



OVERLANDERS AND HOMESTEADER

NEIGHBOURHOOD RENEWAL

URBAN DESIGN ANALYSIS | CHAPTER 3: DRAFT DESIGN

MAY 2024 – FINAL



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GUIDING PRINCIPLES

Guiding Principles outline the values and priorities for the neighbourhoods and are used as a sounding board for design decisions on the Neighbourhood Renewal project. The Overlanders and Homesteader Guiding Principles are:

COMMUNITY IDENTITY



Embrace our connection to Kennedale Ravine and the social and cultural character of the neighbourhood through design elements that embrace its identity and history.

ACTIVE AND ENGAGED LIFESTYLES



Encourage healthy, active living and wellbeing by building outdoor spaces that encourage physical activity, social interaction and community spirit for people of all ages and abilities.

CONNECTIONS BETWEEN NEIGHBOURS



Encourage diverse and inclusive community interactions and social connections through designed outdoor spaces that invite informal gatherings, cultural events and shared neighbourhood activities.

DESIGN WITH NATURE



Enhance the health and well being of the community by incorporating nature and trees into the design.

STREETS FOR PEOPLE



Design streets, sidewalks and trails to prioritize safety and comfort for people of all ages and abilities. Connect parks, schools and commercial areas with enjoyable and efficient routes in all seasons.

ENGAGING COMMERCIAL AREAS



Design elements that engage people walking and rolling, and create a sense of place between commercial properties and the public realm through landscaping, street furniture and public art.

SAFE AND WELCOMING ATMOSPHERE



Create safe and secure streets and public spaces to foster a sense of quality of life and confidence in our communities. Build resilient, safe communities by using effective urban design.

SECTION 1

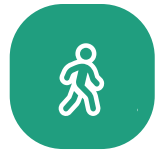
WALKING, ROLLING AND BIKING



ACTIVE AND
ENGAGED
LIFESTYLES



CONNECTIONS
BETWEEN
NEIGHBOURS



STREETS FOR
PEOPLE



SAFE AND
WELCOMING
ATMOSPHERE

Relevant Guiding Principles

1.1 Overview

The draft design includes:















- Adding shared pathways in key areas of the neighbourhoods to better connect people who bike to the city's greater biking network and destinations within the neighbourhoods
- Adding missing sidewalks along local roads to improve accessibility
- Reconstruct existing sidewalks and widen to meet City standards where possible
- Providing wider sidewalks in front of Homesteader School and St. Maria Goretti School for convenient student drop off and pick up
- Adding trail connections into Kennedale Ravine
- Removing some dead-end sidewalks as identified
- Upgrade existing and add new lighting, where possible, for all new sidewalk and shared pathway connections

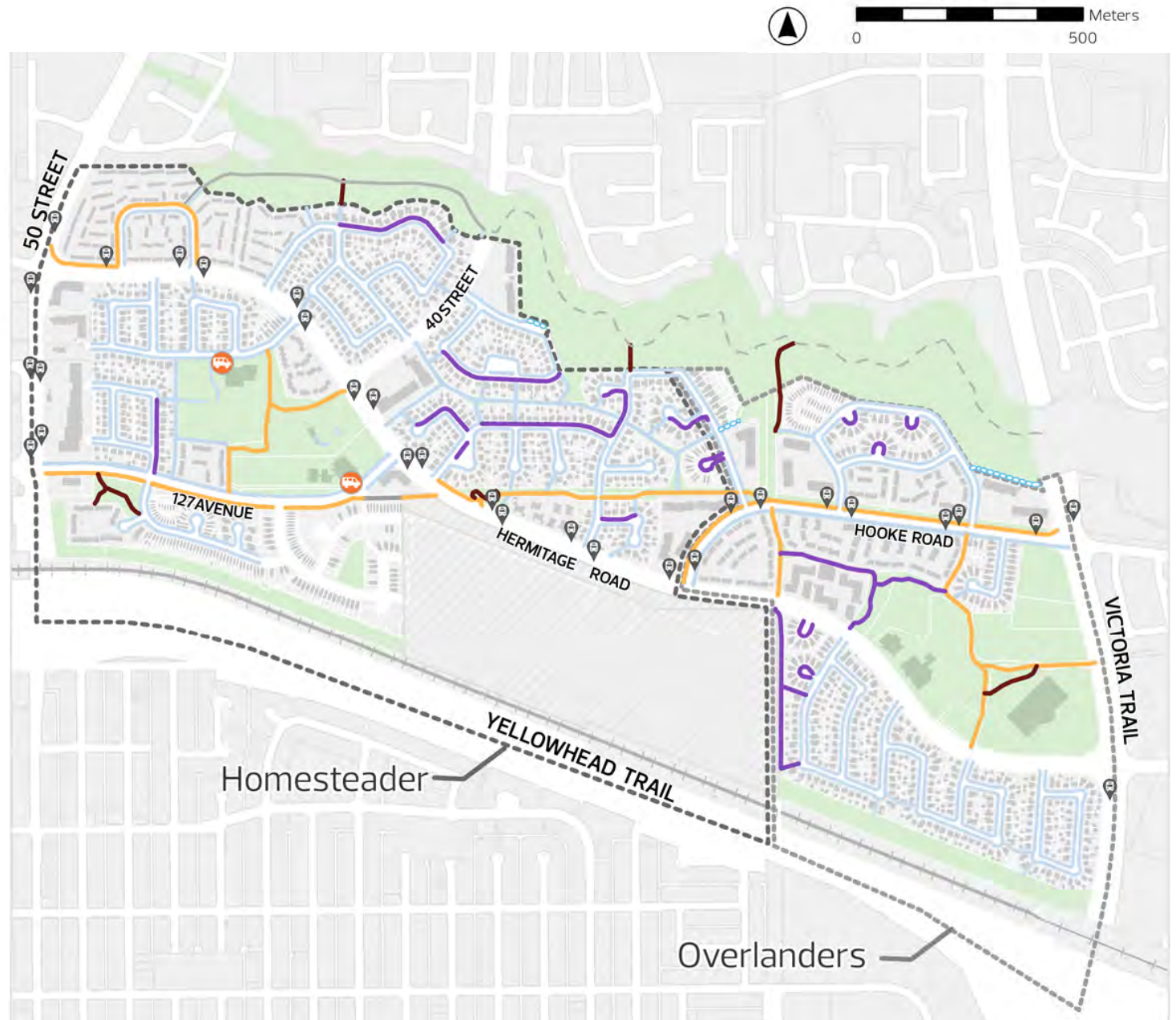
See Figure 1.1, on following page, for a map of the proposed changes to the walking, rolling and biking network.



Figure 1.1
Walking, Rolling and Biking Overview Map

MAP LEGEND

-  Dead-end sidewalk being removed
-  Existing sidewalk widened to meet City standard width
-  New sidewalk
-  New trail
-  New shared pathways
-  Existing shared pathway
-  Existing Shared Trail
-  School Drop-off Improvements
-  Existing Transit Stop
-  Homesteader
-  Overlanders
-  Open Spaces
-  Future Verte Homesteader Phase (Former Domtar)
-  CN Railway



1.2 Biking improvements

EXISTING

The only existing continuous shared pathways are on Victoria Trail and 50 Street, which provide important bike network connections to Overlanders and Homesteader. The Kennedale Ravine trail, though not an asphalt shared pathway along its entire length, is identified as a “shared trail” on Edmonton bike maps. There is also a very short section of asphalt shared pathway that runs from 127 Avenue along a commercial strip mall and ends just before Hermitage Road. Existing painted on-street bike lanes are also available along 40 Street.

PROPOSED

As identified in the City's Bike Plan, providing east-west bike pathways through the neighbourhoods would improve connections to the greater biking network. To achieve this, a network of proposed shared pathways provides this continuous connection. A shared pathway has been chosen to align with public engagement feedback and with the land use and geography of the neighbourhood (see Figure 1.2 on following page for a map corresponding to letters below):

- A – The existing sidewalk along the south side of 127 Avenue will be widened into a shared pathway and connects to the existing section of shared pathway along the commercial property on the corner of 127 Avenue and Hermitage Road
- B – New shared pathway connection from existing shared pathway (behind commercial property) to Hermitage Road. This connection may require negotiation with the Verte Homesteader land developer due to a potential lack of City land in this area

- C – After crossing Hermitage Road, a new shared pathway will continue through the Hermitage Road pocket park and will then replace the existing sidewalk in the power transmission corridor to the west leg of Homestead Crescent
- D – The shared pathway will replace the existing sidewalk in the power transmission corridor to the east leg of Homestead Crescent
- E – A new crosswalk will be provided on Homestead Crescent and a short shared pathway connection will be provided to Hooke Road
- F – The existing sidewalk along the north side of Hooke Road will be widened into a shared pathway to provide a connection to Victoria Trail












In addition to the east-west shared pathway connection, the following shared pathways are included in the draft design:

- G – Multiple new shared pathway connections are provided in Homesteader Park to provide access to school sites and to connect the 40 Street bike lanes with the shared pathway on 127 Avenue
- H – A shared pathway connection on Hermitage Road and Habitat Crescent to connect 50 Street to the existing shared pathway entrance into the Kennedale Ravine

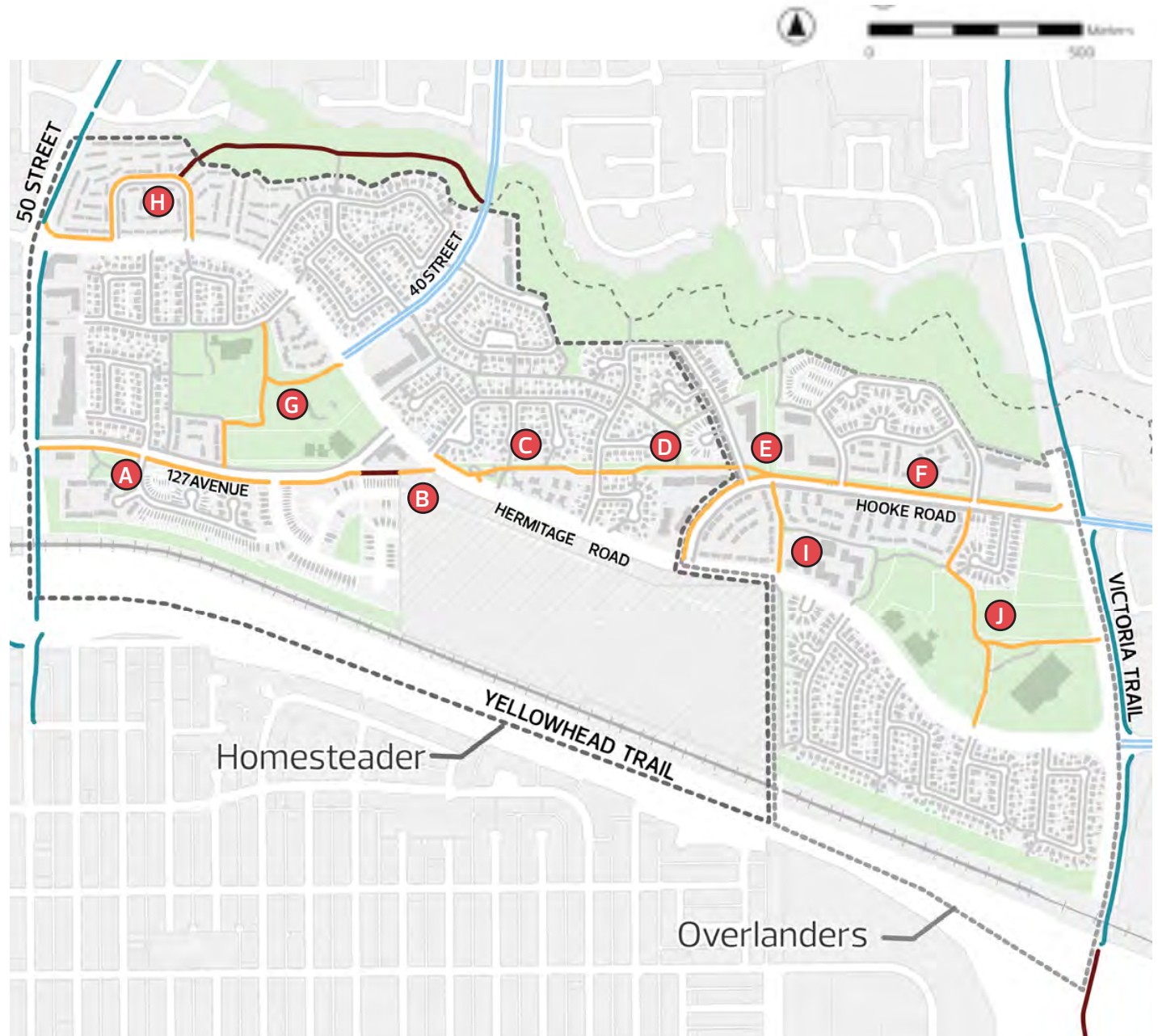
Figure 1.2
Biking Improvements Map

MAP LEGEND

LEGEND

-  Existing district connector bike route
-  Existing on-street bike route
-  Existing shared trail
-  New shared pathway
-  Existing shared pathway
-  Sidewalks and trails
-  Homesteader
-  Overlanders
-  Future Verte Homesteader Phase (Former Domtar)
-  Open Spaces
-  CN Railway

A Bike improvement locations
(letters correspond to descriptions in Section 1.2)



- I – A new shared pathway connection is proposed in a north-south breezeway between Hermitage Road and Hooke Road. This is intended to provide a clear winter route for people in the south Overlanders neighbourhood needing to access the bus stops on Hooke Road. This was identified by the community as high priority since Overlanders' southernmost residents have long walks to access bus stops
- J – New shared pathways in Overlanders Park to provide better access to bus stops on Hooke Road and to school sites. An east-west connection is provided in anticipation of a future crosswalk connection across Victoria Trail

WHAT WE HEARD

During the **Exploring Options and Tradeoffs** engagement stage of Neighbourhood Renewal, participants shared the following priorities and preferences:

- More than half of the participants are comfortable or very comfortable with adding shared pathways in the neighbourhoods
- Most participants did not support adding protected bike lanes in the neighbourhoods due to the potential tradeoff with parking and boulevard space removal
- Many participants liked that shared pathways have a higher priority for snow removal by the City
- Some participants support the separation of people biking from people driving and the increased space for people walking, rolling and biking but there were concerns about people biking sharing space with people walking and rolling
- Some participants expressed concerns about the potential removal of existing trees

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Alignment of pathways should avoid existing tree impacts wherever possible
- Routing of pathways in Homesteader Park will need to consider changes to grading and drainage of some park areas
- The shared pathway behind commercial property at 127 Street / Hermitage Road may need land negotiations with Homesteader Verte property
- Shared pathways in utility corridors will need utility coordination and approval
- Continuous or raised crossings should be considered on shared pathway routes to provide a better biking experience

CITY POLICIES AND PROGRAMS

The City Plan

- Design intuitive, safe, universally accessible and walking, rolling and biking focused movement systems
- Encourage physical activity, integrate inclusive, accessible winter city design and provide opportunities to connect to, explore and interact in open spaces

ConnectEdmonton

- Safe bike infrastructure for all ages and abilities
- Add missing links in both the biking and walking networks

Complete Streets Policy and Complete Streets Design and Construction Standards

- Provide safe, accessible, inclusive, context sensitive, four season travel options
- Create an efficient, vibrant and high quality travel network

Winter Design Policy and Winter Design Guidelines

- Prioritize direct high volume biking corridors and connect bike routes through key community hubs

Active Transportation Policy

- Improve infrastructure supporting active transportation facilities, such as bike routes, to improve accessibility, safety, security and convenience

The Bike Plan and Bike Implementation Guide

- Provide safe, connected, direct, attractive and integrated bike routes
- Identify and correct missing links or barriers in bike network
- Provide specific bike routes and connections as outlined in the Bike Implementation Guide

Active Transportation Network Wayfinding Guide

- Implement a coherent wayfinding system, especially where the bike network is changing or growing

Vision Zero Initiative/Safe Mobility Strategy

- Integrate the safe mobility design tool box (i.e. traffic calming, etc.) into the neighbourhoods to promote biking safety

Breathe: Edmonton's Green Network Strategy and Edmonton Urban Parks Management Plan

- Provide bike routes that contribute to an integrated and connected system of open spaces throughout the city to encourage health, ecology and interaction

Edmonton Transit Strategy

- Provide direct, safe and secure walking, rolling and biking paths to transit stops

1.3 Kennedale Ravine connections

EXISTING

Currently, the Kennedale Ravine is only accessible via a pathway connection off Habitat Crescent or off 40 Street. There are no formal ravine connections in Overlanders. These residents' closest access is by crossing Victoria Trail and entering the pathway network near the Victoria Trail bridge. There is evidence of "goat trails" or desire lines in several areas from top-of-bank into the ravine. Through public consultation, many people noted that children use some of these goat trails to shortcut to schools on the north side of the ravine.

PROPOSED

There are three ravine connections that are proposed for further review. These routes have been reviewed on-site by the Project Team and a City Ecological Planner. These routes are clearly being used by the public and are in areas that will likely not need tree clearing or extensive regrading. Additional environmental review and approval is required due to the North Saskatchewan River Valley Area Redevelopment Plan bylaw. Plans have not yet been developed for these connections. These will be further developed in preliminary design as we continue with the River Valley Bylaw process.

The following outlines the three connections identified for further review (see Figure 1.3 on following page for locations of proposed ravine connections corresponding to letters below):

- A – Access from an existing breezeway dead-end connection at Harrison Drive across from Harvest Road
- B – Access from Homestead Crescent, directly adjacent to the ravine top-of-bank
- C – Access from an existing breezeway dead-end connection on the west side of Hooper Road. A section of new trail will run north-south along the top-of-bank in existing grass open space before continuing down the slope

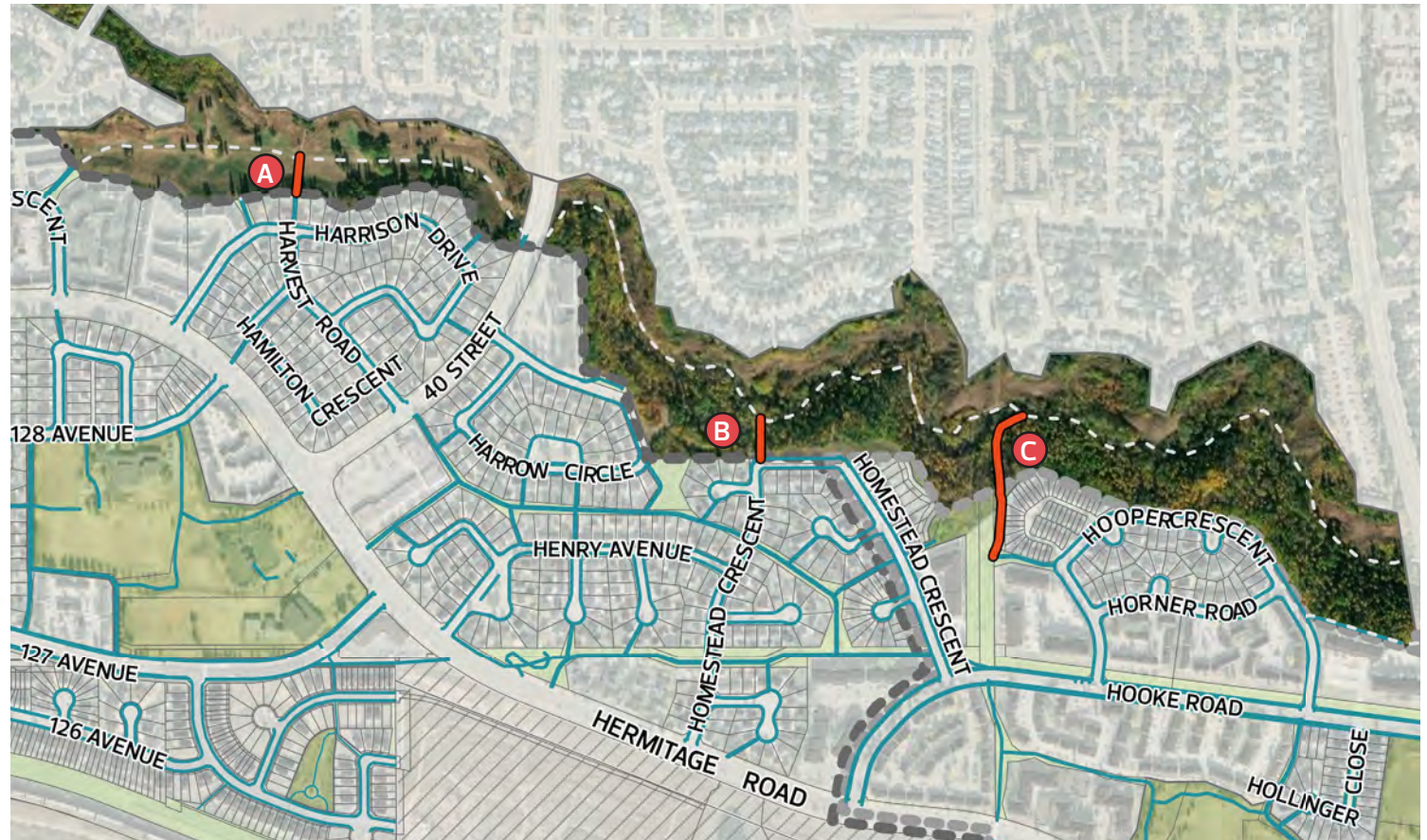
WHAT WE HEARD

- Around half of participants are comfortable or very comfortable with adding connections to the Kennedale Ravine
- Many participants support additional access points to the Kennedale Ravine and shortened travel distance for people who walk and roll to get to the ravine
- Some participants expressed concern about the potential removal of existing trees
- Some participants indicated concern that some of the proposed pathways may not be accessible to all ages and abilities
- Some participants are concerned about maintenance, snow removal and potential for increased litter in the ravine

Figure 1.3 Locations of Proposed Ravine Connections

MAP LEGEND

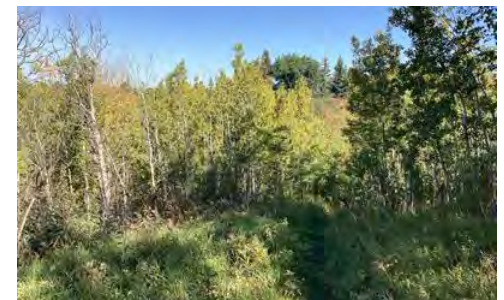
- A Proposed ravine connection locations (letters correspond to descriptions in Section 1.3)
- New connections into Kennedale Ravine
- - - Existing Kennedale Ravine pathway
- Sidewalks and pathways
- Homesteader
- Overlanders
- Future Verte Homesteader Phase (Former Domtar)
- Open Spaces
- CN Railway



Location A photo



Location B photo



Location C photo

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Review of environmental constraints and potential approval processes may impact the location and design of these trail connections
- Trails will be carefully designed to minimize tree removal impacts, where possible
- Grading design will be important to determining the potential construction impacts in the River Valley and refine trail alignment
- Surface material of the trail will need to be reviewed based on ecological impact, maintenance and user experience
- Number of ravine accesses needs to be considered in terms of an overall approach to access in the River Valley system

CITY POLICIES AND PROGRAMS

The City Plan

- Design intuitive and safe, walking and rolling focused movement systems
- Encourage physical activity, and provide opportunities to connect to, explore and interact in open spaces

ConnectEdmonton

- Add missing links in the walking network

Landscaping Design and Construction Standards

- Provide well-constructed, functional, aesthetically pleasing and sustainable public open space

Winter Design Policy and Winter Design Guidelines

- Design walkways with direct routes, maximizing sunlight exposure

Active Transportation Policy

- Improve infrastructure supporting active transportation, such as pathways to improve accessibility, safety, security and convenience

Breathe: Edmonton's Green Network Strategy and Edmonton Urban Parks Management Plan

- Contribute to integrated and connected system of open spaces throughout the city to encourage health, ecology and interaction
- Expand the trail and pathway network to promote access to the River Valley green network

North Saskatchewan River Valley Area Redevelopment Plan

- Improve walking access within the River Valley open space and trails network

1.4 Breezeway improvements

EXISTING

Breezeway pathways are public pathways between two private properties. The neighbourhood is well connected through an extensive network of breezeway pathways. This provides an east-west “spine” that connects a large portion of the northern part of Homesteader. These breezeway pathways are typically 1.2 to 1.5 m wide, and the central “spine” pathway is 1.8 m wide. For the most part, the corridors are narrow and well treed, though there is a wide section without trees located on the power transmission corridor. Nearly all of the existing breezeway pathways have lighting.

PROPOSED

Most of the breezeway pathways are proposed to be widened to promote universal accessibility and to accommodate the large number of children who bike in these breezeways. A relatively small number of breezeway connections have been left at their current width due to mature tree conflicts.

Three breezeway pathways are proposed to be removed since they dead-end and provide no logical walkway connections for the community. Two breezeway dead-end connections have been kept in south Overlanders because they provide informal access to the greenbelt (strip of open space between residential properties and the CN corridor).

Figure 1.4 on following page outlines the proposed breezeways and pathway connections throughout the neighbourhoods.

WHAT WE HEARD

- Many participants like that the breezeways provide easy access to many areas of the neighbourhoods

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Reconstruction and potential widening of breezeway pathways may be challenging in some areas due to mature public and private property tree roots
- Many of the existing breezeway pathways have drainage issues requiring detailed grading and drainage design solutions
- Some breezeway connections have poor sightlines due to mature vegetation. Collaboration with open space maintenance and urban forestry may be required to mitigate these concerns
- Some private fences adjacent to breezeways are in poor condition or have private gates, which could pose challenges for breezeway regrading and walk reconstruction
- Some breezeways may accommodate additional tree plantings

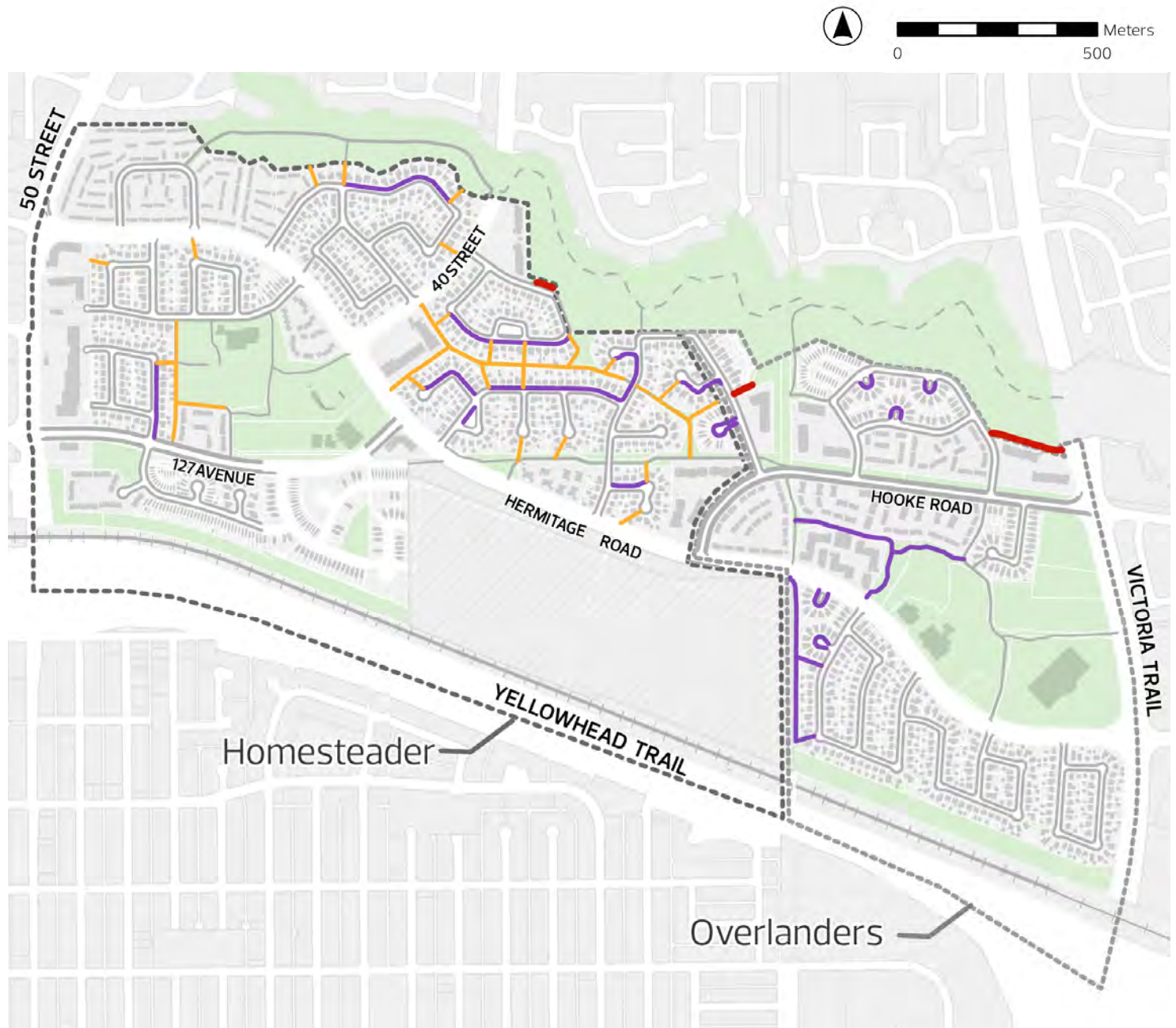


Existing breezeway

Figure 1.4
Breezeways and
Missing Sidewalks

MAP LEGEND

- Breezeway sidewalks being replaced
- Dead-end sidewalk being removed
- New sidewalk
- Other sidewalks and shared pathways
- - Existing Shared Trail
- Homesteader
- Overlanders
- Open Spaces
- Future Verte Homesteader Phase (Former Domtar)
- + CN Railway



CITY POLICIES AND PROGRAMS

The City Plan

- Design intuitive, safe and universally accessible walking and rolling focused movement systems
- Encourage physical activity, integrate inclusive, accessible, winter city design and provide opportunities to connect to, explore and interact in open spaces

ConnectEdmonton

- Add missing links in the walking and rolling network

Landscaping Design and Construction Standards

- Provide well-constructed, functional, aesthetically pleasing and sustainable public open space

Winter Design Policy and Winter Design Guidelines

- Design walkways with direct routes, maximizing sunlight exposure and considering diverse users

Active Transportation Policy

- Improve infrastructure supporting active transportation, such as pathways, to improve accessibility, safety, security and convenience

Breathe: Edmonton's Green Network Strategy and Edmonton Urban Parks Management Plan

- Contribute to integrated and connected system of open spaces throughout the city to encourage health, ecology and interaction

1.5 Missing sidewalks

EXISTING

There are sections of local roads and cul-de-sacs in Overlanders and Homesteader that do not have sidewalks on both sides of the road.

PROPOSED

Sidewalks are proposed to be added to local roads that are currently missing sidewalks on one side of the street. An initial scan for conflicts with utilities has been completed, but further reviews are still required. Final decisions on implementation will take property access, mature trees and utility conflicts into consideration as we move into preliminary design. These new sidewalks are located on (see map on the previous page):

- 47 Street (north of 127 Avenue)
- Harrison Drive (east of Harvest Road)
- Harrow Circle, Henry Avenue/Homestead Crescent
- Cul-de-sacs near 1103 Hermitage Road, 314 Huffman Crescent, 291 Hooper Crescent, 251 Hooper Crescent and 504 Horner Road

WHAT WE HEARD

- Many participants support new sidewalks to improve accessibility and connections throughout the neighbourhoods and provide a separated space for people walking and rolling
- Many participants expressed concern about the potential impact to on-street parking
- Some participants reported concerns about the potential removal of landscaping or existing trees
- Some participants indicated concern that sidewalks require property owners to remove snow during the winter

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- New sidewalks could have potential impacts to trees and landscaping on private and public land
- Potential utility conflicts (i.e. transformers, gas lines) with new sidewalks
- Potential grading challenges when tying new sidewalk into existing properties

CITY POLICIES AND PROGRAMS

The City Plan

- Design intuitive, safe, universally accessible walking and rolling focused movement systems

ConnectEdmonton

- Add missing links in the walking and rolling network

Complete Streets Policy and Complete Streets Design and Construction Standards

- Provide safe, accessible, inclusive, context sensitive, four season travel options
- Create an efficient, vibrant and high quality travel network

Accessibility for People with Disabilities Policy

- Prioritize universally accessible design to ensure equitable access for people with disabilities, including adding missing links

Winter Design Policy and Winter Design Guidelines

- Design walkways with direct routes, maximizing sunlight exposure and considering diverse users

Active Transportation Policy

- Improve infrastructure supporting active transportation, such as pathways to improve accessibility, safety, security and convenience

Sidewalk Strategy

- Design the sidewalk system to be safe, inclusive and barrier-free, connected and winter-friendly

Edmonton Transit Strategy

- Provide direct, safe and secure walking and rolling paths to transit stops

1.6 Shared pathway and breezeway lighting improvements

EXISTING

With the exception of a few short breezeway connector sidewalks, nearly all existing breezeways and shared pathways have lighting. The lighting is a mix of styles, lighting technologies and conditions. There are existing lights that are not functional, either from age, vandalism or theft of copper cables.

PROPOSED

Existing breezeway and shared pathway lights will be upgraded according to current City standards. All shared pathways and breezeways will be reviewed for lighting requirements. See Figure 1.5 on the following page for lighting improvement locations.

WHAT WE HEARD

- Many participants like that the breezeways provide easy access to many areas of the neighbourhoods

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- A City lighting strategy for open space is being developed and will need to be considered
- Breezeways without lights should be evaluated for existing lighting levels before adding new light poles in these areas
- Consider the location of power sources (i.e. transformers) and their impact on aesthetics and functionality of public spaces
- Consider the potential conflict between light poles and unofficial toboggan hill users in Homesteader Park

- Consider ecological impacts of lights near the Kennedale Ravine
- Coordinate the placement of lights and trees to prevent unwanted shading and to maximize the number of boulevard tree plantings

CITY POLICIES AND PROGRAMS

The City Plan

- Encourage physical activity by integrating inclusive, accessible, winter city design principles

Light Efficient Community Policy and Residential Neighbourhood Street Lighting Renewal Policy

- Provide proper lighting for people walking, biking and driving to ensure safety while minimizing light pollution, power consumption and greenhouse gas emissions

Winter Design Policy and Winter Design Guidelines

- Provide lighting and signage on priority trails, and position benches and seating for seasonal comfort

Sidewalk Strategy

- Design the sidewalk system to be safe, inclusive and barrier-free, connected and winter friendly

Vision Zero Initiative/Safe Mobility Strategy

- Integrate the safe mobility design tool box (i.e. improved lighting, etc.) into the neighbourhoods

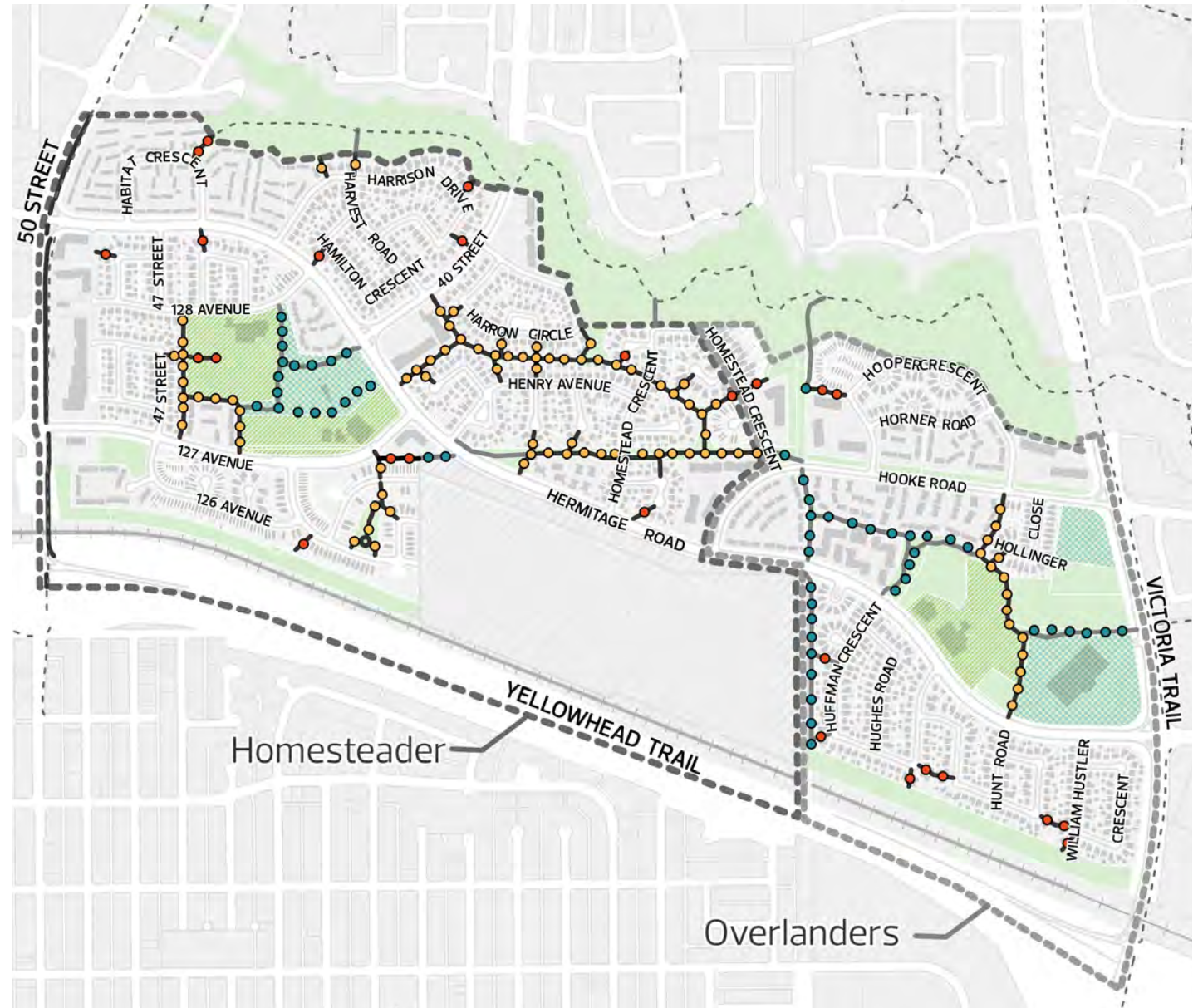
Edmonton Transit Strategy

- Provide direct, safe and secure walking, rolling and biking paths to transit stops

Figure 1.5
Pathway Lighting
Improvements

MAP LEGEND

- Existing Trail Light to be Replaced
- Possible New Lighting on Existing Unlit Trail
- Possible New Trail with Lighting
- Existing Pathway
- Potential New Pathway
- Existing Pathways Outside of Neighbourhood
- Homesteader
- Overlanders
- Open Spaces
- Future Verte Homesteader Phase (Former Domtar)
- CN Railway



1.7 School drop off improvements

EXISTING

Homesteader School has a standard sidewalk along 128 Avenue with sidewalk connections leading to school entrances. There is an existing marked crosswalk with a rapid rectangular flashing beacon (RRFB) at the crosswalk on 128 Avenue and 45 Street.

St. Maria Goretti School has a standard sidewalk along 127 Avenue with sidewalk connections leading to school entrances. There is an existing marked crosswalk with curb extensions at the mid-block crossing near the school's main entrance.



School drop off improvement locations

PROPOSED

The following school drop off improvements are proposed at Homesteader School (see Figure 1.6 on following page):

- Provide a widened (3.0 m wide) curbside walk, where possible, along 128 Avenue, adjacent to the school property line to provide a bus drop off area and parent/student drop off area
- Add marked crosswalks with curb extensions at the east and west curb ramps on 45 Street. Retain the existing rapid rectangular flashing beacon (RRFB) at 45 Street
- At 46 Street, add a raised crosswalk with curb extensions at the west curb ramp and a standard (not raised) marked crosswalk with curb extensions at the east curb ramp
- Add seat walls or benches, waste bins and landscape planting in front on the south side of the 45 Street entrance

The following school drop off improvements are proposed at St. Maria Goretti School (see Figure 1.7 on following page):

- Provide a widened (3.6 m wide) curbside walk on 127 Avenue along the school property to provide a bus drop off area and parent/student drop off area
- Reconstruct the existing mid-block crossing as a raised mid-block crossing with curb extensions
- Add a small gathering area with seat walls or benches, waste bins and landscape planting between the mid-block crossing and sidewalk to the school's main entrance

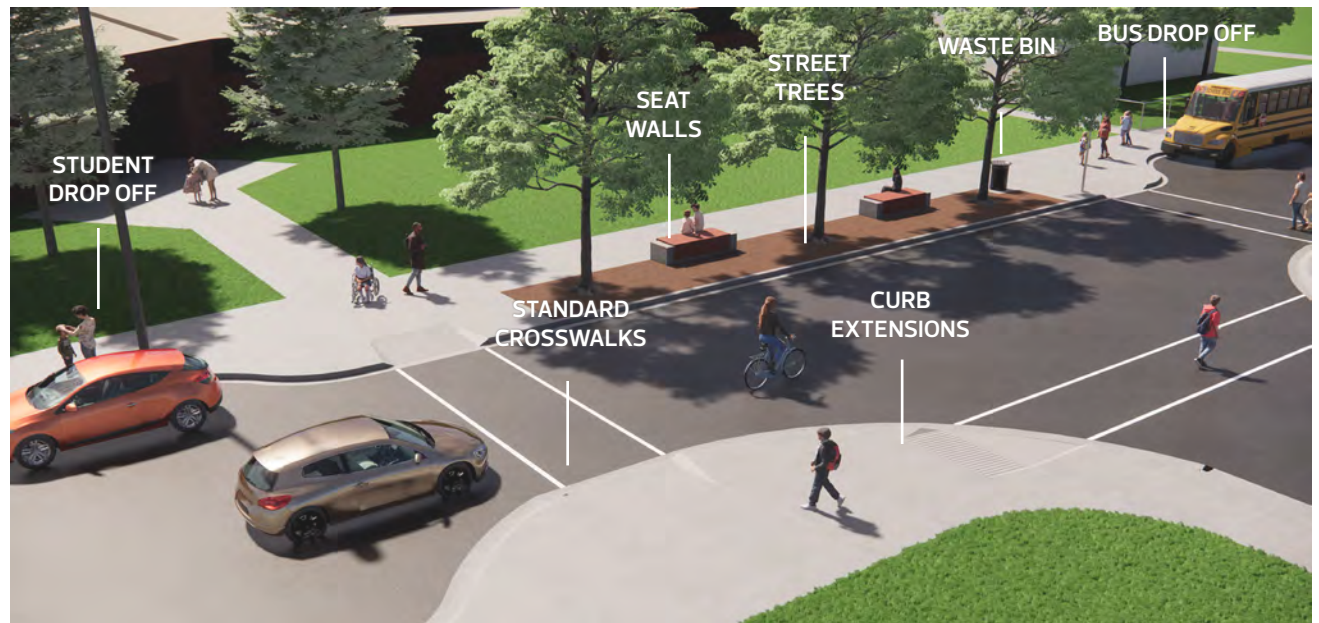
Figure 1.6 Homesteader School Drop Off Improvements



Plan view of Homesteader School drop off

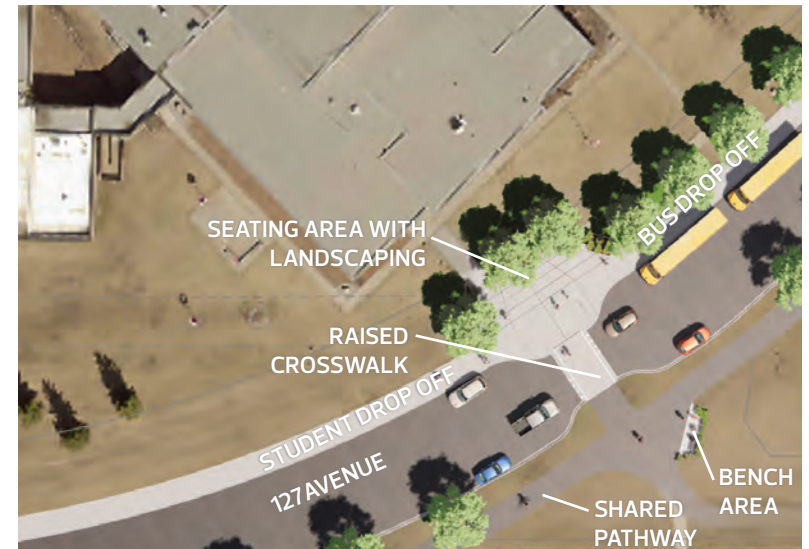


Photo of existing Homesteader School drop off



Homesteader School drop off

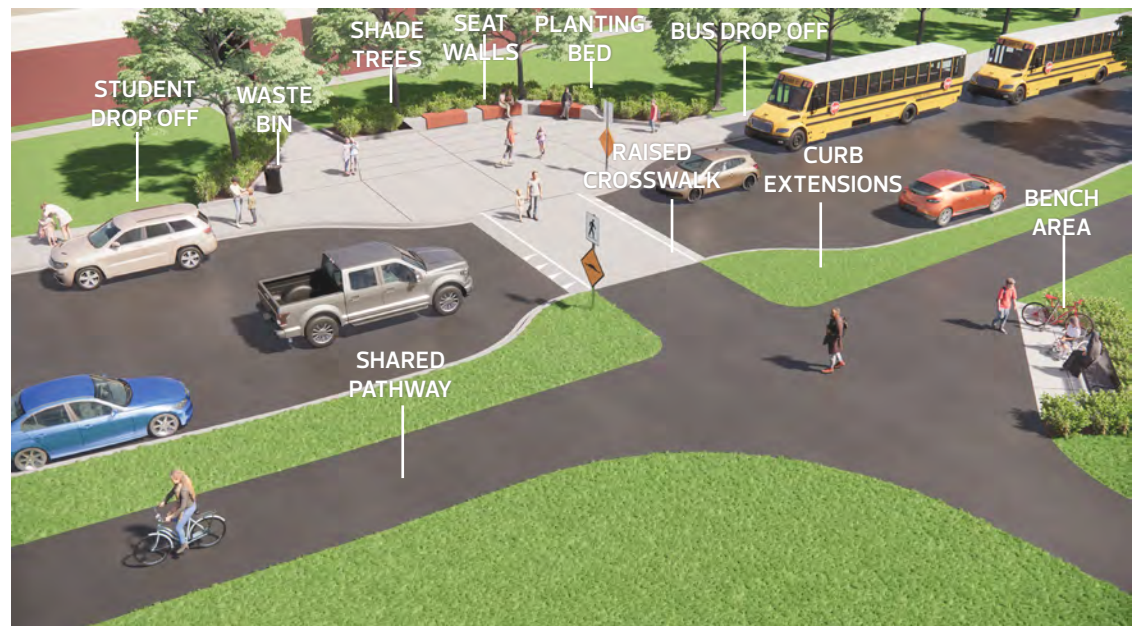
Figure 1.7 St. Maria Goretti School Drop Off Improvements



Plan view of St. Maria Goretti School drop off



Photo of existing St. Maria Goretti School drop off



St. Maria Goretti School drop off

WHAT WE HEARD

- Many participants support slowing traffic and improving visibility of people crossing the street, especially near the schools
- Some participants support the installation of curb extensions to provide a physical buffer to prevent parking too close to crosswalks and to improve the awareness of crossings for people who drive
- Some participants support raised crosswalks to improve accessibility through providing a level crossing surface
- Some participants expressed concern about the potential impacts to parking
- Some participants reported concern about the possibility of raised crosswalks generating braking and accelerating traffic noise or causing discomfort for people who drive or bike
- Consider the long-term maintenance of design elements (i.e. benches, planting areas, etc.) and ensure that they are robust and can withstand the increased wear and tear of being near a school site
- Consider roadway snow clearing practices, especially near Homesteader School, to ensure that snow does not encroach on walkways and drop off areas
- Collaborate with schools to ensure that the design meets their needs
- Incorporate traffic calming elements and crossing improvements to prioritize the safety of students

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Consider the current and potential number of school buses that need accommodation at the drop off area
- Maximize the size of parent/student drop off areas since they are likely to be very busy
- Consider driving, walking, rolling and biking movements in the area, especially during busy drop off and pick up times

CITY POLICIES AND PROGRAMS

The City Plan

- Design intuitive, safe, universally accessible walking and rolling focused movement systems
- Encourage physical activity, integrate inclusive, accessible, winter city design and provide opportunities to connect to, explore and interact within the neighbourhoods

ConnectEdmonton

- Improvements to existing or creation of new neighbourhood gathering spaces
- Adding trees in boulevards and open spaces, reallocating paved road as open space or boulevard

Complete Streets Policy and Complete Streets Design and Construction Standards

- Create an efficient, vibrant and high quality travel network
- Widen sidewalk widths and upgrade curb ramps to meet standards

Landscaping Design and Construction Standards

- Provide well-constructed, functional, aesthetically pleasing and sustainable public open space
- Provide park furniture (picnic tables, benches, waste bin, etc.) to meet City's service levels

Accessibility for People with Disabilities Policy

- Prioritize universally accessible design to ensure equitable access for people with disabilities, including adding missing links, curb ramps, wider sidewalks, level crossings and tactile walking surface indicators (TWSIs)
- Ensure open spaces are barrier-free with supportive amenities
- Continuously identify opportunities for creating new open spaces, especially in underserved areas
- Provide convenient and accessible seating areas along shared pathways and in open space as per City best practices

Winter Design Policy and Winter Design Guidelines

- Design walkways with direct routes, maximizing sunlight exposure and considering diverse users
- Design outdoor seating areas, particularly south facing, for comfort and ease of maintenance in winter
- Provide a variety of fixed and flexible street furniture and integrate signage

Active Transportation Policy

- Improve infrastructure supporting active transportation, such as sidewalks, ramps, pathways and bike lanes, to improve accessibility, safety, security and convenience

Sidewalk Strategy

- Design the sidewalk system to be safe, inclusive and barrier-free, connected and winter friendly

Curbside Management System

- Improve the curbside area (space between the sidewalk and the vehicle travel lane) to improve transit reliability, active transportation, pick up / drop off zones and street activation

Edmonton Transit Strategy

- Provide direct, safe and secure walking, rolling and biking paths to transit stops

SECTION 2

TRAFFIC MOVEMENT AND SAFETY



ACTIVE AND
ENGAGED
LIFESTYLES



STREETS FOR
PEOPLE

Relevant Guiding Principles

2.1 Overview

The draft design includes:

- A shared pathway, treed boulevards and a section of landscaped median along 127 Avenue
- A shared pathway and treed boulevards along Hooke Road
- Seven different local road scenarios that provide a range of sidewalk, boulevard, shared pathway and parking locations
- New continuous raised crossings, raised crosswalks and curb extensions at key locations in the road network

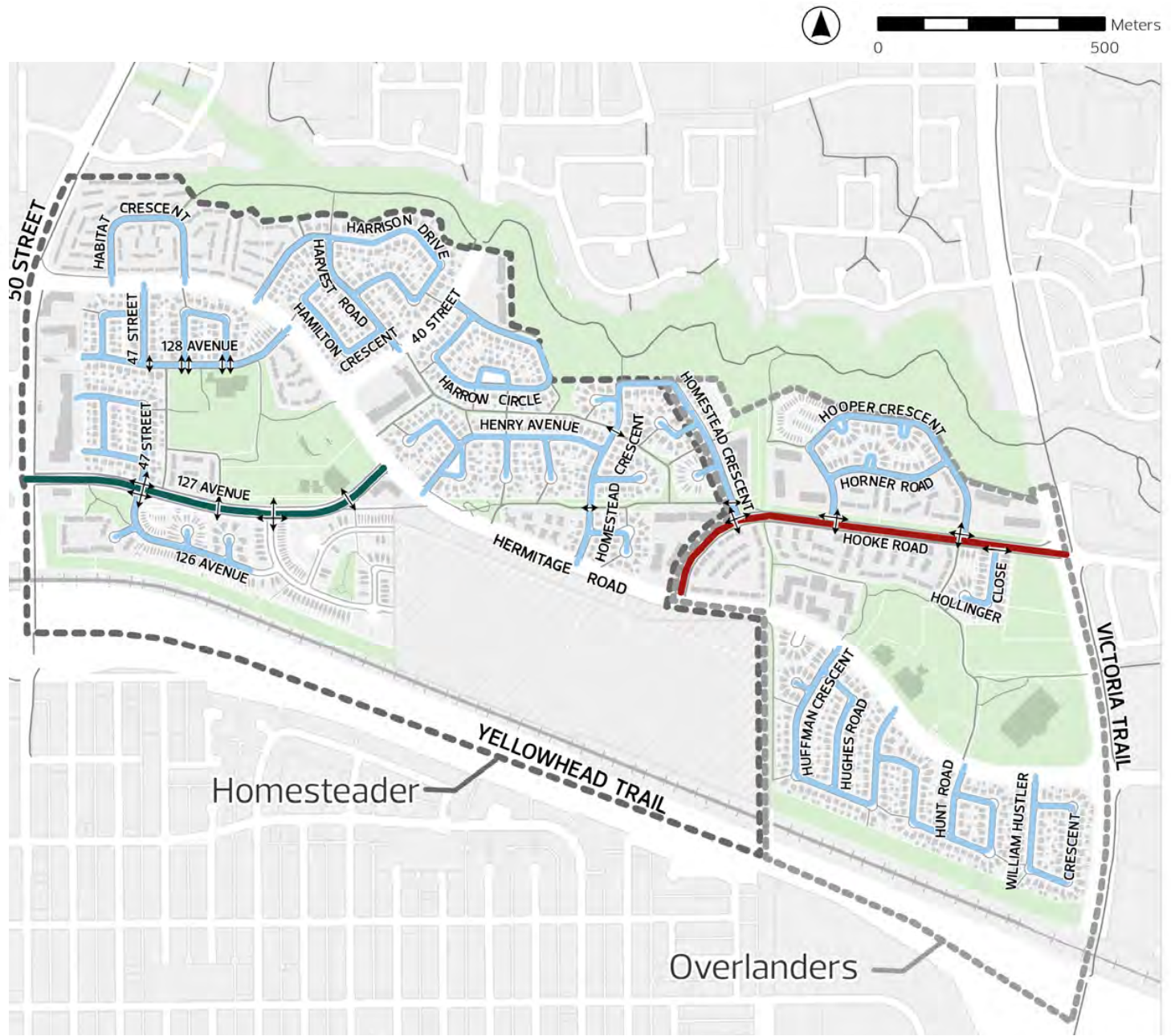
See Figure 2.1 on following page for an overview of traffic movement and safety improvements.



Figure 2.1
Traffic Movement and Safety Overview Map

MAP LEGEND

- ↔ Traffic Calming and Crossing Improvements
- █ 127 Avenue Redesign
- █ Hooke Road Redesign
- █ Local Road Redesign
- ▤ Homesteader
- ▤ Overlanders
- ▤ Future Verte Homesteader Phase (Former Domtar Site)
- █ Open Spaces



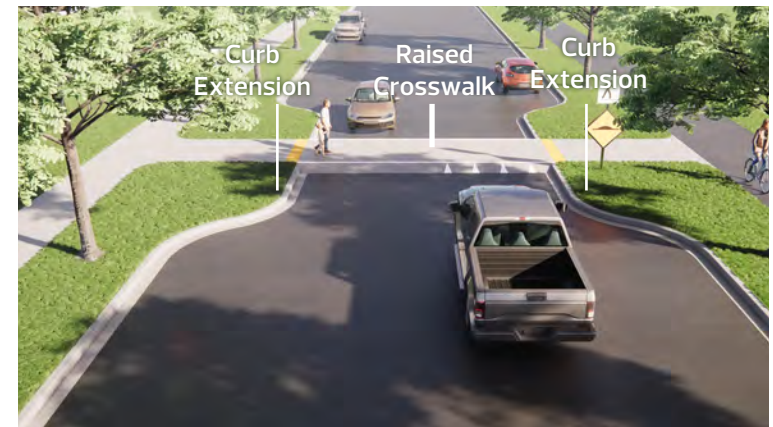
2.2 Crossing and traffic calming improvements

PROPOSED

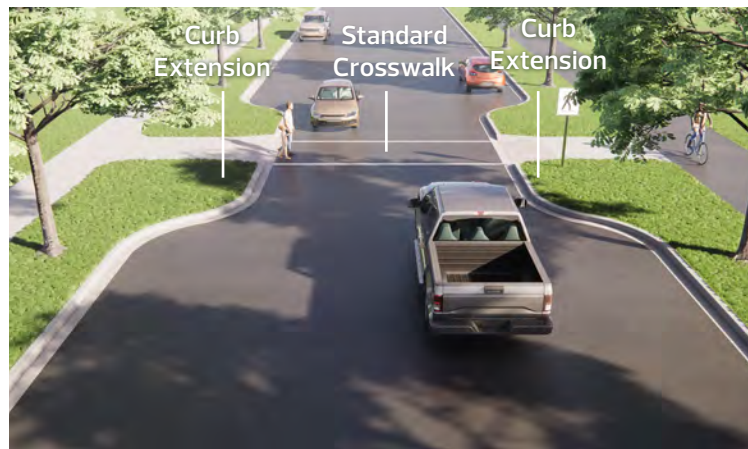
The plan includes the following traffic calming and crossing improvements (see Figure 2.2 on the following page for locations)

- Four raised crosswalks with curb extensions
- Eleven marked crosswalks with curb extensions
- Seven continuous raised crossings where local roads meet collector roads (along 127 Avenue and Hooke Road)

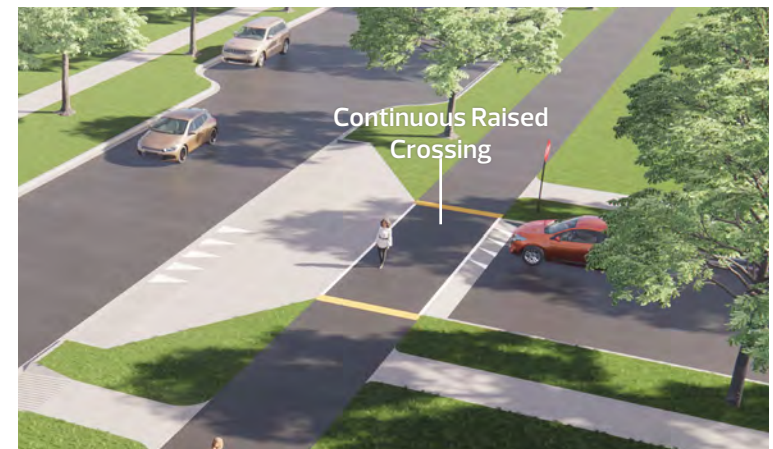
Additional information on crossing and traffic calming improvements can be found in the following sections regarding collector road and local road redesign.



Example of raised crossing with curb extensions






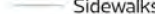
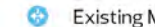
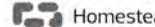
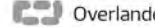
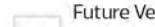


Example of standard crossing with curb extensions

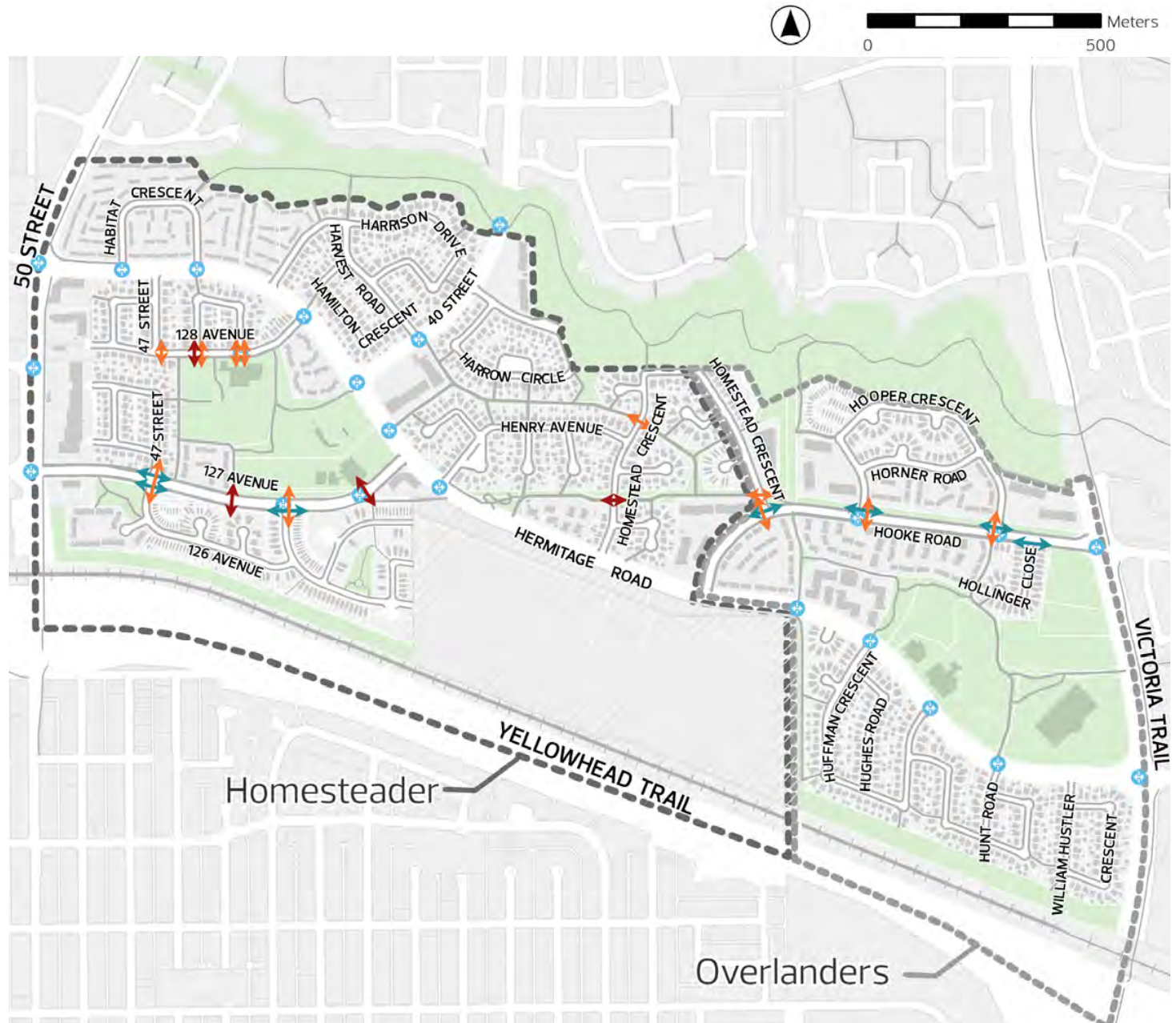


Example of continuous raised crossing

Figure 2.2
Crossing and Traffic Calming Improvements

MAP LEGEND

-  Continuous Raised Crossing
-  Raised Crossing with Curb Extensions
-  Crossing with Curb Extensions
-  Sidewalks and Shared Pathways
-  Existing Marked Crossings
-  Homesteader
-  Overlanders
-  Future Verte Homesteader Phase (Former Domtar Site)
-  Open Spaces
-  CN Railway



WHAT WE HEARD

- Many participants support slowing traffic, improving visibility of people crossing the street and improving the awareness of crossings for people who drive
- Some participants support the installation of curb extensions to provide a physical buffer to prevent vehicles from parking too close to crosswalks
- Some participants support raised crosswalks to improve accessibility by providing a level crossing surface
- Some participants expressed concerns about the potential impacts to parking
- Some participants reported concern about the possibility of raised crosswalks generating braking and accelerating traffic noise or causing discomfort for people in vehicles and those who bike

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Select the traffic calming or crossing improvement that best addresses the challenges encountered (i.e. poor sightlines, uneven biking surface, speeding, etc.)
- Consider the location of existing or proposed catch basins to ensure that raised crossings do not impede drainage. Catch basins are stormwater drains that collect water along roadways or pathways.
- Consider accessibility challenges related to different types of crossings and design them to be safe and intuitive

- Increase visibility of curb extensions by adding a vertical element (i.e. signage) so that vehicles don't hit them
- Consider the turning movements and clearance distance of vehicles in the design of these features
- Consider integrating Low Impact Design (LID) or landscaping into traffic calming features, while being aware of potential maintenance challenges
- Consider long-term and winter maintenance requirements of crossing and traffic calming improvements



Example of raised crosswalk in Edmonton

CITY POLICIES AND PROGRAMS

The City Plan

- Design intuitive, safe, universally accessible and walking, rolling and biking focused movement systems

ConnectEdmonton

- Add traffic calming measures to slow traffic, which reduces pollution and improves the experience for people biking, walking and rolling

Complete Streets Policy and Complete Streets Design and Construction Standards

- Widen sidewalk widths and upgrade curb ramps to meet standards
- Integrate traffic calming measures and shared streets

Accessibility for People with Disabilities Policy

- Prioritize universally accessible design to ensure equitable access for people with disabilities, including adding missing links, curb ramps, wider sidewalks, level crossings and tactile walking surface indicators (TWSIs)

Winter Design Policy and Winter Design Guidelines

- Implement mid-block crossings with curb extensions to improve ease of movement

Active Transportation Policy

- Improve infrastructure supporting active transportation, such as sidewalks, ramps and crossings, to improve accessibility, safety, security and convenience

Sidewalk Strategy

- Design the sidewalk system to be safe, inclusive and barrier-free, connected and winter friendly

Vision Zero Initiative/Safe Mobility Strategy

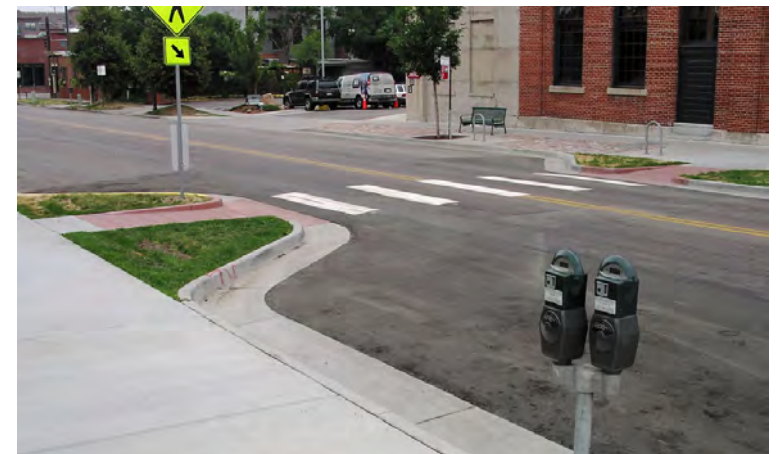
- Integrate the safe mobility design tool box (i.e. narrowed roadways, crossing improvements, etc.) into the neighbourhoods

Community Traffic Management Policy

- Mitigate the community impacts of vehicles by including physical measures that prevent shortcutting and speeding

Edmonton Transit Strategy

- Provide direct, safe and secure walking, rolling and biking paths to transit stops



Example of curb extension

2.3 Redesign of 127 Avenue

EXISTING

Except for a short section that was reconstructed near the Homesteader Verte development project, the existing road is wide with boulevards and separate walks on either side. There is a significant amount of green space from the back of walk to the edge of road right-of-way. On the north side, the roadway is near Homesteader Park and St. Maria Goretti School.



Existing 127 Avenue cross section

PROPOSED

127 Avenue is being narrowed to the standard collector roadway width (see Figure 2.3 on following page). The south side will have a widened shared pathway while the north side will have a separate walk with boulevard transitioning to a widened curbside walk in front of St. Maria Goretti School. The boulevard widths will vary along this roadway. To connect the 127 Avenue crosswalk to the school entrance, a small plaza area has been added with benches, a waste bin and plantings (see Section 1.7 for school drop off improvements description).

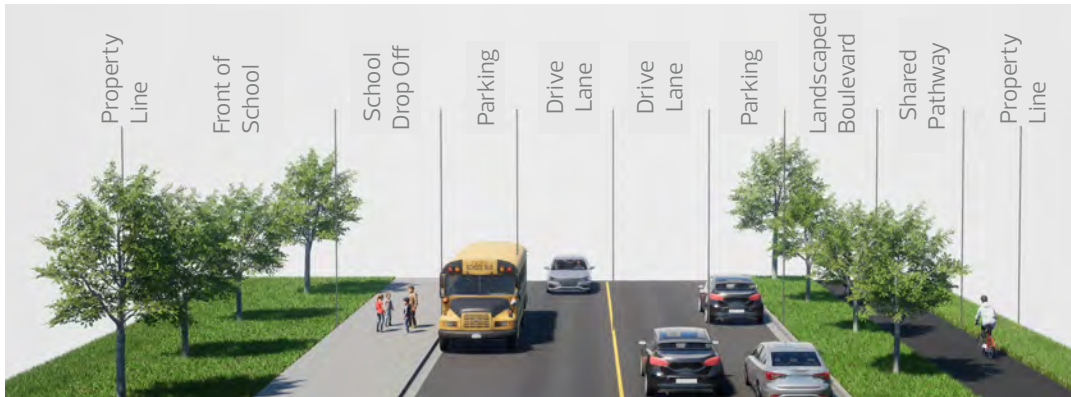
The following traffic calming and crossing improvements are proposed:

- Continuous raised crossings are proposed at all local roads tying into 127 Avenue
- A mid-block crossing with curb extensions and a raised crosswalk is proposed in front of St. Maria Goretti School
- A mid-block crossing with curb extensions and a raised crosswalk is proposed to connect the east/west shared pathway along the south side of 127 Avenue to the north/south shared pathway along the west side of Homesteader Park
- A median has been introduced between 47 Street and 50 Street to narrow the roadway, delineate right and left turn movements and prevent left turns into and out of the two west business accesses that are within 30 m of the 50 Street intersection

Figure 2.3 127 Avenue Collector Road Redesign



Proposed 127 Avenue—View A (looking east)



Proposed 127 Avenue—View B (looking north)



Plan view of proposed 127 Avenue

WHAT WE HEARD

- Many participants support slowing traffic and improving visibility of people crossing the street, especially near schools
- More than half of the participants are comfortable or very comfortable with boulevards to provide a space for trees and snow storage, and a barrier between people who drive and people who walk and roll
- Many participants support the addition of a shared pathway in the neighbourhoods
- Many participants expressed concern about the potential impact to on-street parking



Birdseye view of 127 Street and Homesteader Park

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Consider driving, walking, rolling and biking movements in the area, especially during busy school drop off and pick up times
- Incorporate traffic calming elements and crossing improvements
- Consider the location of existing or proposed catch basins to ensure that raised crossings do not impede drainage
- Consider the turning movement and clearance distance of vehicles at each intersection
- Shared pathway behind the commercial property at 127 Street / Hermitage Road may need land negotiations with the Homesteader Verte property owner
- Roadway and pathway improvements may have impacts on existing utilities and trees
- Consider connections for people driving, walking, rolling and biking from 127 Street to adjacent roadways and pathways outside of the neighbourhood renewal project
- Consider long-term and winter maintenance requirements of roadway infrastructure

CITY POLICIES AND PROGRAMS

For policies relating to walking, rolling and biking see Section 1. For policies related to crossing and traffic calming improvements, see subsection 2.2 above.

ConnectEdmonton

- Adding trees in boulevards and open spaces, reallocating paved road as open space or boulevard

Climate Resilient Edmonton: Adaptation Strategy and Action Plan

- Act to reduce emissions by reducing emphasis on vehicle travel
- Act to adapt, prepare for and respond to a changing climate by improving existing roadway drainage systems in response to increased peak flow and flood risks

Complete Streets Policy and Complete Streets Design and Construction Standards

- Provide safe, accessible, inclusive, context sensitive, four season travel options
- Create an efficient, vibrant and high quality travel network

Drainage Design and Construction Standards

- Improve drainage and modernize to current standards

Active Transportation Policy

- Improve infrastructure supporting active transportation, such as sidewalks, pathways and bike lanes, by reducing emphasis on roadways and vehicle travel

Curbside Management System

- Improve the curbside area (space between the sidewalk and the vehicle travel lane) to improve transit reliability, active transportation, pick up / drop off zones and street activation

Vision Zero Initiative/Safe Mobility Strategy

- Integrate the safe mobility design tool box (i.e. narrowed roadways, crossing improvements, etc.) into the neighbourhoods

Community Traffic Management Policy

- Mitigate the community impacts of vehicles by including physical measures that prevent shortcutting and speeding

Edmonton Transit Strategy

- Provide direct, safe and secure walking, rolling and biking paths to transit stops

2.4 Redesign of Hooke Road

EXISTING

The existing road is 11.8 m wide with 4.0 m boulevards and 1.5 m separate walks on either side. The road is a bus route and has a high usage of street parking due to the many adjacent multi-family sites on both the north and south sides of the roadway.

PROPOSED

Hooke Road is being maintained as the standard collector roadway width (see Figure 2.4 on following page). The south side will have a widened separate walk with boulevard, while the north side will have a widened shared pathway. This shared pathway will be continuous from Victoria Trail to Hermitage Road, but will also branch off near Homestead Crescent to continue west through the rear breezeway and utility corridor.

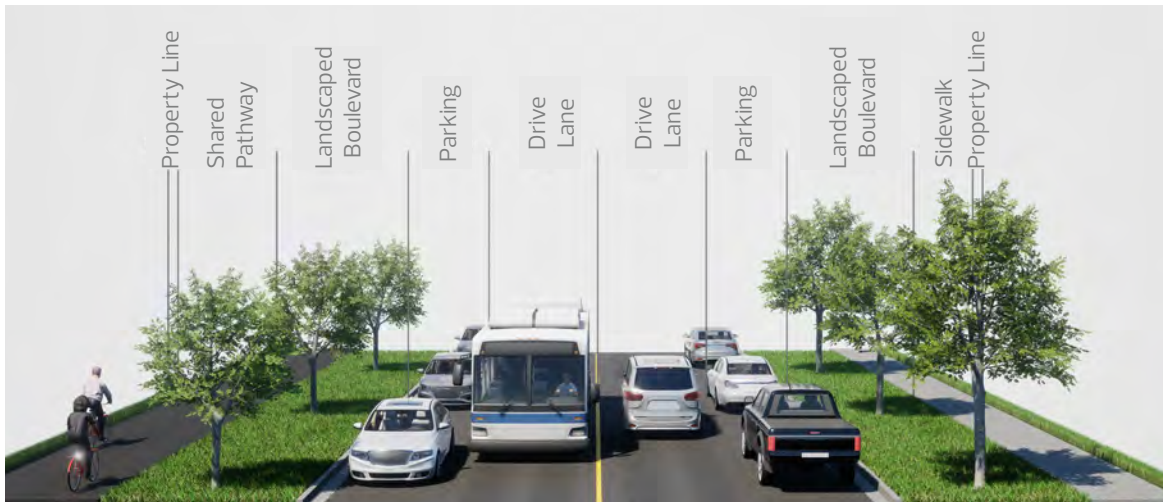
The following traffic calming and crossing improvements are proposed:

- Continuous raised crossings are proposed at all local roads tying into Hooke Road
- Bus stops have an extended curb extension that encompasses the bus stop pad, nearby curb ramp and continuous crossing. In some cases, it also includes a multi-family access. This effectively narrows the roadway for short segments and allows buses to stop in the travel lane

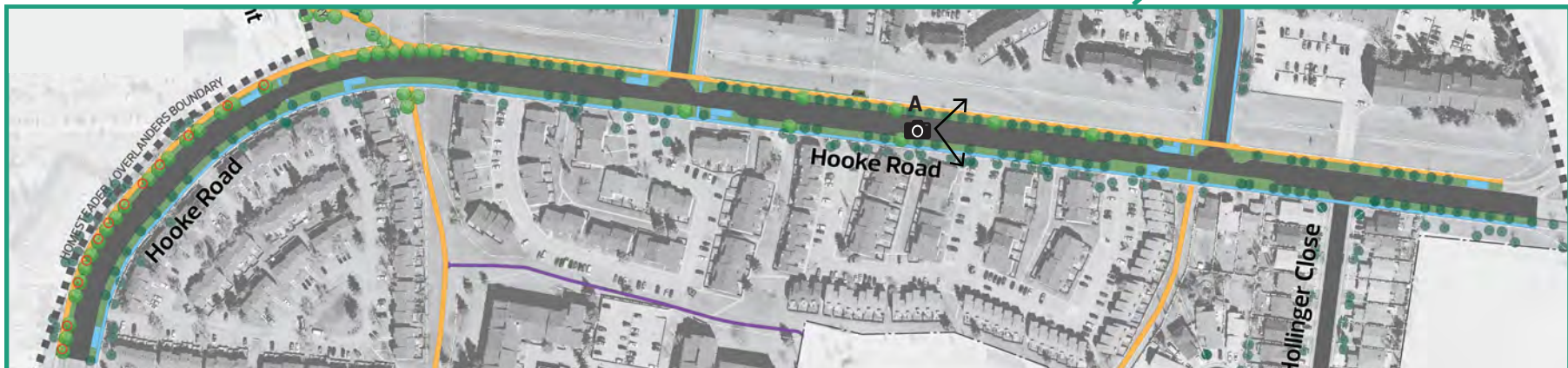


Existing Hooke Road cross section (looking west)

Figure 2.4 Hooke Road Collector Road Redesign



Proposed Hooke Road –View A (looking east)



Plan view of proposed Hooke Road

WHAT WE HEARD

- Many participants support slowing traffic, improving visibility of people crossing the street and improving the awareness of crossing locations for drivers
- More than half of the participants are comfortable or very comfortable with boulevards to provide a space for trees and snow storage, and a barrier between drivers and people who walk and roll
- Many participants support the addition of a shared pathway in the neighbourhoods



Birdseye view of Hooke Road

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Consider driving, walking, rolling and biking movements in the area, especially as the street is a bus route
- Prioritize traffic calming elements over opportunities for street parking where required
- Consider continuous crossings, especially where bikes are crossing intersections with local roads.
- Consider the location of existing or proposed catch basins to ensure that continuous crossings do not impede drainage
- Consider the turning movement and clearance distance of vehicles at each intersection
- Consider the impacts of roadway and pathway improvements on existing utilities and trees
- Consider connections for people driving, walking, rolling and biking from Hooke Road to adjacent roadways and pathways outside of the neighbourhood renewal project
- Consider long-term and winter maintenance requirements of roadway infrastructure

CITY POLICIES AND PROGRAMS

For policies relating to walking, rolling and biking see Section 1. For policies related to crossing and traffic calming improvements, see subsection 2.2 above.

ConnectEdmonton

- Adding trees in boulevards and open spaces, reallocating paved road as open space or boulevard

Climate Resilient Edmonton: Adaptation Strategy and Action Plan

- Act to reduce emissions by reducing emphasis on vehicle travel
- Act to adapt, prepare for and respond to a changing climate by improving existing roadway drainage systems in response to increased peak flow and flood risks

Complete Streets Policy and Complete Streets Design and Construction Standards

- Provide safe, accessible, inclusive, context sensitive, four season travel options
- Create an efficient, vibrant and high quality travel network
- Active Transportation Policy
- Improve infrastructure supporting active transportation, such as sidewalks, pathways and bike lanes, by reducing emphasis on roadways and vehicle travel

Curbside Management System

- Improve the curbside area (space between the sidewalk and the vehicle travel lane) to improve transit reliability, active transportation, pick up / drop off zones and street activation

Vision Zero Initiative/Safe Mobility Strategy

- Integrate the safe mobility design tool box (i.e. narrowed roadways, crossing improvements, etc.) into the neighbourhoods

Community Traffic Management Policy

- Mitigate the community impacts of vehicles by including physical measures that prevent shortcutting and speeding

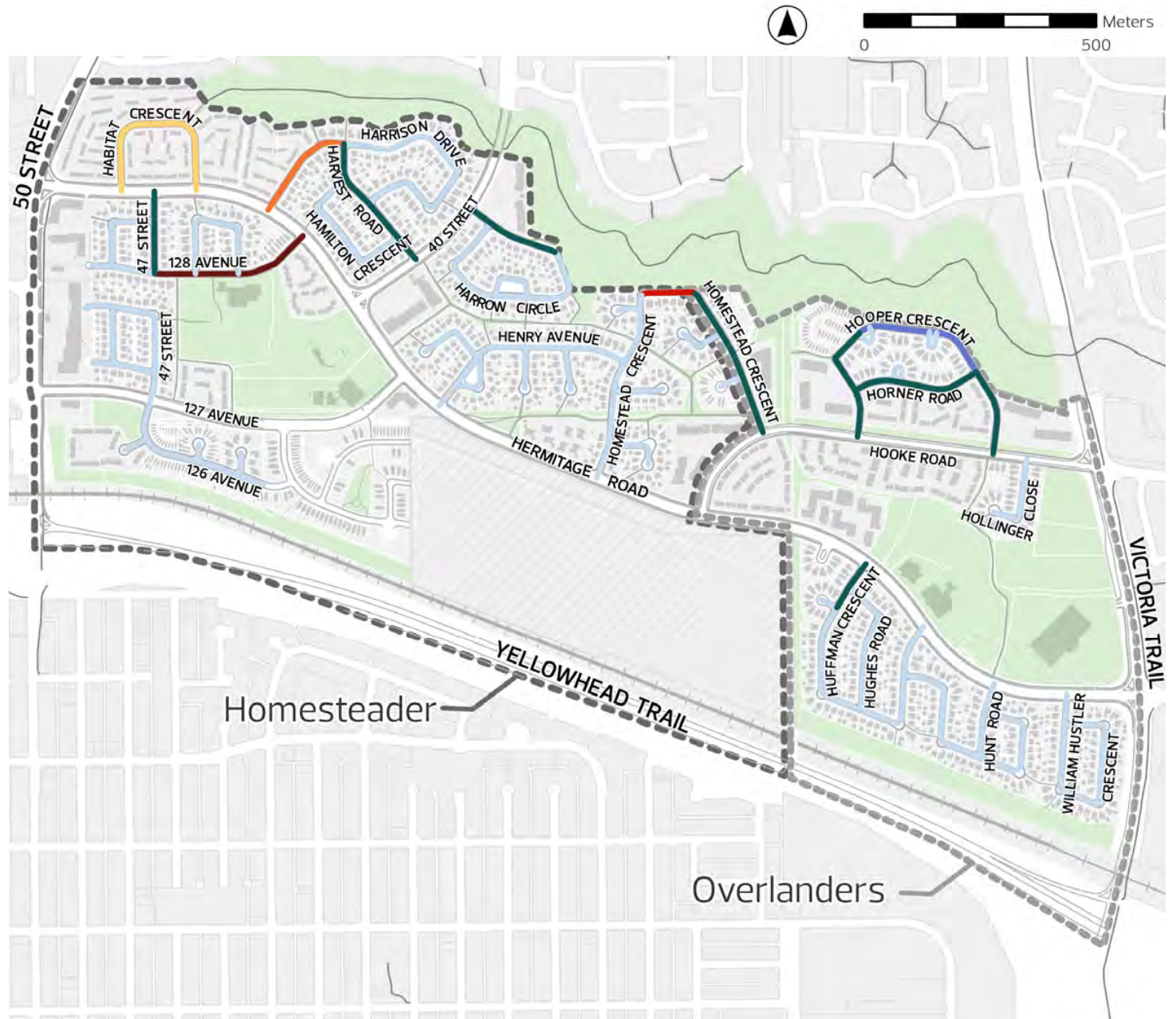
Edmonton Transit Strategy

- Provide direct, safe and secure walking, rolling and biking paths to transit stops

Figure 2.5
Local Road Redesign
Scenarios

MAP LEGEND

- Scenario A
- Scenario B
- Scenario C
- Scenario D
- Scenario E
- Scenario F
- Scenario G
-  Homesteader
-  Overlanders
-  Open Spaces
-  Future Verte Homesteader Phase (Former Domtar Site)
-  CN Railway





Scenario A: Sidewalks on both sides of the road with no boulevards. Parking unchanged.



Scenario B: Sidewalk with a landscape boulevard on one side of the road and a sidewalk without a boulevard on the other side. Parking unchanged.

2.5 Redesign of local roadways

EXISTING

The majority of local roads already exist as 9.0 m roads with 1.2 m wide curbside walks (sidewalks adjacent to the roadway) on one or two sides. However, there are several local roads that exist as 11.5 m wide roadways with 1.2 m wide curbside walks on one or two sides.

PROPOSED

The design intent is to achieve the standard width of local roadways and, where appropriate, reallocate the remaining right-of-way to boulevard and/or widened sidewalks. Seven proposed scenarios (A to G) have been developed to address local road redesign. See the Figure 2.5 on the following page for locations of each local road redesign scenario.

SCENARIO A

Local roads that already meet the standard roadway width are being left in their current alignments with minor sidewalk widening.

47 Street / 126 Avenue (127 Avenue to 45 Street), which is currently a wide local road, is being reduced to the standard width with curbside walks on both sides due to utility conflicts. Widens just west of 45 Street to avoid storm line.

SCENARIO B

These local roads are being narrowed to meet standards with a curbside walk on one side and a separate walk with landscaped boulevard on the other. Sidewalk and boulevard widths vary by location and include 47 Street (128 Avenue to Hermitage Road), Harvest Road (Harrison Drive to 40 Street), Harrow Circle (North Leg), East Homestead Crescent (north of Hooke Road), Hooper Crescent (West/Northwest Leg), Hooper Crescent (East Leg), Horner Road (Hooper Crescent to Hooper Crescent) and Huffman Crescent (south of Hermitage Road).



Scenario C: Sidewalks with landscape boulevards on both sides of the road. Parking unchanged.



Scenario D: Shared pathway with landscape boulevard on one side of the road and a sidewalk without a boulevard on the other side. Parking unchanged.



Scenario E: Sidewalk with a landscape boulevard on one side of the road and a sidewalk without a boulevard on the other side. Parking removed from one side of road

SCENARIO C

Harrison Drive (Hermitage Road to Harvest Road): Wide local road to be narrowed to meet the standard roadway width with a widened walk and boulevard on the north side near the multi-family development and on the south side near the single-family homes.

SCENARIO D

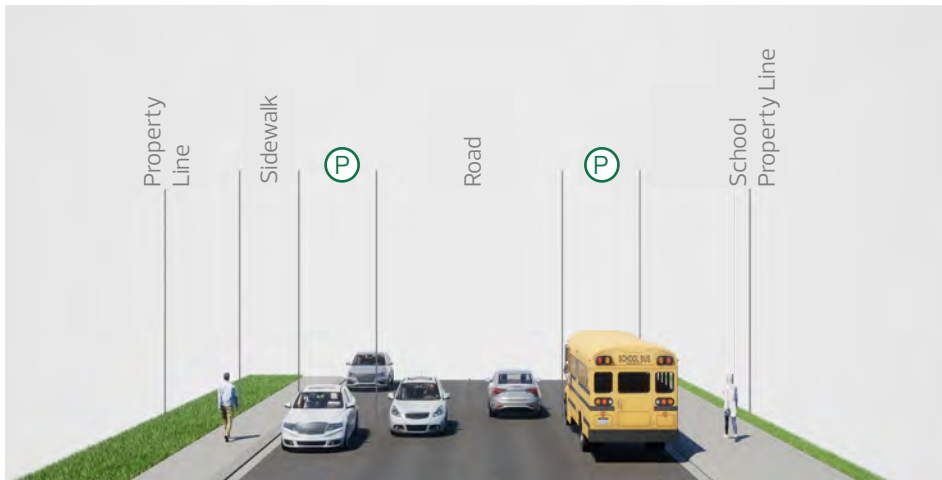
Habitat Crescent: Entirety being narrowed to the standard roadway width with provision for a boulevard and widened shared pathway on the north side of the roadway to connect to the Kennedale Ravine access trail and a widened curbside walk on the south side. The shared pathway connectivity continues west of Habitat Crescent along Hermitage Road to connect to the shared pathway on 50 Street.

SCENARIO E

Hooper Crescent (North/Northeast Leg): Wide local road to be narrowed on north section (parking banned on north side along the ravine) with a widened curbside walk on the north side and a widened sidewalk and boulevard on the south side.



Scenario F : Sidewalks on both sides of the road. Trees planted on the ravine side of the road. Parking removed from one side of road



Scenario G : Standard width sidewalk on one side of the road and an extra-wide sidewalk on the school side of the road

SCENARIO F

Homestead Crescent (North Leg): Wide local road to be narrowed on north section (parking banned on north side along the ravine) with widened curbside walk on the north side and south side.

SCENARIO G

128 Avenue (45 Avenue to Hermitage Road): The roadway width will be maintained to facilitate cars pulling out of the drive lane into parking bays during school drop off and pick up. At all three intersections near the school (45 Street, 46 Street and 47 Street), curb extensions will extend in both directions, narrowing the width of 128 Avenue at all crossings. Per feedback from the school, a raised crosswalk is proposed on the west side of 46 Street as this is the crosswalk most frequently used by students who live north of Hermitage Road and use the breezeway at the north end of 46 Street to get to school. The north sidewalk will be widened to while the south sidewalk will be replaced with an extra-wide curbside walk along the school property to accommodate student drop off.

WHAT WE HEARD

- Many participants support sidewalks providing a separated space for people walking and rolling
- Some participants reported concerns about the potential removal of private landscaping or existing trees
- Some participants indicated concern that sidewalks require property owners to remove snow during the winter
- Some participants expressed concern about the potential impacts to parking

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Consider driving, walking, rolling and biking connections
- Encourage traffic calming through roadway design
- Consider the location of existing or proposed catch basins
- Consider the turning movements and clearance distance of vehicles at each intersection
- Roadway and pathway improvements may have impacts on existing utilities and trees
- Consider the long-term and winter maintenance requirements of roadway infrastructure

CITY POLICIES AND PROGRAMS

For policies relating to walking, rolling and biking see Section 1. For policies related to crossing and traffic calming improvements, see subsection 2.2 above.

ConnectEdmonton

- Adding trees in boulevards and open spaces, reallocating paved road as open space or boulevard

Climate Resilient Edmonton: Adaptation Strategy and Action Plan

- Act to reduce emissions by reducing emphasis on vehicle travel
- Act to adapt, prepare for and respond to a changing climate by improving existing roadway drainage systems in response to increased peak flow and flood risks

Complete Streets Policy and Complete Streets Design and Construction Standards

- Provide safe, accessible, inclusive, context sensitive, four season travel options
- Create an efficient, vibrant and high quality travel network

Drainage Design and Construction Standards

- Improve drainage and modernize to current standards

Active Transportation Policy

- Improve infrastructure supporting active transportation, such as sidewalks, pathways and bike lanes, by reducing emphasis on roadways and vehicle travel

Curbside Management System

- Improve the curbside area (space between the sidewalk and the vehicle travel lane) to improve transit reliability, active transportation, pick up / drop off zones and street activation

Vision Zero Initiative/Safe Mobility Strategy

- Integrate the safe mobility design tool box (i.e. narrowed roadways, crossing improvements, etc.) into the neighbourhoods

Community Traffic Management Policy

- Mitigate the community impacts of vehicles by including physical measures that prevent shortcutting and speeding

Edmonton Transit Strategy

- Provide direct, safe and secure walking, rolling and biking paths to transit stops

SECTION 3

PLACES AND PLACEMAKING



COMMUNITY
IDENTITY



ACTIVE AND
ENGAGED
LIFESTYLES



CONNECTIONS
BETWEEN
NEIGHBOURS



DESIGN BY
NATURE



ENGAGING
COMMERCIAL
AREAS



SAFE AND
WELCOMING
ATMOSPHERE

Relevant Guiding Principles

3.1 Overview

The draft design includes:

- Improving and expanding sidewalks and shared pathways, including lighting in parks and open spaces
- Adding spaces for seating and bikes along pathways and in parks and open spaces
- Adding seating areas and identifying spaces for activities, such as bike bumps and a wandering garden to Homesteader Park and Overlanders Park
- Enhancing existing open space areas and creating four new pocket parks
- Adding trees in open spaces and along roadways

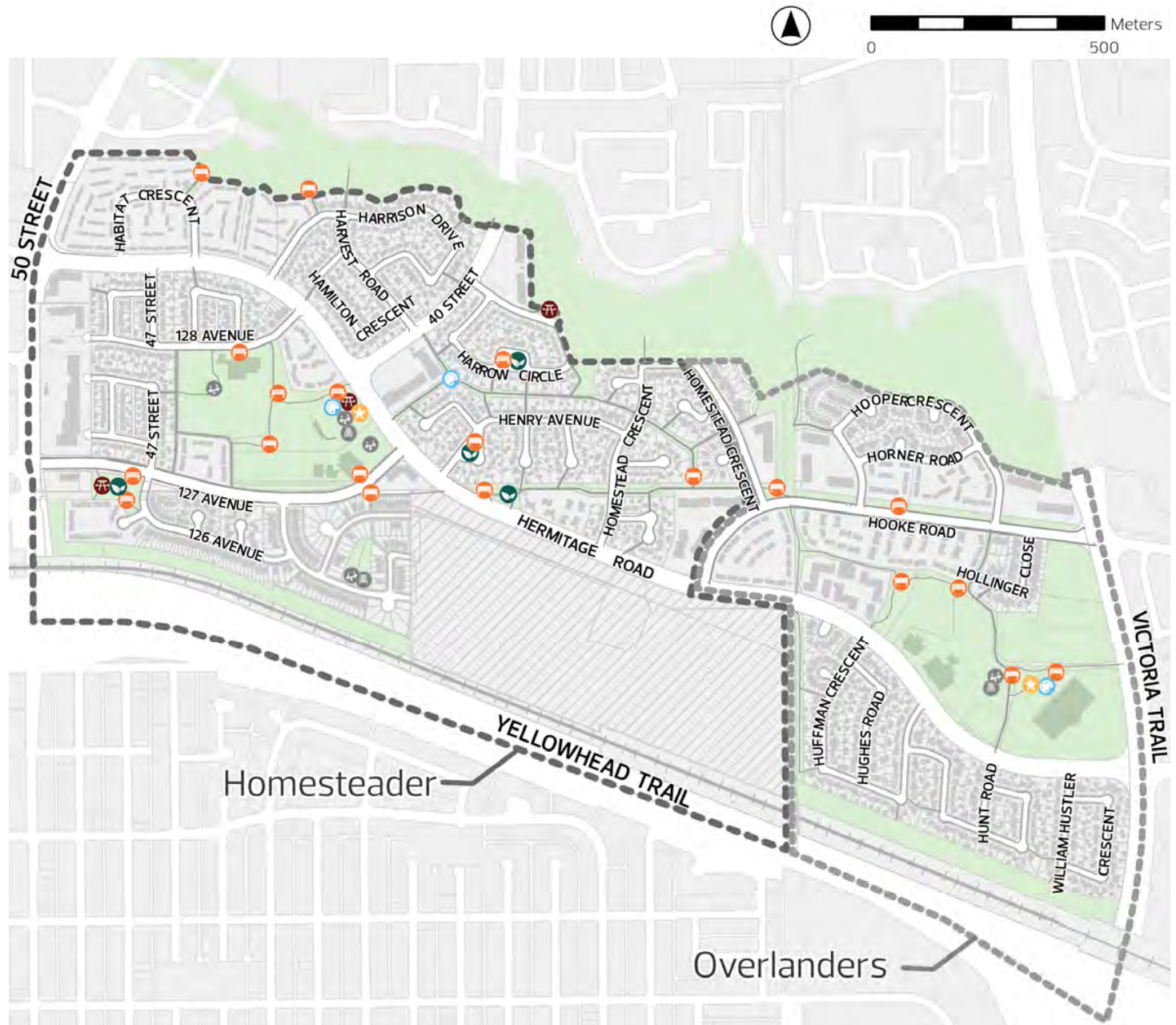
See Figure 3.1 on following page for an overview for places and placemaking improvements considered during draft design.



Figure 3.1
Places and Placemaking
Overview Map

MAP LEGEND

- New gathering space with picnic tables
- New bench area
- New parks activity feature
- New / improved pocket park
- Opportunity for community-led placemaking
- Existing gathering area (not in scope)
- Existing playgrounds (not in scope)
- Homesteader
- Overlanders
- Future Verte Homesteader Phase (Former Domtar)
- Open Spaces
- CN Railway



3.2 Seating areas and picnic table areas

EXISTING

There are very few seating and picnic areas within either neighbourhood. They are almost solely located in existing park areas and most do not have barrier free access.



Typical bench area



Typical picnic table area

PROPOSED



Seating areas with benches, a waste bin and bike rack (optional) and picnic table areas with waste bins and bike racks are proposed in the plan (see Figure 3.2 on following page). They are along shared pathways, in parks and open space areas and at school drop off locations. The location of these seating areas has been determined based on the City's standard spacing for seating along shared pathways (maximum 450 m apart) and within parks (maximum 150 m apart), and at other locations beneficial to residents. Crime Prevention Through Environmental Design (CPTED) principles will continue to be considered in the design and placement of these features.

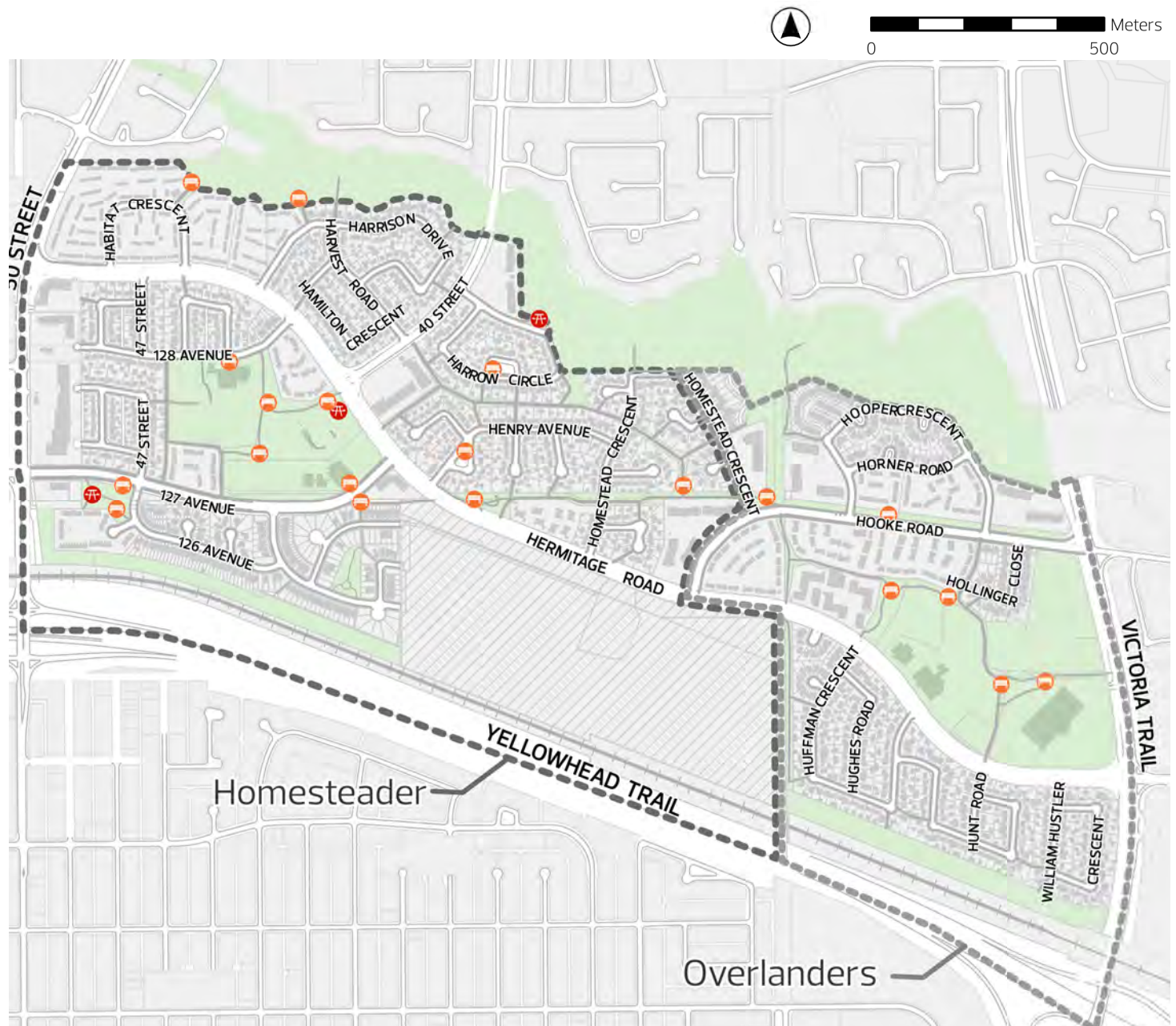
WHAT WE HEARD

- Almost half of participants are comfortable or very comfortable with gathering spaces and rest areas
- Many participants like that benches provide places for people of all abilities to rest as they walk, roll and bike along pathways
- Many participants support that well used open spaces with additional lighting may increase activity and enhance people's feeling of safety, highlight beautiful places within the community and encourage community building interactions
- Some participants like that gathering spaces may enhance public health by encouraging people to be outdoors
- Some participants are concerned that these spaces may become busier and noisier if they are well used
- Some participants are concerned that these areas may encourage unwanted behaviour or lead to increased litter

Figure 3.2
Seating and Picnic Table
Areas Map

MAP LEGEND

-  New picnic table area
-  New bench area
-  Homesteader
-  Overlanders
-  Open Spaces
-  Former Domtar Site
-  CN Railway



DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Design the locations to minimize maintenance requirements
- Locate and design seating and picnic table areas to be accessible where possible
- Integrate different types of seating and gathering options to provide interest and encourage different types of interactions
- Consider landscaping, shade and winter friendly design principles
- Consider Crime Prevention Through Environmental Design (CPTED) Principles when selecting locations
- Consider adjacent activities and spaces (i.e. bike routes, playgrounds, etc.) to ensure that these seating areas are well used
- Include bike racks at seating areas that are close to bike routes

CITY POLICIES AND PROGRAMS

The City Plan

- Encourage physical activity by integrating inclusive, accessible, winter city design and providing opportunities to connect to, explore and interact in open spaces

Complete Streets Policy and Complete Streets Design and Construction Standards

- Create an efficient, vibrant and high quality travel network

Landscaping Design and Construction Standards

- Provide parks furniture (picnic tables, benches, waste bins, etc.) to meet City's service levels

Accessibility for People with Disabilities Policy

- Ensure open spaces are barrier-free with supportive amenities
- Continuously identify opportunities for creating new open spaces, especially in underserved areas
- Provide convenient and accessible seating areas along shared pathways and in open spaces as per City best practices

Winter Design Policy and Winter Design Guidelines

- Design outdoor seating areas, particularly south facing, for comfort and ease of maintenance in winter
- Provide a variety of fixed and flexible street furniture, and integrate signage and wayfinding suited for winter conditions

Active Transportation Policy

- Improve infrastructure supporting active transportation, such as seating areas, to improve accessibility, safety, security and convenience

Breathe: Edmonton's Green Network Strategy and Edmonton Urban Parks Management Plan

- Contribute to an integrated and connected system of open spaces throughout the city to encourage health, ecology and interaction

3.3 Overlanders Park improvements

EXISTING

Overlanders Park is home to Overlanders Elementary School, Clareview Headstart and the Edmonton Soccer Association East Centre. Most of the park is occupied by sports fields that are either on school lands or under joint-use agreements. The baseball diamond on the northeast corner of the site is slated for future redevelopment as a seniors living facility (unknown timeline). There is a well-used playground and gathering space near the centre of the park site that is owned by the Edmonton Public School Board.

The soccer centre lease area occupies the southeast portion of the site; however, the Association does not use any of the outdoor lawn areas for their activities.



Birdseye view of Overlanders Park

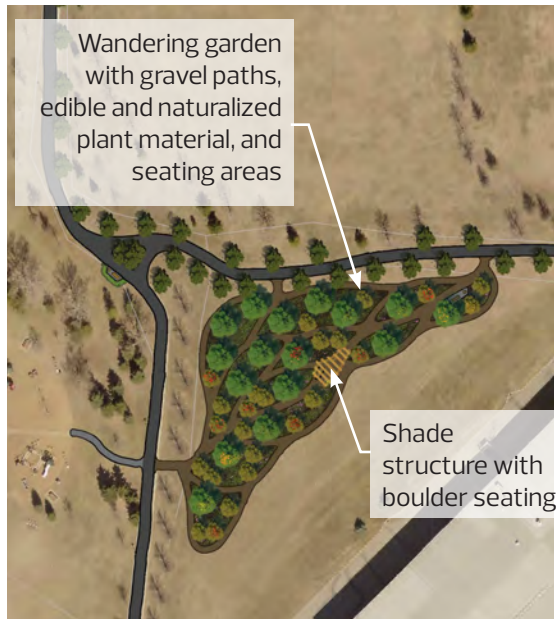
PROPOSED

Though Overlanders Park is large, there is limited room for development because of the existing fields. However, the land on the northwest corner Soccer Association (just outside of lease area) has potential for improvements. In this area, a large wandering garden with naturalized and low-maintenance edible plant material is proposed. This will provide a new feature for the community, screen views of the soccer centre and will further the City's Two Million Trees commitment and naturalization priorities. A shaded structure with seating is proposed in the garden to introduce a central design element to draw people in.

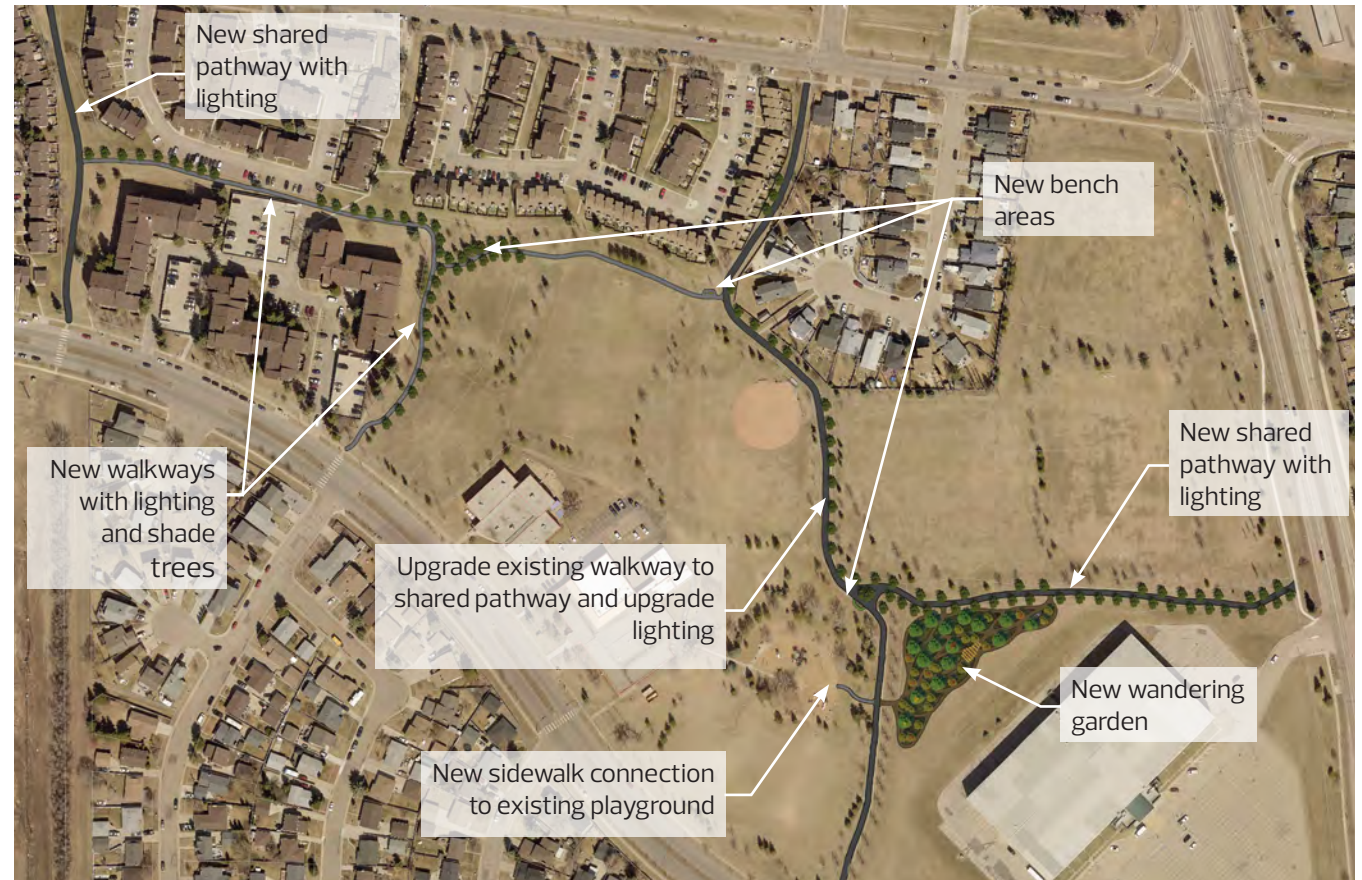
As noted in the shared pathway section, the existing north-south sidewalk is being widened into a shared pathway and a new east-west connection is proposed in anticipation of the future Victoria Trail crossing. A new wider sidewalk connection wraps around the north and west sides of the site to provide a looping walking experience and to provide better field access. The shared pathway and sidewalk system is supported with four seating nodes that include a bench, bike rack, waste bin and a small number of naturalized shrub plantings.

See Figure 3.3 on following page for an overview of Overlanders Park improvements considered during draft design.

Figure 3.3 Overlanders Park Plan



Plan view of wandering garden



Wandering garden shade structure



Seating area in wandering garden



Birdseye view of wandering garden

WHAT WE HEARD

- Many participants support new sidewalks and pathways to improve accessibility and connections throughout the park
- Some participants support encouraging use and activities within the park and improving the feeling of safety within the neighbourhood
- Some participants like that naturalized planting areas provide environmental benefits, such as pollinator plants and reduced mowing, and provide shade and shelter
- Some participants expressed concerns about sidewalks and pathways cutting through existing greenspace
- Some people prefer mowed open space areas rather than naturalized areas
- Some participants are concerned that some of the new pathways are next to housing which may impact the current sense of privacy
- Balance mowed grass areas and naturalized grass areas to provide both ecological and recreational opportunities
- Focus on naturalization planting and groupings of trees, rather than ornamental beds and individually planted trees
- Consider native or naturalized plant species that may provide multiple benefits, such as habitat, edible fruit, low maintenance requirements, shading, wind breaking and winter interest

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Consider the long-term maintenance implications of design features
- Consider landscaping, shade and winter-friendly design principles
- Consider Crime Prevention Through Environmental Design (CPTED) Principles throughout design
- Include bike racks in seating areas that are close to bike routes



Sidewalk through Overlanders Park being upgraded to shared pathway

CITY POLICIES AND PROGRAMS

For policies relating to lighting, walking, rolling and biking in parks and open spaces see Section 1.

The City Plan

- Develop spaces for intergenerational use and integrate play areas
- Enhance the urban forest, incorporate nature and green infrastructure into the built environment
- Encourage physical activity by integrating inclusive, accessible, winter city design and providing opportunities to connect to, explore and interact in open spaces

Landscaping Design and Construction Standards

- Provide well-constructed, functional, aesthetically pleasing and sustainable public open space
- Provide landscaping methods, such as naturalization, that reflect the City's availability of maintenance resources
- Provide parks furniture (picnic tables, benches, waste bins, etc.) to meet City's service levels

Accessibility for People with Disabilities Policy

- Ensure open spaces are barrier-free with supportive amenities
- Continuously identify opportunities for creating new open spaces, especially in underserved areas
- Provide convenient and accessible seating areas along shared pathways and in open spaces as per City best practices

Winter Design Policy and Winter Design Guidelines

- Design outdoor seating areas, particularly south facing, for comfort and ease of maintenance in winter
- Provide lighting and signage on priority trails, and position benches and seating for seasonal comfort

Active Transportation Policy

- Improve infrastructure supporting active transportation, such as seating areas, to improve accessibility, safety, security and convenience
- Active Transportation Network Wayfinding Guide
- Implement a coherent wayfinding system, especially where the bike network is changing or growing

Breathe: Edmonton's Green Network Strategy and Edmonton Urban Parks Management Plan

- Contribute to an integrated and connected system of open spaces throughout the city to encourage health, ecology and interaction

Urban Forest Management Plan

- Promote a healthy, diverse and sustainable urban forest that targets 20% tree canopy coverage

3.4 Homesteader Park improvements

EXISTING

Homesteader Park is home to two elementary schools: St. Maria Goretti Catholic School and Homesteader School. The park contains several sports fields which are under joint-use agreements with the school boards. The park also contains the Homesteader Community League building, two associated outdoor rinks and a small parking lot, which are covered under a lease agreement. Near the rinks, there is an unofficial tobogganing hill to the west and a playground to the east.

Each school site also has its own playgrounds within the school land boundaries. There are limited walkway connections through the site, though there is a north-south pathway running along the west boundary of the site.



Birdseye view of Homesteader Park

PROPOSED

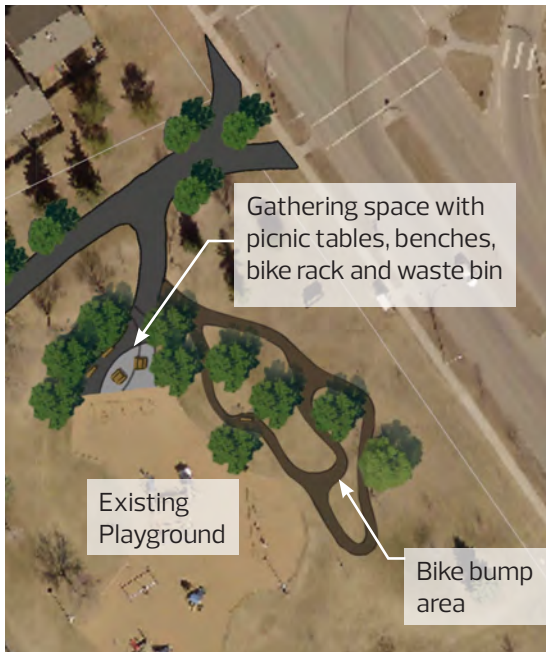
As noted in the Shared Pathway section, a primary focus of upgrades to the park site was providing four season north-south and east-west connections for people who walk, roll or bike. These pathways will be tree lined and have lighting. Bench nodes and gathering spaces have been provided along the pathway network:

- Two typical bench nodes are provided on the north-south shared pathway and they will include a bench, waste bin and bike rack. The nodes will be surrounded with naturalization plantings and shaded by trees.
- A small gathering space with two benches, a bike rack and a waste bin will be provided on the north side of the playground to support people who use the playground and bike bump area.

An area has been identified for “bike bumps” as a unique feature to address the young family demographic of the community. The intent of this feature is to provide a bikeable series of low-key granular pathways with undulating terrain for use by children on bikes, similar to a pump track. This activity extends the programming of the adjacent play space and ties into the community's bike network.

See Figure 3.4 on following page for an overview of Homesteader Park improvements considered during draft design.

Figure 3.4 Homesteader Park Plan



Plan View of gathering space and bike bump area



Example image of bike bumps



Perspective view of bike bump area



Perspective view of gathering space

WHAT WE HEARD

- Many participants support new sidewalks and pathways to improve accessibility and connections throughout the park
- Some participants support encouraging use and activities within the park and improving the feeling of safety within the neighbourhood
- Some participants like that trees and planting areas provide environmental benefits, reduce maintenance and provide shade and shelter
- Some participants indicated concerns that the new shared pathway may impact the unofficial toboggan hill
- Some participants expressed concerns about sidewalks and pathways cutting through existing greenspace which may change how people use the park



Existing playground at Homesteader Park

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Consider the long-term maintenance implications of design features
- Consider landscaping, shade and winter friendly design principles
- Consider Crime Prevention Through Environmental Design (CPTED) Principles throughout design
- Include bike racks in seating areas that are close to bike routes
- Balance mowed grass areas and naturalized grass areas to provide both ecological and recreational opportunities
- Focus on naturalization planting and groupings of trees, rather than ornamental beds and individually planted trees
- Consider native or naturalized plant species that may provide multiple benefits, such as habitat, edible fruit, low maintenance requirements, shading, wind breaking and winter interest
- Consider the unofficial tobogganing hill when determining the shared pathway alignment

CITY POLICIES AND PROGRAMS

For policies relating to lighting, walking, rolling and biking in parks and open spaces see Section 1.

The City Plan

- Develop spaces for intergenerational use and integrate play areas
- Enhance the urban forest, incorporate nature and green infrastructure into the built environment
- Encourage physical activity by integrating inclusive, accessible, winter city design and providing opportunities to connect to, explore and interact in open spaces

Landscaping Design and Construction Standards

- Provide well-constructed, functional, aesthetically pleasing and sustainable public open space
- Provide landscaping methods, such as naturalization, that reflect the City's availability of maintenance resources
- Provide parks furniture (picnic tables, benches, waste bin, etc.) to meet City's service levels

Accessibility for People with Disabilities Policy

- Ensure open spaces are barrier-free with supportive amenities
- Continuously identify opportunities for creating new open spaces, especially in underserved areas

- Provide convenient and accessible seating areas along shared pathways and in open spaces as per City best practices

Winter Design Policy and Winter Design Guidelines

- Design outdoor seating areas, particularly south facing, for comfort and ease of maintenance in winter
- Provide lighting and signage on priority trails, and position benches and seating for seasonal comfort

Active Transportation Policy

- Improve infrastructure supporting active transportation, such as seating areas, to improve accessibility, safety, security and convenience

Active Transportation Network Wayfinding Guide

- Implement a coherent wayfinding system, especially where the bike network is changing or growing

Breathe: Edmonton's Green Network Strategy and Edmonton Urban Parks Management Plan

- Contribute to an integrated and connected system of open spaces throughout the city to encourage health, ecology and interaction

Urban Forest Management Plan

- Promote a healthy, diverse and sustainable urban forest that targets 20% tree canopy coverage

3.5 Pocket park improvements

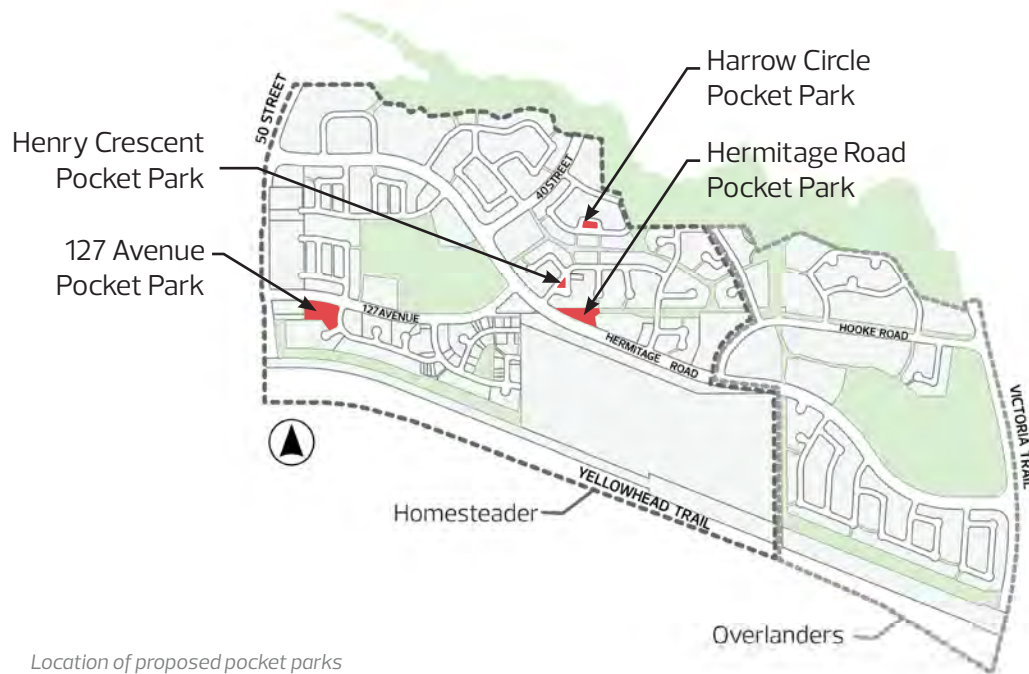
EXISTING

Throughout the community, there are small pockets of open space that are currently being informally used by the community. These spaces have been reviewed for new opportunities, amenities and activities.

PROPOSED

To make better use of existing open space, there are improvements proposed to four pocket parks:

- 127 Avenue west of 47 Street: This pocket park will be comprised of open naturalized grass areas and two small gathering spaces with picnic tables, benches, waste bins and bike racks. The gathering nodes are nestled within naturalized tree plantings, which will support of the City's goal of planting two million trees by 2050
- Hermitage Road east of Henry Avenue (utility corridor): This pocket park consists of open naturalized grass areas with a spiraling design of granular pathways, naturalization beds, benches, bike racks and waste bins. The design also includes a boulder spiral and fallen log features to promote spontaneous nature play
- Island on Harrow Circle: The existing grass area will continue to be maintained for passive recreation. A new boulder garden surrounded by naturalized trees and shrubs will provide opportunities for informal seating and nature play. A bench, waste bin and bike rack support activities in the space
- Island on Henry Avenue: The space will consist of naturalized grass, trees and shrubs. Four Adirondack chairs, a waste bin and a bike rack will provide opportunities for casual recreation and intimate conversations



Location of proposed pocket parks

See Figures 3.4 and 3.5 on following pages for an overview of pocket park improvements considered during draft design.

Figure 3.5 Pocket Parks



Perspective view of 127 Avenue pocket park



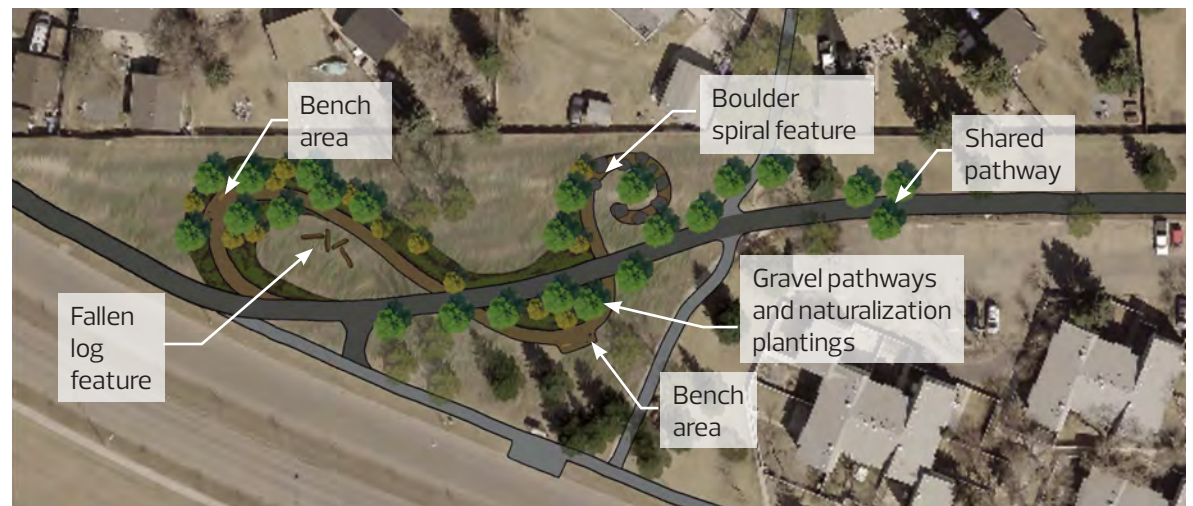
Perspective view of Hermitage Road pocket park



Perspective view of Hermitage Road pocket park



127 Avenue pocket park



Hermitage Road pocket park

Figure 3.6 Pocket Parks



Perspective view of Henry Avenue seating area



Henry Avenue pocket park



Perspective view of Harrow Circle boulder garden



Harrow Circle pocket park

WHAT WE HEARD

- More than half of the participants are comfortable or very comfortable with the proposed pocket park improvements
- Many participants support enhancing green spaces and improving the overall aesthetic of the community
- Some participants liked that pocket parks provide opportunity for social interaction and outdoor recreation
- Some participants expressed concern that additional maintenance for the pocket parks may be required
- Some participants reported concern that these spaces may not be well-used or that existing quiet spaces may be busier with more people

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Consider the long-term maintenance implications of design features
- Consider landscaping, shade and winter friendly design principles
- Consider Crime Prevention Through Environmental Design (CPTED) Principles throughout design
- Balance mowed grass areas and naturalized grass areas to provide both ecological and recreational opportunities
- Focus on naturalization planting and groupings of trees, rather than ornamental beds and individually planted trees
- Consider native or naturalized plant species that may provide multiple benefits, such as habitat, edible fruit, low maintenance requirements, shading, wind breaking and winter interest
- Integrate small seating options and spontaneous play elements that encourage smaller gatherings and neighbourly interactions

CITY POLICIES AND PROGRAMS

For policies relating to lighting, walking, rolling and biking in parks and open spaces see Section 1.

The City Plan

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Active Transportation Network Wayfinding Guide

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Breathe: Edmonton's Green Network Strategy and Edmonton Urban Parks Management Plan

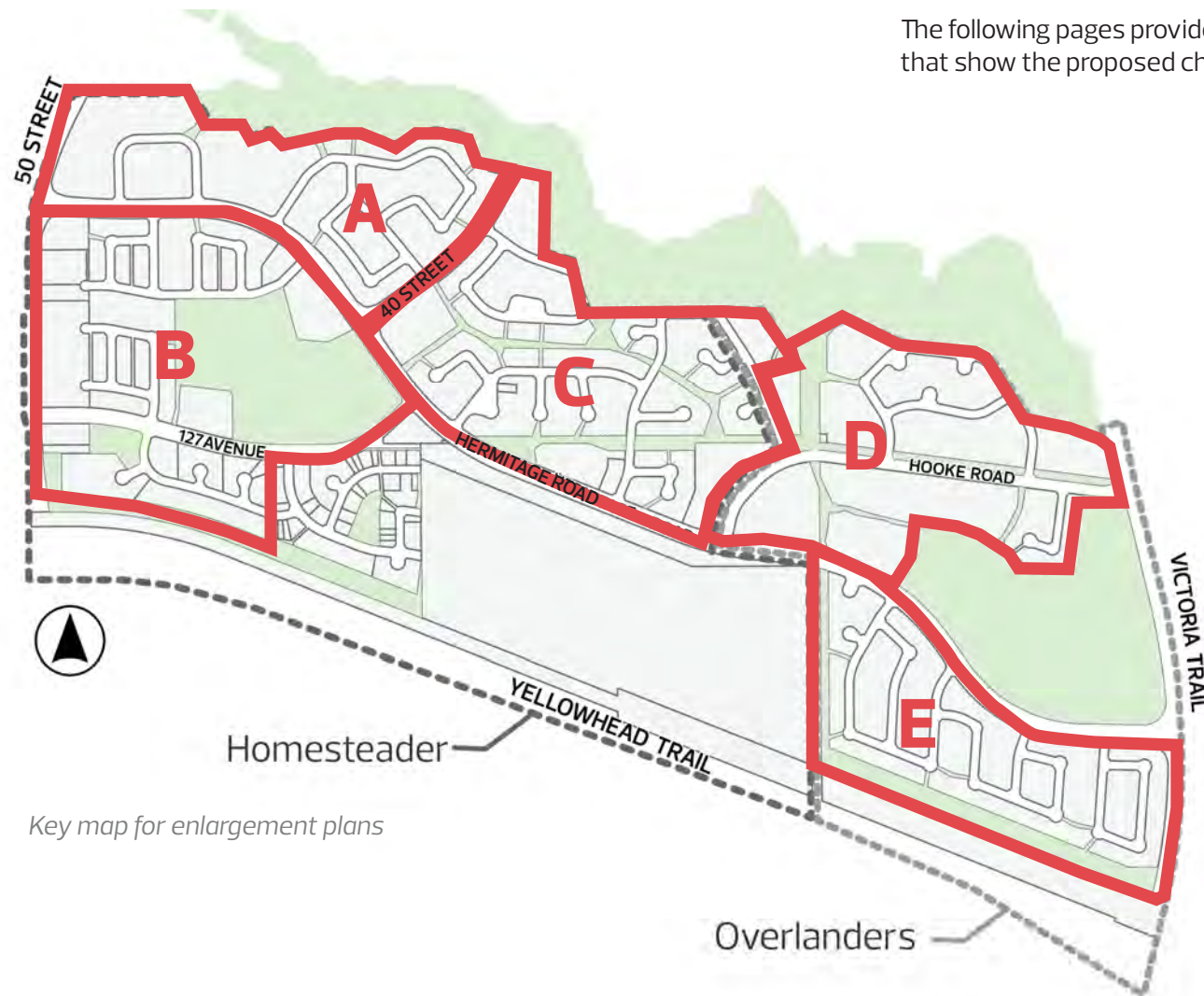
- Contribute to an integrated and connected system of open spaces throughout the city to encourage health, ecology and interaction

Urban Forest Management Plan

- Promote a healthy, diverse and sustainable urban forest that targets 20% tree canopy coverage

SECTION 4 DRAFT DESIGN PLANS

The following pages provide enlarged neighbourhood maps that show the proposed changes.



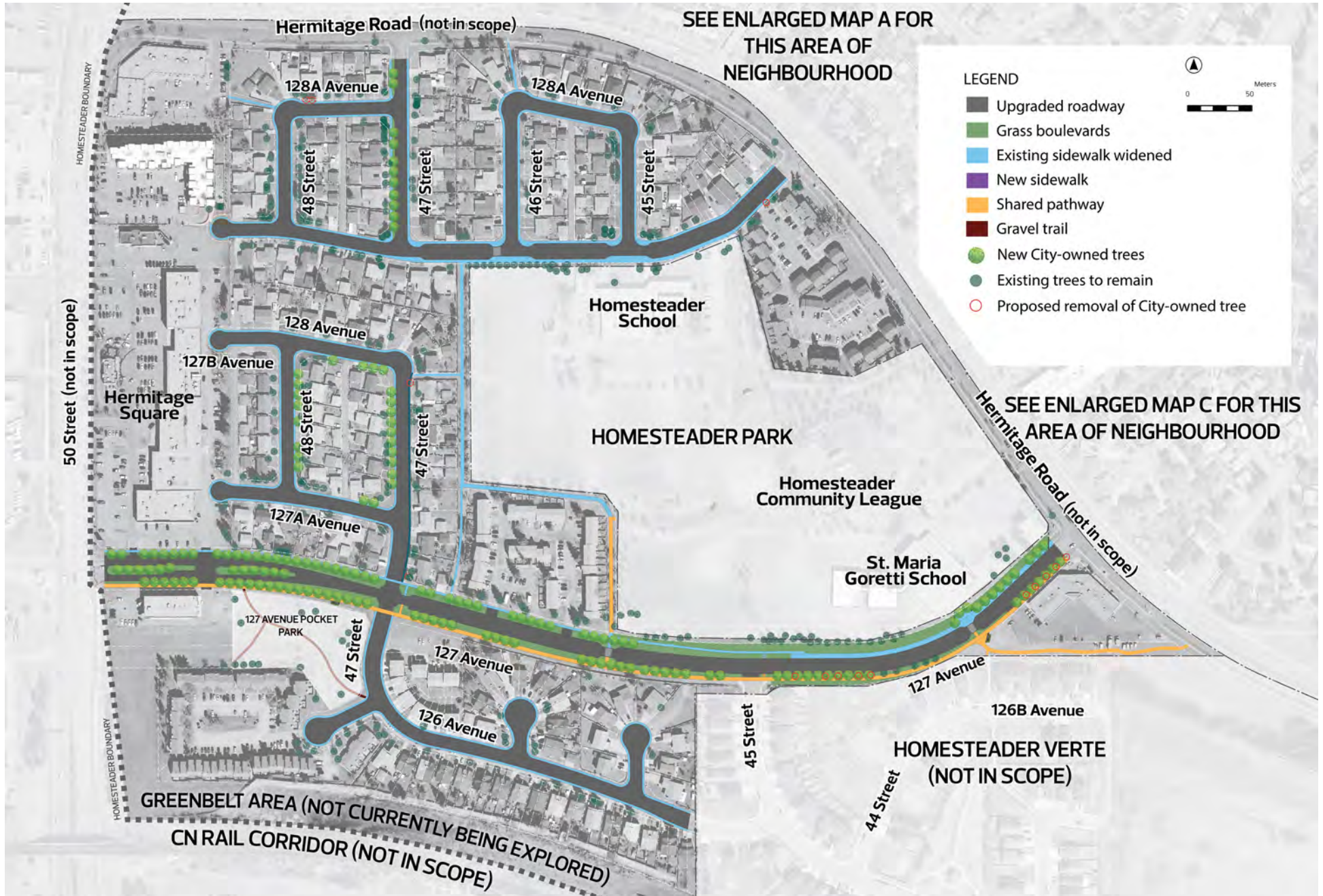
Key map for enlargement plans

Overlanders

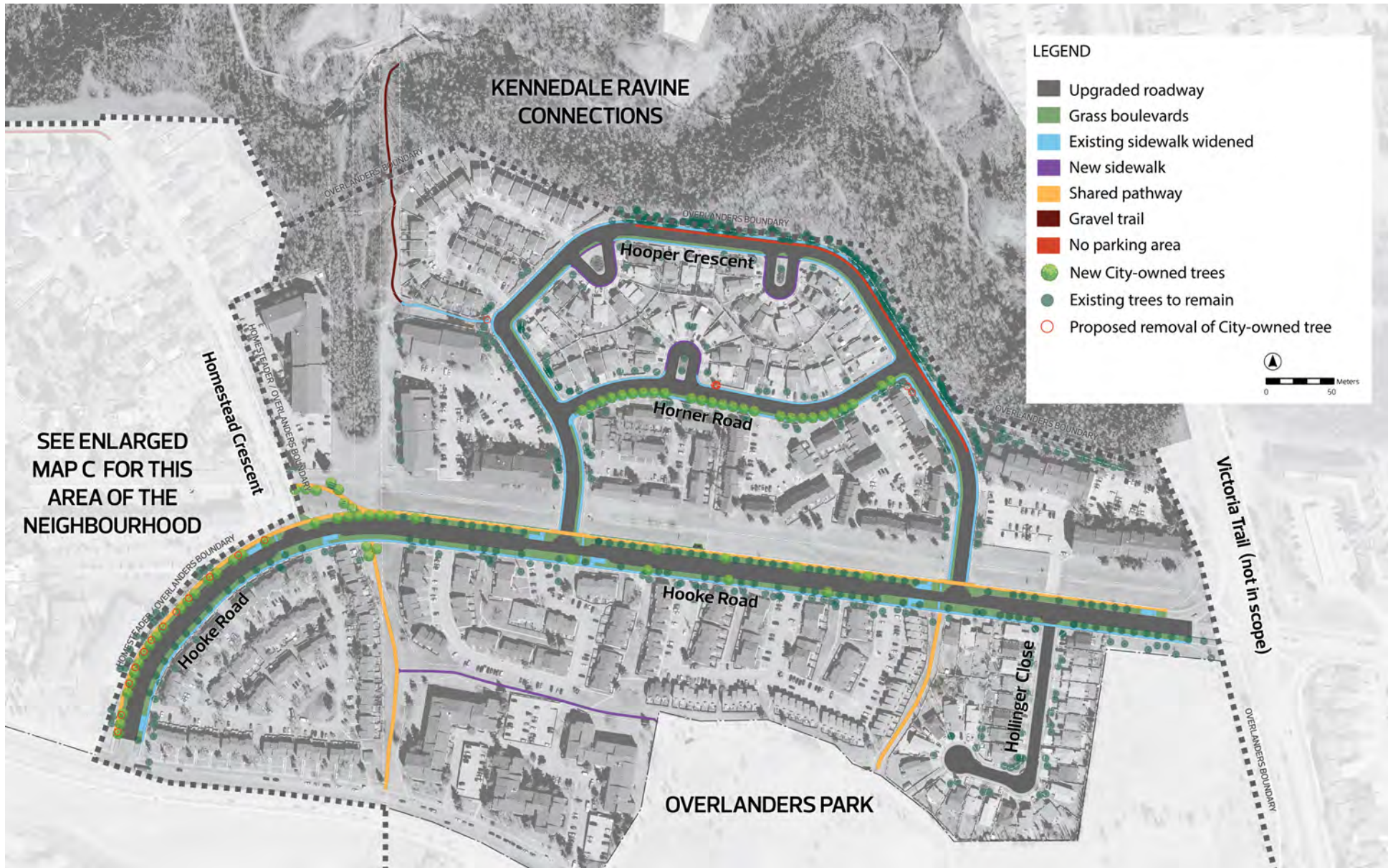
Enlarged Map A



Enlarged Map B



Enlarged Map D



Enlarged Map E

