



What We Decided Report Malmö Plains Neighbourhood Renewal

February 2021

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

What We Decided Report: Malmo Plains Neighbourhood Renewal

What is Neighbourhood Renewal?

The Neighbourhood Renewal program has been developed to rehabilitate roads, replace street lights, curb and gutters, repair sidewalks and connect missing sidewalk links where possible.

Other opportunities to improve parks and public spaces are also explored, such as:

- + Trees
- + Park amenities
- + Walkways
- + Accessible connections

Purpose

This report shares how the City of Edmonton arrived at the Final Designs for the Malmo Plains Neighbourhood Renewal.

It describes when and how the City used policy and program information, public engagement input and technical requirements to make project decisions. The report also illustrates how the project decisions align with the co-created community vision for Neighbourhood Renewal in Malmo Plains.

Message from the Project Manager

On behalf of the City of Edmonton, I am pleased to share that Malmo Plains Neighbourhood Renewal construction will begin in spring 2021, with completion scheduled for 2022.

The Neighbourhood Renewal program reflects the City's commitment to support our mature neighbourhoods, and ensure that we take a cost-effective, long-term, strategic approach to addressing the neighbourhoods' infrastructure needs.

To honour this commitment, the City takes time to get to know the neighbourhood as well as people's vision of it for the future. We work to understand what people like about living in Malmo Plains and where there are opportunities for enhancements, to turn these ideas into designs for neighbourhood renewal. The designs are created to reflect a combination of City policies and programs, public engagement input and technical requirements (e.g., current standards and best practices and constraints from existing infrastructure, such as mature trees). Additionally, the designs consider available funding and identify ideas that can be explored outside of neighbourhood renewal as part of community partnerships or other City programs.

Planning in Malmo Plains began in June 2019, when we introduced the neighbourhood renewal project to the community and initiated conversations with key stakeholders. Over the planning process, we co-created a Vision and Guiding Principles for the neighbourhood with residents, asked people for their ideas and then returned with Draft Designs for their input. We held public engagement sessions, community walks and community conversations, invited survey input and engaged with residents to share

information and gather feedback. We've gathered background information and data, walked the neighbourhood and collaborated with infrastructure service providers—such as underground and above ground utilities. We've learned as much as we can about the neighbourhood to better inform our conversations with the community and our design decisions.

Our learnings through the public engagement process concluded in October of 2020, when we presented the Final Design for Malmo Plains Neighbourhood Renewal. The Final Design reflected what we learned since June 2019 and we invited people to tell us anything else that we should consider before moving into construction. We received a lot of positive feedback on the design and public engagement process and would like to thank you for your role in the project.

Through this report, we will share what will be constructed in Malmo Plains and how we made these decisions. I'm proud to say that much of what we decided is based on public input and in support of Malmo Plains' Neighbourhood Renewal vision.

As a City, we undertake these projects to support the needs and quality of life of our residents. As a City Project Manager, I am grateful to everyone for sharing their ideas and feedback and helping our plan evolve into what it is today. It is an honour to be a steward of Malmo Plain's infrastructure improvements and to help bring your neighbours' and your vision for a great neighbourhood to life.

Thank you.

Sherry Wallace (and Emily McDonald)

Project Manager, Malmo Plains
Neighbourhood Renewal

Building Great Neighbourhoods Working Together to Make the Most Out of Your Neighbourhood.

Great neighbourhoods are the building blocks of a great city and the City of Edmonton is committed to improving infrastructure and increasing vibrancy in Edmonton's mature neighbourhoods. The Neighbourhood Renewal Program is a cost-effective, long-term, strategic approach to address infrastructure needs such as rebuilding and renewing roads, sidewalks and street lights.

Neighbourhood Renewal in Malmo Plains

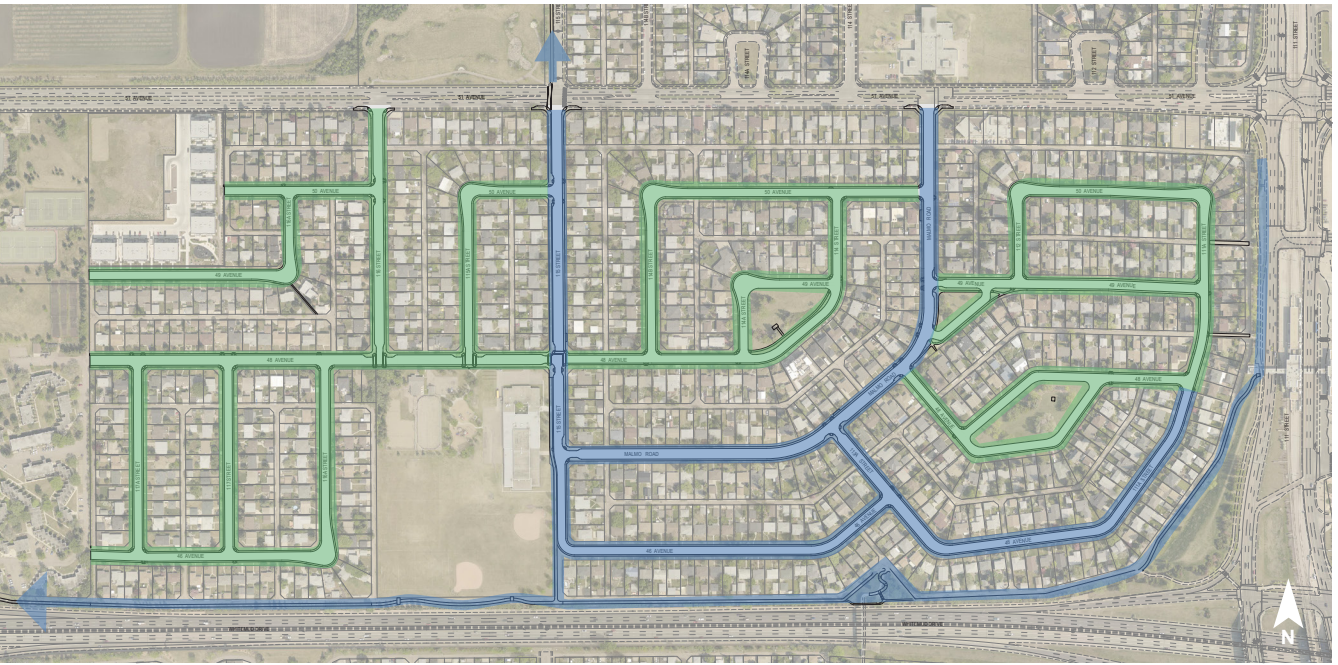
In spring 2021, neighbourhood renewal construction will begin in Malmo Plains and includes the following:

- + Enhancements to park spaces to make them more safe, accessible and welcoming
- + New trees and landscaping to add to the natural beauty of the area
- + Providing lighting to improve safety
- + Improving connections for people of all ages and abilities who walk, bike, roll or move by other active modes within your community

The reconstruction in Malmo Plains is expected to be a two-year renewal, with anticipated completion in 2022.

Planned Construction Staging for Roads and Sidewalks

The planned construction staging is subject to change depending on weather conditions, coordination with utilities and unforeseen design and construction issues.



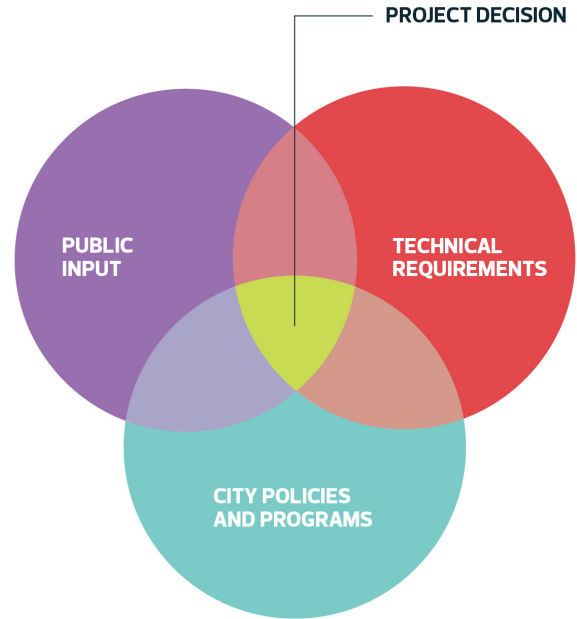
- 2021
- 2022

Making Neighbourhood Renewal Decisions

Policy and program information, public engagement input and technical requirements

The City makes decisions using a combination of policy and program information, public engagement input, technical requirements and available funding. This process helps to ensure that the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for our city.

City policies and programs such as the Complete Streets Design and Construction Standards, Vision Zero Edmonton and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from residents who live, work and play in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood.



The City's approach to public engagement input

The City of Edmonton solicited input from residents to help guide the project. The City's public engagement spectrum below shows the four distinct levels of influence that the public had on decisions made by the City throughout the project.



City Policies and Programs

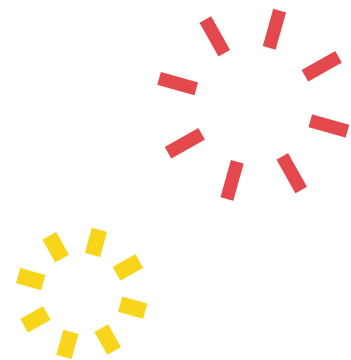
- + Edmonton City Plan
- + Universal Design and Corporate Accessibility Plan
- + Active Transportation Policy
- + Safe Mobility Strategy
- + Edmonton Bike Plan
- + Complete Streets Design and Construction Standards
- + Public Engagement Policy
- + Breathe – Green Network Strategy
- + Winter City Design Guidelines
- + Vision Zero
- + Community Traffic Management Policy
- + Snow and Ice Control Policy
- + Corporate Tree Policy
- + Neighbourhood Renewal Program
- + PED Connections: a Sidewalk Strategy
- + and more

Public Engagement Input

- + **REFINE** approach to public engagement
- + **CREATE** Neighbourhood Renewal Vision and Guiding Principles
- + **REFINE** Vision and Guiding Principles and understanding of neighbourhood assets, opportunities and priorities
- + **REFINE** Draft Designs and neighbourhood priorities based on a benefits and tradeoffs discussion
- + **ADVISE** on final Neighbourhood Design
- + **ADVISE** on construction for Neighbourhood Renewal
- + **DECIDE** on local improvements

Technical Requirements

- + Infrastructure assessments
- + Complete Streets Design and Construction Standards
- + Universal Design Guidelines (i.e., Access Design Guide)
- + Crime Prevention Through Environmental Design (CPTED)
- + Urban Design Framework
- + and more



Making Neighbourhood Renewal Decisions

People living in and with an interest in Malmo Plains were invited to provide input into the City's decision-making process for Neighbourhood Renewal at various stages along the roadmap below.



The Malmo Plains Neighbourhood Renewal public engagement input opportunities included:

Timeline	Steps	Public Engagement	Participation	Outcome
<p>June to July 2019</p>	<p>Create a draft Vision and Guiding Principles and Explore Opportunities</p> <ul style="list-style-type: none"> + Use participant input to support the development of a draft Vision and Guiding Principles + Invite participant input to understand the needs of the community 	<p>Workshop: June 19, 2019</p> <p>Participants were introduced to the Neighbourhood Renewal Program and asked about:</p> <ul style="list-style-type: none"> + Vision and Guiding Principles + Community Spaces + Getting Around + Safety 	<p>Over 75 participants</p>	<p>Create draft Vision and Guiding Principles to inform the Neighbourhood Renewal plans</p>
		<p>Walking Tour: July 9, 2019</p> <ul style="list-style-type: none"> + Participants guided the project team through Malmo Plains and identified issues and opportunities for improvement around the neighbourhood 	<p>Over 40 participants</p>	
		<p>Online Engagement: Survey: June 19 to July 3, 2019</p> <ul style="list-style-type: none"> + Participants provided input on issues and opportunities for improvement in the neighbourhood <p>Virtual Mapping Tool: July 9 to July 31, 2019</p> <ul style="list-style-type: none"> + Participants placed pins and provided feedback on a variety of topics <p>Question and Answer Forum : July 9 to July 31, 2019</p> <ul style="list-style-type: none"> + Participants posed project related questions for the project team members to answer 	<p>Over 40 participants and over 100 pins on the map</p>	

Timeline	Steps	Public Engagement	Participation	Outcome
September / October 2019	Refine draft Vision and Guiding Principles and the analysis of the neighbourhood + Use participant input to refine Vision and Guiding Principles and identify strengths, weaknesses, opportunities and constraints in relation to the Neighbourhood Renewal	Drop-in Workshop (2) September 28, 2019 + Participants were asked to confirm the Vision and Guiding Principles, and refine the assessment of the neighbourhood	Over 90 participants and over 300 comments	Identify gaps and problem areas to be reviewed during Neighbourhood Renewal
		Online Engagement: Survey – September 28 to October 12, 2019 + Participants were asked to share feedback on the draft Vision and Guiding Principles, parks and public spaces and getting around Malmo Plains	36 completed surveys	



Timeline	Steps	Public Engagement	Participation	Outcome
January 2020	Exploring Options and Tradeoffs + Use participant input to identify preferences as it relates to choices for Neighbourhood Renewal	Community Workshops (3) January 28, 2020 + Participants were presented design options with benefits and tradeoffs that included enhancements for parks, traffic calming measures, bike facilities and sidewalk and crossing improvements. Information was also shared about local improvement options available for decorative street lighting and sidewalk reconstruction.	90 participants	Develop a Draft Design for the renewal of Malmo Plains neighbourhood
		Workbooks + Participants were asked to help refine the design options and share their feedback and level of support for each option	69 completed workbooks	
		Park Enhancement Voting Jars + Participants voted on the park enhancement options they preferred to see in the three pocket parks in the community. Options included: new trees, boulder play features, game boards, plantings, seating areas, a community garden and a shade structure	266 entries	

Timeline	Steps	Public Engagement	Participation	Outcome
June 2020	Community Feedback on Draft Design + Use participant input to refine the Draft Design to ensure it reflects the Vision and Guiding Principles for Malmo Plains	Online Engagement Opportunities: A video of the Draft Design showed the proposed improvements for park spaces and walking, driving and biking connections for Malmo Plains	319 unique video views 18 paper copies requested	Finalize the design for the renewal of the Malmo Plains neighbourhood
		Survey and Q&A Forum June 15 to 29, 2020 + Participants were asked to share feedback on the Draft Design and had the opportunity to ask the project team questions about the Draft Design through the Engaged Edmonton website	144 completed surveys Over 30 questions and comments	
October 2020	Community Feedback on Final Design + Participant feedback was used to determine if the Final Design aligned with the Vision and Guiding Principles	Online Engagement Opportunities: A video of the Final Design showed the proposed improvements for the park spaces and walking, biking connections for Malmo Plains	331 unique video views	A Final Design that aligns with the Vision and Guiding Principles for the neighbourhood
		Survey and Q&A Forum October 15 to 30, 2020 + Participants were asked to share their feedback on how Final Design reflects the vision and guiding principles and had the opportunity to ask the project team questions about the Final Design through the Engaged Edmonton website	65 completed surveys Over 15 questions and comments	

Timeline	Steps	Public Engagement	Participation	Outcome
Fall 2020	<p>Decorative Street Light Expression of Interest</p> <ul style="list-style-type: none"> + The public is provided with the option to decide as to the inclusion of a decorative street light upgrade to the neighbourhood renewal plan 	<p>The Malmo Plains Community League discussed the various options for street lighting at their June Annual General Meeting in June 2020 and made a recommendation to the City.</p> <p>The Expression of Interest (EOI) letter was mailed out to all property owners in September 2020</p>	<p>60% of the received responses were in support of the decorative street light option chosen by the community</p>	<p>Decorative option submitted by the Community League will move forward to the Local Improvement Process in February 2021</p>



Vision and Guiding Principles for Malmo Plains Neighbourhood Renewal

The Vision and Guiding Principles for Neighbourhood Renewal were co-created by the public and the City and refined throughout the public engagement process. The vision identifies what the public imagines for the future of Malmo Plains and the guiding principles indicate the aspects of the neighbourhood that are most important to maintain and improve.

Vision

Malmo Plains is a family-friendly neighbourhood that welcomes people of all ages and diverse backgrounds.

We are an active, enthusiastic and engaged community that enjoys connecting with and looking out for our neighbours.

We appreciate that our neighbourhood is walkable, bikeable and safe, with easy access to transit, schools, the University of Alberta and shopping.

We take pride in the character of Malmo Plains including the mature trees, park spaces and quiet atmosphere.

Guiding Principles

-  Improving accessibility for people within the community and surrounding destinations
-  Making the places where people travel safer for all users, ages and abilities
-  Creating welcoming spaces that encourage and make it easy for community members of all ages to come together and gather
-  Respecting and preserving the natural character of the neighbourhood and its mature trees
-  Adding basic amenities to create parks and open spaces where people of all ages can gather, connect and play in all seasons
-  Creating safe and well-lit spaces within the community

What We Decided

This section presents the final project decisions for Neighbourhood Renewal in Malmö Plains, including key City policies and programs, public engagement input and technical requirements that informed the City's decision related to each topic.

To view the final design, please visit edmonton.ca/BuildingMalmöPlains

Note: Construction and Final Designs are subject to final approvals and funding

Legend for “What We Accounted For To Make Our Decisions”

The City uses policies and programs, public engagement input and technical requirements to make Neighbourhood Renewal decisions.

This report uses three icons to illustrate which decision-making criteria is a policy or program, public engagement input or technical requirement. You will see these icons in the “What we accounted for to make our decisions” column in each table on the following pages.

The decision making criteria are:



City Policies and Programs



Technical Requirements



Public Engagement Input

Malmö Park

What was decided

- + To close the alley to vehicle traffic
- + To create a meandering shared-use path along the south end of the park
- + To add benches and waste bins to the shared-use path
- + To change the fence type at the south end of Malmö Park
- + To upgrade lighting to LED lighting along the shared-use path
- + To add plantings along the shared-use path
- + To potentially add plantings to the north end of the park along 48 Avenue, contingent on a maintenance agreement (Partners in Parks) with the school and/or Community League

What we accounted for to make our decisions



Public Input

- + Participants supported enhanced landscaping along 48 Avenue to create a more welcoming park space
- + The alley closure to vehicle traffic was supported by many participants because it creates a safe and inviting space for community members to walk and bike
- + Some concerns about emergency vehicle access with the alley closure
- + Participants supported the upgraded lighting to create a safe, well-lit space in the community
- + Participants supported adding seating by the shared-use path
- + The school board prefer to keep a fence at the south end of the park for student safety
- + A different fence material than chain link with new access points was preferred



Technical Requirements

- + Edmonton Public School Board owns the playground area
- + Community League Tripartite licensed area and sports fields under the Joint Use Agreement and will not be considered in the project scope
- + Existing trees, landscaping and underground and above ground utilities will be considered as some elements can provide major constraints to the design
- + New landscaping will consider sightlines and maintain visibility (Crime Prevention Through Environmental Design – CPTED)
- + Existing trees will be maintained where possible
- + Low maintenance landscaping and plantings will be considered to maintain aesthetics of this area



Malmo Park

What was decided

What we accounted for to make our decisions



City Policies and Programs

- + **Universal Design Standards** – the City follows Universal Design (i.e. Access Design Guide) to support access and use for people of all ages and abilities, and was used to inform the design of Malmo Park
- + **BREATHE – Green Network Strategy** – ensures each neighbourhood will include open spaces that are accessible to people of all ages and abilities
- + **Winter Design Guidelines** – includes design standards to create an inviting and vibrant community during the winter months that are accessible, safe and enjoyable for people of all ages and abilities
- + **Snow and Ice Policy** – the City provides year-round maintenance, including snow removal, of protected bike lanes and shared-use paths to support all-season access and use
- + **Corporate Tree Policy** – encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction the value of the trees removed will be replaced with new tree plantings in or nearby the neighbourhood
- + **Complete Streets Design and Construction Standards** – provides direction for the design and construction of landscaping and shared-use paths
- + **Active Transportation Policy** – includes opportunities for people to walk, roll and bike and promotes the inclusion of the shared-use path at the south end of Malmo Park that encourages active transportation in Malmo Plains and nearby neighbourhoods
- + **Edmonton Bike Plan** – supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + **Vision Zero** – a long-term goal of zero traffic fatalities and serious injuries
- + **Neighbourhood Renewal Program** – funds the construction of new sidewalks and shared-use paths. This cost is not shared with property owners



Shared-use path along Whitemud Drive alley

What was decided

- + To enhance the shared-use path through surface rehabilitation/ replacement
- + To upgrade lighting along shared-use path to LED lighting
- + To consider the direction and levels of lighting in the alleys
- + To renew the alley along the shared-use path from west limits at 117A Street east to the LRT connection at 111 Street
- + To remove landscaping along shared-use path where required to improve sightlines in the area

What we accounted for to make our decisions



Public Input

- + Participants agree the shared-use path and alley are used for biking and walking and increases connectivity and accessibility for people of all ages and abilities
- + Landscaping and greenery enhance the natural beauty, retention of existing trees and shrubs is important to the community
- + Upgraded lighting creates a well-lit space to help residents feel safer
- + Participants requested that new lighting will not shine into backyards or homes
- + Participants suggested to have a physical or visual separation between the shared-use path and the alley



Technical Requirements

- + Existing lighting will be upgraded to LED lighting
- + Existing trees, landscaping and underground and above ground utilities will be considered as some elements can provide major constraints to the design
- + New landscaping will consider sightlines and maintain visibility (Crime Prevention Through Environmental Design - CPTED)
- + Alley and adjacent shared-use-path will be renewed to provide an accessible surface for people walking or biking
- + The limits of the alley and shared-use-path renewal will be limited to the active mode connection between 51 Avenue and 119 Street
- + Existing trees and shrubs will be pruned or removed to improve sightlines



Shared-use path along Whitemud Drive alley

What was decided

What we accounted for to make our decisions



City Policies and Programs

- + **Universal Design Standards** – the City follows Universal Design (i.e. Access Design Guide) to support access and use for people of all ages and abilities, and was used to inform the design of the shared-use path along Whitemud Drive alley
- + **Edmonton Bike Plan** – supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + **Active Transportation Policy** – includes opportunities for people to walk, roll and bike and promotes the inclusion of the shared-use path along Whitemud Drive alley that encourages active transportation in Malmö Plains and nearby neighbourhoods
- + **Winter Design Guidelines** – includes standards and ideas to create an inviting and vibrant community during the winter months that are accessible, safe and enjoyable for people of all ages and abilities
- + **Snow and Ice Policy** – the City provides year-round maintenance, including snow removal, of protected bike lanes and shared-use paths to support all-season access and use
- + **Corporate Tree Policy** – encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction the value of trees removed will be replaced with new tree plantings in or nearby the neighbourhood
- + **Complete Streets Design and Construction Standards** – provides direction for the design and construction of landscaping, shared-use paths and alleys
- + **Vision Zero** – a long-term goal of zero traffic fatalities and serious injuries



111 Street berm

What was decided

- + To add waste bins to the area
- + To extend the shared-use path between the west side of the berm and the alley
- + To connect the shared-use path to the LRT pedway along 111 Street
- + To add a bench along the shared-use path near the berm
- + To upgrade lighting to LED lighting along shared-use path
- + To enhance the lighting to the LRT connection at the north end of the berm
- + To not proceed with the proposed trail and bench that was previously being considered to be added on top of the berm



What we accounted for to make our decisions

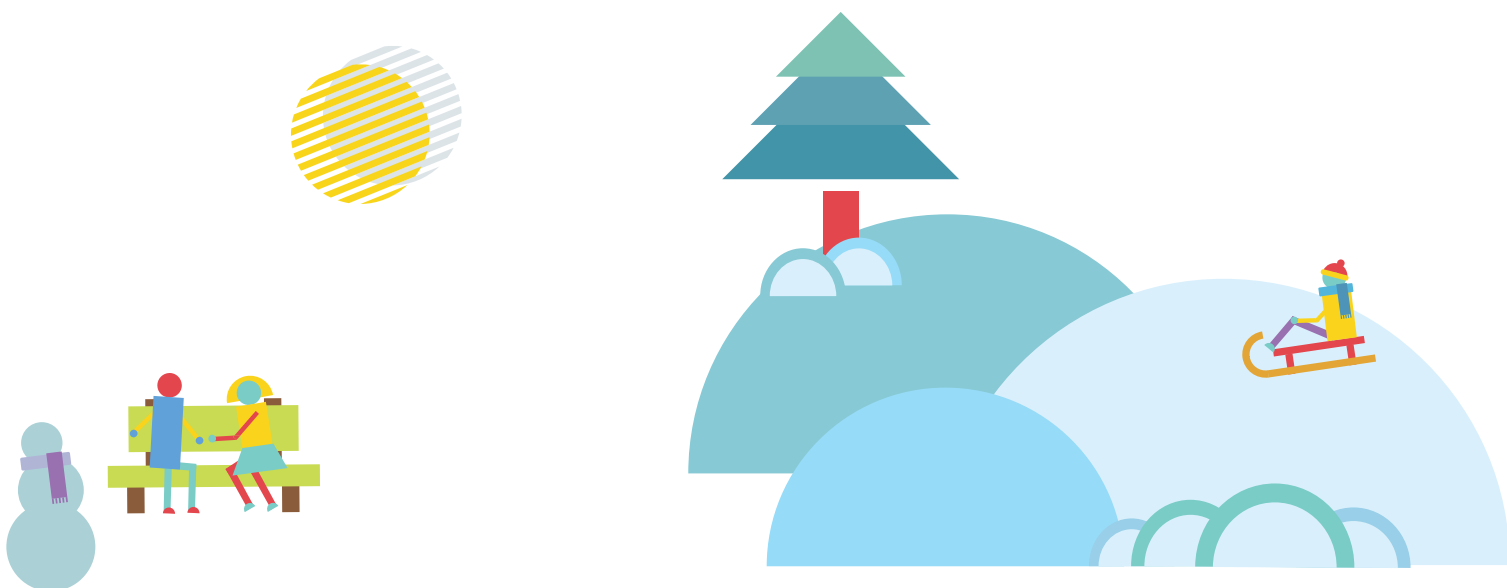
Public Input

- + Participants preferred adding basic amenities, such as benches and waste bins, and feel they will help attract more community members to use the space
- + Participants were concerned about people loitering on top of and along the berm
- + Participants felt the shared-use path along the berm is an important connection to the LRT station



Technical Requirements

- + Existing trees, landscaping, the berm, alley and underground and above ground utilities will be considered as some elements can provide major constraints to the design
- + A new formal path along the alley will consider sightlines and could bring more users to the area and increase activity (Crime Prevention Through Environmental Design - CPTED)
- + Tree and shrub may be removed along the shared-use path and the entrance to the LRT
- + Proposed trail on top of the berm will not continue in final design due to challenges with long-term maintenance



111 Street berm

What was decided

What we accounted for to make our decisions



City Policies and Programs

- + **Edmonton City Plan** – supports multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
 - + **Universal Design Standards** – the City follows Universal Design (i.e. Access Design Guide) to support access and use for people of all ages and abilities, and was used to inform the design of the shared-use path along the berm
 - + **BREATHE – Green Network Strategy** – ensures each neighbourhood will be supported by an adequate supply, quality and distribution of open space that is accessible to people of all ages and abilities. The design explored opportunities to improve the function of each space while balancing the community's love of what exists today
 - + **Active Transportation Policy** – includes opportunities for people to walk, roll and bike and promotes the inclusion of the shared-use path along the berm that encourages active transportation within Malmo Plains and to the LRT connection
 - + **PED Connections: a Sidewalk Strategy** – to increase the priority of walk-ability in Edmonton by maximizing opportunities for walking and enhancing safety and convenience by expanding sidewalks and shared-use paths in communities
 - + **Winter Design Guidelines** – includes standards and ideas to create an inviting and vibrant community during the winter months that are accessible, safe and enjoyable for people of all ages and abilities
 - + **Snow and Ice Policy** – the City provides year-round maintenance, including snow removal, of protected bike lanes and shared-use paths to support all-season access and use
 - + **Corporate Tree Policy** – encourages and accounts for the maintenance, renewal, and expansion of our urban forest. Value of trees removed will be replaced with new tree planting in the neighbourhood
 - + **Complete Streets Design and Construction Standards** – provides direction for the design and construction of landscaping and shared-use paths
 - + **Neighbourhood Renewal Program** – funds the construction of new sidewalks and shared-use paths. This cost is not shared with property owners
-

Alley connections to the LRT

What was decided

- + To designate alleys as shared roadways
- + To keep both alleys open to vehicles
- + To upgrade the lighting to LED lighting
- + To add alternative decorative paving treatment and plantings, if space permits

What we accounted for to make our decisions



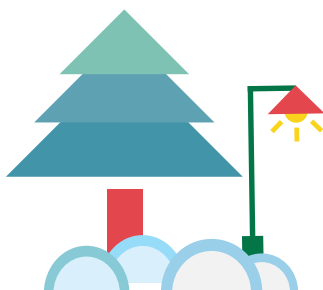
Public Input

- + Participants shared these alleys are important connections to the LRT station, shopping and other destinations
- + Participants supported designating the alleys to a shared roadway because it will improve connections to the LRT station for all ages and abilities in all seasons
- + Upgrading the lighting to LED lighting will create a well-lit space to help residents feel safer, which participants felt was important to improve safety for people who walk in the dark
- + People who live along 111A Street preferred to have both alleys open to vehicle traffic to ensure better access to private garages
- + We heard maintenance of the alley including snow clearing in the winter is important for the pedestrian connection



Technical Requirements

- + Existing trees, landscaping and underground and above ground utilities will be considered as some elements can provide major constraints to the design
- + New plantings will be added where space permits
- + The turning radius for vehicles to access garages next to the south alley was not large enough for people to complete without reversing if closed to vehicle traffic
- + The shared roadways significantly limit motor vehicle traffic, and limit drivers to speeds that are no faster than a person can walk
 - + Design elements like pavement material and entry features will define the space and make it clear that shared streets are primarily designed for people walking, wheeling, and biking



Alley connections to the LRT

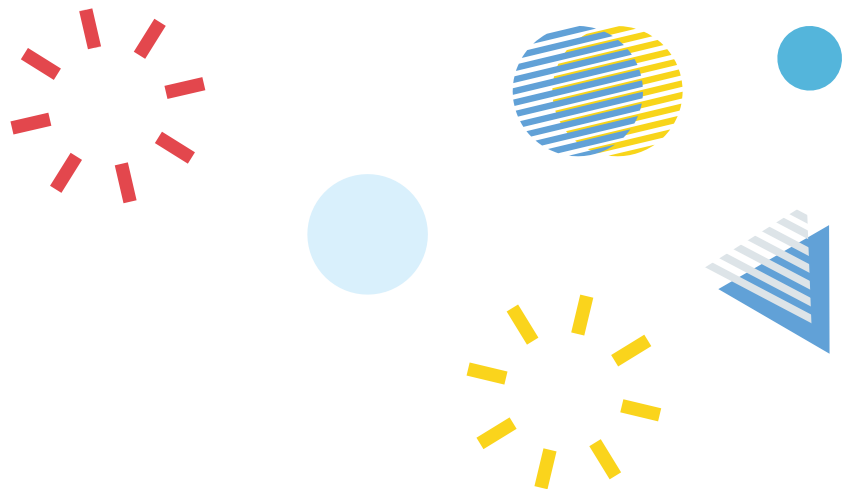
What was decided

What we accounted for to make our decisions



City Policies and Programs

- + **Universal Design Standards** – the City follows Universal Design (i.e. Access Design Guide) to support access and use for people of all ages and abilities, and was used to inform the design of the shared-use path along Whitemud Drive alley
- + **Complete Streets Design and Construction Standards** – provides specific direction on roadway design criteria including shared roadways and construction of landscaping for City projects
- + **Active Transportation Policy** – includes opportunities for people to walk, roll and bike and promotes the inclusion of the shared-use path along the berm that encourages active transportation within Malmo Plains and to the LRT connection
- + **Winter Design Guidelines** – includes standards and ideas to create an inviting and vibrant community during the winter months that are accessible, safe and enjoyable for people of all ages and abilities
- + **Snow and Ice Policy** – the City provides year-round maintenance, including snow removal, of protected bike lanes and shared-use paths to support all-season access and use. This policy will determine snow plowing for the shared roads in the alley connections to the LRT
- + **Vision Zero** – a long-term goal of zero traffic fatalities and serious injuries



Sidewalks throughout Malmo Plains

What was decided

- + To widen sidewalks at the following locations:
 - + 48 Avenue between 115 Street and 116 Street
 - + 49 Avenue from Malmo Road to 111A Street
 - + 116 Street from 48 Avenue and 51 Avenue
 - + 115 Street from Malmo Road to 51 Avenue
 - + Malmo Road from 115 Street to 51 Avenue
- + To install straight faced curb types throughout the neighbourhood where possible
- + To renew the breezeway from 49 Avenue and 116A Street to the alley
- + To add a new boulevard sidewalk, with tree planting, along the south side of the pocket park at 114 Street and 48 Avenue
- + To add missing connections to the east side and north side of the park at Malmo Road and 49 Avenue
- + To replace curbside sidewalks throughout the neighbourhood

What we accounted for to make our decisions



Public Input

- + Participants supported widening sidewalks along key walking routes to improve accessibility and safety for users of all ages and abilities
- + We heard safety and accessibility throughout the neighbourhood was important to many residents
- + Boulevard sidewalks were not supported because many residents preferred to minimize potential impacts to private property



Technical Requirements

- + Existing trees, private landscaping and underground and above ground utilities will be considered as some elements can provide major constraints to the design
- + Key walking routes and sidewalks along bus routes will be widened to the minimum width required from the Complete Streets Design and Construction Standards
- + Existing lot grading of properties in Malmo Plains will be able to accommodate the additional height of straight-faced curb and gutter, which will allow for more flexibility to perform future road rehabilitation work in the neighbourhood
- + Slightly wider sidewalks will be added along local roads by narrowing the roadway slightly to reduce impacts to private landscaping



Sidewalks throughout Malmo Plains

What was decided

What we accounted for to make our decisions



City Policies and Programs

- + **Edmonton City Plan** – supports multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + **Universal Design Standards** – the City follows Universal Design (i.e. Access Design Guide) to support access and use for people of all ages and abilities, and was used to inform the design of the sidewalks throughout Malmo Plains
- + **PED Connections: a Sidewalk Strategy** – to increase the priority of walk-ability in Edmonton by maximizing opportunities for walking and enhancing safety and convenience by expanding sidewalks and shared-use paths in communities
- + **Neighbourhood Renewal Program** – funds the construction of new sidewalks and shared-use paths. This cost is not shared with property owners
- + **Snow and Ice Policy** – the City provides year-round maintenance, including snow removal, of protected bike lanes and shared-use paths to support all-season access and use
- + **Complete Streets Design and Construction Standards** – provides specific direction on roadway design criteria including the widths of travel and parking lanes, sidewalks, setbacks for trees and light poles and other applicable elements of street design
- + **Vision Zero** – a long-term goal of zero traffic fatalities and serious injuries



Pocket park A (114A Street & 49 Avenue)

What was decided

- + To add missing sidewalk connection to the south side of the park along 48 Avenue
- + To add new plantings and boulevard trees to the park
- + To add a picnic table to the park in a location that receives shade



What we accounted for to make our decisions

Public Input

- + Participants supported adding the sidewalk along key walking routes and feel they will improve accessibility and safety for users of all ages and abilities
- + Adding a seating area in a shaded location was supported by participants and felt it would create a space where people can gather
- + Participants supported the additional plantings but were concerned with the maintenance of new and existing landscaping throughout Malmo Plains parks and open spaces
- + Participants felt paths through the park would interfere with activities such as frisbee and soccer



Technical Requirements

- + Park design will consider sightlines for the new plantings
- + Existing trees, landscaping and underground and above ground utilities will be considered as some elements can provide major constraints to the design
- + Existing trees and shrubs will be maintained where possible
- + New sidewalks and curb ramps will be added to make the seating area accessible for people of all ages and abilities
- + The potential shade structure will not be included as it would be a community-led project



City Policies and Programs

- + **BREATHE –Green Network Strategy** – ensures each neighbourhood will include open spaces that are accessible to people of all ages and abilities. Pocket Park A design improves the function of the open space while balancing the community’s love of what exists today
- + **Corporate Tree Policy** – encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction the value of trees removed will be replaced with new tree planting in or nearby the neighbourhood
- + **Universal Design Standards** – the City follows Universal Design (i.e. Access Design Guide) to support access and use for people of all ages and abilities, and was used to inform the design of Pocket Park A
- + **Vision Zero** – a long-term goal of zero traffic fatalities and serious injuries
- + **Neighbourhood Renewal Program** – funds the construction of new sidewalks and shared-use paths. This cost is not shared with property owners

Pocket park B (Malmo Road & 49 Avenue)

What was decided

- + To add missing sidewalk connections to the north along Malmo Road and west along 49 Avenue
- + To add curb extensions to all proposed intersections
- + To realign the intersections on 49 Avenue to the south of the park
- + To add new plantings and boulevard trees to the park

What we accounted for to make our decisions



Public Input

- + Participants supported adding the sidewalk along key walking routes on Malmo Road and 49 Avenue and feel they will improve accessibility and safety for users of all ages and abilities
- + Participants supported the additional plantings but were concerned with the maintenance of new and existing landscaping throughout Malmo Plains parks and open spaces



Technical Requirements

- + Park design and will consider sightlines for new plantings
- + Existing trees, private landscaping and underground and above ground utilities will be considered as some elements can provide major constraints to the design
- + Existing trees will be maintained where possible
- + Accessible sidewalk and curb ramps will be provided
- + Intersections will be realigned to better define the movement of vehicles and other users and improve sightlines



City Policies and Programs

- + **BREATHE – Green Network Strategy** – ensures each neighbourhood will include open spaces that are accessible to people of all ages and abilities. Pocket Park B design improves the function of the open space while balancing the community's love of what exists today
- + **Corporate Tree Policy** – encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction the value of trees removed will be replaced with new tree planting in the neighbourhood
- + **Universal Design Standards** – the City follows Universal Design (i.e. Access Design Guide) to support access and use for people of all ages and abilities, and was used to inform the design of Pocket Park B
- + **Community Traffic Management Policy** – supports curb extensions and raised crosswalks to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distances for pedestrians
- + **Vision Zero** – a long-term goal of zero traffic fatalities and serious injuries
- + **Neighbourhood Renewal Program** – funds the construction of new sidewalks and shared-use paths. This cost is not shared with property owners

Pocket park C (48 Avenue)

What was decided

- + To add a concrete pad with a connecting sidewalk to a picnic table in the park
- + To add new plantings to the park
- + To add curb ramps to the park for maintenance access

What we accounted for to make our decisions



Public Input

- + Participants supported the additional plantings but were concerned with the maintenance of new and existing landscaping throughout Malmo Plains parks and open spaces
- + People felt adding a picnic table to the park would encourage community members to use the park



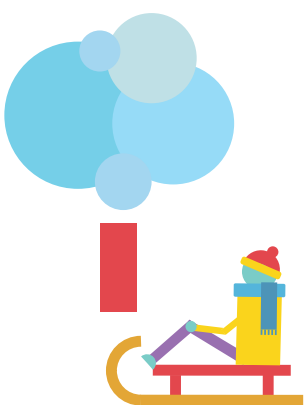
Technical Requirements

- + Park design will consider sightlines for the new plantings
- + Existing trees, private landscaping and underground and above ground utilities will be considered as some elements can provide major constraints to the design
- + New sidewalks and curb ramps will be added to make the seating area accessible for maintenance people of all ages and abilities
- + Existing trees will be maintained where possible



City Policies and Programs

- + **BREATHE –Green Network Strategy** – ensures each neighbourhood will include open spaces that are accessible to people of all ages and abilities. Pocket Park C design improves the function of the open space while balancing the community's love of what exists today
- + **Corporate Tree Policy** – encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction the value of trees removed will be replaced with new tree planting in or nearby the neighbourhood
- + **Universal Design Standards** – the City follows Universal Design (i.e. Access Design Guide) to support access and use for people of all ages and abilities, and was used to inform the design of Pocket Park C



51 Avenue crossings

What was decided

- + To add missing sidewalk connections to the north along Malmo Road and west along 49 Avenue
- + To add curb extensions to all proposed intersections
- + To realign the intersections on 49 Avenue to the south of the park
- + To add new plantings and boulevard trees to the park
- + To remove proposed curb extensions on the neighbourhood road connectors to reduce traffic congestion for vehicles leaving Malmo Plains

What we accounted for to make our decisions



Public Input

- + Participants identified enhancements for the crossings at 51 Avenue to increase accessibility and connectivity to the community and schools in Lendrum Place and the bus stops along 51 Avenue
- + People recognized the benefit of increasing safety for people who walk and bike across 51 Avenue from Malmo Plains
- + Participants felt curb extensions will increase safety and visibility for people walking to surrounding destinations
- + Some believed curb extensions were unnecessary and were concerned about vehicles and buses turning into and out of Malmo Plains



Technical Requirements

- + Existing trees, landscaping and underground and above ground utilities will be considered as some elements can provide major constraints to the design
- + Curb extensions will be designed to minimize the impacts to parking and turning movements, calm traffic, and accommodate emergency vehicles, bus stops and drainage
- + Plant material will be hardy and salt-resistant and will not block sightlines as the plant grow over time
- + Accessibility for all users should improve by encouraging slower traffic, improving the visibility of people walking, people driving, and reducing crossing distances across 51 Avenue at 115 Street, 116 Street, and Malmo Road intersections



51 Avenue crossings

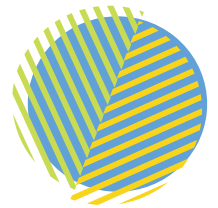
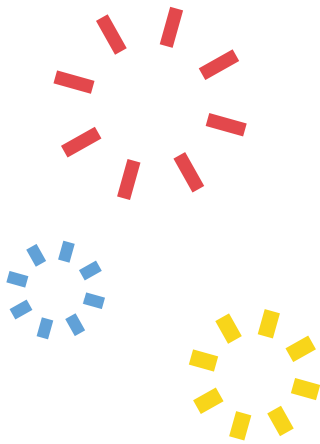
What was decided

What we accounted for to make our decisions



City Policies and Programs

- + **Edmonton City Plan** – supports multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + **Universal Design Standards** – the City follows Universal Design (i.e. Access Design Guide) to support access and use for people of all ages and abilities, and was used to inform the design
- + **Active Transportation Policy** – includes opportunities for people to walk, roll and bike and promotes that encourages active transportation within Malmo Plains and to surrounding destinations
- + **Vision Zero** – a long-term goal of zero traffic fatalities and serious injuries
- + **Complete Streets Design and Construction Standards** – provides specific direction on roadway design criteria including the widths of travel and parking lanes, sidewalks, setbacks for trees and light poles and other applicable elements of street design



Curb extensions throughout Malmo Plains

What was decided

- + To add new curb extensions to improve visibility of people walking, for people driving and reduce crosswalk distances for the following key roadways/ intersections:
 - + 51 Avenue
 - + 48 Avenue
 - + 116 Street
 - + 115 Street
 - + Malmo Road
- + To add low maintenance landscaping to curb extensions to beautify the area, while ensuring plantings maintain clear sight lines at intersections
- + To adjust the curb extensions at T-intersections to minimize on-street parking constraints

What we accounted for to make our decisions



Public Input

- + Residents felt that new curb extensions would enhance safety for people walking
- + Participants felt curb extensions will increase safety and visibility for people walking within the community and to surrounding destinations
- + Some people believe curb extensions were unnecessary and were concerned about the vehicles and buses turning around them
- + Residents expressed that on-street parking is important
- + Participants were concerned about traffic volumes and speed along Malmo Road, 115 Street and 116 Street



Technical Requirements

- + Existing underground and above ground utilities will be considered as some elements can provide major constraints to the design
- + Curb extensions will be designed to minimize impacts on parking and turning movements, calm traffic, provide better sightlines, accommodate emergency services, ETS and drainage
- + The design will be informed by and will support landscaping design standards
- + Plant material will be hardy and salt-resistant and consider sightlines



City Policies and Programs

- + **Edmonton City Plan** – supports multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + **Complete Streets Design and Construction Standards** – provides specific direction on roadway design criteria including the widths of travel and parking lanes, sidewalks, setbacks for trees and light poles, landscaping and other applicable elements of street design
- + **Community Traffic Management Policy** – supports curb extensions and raised crosswalks to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distances for pedestrians
- + **Vision Zero** – a long-term goal of zero traffic fatalities and serious injuries

Raised crosswalks throughout Malmo Plains

What was decided

- + To add new raised crosswalks and curb extensions at the following locations:
 - + 116 Street and 50 Avenue
 - + 115 Street and 50 Avenue
 - + 115 Street and 48 Avenue

What we accounted for to make our decisions



Public Input

- + Participants felt that raised crosswalks enhance safety for people walking within the community
- + Participants agreed that raised crosswalks create a visual cue for drivers to slow down
- + People feel the raised crosswalks will improve safety for people walking
- + Participants were concerned about traffic volumes and speed along Malmo Road, 115 Street and 116 Street



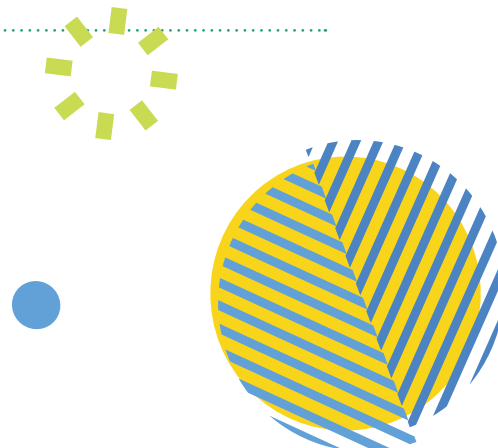
Technical Requirements

- + Raised crosswalks will be installed on south side of intersections to reduce conflicts between pedestrians and vehicles
- + Existing underground utilities and above ground utilities will be considered as some elements can provide major constraints to the design



City Policies and Programs

- + **Edmonton City Plan** – supports a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + **Complete Streets Design and Construction Standards** – provides specific direction on roadway design criteria including the widths of travel and parking lanes, sidewalks, setbacks for trees and light poles, landscaping and other applicable elements of street design
- + **Community Traffic Management Policy** – supports curb extensions and raised crosswalks to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distances for pedestrians
- + **Vision Zero** – a long-term goal of zero traffic fatalities and serious injuries



115 Street enhancements

What was decided

- + To add a shared-use path on the west side of 115 Street
- + To realign the roadway from Malmo Road to 46 Avenue
- + To add concrete header to create a drop-off/pick-up zone where the school buses load and unload in front of Malmo school
- + To continue the shared-use path into Lendrum Place across 51 Avenue to 60 Avenue
- + To add entry landscaping at the school that replaces the trees that will be removed
- + To enhance the school sign bed

What we accounted for to make our decisions



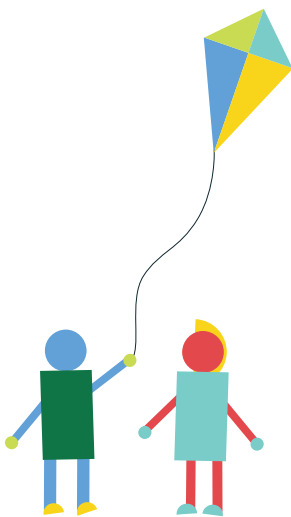
Public Input

- + The community felt that adding a shared-use path will enhance safety for people who walk and bike along 115 Street
- + Many participants recognized the shared-use path will enhance connectivity and accessibility in all seasons to the bike network
- + Some people supported adding a bike connection to the wider bike network
- + Participants preferred to maintain street parking in front of people's homes where possible
- + People were concerned about the shared-use path conflicting with students in front of the school
- + Participants supported adding the shared-use path and a drop-off/pick-up zone in front of the school to separate people who bike from students to improve safety for both groups



Technical Requirements

- + 115 Street has been identified as a route in City of Edmonton Bike Network
- + The shared-use-path will be located on the west side of 115 Street due to conflicting utility cabinets on the east side and the minimal impacts to on-street parking
- + Private driveways, existing trees, landscaping and underground and above ground utilities will be considered as some elements can provide major constraints to the design
- + Some tree removals near the school and on private property will be required along 115 Street to accommodate the new shared-use path



115 Street enhancements

What was decided

What we accounted for to make our decisions



City Policies and Programs

- + **Edmonton City Plan** – supports a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + **Complete Streets Design and Construction Standards** – provides specific direction on roadway and shared-use path design criteria including the widths of travel and parking lanes, sidewalks, setbacks for trees and light poles, landscaping and other applicable elements of street design
- + **Edmonton Bike Plan** – supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + **Active Transportation Policy** – includes opportunities for people to walk, roll and bike and promotes the inclusion of the shared-use path along 115 Street that encourages active transportation within Malmo Plains and surrounding destinations
- + **PED Connections: a Sidewalk Strategy** – to increase the priority of walk-ability in Edmonton by maximizing opportunities for walking and enhancing safety and convenience by expanding sidewalks and shared-use paths in communities
- + **Winter Design Guidelines** – includes standards and ideas to create an inviting and vibrant community during the winter months that are accessible, safe and enjoyable for people of all ages and abilities
- + **Snow and Ice Policy** – the City provides year-round maintenance, including snow removal, of protected bike lanes and shared-use paths to support all-season access and use
- + **Corporate Tree Policy** – encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction the value of the trees removed will be replaced with new tree planting in the neighbourhood or close by
- + **Vision Zero** – a long-term goal of zero traffic fatalities and serious injuries
- + **Neighbourhood Renewal Program** – Funds the construction of new sidewalks and shared-use paths. This cost is not shared with property owners



Whitemud bridge connection

What was decided

- + To remove the staircase
- + To remove the sidewalk from the staircase going north
- + To remove fencing at the bottom of the hill
- + To reconstruct the path off the bridge with a path that has a more gradual slope that meets accessibility guidelines
- + To plant new trees to replace the trees that need to be removed
- + To add lighting on the path and the trail
- + To add a connection under the bridge next to noise wall



Public Input

- + The community identified to improve the connection to Whitemud Drive Bridge to make it more accessible for users of all ages and abilities
- + Participants asked to add a trail between the bridge connection and the noise wall to improve accessibility
- + Participants feel this is an important connection to the communities south of Whitemud Drive
- + Accessibility for users of all ages and abilities was important to the community
- + Participants expressed concerns about sightlines for people who bike and their speed coming off the bridge into the alleys
- + People were interested in saving the mature trees in the area
- + People supported the changes to the area and the removal of the fence as these changes would help beautify the area



Technical Requirements

- + Design standards will identify a maximum gradient for walking and wheeling paths for ease of use for people of all ages and abilities
- + The Whitemud Drive Bridge Connection will be longer to accommodate the required grade change and regular spaced landings
- + Existing trees, landscaping and underground and above ground utilities will be considered as some elements can provide major constraints to the design
- + Some tree removals will be required to construct the new bridge connection
- + Slope and grading design for the bridge connection will require shrub and naturalized plantings instead of grass slopes that need to be mowed
- + New landscaping and enhanced lighting will consider sightlines and maintain visibility (Crime Prevention Through Environmental Design - CPTED)

Whitemud bridge connection

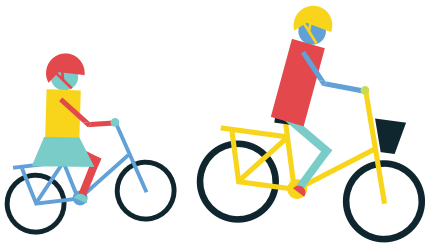
What was decided

What we accounted for to make our decisions



City Policies and Programs

- + **Edmonton City Plan** – supports multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + **Universal Design Standards** – the City follows Universal Design (i.e. Access Design Guide) to support access and use for people of all ages and abilities, and was used to inform the design of the Whitemud Drive bridge connection
- + **Edmonton Bike Plan** – supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + **Active Transportation Policy** – includes opportunities for people to walk, roll and bike and encourages active transportation to areas surrounding Malmo Plains
- + **BREATHE- Green Network Strategy** – ensures each neighbourhood will include open spaces that are accessible to people of all ages and abilities. The Whitemud Bridge connection design improves the function of the space while balancing safety and technical restraints
- + **Corporate Tree Policy** – encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction the value of the trees removed will be replaced with new tree planting in or nearby the neighbourhood
- + **Complete Streets Design and Construction Standards** – provides direction for the design and construction of landscaping and shared-use paths
- + **Neighbourhood Renewal Program** – funds the construction of new sidewalks and shared-use paths. This cost is not shared with property owners



Lendrum Place shared-use path

A shared-use path along the west side of 115 Street from 51 Avenue to 60 Avenue in Lendrum Place will be built in conjunction with the Malmo Plains Neighbourhood Renewal. For information on the Lendrum Place shared-use path along 115 Street, please visit edmonton.ca/BuildingMalmoPlains to view the What We Heard report.

What was decided

- + To install a shared-use path along the west side of 115 Street as a separate boulevard path next to the roadway

What we accounted for to make our decisions



Public Input

- + The community uses the green space for many activities, such as walking pets, block parties and cross-country skiing
- + Participants identified that maintaining the trees is important
- + People suggested adding ample access points and mid-block crossings to access the shared-use path
- + People identified improvements at the crossings of 115 Street at 51 Avenue and 60 Avenue are important
- + People identified snow clearing and a safety buffer from parked car doors as important considerations for the design



Technical Requirements

- + Any utility conflicts will be considered in the design
- + A buffer between the roadway and shared-use path will be considered in the design allowing for installation of signage, safety, accessibility and maintenance requirements



Lendrum Place shared-use path

What was decided

What we accounted for to make our decisions



City Policies and Programs

- + **Edmonton City Plan** – supports multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + **Universal Design Standards** – the City follows Universal Design (i.e. Access Design Guide) to support access and use for people of all ages and abilities, and was used to inform the design of the shared-use path along 115 Street
- + **Edmonton Bike Plan** – supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + **Active Transportation Policy** – includes opportunities for people to walk, roll and bike and promotes the inclusion of the shared-use path along 115 Street that encourages active transportation in Lendrum Place and Malmo Plains
- + **Winter Design Guidelines** – includes standards and ideas to create an inviting and vibrant community during the winter months that are accessible, safe and enjoyable for people of all ages and abilities
- + **Snow and Ice Policy** – the City provides year-round maintenance, including snow removal, of protected bike lanes and shared-use paths to support all-season access and use
- + **Corporate Tree Policy** – encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction the value of trees removed will be replaced with new tree plantings in or nearby the neighbourhood
- + **Complete Streets Design and Construction Standards** – provides direction for the design and construction of landscaping, shared-use paths and alleys
- + **Vision Zero** – a long-term goal of zero traffic fatalities and serious injuries



Local improvements in Malmo Plains

The Neighbourhood Renewal Program has been paid for through City-wide property taxes by creating a reserve fund dedicated to the program. In conjunction with the program, the City offered cost-sharing opportunities between the City and property owners of Malmo Plains for two local improvement options – decorative street light upgrades and sidewalk reconstruction. Local improvements and the cost-sharing opportunities offered by the City were part of the neighbourhood renewal discussion with you and your neighbours.

Property owners in Malmo Plains had the opportunity to upgrade to their community's choice of decorative street lights through a community-initiated Local Improvement process. On behalf of the community, the Malmo Plains Community League submitted their choice of decorative lighting to the City in July 2020, which was:

- + Black colour
- + Octagonal pole
- + Heritage arm

In September 2020, the City sent an Expression of Interest (EOI) package containing the estimated costs, asking registered property owners to indicate whether or not they supported the local improvement and to return the EOI to the City by November 15, 2020. The EOI package included a form with a "yes" or "no" indication for responses.

For Malmo Plains, there are 592 tax accounts and 264 responses received. Of the received responses, 158, or 60% were in support, so the decorative street light option chosen by the community will move forward to the Local Improvement process. If the proposed Local Improvement is not defeated then decorative street lights will be installed in Malmo Plains in coordination with Neighbourhood Renewal. For more information visit edmonton.ca/localimprovements





Sidewalk information

Sidewalk reconstruction is a City-initiated local improvement. It is less disruptive to property owners and more cost effective to replace aging infrastructure, such as sidewalks, when infrastructure work is already planned for in Malmo Plains.

Next steps

Construction is scheduled in Malmo Plains over two years starting in spring 2021.

The Local Improvement process for both sidewalk reconstruction and decorative lighting will begin in early 2021 when Local Improvement Notices are mailed out to each property owner.



Preparing for construction in front of your house

As we move toward construction, there are many things you can do to help prepare your property to make it easier for the City's contractor and you during construction. Construction consists of removal and replacement of sidewalks, curbs, gutters and reconstruction and paving of the road.

You can prepare your property for construction by:

- + Marking all underground sprinkler systems
- + Removing any potential conflicting landscaping adjacent to the sidewalk within 1-2m of the City-owned right-of-way
- + Removing plants and flowers before construction so they do not get damaged
- + Pulling back any mulch or rocks

If you have any special access requirements, such as DATS, please advise your Delivery Project Manager during construction as soon as possible. Their contact information can be found at edmonton.ca/BuildingMalmöPlains, or by calling 311.

Ways the City will communicate with you

Prior to the start of construction in your neighbourhood, construction bulletins will be distributed to all residents. The City's Delivery Project Manager will be your point of contact during construction. Their contact information can be found at edmonton.ca/BuildingMalmöPlains.

The Delivery Project Manager can assist you with answering questions or addressing specific needs or concerns about construction.

For more information:

Web: edmonton.ca/BuildingMalmöPlains

Email: buildinggreatneighbourhoods@edmonton.ca

Call: 311



Working together to make the most out of your neighbourhood.

This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better.

We will engage and work with you on the renewal of streets, sidewalks, street lights and park spaces, and promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used. Let's make the most out of your neighbourhood.

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton