementary schools, One World One Centre school, and several parks and places of worship.

The 2016 Municipal Census found that the Alberta Avenue neighbourhood has a higher proportion of working-age residents than the City of Edmonton as a whole (70% aged 20-64 years, compared to 58% city-wide), as well as a higher proportion of renters (45%, compared to 37% city-wide). More of these residents take transit, walk, or bike to work (22% vs. 14%, 4.3% vs. 3.8%, and 2.6% vs. 1.0% respectively) and far fewer drive (62% compared to 74% city-wide). Residents are also less likely than the city average to speak a language other than English at home (34% compared to 49%), although there are notable populations of Cantonese and French speakers.

The Census also found that there are more single-detached properties in the Alberta Avenue neighbourhood than in the city as a whole (72% compared to 49%), and a higher proportion of neighbourhood properties are no longer in use (5% compared to 1% city-wide).

Map 1. Study Area



Alberta Avenue Neighbourhood Boundary

Roads not included within the scope of renewal

Mature Tree Canopy within the Residential Area

118 Avenue Commercial Corridor

Alberta Avenue Community Centre

Norwood Child & Family Resource Centre

Bethel Gospel Chapel

N 200m

2.3 Neighbourhood Renewal

The BGN *Charter of Public Engagement* outlines four phases within the Road Map, see Figure 1, to Building Great Neighbourhoods:

1 – Concept Phase;

2 – Design Phase;

3 – Build Phase; and

4 – Operate Phase.

The timeline for the build phase for Alberta Avenue is anticipated to last approximately 4 years, from 2019 to 2022.

Figure 1. BGN Road Map

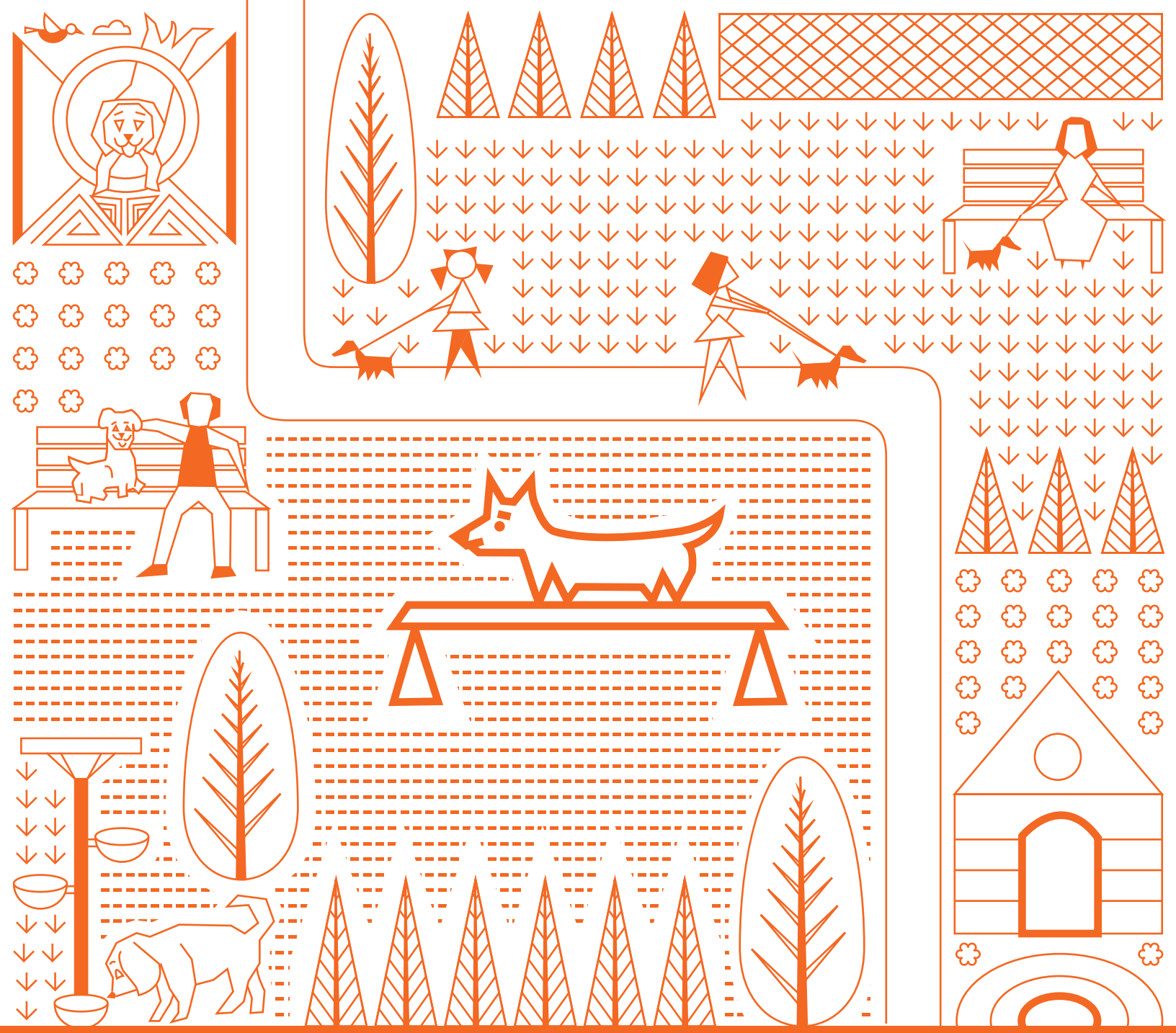
2.4 Project Approach and Process

The Alberta Avenue UDA is part of the Concept Phase set out in the BGN *Charter of Public Engagement*.

The key steps in the Concept Phase are:

- Sharing information about BGN with the community;
- Establishing a neighbourhood vision for livability and transportation;
- Analyzing neighbourhood urban design features to identify strengths and opportunities for renewal; and
- Developing a Concept Design identifying priority projects that respond to the opportunities.

Urban design concepts recommended within this UDA will inform the design of engineering preliminary plans for neighbourhood renewal implementation and future projects subject to available funding.



3 Community Input

A variety of public engagement events were hosted through the development of the UDA. Residents and business owners identified issues and opportunities, created solutions, and refined draft concepts for potential urban renewal projects. The following provides a high-level overview of each event and how feedback informed and shaped the development of the UDA.

3.1 Deep Freeze Pop-up Event

A drop-in booth was organized at the Deep Freeze Festival and project team members were present to share project background information and invite the public to the Community Walk and Ideas Workshop event. The pop-up event helped raise public awareness of the project and create community involvement during the early stages of the project.

3.2 Public Engagement Event #1: Community Walk and Ideas Workshop including Online Survey

Community members were invited to attend walking tours and brainstorming sessions with project team members to identify various issues and opportunities within the neighbourhood. An online survey was available for residents unable to attend the walking tours and brainstorming sessions to provide their feedback. Public input from the event and online survey informed the analysis of existing infrastructure and identified public realm improvement opportunities. Additionally, feedback from the event and online survey helped the project team develop a draft vision and draft core values.

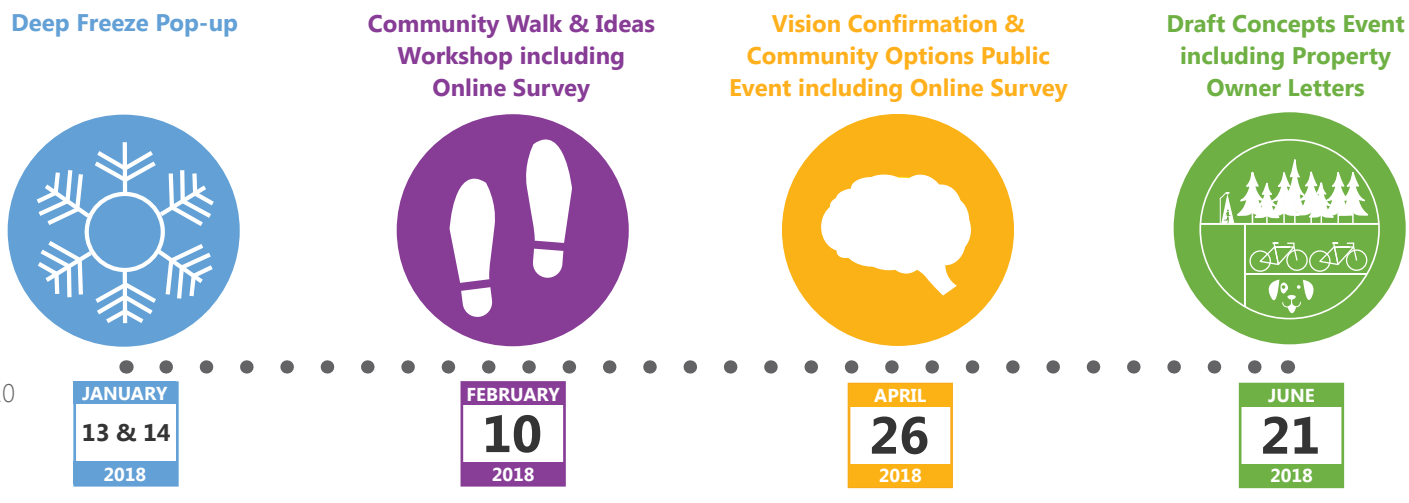
3.3 Public Engagement Event #2: Project Vision Confirmation and Community Options Public Event including Online Survey

Residents and business owners were invited to review and provide feedback on the draft vision, draft core values, and benefits and tradeoffs of potential Focus Areas to address issues and opportunities identified in the previous public engagement event. Participants indicated their level of comfort with the potential Focus Areas, suggested revisions, and provided additional feedback. An online survey was available for residents unable to attend the public event to provide their input. Feedback provided by the community was used by the project team to refine the vision and core values and to develop Focus Area Draft Concepts that balanced the benefits and tradeoffs discussion.

Between public engagement event 2 and 3, inter-departmental workshops were held to review public feedback gathered and develop informed Draft Concepts. City staff identified relevant policies, regulations, and programs that helped shape the Draft Concepts.

3.4 Public Engagement Event #3: Draft Concepts Event including Property Owner Letters

The refined vision and core values were shared with the community during the event. The neighbourhood was invited to comment on, identify their level of importance, and priority (short-, medium-, and long-term) for each potential Draft Concept. Letters were also sent to property owners that would live near a proposed concept to ensure we gathered their input. Draft Concepts were revised based on public feedback gathered, City policies and programs, and technical constraints.



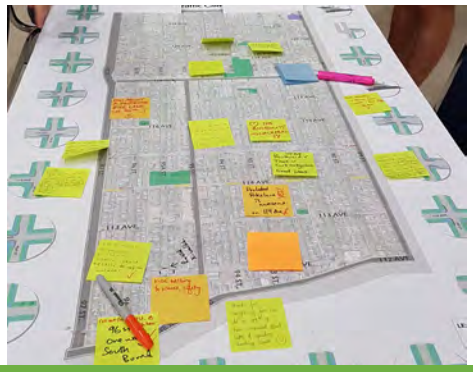

Deep Freeze Pop-up Event



Public Engagement Event #1: Community Walk and Ideas Workshop

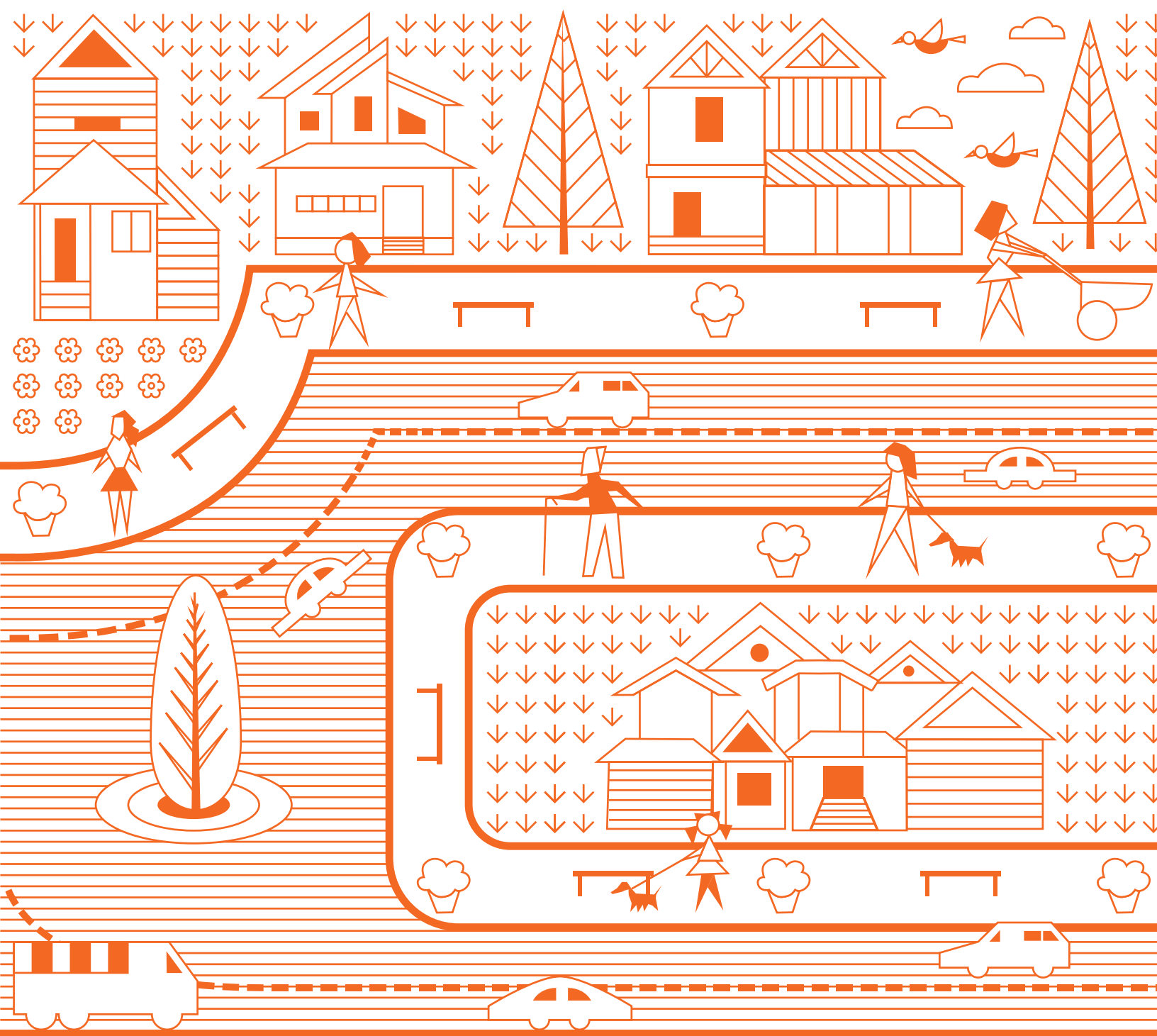


Public Engagement Event #2: Project Vision Confirmation and Community Options


Public Engagement Event#3: Draft Concepts

This page was intentionally left blank.



4 Urban Design Analysis

4.1 Urban Design Analysis Themes

Community input received throughout the project along with urban design best practices have informed the UDA. The UDA reviews the surroundings of Alberta Avenue and the neighbourhood through urban design themes. Analyzing the surrounding context of the neighbourhood helps to develop an understanding of how the neighbourhood is connected to the city as a whole.

Gaps in the existing neighbourhood conditions are identified through the following six themes. For this analysis, lighting and safety are examined within the overarching analysis themes of open spaces, connectivity and corridors, vehicular network, and placemaking.

Open Spaces

Connectivity & Corridors

Vehicular Network

Placemaking

Lighting

Safety

Below are examples of neighbourhood conditions and gaps examined through each urban design analysis theme:

Open Spaces

- Programming of parks and open spaces
- Available parks and open space amenities
- Accessible design of parks and open spaces

Connectivity & Corridors

- Travel route options to neighbourhood destinations
- Pedestrian walking routes
- Bike network connections

Vehicular Network

- Safety of streets for all users
- Speeding and shortcutting concerns
- Traffic calming measures

Placemaking

- Opportunities to reflect community identity and character
- Foster the creation of a 'sense of place'
- Public art/murals

Lighting

- Street lights conditions
- Pedestrian-oriented lighting
- Mature tree canopy preventing street lighting from reaching sidewalks

Safety

- Crime Prevention Through Environmental Design (CPTED) strategies
- Safety perceptions
- Social issues

4.2 Surrounding Context and Destinations

Analyzing the surrounding context of a neighbourhood provides insight into relationships between the neighbourhood and the city as a whole. Gaps between Alberta Avenue and the surrounding context are identified in Map 2.

Destinations

A variety of key destinations surround Alberta Avenue such as NAIT, Kingsway Mall, Royal Alexandra Hospital, Commonwealth Stadium, and Edmonton Northlands. The UDA examines the connectivity between Alberta Avenue and surrounding key destinations. Examples of key surrounding destinations are shown in the following images below.

Bike Network

Shared roadway bike routes exist throughout Alberta Avenue along portions of 119 Avenue, 93 Street, 92 Street, and 114 Avenue. Examining the surrounding bike routes of the neighbourhood reveals gaps in the connections between Alberta Avenue and the overall bike network. The following are opportunities to develop new bike routes to address gaps within the existing bike route network:

- New bike route along 119 Avenue to connect Alberta Avenue with Eastwood and the Capital Line LRT shared use path;
- New bike route along 114 Avenue to connect Alberta Avenue with the planned Spruce Avenue shared use path along 114 Avenue and 106 Street;
- Aligning the existing 93 Street bike route to 92 Street to provide a direct connection to Jasper Avenue and the river valley;
- New bike route along 96 Street to address the disconnect between the existing bike routes on 119 Avenue and on 96 Street south of 111 Avenue.

Public Transit

Alberta Avenue is serviced by bus routes that provide important connections to surrounding destinations and the LRT stations of Stadium and Coliseum. The UDA examines pedestrian and cyclist connections to public transit routes.

Vehicle Network

Main vehicle corridors through Alberta Avenue include 118 and 111/112 Avenue and 97 and 95 Street. These roads are out of scope for neighbourhood renewal efforts. However, speeding and shortcutting concerns to and from these corridors have been resident-identified. The UDA recommends traffic calming measures to address these concerns.

Surrounding Destinations

NAIT

Kingsway Mall

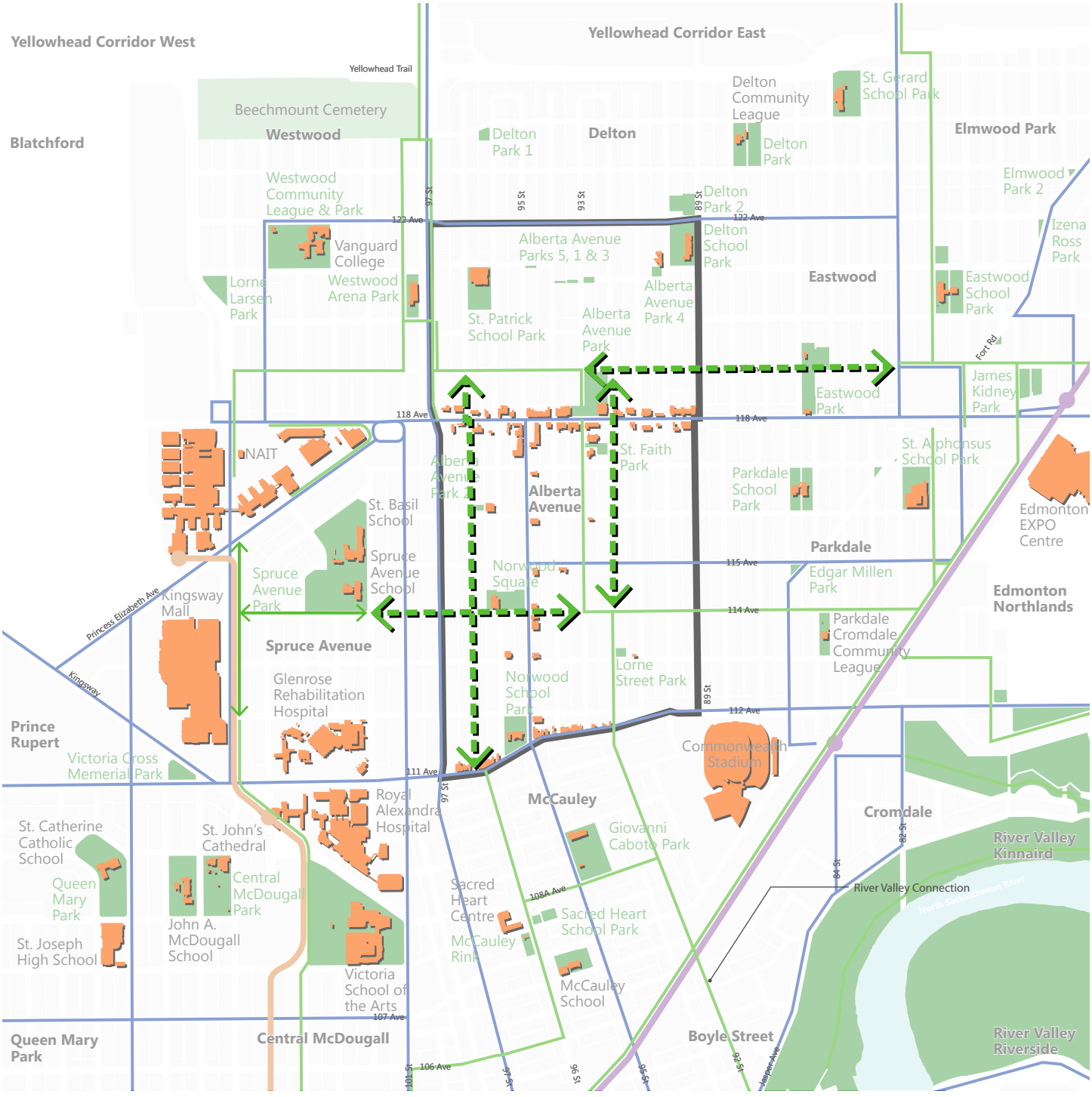
Royal Alexandra Hospital

Commonwealth Stadium

Commonwealth Community Recreation Centre

Spruce Avenue School

Map 2. Surrounding Context & Destinations



4.3 Key Community Destinations and Neighbourhood Character Areas

Neighbourhood Character Areas

Analyzing a neighbourhood from the perspective of character areas exposes the composure of the community. Neighbourhood character areas of Alberta Avenue are identified on Map 3.

Mature Residential

The majority of the neighbourhood consists of mature residential properties. A prominent feature throughout these residential areas are mature tree canopies that provide a unique sense of character. However, street lighting is often prevented from reaching sidewalks due to canopy growth during summer months. Pedestrian-oriented lights are recommended to provide sidewalk lighting unobstructed by tree canopies.

Alberta Avenue (118 Avenue Corridor)

The concentration of various commercial uses and activities, such as shops, restaurants, and festivals/events, along 118 Avenue creates a prominent neighbourhood focal point. The urban design analysis examines the connectivity from the mature residential areas to the 118 Avenue corridor.

Norwood Boulevard (111 & 112 Avenue Corridor)

Norwood Boulevard has been identified as an "Aspiring Main Street" given its unique character and potential as a more prominent commercial avenue within the neighbourhood. There is an opportunity for facade improvements and revitalization efforts along Norwood Boulevard. The urban design analysis examines the connectivity of the neighbourhood to Norwood Boulevard.

95 Street Corridor, South of 118 Avenue

The commercial corridors of 118 Avenue, 111 Avenue, and 112 Avenue are joined by the 95 Street corridor. A mix of residential, neighbourhood commercial, community uses, and places of worship are located along 95 Street. While 95 Street is out of scope for this urban design analysis, pedestrian and cyclist connections to 95 Street are examined.

97 Street Corridor

The western boundary of the neighbourhood is formed by 97 Street that serves as an important north-south vehicle corridor at a city level. Mixed residential and commercial uses are located along 97 Street. Vehicular shortcutting through the neighbourhood to and from 97 Street has been identified by residents. Traffic calming measures to address shortcutting concerns are examined in this urban design analysis.

Key Community Destinations

Identifying key community destinations can help provide an understanding of pedestrian and vehicular movement patterns. Within Alberta Avenue there are a variety of key community destinations identified within Map 3:

- Main Street Commercial;
- Educational;
- Neighbourhood Commercial;
- Places of Worship;
- Public Parks/School Playgrounds;
- Community Centres; and
- Public Service.

Some examples of key community destinations are shown in the following images.

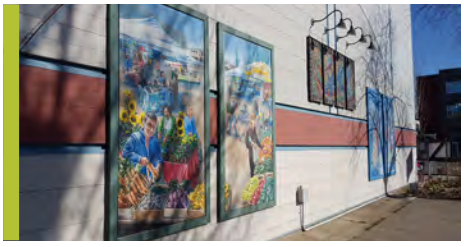
118 Avenue Main Street Commercial

Norwood School

Neighbourhood Commercial (90 St & 121 Ave)

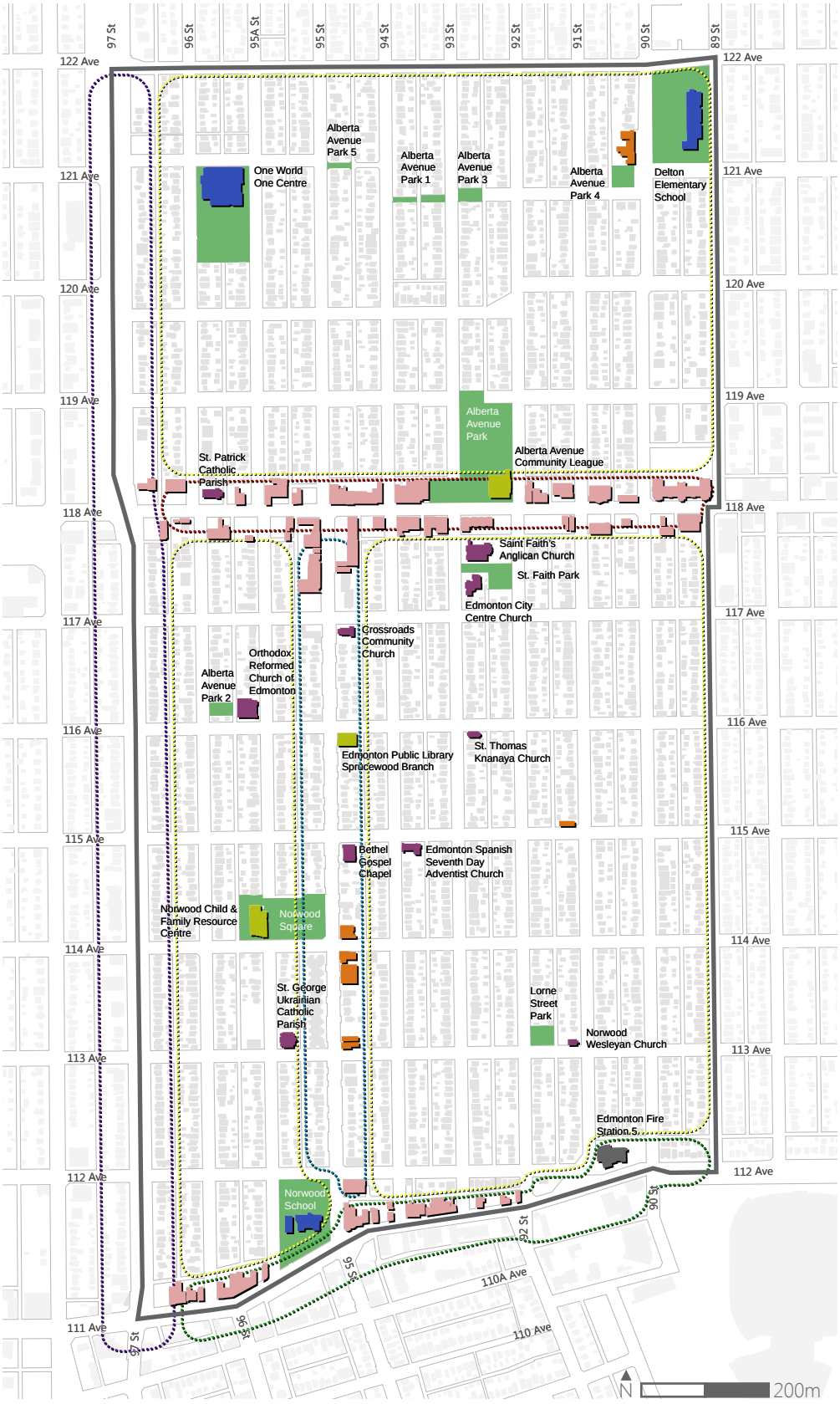
St. Thomas Knanaya Church

St. Faith Park



Alberta Avenue Community League

Map 3. Key Community Destinations and Neighbourhood Character Areas



- Alberta Avenue Neighbourhood Boundary

Neighbourhood Character Areas

- Mature Residential
- Alberta Avenue (118 Avenue Corridor)
- 95 Street Corridor
- Norwood Boulevard (111 & 112 Avenue Corridor)
- 97 Street Corridor (Mixed Residential/Commercial)

Destinations

- Main Street Commercial Destination
- Educational Destination
- Neighbourhood Commercial
- Place of Worship
- Public Park/School Playground
- Community Centre
- Public Service

4.4 Open Spaces

Open spaces within a community serve multiple purposes for various age groups. The physical design of open spaces can enable active and passive activities. It is important that open spaces meet the needs of a community including active and passive recreation, sports facilities, and social gathering areas.

Alberta Avenue contains an array of parks and open spaces, as shown in Map 4, that provide recreational amenities for all ages. Types of open spaces within Alberta Avenue range from large community and school parks/playgrounds to smaller pocket parks.

General Gaps/Observations

Fulfilling the recreational and open space needs of a diverse community like Alberta Avenue can be challenging. Identifying gaps in the parks and open space amenities available can help to address the needs of residents. Several needs and gaps in open spaces available in Alberta Avenue were identified during the UDA and public engagement process including:

Programming of Existing Parks

Several parks within Alberta Avenue seem to be underutilized and lack a defined purpose for the surrounding community.

Inadequate Pedestrian-oriented Lighting

Open spaces and parks throughout Alberta Avenue lack sufficient pedestrian oriented lighting. Along public streets, mature tree canopies during summer months prevent tall street light standards from lighting the sidewalks below. Within public parks, residents have expressed safety concerns related to the lack of lighting. There is the opportunity to install pedestrian oriented lights within various parks and along sidewalks of prioritized pedestrian corridors.

Establish Unique Park Names

Multiple parks within the neighbourhood have technical names such as Alberta Avenue Parks 1, 2, 3, 4, and 5. The opportunity exists to express community history and identity through establishing unique park names.

Drinking Water/Bottle Refill Fountains

Parks within Alberta Avenue lack drinking water/bottle refill fountains. The opportunity exists to develop a strategy for installing drinking water/bottle refill fountains in all or select public parks of Alberta Avenue.

Site Specific Gaps/Observations

1 One World One Centre Park (St. Patrick School Park)

St. Patrick School Park is one of the larger parks within the neighbourhood and provides playground structures and green space for nearby residents. The park offers the opportunity for improved sidewalk access points into the park space from the adjacent roads of 95A and 96 Street.

2 Pocket Parks

The pocket parks of Alberta Avenue Park 1, 3, and 5 provide an important east-west mid-block pedestrian connection between Delton School and the One World One Centre. There is the opportunity to strengthen and beautify this pedestrian corridor to improve the pedestrian experience.

3 Intersection of 120 Avenue and 92 Street

It was identified that this intersection creates confusion for all users. The splitting of 120 Avenue eastbound into two segments as it approaches 92 Street creates a triangular piece of open space within the right-of-way. The additional roadway space provides the opportunity for simplifying the intersection and creating additional green space to support the Way We Green (City Policy).

4 Alberta Avenue Park 4

Alberta Avenue Park 4 is comprised of two legal lots zones as Public Parks Zone (AP). The opportunity exists to consolidate the two existing legal lots to prevent impacts to future park development opportunities.

5 St. Faith Park

The shape of St. Faith Park is an 'L' with exposure on both 92 Street and 93 Street and is adjacent to two places of worship and residential properties. While a playground structure is located in the park, other areas of the park do not seem to be utilized or have a purpose. The opportunity exists for redesigning St. Faith Park to address the recreational amenity needs of the community.

6 Alberta Avenue Park 2

Similar to St. Faith Park, Alberta Avenue Park 2 backs onto a place of worship and is bordered by two residential properties. The park has very few features or amenities that would identify it as a park to the average person passing by. The opportunity exists to redesign the park to provide a unique recreational amenity that is currently not provided within the neighbourhood.

7 Lorne Street Park

Unlike St. Faith Park and Alberta Avenue Park 2, Lorne Street Park has a distinct purpose with playground structures for children. Public concerns have been expressed regarding the safety of the park in the evening hours due to the presence of undesirable activities. The opportunity exists to increase the safety of Lorne Street Park through enhanced pedestrian-oriented lighting and tree pruning.

8 112 Avenue Connection to 91 Street

The sidewalk connection from 112 Avenue to 91 Street is too narrow to accommodate both pedestrians and cyclists. The opportunity exists to create a new pocket park at the dead-end of 112 Avenue where it meets 91 Street with enhanced sidewalk connections.

Map 4. Open Spaces

- Alberta Avenue Neighbourhood Boundary
- Pocket Park
- Urban Village Park
- School & Community Park
- # Site Specific Gaps/Observations

Alberta Avenue Park 3

St. Faith Park

Alberta Avenue Park 2

Lorne Street Park

4.5 Connectivity and Corridors

The concept of neighbourhood connectivity describes how well a neighbourhood provides a choice of routes and travel modes for getting from place to place. Good connectivity is based around a network of nodes and corridors. Nodes are community destinations (such as shops, parks, and community centres), while corridors are the linear public spaces that connect them (such as streets and pathways). Corridors are focused on transportation but might also have destinations alongside them--consider the dual role that 118 Avenue plays as both a corridor and a node of commercial and community activity. Providing more corridors between nodes, and ensuring they are attractive and safe to use, can improve neighbourhood connectivity.

Good connectivity is also influenced by the orientation and size of street blocks. Shorter blocks tend to offer more route choices and a more visually appealing streetscape. Breaking up longer blocks through the use of mid-block crossings can also improve safety and connectivity for pedestrians.

Key corridors in the Alberta Avenue area are shown on Map 5. Block typologies in the neighbourhood are illustrated on Map 6.

4.5.1 Sidewalks and Bike Routes

119 Avenue
This corridor is a major east-west pedestrian route, connecting the neighbourhood through Alberta Avenue Park. West of the park, it is an existing bike route that connects to other north-south routes. This corridor offers an opportunity to improve east-west pedestrian and cycling facilities and to enhance connectivity through the park.

On the north side of the avenue, between 96 and 97 Street, there is an opportunity to enhance the pedestrian experience by converting the existing monowalk (where the sidewalk is directly adjacent to vehicle travel lanes) to a boulevard sidewalk (where the sidewalk is separated from traffic by a landscaped area that may include street trees).

92 Street
This corridor provides a north-south pedestrian route along the boundaries of Alberta Avenue Park, St. Faith Park and Lorne Street Park. South of 114 Avenue, 92 Street offers an existing on-street cycling route that shifts to 93 Street between 114 and 119 Avenue. This corridor offers an opportunity to enhance pedestrian and cycling facilities to improve connectivity to destinations and other travel corridors throughout the neighbourhood, as well as to downtown.

96 Street
This corridor is a north-south local Street running parallel to the major 97 Street arterial, and provides comparable connections to east-west corridors. It offers an opportunity to provide enhanced pedestrian and cycling facilities and route connections in a lower-traffic environment.

115 Avenue
This corridor is designated a Residential Collector and is a significant east-west travel route offering wide vehicle travel lanes and basic pedestrian infrastructure with minimal separation from traffic. It offers an opportunity to enhance the pedestrian environment. In particular, along the length of the corridor, there is an opportunity to convert the existing monowalk on both sides of the road to a boulevard sidewalk, to improve pedestrian comfort and safety.

114 Avenue
This corridor currently provides an east-west cycling connection east of 93 Street. There is an opportunity to extend and enhance the existing connection across the full width of the neighbourhood, including to Norwood Square, and to improve linkages to other local cycling routes, including to the new facility along 114 Avenue in Spruce Avenue.

121 Avenue
Two segments of this Avenue are currently linked informally by alleyways, providing an east-west pedestrian connection in the northern portion of the neighbourhood. There is an opportunity to formalize pedestrian linkages and facilities in the general area to enhance user safety and comfort. In particular, there are opportunities to add new sidewalks on the south side of the Avenue between 89 and 92 Street, and on the north side of the Avenue between 90 and 91 Street and 95 and 97 Street. As indicated on Map 5 (see page 23), sidewalk design on the south side immediately east of 92 Street will need to either incorporate or remove the eight existing coniferous trees within the city right-of-way. There is also an opportunity to convert the existing monowalk on the south side between 95 and 97 Street into a boulevard sidewalk, to increase pedestrian comfort. As indicated on Map 5 (see page 23), this conversion may require the relocation of the existing fire hydrant between 96 and 97 Street.

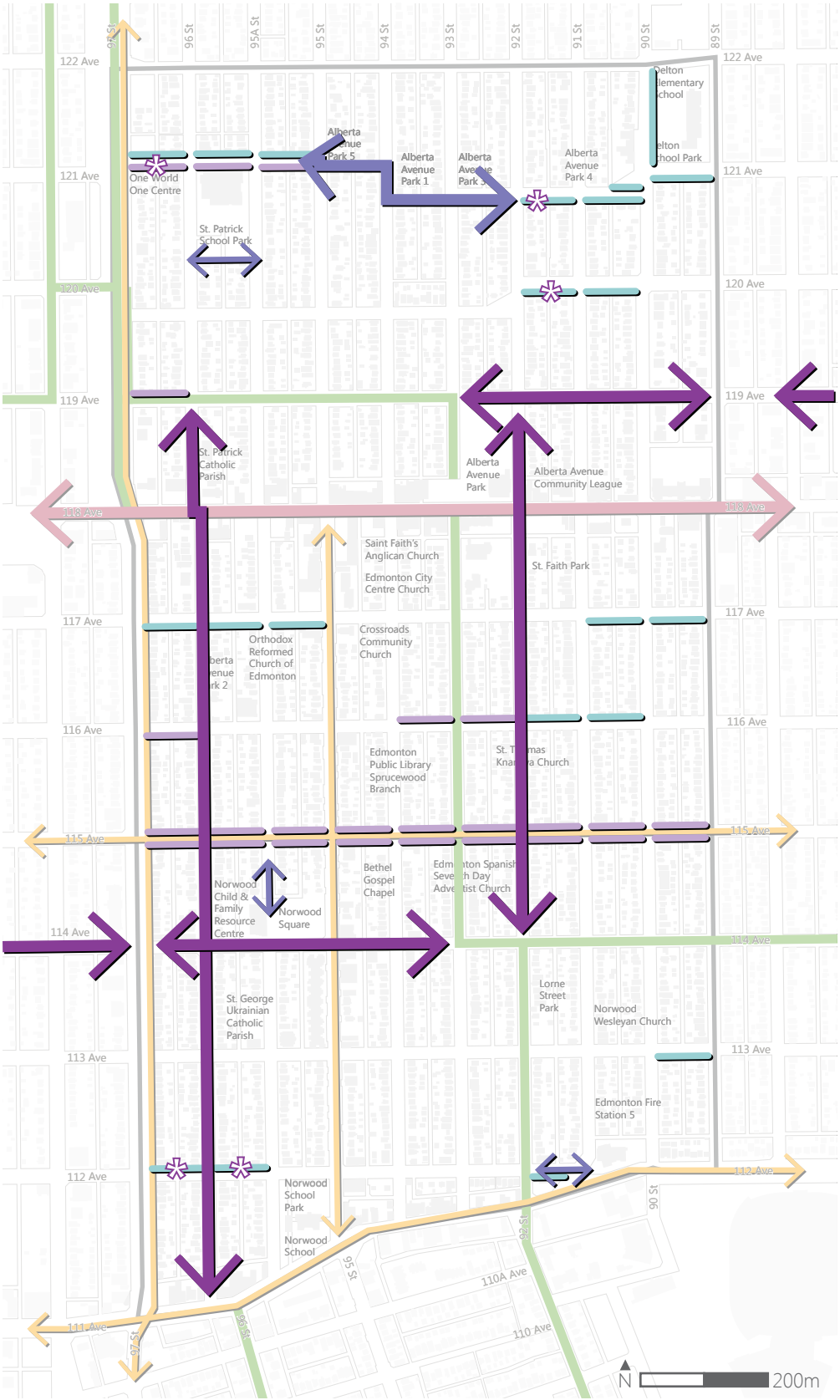
120 Avenue
New sidewalks on the south side between 90 and 92 Street. As indicated on Map 5 (see page 23), a meandering sidewalk may be required between 91 and 92 Street due to existing mature trees, and coordination with adjacent property owners regarding driveway and walkway access will be needed.

117 Avenue
New sidewalks on the south side between 89 and 91 Street and 95 and 97 Street.

116 Avenue
New sidewalks on the north side between 90 and 92 Street. Convert the existing monowalk to a boulevard sidewalk on the north side between 92 and 94 Street, and on the south side between 96 and 97 Street.

113 Avenue
New sidewalk on the south side between 89 and 90 Street.

Map 5. Connectivity and Corridors



- Alberta Avenue Neighbourhood Boundary
- City Level Corridor
- Corridors
- Existing On-street Bike Route
- Missing Sidewalks
- Opportunity for converting Monowalk to Boulevard Sidewalk
- Missing Bike Network Connections
- Missing Pedestrian Connections
- Technical Constraints (to be reviewed further to determine constructability)

114 Avenue

96 Street

92 Street

112 Avenue
New sidewalks on the south side between 91 and 92 Street, and on the north side between 95A and 97 Street. As indicated on Map 5 (see page 23), a narrow and/or meandering sidewalk may be needed between 95A and 97 Street due to the presence of existing mature trees, as well as relocation of existing fire hydrants and consultation with property owners regarding driveway and walkway access.

Note:
Opportunities for new sidewalks identified should be explored in more detail during preliminary design. Where possible, 1.8 metre sidewalks should be provided except in specific areas where the available space is constrained by mature trees, other infrastructure, or roadway dimensions. In these cases, a reduced sidewalk width may be required. New sidewalks in the design concept are always recommended to include boulevard space separating the sidewalk from vehicle travel lanes, to enhance pedestrian safety and comfort. It is also noted that roadway widths on local roads in Alberta Avenue are approximately 8.0m from curb to curb, which is considered narrow, and are often constrained by mature trees, infrastructure, and existing development. These conditions limited the range of design concepts that could be considered in this UDA.

4.5.2 Urban Block Typologies
Analyzing the size and orientation of urban blocks helps to identify barriers and corridors for pedestrian and vehicular connectivity. Smaller blocks enable better connectivity by providing a higher level of permeability. From a pedestrian perspective, more engaging experiences typically exist along public roads with smaller block sizes due to more visual variety in the built form.

Larger blocks pose challenges for pedestrian and vehicular permeability within an urban fabric. Pedestrian connectivity is impacted by larger blocks often resulting in indirect or longer routes to surrounding destinations. Mid-block sidewalk connections through larger blocks increase pedestrian connectivity and support walkability within a neighbourhood.

Gaps/Observations
Within Alberta Avenue there are three typologies of blocks:

- Small (~112.0m x ~79.0m);
- Medium (~152.0m x 79.0m); and
- Large (~221.0m x 79.0m).

Blocks Fronting Avenues
A unique feature within the neighbourhood is blocks with frontages onto Avenues as identified on Map 6. Buildings on these blocks are orientated towards the Avenues creating active and visually interesting frontages. The majority of these frontages are located along the commercial corridors of 118 Avenue and 111/112 Avenue. Other locations of these frontages exist within the residential area of the neighbourhood. The pedestrian environment along these frontages will be enhanced through the base level neighbourhood renewal improvement of 1.8m wide sidewalks, where possible and within scope.

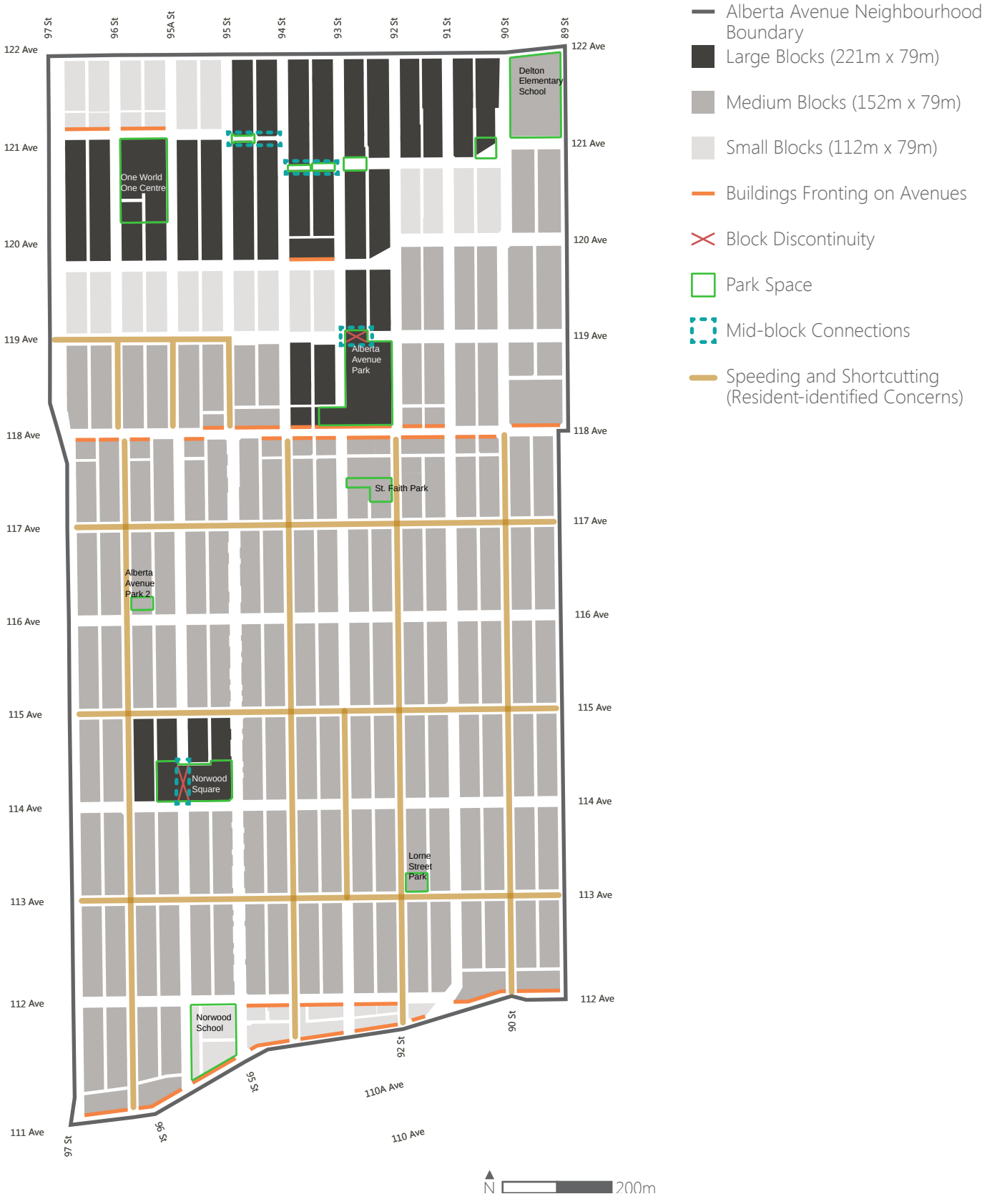
121 Avenue Mid-block Connections
The majority of the larger blocks are within the northern portion of the neighbourhood. Examining these larger blocks reveals narrow mid-block east-west right-of-ways between 95 Street and 92 Street that are dedicated as park space. Sidewalks exist within these mid-block passages creating an east-west pedestrian corridor connecting the One World One Centre to Delton School. The opportunity exists to enhance this east-west pedestrian connection through raised crosswalks and improved sidewalks.

119 Avenue Mid-block Connection
An existing sidewalk along the northern edge of Alberta Avenue Park enables pedestrian movement through the park connecting the east and west segments of 119 Avenue. This mid-block connection poses challenges for accommodating both pedestrian and cyclist movement. The width of the existing sidewalk is constrained by a fence to the north and existing mature trees to the south. The opportunity exists to develop an east-west pedestrian and cyclist connection with a shared use path through Alberta Avenue Park.

95A Street Mid-block Connection
Between Norwood Square and the Norwood Child and Family Resource Centre there is an opportunity to enhance the existing mid-block connection. The existing sidewalks along 95A Street, north of the Norwood Child and Family Resource Centre, do not provide a direct or accessible route to the mid-block connection. Sidewalks along 95A Street can be extended south to join the mid-block connection and provide improved accessibility for pedestrians and cyclists.

Speeding and Shortcutting
The majority of blocks within Alberta Avenue are of a medium size providing a highly permeable block network facilitating ease of north-south and east-west movement. This highly permeable block network provides various options for pedestrian connectivity. However, vehicle shortcutting and speeding through the neighbourhood is also enabled by this block network. Resident-identified speeding and shortcutting concern areas within the neighbourhood are shown on Map 6. The opportunity for traffic calming measures exists along these identified Streets and Avenues.

Map 6. Existing Urban Block Typologies



4.6 Vehicular Network

Vehicle access in the Alberta Avenue neighbourhood is structured around a hierarchy of roadway types and associated parking facilities.

4.6.1 Street Hierarchy

97 Street, 112 Avenue and 118 Avenue are designated Class C arterials (truck routes) and are intended to accommodate heavy vehicles and higher volumes of through traffic. 95 Street is a Class D arterial which accommodates through traffic but is not a truck route. 90 Street, 115 Avenue and 122 Avenue are identified as collector residential, offering a transition between local streets and higher-volume arterials. The Streets of 94 and 92 near 112 Avenue are classified as local commercial streets. The remaining streets in the neighbourhood are designated local residential, designed primarily to accommodate the volumes and type of traffic generated by local residents. 119 Avenue, a local residential street, is divided by a median between 89 Street and 91 Street and between 94 Street and 95A Street.

4.6.2 Speeding and Shortcutting Concerns

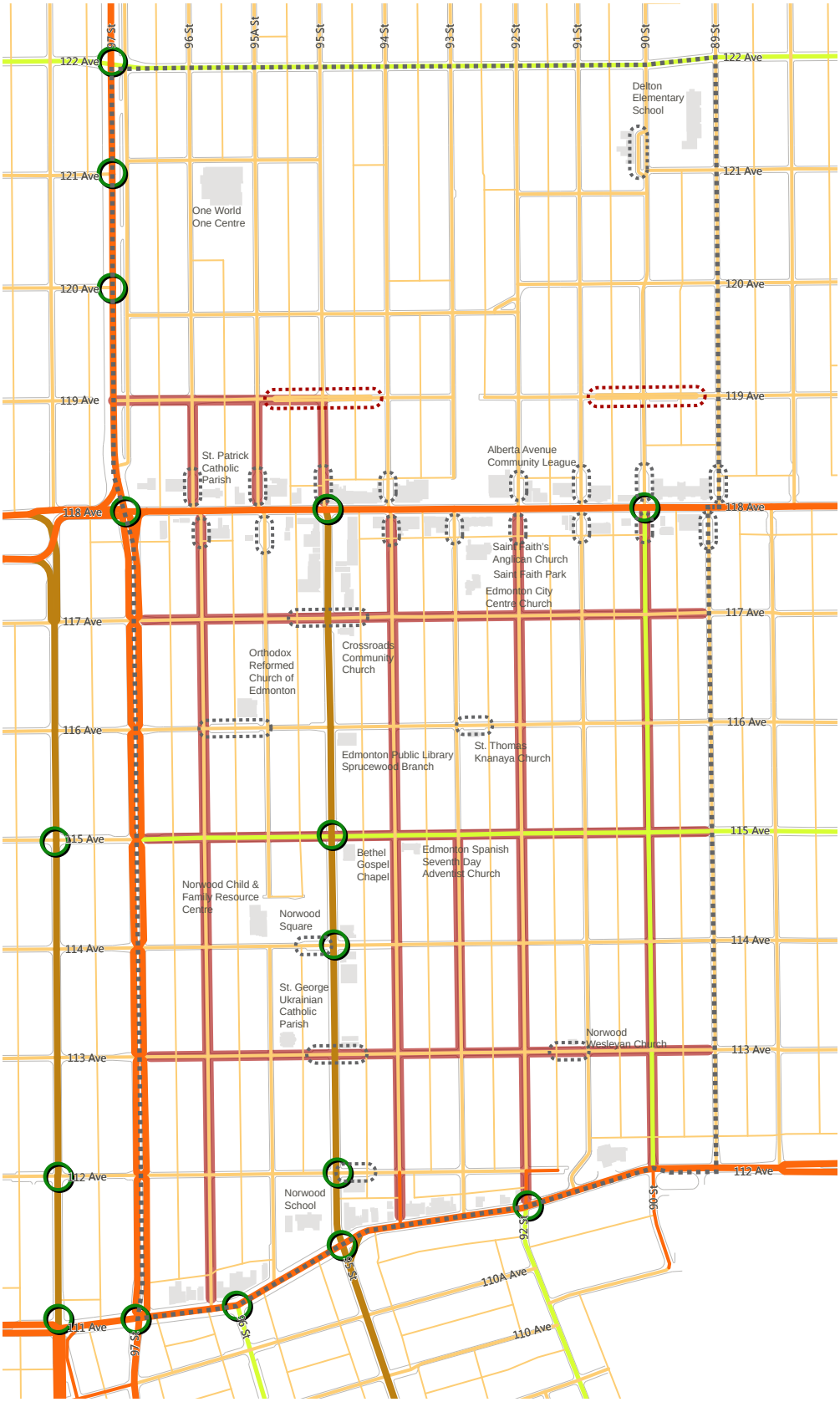
During consultation, speeding and shortcutting were identified as issues on local streets throughout the neighbourhood as depicted on Map 7 (see page 27). Potential traffic calming measures to address these concerns were presented to residents during the "level of comfort" exercise at the Project Vision Confirmation and Community Options Public Event in April 2018. Residents indicated they were relatively comfortable with raised crosswalks and curb extensions to improve pedestrian visibility, and raised intersections and mini-roundabouts to manage the speed of vehicle traffic. However, residents indicated a lack of comfort with raised medians through intersections and full road closures.

The choice of traffic calming measures will be influenced by the concerns to be addressed at specific locations and residents' level of comfort with particular measures. They must also consider the street hierarchy and the objectives of each type of street. For example, appropriate speed reduction measures on a collector road, which is intended to provide access to higher-capacity roads, will be different than those on a local street that is intended to be used primarily by residents. Modifications to arterial roads in the Alberta Avenue neighbourhood are outside the scope of this project.

Traffic Median along 119 Avenue

96 Street - Local Residential Street

Map 7. Vehicular Network



- Alberta Avenue Neighbourhood Boundary
- Local Residential
- Local Commercial
- Collector Residential
- Arterial Class C (Truck Route)
- Arterial Class D (Non-Truck Route)
- Alley
- On-street Parking Bulb
- Curbline
- Centre Median
- Key Destinations
- Crosswalks with Signals
- Speeding and Shortcutting (Resident-identified Concerns)

119 Avenue

114 Avenue

N 200m

4.6.3 On-Street Parking

Alberta Avenue's rigid grid of streets and avenues and the prevalence of rear detached garages means the neighbourhood could be well supplied with on-street parking stalls for residents and visitors alike. However, several features of the neighbourhood and the surrounding area have influenced the layout and placement of parking. Including classification of some roadways as arterials, changes in local roadway widths and disruption of local areas near Commonwealth Stadium. Parking in the area can broadly be divided into five parking categories, as depicted on Map 8.

On-street Parking with no Restrictions

Areas without parking restrictions tend to be too far from major events or other facilities to disrupt parking for residents. In Alberta Avenue, these areas are found north of 118 Avenue and generally west of 95 Street. An example of on-street parking with no restrictions along 96 Street is shown below in the left image.

No On-street Parking

No on-street parking areas are often located where there is a lack of space to accommodate both travel lanes and parking lanes on local roads or where on-street parking would not be appropriate given the amount and speed of vehicle traffic. No on-street parking areas are also based on past community led initiatives to implement on-street parking bans. An example of a restricted on-street parking area along 114 Avenue is shown below in the right image.

Event Parking Restrictions

The areas within a short walking distance of Commonwealth Stadium are available for on-street parking by both residents and visitors whenever there is not an event underway. Parking is maintained for local residents during stadium events through a parking management system.

Rush Hour Parking Restrictions

118 Avenue is subject to on-street parking restrictions during peak traffic periods throughout the week.

Timed Restrictions

A small number of on-street stalls near some commercial areas have time restrictions on their use to encourage those stalls as short-stay business parking.

Parking Concerns

Consultation with residents identified some areas of parking concern, including a desire for more parking in the area around the commercial node at 117 Avenue and 95 Street, at One World One Centre, and near Alberta Avenue Park. Some residents indicated that parking is less important along 115 Avenue, and that it should be limited along 96 Street to address parking impacts associated with the hospital.

Considerations for Urban Design Concepts

Recommended urban design concepts involving roads include considerations for existing parking conditions. Where existing on-street parking is proposed to be removed, justification is provided in relevant concept descriptions (see Section 6). Alternatives for maintaining existing capacity of on-street parking is also explored in relevant urban design concepts.

On-street Parking along 96 Street

On-Street Parking Restriction Area along 114 Avenue

Map 8. On-Street Parking

- Alberta Avenue Neighbourhood Boundary
- Key Destinations
- Parks
- On-street Parking Bulb
- On-street Parking (No Restrictions)
- No On-street Parking
- Event Parking Restrictions
- Rush Hour Parking Restrictions
- Timed Restrictions

4.7 Placemaking

Placemaking refers to projects that can be used to reflect the character of the community as identified by residents. These projects can help create a 'sense of place' for enjoyment of all age groups to which people are attracted, and feel safe and comfortable. Successful placemaking can be achieved in a variety of ways to address site-specific issues and challenges.

Dependant on the issues and challenges of a particular area, the objectives of placemaking interventions may include:

- Resolving safety concerns/perceptions;
- Expressing community identity;
- Beautifying an area;
- Increasing pedestrian activity; and
- Programming/maximizing the potential of a space.

The following are three approaches to placemaking[1]:

- Strategic placemaking;
- Tactical placemaking; and
- Creative placemaking.

Strategic Placemaking:

Aims to create desirable locations for people through influencing land uses and physical forms. Attributes of strategic placemaking include:

- Gathering spaces/seating areas;
- Parks and pathways;
- Mixed-uses;
- Pedestrian-friendly design; and
- Access to public transit.

Tactical Placemaking:

Involves quick and minimal cost projects that activate spaces through minor interventions. Examples of tactile placemaking projects include:

- Placing movable patio tables and chairs on sidewalks adjacent to businesses or within public areas;
- Hosting events/festivals and programming public parks and plazas; and
- Providing pedestrian oriented lighting features in public areas.

Creative Placemaking:

Expresses art and culture through partnerships between community stakeholders (residents, city representatives, and business owners) that alter social opportunities and physical forms of spaces. Examples of creative placemaking include:

- Public art installations (temporary or permanent);
- Addition of music/instruments in public plazas; and
- Interactive activities and events.

Alberta Avenue celebrates arts and culture through events such as the Kaleido Family Arts Festival and the Deep Freeze Festival. Hosting these events fosters the creation of a sense of place and placemaking. Other types of placemaking exist within the neighbourhood through multiple murals and artistic streetscaping elements along 118 Avenue.

Gaps/Observations

Within Alberta Avenue there are various opportunities for additional strategic, tactical, and creative placemaking projects within open spaces, gathering areas, along streets, and adjacent to businesses.

Nodes

Nodes are areas of concentrated activities and uses that are distinctly different than their surroundings. Typical nodes may include destinations such as school zones, parks, community centres, places of assembly, and areas with similar community amenities. Placemaking opportunities exist within nodes throughout Alberta Avenue as shown in Map 9. The addition of placemaking elements to nodes creates desirable, attractive, and community-oriented spaces.

Historical Significance

Being one of Edmonton's older neighbourhoods, there is a significant amount of heritage properties and history within Alberta Avenue. Placemaking opportunities exist to develop information plaques and public art that reflect the historical significance of the neighbourhood.

Placemaking Opportunities

1 Neighbourhood Plaza (121 Ave and 90 St)

The sidewalk and street adjacent to the mixed-use buildings, northwest of the intersection of 121 Avenue and 90 Street, could be designed to achieve placemaking objectives. A programmable pedestrian-oriented space could be designed to celebrate the neighbourhood scale of existing commercial uses. Creating a wider sidewalk/plaza would enable businesses to use the space for patios or events.

2 Alberta Avenue Park 3

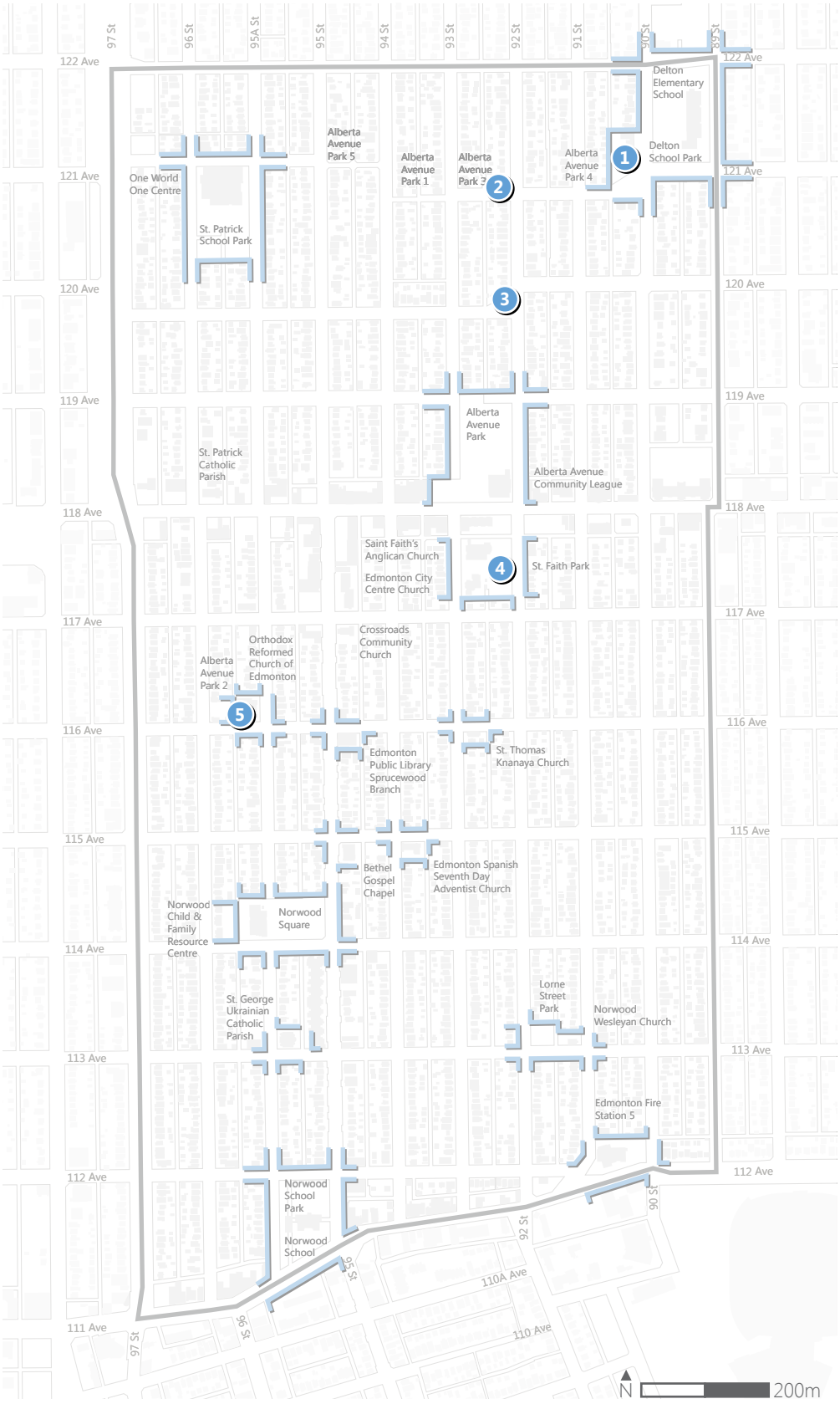
The opportunity exists for the installation of a public art element within the proposed eastern expanded area of Alberta Avenue Park 3. The art installation could take the form of a sculpture/ statue that would serve as a focal point/entrance into the park.

3 New Pocket Park (120 Ave and 92 St)

There is an opportunity to include a public art/wayfinding component within the potential pocket park at the intersection of 120 Avenue and 92 Street. The public art/wayfinding element should be of an appropriate scale for a neighbourhood context.

[1] *Michigan State University's Placemaking Guidebook - Placemaking as an Economic Development Tool*

Map 9. Placemaking



Alberta Avenue Neighbourhood Boundary

Nodes

Placemaking Opportunity

Neighbourhood Plaza (121 Ave and 90 St)

Alberta Avenue Park 3

New Pocket Park (120 Ave and 92 St)

St. Faith Park

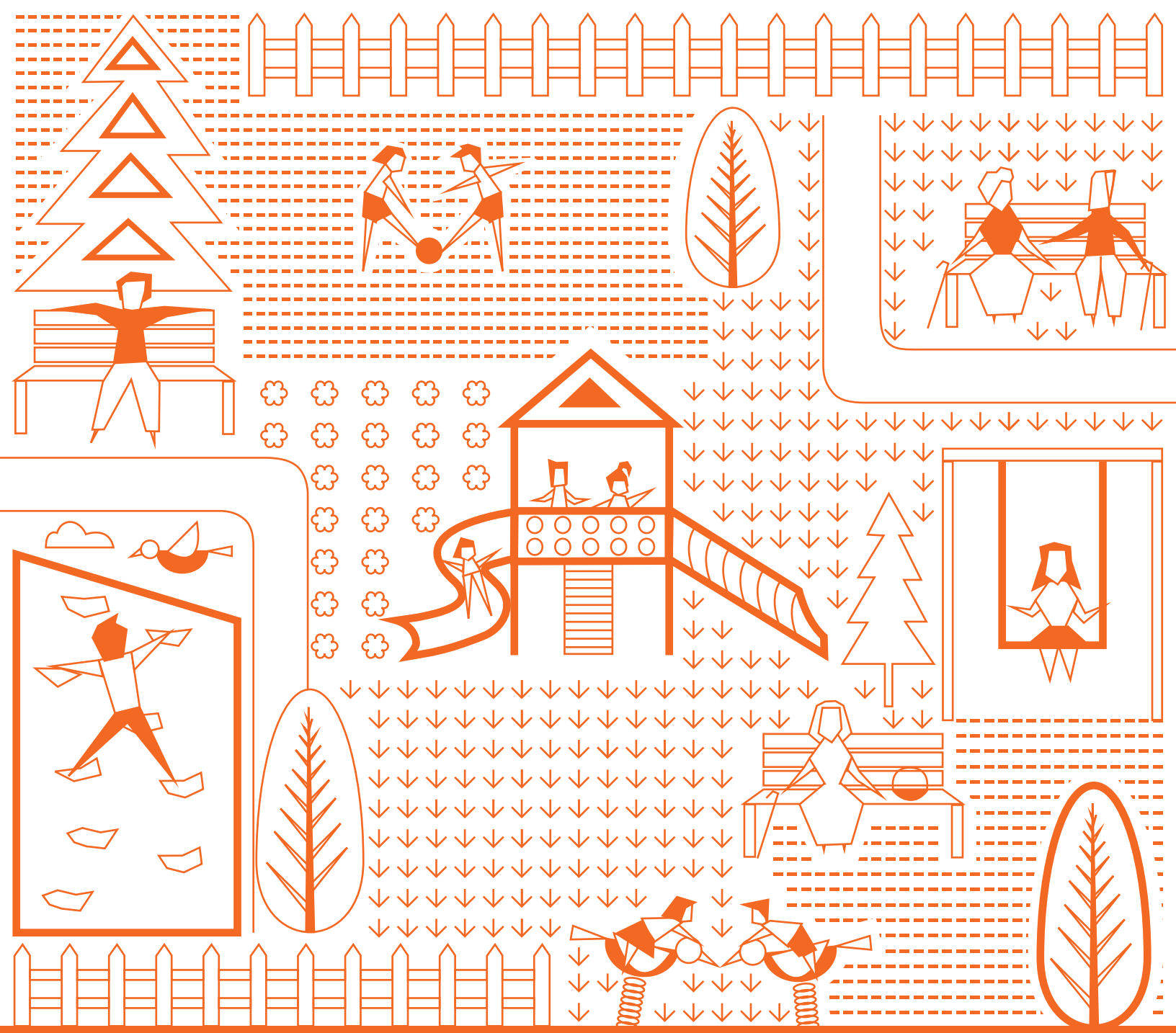
Alberta Avenue Park 2

4 St. Faith Park

A redesign of St. Faith Park provides the opportunity for including placemaking elements that would help create a unique sense of place. Placemaking elements could include water fountains, art installations, or information plaques.

5 Alberta Avenue Park 2

The opportunity exists to develop a mural along the rear wall of the Orthodox Reformed Church of Edmonton that faces into Alberta Avenue Park 2. A mural along this rear wall would create visual interest within the park and help create a sense of place.



5 Community Vision, Core Values, and Urban Design Framework

The following Community Vision and Core Values were developed through the public engagement process. The Vision provides a short description that sets the direction for the community's future livability. The Core Values provide ideas which inform how the Vision is applied to neighbourhood design.

Public knowledge on issues and opportunities for Alberta Avenue was received at the Community Walk and Ideas Workshop Event held in February 2018 and through the survey following. This feedback informed the development of the Draft Community Vision and Core Values. At the Vision Confirmation and Community Options Event held in April 2018, the Draft Community Vision and Core Values were shared with the public. During this event and within the survey following, residents were asked what they liked about the Draft Community Vision and Core Values and what needed to be changed. This feedback was used to refine the Community Vision and Core Values. The following Community Vision and Core Values were shared with the public at the Draft Concepts Event held in June 2018.

5.1 Community Vision

"Neighbourhood renewal in Alberta Avenue will build a safe and accessible community, for all ages, abilities and incomes. We welcome everyone and will make it easy for people to walk and bike, get to places in the neighbourhood, and gather to visit and play."

5.2 Core Values

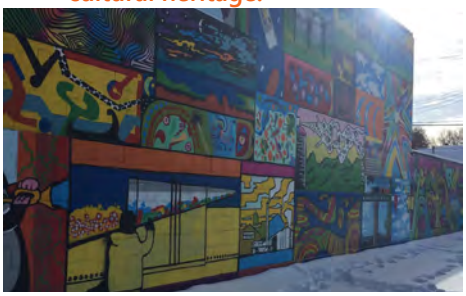
1 Walking and barrier-free accessibility.

2 Having viable options to walk, bike and use transit.

3 Gatherings and festivals including Deep Freeze and Kaleido.

4 Being part of an inclusive and diverse community.

5 Celebrating the unique community identity and mix of cultural heritage.



6 Keeping with the unique character of heritage homes and mature trees.

7 Making the most of parks and green spaces.

8 Encouraging positive opportunities and community-building.

9 Visiting amenities, shops, cafes and restaurants.

10 Limiting harmful impacts from crime and improving safety at all times of day.

11 Preserving and enhancing the natural environment.

5.3 Urban Design Framework

Building on the Community Vision and Core Values, the Urban Design Framework (UDF), illustrated in Map 10, shows the interrelationships between all recommended urban design concepts. Issues and opportunities identified by the public and gaps identified through this UDA are balanced in the overall UDF. Recommended urban design concepts of the UDF are explained in detail within Section 6.

Urban Design Principles

The following urban design principles were informed by the Core Values. The UDF implements these urban design principles to achieve the Community Vision.

1. Improve walkability and accessibility throughout the neighbourhood by prioritizing pedestrian safety and convenience. (Core Values 1, 2, and 10)

New boulevard sidewalks are recommended at multiple locations where monowalks exist or where no sidewalks exist. The new pathway connection through Alberta Avenue Park 3, raised crosswalks between Alberta Avenue Parks 1, 3, and 5 and special crosswalk treatments (raised or stamped/coloured asphalt) along the length of 92 Street would encourage walkability and support accessibility for all individuals. These enhancements would be in addition to the base level neighbourhood renewal improvements of the wider sidewalk standard of 1.8m, where possible, and curb ramps at all intersections across the neighbourhood.

2. Strengthen access to public parks through enhanced pedestrian and active transportation connections to existing and future public parks. (Core Value 2)

The proposed bike route and prioritized pedestrian corridor along 92 Street would connect Lorne Street Park, St. Faith Park, and Alberta Avenue Park. This connection would provide an enjoyable pedestrian experience through crosswalk treatments (raised or stamped/coloured asphalt) that prioritize pedestrian movement and an established bike route connection. Additional sidewalks into and through St. Patrick School Park, Alberta Avenue Park 2, St. Faith Park, and Norwood Square would improve pedestrian access.

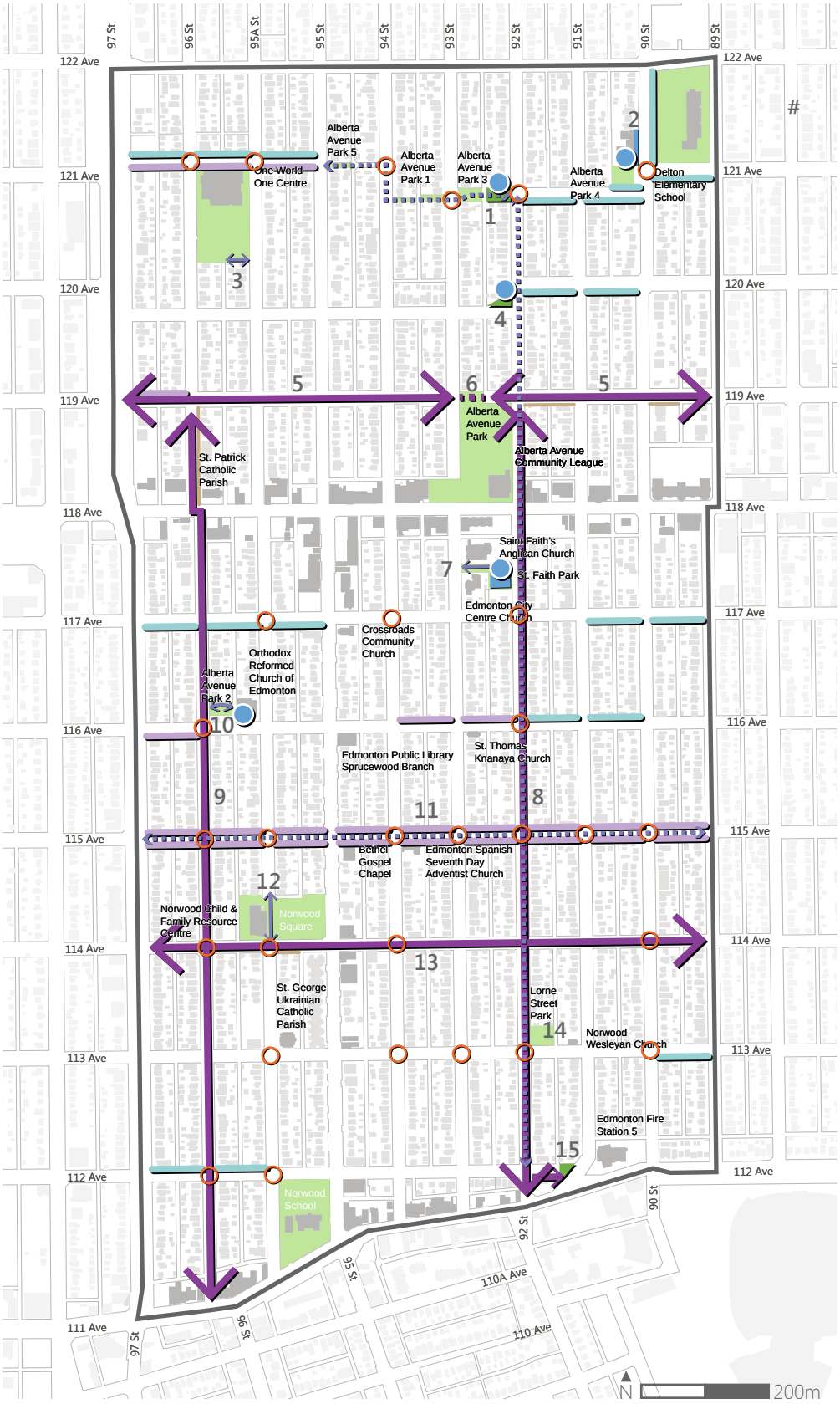
3. Enhance the bike network connectivity within and surrounding the neighbourhood. (Core Value 2)

Aligning the 93 Street bike route along 92 Street within the neighbourhood would strengthen the connection to the 92 Street bike route south of 111 Avenue leading to Jasper Avenue and the North Saskatchewan River Valley. Developing a bike route along 96 Street within the neighbourhood would connect the existing 119 Avenue bike route to the 96 Street bike route south of 111 Avenue leading to downtown. Proposed bike routes along 119 Avenue and 114 Avenue would enhance the east-west connectivity of the bike network to the surrounding neighbourhoods, as well as existing shared use paths along LRT tracks.

4. Redesign public parks and develop new park spaces to meet current and future recreational needs of the community. (Core Values 3, 4, 7, 8, and 11)

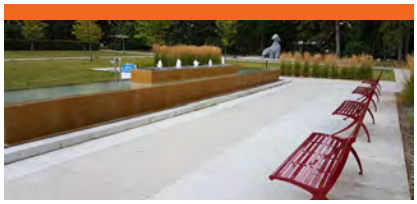
St. Faith Park is reimagined as an urban park that would offer a unique experience south of 118 Avenue through a pedestrian plaza and a dog amenity area. Alberta Avenue Park 2 would be redesigned with various hard surfacing pads to support the hosting of formal events to informal gatherings. The expansion of Alberta Avenue Park 3 would create a distinct mid-block pocket park and enhance east-west movement of pedestrians. Reconfiguring the intersection of 120 Avenue and 92 Street and removing the diagonal portion of 120 Avenue would create additional passive open space along the prioritized 92 Street pedestrian corridor. Creation of the pocket park at 112 Avenue and 91 Street would enhance pedestrian connectivity.

Map 10. Urban Design Framework



- Alberta Avenue Neighbourhood Boundary
- Destinations
- New Boulevard Sidewalks
- Opportunity for converting Monowalk to Boulevard Sidewalk
- Proposed Bike Route
- Prioritized Pedestrian Corridor
- New Pathway/Improved Accessibility
- New Pocket Park
- New Pedestrian Plaza
- Proposed Traffic Calming Measure
- Public Art Opportunity
- Loss of On-street Parking
- # Urban Design Concept

5. Support opportunities for placemaking initiatives to express community identity and create active public spaces. (Core Values 3 , 5, 6, and 9)

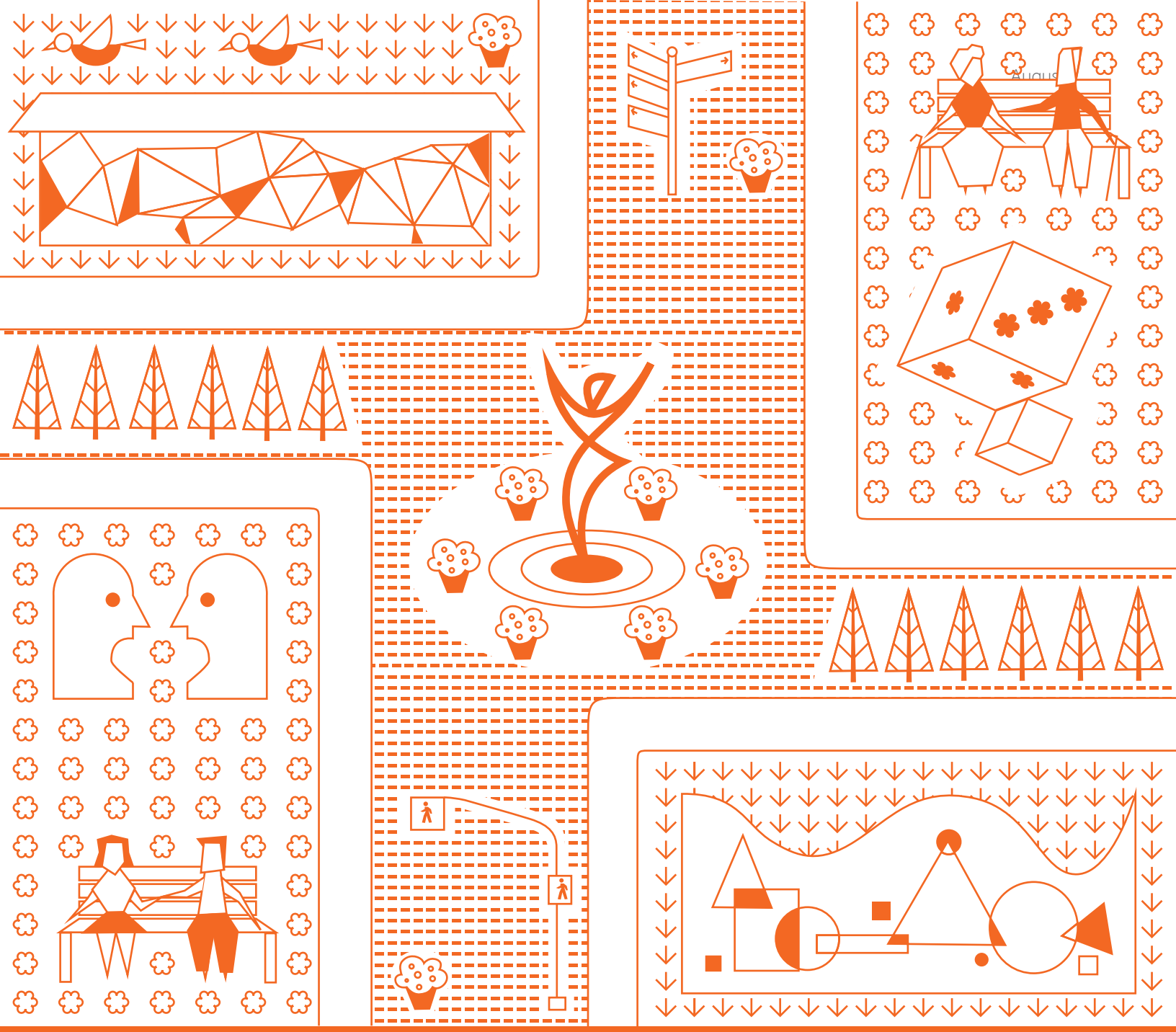


The pedestrian plaza in front of the commercial area adjacent to Delton School would create an attractive pedestrian environment with benches, pedestrian-oriented lighting, street trees, and a wider sidewalk that could be used for patio space. Public art within Alberta Avenue Park 3 should serve as a focal point and entrance feature into the east-west mid-block pocket park corridor. The pedestrian plaza within St. Faith Park would create a unique sense of place that builds on the existing character along 118 Avenue. A mural along the rear wall of the Orthodox Reformed Church of Edmonton facing Alberta Avenue Park 2 would elevate the park and rear alley and create visual interest. Such a mural would have to be developed through the property owner or a partnership with the City.

5.4 Additional Community Enhancements

The following is a list of considerations that were identified through the UDA and public engagement process but are outside the neighbourhood renewal scope of work. These considerations are not within the scope of neigbourhood renewal because they either involve arterial roads or non-infrastructure related enhancements. Additional community enhancements below may be further pursued through applicable City programs or community led initiatives:

- Improved pedestrian and cyclist crossings along 111 Avenue/112 Avenue;
- Enhanced pedestrian crossings along 95 Street (south of 118 Avenue and north of 111 Avenue);
- Redesign of parking space/rolled curb extensions along residential streets adjacent to 118 Avenue;
- Potential public washroom within Alberta Avenue Park; and
- Provide back alley renewal in addition to the other street renewal efforts.



6 Urban Design Concepts

6.1 Overview

Urban Design Analysis Themes

Concepts were developed during the urban design analysis and associated public engagement process to address identified gaps and issues for the following analysis themes. Identified Issues and opportunities relating to themes of vehicular network, lighting, and safety are addressed through elements of the concepts proposed under the themes of open space, connectivity and corridors, and placemaking.

Open Space

Connectivity & Corridors

Placemaking

Vehicular Network

Lighting

Safety

Urban Design Concepts

Below is a list of the recommended urban design concepts, identified by analysis theme, that will be explained in more detail within the following pages:

Concept 1: Alberta Avenue Pocket Park 3 Enhancements (121 Ave and 92 St)

Concept 2: Neighbourhood Commercial Plaza (121 Ave and 90 St)

Concept 3: One World One Centre Park Pedestrian Connection (South of 121 Ave between 95A and 96 St)

Concept 4: New Pocket Park (92 St and 120 Ave)

Concept 5: 119 Avenue Bike Route

Concept 6: 119 Avenue Bike Route Connection through Alberta Avenue Park (119 Ave between 92 and 93 St)

Concept 7: St. Faith Park Redesign (South of 118 Ave between 92 and 93 St)

Concept 8: 92 Street Bike Route (Between 111 Ave and 119 Ave)

Concept 9: 96 Street Bike Route (Between 111 Ave and 119 Ave)

Concept 10: Alberta Avenue Pocket Park 2 Redesign (96 St and 116 Ave)

Concept 11: 115 Avenue Complete Street Redesign (Between 89 St and 97 St)

Concept 12: 95A Street Sidewalk Connection to the Norwood Child & Family Resource Centre & Norwood Square

Concept 13: 114 Avenue Bike Route (Between 89 St and 97 St)

Concept 14: Lorne Street Park Improvements (113 Ave and 92 St)

Concept 15: New 112 Avenue Pocket Park (Between 91 St and 92 St)

Each urban design concept contains a description, list of key features, and conceptual graphics that help explain design details. Concepts proposed are the result of the City of Edmonton's Project Management Decision-Making process as shown below in Figure 2. Ultimately, each recommended urban design concept strives to achieve public aspirations, city policies and programs, and various technical requirements. Appendix A contains excerpts of city policies and programs that the urban design concepts accomplish.

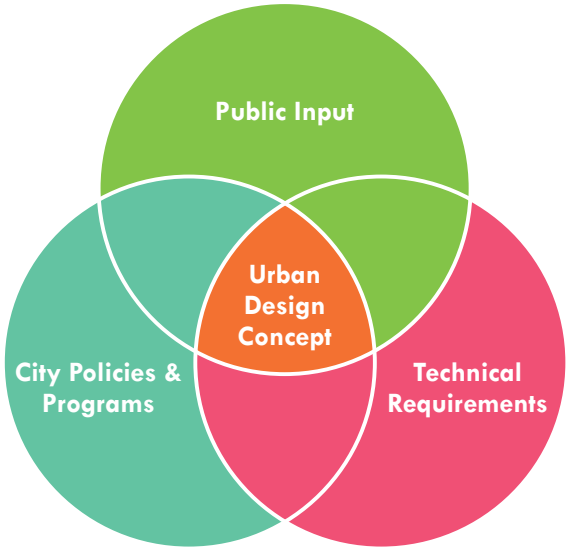


Figure 2. City of Edmonton's Project Management Decision-Making Process

Level of Importance and Construction Timeline

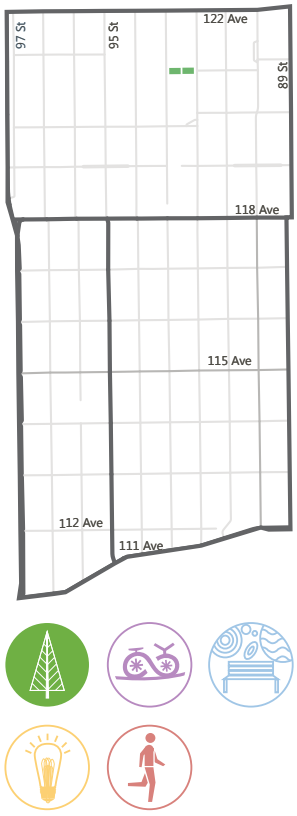
During the Draft Concepts public engagement event in June 2018, participants identified their 'Level of Importance' and preferred 'Construction Timeline' for each draft concept. These draft concepts were refined to develop the proposed urban design concepts within this report. The below scales are used within this report to identify the community 'Level of Importance' and 'Construction Timeline' for each urban design concept. These scales will help the project team identify priorities. However, ultimate timelines will be developed based on funding availability. Urban design concepts will get developed further during detailed design.

Level of Importance

Construction Timeline

6.2 Concept 1: Alberta Avenue Pocket Park 3 Enhancements (121 Ave and 92 St)

This concept would expand the boundary of Alberta Avenue Park 3 and enhance the pedestrian experience within the park and strengthen connectivity between Alberta Avenue Parks 1, 3, and 5.



Urban Design Concept

- Expansion of the park boundary would include lands between the rear alley and 92 Street and the adjacent side alley to provide additional open space and increase the continuity of the pocket park network.
- The addition of the 1.8m sidewalk through the park would provide a clear mid-block pedestrian connection.
- The combination of the sidewalk parting at 92 Street and the public art installation would create a focal point/entrance into the park.
- Stamped asphalt and raised crosswalks across 92 Street would provide enhanced pedestrian crossings and help manage speeding and shortcutting.
- Plantings and benches within the park would create a sense of place and establish the park as a destination for the surrounding residents to gather and enjoy. Evergreen trees would be planted to provide some form of colour/vegetation to the park during the winter months.
- Pedestrian-oriented lighting along the path would improve pedestrian safety.

Public Input

The community identified opportunities for improved sidewalks, additional green space, landscaping, benches, and lighting. The proposed concept would include these elements. Concerns were expressed regarding pedestrian safety within the park. Pedestrian-oriented lighting and preserving sight lines across the park are recommended to address safety concerns. This would accomplish Crime Prevention Through Environmental Design (CPTED) principles.

Technical Requirements

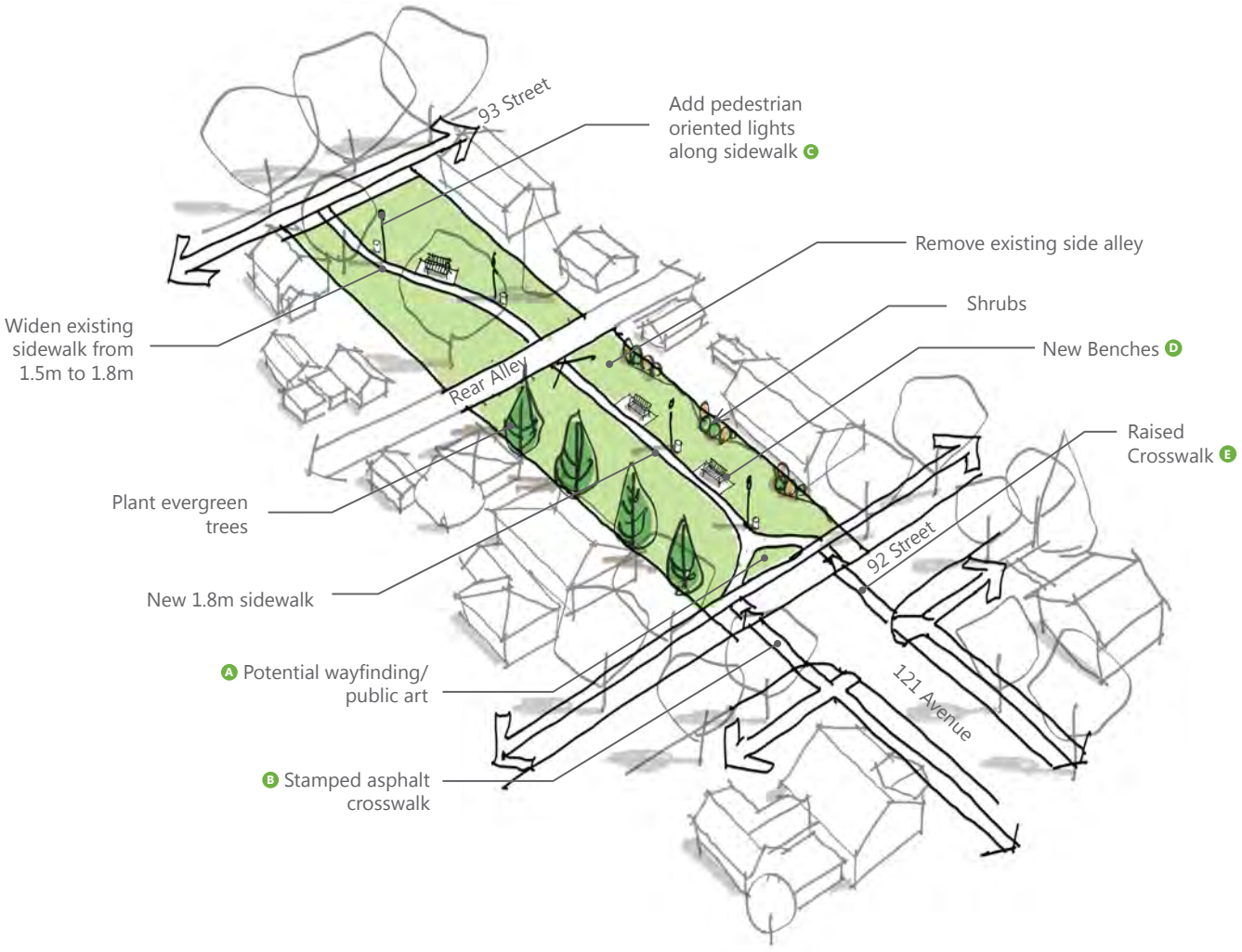
The following site constraints were considered when developing this concept:

- Shrubs should be planted along the northern edge of the park to avoid conflict with an existing water main.
- The side alley would need to be decommissioned as a road.
- The private property vehicle access for the northern adjacent property, accessing the existing side alley, would need to be reoriented towards the rear alley.
- Placement of the new sidewalk in the park should take into consideration existing east-west underground drainage.

City Policies and Programs

The recommended concept accomplishes the following City policies and/or programs:

- Provision of a raised crosswalk, pedestrian-oriented lighting, and the addition of public art accomplishes Winter City Guidelines 2.2.2, 2.4.1, 2.4.7 and Breathe Policies 4.1.1 (CPTED) and 4.2.2.
- Expansion of the park satisfies the Way We Grow Objective 7.4.2.
- Selection of public art should be undertaken in partnership with the Edmonton Arts Council and Arts on the Avenue and in accordance with the Public Art Accession, Selection Criteria and Gift Policy.



Level of Importance

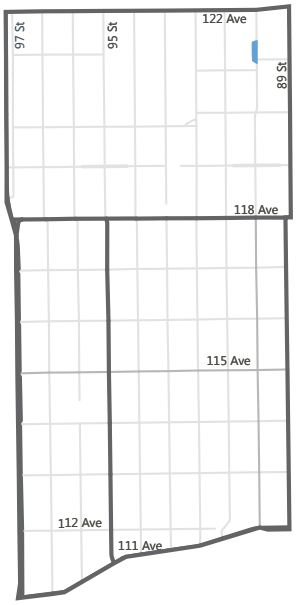
Construction Timeline

Existing Conditions

Precedent Images

6.3 Concept 2: Neighbourhood Commercial Plaza (121 Ave and 90 St)

This concept proposes a pedestrian plaza and reconfigured on-street parking in front of commercial buildings and a multi-family residential building.



Urban Design Concept

- The pedestrian plaza would create a unique, people focused space, and help support the growth of local businesses.
- New trees and a landscaping area would be planted to enhance the aesthetics of the plaza space and replace the four existing trees to be removed/relocated for the proposed angle parking.
- Pedestrian-oriented lights would contribute to the character of the plaza while increasing pedestrian safety.
- Boulevard sidewalks along the south side of 121 Avenue and the east and west side of 90 Street would enhance pedestrian connectivity to and from the new plaza.
- Curb extensions at the intersection of 121 Avenue and 90 Street would reduce the crossing distance for pedestrians.
- Stamped and coloured asphalt crossings at the intersection of 121 Avenue and 90 Street would prioritize pedestrian movement at this intersection and contribute to the character of the neighbourhood.
- Angled on-street parking would provide parking in close proximity to the plaza and maximize the amount of space available for the plaza.

Public Input

The public identified the opportunity to create a plaza atmosphere that would encourage people to spend time at this location. Plaza elements identified included public art, pedestrian-oriented lighting, and a crosswalk across 90 Street. Two draft concepts were developed and shared with the community to address these opportunities. The preferred draft concept is what is recommended in this concept. The other draft concept proposed a wider sidewalk adjacent to the commercial building rather than a pedestrian plaza. Concern was expressed about the overall cost of the recommended improvements. This concept is recommended, despite the overall cost, as it provides a wide range of community benefits.

Technical Requirements

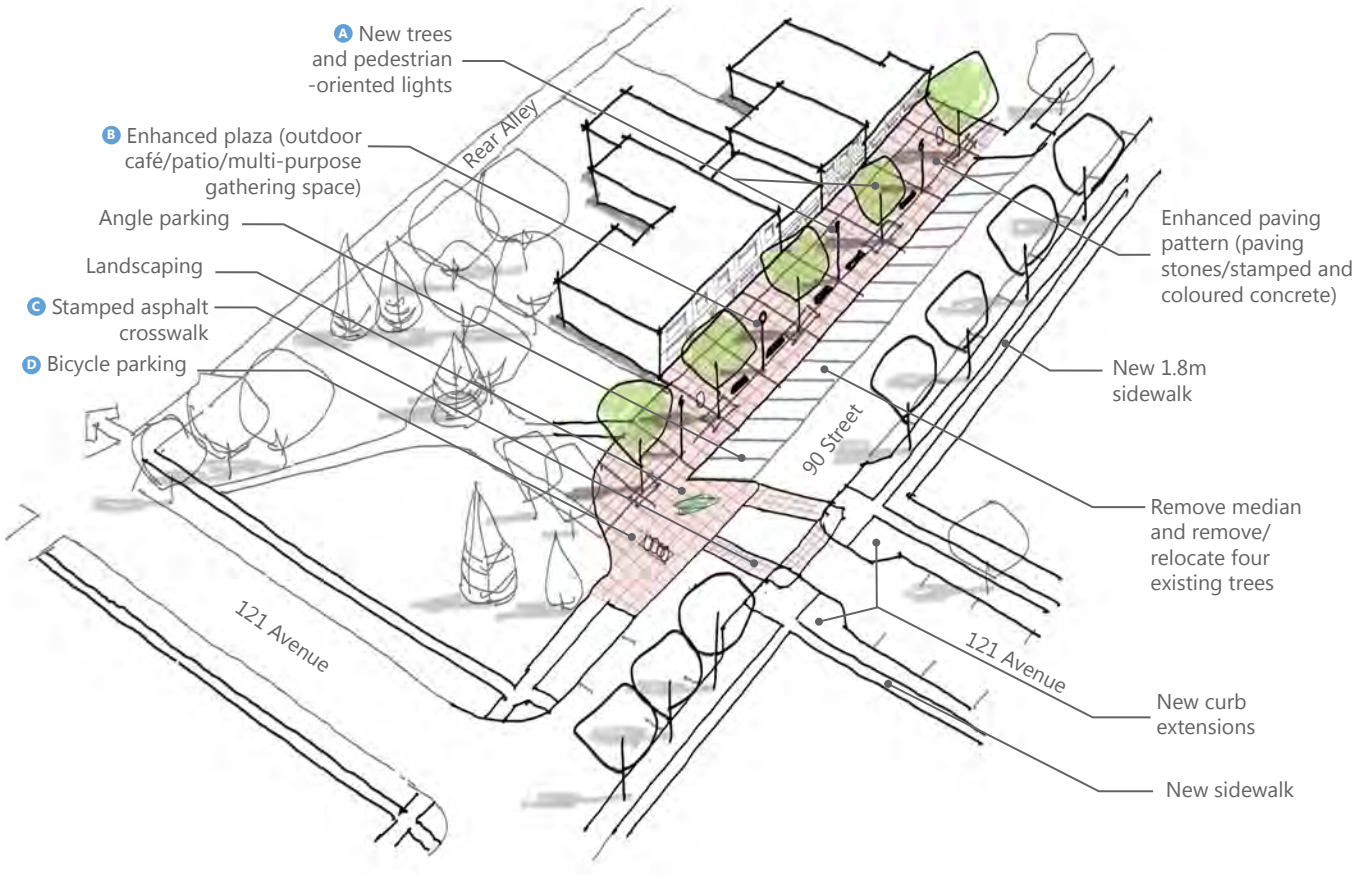
The following site constraints were considered when developing this concept:

- The roadway where the plaza is proposed would need to be decommissioned as a road.
- Four existing mature trees, a boulevard, and a sidewalk would need to be removed to build the plaza and angled on-street parking.
- Curb extensions at the intersection of 121 Avenue and 90 Street may require the relocation of existing catch basins to facilitate drainage.

City Policies and Programs

The recommended concept accomplishes the following City policies and/or programs:

- The plaza would implement The Way We Grow Policy 5.6.1.16 and Winter City Guidelines Winter Design Goal 1.

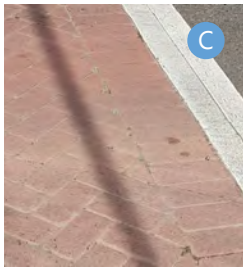


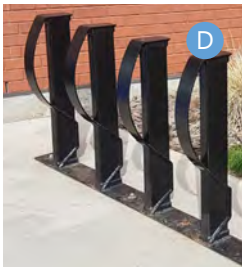
Level of Importance

Construction Timeline

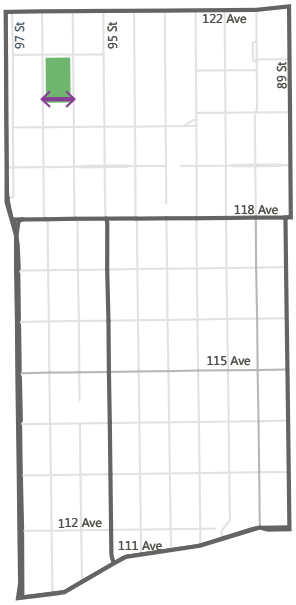
Existing Conditions

Precedent Images





6.4 Concept 3: One World One Centre Park Pedestrian Connection (South of 121 Ave between 95A and 96 St)



This concept would enhance pedestrian connectivity into the One World One Centre Park (St. Patrick School Park).

Urban Design Concept

- A sidewalk (1.8m wide) along the southern edge of the park would connect 95A Street with the side alley connected to 96 Street.
- The sidewalk would be setback a distance of 1.0m from the adjacent residential property line.
- A new opening in the fence along the eastern boundary of the park would be required to provide access to the new sidewalk.

Public Input

The public identified that the One World One Centre Park lacks pedestrian access points within the southeast and southwest corners. The opportunity to create openings in the existing fence around the park was suggested by the public. The draft concept shared with the public proposed opening the fence in the southeast and southwest corners with an east-west sidewalk connecting the openings. Further analysis of the site identified an existing baseball diamond structure within the southwest corner. The recommended concept maintains the existing baseball diamond and proposes an east-west sidewalk connecting 95A Street with the side alley leading to 96 Street.

Technical Requirements

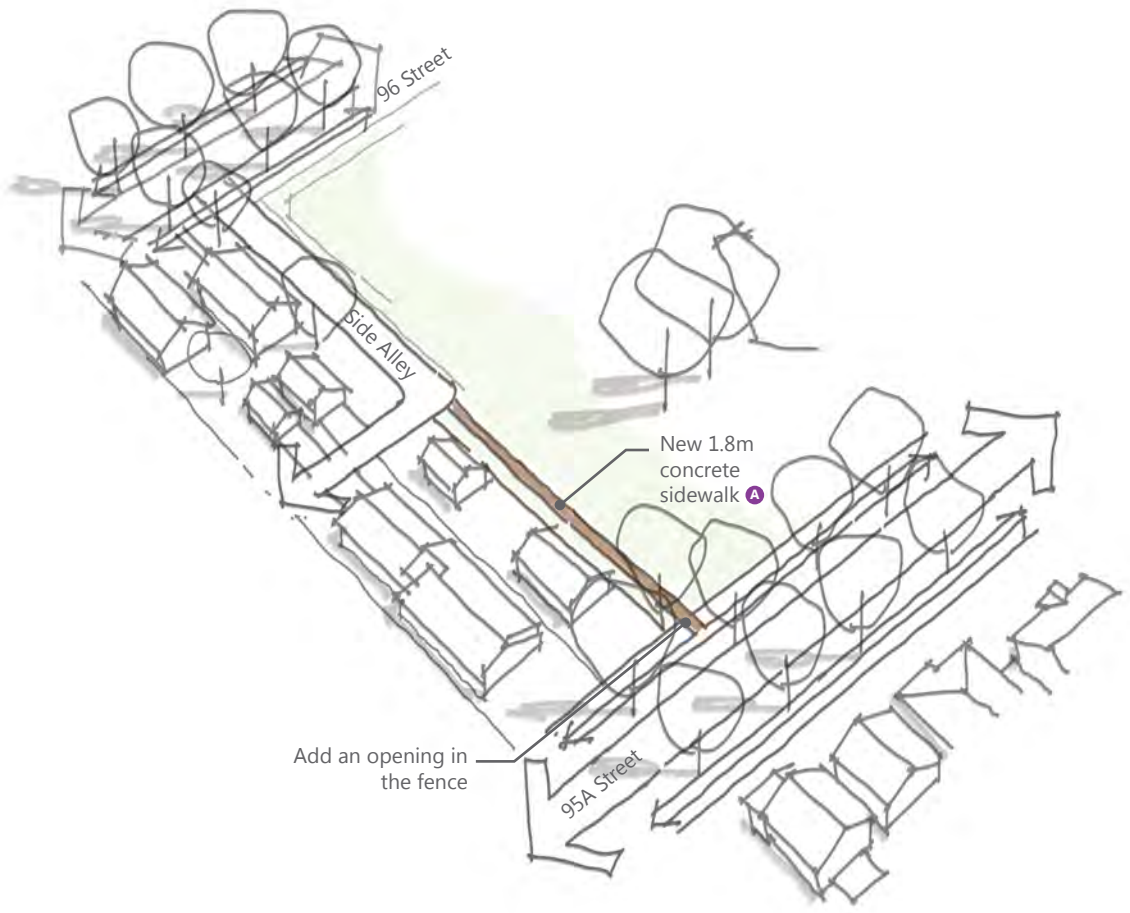
The following site constraints were considered when developing this concept:

- Within the side alley there is an existing utility pole. The sidewalk as it approaches the side alley will have to be designed to navigate around the utility pole.
- The fence along the rear alley will need to be removed to facilitate the sidewalk connection.
- The existing baseball diamond in the southwest corner of the park prevents the direct sidewalk connection from 95A to 96 Street.
- Land ownership must be confirmed prior to detailed sidewalk design and installation at this location. As of August 2018, this parcel is not City-owned. Current landowner's plans are unknown, and discussions would be required to explore implementation options.

City Policies and Programs

The recommended concept accomplishes the following City policies and/or programs:

- Enhanced east-west connectivity through the park would achieve Active Transportation Policy Statement 1 and Breathe - Green Network Strategy Strategic Direction 4.1.



Level of Importance

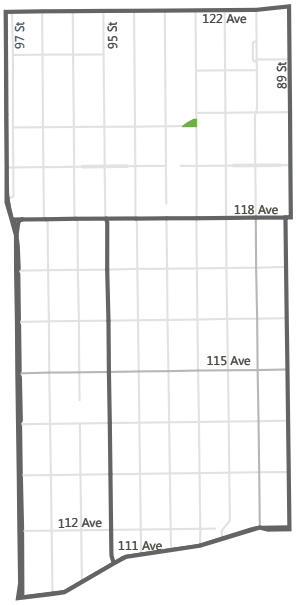
Construction Timeline

Existing Conditions

Precedent Images

6.5 Concept 4: New Pocket Park (92 St and 120 Ave)

This concept recommends a comprehensive redesign of the intersection to enhance safety for all users and enhance the existing green space.



Urban Design Concept

- Creating a new pocket park space by removing the diagonal portion of 120 Avenue would provide additional open space within the neighbourhood, establish a sense of place, and resolve confusion regarding traffic flow in this area.
- Sidewalks along the diagonal edge of the park and the northern edge of 120 Avenue would allow the pocket park to serve as an open space while also improving east-west pedestrian connectivity through the site.
- Hard landscaping within the northeastern corner of the pocket park would add visual variety and allow for a broader range of uses.
- The addition of benches within the hard-landscaped area would provide space for pedestrians to rest and relax. The design of benches should prevent individuals from laying down (CPTED principles).
- Pedestrian-oriented lights would increase pedestrian safety during evenings.
- Maintaining the existing mature tree cover would provide significant aesthetic and environmental value to the space.
- Public art or wayfinding signage would help to create a sense of place and bring people into the space.

Public Input

The safety for all users and functionality of the existing intersection was identified as a concern by the public. Reconfiguring the existing intersection to a 'T' intersection to address safety concerns was supported by the community. Safety concerns such as the use of illegal substances and lingering of the transient population in the proposed pocket park were also expressed. The recommended concept would incorporate CPTED principles to address social safety concerns. The design of benches should discourage individuals from laying down.

Technical Requirements

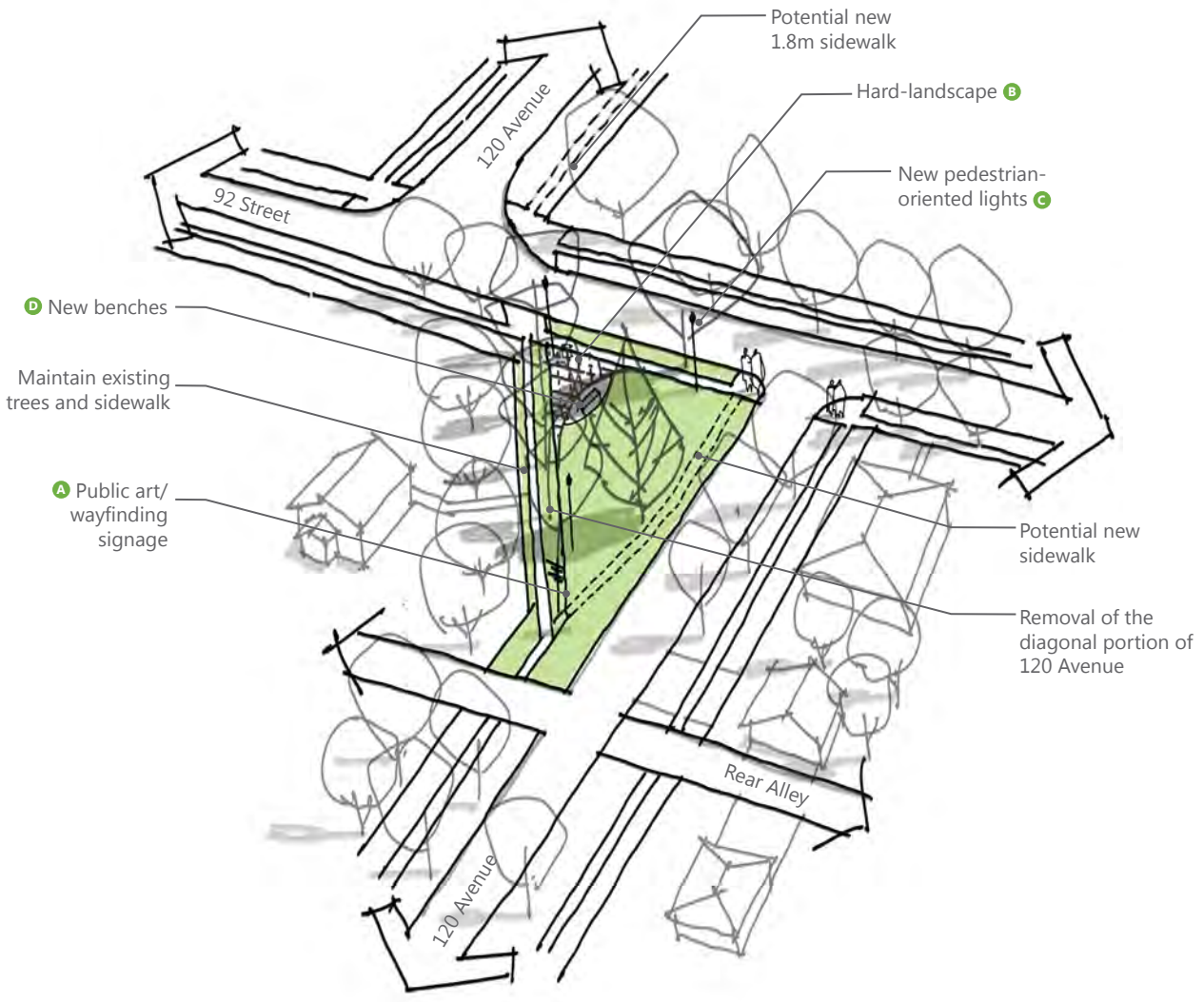
The following site constraints were considered when developing this concept:

- Removal of approximately six on-street parking spaces along the existing diagonal portion of 120 Avenue. However, approximately six and three new on-street parking spaces would be created along the new east-west segment of 120 Avenue and 92 Street respectively.
- Decommissioning of the diagonal portion of 120 Avenue as a road.
- The east-west sidewalk along the north side of 120 Avenue would need to be designed to preserve the existing tree if possible. Construction of this sidewalk segment would also require the relocation of the existing utility pole guide wires to the north side of the utility pole.

City Policies and Programs

The recommended concept accomplishes the following City policies and/or programs:

- Development of the pocket park would implement The Way We Grow 7.4.2.
- Creating an informal neighbourhood scale gathering space with seating would achieve The Way We Live Objective 1.1.
- Incorporating design CPTED principles, creating a seating area, and including public art would achieve Breathe - Green Network Strategy Strategic Directions 4.1, 4.4, and 4.6 and Policies 4.1.1, 4.2.1, and 4.2.2.
- Pedestrian-oriented lighting and public art would accomplish Winter City Guidelines 2.4.1 and 2.4.7 respectively.



Level of Importance

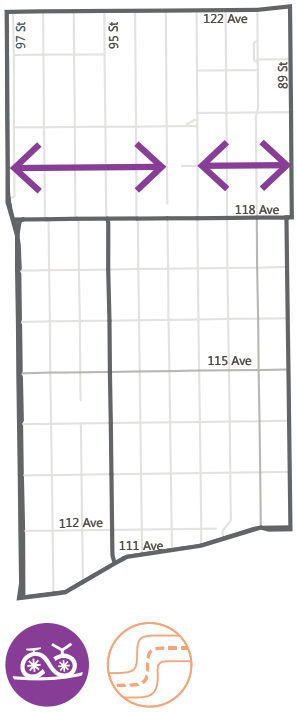
Construction Timeline

Existing Conditions

Precedent Images

6.6 Concept 5: 119 Avenue Bike Route

This concept would incorporate a protected bike lane along 119 Avenue.



Urban Design Concept

West of 93 Street

- A two-way bike lane along north side of street, with curb separation from travel lanes would create a distinct space for cyclists and mitigate conflicts between bikes, pedestrians and vehicles.
- Addition of the two-way protected bike lane would convert this section of 119 Avenue into a one-way eastbound vehicle travel lane with on-street parking on south side of street. One-way traffic operation would help address resident concerns with shortcutting to 97 Street. Facilitating these changes would require shifting of the existing centre median between 94 and 95A Street.
- New 1.8m wide sidewalk would be developed along south side of the avenue to improve pedestrian experience along this section of the corridor.

East of 93 Street

- Creation of one-way bike lanes along each side of road, with curb separation from travel lanes, would create a distinct space for cyclists that is compatible with two-way traffic operations. Facilitating these changes would require the splitting of the existing centre median between 89 and 91 Street and reducing the boulevard width on the south side of the avenue.
- Two-way vehicle traffic would be maintained along this section of 119 Avenue but would result in a loss of existing on-street parking.
- New 2.1m wide monowalk would be developed along south side of the avenue to improve the pedestrian experience along this section of the corridor.

Public Input

The community identified opportunities to improve connectivity through Alberta Avenue park, and expressed concerns that vehicles use 119 Avenue to shortcut to 97 Street across the raised centre median. Protected bike lanes were identified as the most popular bike infrastructure type during the consultation process for 119 Avenue. There was generally a high level of comfort with the design concept. Community members expressed both support and opposition to one-way traffic operations on 119 Avenue, as well as a small number of safety and accessibility concerns related to the loss of on-street parking east of 93 Street.

Conversion to one-way traffic operations west of 93 Street are recommended to reduce the potential for shortcutting. Protected bike lanes and removal of the existing medians are recommended in response to resident interest.

Technical Requirements

The following site constraints were considered when developing this concept:

- It is best practice for the direction of adjacent vehicle and bike lanes to match wherever possible, requiring the two-way bike lane to be on the north side of the eastbound one-way Street.
- The City has established minimum bike, vehicle and parking lane widths that must be accommodated within the existing road right-of-way. In addition, in order to allow vehicles to access private garages fronting 119 Avenue, location-specific openings need to be provided through the protected bike lane facility in accordance with City standards.
- Private landscaping in the City right-of-way along the south edge of 119 Avenue east of 93 Street would be impacted.
- Two small trees and one mature tree, located between 94 Street and rear alley east of 94 Street, may need to be relocated/removed to accommodate new 1.8m sidewalk on the south side of the avenue.
- Removal of one mature tree at the southeast corner of 92 Street and removal/relocation of six small trees on the south side of the avenue (along the northern edge of Alberta Avenue Park) between 93 and 92 Street.

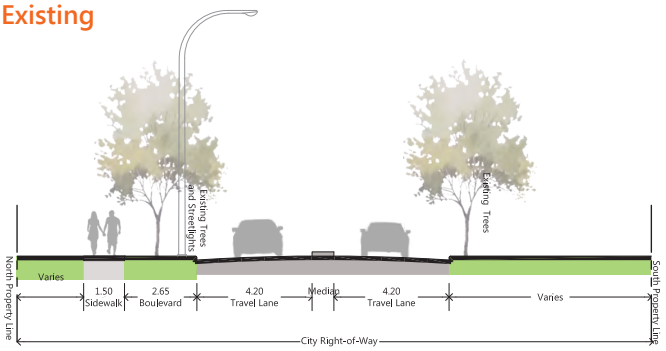
City Policies and Programs

The recommended concept accomplishes the following City policies and/or programs:

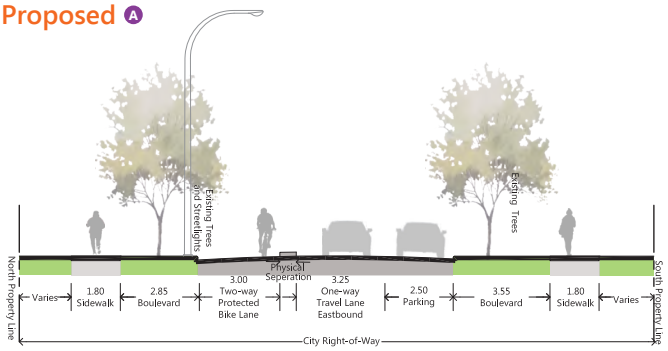
- Provision of improved cycling and pedestrian facilities supports Objectives 4.6.1 and 5.7.1 of The Way We Grow; the objectives of Section 6 of The Way We Move; policy statements 1, 4, and 5 of the City's Active Transportation Policy C544; and objective 2 of Edmonton's Urban Design Framework.
- The design of the right-of-way would be in accordance with the Complete Streets Design and Construction Standards.
- Conversion to one-way traffic operations and targeted removal of on-street parking supports the objectives of Section 7 of The Way We Move.

119 Avenue West of 93 Street

Existing

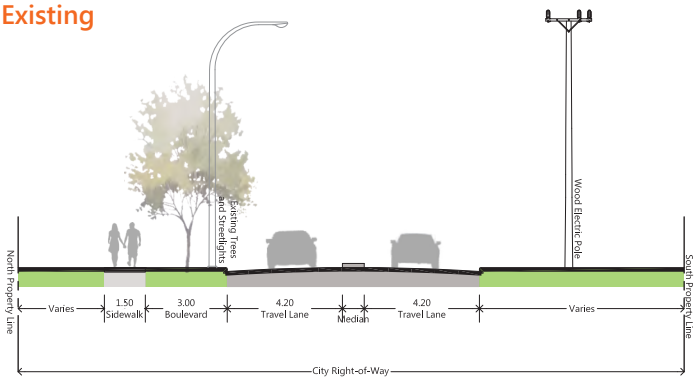


Proposed A

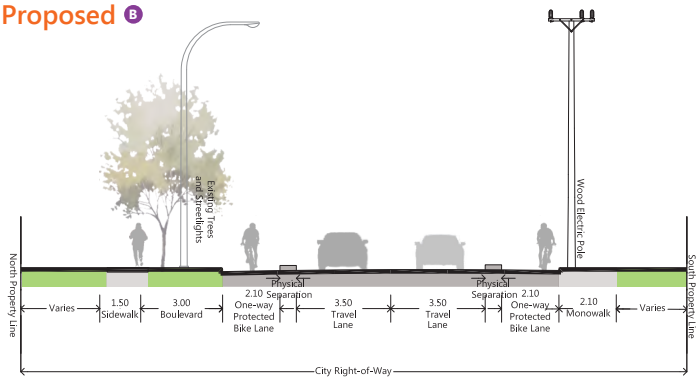


119 Avenue East of 93 Street

Existing



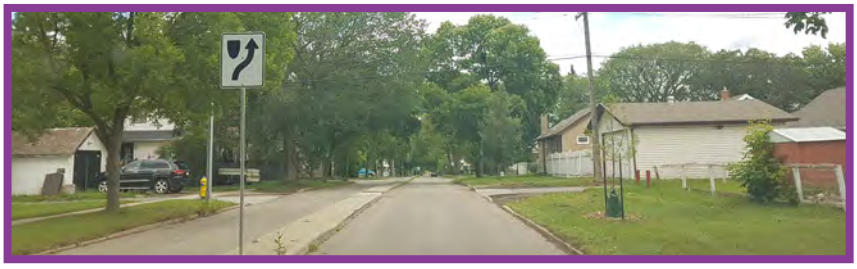
Proposed B

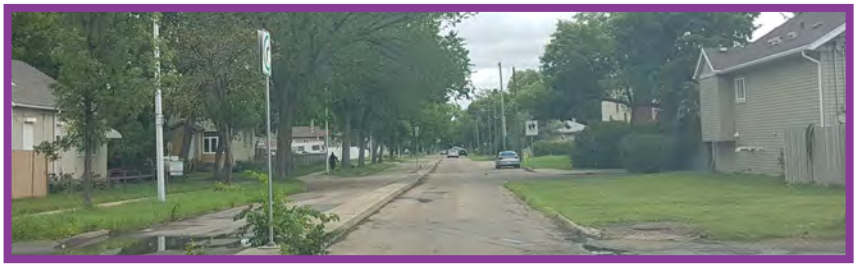


Level of Importance

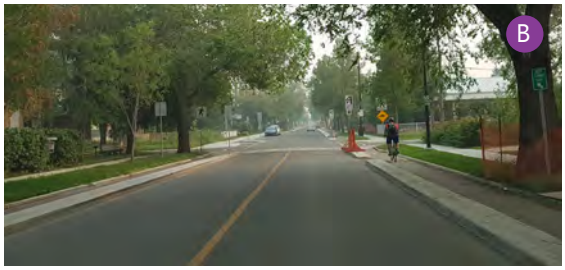
Construction Timeline

Existing Conditions

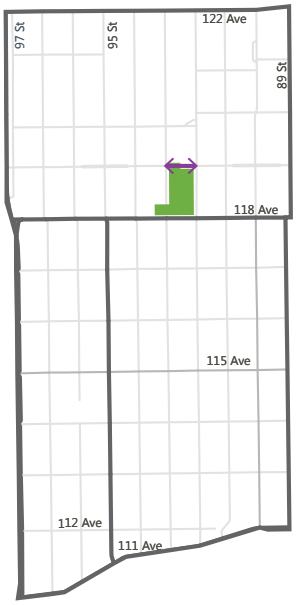




Precedent Images



6.7 Concept 6: 119 Avenue Bike Route Connection through Alberta Avenue Park (119 Ave between 92 and 93 St)



This concept would incorporate a new shared-use path through Alberta Avenue Park.

Urban Design Concept

- A new 3.0-metre shared-use path would connect to the new bike lanes on 119 Avenue, offer a transition between the two-way protected bike lane on the west side and one-way protected bike lanes on the east side of the park, and provide a dedicated space for pedestrians and cyclists.
- One small, non-mature tree would be removed to accommodate the new shared-use path. All other existing trees would be retained.

Public Input

The community identified an opportunity to improve connectivity through the park, and an interest in enhancing pedestrian spaces within the neighbourhood. A shared-use path connection is recommended to provide a clear walking and cycling connection and offer a transition between the proposed two-way and one-way protected bike lanes on 119 Avenue. Public feedback indicated a very high level of comfort with the design concept.

Technical Requirements

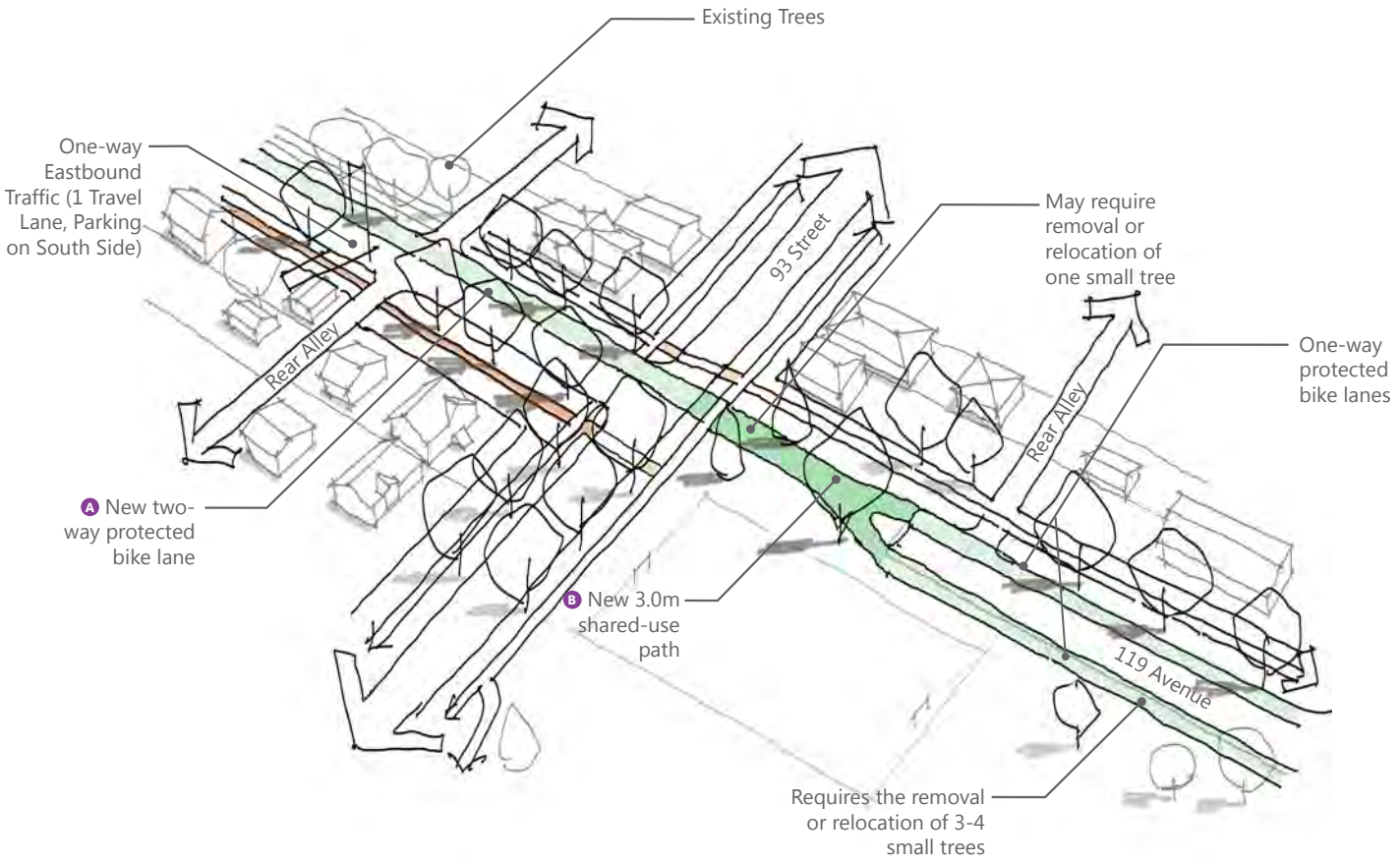
The following site constraints were considered when developing this concept:

- The City has established design standards for shared-use path.
- Existing mature trees should be retained wherever possible.
- One small, non-mature tree would be removed to accommodate the new shared-use path. All other existing trees would be retained.

City Policies and Programs

The recommended concept accomplishes the following City policies and/or programs:

- Provision of improved cycling and pedestrian facilities supports Objectives 4.6.1 and 5.7.1 of The Way We Grow; the objectives of Section 6 of The Way We Move; policy statements 1, 4, and 5 of the City's Active Transportation Policy C544; and objective 2 of Edmonton's Urban Design Framework.
- Shared-use path design would be in accordance with the Complete Streets Design and Construction Standards.
- Provision of well-designed path transitions and open space connections supports Policy Action 4.6.3 of Breathe – Edmonton's Green Network Strategy and Streetscape Outcome 2 of the Winter Design Guidelines.
- Preservation of existing trees supports the procedures set out in the Corporate Tree Management Policy C456A, and any removal would be in accordance with the Live Tree Removal Guide.



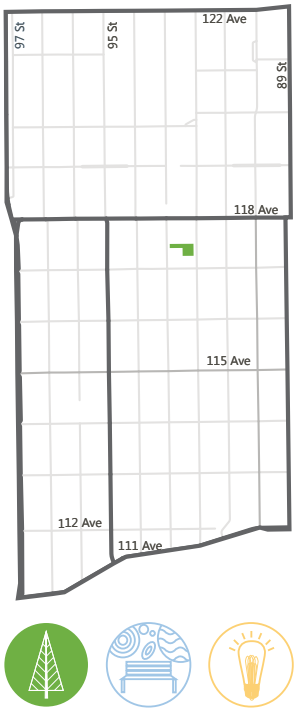
Level of Importance

Construction Timeline

Existing Conditions

Precedent Images

6.8 Concept 7: St. Faith Park Redesign (South of 118 Ave between 92 and 93 St)



This concept recommends redesigning St. Faith Park into a multi-purpose space including a programmable plaza for events/festivals and a dog amenity area.

Urban Design Concept

- The addition of a multi-purpose plaza would provide a new open and programmable space to the community. The plaza would feature a placemaking element such as a water fountain, art installation, or information plaques.
- Pedestrian-oriented lighting would be installed throughout the space to increase pedestrian safety and visibility during evenings.
- The 1.8m east-west sidewalk along the northern edge of the park would provide a mid-block connection between 92 Street and 93 Street.
- The existing playground would include enhanced play structures for kids. Alternatively, this area could be re-purposed for a new outdoor gym facility.
- Trees planted within the western portion of the park along the south property line would provide screening for adjacent uses.
- A small off-leash dog park would be developed within the western portion of the park. An artistic fence around the dog park would enhance aesthetics and create a unique sense of place.

Public Input

This urban design concept was developed as a result of refining two options. The first option proposed converting the entire park into a dedicated off-leash dog park and removing the existing playground equipment. The second option proposed a pedestrian plaza and a small dog amenity area. The majority of stakeholders and community members supported the second option.

The public identified that existing playground structures within St. Faith Park could be replaced with outdoor gym equipment and that more extensive playground structures exist within the nearby Alberta Avenue Park. Replacing the existing playground structure with outdoor gym equipment would provide a recreational amenity that currently is not available within the neighbourhood. The St. Faith Anglican Church should be consulted prior to repurposing the existing playground structure for a new outdoor gym facility.

As a result, the final concept includes a small plaza for festivals/events (such as Deep Freeze or community markets), a small fenced dog amenity area, and the redesign of the existing play area.

Technical Requirements

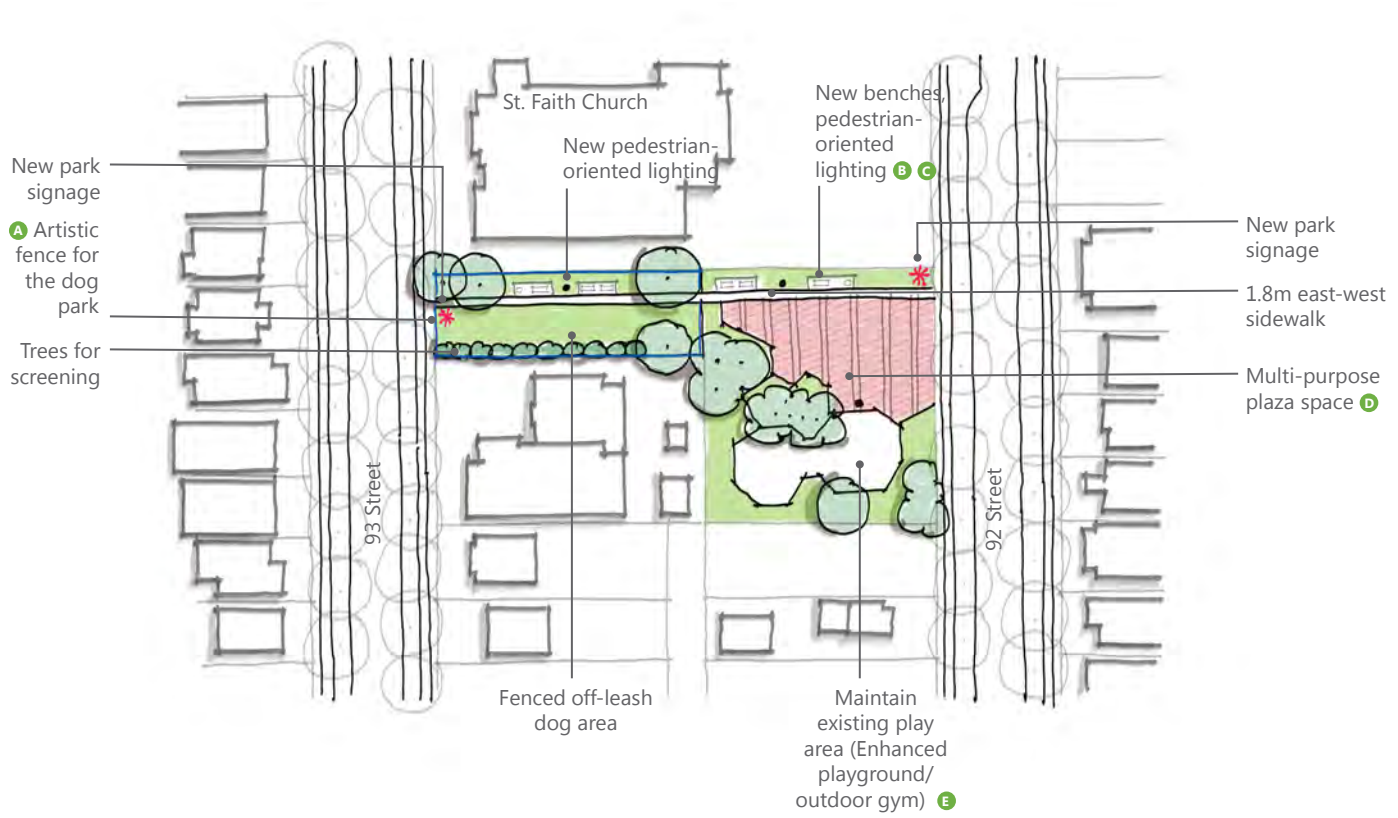
The following site constraints were considered when developing this concept:

- Designing around existing trees and playground area.

City Policies and Programs

The recommended concept accomplishes the following City policies and/or programs:

- Pedestrian-oriented lighting, seating areas, and the off-leash dog area would achieve Breathe - Green Network Strategy Strategic Directions 4.1, 4.4, and 4.6, Policies 4.1.1, 4.2.1, 4.2.2, and 4.5.4, the Dogs in the Open Spaces Strategy Rationale Statement, The Way We Grow Objective 7.4.2, and The Way We Live Objective 1.1.
- The addition of pedestrian-oriented lighting and public art would meet Winter City Guidelines 2.4.6 and 2.4.7 respectively.



Level of Importance

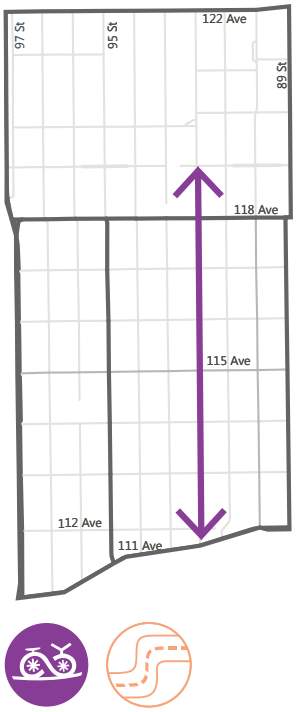
Construction Timeline

Existing Conditions

Precedent Images

6.9 Concept 8: 92 Street Bike Route (Between 111 Ave and 119 Ave)

This concept would incorporate a shared one-way northbound bike route and a one-way southbound protected/painted buffer bike lane along 92 Street. Further consultation will be completed to finalize this concept.



Urban Design Concept

- The bike route would be shifted from 93 Street to improve the overall connection to the downtown bike network while maintaining appropriate vehicle access and parking.
- The proposed concept would extend from 111 Avenue to 119 Avenue to provide a connection to the 119 Avenue east-west bike route concept.
- 92 Street would be converted to one-way northbound road, shared with a northbound painted bike lane.
- A one-way southbound protected/painted buffer bike lane would be located on the west side of 92 Street which provides a seperate space for cyclists to travel against traffic.
- The one-way operation and reduced lane width would help reduce speeding along 92 Street.
- The existing on-street parking on the east side from 117 to 119 Avenue would be retained.
- The existing on-street parking on the west side from 111 to 117 Avenue would be switched to the east side.
- Between the rear alley north of 118 Avenue and the rear alley south of 118 Avenue, two-way traffic operations would be maintained to facilitate access to businesses and associated parking. Two-way shared use bike lanes would be located in this area.
- Pedestrian-oriented lights would be installed within the west boulevard along 92 Street and street lights would be installed within the east boulevard along 92 Street.
- Curb extensions, textured crosswalks and raised crosswalks would be added at key intersections (see Map 11, page 83) to enhance pedestrian visibility and safety, ease north-south pedestrian movement along 92 Street, and slow traffic to improve pedestrian/cyclist comfort.

Public Input

The community identified 92 Street as a priority area for traffic calming to reduce speeding and shortcutting, and indicated it as an important bike corridor. Specific pedestrian and cyclist safety concerns were also identified at the 111 Avenue, 113 Avenue, 115 Avenue, and 118 Avenue intersections. A protected bike lane was identified as the most popular facility type during consultation, although other residents considered a painted bike lane or shared-use pathway to be appropriate for 92 Street. Numerous concerns were also raised about the potential impact of the removal of on-street parking that would be required to accommodate a protected bike lane. Feedback during consultations indicated a high level of comfort with improved cycling infrastructure along this corridor.

The proposed concept is recommended to provide enhanced pedestrian and cycling connections, including to the 92 Street bike route south of 111 Avenue, and to address community interest in a protected bike facility and traffic calming measures. The concept balances these considerations with local interest in maintaining resident access to on-street parking in front of houses. This concept is paired with a complementary design concept on 96 Street. Cycling facilities are not identified north of 119 Avenue as there are relatively few community destinations in this area and no further potential bike route connections due to the presence of the Yellowhead Trail noise wall. Further consultation will be completed to ensure the design finds a balance between user needs and adjacent property owner feedback.

Technical Requirements

The following site constraints were considered when developing this concept:

- The City has established minimum bike, vehicle and parking lane widths that must be accommodated within the existing road right-of-way. Therefore a trade-off between providing a protected/painted buffer bike lane and maintaining on-street parking is required.
- The proposed cross section requires a road width of 8.0m. The existing road width varies between 7.9m to 8.05m. The new roadway alignment should be consistent throughout and should have a minimum width of 8.0m. Realignment of the curb line would be required at some locations, and roadway and bike lane widths may require minor narrowing to fit within the available space. The Urban Forestry Department should be consulted at the preliminary design stage.

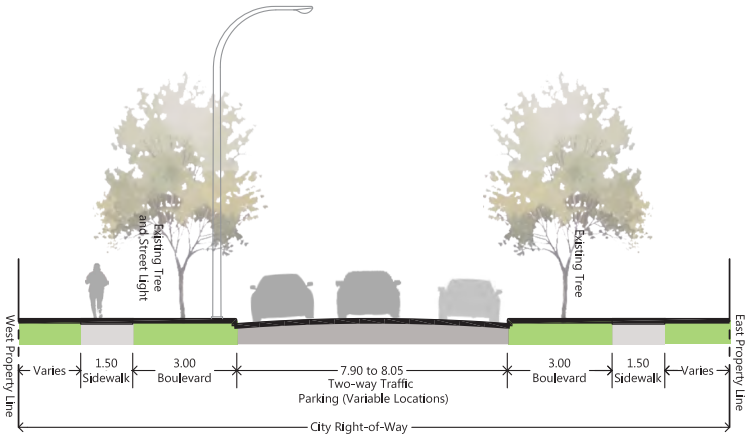
Further information on the alternative concepts considered is provided on page 60 of this document.

City Policies and Programs

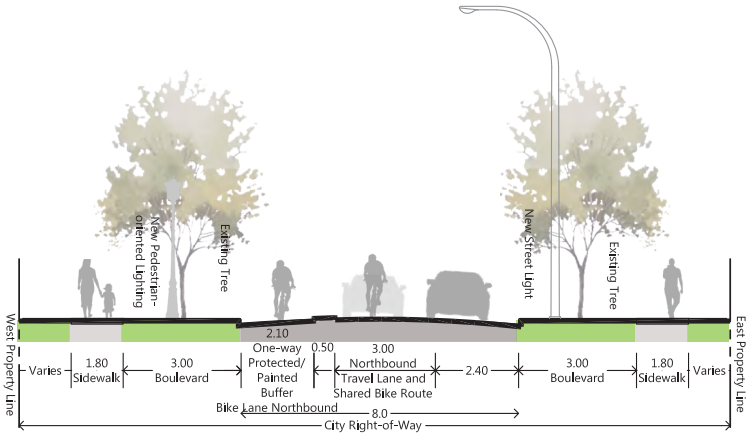
The recommended concept accomplishes the following City policies and/or programs:

- Provision of improved cycling and pedestrian facilities in a well-connected network supports Objectives 4.6.1 and 5.7.1 of The Way We Grow; the objectives of Section 6 of The Way We Move; policy statements 1, 4, and 5 of the City's Active Transportation Policy C544; and objective 2 of Edmonton's Urban Design Framework.
- Road cross-section design would be in accordance with the Complete Streets Design and Construction Standards.
- Maintaining majority of on-street parking supports the objectives of Section 7 of The Way We Move.
- Provision of a balance of cycling/pedestrian improvements and on-street parking supports policy statements 2, 3, and 4 of the Community Traffic Management Policy C590.
- Preservation of existing trees supports the procedures set out in the Corporate Tree Management Policy C456A, and any removal would be in accordance with the Live Tree Removal Guide.

Existing



Proposed



Level of Importance

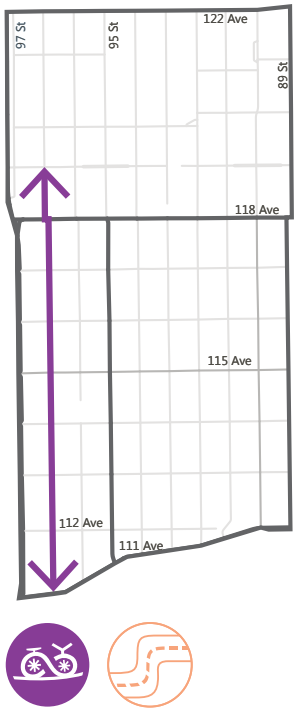
Construction Timeline

The above 'Level of Importance' and 'Construction Timeline' were identified by the public regarding the previously proposed two-way shared-use bike route between 111 to 122 Avenue. The recommended concept balances public input regarding a protected bike route and maintaining existing on-street parking.

Existing Conditions

6.10 Concept 9: 96 Street Bike Route (Between 111 Ave and 119 Ave)

This concept would incorporate a shared one-way southbound bike route and a one-way northbound protected/painted buffer bike lane along 96 Street. Further consultation will be completed to finalize this concept.



Urban Design Concept

- The proposed concept would extend from 111 Avenue to 119 Avenue to provide a connection to the 119 Avenue east-west bike route concept and south to the Downtown Bike Network.
- 96 Street would be converted to one-way southbound road, shared with a southbound painted bike lane.
- A one-way northbound protected/painted buffer bike lane would be located on the east side of 96 Street which provides a separate space for cyclists to travel against traffic.
- The one-way operation and reduced lane width would help reduce speeding along 96 Street.
- The existing on-street parking on 96 Street located on the west side between 111 and 119 Avenue would be retained. The existing on-street parking between 118 Avenue north of where the road widens and 119 Avenue would be removed.
- Where the road widens north and south of 118 Avenue, two-way traffic operations would be maintained to facilitate access to businesses and associated parking. Two-way shared use bike lanes would be located in this area.
- Pedestrian-oriented lights would be installed within the east boulevard along 96 Street.
- Curb extensions and raised crosswalks would be added at key intersections (see Map 11, page 83) to enhance pedestrian visibility and safety, ease north-south pedestrian movement along 96 Street, and slow vehicle traffic to improve pedestrian/cyclist comfort.

Public Input

The community identified 96 Street as an area of speeding and shortcutting concern and a priority area to improve connectivity. Specific pedestrian and cyclist safety concerns were also identified at the intersection of 111 Avenue. Although a protected bike lane was identified as the most popular facility type during consultation, some residents considered a painted bike lane to be appropriate for 96 Street. Concerns were also raised about the potential impact of the removal of on-street parking that would be required to accommodate a protected bike lane. Both support and opposition were voiced regarding potential one-way operations along the street, and several residents also noted that 95 Street is more heavily used as a cycling route. Feedback during consultations indicated a high level of comfort with improved cycling infrastructure on this corridor.

The proposed concept is recommended to provide enhanced pedestrian and cycling connections, and to address community interest in a protected bike facility and traffic calming measures. The concept balances these considerations with local interest in maintaining resident access to on-street parking in front of houses. This concept is paired with a complementary design concept on 92 Street. 96 Street was selected over 95 Street for this route as it has better connectivity to an existing bike route to the south, while 95 Street, as an arterial roadway, has higher traffic volumes and is not within the scope of the urban design analysis. Further consultation will be completed to ensure the design finds a balance between user needs and adjacent property owner feedback.

Technical Requirements

The following site constraints were considered when developing this concept:

- The City has established minimum bike, vehicle and parking lane widths that must be accommodated within the existing road right-of-way. Therefore a trade-off between providing a protected/painted buffer bike lane and maintaining on-street parking is required.
- The proposed cross section requires a road width of 8.0m. The existing road width varies between 7.9m to 8.05m. The new roadway alignment should be consistent throughout and should have a minimum width of 8.0m. Realignment of the curb line would be required at some locations, and roadway and bike lane widths may require minor narrowing to fit within the available space. The Urban Forestry Department should be consulted at the preliminary design stage.

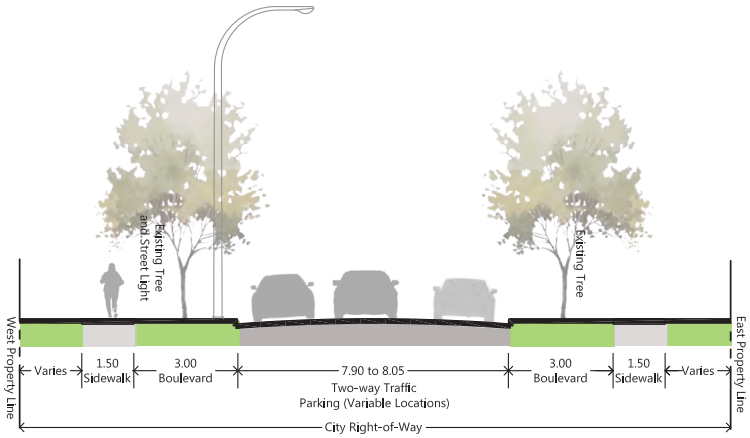
Further information on the alternative concepts considered is provided on page 61 of this document.

City Policies and Programs

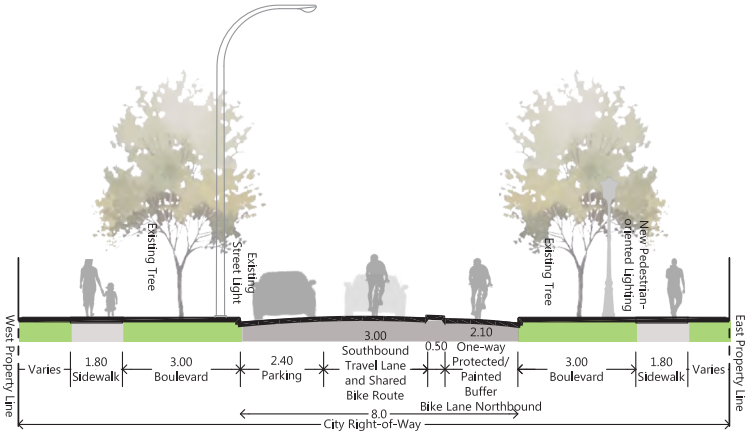
The recommended concept accomplishes the following City policies and/or programs:

- Provision of improved cycling and pedestrian facilities in a well-connected network supports Objectives 4.6.1 and 5.7.1 of The Way We Grow; the objectives of Section 6 of The Way We Move; policy statements 1, 4, and 5 of the City's Active Transportation Policy C544; and objective 2 of Edmonton's Urban Design Framework.
- Road cross-section design would be in accordance with the Complete Streets Design and Construction Standards.
- Maintaining majority of on-street parking supports the objectives of Section 7 of The Way We Move.
- Provision of a balance of cycling/pedestrian improvements and on-street parking supports policy statements 2, 3, and 4 of the Community Traffic Management Policy C590.
- Preservation of existing trees supports the procedures set out in the Corporate Tree Management Policy C456A, and any removal would be in accordance with the Live Tree Removal Guide.

Existing



Proposed



Level of Importance

Construction Timeline

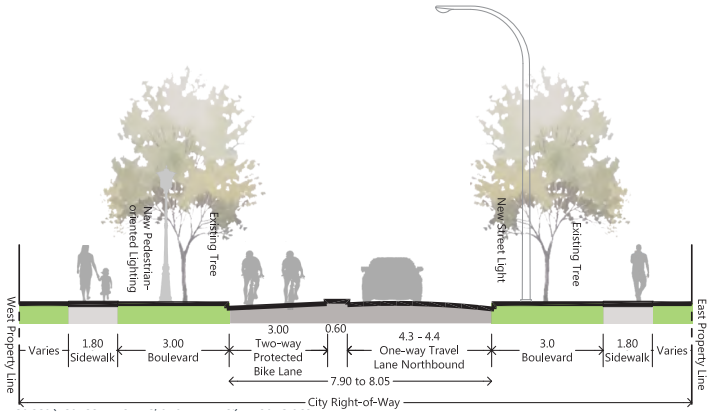
The above 'Level of Importance' and 'Construction Timeline' were identified by the public regarding the previously proposed two-way shared-use bike route. The recommended concept balances public input regarding a protected bike route and maintaining existing on-street parking.

Existing Conditions

92 Street Alternative Bike Route Concepts

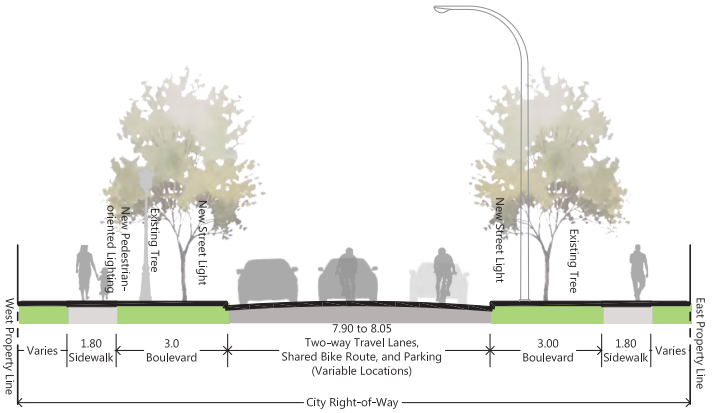
Alternative Concept 1: Protected Two-Way Bike Lane

This concept would incorporate a protected two-way bike lane on the west side of 92 Street. This option would require the removal of on-street parking, as well as one-way traffic operations northbound on 92 Street. This concept was not carried forward due to the loss of on-street parking on streets, where most lots have frontage and where maintaining parking was therefore considered a priority.



Alternative Concept 2: Two-way Shared-use Bike Lanes

This concept would incorporate two-way shared-use bike lanes. Existing on-street parking would be retained. This concept was not carried forward as it does not respond to the community's interest for enhanced bike facilities.



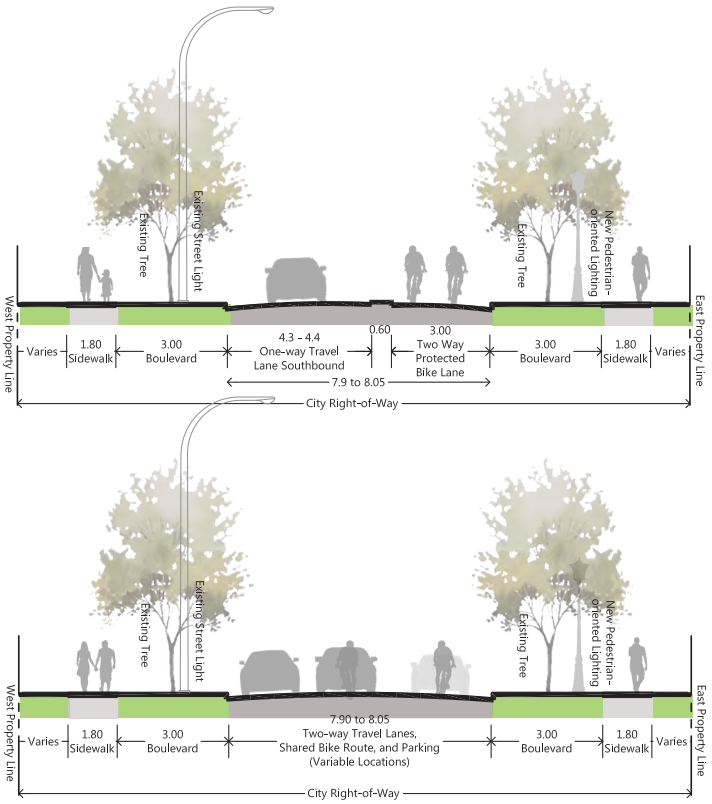
96 Street Alternative Bike Route Concepts

Alternative Concept 1: Protected Two-Way Bike Lane

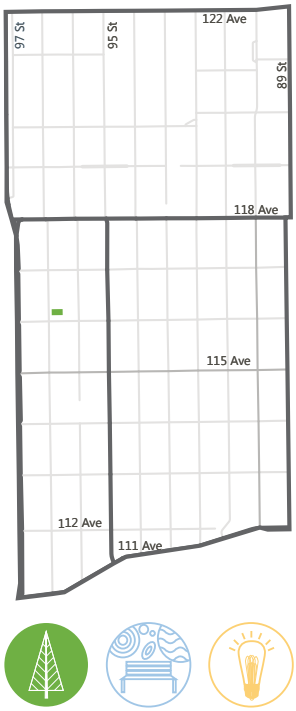
This concept would incorporate a two-way protected bike lane on the east side of 96 Street. This option would require the removal of on-street parking, as well as one-way traffic operations southbound on 96 Street. This concept was not carried forward due to the loss of on-street parking on streets, where most lots have frontage and where maintaining parking was therefore considered a priority.

Alternative Concept 2: Two-way Shared-use Bike Lanes

This concept would incorporate two-way shared-use bike lanes. Existing on-street parking would be retained. This concept was not carried forward as it does not respond to the community's interest for enhanced bike facilities.



6.11 Concept 10: Alberta Avenue Pocket Park 2 Redesign (96 St and 116 Ave)



This concept suggests developing Alberta Avenue Park 2 into an inviting pocket park.

Urban Design Concept

- The east-west sidewalk through the park would provide a pedestrian connection from 96 Street to the rear alley and 116 Avenue. The addition of this sidewalk would encourage pedestrian movement through the park.
- Pedestrian-oriented lighting along the sidewalk would increase pedestrian safety and visibility during evenings.
- Hardscaped focal points throughout the park would provide the opportunity for festivals or local events to be hosted within the park.
- Seating areas along the sidewalk would provide resting opportunities for pedestrians.
- The availability of open space within the park would provide the opportunity for community led programming such as a community garden and/or other activities.
- A mural along the rear wall of the Cornerstone United Reformed Church of Edmonton would contribute to creating a unique place and atmosphere within the park.
- The City of Edmonton Park sign would provide the opportunity to formally identify and name the park. The name of 'York Street Park' was publicly identified as a historically significant option.
- Shrubs along the north and south edges of the park would visually delineate the park space.
- The private residence south of the park has the long-term potential to be used as neighbourhood commercial/institutional use with an active edge facing the park.

Public Input

The public identified that the existing park space does not feel safe, is underutilized, and non recognizable as a park. The existing landscaped berm in the northeast corner of the park was noted as too high. Opportunities identified included more public amenities such as seating areas, board game tables, programmable spaces, and design elements accommodating to seniors. A resident suggested to name the park 'York Street Park' and develop a City of Edmonton Park sign. Historically, 96 Street was known as 'York Street'. Safety concerns related to increased crime were expressed. Removal of the existing berm and placement of new pedestrian oriented lighting would implement CPTED principles and address safety concerns.

Technical Requirements

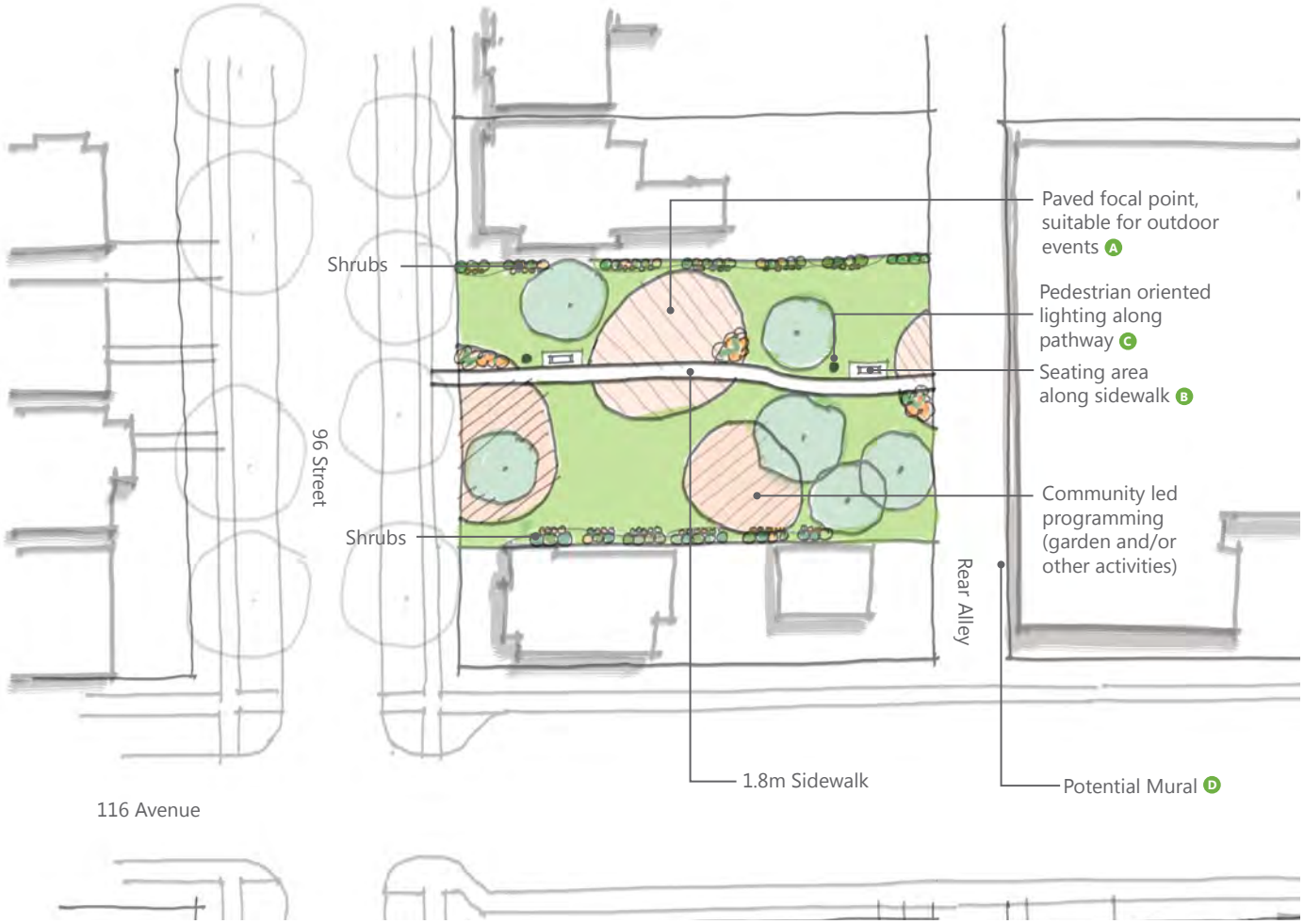
The following site constraints were considered when developing this concept:

- Grading of the park would be required to remove the existing berm.
- Clearance from existing trees would be required for placement of the sidewalk.

City Policies and Programs

The recommended concept accomplishes the following City policies and/or programs:

- Overall enhancements to the park would achieve The Way We Grow 7.4.2.
- Programmable hardscaped spaces would meet The Way We Live Objective 1.1.
- The addition of pedestrian-oriented lights, creating sight lines, seating and gathering areas, and a mural would implement Breathe - Green Network Strategy Strategic Directions 4.1, 4.4, and 4.6 and Policies 4.1.1, 4.2.1, and 4.2.2, and Winter City Guidelines 2.4.6 and 2.4.7.
- A partnership between the Cornerstone United Reformed Church of Edmonton, the Edmonton Arts Council, and Arts on the Avenue should be established to develop a mural.

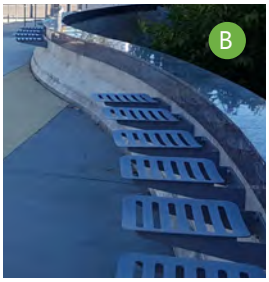


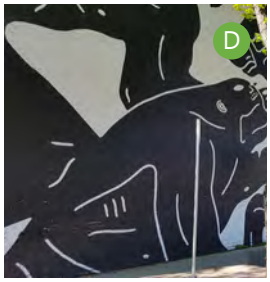
Level of Importance

Construction Timeline

Existing Conditions

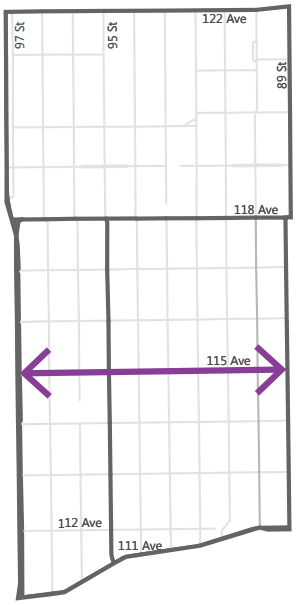
Precedent Images





6.12 Concept 11: 115 Avenue Complete Street Redesign (Between 89 St and 97 St)

This concept would incorporate new trees and improved pedestrian facilities along 115 Avenue.



Urban Design Concept

- Reconstructed boulevard sidewalks on both sides of the avenue would allow for the creation of landscaped boulevards between the sidewalk and roadway along this section of 115 Avenue.
- Curb extensions at intersections would reduce pedestrian crossing distances, improve pedestrian visibility, and narrow the roadway to encourage lower travel speeds, identified on Map 11 (see page 83).
- Two-way vehicle traffic would be maintained with dedicated on-street parking lanes on both sides of the avenue.
- New street lights would be added along the north side of the road to improve visibility and safety.

Public Input

The community identified speeding as a concern along this corridor, as well as a need for improvements to the pedestrian environment, particularly between 92 Street and 95 Street. The proposed concept would address these concerns by improving the aesthetics of the corridor, encouraging lower vehicle speeds, and providing a buffer from traffic through the addition of a landscaped boulevard. There was a high level of comfort for the proposed concept for this corridor.

Residents also expressed a desire for additional marked and signalized crosswalks to improve pedestrian visibility and encourage slower traffic speeds, and were generally supportive of curb extensions. These specific items are detailed further in the Community Traffic Management Plan (Section 7, see page 77).

Technical Requirements

The following site constraints were considered when developing this concept:

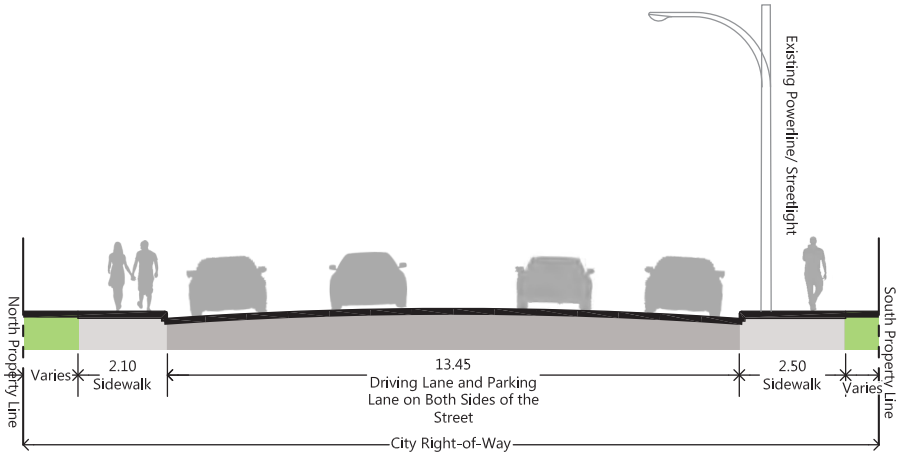
- The City has established minimum sidewalk, vehicle and parking lane widths that must be accommodated within the existing road right-of-way.
- Existing under and above ground utilities.

City Policies and Programs

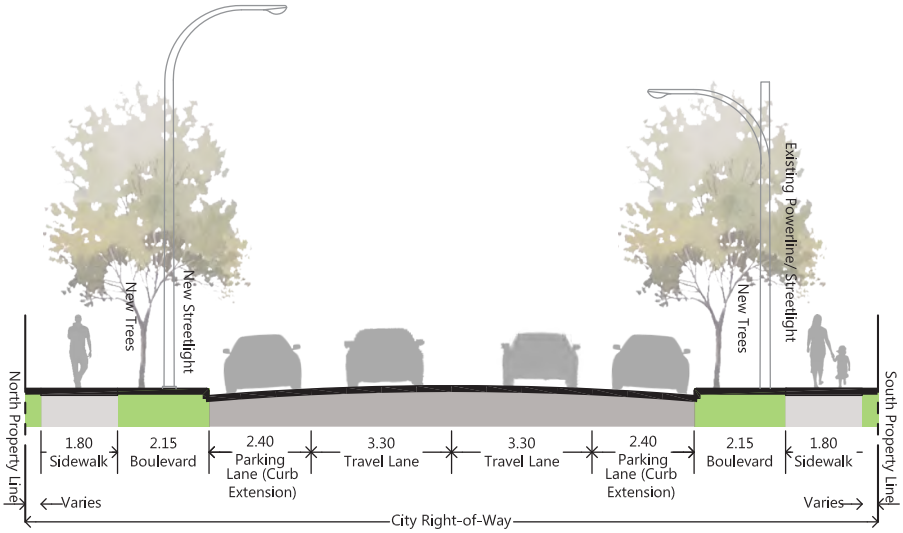
The recommended concept accomplishes the following City policies and/or programs:

- Providing improved pedestrian facilities in a well-connected network supports Objectives 4.6.1 and 5.7.1 of The Way We Grow; the objectives of Section 6 and 7 of The Way We Move; policy statements 1, 4, and 5 of the City's Active Transportation Policy C544; and objective 2 of Edmonton's Urban Design Framework.
- Road cross-section design would be in accordance with the Complete Streets Design and Construction Standards.
- Providing a balance of pedestrian improvements and on-street parking supports policy statements 1 through 4 of the Community Traffic Management Policy C590.

Existing



Proposed



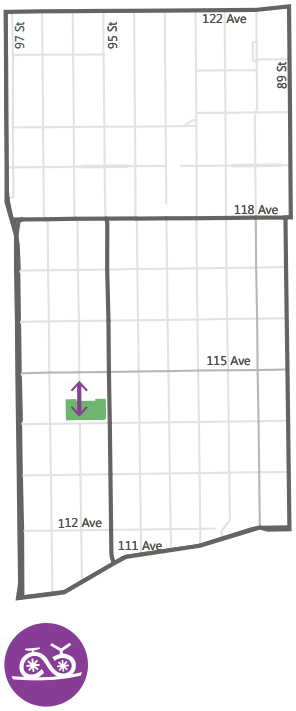
Level of Importance

Construction Timeline

Existing Conditions

6.13 Concept 12: 95A Street Sidewalk Connection to the Norwood Child & Family Resource Centre & Norwood Square

This concept improves pedestrian connectivity into Norwood Square from 95A Street at the northern edge of the park.



Urban Design Concept

- The existing vehicle turnaround area would be removed to facilitate the addition of a sidewalk extension.
- The sidewalk extension would provide accessible pedestrian access to the mid-block connection from 95A Street between the Norwood Child and Family Resource Centre and Norwood Square.

Public Input

The public identified the need to improve the northern pedestrian and cyclist access into Norwood Square/Norwood Child and Family Resource Centre from 95A Street. The opportunity to replace the existing turnaround area/parking spot with a sidewalk and curb ramp was suggested. The recommended concept would include a continuous sidewalk connection into Norwood Square/Norwood Child and Family Resource Centre. However, a curb ramp from the sidewalk to 95A Street is not included in the concept because north-south bike routes are proposed on 96 Street and 92 Street.

Technical Requirements

The following site constraints were considered when developing this concept:

- Removal of the existing planter would be necessary for the preferred sidewalk alignment.
- Removal of the turnaround area would require vehicles to turnaround using the existing side alley off of 95A Street.
- The Forestry Department should be consulted prior to the removal of the tree planter to ensure that the existing tree can be preserved.

City Policies and Programs

The recommended concept accomplishes the following City policies and/or programs:

- The sidewalk expansion would achieve Active Transportation Policy Statement 1 and Breathe - Green Network Strategy Strategic Direction 4.6 and Policy 4.6.1.

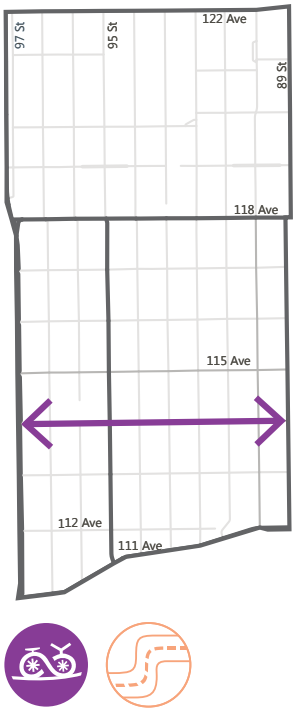
Level of Importance

Construction Timeline

Existing Conditions

6.14 Concept 13: 114 Avenue Bike Route (Between 89 St and 97 St)

This concept would incorporate a shared one-way westbound bike route and one-way eastbound protected/painted buffer bike lane along 114 Avenue. Coordination with Spruce Avenue Neighbourhood Renewal project would be required to ensure an interconnected bicycle network. Further consultation will be completed to finalize this concept.



Urban Design Concept

- 114 Avenue would be converted to one-way westbound vehicle operation, shared with a westbound painted bike lane which maintains the connection to 97 Street and further west into Spruce Avenue.
- A one-way eastbound protected/painted buffer bike lane would be located on the south side of 114 Avenue.
- The existing on-street parking on the north side from 89 Street to 97 Street would be retained.
- The existing on-street parking on the south side from 95A Street and the rear alley to the east would be removed to accommodate the protected/painted buffer bike lane (see plan view on page 70).
- The existing on-street parking on the south side between 95 Street to the rear alley to the west and 95 Street to 94 Street would be retained (see plan view on page 70).
- To improve the pedestrian environment, new trees would be added on both sides between 94 and 95 Street.

Public Input

Local residents identified this corridor as a priority cycling route, with a particular need for traffic calming and improved pedestrian facilities adjacent to Norwood Square. A protected bike lane was identified as the most popular facility type during consultation, although some residents indicated a painted bike lane would be appropriate for 114 Avenue. Some comments were received indicating that a cycling route would be more appropriate on 115 Avenue. At consultation events, there was generally a high level of comfort with the proposed concept. Concerns were subsequently raised regarding access to the Norwood Child and Family Resource Centre with one-way traffic operations, as well as parking availability for residents and Norwood Child and Family Resource Centre clients.

The proposed concept is recommended to provide an enhanced pedestrian and cycling environment. The proposed concept identifies cycling facilities which will connect to cycling facilities on 114 Avenue beyond the neighbourhood. Although 115 Avenue was mentioned it would not provide a direct connection to other bike infrastructure and dead ends west of 102 Street. The concept design also addresses community interest in an enhanced bike facility and in traffic calming measures. The concept balances these considerations with local interest in maintaining access to on-street parking adjacent to houses along 114 Avenue and in front of the Norwood Child and Family Resource Centre. Further consultation will be completed to ensure the design finds a balance between user needs and adjacent property owner feedback.

Technical Requirements

The following site constraints were considered when developing this concept:

- The City has established minimum sidewalk, bike, vehicle and parking lane widths that must be accommodated within the existing road right-of-way.
- The proposed cross section requires a road width of 8.0m. The existing road width varies between 7.9m to 8.05m. The new roadway alignment should be consistent throughout and should have a minimum width of 8.0m. Realignment of the curb line would be required at some locations, and roadway and bike lane widths may require minor narrowing to fit within the available space. The Urban Forestry Department should be consulted at the preliminary design stage.

City Policies and Programs

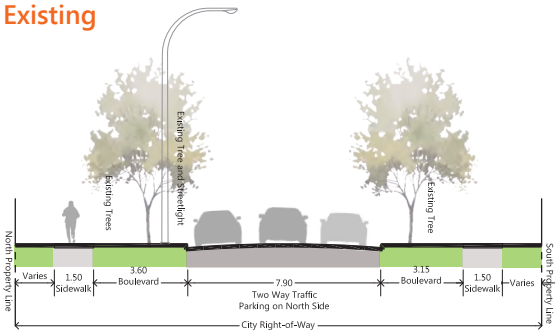
The recommended concept accomplishes the following City policies and/or programs:

- Providing improved pedestrian and cycling facilities in a well-connected network supports Objectives 4.6.1 and 5.7.1 of The Way We Grow; the objectives of Section 6 and 7 of The Way We Move; policy statements 1, 4, and 5 of the City's Active Transportation Policy C544; and objective 2 of Edmonton's Urban Design Framework.
- Road cross-section design would be in accordance with the Complete Streets Design and Construction Standards.
- Providing a balance of cycling/pedestrian improvements and on-street parking supports policy statements 1 through 4 of the Community Traffic Management Policy C590.

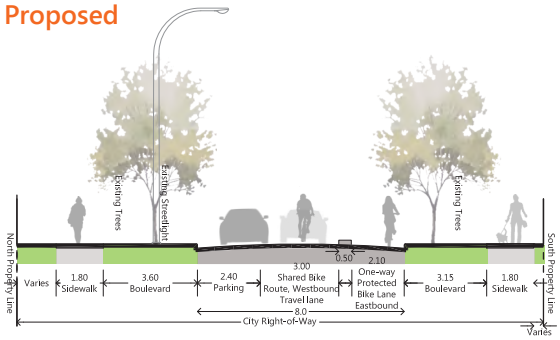
Further information on the alternative concepts considered is provided on page 71 of this document.

114 Avenue from 97 Street to alley west of 95 Street and 94 Street to 89 Street

Existing

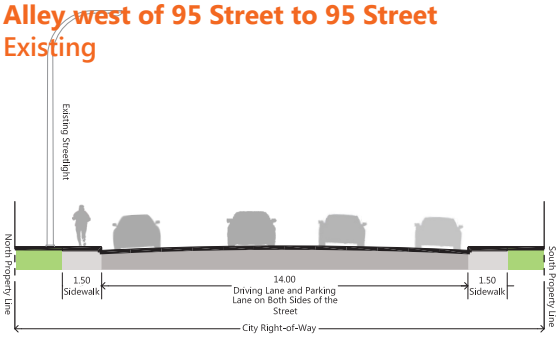


Proposed

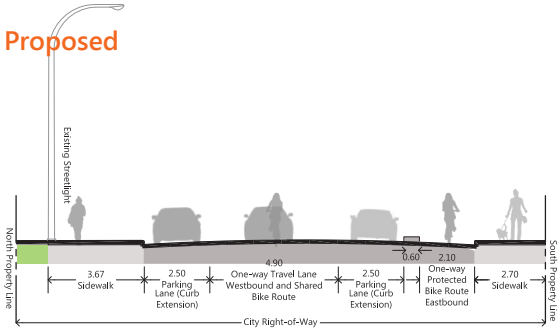


Alley west of 95 Street to 95 Street

Existing

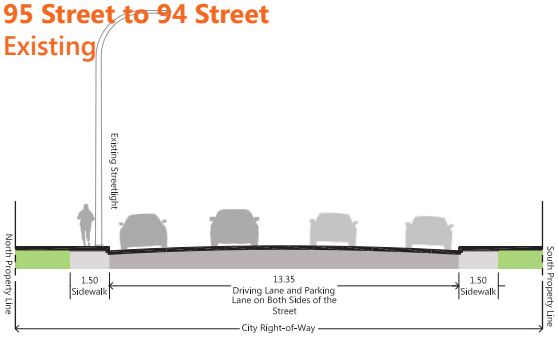


Proposed

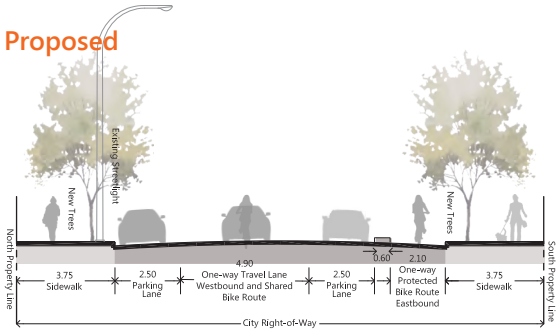


95 Street to 94 Street

Existing



Proposed



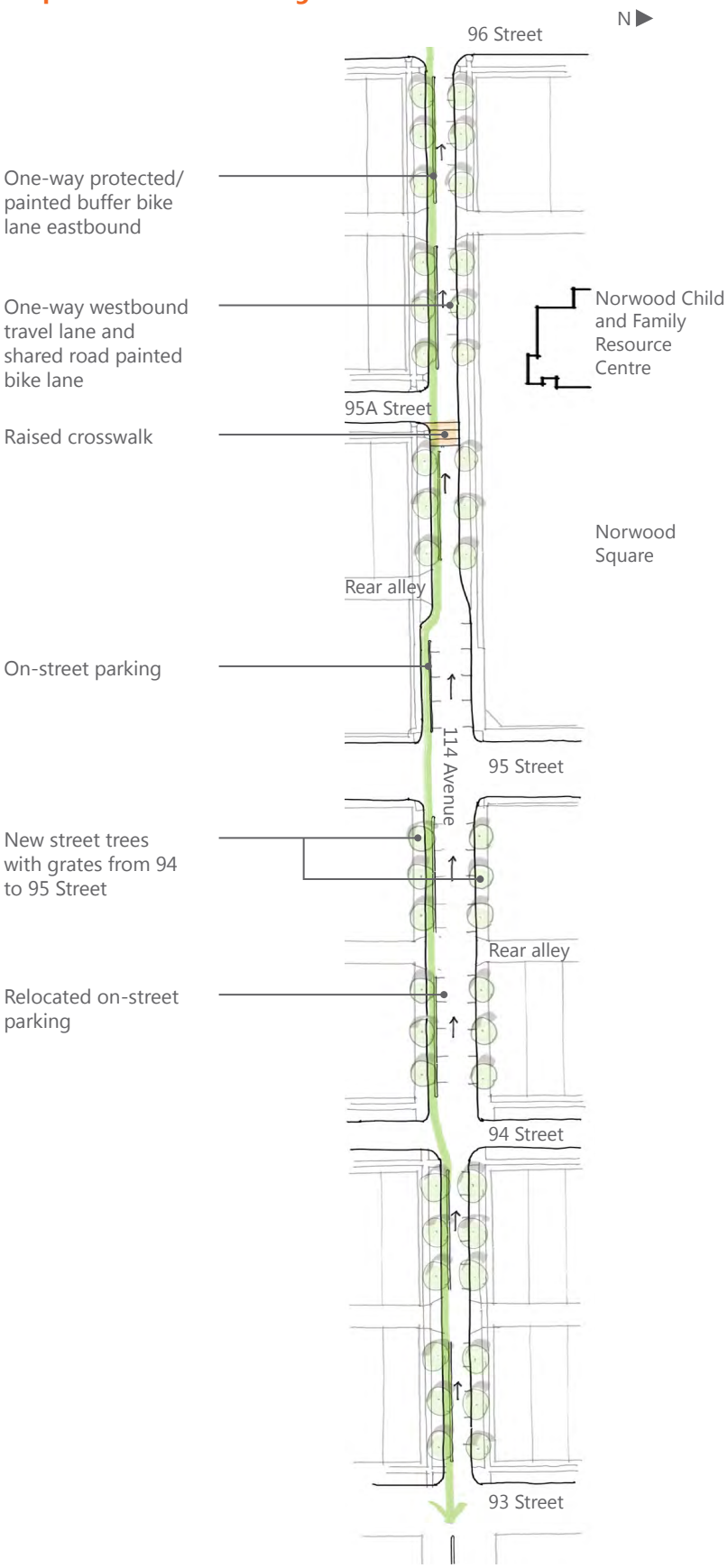
The below 'Level of Importance' and 'Construction Timeline' were identified by the public regarding the previously proposed two-way protected bike route and one-way travel lane westbound. The recommended concept balances public input regarding a protected bike route and maintaining existing on-street parking.

Level of Importance

Construction Timeline

Existing Conditions

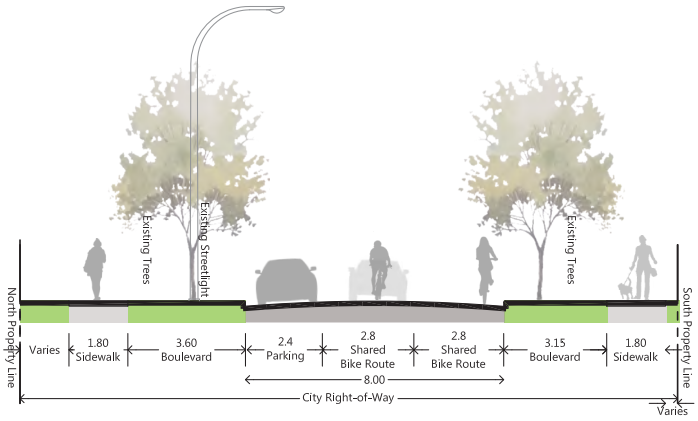
Proposed Bike Route along 114 Avenue



114 Avenue Alternative Bike Route Concepts

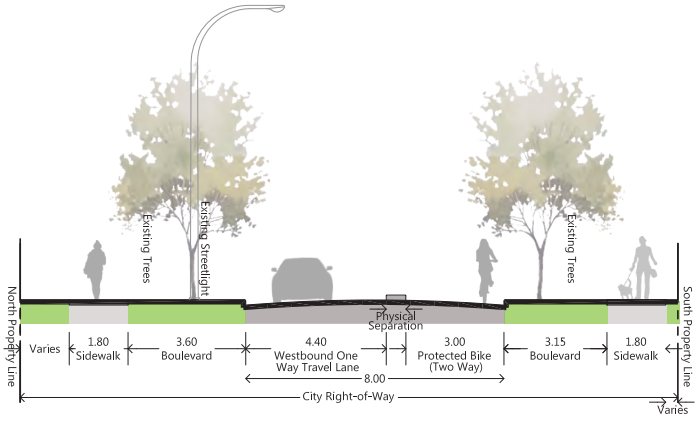
Alternative Concept 1: Shared Two-way Bike Lanes

This concept would incorporate a shared bike lane in each direction. It would retain on-street parking on the north side of the street and two-way traffic. This concept was not carried forward as enhanced bike facilities were identified by residents during consultation that would offer a greater level of safety and comfort for users.



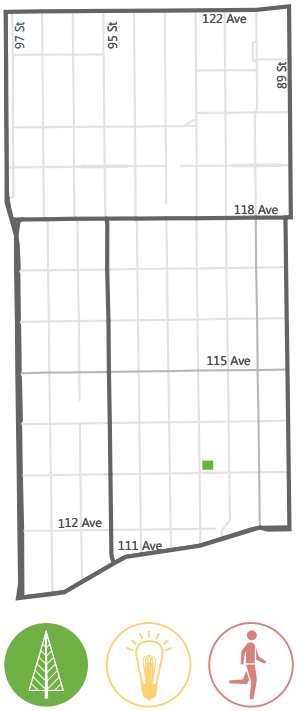
Alternative Concept 2: Two-way Protected Bike Lane

This concept would incorporate a two-way protected bike lane along the south side of 114 Avenue, with curb separation from a one-way westbound vehicle travel lane. On-street parking would be retained on both sides between 94 Street and the rear alley west of 95 Street, but lost on the north side between 89 and 94 Street and 95A and 97 Street, and on the south side between the rear alley west of 95 Street and 95A Street to accommodate the two-way protected bike lane. This concept was not carried forward as it results in a significant loss of on-street parking, which was of concern to local residents and users of the Norwood Child and Family Resource Centre.



6.15 Concept 14: Lorne Street Park Improvements (113 Ave and 92 St)

This concept would enhance lighting within the park and explore providing recreational space on the nearby parking lot, owned by the Norwood Wesleyan Church.



Urban Design Concept

- Pedestrian-oriented lights would increase pedestrian safety and visibility during evenings.
- Trimming the existing mature trees along the northern property line of the park (1.0m from the ground up) would increase visibility through the park and address Crime Prevention Through Environmental Design (CPTED) objectives.
- Establishing a partnership between the City and the Norwood Wesleyan Church to develop a portion of their site, adjacent to Lorne Street Park, for youth activities such as a basketball court should be explored.
- Developing an information plaque describing the significance of the park name would contribute to placemaking and expression of community identity.

Public Input

The public identified that Lorne Street Park does not feel safe, is underutilized, and lacks recreational activities for youth. Safety concerns involved poor lighting, lingering of individuals during evening hours, and overgrowth of existing mature trees along the northern edge of the park. Installing new pedestrian-oriented lights and periodic pruning of existing mature trees would help address safety concerns. A Norwood Wesleyan Church representative expressed interest in developing youth-friendly activities such as a basketball court on their lot. In addition, the opportunity to develop an information plaque describing the significance behind the park name was also identified by the public.

Technical Requirements

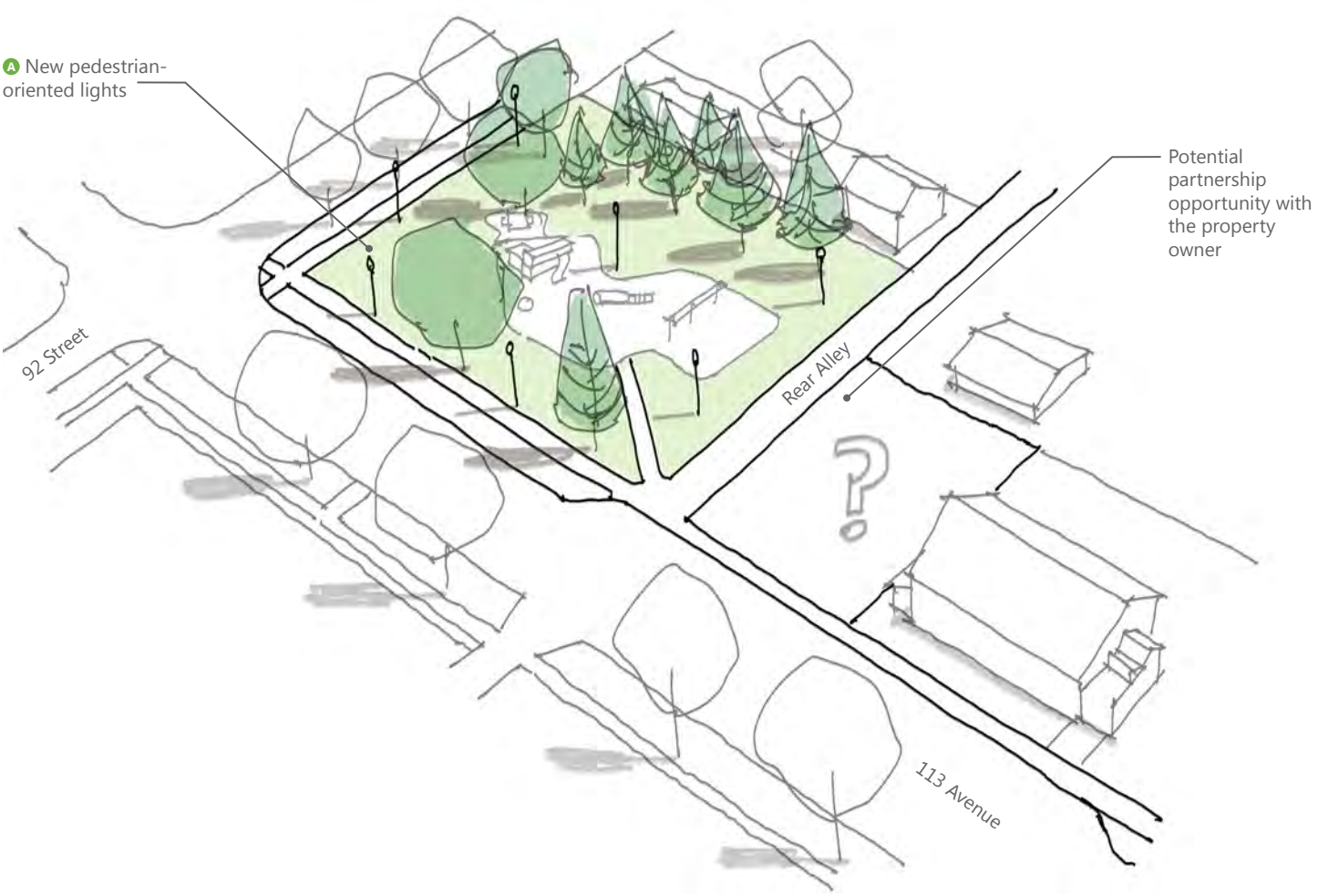
The following site constraints were considered when developing this concept:

- Further discussion with internal departments and the church would be required to explore the potential partnership to develop the existing private parking lot for youth activities.
- Use of the parking lot within Norwood Wesleyan Church for youth activities may require variance to parking regulations of the Zoning Bylaw.

City Policies and Programs

The recommended concept accomplishes the following City policies and/or programs:

- Overall improvements to Lorne Street Park would implement The Way We Grow Policy 7.4.2.
- Establishing a partnership between the adjacent church to develop a basketball court would achieve The Way We Live Objective 1.1.
- Pedestrian-oriented lights and pruning of existing mature trees, would accomplish Breathe - Green Network Strategy Strategic Directions 4.1 and 4.4, and Policy 4.1.1.



Level of Importance

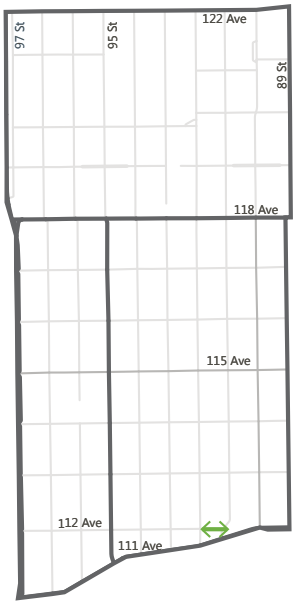
Construction Timeline

Existing Conditions

Precedent Images

6.16 Concept 15: New 112 Avenue Pocket Park (Between 91 St and 92 St)

This concept would enhance pedestrian connectivity from 91 Street to 112 Avenue.



Urban Design Concept

- The addition of sidewalk along the south side of 112 Avenue would improve pedestrian connectivity to 91 Street.
- Pedestrian-oriented lighting would increase pedestrian safety and visibility during evenings.
- Wayfinding signage would provide awareness and usage of the connection.
- Removal of the existing on-street turnaround spot would facilitate the expansion of the existing green space.
- The crosswalk across 91 Street at the intersection of 111 Avenue would enhance pedestrian connectivity to 112 Avenue and 92 Street.
- Public art would contribute towards placemaking and provide an opportunity to express community identity.

Public Input

The community expressed the need for an improved pedestrian and cyclist connection from 112 Avenue to 91 Street. The existing sidewalk connection is narrow and goes between an existing mature tree and a private property fence. The opportunity for placemaking elements within the proposed pocket park was identified through the public engagement process.

Technical Requirements

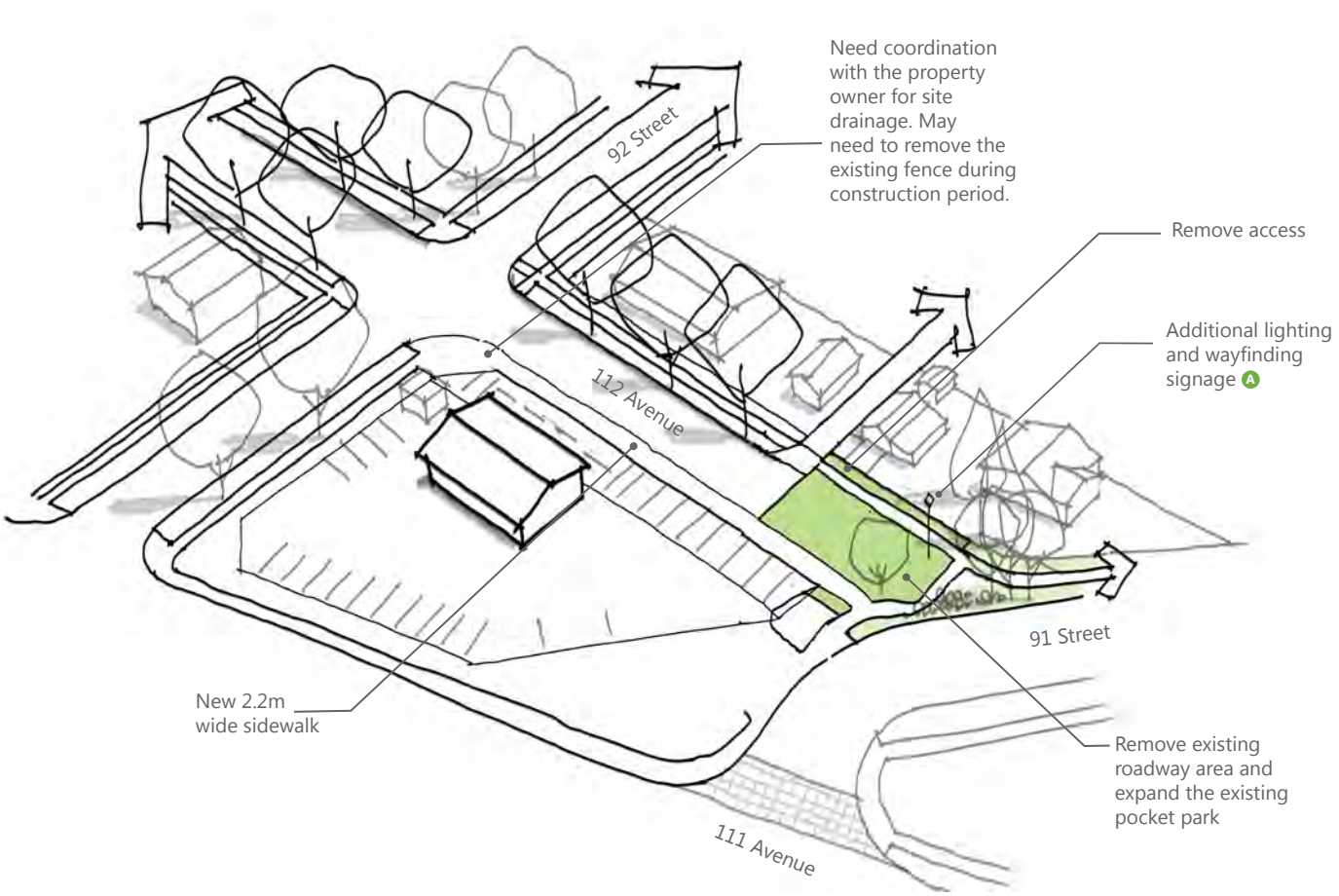
The following site constraints were considered when developing this concept:

- The new 2.2m monowalk on the south side of 112 Avenue (between 92 and 91 Street) would need coordination with the adjacent property owner for site drainage and may require the removal of the existing fence during construction.
- The removal of the on-street turnaround spot would be decommissioned as a road. Vehicles would be able to use the alley to turnaround.
- The addition of the green space would require the removal of one private property access onto 112 Avenue. Further consultation with the property owner is required.

City Policies and Programs

The recommended concept accomplishes the following City policies and/or programs:

- Creating a better connection would achieve Breathe - Green Network Strategy Strategic Direction 4.6 and Policy 4.6.1, and Active Transportation Policy Statement 1.



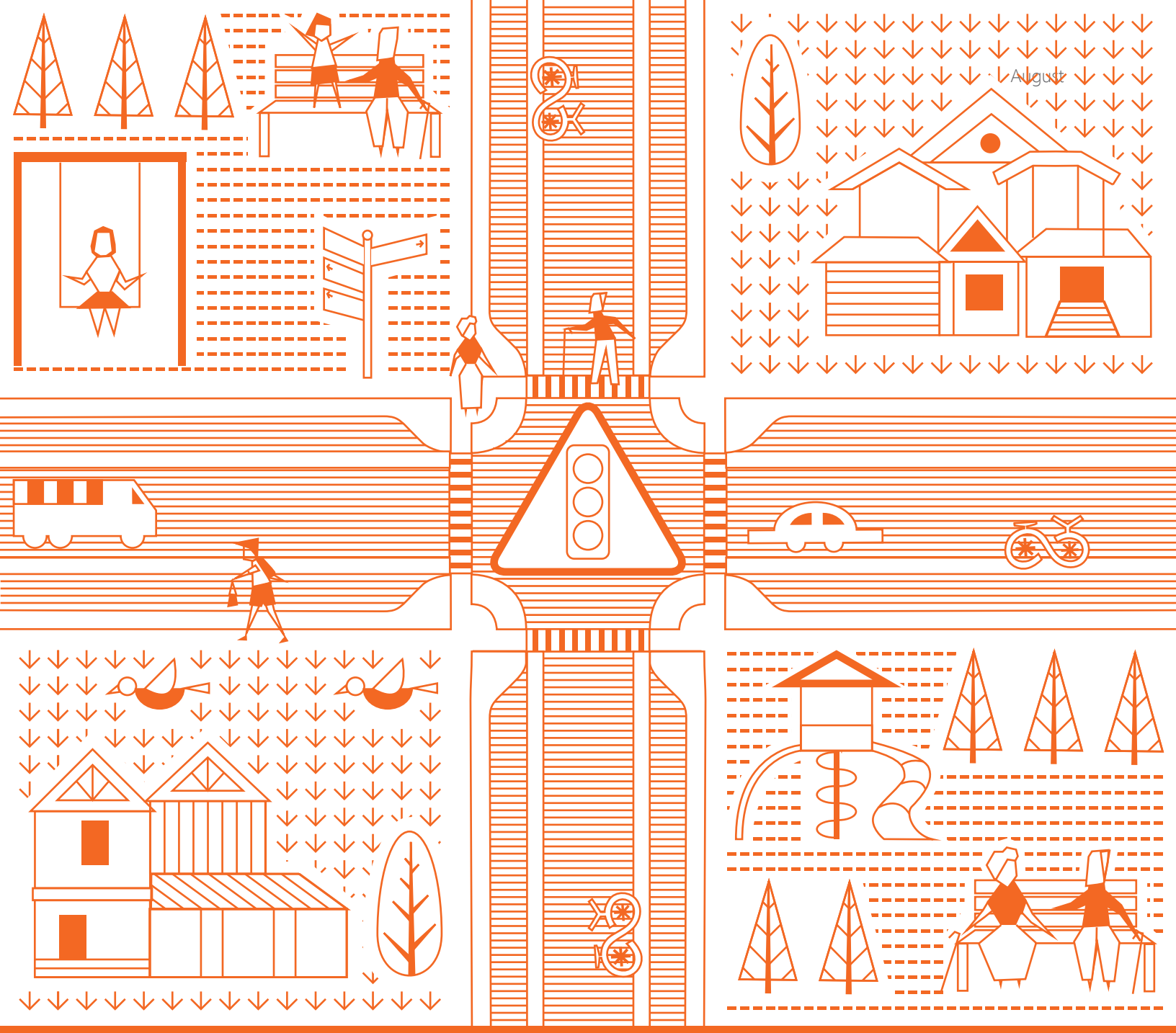
Level of Importance

Construction Timeline

Existing Conditions

Precedent Images

This page was intentionally left blank.



7 Community Traffic Management Plan

What is a Traffic Calming Plan

Traffic calming is a combination of mainly physical traffic measures that address speeding and/or shortcutting on local and collector roads within communities. Traffic calming measures can also be incorporated into street design to enhance the safety and comfort of vulnerable road users such as pedestrians and cyclists.

Decisions about the location and type of traffic calming measure must consider how the measures will work together as a system to reduce speed and shortcutting over a larger area. It is often not feasible or necessary to install traffic calming measures at every location. This system is known as a traffic calming plan.

During the consultation process for this project, residents indicated a desire to reduce traffic speeds and shortcutting on residential roads within the community, as described in Section 4.6. Local and collector roads throughout the neighbourhood were identified by residents as having issues with speeding and shortcutting (see Map 7, page 27).

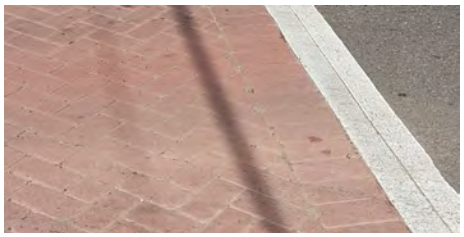
The draft traffic calming plan established in Map 11 (see page 81) addresses community identified concerns and design objectives associated with each urban design concept. This traffic calming plan will be integrated and refined within the preliminary design for neighbourhood renewal, as the urban design concepts outlined in this document are developed further. The draft traffic calming plan will be further refined with the community through public engagement. If no traffic calming measures are proposed at an intersection, it is assumed that the intersection will be rebuilt in its existing configuration, unless curb ramps are to be added or other changes are proposed as part of a concept plan elsewhere in this document.

General Traffic Calming Measures

The following traffic calming and complementary urban design measures were considered when developing the plan. With the exception of painted/textured crosswalks, all were presented for resident feedback at the April 2018 consultation event.

Raised Crosswalks

This measure raises the crosswalk slightly above roadway level, slowing vehicle traffic crossing in the perpendicular direction, increasing the visibility of the crosswalk for all road users, and improving access across the crosswalk for users of mobility devices.



Painted/Textured Crosswalks

This urban design measure incorporates additional paint or textured pavement in the design of the crosswalk, increasing its visibility to all road users. However, painted crosswalks can be slippery and challenging to maintain, and textured crosswalks are subject to heaving and can be uncomfortable for cyclists and users of mobility aids.

Curb extensions

This measure extends the sidewalk closer to the travel lanes at an intersection, to improve the visibility to drivers of pedestrians waiting to cross. It can be designed to encourage slower traffic speeds.

One-way Traffic Operations

This measure removes a direction of vehicle travel on a former two-way street to eliminate a shortcut route.

Raised Intersections

This measure raises the area within an intersection slightly above roadway level, slowing vehicle traffic passing through it.

Mini-roundabouts

This measure creates a small roundabout with a raised centre island in an intersection, requiring drivers to reduce their speed to navigate around the island.

Raised Medians Through Intersections

This measure places a raised median on one of the streets making up an intersection, preventing through traffic from passing through the intersection across the median. This can be done to eliminate a shortcut route.

Road Closures

This measure closes a roadway to vehicle traffic at a corner or mid-block, while still providing access for pedestrians and cyclists. This can be done to eliminate a shortcut route but may also have negative impacts on residents' access by car.

Speed Hump

This measure is a gradual raised area across a roadway, requiring drivers to reduce their speed to pass over it comfortably.

Raised Median

This measure consists of a narrow raised area within the roadway that can be used to separate directions of vehicle travel or separate bikes from cars.

Chicane

This measure consists of alternating curb extensions along a block, requiring cars to curve their travel path slightly and maintain slower speeds.

Diagonal Diverter

This measure closes an intersection to through traffic and permits turns to and from one direction only. It can be used to eliminate a cut-through option.

Right-in/Right-out Island

This measure restricts through and left-turn movements at an intersection to eliminate a cut-through option.

Benefits and Trade-offs

Measures to Reduce Speeding

- These measures include raised intersections and crosswalks, speed humps, raised medians, chicanes, mini-roundabouts, and curb extensions
- Can slow traffic and discourage shortcutting, but may divert traffic to other roads
- Raised intersections and crosswalks can make pedestrians more visible to drivers and can be easier to cross for people who use mobility aids
- May be challenging for larger vehicles (such as trucks or buses) or uncomfortable for transit passengers traveling over vertically raised measures
- May increase traffic noise due to braking and accelerating
- May result in the loss of some on-street parking
- Cyclists may need to 'take the lane' to travel around curb extensions, roundabouts and chicanes.

Measures to Reduce Shortcutting

- These measures include one-way roads, raised medians through intersections, diagonal diverters, right-in/right-out islands, and road closures
- Can reduce traffic volumes and shortcutting, but may divert traffic to other roads
- Can reduce conflicting traffic movements, which may result in fewer/less severe collisions
- Raised medians and right-in/right-out islands create a pedestrian refuge to make crossing the road safer
- May offer landscaping opportunities
- May result in the loss of some on-street parking
- Less convenient vehicle access for residents and visitors by car

Public Level of Comfort with Traffic Calming Measures

When evaluating potential traffic calming solutions, the communities level of comfort with various types of traffic calming measures was considered. During the public consultation process for urban design concept development, residents expressed a high level of comfort for the following measures:

- Curb extensions;
- Raised crosswalks and intersections; and
- Mini-roundabouts.

As residents were less comfortable with the other traffic calming measures, these measures were not prioritized. Note: as textured/painted crosswalks were not presented to residents during consultation, the level of comfort has not been evaluated.

During consultation, residents also identified pedestrian comfort, cyclist comfort, and slowing vehicle traffic as the most important goals of traffic calming in the Alberta Avenue neighbourhood. As a result, the design intent of measures at specific locations was carefully examined when preparing the traffic calming plan. Besides the identified resident concerns, the traffic calming plan also considers the locations of pedestrian and cycling corridors, and crossing points to school sites and playgrounds. Other elements that may impact the detailed design include Complete Streets Design and Construction Standards; traffic data; noise, vibration, drive time and parking impacts to residents; impacts to services such as road maintenance, emergency services, waste management and school buses; and design cost and complexity. The traffic calming plan is designed to complement urban design measures proposed in this UDA to enhance the pedestrian and cycling environment.

Key Locations of Traffic Calming Measures

Key locations where traffic calming and complementary urban design measures are proposed are discussed further below and identified on Map 11 (page 83).

92 Street

This corridor is identified as a key north-south pedestrian and cycling route in the urban design concept, providing important links between several neighbourhood parks and to other cycling routes. It was also highlighted by residents as having issues with speeding and shortcutting. Traffic calming measures are therefore proposed at selected intersections to enhance pedestrian visibility and safety, to slow vehicle traffic to make walking and cycling more comfortable, and to improve the visibility and continuity of the corridor for pedestrians.

Specific traffic calming measures proposed for this corridor include:

- One-way (northbound) traffic operations from 111 Avenue to 119 Avenue where bikes and cars share with a one-way (southbound) painted bike lane, a narrower travel lane, and the retention of on-street parking, which will help slow vehicle traffic using the corridor;
- A raised crosswalk on the west side of the intersection of 117 Avenue to improve the visibility of pedestrians and slow vehicle traffic crossing the corridor;
- A raised crosswalk on the north side of the intersection of 116 Avenue and 113 Avenue, to slow traffic at this location and improve the pedestrian environment;
- Curb extensions at all four corners of the intersections of 115 Avenue and 113 Avenue to improve the visibility of pedestrians and encourage slower traffic speeds;
- Textured crosswalks on the west side of the intersections of 120 Avenue, 119 Avenue, 116 Avenue, 115 Avenue, 114 Avenue, 113 Avenue, and 112 Avenue and across 92 Street at the intersection of 121 Avenue on the south side to create a highly visible pedestrian route for users adjacent to parks and community destinations.

Although residents frequently requested a pedestrian crosswalk at 118 Avenue during consultation, this area is not within the scope of this project. This work will be coordinated with other City departments.

96 Street

Like 92 Street, this corridor is a key north-south pedestrian and cycling route south of 119 Avenue, where residents have identified issues with speeding and shortcutting. Traffic calming measures are therefore proposed at selected intersections to enhance pedestrian visibility and safety, slow vehicle traffic to make walking and cycling more comfortable, and improve the visibility of the corridor for pedestrians.

Specific traffic calming measures proposed for this corridor include:

- One-way (southbound) traffic operations from 111 Avenue to 119 Avenue where bikes and cars share with a one-way (northbound) painted bike lane, a narrower travel lane, and the retention of on-street parking, which will help slow vehicle traffic using the corridor;
- Curb extensions at all four corners of the intersection of 115 Avenue and on the west side of the intersections of 114 Avenue and 112 Avenue, to improve the visibility of pedestrians and encourage slower traffic speeds; and
- A raised crosswalk at the intersection of 116 Avenue on the north side, to slow traffic in this location and improve the pedestrian/cycling environment.

119 Avenue

Residents identified shortcutting along this corridor, westbound from 95 Street to 97 Street. 119 Avenue is also identified as a gap in Edmonton's bike network. Incorporation of a protected bike lane as set out in the urban design concept requires one-way (eastbound) operation from 97 Street to 93 Street that will effectively remove this shortcut route and reduce speeding. Based on community input, it is recommended to remove existing medians along 119 Avenue (between 95A Street and 94 Street and between 91 Street and 89 Street). As a result, no additional traffic calming measures are proposed here.

121 Avenue

This corridor is identified as a key east-west pedestrian route in the urban design concept and connects several community destinations. Traffic calming measures are proposed at selected intersections to improve pedestrian visibility and encourage slower vehicle speeds at key crossing points along this route.

Specific traffic calming measures proposed for this corridor include:

- Raised crosswalks on the north side of the intersection of 92 Street and on the south side of the intersections of 93 Street and 94 Street, to slow traffic passing in the north-south direction and improve the visibility and accessibility of the crosswalks for pedestrians;
- Textured crosswalks on the north side of the intersection of 91 Street and the south side of the intersection of 95 Street, to improve the visibility of the crosswalk and the continuity of the corridor for pedestrians.

115 Avenue

This corridor is a significant east-west travel route offering wide vehicle travel lanes and basic pedestrian infrastructure with minimal separation from traffic. Vehicle speeds and pedestrian safety were highlighted as community concerns. The urban design concept proposes significant improvements to the pedestrian character of this corridor, including the addition of boulevards and street trees.

Specific traffic calming measures proposed for this corridor include curb extensions at all four corners of the intersections of 90 Street through 94 Street, 95A Street, and 96 Street, to improve the visibility of pedestrians using the corridor, reduce pedestrian crossing distances, encourage slower vehicle speeds, and complement the enhanced pedestrian environment proposed in the urban design concept. Measures to enhance the cycling environment are proposed along adjacent 114 Avenue.

114 Avenue

This corridor is identified in the urban design concept as a significant east-west cycling route that completes a missing link between cycling routes on 114 Avenue in the Spruce Avenue and Parkdale neighbourhoods. At present a shared bike route exists on 114 Avenue between 93 Street and 89 Street within Alberta Avenue neighbourhood. One-way traffic operations are proposed for this corridor to accommodate a protected/painted buffer bike lane and create a more comfortable cycling environment. Curb extensions will also be added to the west side of 90 Street and 94 Street to improve pedestrian visibility and encourage slower traffic speeds.

113 Avenue

This corridor was identified by residents as having speeding and shortcutting issues. Specific traffic calming measures proposed for this corridor include curb extensions at all four corners of 90 Street and 92 Street intersections, on the east side of the 93 Street intersection, and on the west side of the 94 Street and 95A Street intersections to improve the visibility of pedestrians crossing 113 Avenue and encourage slower vehicle traffic.

Community Nodes

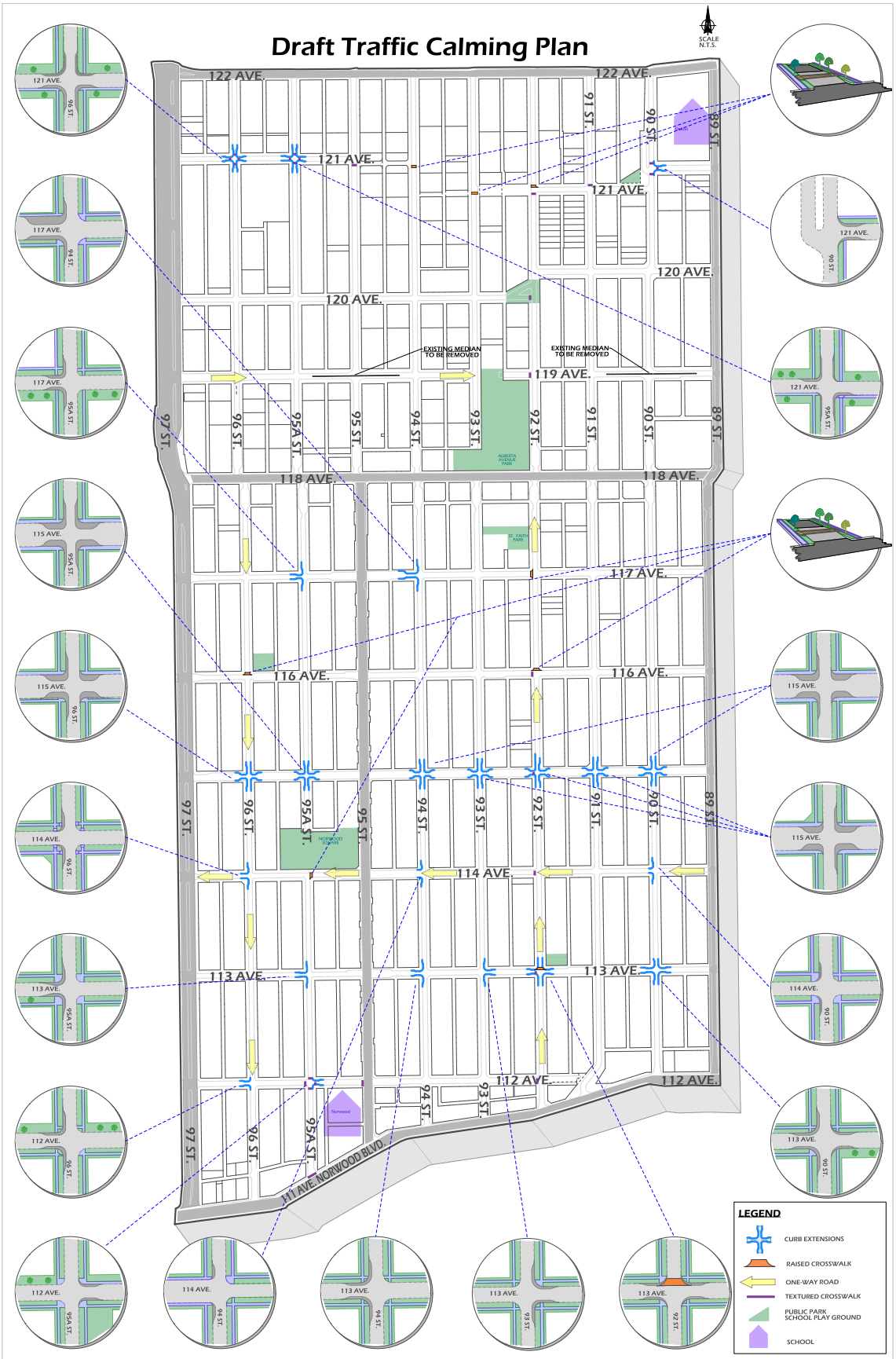
Alberta Avenue contains several school sites, community facilities and parks where pedestrian and cycling accessibility and safety can be enhanced.

Delton School

Specific traffic calming measures proposed at Delton School include:

- Curb extensions on the east side of 90 Street and 121 Avenue intersection adjacent to the school, to improve pedestrian visibility and shorten crossing distances;
- Textured crosswalks at all three corners of 90 Street and 121 Avenue, to provide a visual cue for pedestrian priority and a visible link to the 121 Avenue east-west pedestrian route.

Map 11. Draft Traffic Calming Plan



One World Centre

Specific traffic calming measures proposed at the One World Centre include curb extensions and textured crosswalks at all four corners of the 95A Street and 96 Street intersections of 121 Avenue, to shorten crossing distances and improve pedestrian visibility along all routes accessing the community node while providing a visible link to the 121 Avenue east-west pedestrian route.

Norwood Square

Specific traffic calming measures proposed at Norwood Square include a raised crosswalk on the east side of the 95A Street and 114 Avenue intersection, to improve the visibility of pedestrians accessing the square and to encourage slower traffic along 114 Avenue at this location.

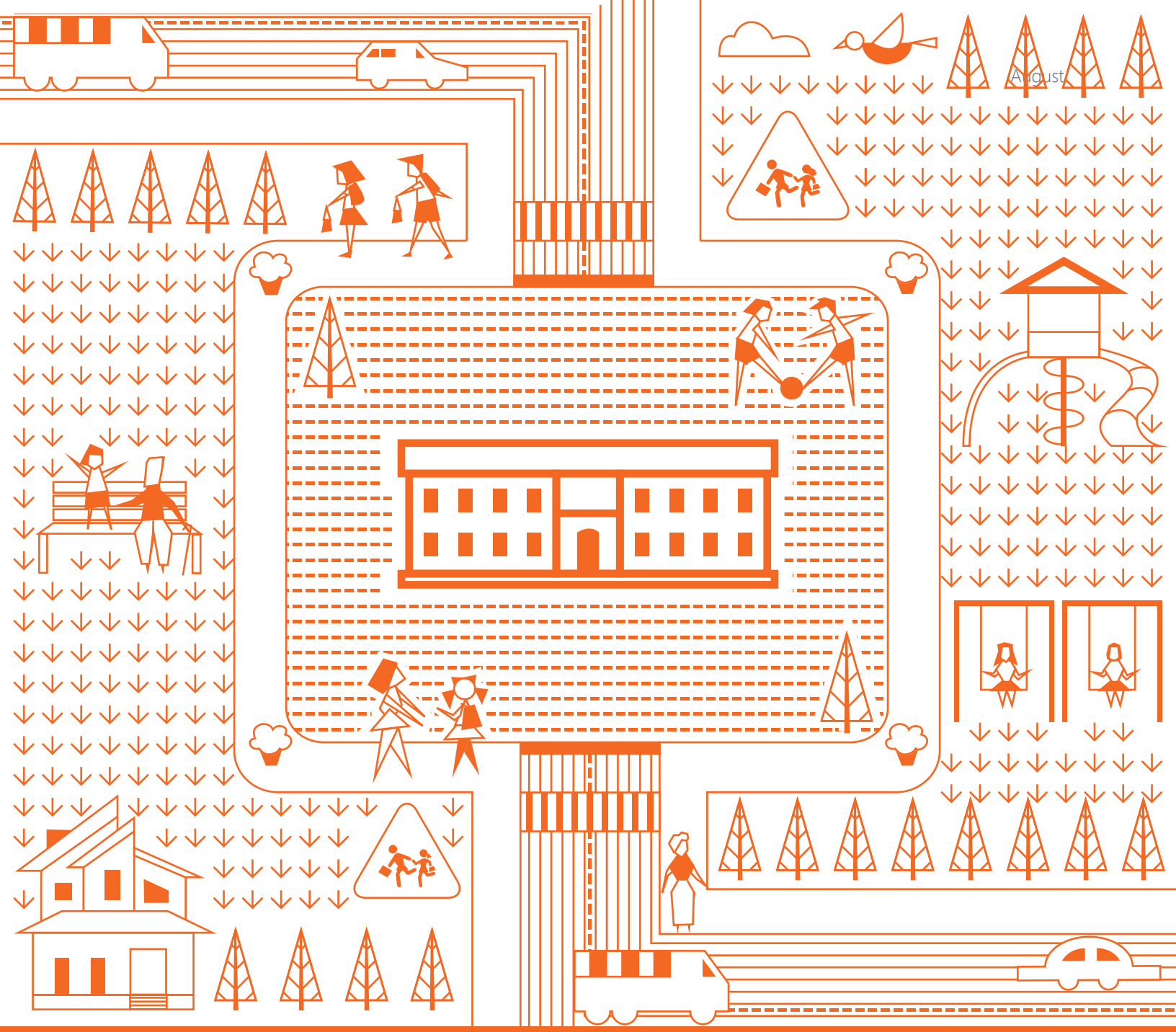
Norwood School

Specific traffic calming measures proposed at Norwood School include:

- Curb extensions on the east side of the intersection of 95A Street and 112 Avenue, to shorten crossing distances and improve pedestrian visibility adjacent to the school site. Textured crosswalks at all four corners of this intersection to further enhance the visual cue for pedestrian priority at this school site; and
- Textured crosswalk on the west side of the intersection of 95 Street and 112 Avenue, and on the north side of the intersection of 95A Street and 111 Avenue, to enhance pedestrian priority adjacent to the school site.

117 Avenue Commercial Area

Specific traffic calming measures proposed near the 117 Avenue commercial area include curb extensions at 94 Street and 95A Street on the west side, to shorten pedestrian crossing distances and provide a visual cue to drivers entering the residential areas on either side of the commercial strip.



8 Next Steps

Neighbourhood Renewal Construction Budget

Ultimately, the completion of the UDA recommendations is subject to the availability of funding. Base level neighbourhood renewal improvements such as the rebuilding of roads, sidewalks, curbs and gutters, and street lights may assume the majority of the allocated neighbourhood renewal budget. The remaining funding would be available for the completion of select UDA recommendations.

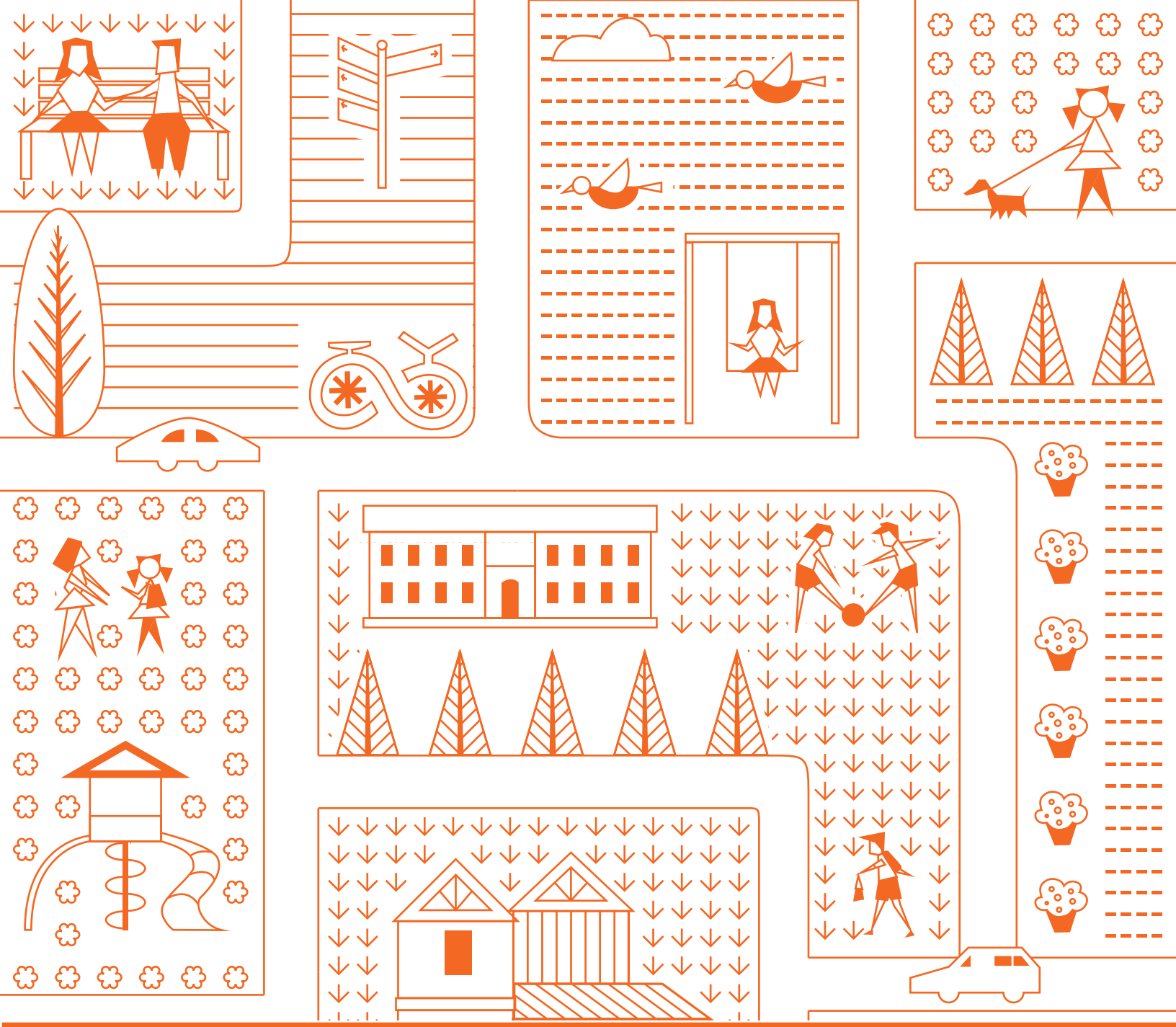
Other funding sources will also be reviewed for coordination with neighbourhood renewal. UDA recommendations that do not get coordinated for completion with this project can be championed through other City or community initiatives.

Selection of UDA Recommendations for Neighbourhood Renewal Inclusion

The estimated construction cost of each UDA recommendation will be established. The publicly identified 'level of importance' and 'construction timeline' for each UDA recommendation should be compared against the estimated construction costs. The number of UDA recommendations selected for neighbourhood renewal will depend on available funds as well as technical requirements and City policies/programs.

Additional Public Engagement and Preliminary Plans

Additional consultation will be completed to further refine the recommended urban design concepts. UDA recommendations selected, based on available funds, will be included in engineering preliminary plans for implementation with neighbourhood renewal. Construction details will be provided within the preliminary plans.



Appendix A
City Policies and Programs

CITY POLICIES AND PROGRAMS

ACTIVE TRANSPORTATION POLICY C544

Policy Statement 1
Enhance accessibility, safety, security, and convenience through strategic improvement, expansion, and maintenance of the infrastructure and facilities that support Active Transportation, including sidewalks, curb ramps, shared pathways, marked bicycle and shared use lanes, and end-of-trip facilities.

Policy Statement 4
Enact bylaws, policies, procedures, directives, strategic plans, processes, programs, and guidelines to support and encourage Active Transportation modes.

Policy Statement 5
Share the responsibility for the provision of infrastructure, facilities, programs, and initiatives to support and encourage Active Transportation through collaboration, cooperation, and partnerships.

BREATHE - Edmonton's Green Network Strategy

Strategic Directions:

4.1 - Safe + Inclusive
Ensure that the green network is safe, accessible and inclusive for all.

4.2 - Vibrant Spaces
Make open spaces vibrant, sustainable and functional to support community identity and needs.

4.4 - Education + Awareness
Improve awareness of open space opportunities and appropriate use.

4.5 - Distribution + Supply
Ensure an adequate supply, quality, diversity and distribution of open space throughout Edmonton.

4.6 - Public Access + Connectivity
Improve open space access for residents and visitors.

Policies:

4.1.1 - Crime Reduction
a) Incorporate Crime Prevention Through Environmental Design (CPTED) principles in the (re)design and programming of open spaces and the facilities within them, including efforts to encourage passive surveillance and a sense of ownership over open spaces through animation, active uses and community building initiatives.

4.1.2 - Inclusive Spaces
a) Wherever feasible, trails and pathways should be (re)designed and maintained to ensure universal access

4.2.1 - Landscape + Urban Design
g) Encourage year-round usage of open spaces by employing siting and design that promotes sheltering from winter climate impacts, and incorporating well-designed artificial lighting to extend winter hours of operation

m) Where appropriate, incorporate elements into open space design that encourage people to gather and linger, such as seating, public art, lighting and shade structures

4.2.2 - Programming
b) Use public art to enhance visual interest, cultural expression and social interaction in open spaces. Embrace opportunities for public art to function as recreational or play equipment, and for community facilities to function as public art.

4.5.2 - Use of Open Spaces
a) Provide a multifunctional network of open spaces that responds to the recreational, social and environmental needs of communities through a variety of active and passive experiences. While a diverse range of functions may be supplied across a neighbourhood

or community, individual open spaces should be designed and programmed to supply functions that are compatible with one another.

4.5.4 - Improving Quality + Functionality

a) Prioritize neighbourhoods currently underserved by dog off leash areas for acquisition/development of new or expanded parks, and provide dog walking amenities in high demand.

4.6.1 - Trails and Pathways

a) Improve and expand the trail and pathway network to improve pedestrian and cyclist friendly environments within open spaces and promote connectivity citywide. Expand active transportation circuits and loops within open spaces and throughout neighbourhoods.

e) Ensure that appropriate amenities (e.g. refuse containers, benches, dog litter containers, etc.) are provided alongside well-used trails and pathways.

4.6.3 - Connection + Mobility

b) Develop a minimum grid of year-round active transportation routes (pedestrian, cyclist and other) to connect open spaces and other destinations throughout the city. Encourage complete streets that incorporate high quality pedestrian and cyclist infrastructure to promote safety and visual interest along identified active transportation routes, incorporating natural landscaping elements, green infrastructure treatments and/or associated plazas or parkettes.

d) Create safe, walkable and barrier-free environments within parks and open spaces, including accessible internal circulation routes and entrance points, to promote active mobility and pedestrian connectivity year-round.

e) Provide bicycle infrastructure within parks and open spaces, including bicycle parking structures, maintenance equipment, and cycling paths.

f) Provide transit access to open spaces, prioritizing larger, destination and high functioning open spaces or significant open spaces in socially vulnerable neighbourhoods.

h) Provide well integrated transitions among sidewalks, cycling infrastructure, the shared-use pathway network, other pedestrian networks, transit facilities and open spaces (particularly those in the River Valley and Ravine System). Open spaces should be connected to surrounding areas by sidewalks and pathways to increase pedestrian and cyclist mobility and access.

Community Traffic Management Policy C590

Policy Statement 1

The Community Traffic Management program will enhance safety and community liveability in accordance with Edmonton's Transportation Master Plan and Council's approved Road Safety Strategy ("Vision Zero").

Policy Statement 2

Throughout the process to implement the Community Traffic Management program, the City will seek public input and honour local knowledge by aligning with Council's approved Public Engagement Policy and best practices in public engagement.

Policy Statement 3

Community prioritization within the Community Traffic Management program will be based on both quantitative and qualitative criteria that reflect the diversity of Edmonton's communities.

Policy Statement 4

Whenever possible, implementation of the Community Traffic Management program will rely on a collaborative relationship with Neighbourhood Renewal to leverage the effectiveness of both programs.

Corporate Tree Management Policy C456A

The purpose of this policy is to protect the tree canopy on City property by:

- Ensuring the orderly development of the City's tree inventory through new plantings, replacement plantings, and proper maintenance in accordance with applicable bylaws.
- Ensuring that all trees on City properties are adequately protected from destruction, loss or damage.
- Where salvage is not possible, equitable compensation will be provided to the City of Edmonton.

- Providing for a tree reserve account that enables the carry forward of funds received for tree losses and/or damages. These funds will be used for planting trees on City property in the future.
- Coordinating all City tree planting programs including boulevards, roadway landscaping, park and facility developments.

DOGS IN OPEN SPACES STRATEGY

Rationale Statement

With an increasing population of dogs in cities, and with more Canadian households having dogs than children, there is growing demand for cities to accommodate residents and their dogs in public places. Many municipalities are recognizing dog Off Leash Areas as legitimate uses of public parks with potential benefits to dog owners and to the city more broadly. For example, Off Leash Areas can foster healthy activity and social well being, can provide increased "eyes on the park" to deter crime, and can reduce unsanctioned off leash activity in more sensitive sites. At the same time, problems with dog waste, noise, and conflicts with other park uses need to be mitigated at Off Leash Areas. Careful planning, design and management is critical to ensure that the benefits of Off Leash Areas outweigh their drawbacks.

Live Tree Removal Guide

Reviewing Requests

Live tree removal requests may be considered if:

- Urban Forestry determines a tree is infested, diseased or in poor condition.
- Tree removal is required as part of City-approved construction (e.g., a new driveway or access point).
- A developer replaces existing trees with new trees in improved growing conditions. Developers must have Urban Forestry pre-approval and Sustainable Development-approved landscape drawings indicating tree replacement will utilize enhanced growing conditions (e.g., soil cell technologies).
- Urban Forestry uses a formal review process to determine if a tree presents a safety risk to the public due to its condition or a sightline obstruction it creates.

Trees will NOT be removed for the following reasons:

- Poplar fluff, seeds or leaves are falling onto public or private property.
- The tree is casting excess shade.
- Tree removal is desired for aesthetic reasons, to improve a view or commercial sign visibility.
- Honeydew from aphids is falling on sidewalks or vehicles.
- Boulevard space is desired for a construction laydown area.
- Urban Forestry reviews the details of each tree removal request to determine the best course of action: transplantation, preservation or removal.

Transplantation: If the Urban Forester determines that a tree is small enough and healthy enough to be successfully transplanted, an attempt will be made to relocate the tree to a new, suitable location on City property, at the requester's expense. The possibility of transplantation depends on access to the site and presence of utilities that could prevent digging and lifting.

Preservation: Urban Forestry may determine the tree(s) can be pruned or otherwise maintained to avoid removal. All maintenance required to avoid removal of City trees must be conducted by Urban Forestry staff or City-approved contractors at the requester's expense.

Removal: If an Urban Forester determines the tree is too large, not of sufficient health and vigor, or access to a construction site is too difficult to relocate or transplant successfully, the tree will be removed. In this case, the City will collect the value of the tree as defined under Equitable Compensation in the Corporate Tree Management Policy (Policy C456A; see definition 1.06).

Prior to removal, the requester must have neighbourhood support. The scope of required support varies, and will be determined by the Urban Forester.

Neighbourhood support may entail:

- A letter of support from the community league.
- Signatures from neighbours indicating support.
- Neighbourhood mail drops.

- Signs posted prior to removal.
- Public consultation (e.g., an open house).

SIDEWALK STRATEGY

Goal

- Sustain funding for maintenance and expansion of the sidewalk system
- Customize the sidewalk system to varying contexts, needs, and natural conditions
- Plan the sidewalk system for winter conditions

THE WAY WE GREEN

Goal 1: Healthy Ecosystems - Land

Edmonton's communities are full of nature — a place where in the course of everyday life, residents experience a strong connection with nature.

2.4.11 - Place Making

To increase resiliency, Edmonton should focus energy and resources on conserving, enhancing, and creating strong, vibrant places that are a significant component of the neighbourhood's structure and community's identity.

2.4.12 - Complete Communities

Resilient neighbourhoods should provide for the needs of daily living within walking distance. Resilient communities reduce carbon footprints by ensuring people opt to walk or cycle, instead of driving vehicles

THE WAY WE GROW

4.6.1 - Active Transportation

Support the provision of a variety of transportation modes for Edmontonians.

4.2.1 - Established Neighbourhoods

Ensure that redevelopment in established neighbourhoods supports the health and livability of our citizens.

4.2.1.3 - Established Neighbourhoods

Accompany residential density increases with enhancements to public spaces and the provision of additional open spaces and amenities, if required.

5.2.1.6 - Established Neighbourhoods

Encourage large scale commercial centers and commercial strips to develop into vibrant, mixed use, transit supportive and walkable urban areas.

5.6.1.1 - Buildings and Public Spaces

Encourage new buildings adjacent to pedestrian streets to support pedestrian activity by providing visual interest, transparent storefront displays, pedestrian amenities and connections to interior spaces.

5.6.1.16 - Buildings and Public Spaces

Design new public spaces, including private spaces accessible to the public, to consider requirements for snow clearing and drainage, opportunities for year round use and the protection of citizens from icy walking conditions and the dangers of falling ice and snow.

5.7.1 - Streets, Sidewalks and Boulevards

Ensure that streets, sidewalks and boulevards are designed to perform their diverse roles and to enable safe access for all users.

7.4.1 - Park and Open Spaces

Utilize parks and open spaces to complement and enhance biodiversity, linkages, habitat and the overall health of Edmonton's ecological network.

7.4.2 - Park and Open Spaces

Expand and enhance Edmonton's inventory of parks and open spaces for the ecological, health, recreation and educational benefits they provide.

THE WAY WE LIVE

Objective 1.1 - Opportunities to Connect People
The City of Edmonton provides opportunities in neighbourhood, community and public spaces to connect people and build vibrant communities.

Goal 5 - Edmonton as an Attractive City
5.2 The City of Edmonton showcases its vibrant arts, culture, entertainment, sports and retail districts.

THE WAY WE MOVE

Section 6 - Active Transportation
Strategic Objective 6.1 - The City will create a walkable environment.

Strategic Objective 6.2 - The City will create a cycle-friendly city.

Strategic Objective 6.3 - The City will create an integrated network of multi-use trail facilities.

Section 7 - Roads
Strategic Objective 7.1 - The City will develop a comprehensive program to continually optimize the efficiency of the existing roadway system using traffic management and transportation supply measures.

Strategic Objective 7.2 - The City will initiate and support comprehensive programs for Transportation Demand Management to encourage a reduction in single-occupant vehicle use.

Strategic Objective 7.3 - The City will focus major roadway improvements on the efficient movement of goods, services and transit vehicles.

Strategic Objective 7.4 - The City will develop a parking management strategy through a combination of Bylaws and Policies to ensure the livability and economic vitality of the City and to promote appropriate land use and public transit initiatives.

Strategic Objective 7.5 - The City will promote and undertake the safe planning, design and operation of the transportation system.

Strategic Objective 7.6 - The City will appropriately mitigate the impacts of the transportation network on existing and future residential communities.

URBAN DESIGN FRAMEWORK

Objective 2
Plan and design a functional and attractive street system seamlessly integrated with the public transit system and other linkages.

WINTER DESIGN GUIDELINES

Winter Design Goals

Winter Life 2
Improve Winter Transportation for Pedestrians, Cyclists and Public Transit Users.

Winter Design 1
Incorporate Urban Design Elements for Winter Fun, Activity, Beauty and Interest.

Winter Design 2
Design Our Communities for Winter Safety and Comfort

Streetscape Outcome 2
Streets are vibrant and attractive people-places in all seasons.

Policies

2.2.1 - Sidewalks and Boulevards

a) Design wide sidewalks in Pedestrian and Transit Priority Areas to provide a clear, barrier-free pedestrian through zone. Adequate space for street-cleaning and snow-clearing equipment must be considered in the design.

b) Give preference to boulevards over monowalks. Boulevards are an important snow-storage area, and result in reduced operational snow removal costs. They also act as a buffer to protect pedestrians from road spray. Use of monowalks must be justified

i) Reduce automobile lane widths in Pedestrian, Transit and Bicycle Priority Areas. Narrow lanes result in less road surface to clear of snow during the winter, and extended sidewalks with shared-use paths accommodate a variety of active transportation modes. Consider how any reallocation of space or roadway redesign would best accommodate all modes safely in all weather conditions. Needs of municipal maintenance, operation and emergency vehicles must always be taken into account.

2.2.2 - Street Crossing

d) Locate catch basins for surface runoff away from pedestrian crossings and bus stops. Pooled water at crosswalks may splash onto pedestrians from vehicles during warmer temperatures. During freeze-thaw cycles, freezing runoff water will create a slip-and-fall hazard.

f) Provide mid-block crossings with curb extensions on long blocks to reduce long distances pedestrians must travel to reach their destinations. Curb extensions that minimize pedestrian crossing distances are recommended where curbside parking lanes exist.

g) Research, test and evaluate innovative street design features. For example, pedestrian platforms, that is raised street crossings, aligned curb cuts, and/or heated sidewalks and crosswalks are commonly found on pedestrian-oriented streets in other winter cities.

2.2.3 Street Lighting

a) Provide decorative, pedestrian-scaled lighting. Focus illumination towards the ground to reduce light pollution. Use fully shielded fixtures to eliminate glare

2.2.6 - Wayfinding

a) Incorporate a signage and wayfinding system as part of the planning process, with design considerations for winter conditions. For example, approximate walking, cycling or cross-country skiing times, in addition to distances.

b) Design adaptable and seasonal wayfinding strategies to support changing uses and functions throughout the year; digital or automated systems are preferred.

d) Provide signage along cycling routes that are prioritized for snow removal or grooming in winter. This could be as simple as a snowflake logo added to existing wayfinding elements to let users know that the routes will be maintained and/or cleared of snow on a regular basis throughout the winter.

2.2.7 - Bus Stops

b) Retrofit existing high-use bus stops to improve winter weather protection.

d) Consider provision of heated shelters. Ensure design does not obstruct sightlines for oncoming vehicular traffic.

e) Design bus shelters for ease of snow-clearing and to minimize ice hazards.

2.4.1 - Shared-Use Paths and Open Space Connections

f) Provide lighting and clear wayfinding signage along priority trails

2.4.6 - Lighting

b) Establish and prioritize possible lighting of high-use parks and trails for nighttime use.

2.4.7 - Public Art in Public Spaces

a) Provide opportunities for the installation of outdoor public art to provide colour and illumination in public spaces.

b) Support and encourage the incorporation of functional public art in high pedestrian traffic areas that may provide seating and weather protection.

2.2.9 - Bicycle Routes and Storage

a) Prioritize higher volume corridors with cleared and dedicated routes to provide a safer environment for cyclists year round.

c) Connect existing and new bicycle routes through community hubs and larger sites, such as schools and district parks, to provide the most direct route for winter cyclists.

VISION ZERO

Vision Zero is a global initiative to eliminate fatalities and major injuries from motor vehicle collisions.

The City of Edmonton Road Safety Strategy for 2016-2020 provides a strategic plan to continue reducing the prevalence of fatalities, major injuries, injuries and property damage from motor-vehicle collisions. This strategy incorporates Edmonton's strategic plan -The Way Ahead, and aligns with two of its strategic goals, The Way We Live, and The Way We Move. This strategic plan builds on the previous road-safety initiatives, incorporates leading global road-safety practices, identifies targets, and supports a long-term commitment to road safety.

Engineering Goals

Improvements to traffic safety include the installation of:

- Pedestrian signals, crosswalk markings, and pedestrian amber flashers at pedestrian crossings to improve pedestrian safety.

This page was intentionally left blank.