

Neighbourhood and Alley Renewal

Glenwood Commonly Asked Questions: Boulevards and Trees

Edmonton

What is the impact to existing trees on the proposed boulevards?

The draft design shows a net increase in the number of trees in Glenwood. Adding a boulevard and moving the sidewalk may impact private trees planted within the road right-of-way. Private trees planted within the road right-of-way are considered a City asset that will be evaluated based on condition and replacement value. This information will inform what happens with the tree. If a tree is marked for removal, the City's Urban Forester and Project Manager will send a notice out to the impacted property owner. All City-owned trees that are removed will be assessed and new trees will be planted in the neighbourhood to diversify the urban canopy.

How much of my front lawn will be impacted with the proposed boulevards?

As the project is in draft design, the exact dimensions have yet to be determined. All proposed infrastructure will be located within City-owned road right-of-way and not on private property. There may be impacts to private landscaping if on the road right-of-way.

If applicable, space for the proposed boulevards will be gained by adjusting the sidewalks towards the property line in some locations and by adjusting the curblin into the existing roadway in other locations. The factors are unique on each street. Sidewalks and other proposed elements can be shifted to avoid mature trees and other obstacles where possible. More specific details will be available as the design is finalized.

Why is the City proposing boulevards?

Boulevards have a variety of benefits and uses. They provide space for snow storage off the road and sidewalk. Treed boulevards provide shade, both for people walking and rolling and to help reduce the amount of heat absorbed by hard surfaces and released back into the urban environment (urban heat island effect). Many of the roads in Glenwood are wider than today's standards, offering the opportunity to add boulevards, while maintaining necessary space for vehicles. Where applicable, the combination of narrowing the road and adding treed boulevards creates a traffic calming effect, which encourages slower speeds, safer driving behaviours and increased safety for people who walk and roll. All these features also benefit the City's efforts for climate resilience by reducing the hard surfacing and adding landscaping and beautification to the neighbourhood. Adding trees supports the City Plan goal of planting two million new trees and the Urban Forest Management Plan's forest canopy coverage goal of 20% tree canopy coverage.

I have lived in this community for years, everything seems to be working as is, why can't you just upgrade what's already there and not worry about adding more stuff to my street?

It is nice to hear that things are working, but what we know about all modes of transportation and safety have changed significantly since the neighbourhood was planned.

We want to ensure that things continue to work as the City prepares to grow to a City of two million people.



To do this, we have shifted our focus to support how people move in and around a neighbourhood today and adapt to meet the needs over the next 30 – 50 years. We use a number of policies to do so, including:

- + **The City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors to support the vision of a connected and accessible city
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Vision Zero** – Protected bike infrastructure helps to achieve the long-term goal of zero traffic fatalities and serious injuries
- + **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

Where are residents to park if the availability of on-street parking is reduced due to the design?

There is only so much space in the roadway that can be allocated to driving, biking, parking and sidewalks. Wherever parking has been removed it is because it was not possible to fit all of the elements into the road area. Residents and their visitors may need to park on their private property or further down the street.

Why are sidewalks required on both sides of the street? In other neighbourhoods there are sidewalks only on a single side.

Other neighbourhoods may only have sidewalks on one side of the road due to different and unique technical challenges of the time, and older City Design and Construction Standards. Glenwood will be built with the most recent standards, to ensure the infrastructure meets the needs of Edmontonians for the next 40 years.

The City is committed to providing a safe and integrated mobility network that is not just for people who drive. Sidewalks provide links both within a neighbourhood and between neighbourhoods and they improve the ability for people of all ages, abilities and incomes to meet their daily needs. When people can walk or roll easily within their community, there are benefits for public health, inclusion and independence for people with mobility challenges, safer and more vibrant streets, reduced road maintenance (potholes and snow clearing) and reduced greenhouse gas emissions. Upgrading the sidewalks and adding missing sidewalks supports the goal of the City Plan for accessibility and walkability by making active transportation possible for more people and for the transportation system to move people more efficiently in fewer vehicles.

The sidewalk on my block looks just fine but your design says it's changing. Why? Seems like a waste of money to remove a perfectly fine sidewalk.

Neighbourhoods are prioritized for renewal based on the average condition rating of the roads, gutters and sidewalks. The sidewalk directly in front of your home may be in better or worse condition than the sidewalk across the street. Neighbourhood Renewal is the opportunity to replace all of the sidewalks at the same time, which results in lower costs for construction and will create predictable maintenance and replacement timelines in the future.

As part of the Neighbourhood Renewal, the curb and gutter for each road is removed and replaced and the pavement surface is rehabilitated. As part of this renewal we will need to accommodate for tree roots and other constraints that will cause the road to shift elevation, typically higher than what it is today. Water draining from private lots needs to have a continuous path to the road to drain away, and if the sidewalk is not reconstructed, the sidewalk can become a channelized low point, with the lots and the road both higher than the sidewalk.

