

# COMMUNITY FEEDBACK ON FINAL DESIGN

## GLENWOOD (163 Street West) Neighbourhood and Alley Renewal

As part of the Glenwood Neighbourhood and Alley Renewal, a final design is ready for your feedback on:

- + Roadways and crossings
- + Walking, rolling and biking
- + Commercial areas and alleys
- + Parks and open spaces

**October 2024**

[edmonton.ca/BuildingGlenwoodWest](https://edmonton.ca/BuildingGlenwoodWest)

### Feedback opportunity:

Please review the details of the final design in this booklet and then share your thoughts in our online survey until **November 18, 2024**

[edmonton.ca/BuildingGlenwoodWest](https://edmonton.ca/BuildingGlenwoodWest)




















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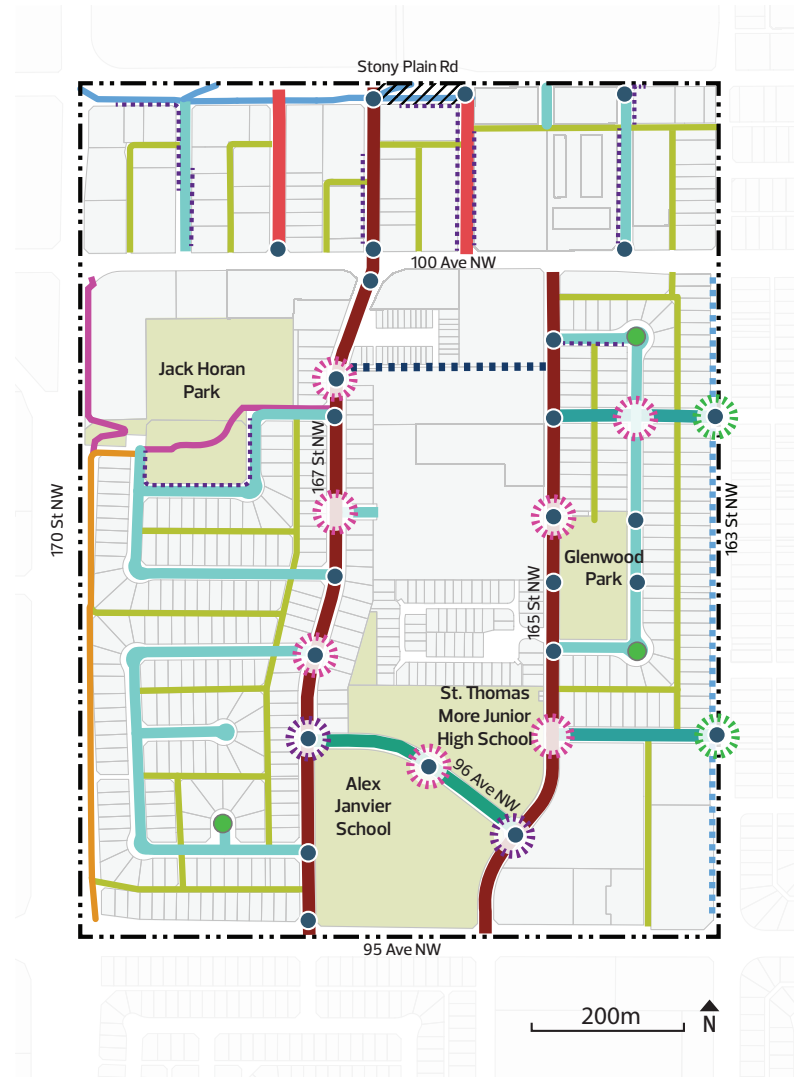
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# Scope of Neighbourhood and Alley Renewal

## Project overview

- + The City's Neighbourhood Renewal program, will reconstruct roads and curbs, replace street lights, repair sidewalks and, where possible, complete active transportation links in Glenwood (163 Street West). Other opportunities to improve City-owned parks and public spaces will also be explored
- + Alley Renewal will also be included as part of this project and involves alley reconstruction and repaving, improvements to surface drainage where possible and upgrading of existing lighting to LED fixtures

- |  |  |
|--|--|
|  Glenwood (163 Street West) neighbourhood boundary |  Conversion of service road into shared pathway |
|  Parks and open space                             |  Shared pathway                               |
|  Collector road                                   |  Breezeway                                    |
|  Collector road with shared pathway               |  New sidewalk                                 |
|  Local road                                       |  Raised crosswalk                             |
|  Local road with shared pathway                   |  Raised intersection                          |
|  Alley  |  Continuous crosswalk                         |
|  Alley with shared pathway                        |  Curb extension                               |
|  Service road                                     |  Cul-de-sac landscaping with                  |
|  Service road closure                             |  |



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# Vision

Glenwood (163 Street West) is proud to be a safe, quiet, multi-generational and close-knit neighbourhood. Full of accessible connections to our city's services, amenities and attractions, the neighbourhood will continue to provide opportunities for families to plant roots and enjoy all stages of their lives.

Glenwood (163 Street West) is a growing neighbourhood, expanding to include new and diverse neighbours with many open spaces to play, gather and enhance its distinct sense of community.

# Guiding principles

Glenwood (163 Street West) is:

- + **Safe:** Residents feel comfortable walking and rolling throughout the neighbourhood at any time of day
- + **Community Driven:** Residents look out for one another, have fun together and build meaningful relationships while enjoying Glenwood's many amenities
- + **Accessible:** Residents and visitors of all ages and abilities can walk, roll and bike here with ease along well-maintained streets and pathways
- + **Welcoming:** Glenwood has many greenspaces to play, gather and enhance the distinct sense of community through all seasons
- + **Proud:** The community honours the past while evolving to meet the future needs and interests of a diverse community



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# Public engagement

- + The Neighbourhood Renewal Road Map was created to help you and your neighbours understand the steps of the renewal process and how you can participate
- + In the **Community Feedback on Final Design** stage, we are sharing the final design for your neighbourhood. We are seeking your feedback to help ensure it aligns with the Vision and Guiding Principles that we co-created at the beginning of the project
- + During this stage of engagement, we invite the public to **ADVISE** the Project Team on how well the final design reflects the Vision and Guiding Principles. We will use your feedback to make final adjustments to the design in preparation for construction

## City of Edmonton Public Engagement Spectrum:

Increasing influence of the public →



We are here

## Neighbourhood Renewal Road Map:

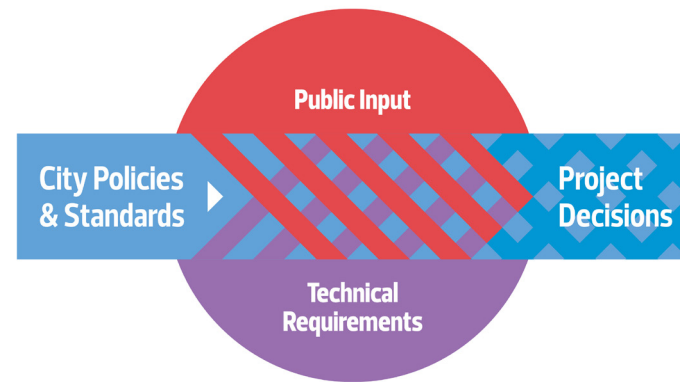


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# How decisions are made

- + City policies and programs, such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy, provide the overall direction for Neighbourhood Renewal designs
- + As each neighbourhood is unique, the Project Team asks for input from people who live, work and play in the neighbourhood and considers technical aspects, such as roadway widths and conflicts with utilities and trees, to determine what will fit in the neighbourhood
- + This process helps to ensure that the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for our city



# What has changed in the design

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

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

The updates and changes made since the draft design was shared in April 2024 are highlighted in this document and include:

- + Local street boulevards removed and sidewalk changed to curbside sidewalk due to utility conflicts
- + Adjustments to the location of some boulevards
- + Adjustments to new sidewalk locations due to utility conflicts
- + Refinement of LID\* design and locations
- + Adjustments to the locations of some curb extensions
- + Adjustments to locations of some raised crossings\*\* and continuous crossings\*\*\*
- + Removal of the dog park at Jack Horan Park
- + Adjustment of the shared pathway alignment within Jack Horan Park
- + Removal of shared pathway along 100 Avenue NW
- + Addition of shared pathway connection on 167 Street NW within the commercial area

The final design aligns with the project's Vision and Guiding Principles, prioritizes adherence to City policies, considers technical requirements and incorporates public input when possible. All design elements are subject to final approvals and funding.

\***Low Impact Development (LID)** is an approach to land development that works with nature to manage stormwater runoff where it falls

\*\***Raised crossings** raise the roadway through the crossing to near sidewalk height. They reduce vehicle speeds and improve visibility for people driving and using the crossing. This allows people driving to be more aware of people crossing the street.

\*\*\***Continuous crossings** create an unbroken elevation from the sidewalk, to enhance accessibility, visibility and traffic calming. This forms a ramp over which vehicles must cross. The key distinguishing feature of a continuous crossing versus a raised crossing is that the sidewalk material remains uninterrupted along the crossing on a continuous crossing.

# Final design overview

Glenwood's design decisions are presented within the four topics that were explored through Neighbourhood and Alley Renewal:

Roadways and crossings

Walking, rolling and biking

Commercial areas and alleys

Parks and open space

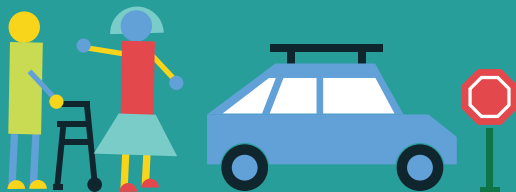


View of 163 Street looking north

# Roadways and crossings

## Through engagement we heard Glenwood residents:

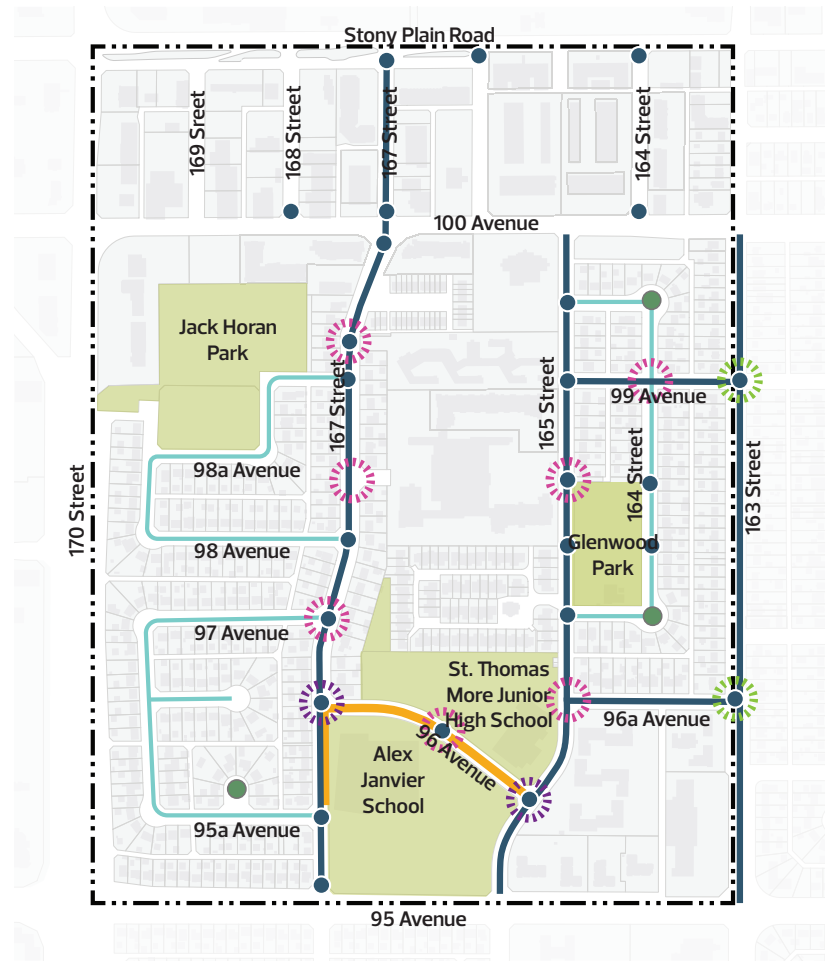
- + Want to preserve mature trees
- + Support sidewalks and roads being repaired
- + Want to maintain current landscaping and driveways when boulevards are added
- + Support measures to slow traffic in the community
- + Are concerned that raised crossings and curb extensions will reduce on-street parking
- + Believe the draft design reflects the community's current and future needs





# Roadways and crossings

## Roadways and crossings overview map



## What is in the design?

- + New crossings and raised crossings at key intersections
- + New raised intersections and continuous crossings to connect pathways
- + Cul-de-sac landscaping elements
- + Curb extensions to slow traffic
- + Narrow collector streets to slow traffic

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

## Legend

- Parks and open space
- Collector streets upgrades
- Local street upgrades
- School drop-off zone upgrades
- Cul-de-sac landscaping with turf/naturalization
- Raised crossing
- Raised intersection
- Continuous crossing
- Curb extensions

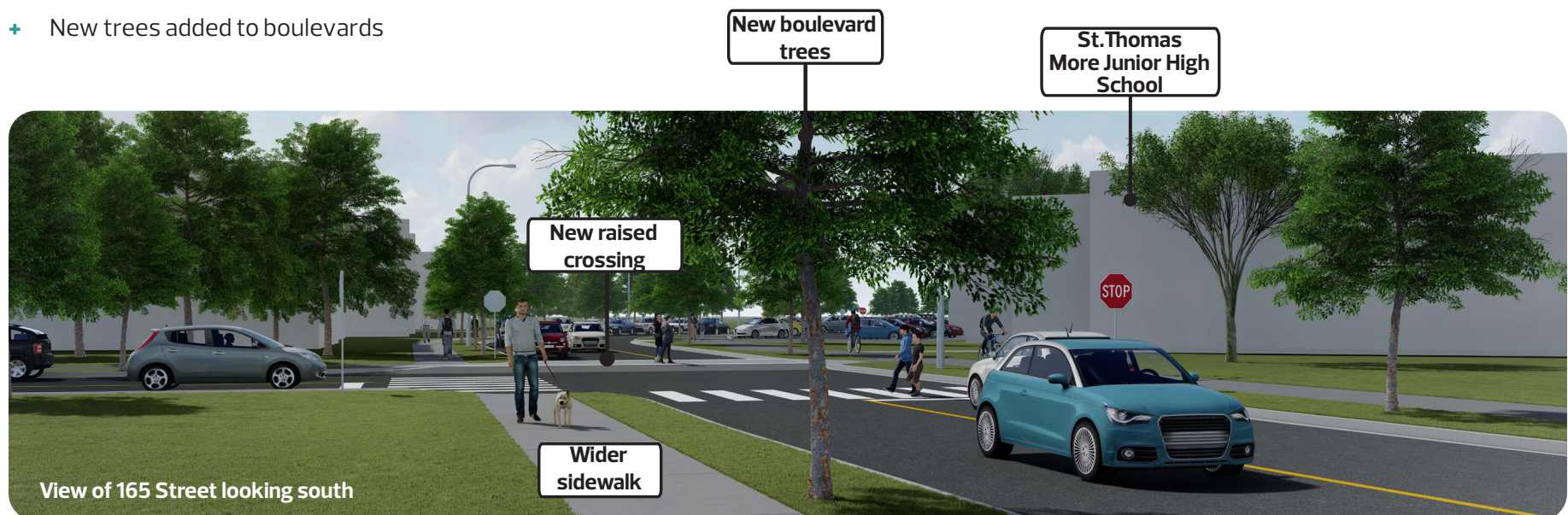
# Collector streets

## Design features

- + Retain 165 Street and 167 Street as major north-south streets for people who drive
- + Widen sidewalks and add raised crossings and raised intersections to improve conditions for people who walk, roll and bike on 165 Street and 167 Street
- + Landscape curb extensions with turf/naturalization, except for locations where sidewalks, driveways and pathways cross
- + Use traffic calming measures to reduce speeding along 165 Street and 167 Street
- + Maintain on-street parking where possible
- + New trees added to boulevards

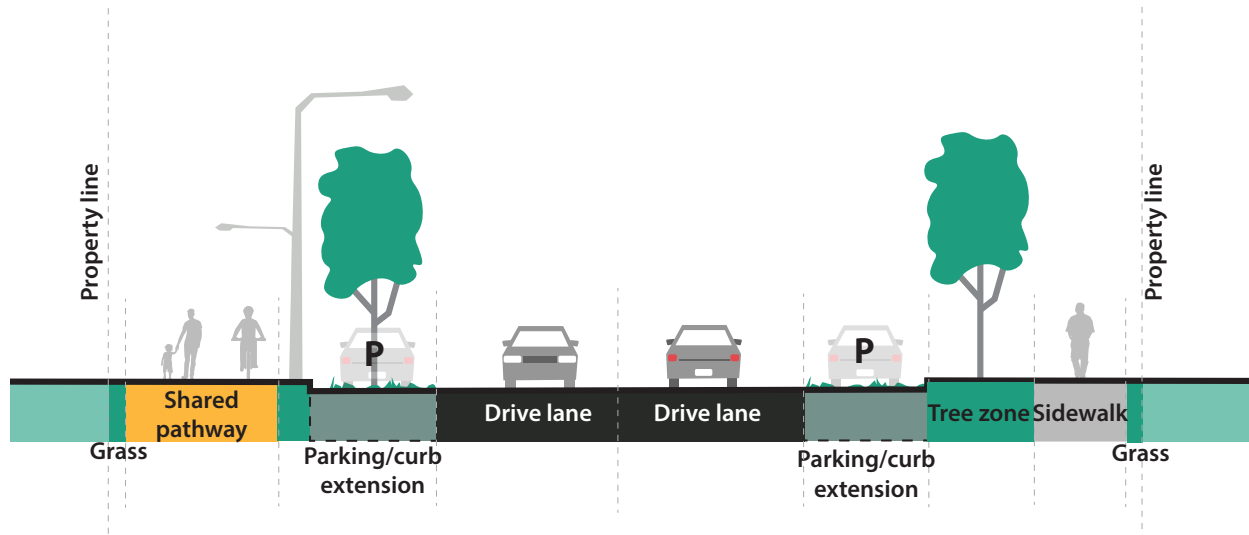
## Changes from draft to final design

- + Adjustments to the locations of some curb extensions
- + Refinement of LID design and locations
- + Addition of absorbent landscaping with turf/naturalization
- + Adjustments to locations of some raised crossings and continuous crossings

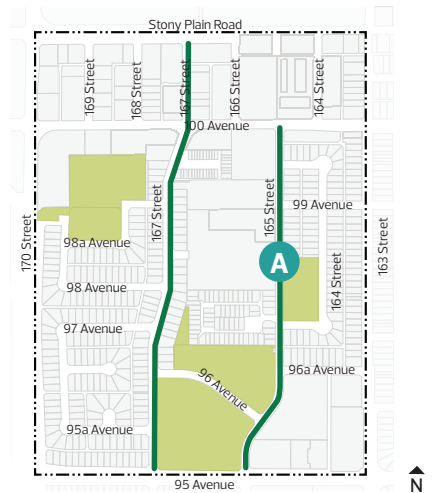


## Collector streets

### A 165 Street

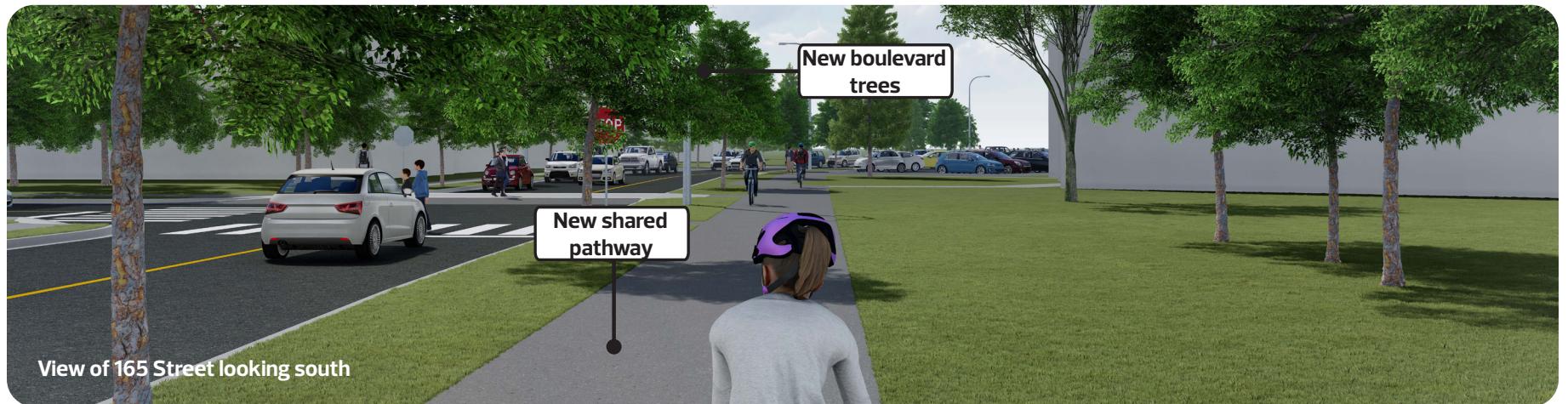


### Key Map



### Key map legend

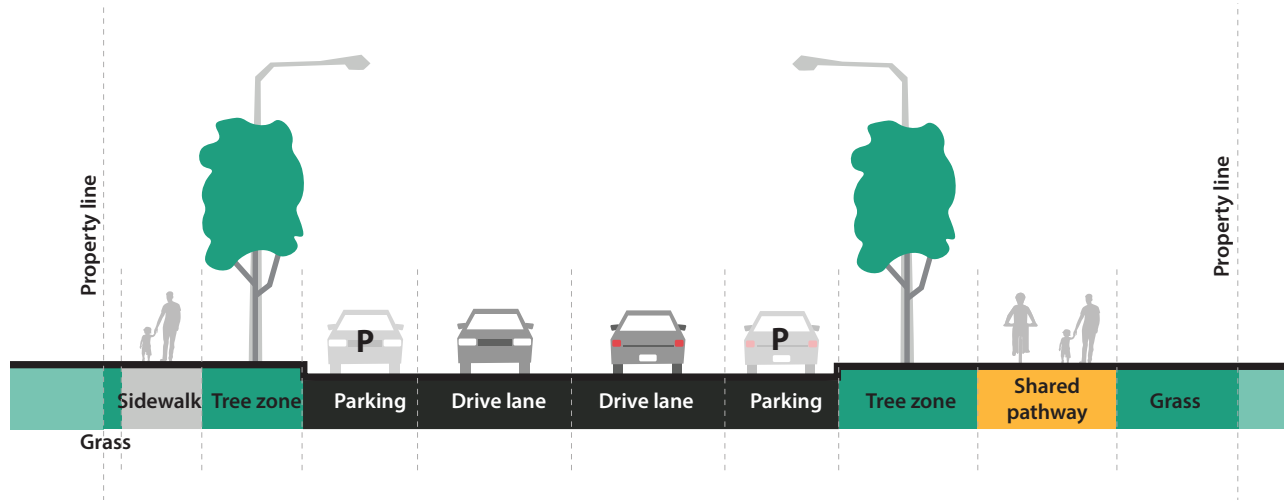
— Collector streets



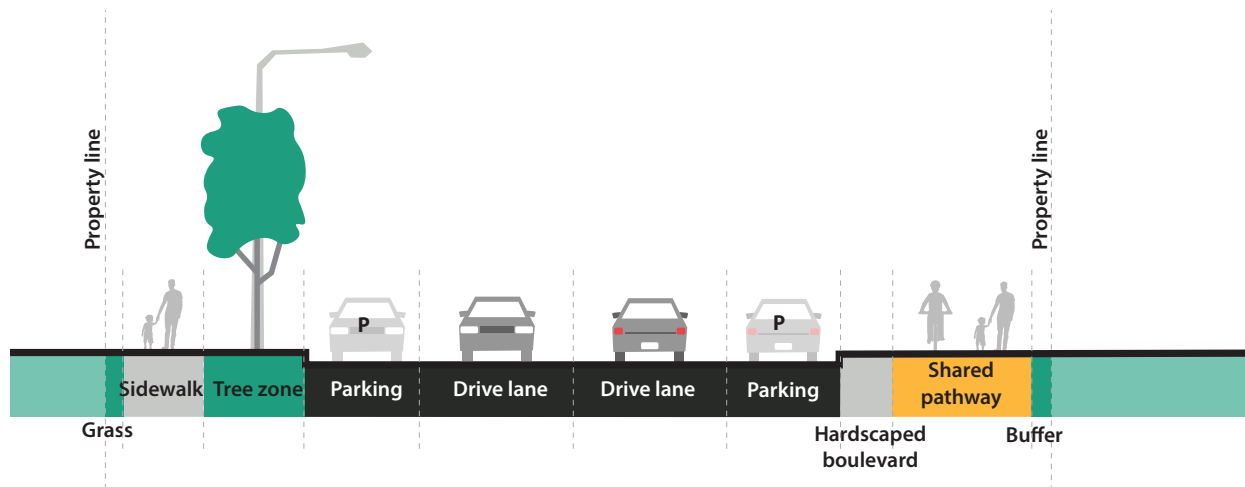
View of 165 Street looking south

## Collector streets

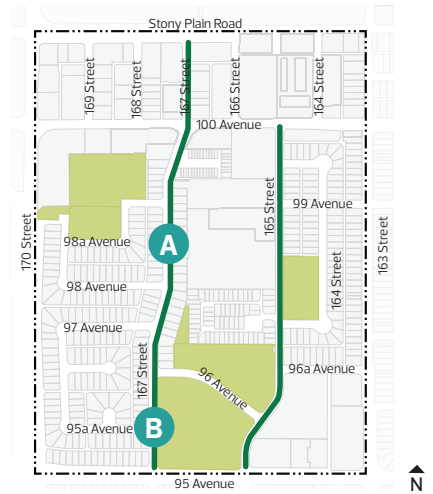
### A 167 Street north of 96 Avenue



### B 167 Street south of 96 Avenue



## Key Map



## Key map legend

— Collector streets

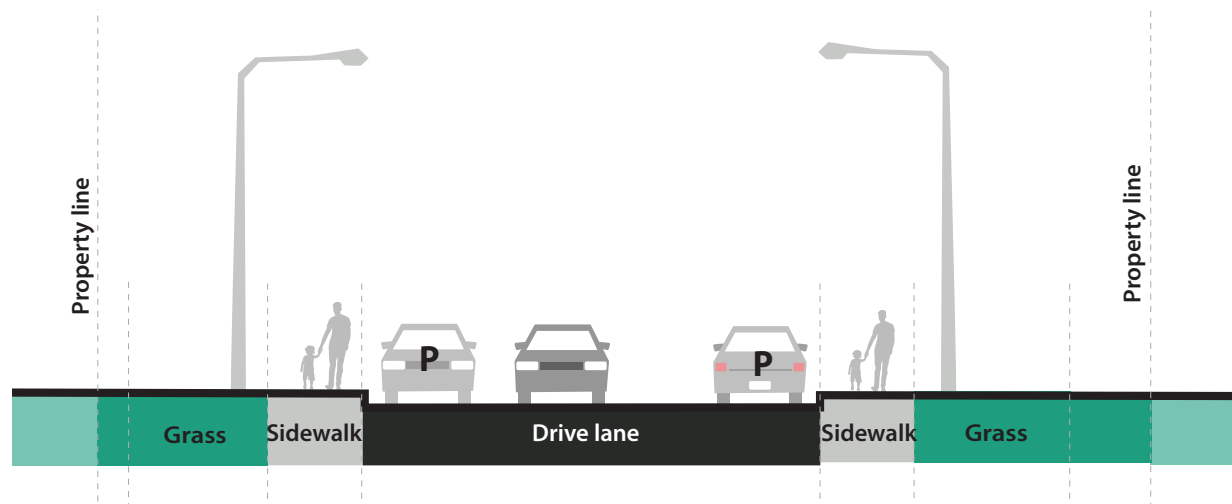


View of 167 Street looking north

# Local streets

## Design features

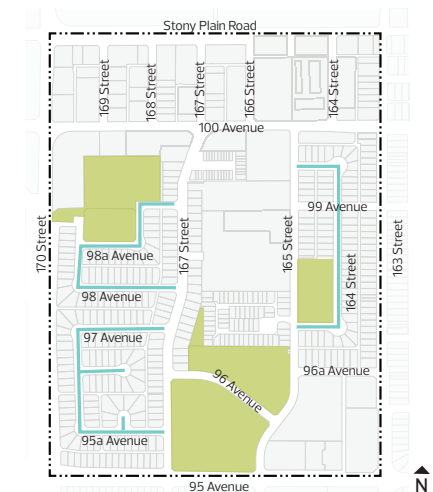
- + Wider sidewalks will be added to meet City of Edmonton standards and to improve accessibility for people walking and rolling
- + Road widths will be maintained
- + Parking will be maintained on both sides of the streets
- + New trees will be added behind curbside sidewalks along key walking and rolling routes within the road right of way where possible



## Changes from draft to final design

- + Local street boulevards removed and sidewalk changed to curbside sidewalk due to utility conflicts

### Key Map



### Key map legend

— Local streets

# School drop-off area

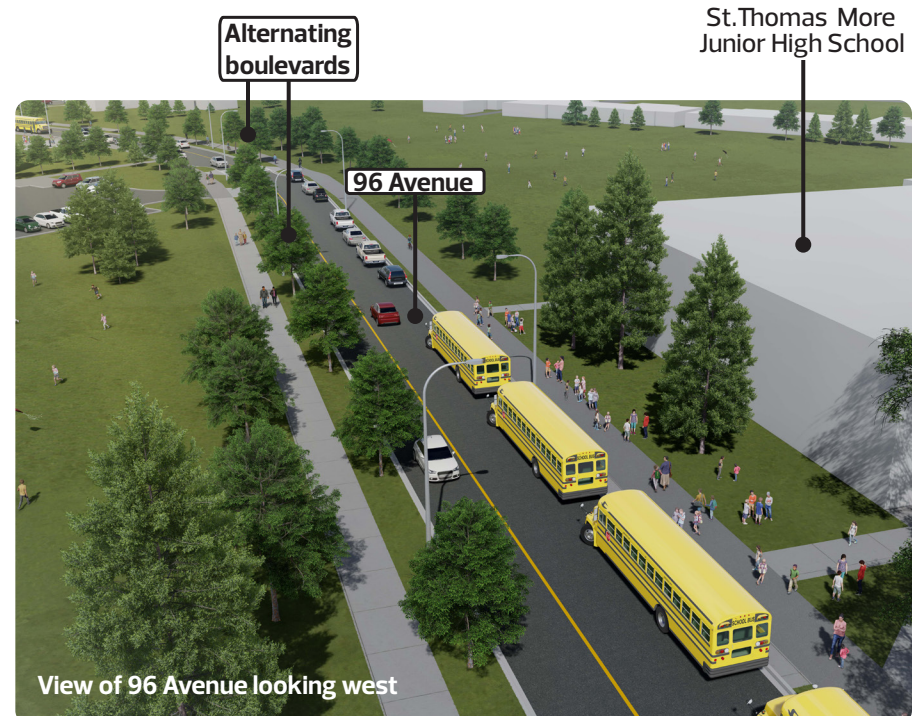
## Design features

- + Alternating boulevards with trees along the street will be added to improve tree cover, separate people who walk, roll and bike from traffic and create opportunities for snow storage
- + New school bus drop-off pads\* added near the school entrances along 96 Avenue
- + Alternating boulevards added to slow traffic, shorten crossing distances and improve sightlines to enhance the feeling of safety for people who walk, roll and bike
- + Road narrowed and boulevard trees added to slow traffic and improve safety around the schools
- + Raised intersections at 96 Avenue and 165 Street and at 96 Avenue and 167 Street
- + Raised crossing will be added mid-block along 96 Avenue to add a physical cue for drivers to slow down and create a level surface for people crossing the street

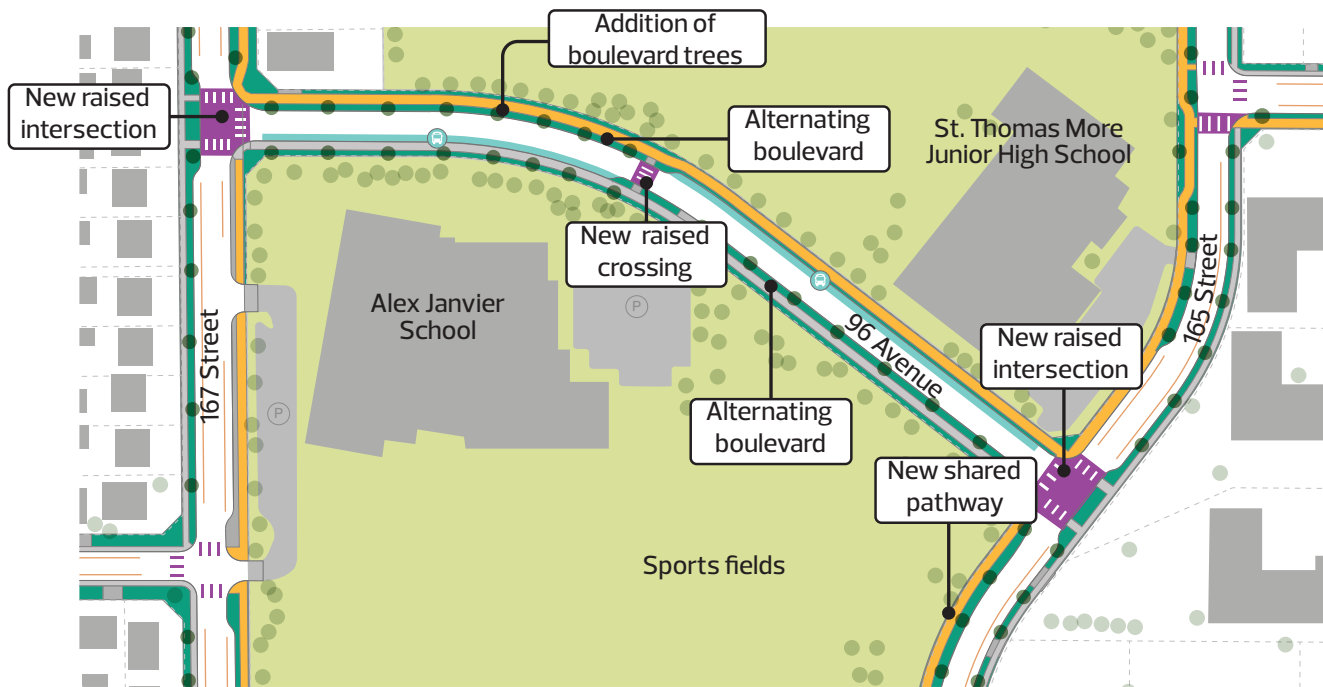
\***School bus drop-off pads** are areas of the roadway designated as passenger loading and unloading zones with direct access to the school.

## Changes from draft to final design

- + Addition of absorbent landscaping with turf/naturalization
- + Refinement of LID design and locations
- + Removal of concrete bus pad along 167 Street



## School drop-off area (96 Avenue and 167 Street)



### Legend

- New tree
- Existing tree
- Existing sidewalk
- New grass or boulevard
- New shared pathway
- New crossing
- B Bus drop-off zone
- Existing school yard open space
- Parking

### Key Map



### Key map legend

- School drop-off zone



# Cul-de-sac landscaping

## Design features

- + Landscaping with turf/naturalization added to the wider cul-de-sacs to add visual appeal, to help stormwater drain more efficiently and reduce urban heat island effect\*
- + Landscaped cul-de-sacs added to improve traffic flow and define parking areas

## Changes from draft to final design

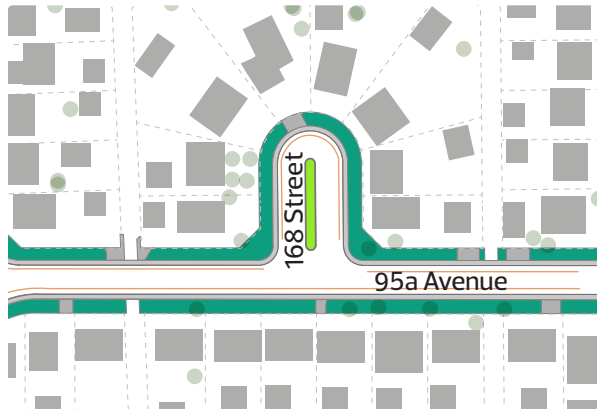
- + Reduced the amount and type of planting due to operations and maintenance considerations

\*The **urban heat island effect** happens when buildings, roads and other city structures soak up and release more heat from the sun compared to places like forests and lakes, making cities hotter than surrounding areas

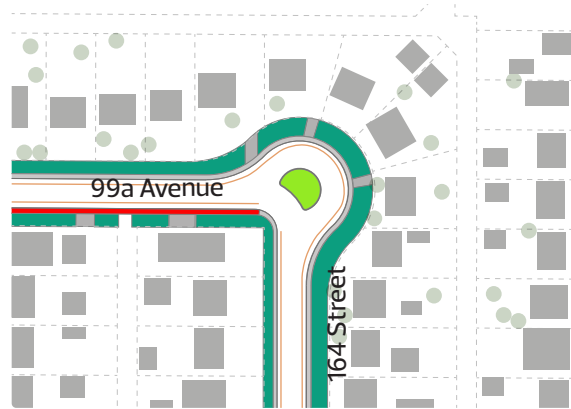


## Cul-de-sac landscaping

### 1 95a Avenue at 168 Street



### 2 99a Avenue at 164 Street



### 3 97 Avenue at 164 Street

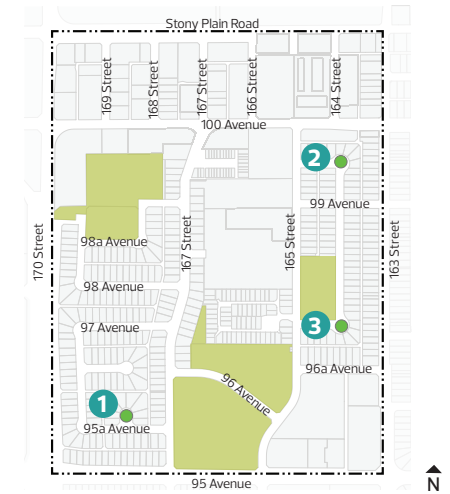


#### Legend

- New landscaped median
- New tree
- Existing tree
- Wider sidewalk
- New grass or boulevard
- New sidewalk
- Existing pathway
- New crossing
- Bus stop
- Parking



#### Key Map



#### Key map legend

- New landscaped median

**New sidewalks** refer to sidewalks that do not exist today and will be paid for by the City of Edmonton

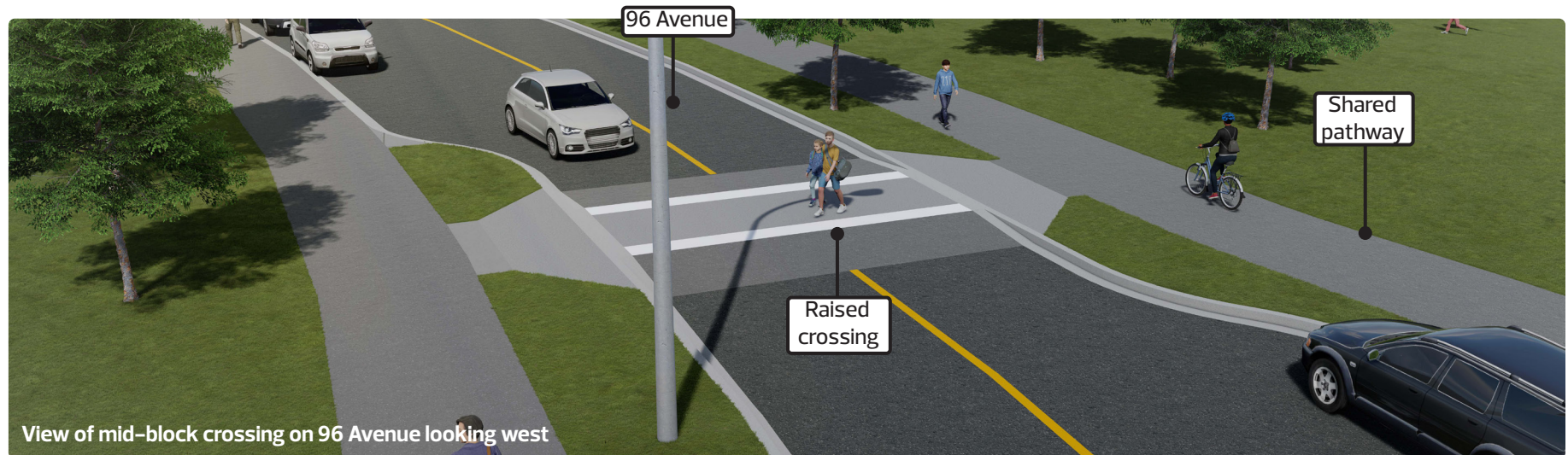
# Crossings

## Design features

- + Curb extensions added to help slow traffic and enhance the feeling of safety for people who walk, roll and bike by improving sightlines and a shorter crossing distance
- + New crossings will be added to to act as a visual cue for drivers and improve visibility of people who walk, roll and bike
- + Raised crossings and raised intersections added along 167 Street, 165 Street and 96 Avenue to add a physical cue for drivers to slow down and create a level surface for people crossing the street
- + Continuous crossings will be added along 163 Street to act as a physical cue for drivers to slow down and create a level surface for people crossing the street

## Changes from draft to final design

- + Adjustments to locations of some raised crossings and continuous crossings
- + Continuous crossing at 167 Street and 98a Avenue has been removed
- + Raised mid-block crossing at Alex Janvier School on 167 Street has been removed



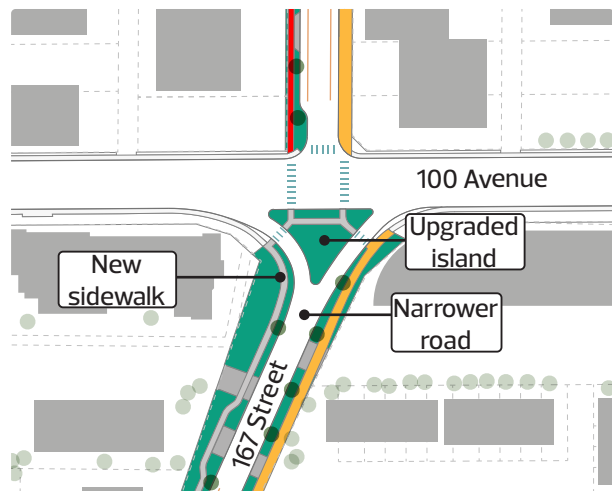
View of mid-block crossing on 96 Avenue looking west

## Crossings

### 167 Street

- + Two locations for raised crossings and curb extensions
  - + Mid-block crossing north of 99 Avenue near the breezeway\*
  - + South side of intersection at 97 Avenue and 167 Street
- + New crossings at five locations
  - + 100 Avenue, 99 Avenue, 98 Avenue, 97 Avenue, 95a Avenue
- + Raised intersection at 96 Avenue and 167 Street

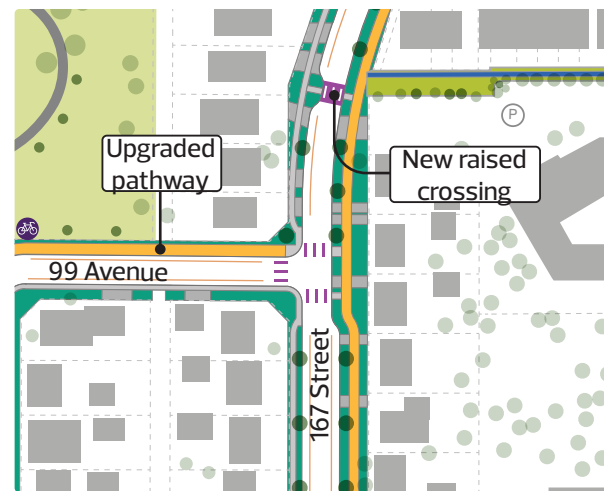
### 167 Street at 100 Avenue



#### Legend

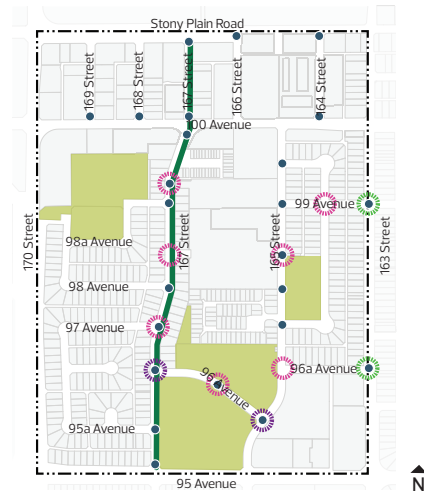
- |                |                        |
|----------------|------------------------|
| New tree       | New grass or boulevard |
| Existing tree  | New sidewalk           |
| Wider sidewalk | New shared pathway     |

### 167 Street at 99 Avenue



- |                     |                     |
|---------------------|---------------------|
| New raised crossing | Breezeway           |
| New crossing        | Existing open space |
| Parking             |                     |

### Key Map



#### Key map legend

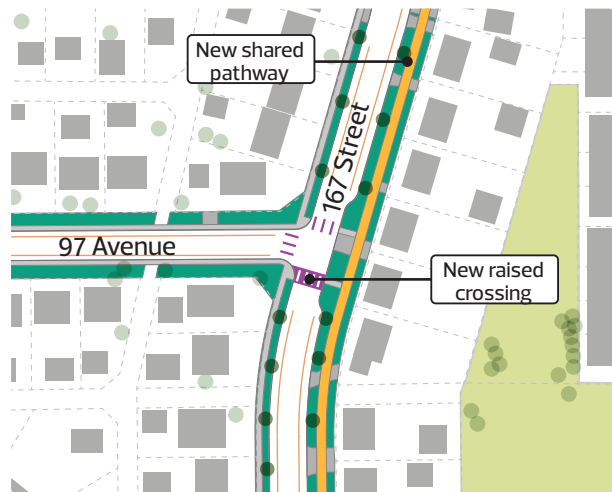
- Raised crossing
- Raised intersection
- Continuous crossing
- Curb extensions
- 167 Street

\*A **breezeway** is a public pathway between two private properties. Wider breezeways and pathways make it easier for people who walk and bike to move around the neighbourhood. They enhance accessibility and connectivity within the neighbourhood.

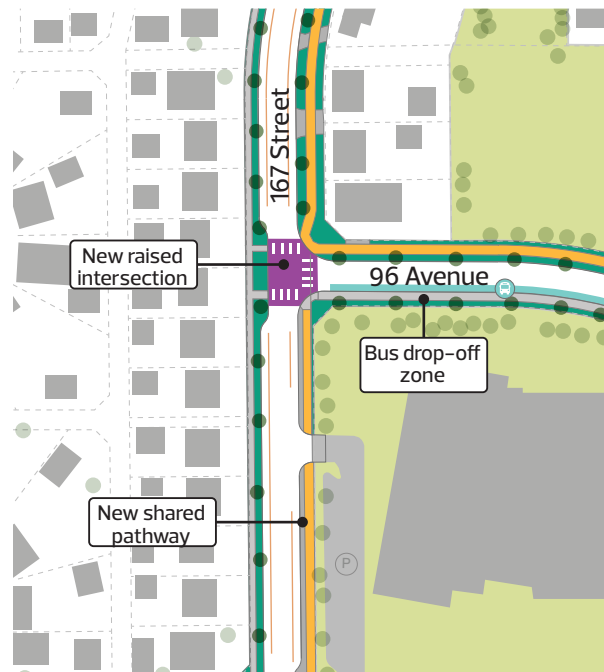
## Crossings

### 167 Street

#### 167 Street at 97 Avenue



#### 167 Street at 96 Avenue



#### Legend

- New tree
- Existing tree
- Wider sidewalk
- New grass or boulevard
- New shared pathway
- New crossing
- New raised crossing
- B Bus drop-off zone
- Existing open space
- Parking

#### Key Map



#### Key map legend

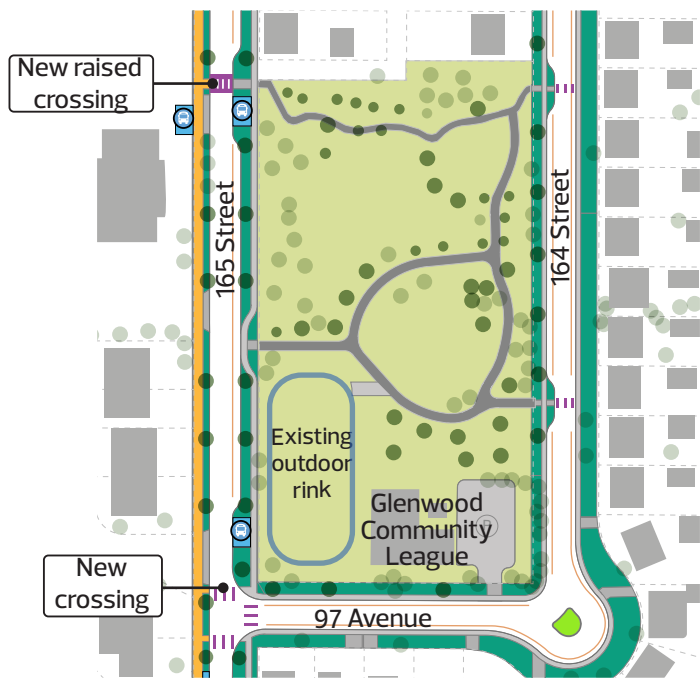
- Raised crossing
- Raised intersection
- Continuous crossing
- Curb extensions
- 167 Street

## Crossings

### 165 Street

- + Two locations for raised crossings and curb extensions
  - + Near the north end of Glenwood Park
  - + South side of intersection at 165 Street and 96a Avenue
- + New crossings and curb extensions
  - + Four intersection locations: 99a Avenue, 99 Avenue, 97 Avenue, 96a Avenue
  - + Mid-block crossing centrally located at Glenwood Park
- + Raised intersection at 165 Street and 96 Avenue

### 165 Street at Glenwood Park



#### Legend

- Existing tree
- New tree
- Wider sidewalk
- New grass or boulevard
- Existing park pathway
- New shared pathway
- ▨ Crossing
- ▨ New raised crossing
- 🚌 Bus stop
- Cul-de-sac landscaping with turf/naturalization
- Existing open space
- Parking

### Key Map



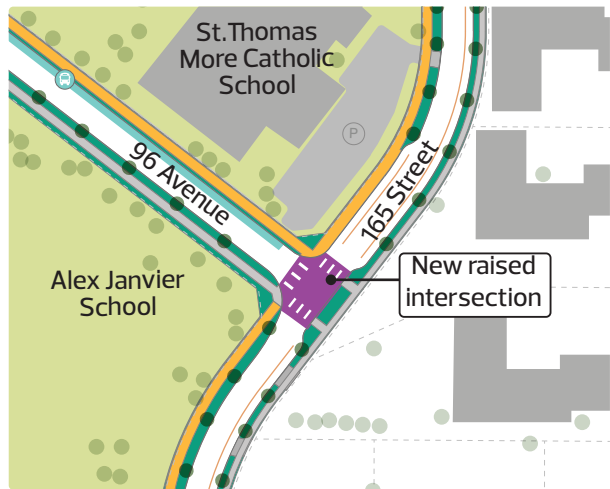
#### Key map legend

- 🌸 Raised crossing
- 🌸 Raised intersection
- 🌿 Continuous crossing
- Curb extensions
- 165 Street

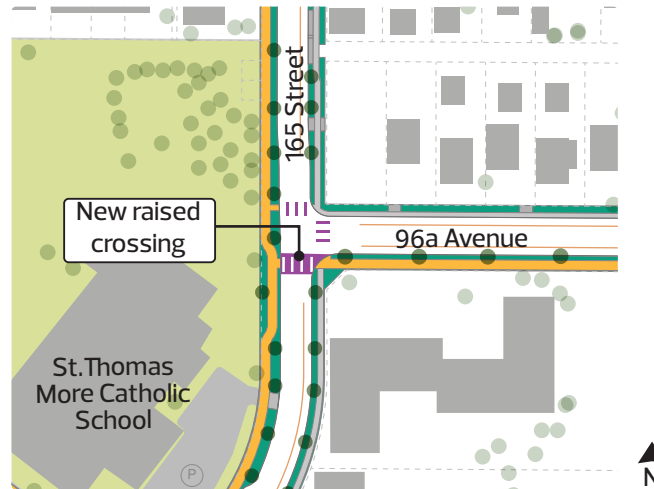
## Crossings

### 165 Street

#### 165 Street at 96 Avenue



#### 165 Street at 96a Avenue



#### Legend

- |                        |                     |
|------------------------|---------------------|
| Existing tree          | Crossing            |
| New tree               | New raised crossing |
| Wider sidewalk         | Bus drop-off zone   |
| New grass or boulevard | Existing open space |
| New shared pathway     | Parking             |

#### Key Map



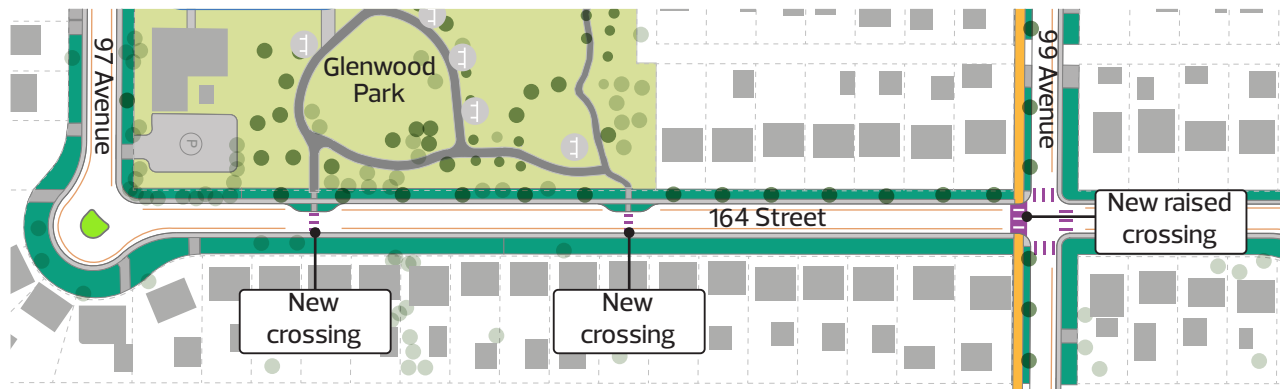
#### Key map legend

- Raised crossing
- Raised intersection
- Continuous crossing
- Curb extensions
- 165 Street

## Crossings

### 164 Street

- + Raised crossing south side of intersection at 164 Street and 99 Avenue
- + New crossing at intersection at 164 Street and 99 Avenue
- + Mid-block curb extensions and new crossing at 164 Street and 97 Avenue and at 164 Street between 97 Avenue and 99 Avenue, next to Glenwood Park



- |  |                        |  |   |
|--|------------------------|--|---|
|  | Existing tree          |  | Crossing  |
|  | New tree               |  | New raised crossing                             |
|  | Wider sidewalk         |  | Cul-de-sac landscaping with turf/naturalisation |
|  | New grass or boulevard |  | Existing open space                             |
|  | New shared pathway     |  | Parking   |

### Key Map



### Key map legend

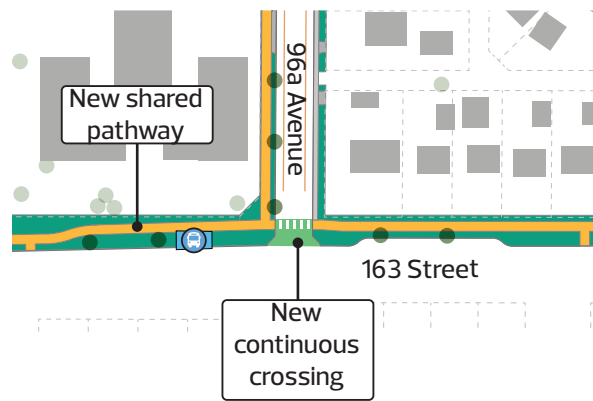
- Raised crossing
- Raised intersection
- Continuous crossing
- Curb extensions
- 164 Street



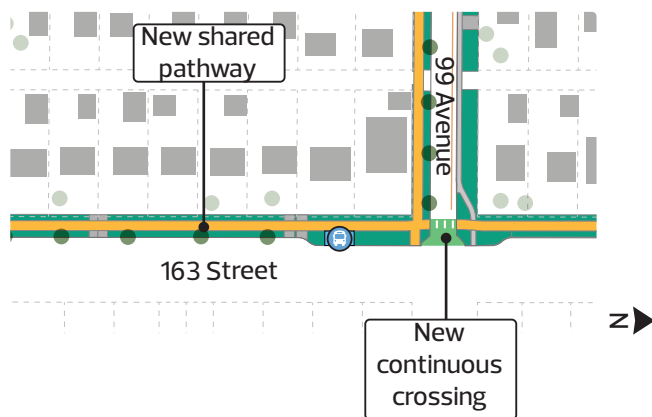
## Crossings

### 163 Street

- + Continuous crossing at intersection at 163 Street and 99 Avenue
- + Continuous crossing at intersection at 163 Street and 96a Avenue



- Existing tree
- New tree
- Wider sidewalk
- New grass or boulevard
- New shared pathway
- New continuous crossing
- Bus stop
- Parking



### Key Map



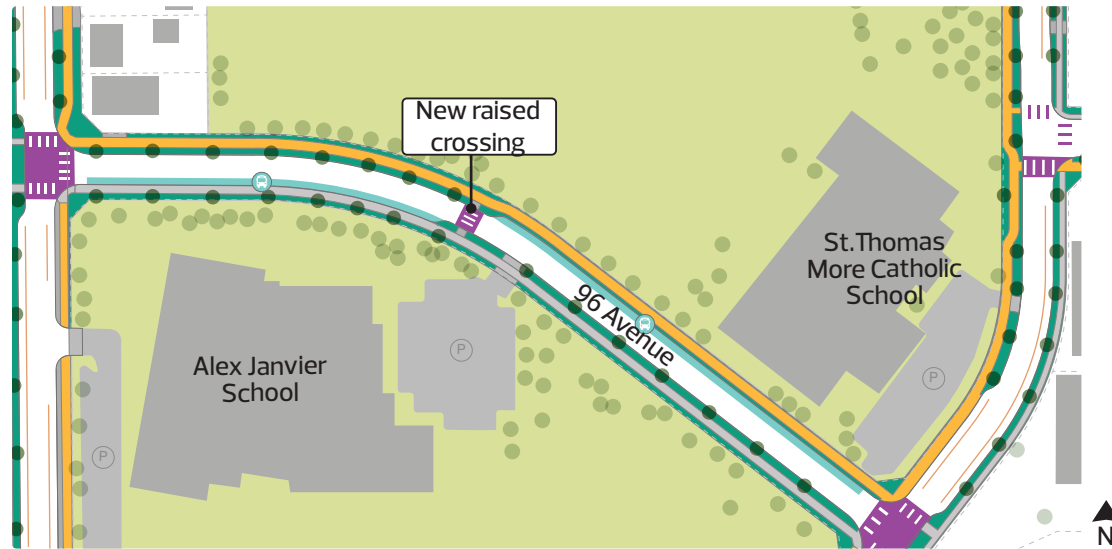
### Key map legend

- Raised crossing
- Raised intersection
- Continuous crossing
- Curb extensions
- 163 Street

## Crossings

### 96 Avenue

- + New raised mid-block crossing



#### Legend

- |                        |                     |
|------------------------|---------------------|
| Existing tree          | New raised crossing |
| New tree               | Bus drop-off zone   |
| Wider sidewalk         | Existing open space |
| New grass or boulevard | Parking             |
| New shared pathway     |                     |
| Crossing               |                     |

### Key Map



#### Key map legend

- Raised crossing
- Raised intersection
- Continuous crossing
- Curb extensions
- 96 Avenue

# Walking, rolling and biking

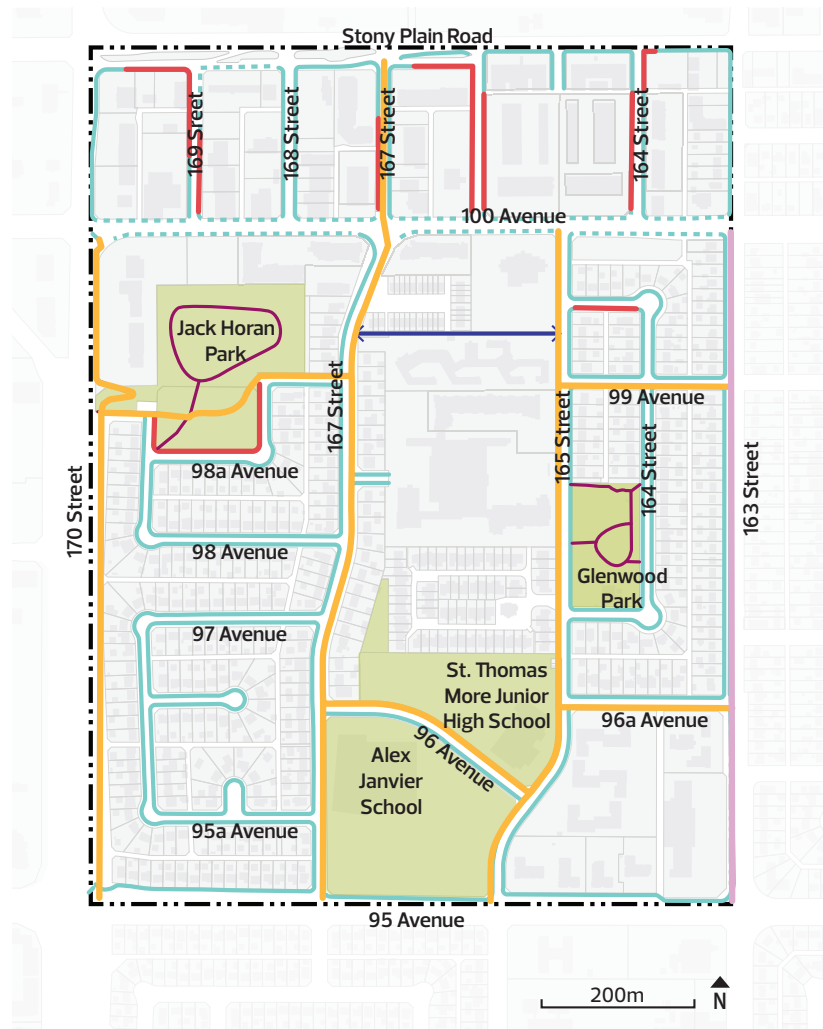
## Through engagement, we heard Glenwood residents:

- + Support sidewalks being repaired
- + Want to maintain current landscaping and mature trees when boulevards are added
- + Did not observe many people biking throughout the neighbourhood
- + Believe the draft design reflects the community's current and future needs



# Walking, rolling and biking

## Walking, rolling and biking overview map



## What is in the design?

- + Wider existing sidewalks that meet City of Edmonton Complete Streets Design and Construction Standards
- + Addition of missing sidewalks
- + Addition of shared pathways along 165 Street, 167 Street, 170 Street alley and 163 Street
- + Addition of shared pathways along 99 Avenue and 96a Avenue connecting to 163 Street

## Legend

- Parks and open space
- New shared pathway
- Conversion of service road into new shared pathway
- Wider existing sidewalks
- - - Sidewalk to remain as-is
- New sidewalks
- Upgraded breezeway with lighting
- Existing park pathways

# New sidewalk\* connections

## Design features

- + Add new sidewalks to meet current standards
  - + Next to Jack Horan Park along 98a Avenue, 168 Street and 169 Street
  - + Along 99a Avenue between 164 Street and 165 Street
  - + North of 100 Avenue in the commercial area

## Changes from draft to final design

- + Adjusted from boulevard sidewalks to curbside sidewalks on 98a Avenue, 168 Street and 169 Street

\*New sidewalks refer to sidewalks that do not exist today and will be paid for by the City of Edmonton

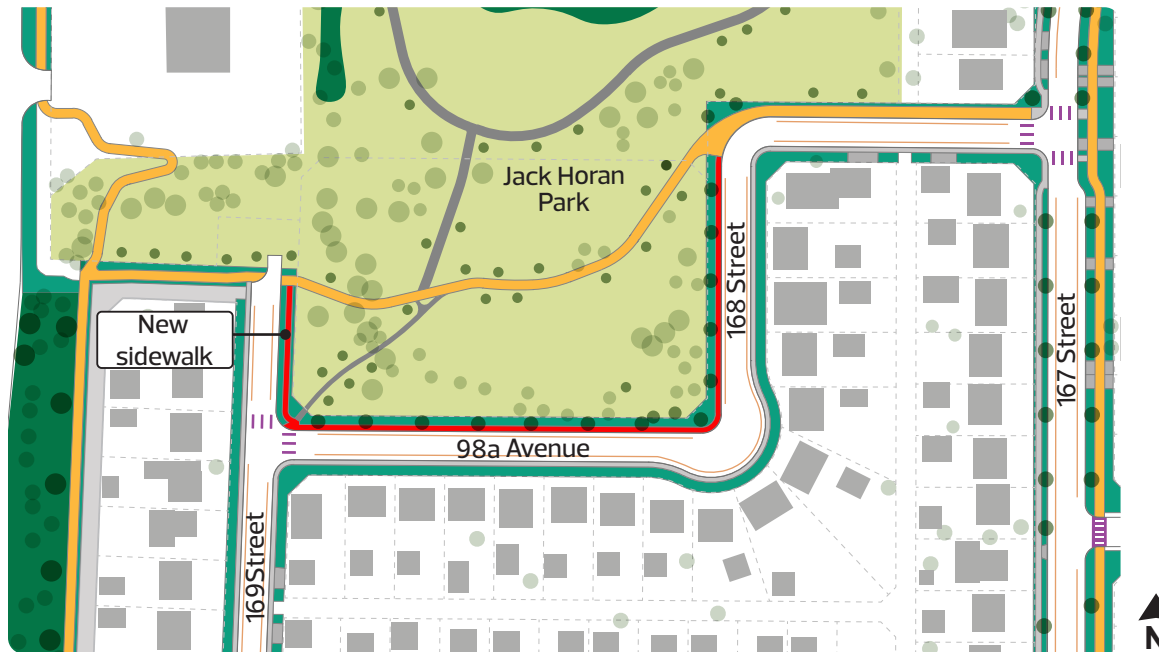


Typical improved walking experience

## New sidewalks

### 1 169 Street, 98a Avenue and 168 Street

- + New sidewalk on the west, south, and east side along Jack Horan Park to add a connection for people who walk and roll



#### Legend

- |                        |                        |
|------------------------|------------------------|
| Existing tree          | New shared pathway     |
| New tree               | Existing park pathways |
| Wider sidewalk         | New crossing           |
| New sidewalk           | Existing open space    |
| New grass or boulevard | Parking                |

#### Key Map



#### Key map legend

- New sidewalks

**New sidewalks** refer to sidewalks that do not exist today and will be paid for by the City of Edmonton

## New sidewalks

### 2 99a Avenue

- + New sidewalk added on south side of 99a Avenue to connect existing sidewalks



#### Legend

- Existing tree
- New tree
- Wider sidewalk
- New sidewalk
- New grass or boulevard
- New shared pathway
- ▨ New continuous crossing
- ▨ New raised crossing
- ▨ Existing crossing
- ▨ New crossing
- 🚌 Bus stop
- Cul-de-sac landscaping with turf/naturalization
- Parking

#### Key Map



#### Key map legend

- New sidewalks

**New sidewalks** refer to sidewalks that do not exist today and will be paid for by the City of Edmonton

## New sidewalks

### 3 164 Street

- + Narrow roadway to add sidewalks on both sides to the street and increase opportunities for tree planting

### 4 166 Street

- + New sidewalks on both sides of the street to improve connectivity within the commercial area
- + Narrow roadway to add wider sidewalks and increase opportunity for tree planting

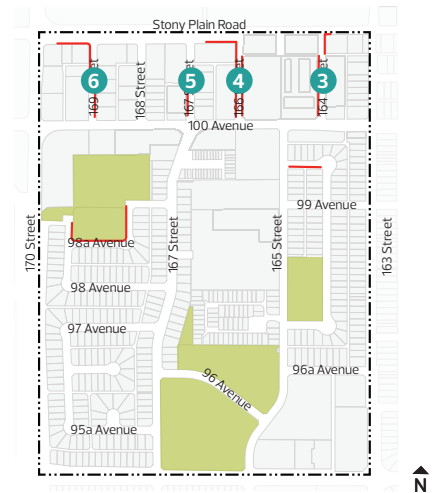
### 5 167 Street

- + Sidewalk transitions from boulevard to curbside sidewalk to avoid utility conflicts
- + Boulevard sidewalk will be added to separate people who walk and roll from traffic
- + Narrow roadway to add wider sidewalks and allow increased opportunity for planting trees
- + Shared pathway to be added on 167 Street to connect to the commercial destinations north of Stony Plain Road. Exact location within the road right-of-way is under technical review

### 6 169 Street

- + Maintain existing sidewalks
- + New curbside sidewalk will be added on the west side to provide a connection where the sidewalk has a missing link

### Key Map



### Key map legend

- New sidewalks

**New sidewalks** refer to sidewalks that do not exist today and will be paid for by the City of Edmonton



## New sidewalks



### Legend

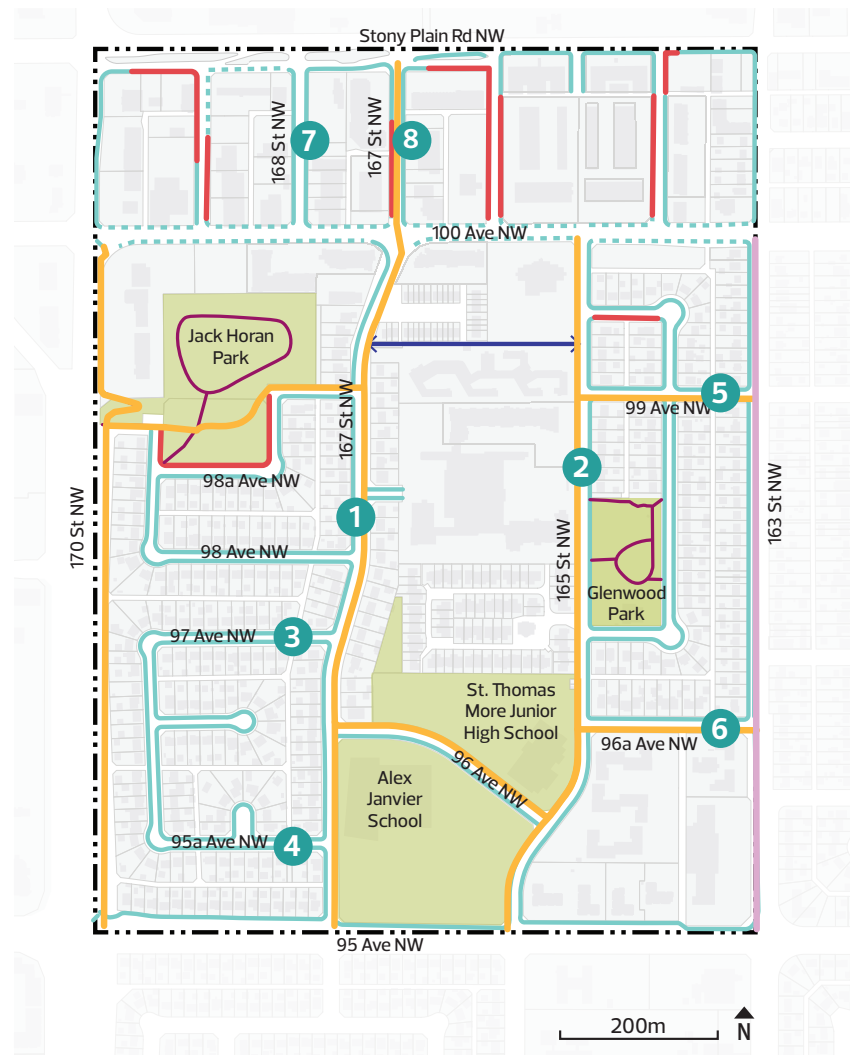
- Existing tree
- New tree
- Wider sidewalk
- New sidewalk
- New grass or boulevard
- New shared pathway
- Repurposed road for amenity space
- Existing crossing
- New crossing
- Parking

*All design elements are subject to final approvals and funding.*

**New sidewalks** refer to sidewalks that do not exist today and will be paid for by the City of Edmonton

# Wider sidewalks and shared pathways

## Wider sidewalks and new shared pathway



## What is in the design?

The final design includes wider sidewalk connections in the following locations:

### Collector streets

- 1 167 Street
- 2 165 Street

### Commercial streets

- 7 168 Street
- 8 167 Street

### Local streets

- 3 97 Avenue
- 4 95a Avenue
- 5 99 Avenue
- 6 96a Avenue

**New sidewalks** refer to sidewalks that do not exist today and will be paid for by the City of Edmonton

### Legend

- Parks and open space
- New shared pathway
- Conversion of service road into new shared pathway
- Reconstructed sidewalks
- New sidewalks
- Upgraded breezeway with lighting
- Existing park pathways
- Sidewalk to remain as-is

# Wider sidewalks and shared pathways

## Design features

- + Sidewalks will be widened to meet existing City standards and improve how people walk and roll in Glenwood

## Changes from draft to final design

- + Adjusted from boulevard sidewalks to curbside sidewalks on local streets
- + Local street boulevards removed and sidewalk changed to curbside sidewalk due to utility conflicts



Example of improved sidewalk experience

## Wider sidewalks and shared pathways

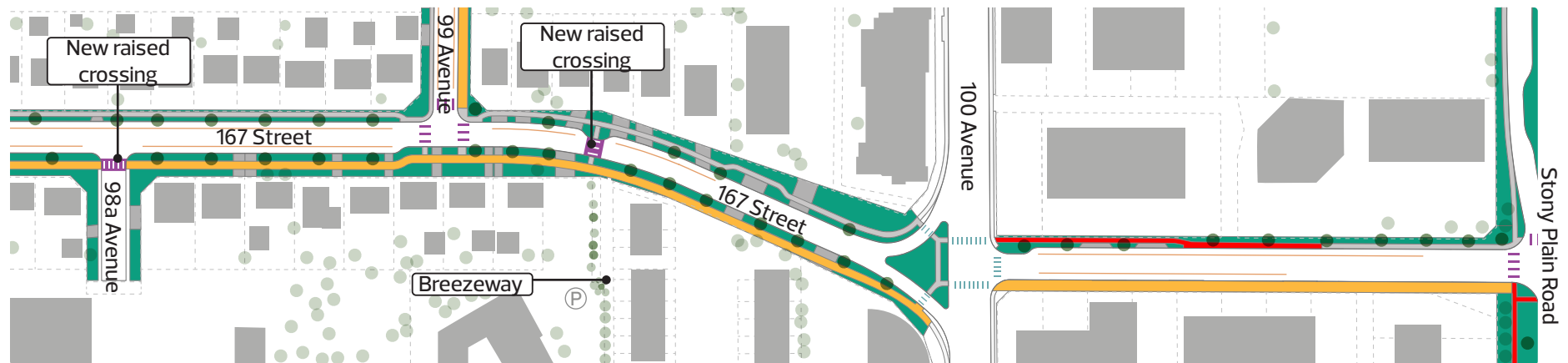
### 167 Street (north section)

- + Space within the road right-of-way can be adjusted to add wider sidewalks and boulevards to improve how people walk and roll in Glenwood
- + Boulevards trees will be added on both sides of the street to reduce the urban heat island effect
- + Widening the sidewalk may impact landscaping in some locations. Considerations have been made to reduce impacts to existing landscaping and trees where possible
- + A shared pathway will be added along the east side of 167 Street to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood
- + Parking maintained on both sides of the road with the exception of some areas between 99 Avenue to 100 Avenue

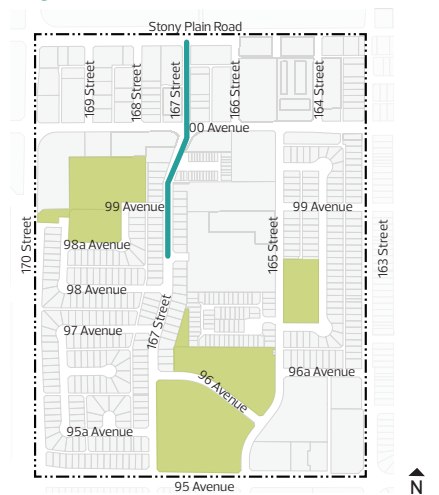
#### Legend

- |  |                        |  |                        |
|--|------------------------|--|------------------------|
|   | Existing tree          |   | New shared pathway     |
|   | New tree               |   | Existing park pathways |
|   | Wider sidewalk         |   | New crossing           |
|   | New sidewalk           |   | New raised crossing    |
|  | New grass or boulevard |  | Parking                |

**New sidewalks refer to sidewalks that do not exist today and will be paid for by the City of Edmonton**



#### Key Map



#### Key map legend












-  167 Street north section

## Wider sidewalks and shared pathways

### 167 Street (south section)

- + Space within the road right-of-way can be adjusted to add wider sidewalks and boulevards to improve how people walk and roll in Glenwood
- + Boulevards trees will be added on both sides of the street to reduce the urban heat island effect
- + Widening the sidewalk may impact landscaping in some locations. Considerations have been made to reduce impacts to existing landscaping and trees where possible
- + A shared pathway will be added along the east side of 167 Street to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood

#### Legend

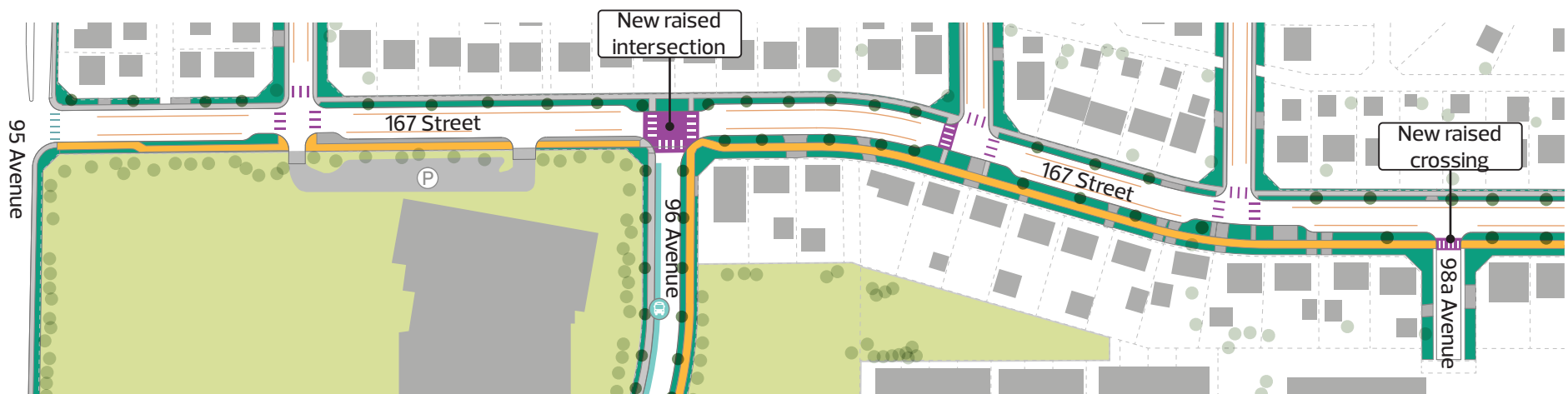
- |   |                        |   |                        |
|---|------------------------|---|------------------------|
|  | Existing tree          |  | Existing park pathways |
|  | New tree               |  | Existing crossing      |
|  | Wider sidewalk         |  | New crossing           |
|  | New grass or boulevard |  | New raised crossing    |
|  | Bus drop-off zone      |  | Parking                |
|  | New shared pathway     |   |                        |

#### Key Map



#### Key map legend

-  167 Street south section



## Wider sidewalks and shared pathways

### 165 Street (north section)

- + Space within the road right-of-way can be adjusted to add wider sidewalks and boulevards to improve how people walk, roll and bike in Glenwood
- + Boulevards trees will be added on both sides of the street to reduce the urban heat island effect
- + Widening the sidewalk along the east side may impact landscaping in some locations. Considerations have been made to reduce impacts to existing landscaping and trees where possible
- + A shared pathway will be added along the west side of 165 Street to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood
- + On-street parking is retained on east side of street where possible



All design elements are subject to final approvals and funding.

### Key Map



### Key map legend

— 165 Street north section

### Legend

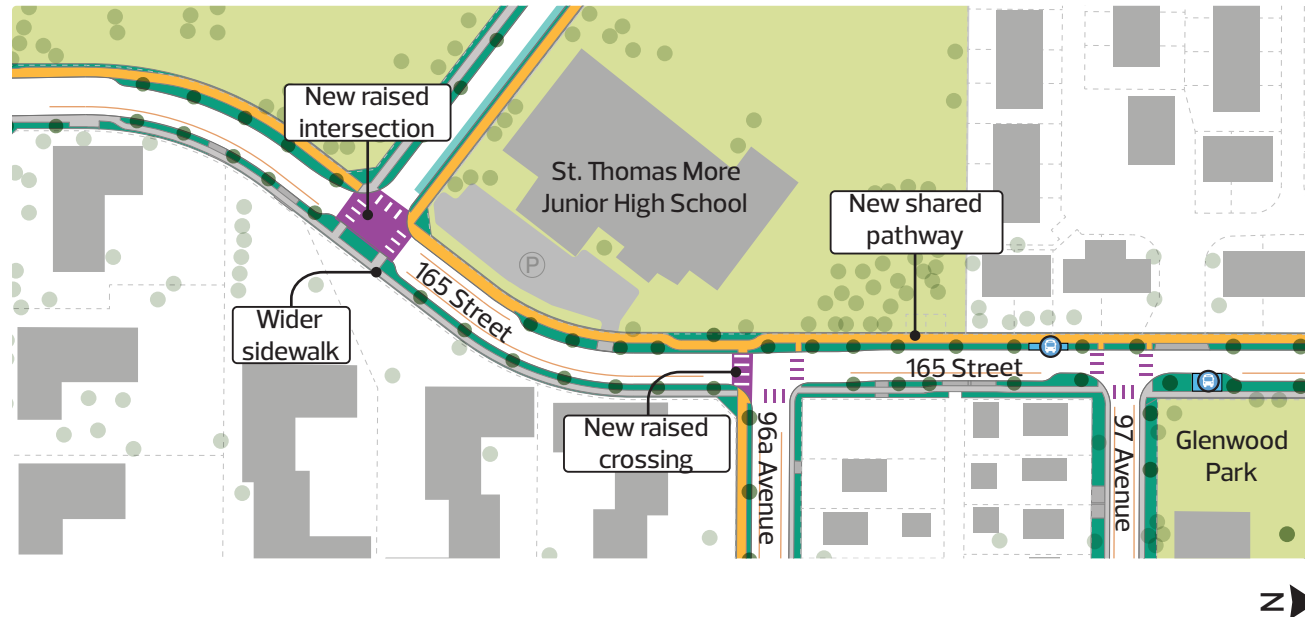
- Existing tree
- New tree
- Wider sidewalk
- New sidewalk
- New grass or boulevard
- New shared pathway
- Wider existing park pathways
- ||| New crossing
- ||| New raised crossing
- Existing open space
- 🚌 Bus stop
- Parking

**\*New sidewalks refer to sidewalks that do not exist today and will be paid for by the City of Edmonton**

## Wider sidewalks and shared pathways

### 165 Street (south section)

- + Space within the road right-of-way can be adjusted to add wider sidewalks and boulevards on the east side to improve how people walk, roll and bike in Glenwood
- + Boulevards trees will be added on both sides of the street to reduce the urban heat island effect
- + Widening the sidewalk along the east side may impact landscaping in some locations. Considerations have been made, including sidewalk alignment to reduce impacts to existing landscaping and trees where possible
- + A shared pathway will be added along the west side of 165 Street to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood
- + Parking removed on west side of street, except near 96 Avenue



### Key Map



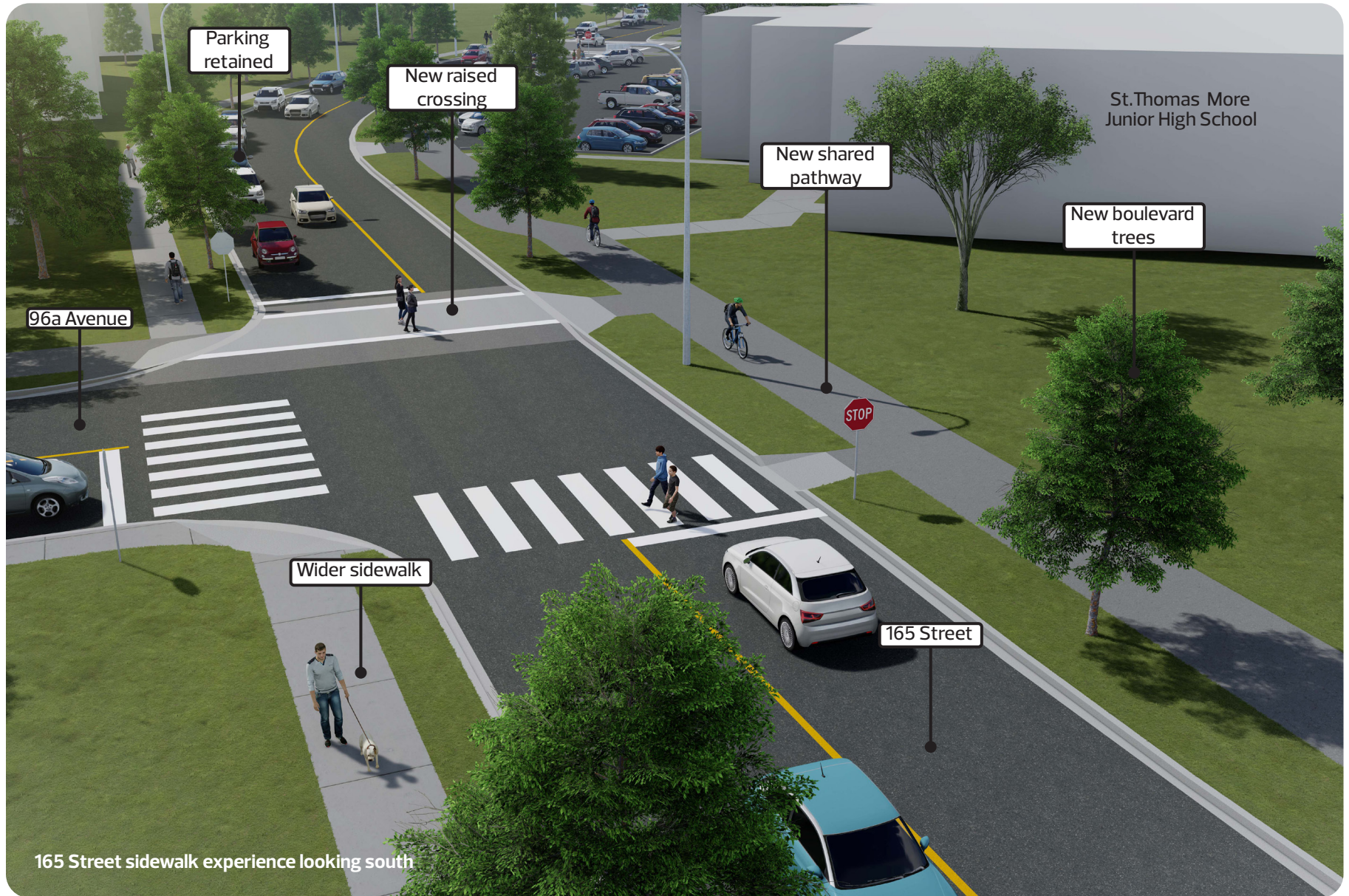
### Key map legend

- 165 Street south section

### Legend

- Existing tree
- New tree
- Wider sidewalk
- New sidewalk
- New grass or boulevard
- New shared pathway
- Wider existing park pathways
- ||| New crossing
- ||| New raised crossing
- Existing open space
- 🚌 Bus stop
- Parking

**\*New sidewalks refer to sidewalks that do not exist today and will be paid for by the City of Edmonton**

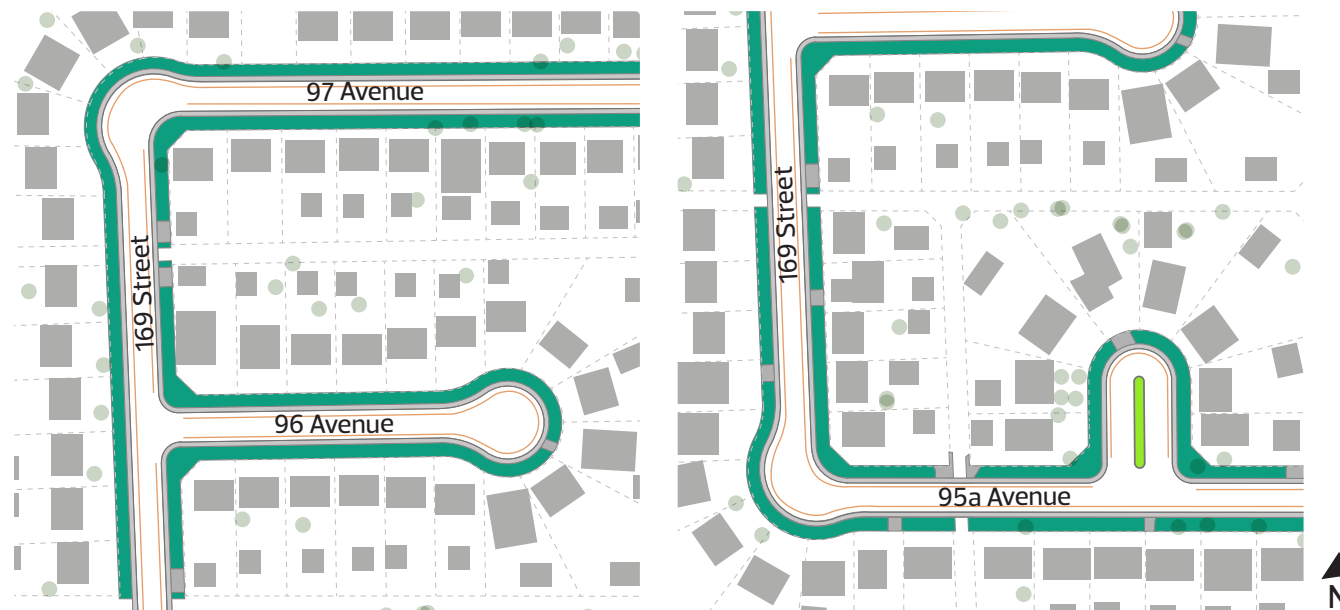




## Wider sidewalks and shared pathways

### 95a Avenue, 96 Avenue, 97 Avenue and 169 Street

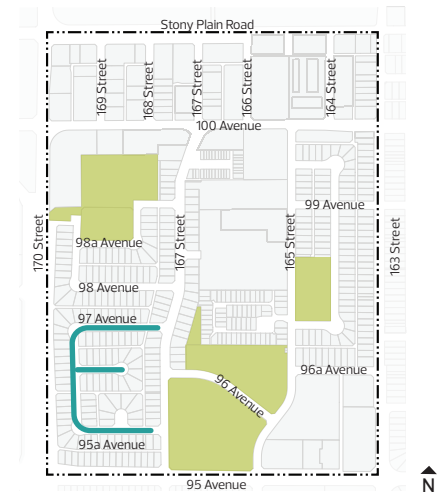
- + Widen curbside sidewalks on both sides of street
- + Parking maintained on both sides of street



#### Legend

- Existing tree
- Wider sidewalk
- New grass or boulevard
- Cul-de-sac landscaping with turf/naturalization
- Parking

#### Key Map



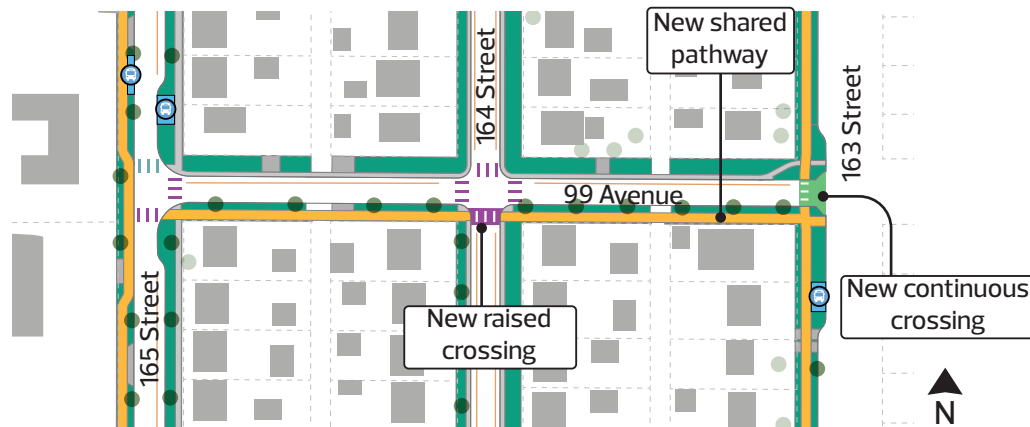
#### Key map legend

- Local streets

## Wider sidewalks and shared pathways

### 99 Avenue

- + A shared pathway will be added along the south side of 99 Avenue to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood
- + Widened sidewalk on north side of 99 Avenue
- + Parking removed on south side of 99 Avenue



#### Legend

- |                          |                         |
|--------------------------|-------------------------|
| ● Existing tree          | Existing crossing       |
| ● New tree               | New crossing            |
| ■ Wider sidewalk         | New raised crossing     |
| ■ New grass or boulevard | New continuous crossing |
| ■ New shared pathway     | ⓑ Bus stop              |
|                          | — Parking               |

### Key Map



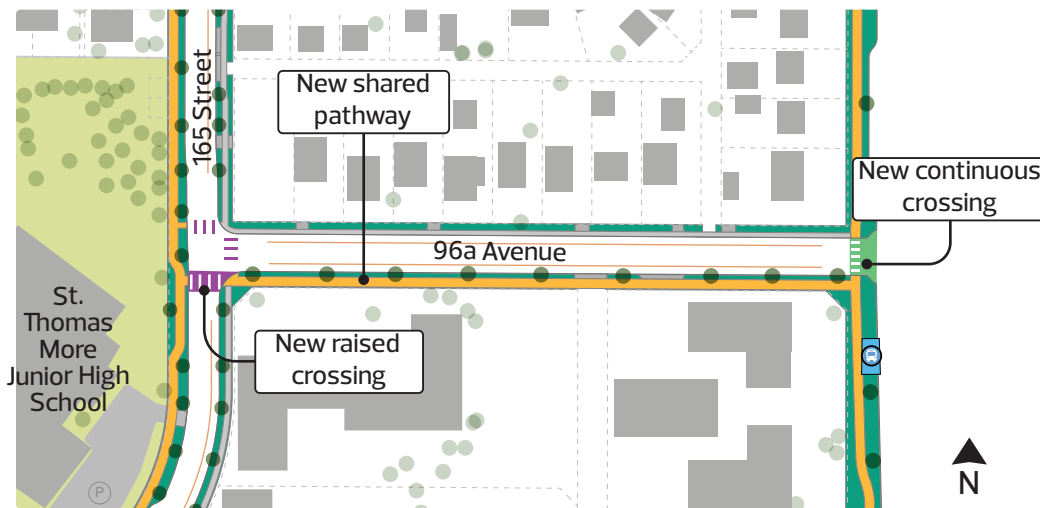
### Key map legend

- 99 Avenue

## Wider sidewalks and shared pathways

### 96a Avenue

- + A shared pathway will be added along the south side of 96a Avenue to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood
- + Widen sidewalk on north side of 96a Avenue
- + Parking maintained on both sides of street



#### Legend

- |                        |                         |
|------------------------|-------------------------|
| Existing tree          | New crossing            |
| New tree               | New raised crossing     |
| Wider sidewalk         | New continuous crossing |
| New grass or boulevard | Bus stop                |
| New shared pathway     | Existing open space     |
|                        | Parking                 |

#### Key Map



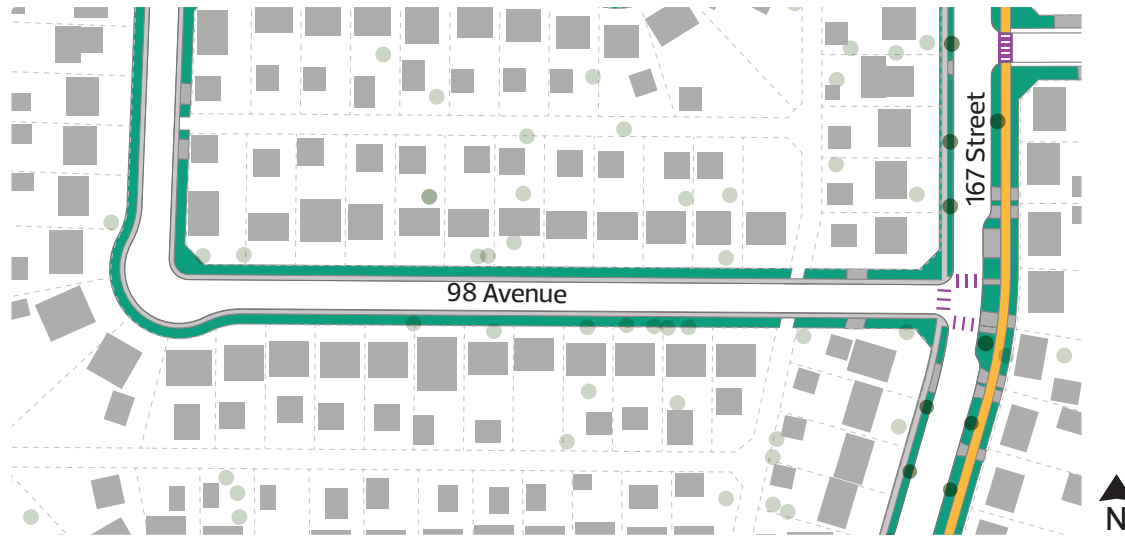
#### Key map legend

- 96a Avenue

## Wider sidewalks and shared pathways

### 98 Avenue

- + Widen curbside sidewalks on both sides of 98 Avenue



#### Legend

- New tree
- New shared pathway
- Wider sidewalk
- New grass or boulevard
- ||| New crossing

### Key Map



#### Key map legend

- 98 Avenue

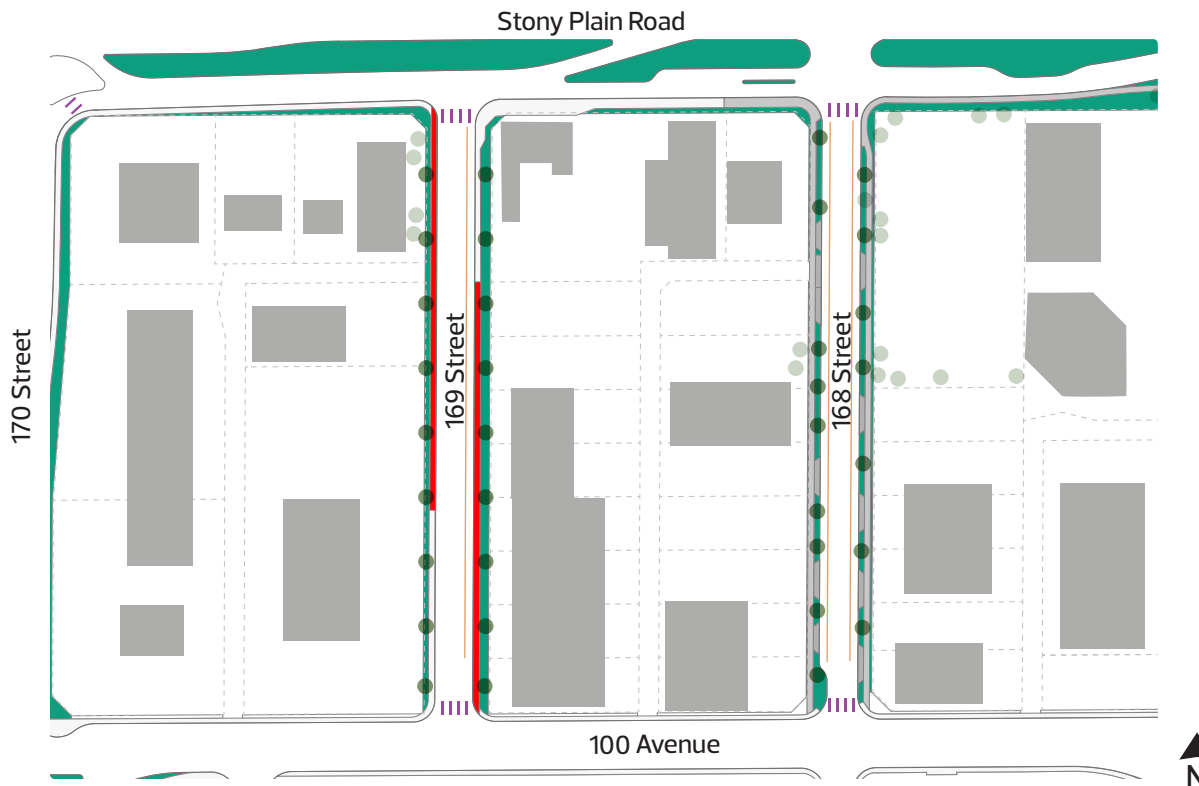
## Wider sidewalks and shared pathways

### 169 Street

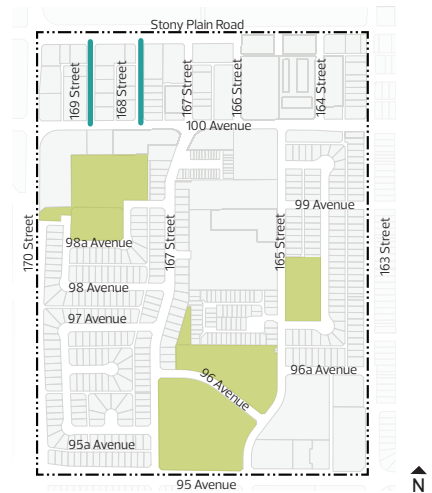
- + Widen sidewalks and add new sidewalks where they are missing to improve how people walk, roll and bike through the area
- + Retain newer existing sidewalk on 169 Street
- + Trees will be added on both sides of the street to reduce urban heat island effect

### 168 Street

- + Widen sidewalks to improve how people walk, roll and bike through the area
- + Boulevard trees will be added on both sides of the street to reduce urban heat island effect



### Key Map



### Key map legend

— Commercial streets

**New sidewalks** refer to sidewalks that do not exist today and will be paid for by the City of Edmonton

### Legend

- New tree
- Wider sidewalk
- New sidewalk
- New grass or boulevard
- New crossing
- Parking

## Wider sidewalks and shared pathways

### 167 Street

- + Widen sidewalks and add new sidewalks where they are missing to improve how people walk, roll and bike in Glenwood and through the commercial area
- + Trees will be added to the west side of the street to reduce the urban heat island effect
- + Shared pathway to be added on 167 Street to connect to the commercial destinations north of Stony Plain Road. Exact location within the roadway right-of-way is under technical review

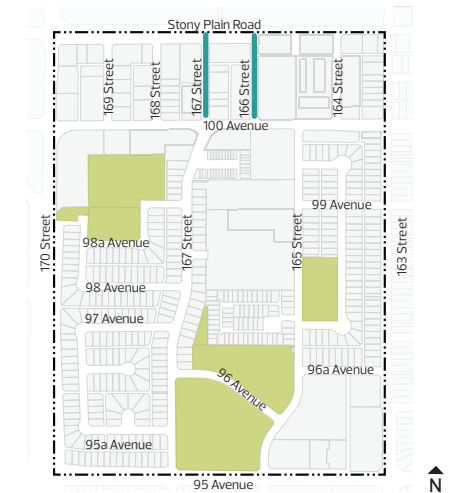
### 166 Street

- + Widen sidewalks and add new sidewalks where they are missing to improve how people walk, roll and bike in Glenwood and through the commercial area
- + Trees will be added to the west side of the street to reduce the urban heat island effect

### 164 Street

- + Widen sidewalks and add new sidewalks where they are missing to improve how people walk, roll and bike in Glenwood and through the commercial area
- + Trees will be added to both sides of the street to reduce the urban heat island effect

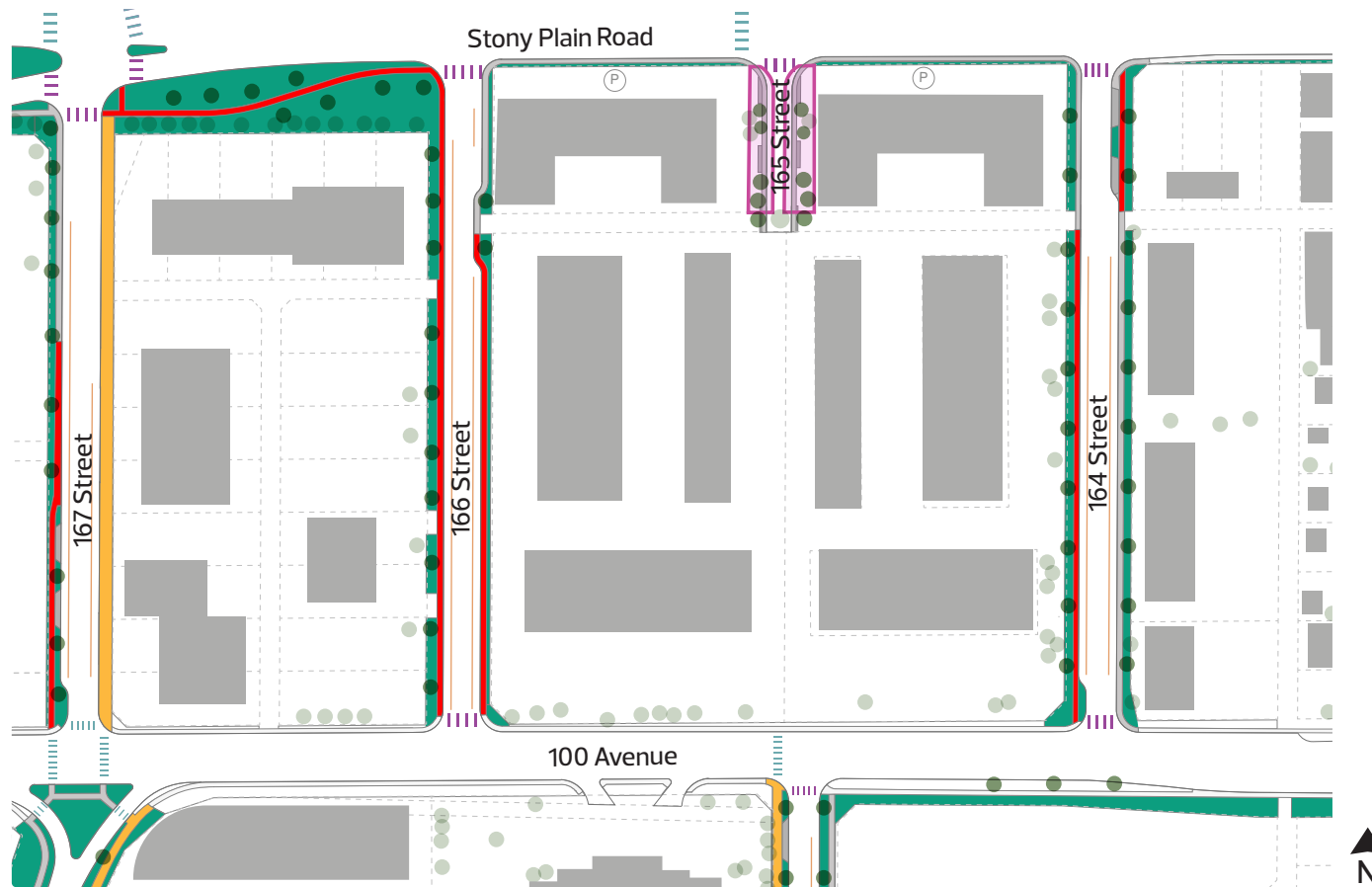
### Key Map



### Key map legend

- Commercial streets

## Wider sidewalks and shared pathways

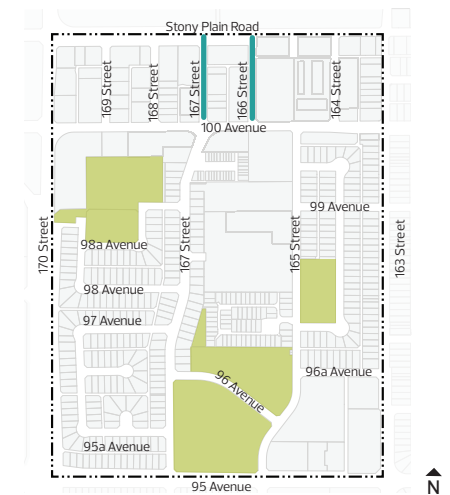


### Legend

- |  |                    |  |                                   |
|--|--------------------|--|-----------------------------------|
|  | Existing tree      |  | New grass or boulevard            |
|  | New tree           |  | Existing crossing                 |
|  | Wider sidewalk     |  | New crossing                      |
|  | New sidewalk       |  | Repurposed road for amenity space |
|  | New shared pathway |  | Parking                           |

*All design elements are subject to final approvals and funding.*

### Key Map



### Key map legend

- Commercial streets

**New sidewalks** refer to sidewalks that do not exist today and will be paid for by the City of Edmonton

# Breezeway

## Design features

---

- + Improved sightlines for safety
- + Additional lighting to increase walking and rolling safety and use in winter and evenings
- + Repaved pathway to improve accessibility

## Changes from draft to final design

---

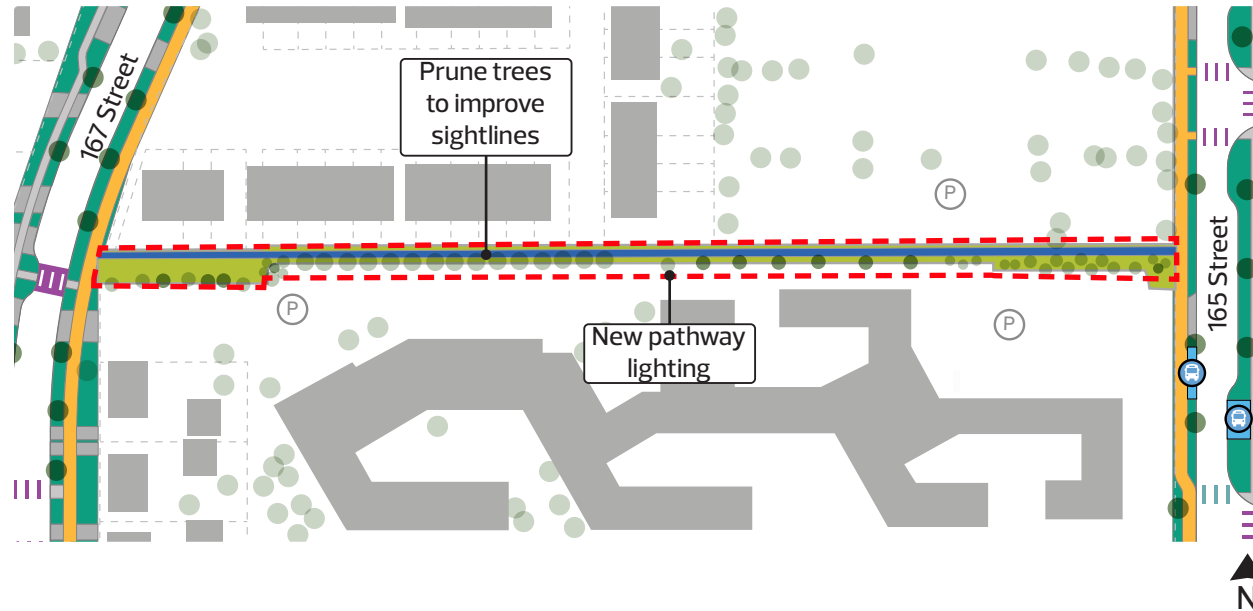
- + No changes
















Existing breezeway



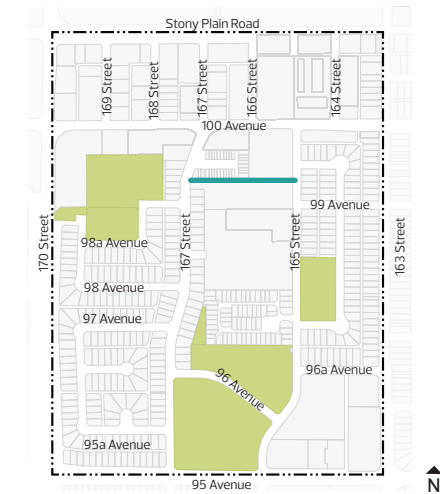
## Breezeway



### Legend

- |  |   |
|--|---|
|  Breezeway boundary     |  New shared pathway      |
|  Existing tree          |  Reconstructed breezeway |
|  New tree               |  Existing crossing       |
|  Existing parking       |  New crossing            |
|  Wider sidewalk         |  New raised crossing     |
|  New grass or boulevard |  Existing open space     |
|  |  Bus stop                |

### Key Map



### Key map legend

-  Breezeway

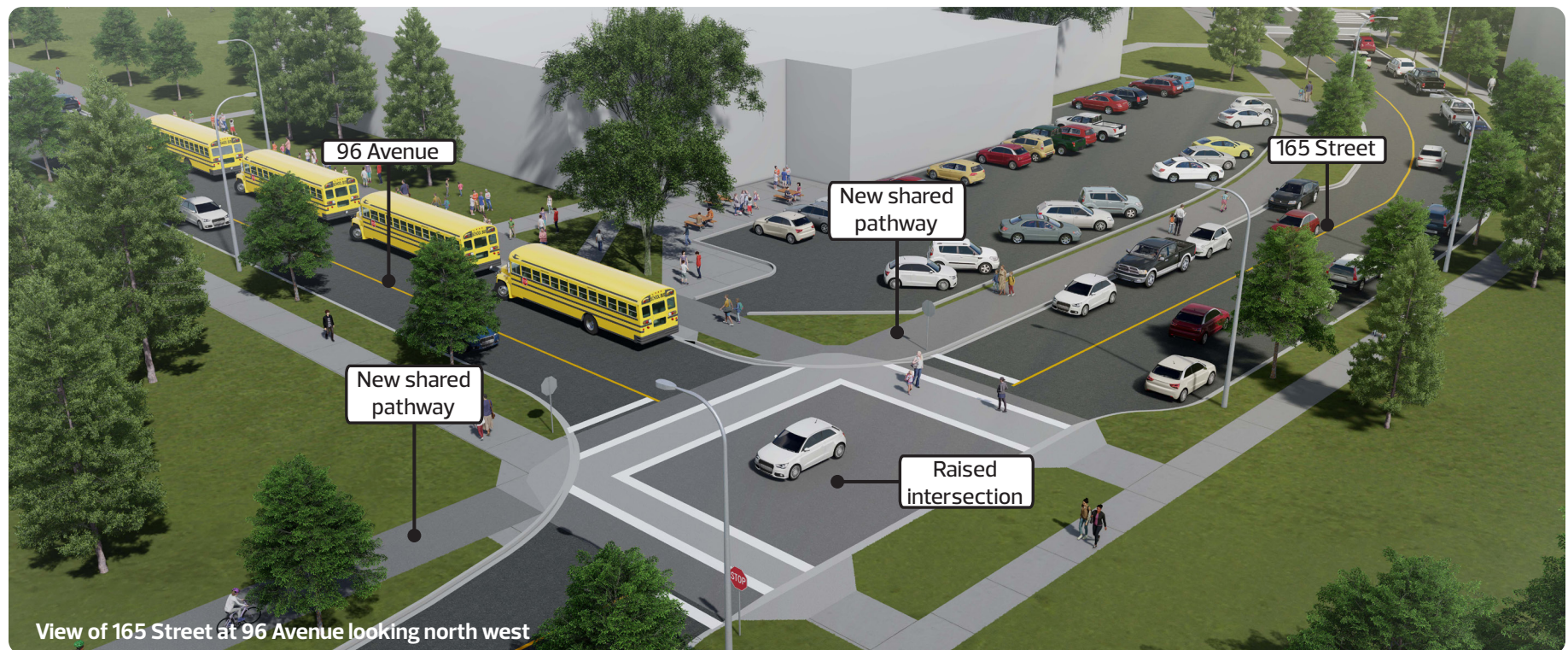
# Biking routes

## Design features

- + Shared pathway added throughout the neighbourhood to provide safe and more accessible connections for people of all ages and abilities
- + Improving safety by adding boulevards to separate people walk, roll and bike from traffic

## Changes from draft to final design

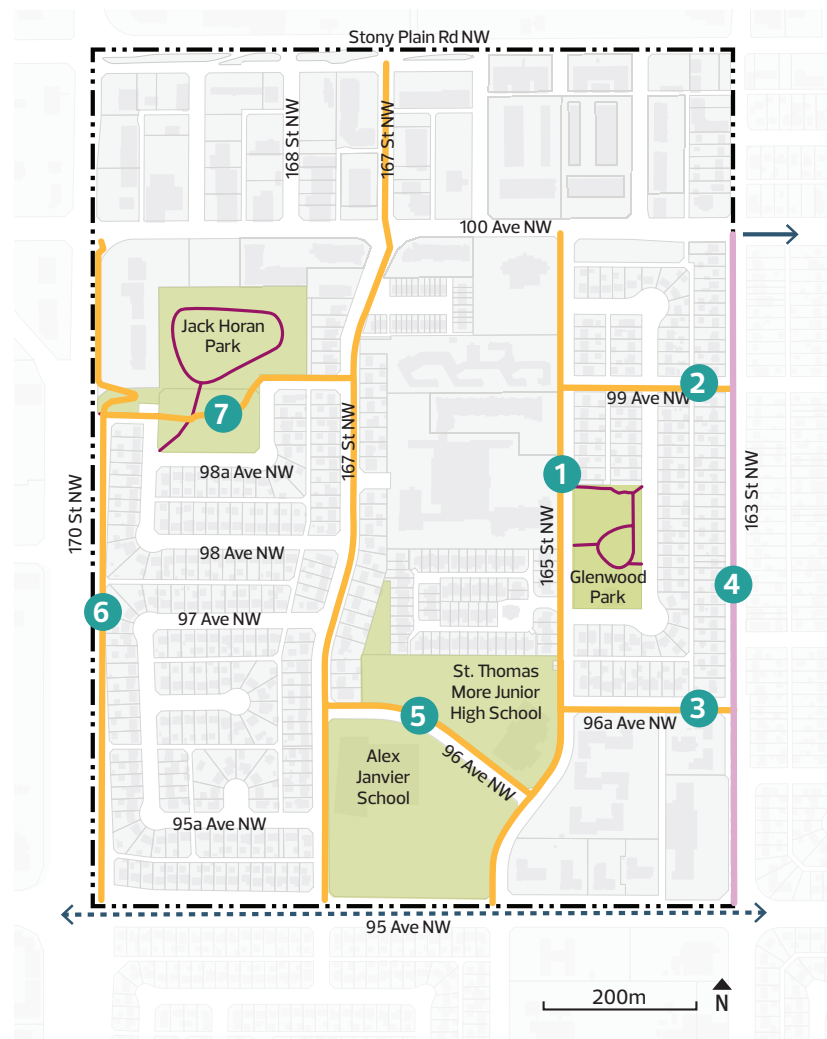
- + Removal of shared pathway along 100 Avenue
- + Addition of shared pathway connection on 167 Street within the commercial area
- + Adjustment of the shared pathway alignment within Jack Horan Park



View of 165 Street at 96 Avenue looking north west

## Biking routes

### Biking routes overview map



## The design includes biking connections in the following locations:

### Collector streets

- 1 165 Street

### Local streets

- 2 99 Avenue
- 3 96a Avenue
- 4 163 Street service road
- 5 96 Avenue

### Alleys

- 6 170 Street alley

### Parks

- 7 Jack Horan Park

### Legend

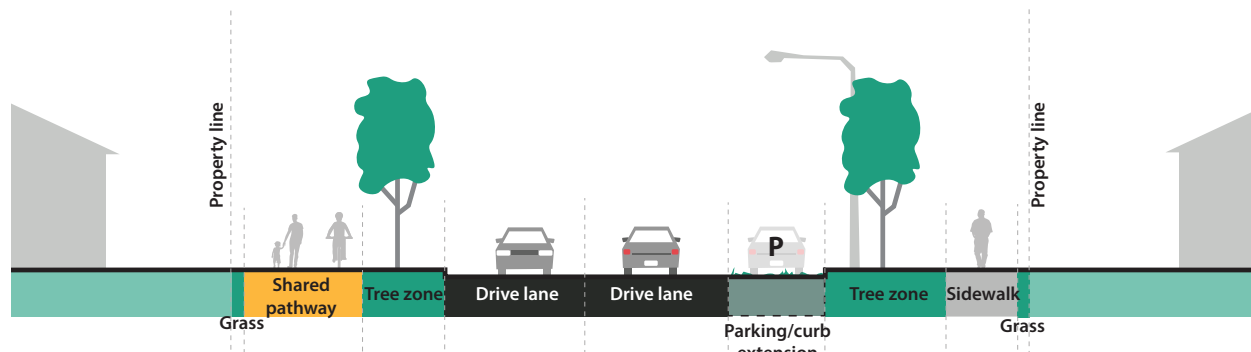
- Parks and open space
- New shared pathway
- Conversion of service road into new shared pathway
- Existing park pathways
- Existing shared pathway
- 95 Avenue planned shared pathway



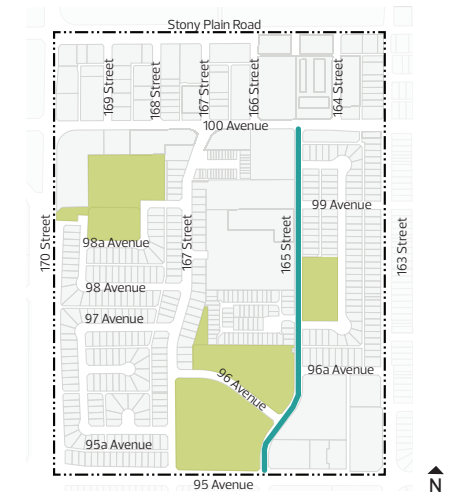
## Biking routes

### 165 Street

- + Shared pathway on west side of street to improve safety for people who walk, roll and bike
- + Parking removed on west side of street in most areas
- + Parking maintained on east side of street



### Key Map



### Key map legend

— 165 Street

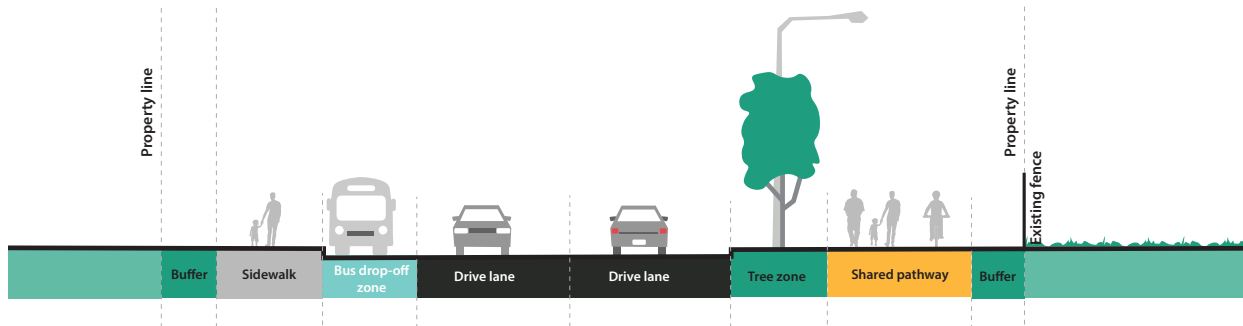


View of 165 Street next to St. Thomas More Junior High School looking south

## Biking routes

### 96 Avenue

- + Shared pathway on north side of street to improve safety and access to schools
- + Parking removed on alternating sides of the street
- + Bus drop-off zone added on alternating sides of the street



### Key Map



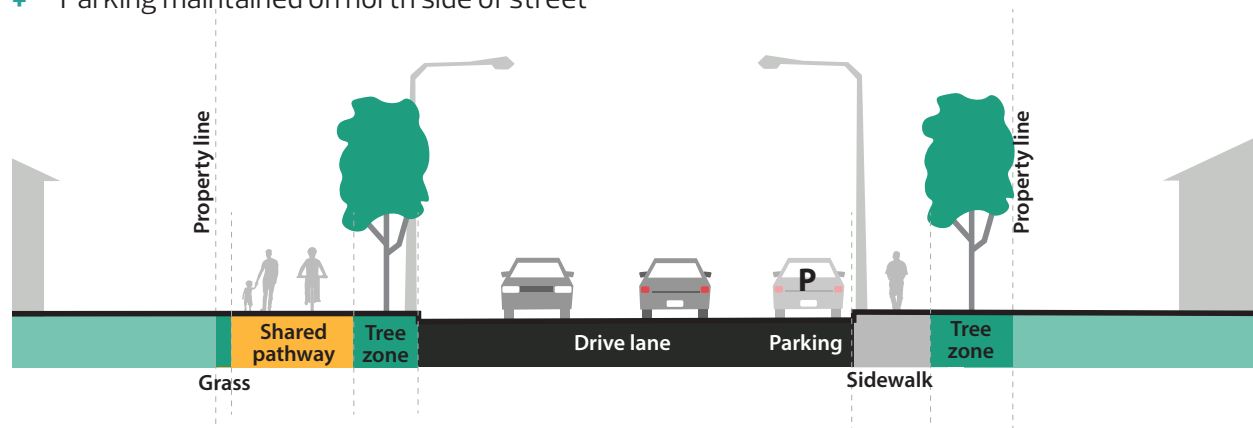
### Key map legend

— 96 Avenue

## Biking routes

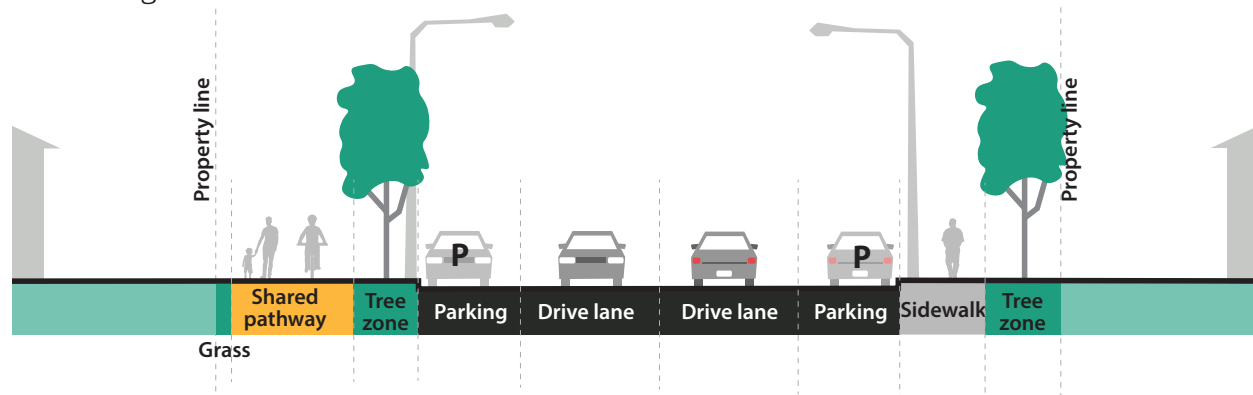
### 99 Avenue

- + Shared pathway on south side of street to improve east-west connection
- + Parking removed on south side of street
- + Parking maintained on north side of street



### 96a Avenue

- + Shared pathway on south side of street to improve east-west connection
- + Parking maintained on both sides of street



### Key Map



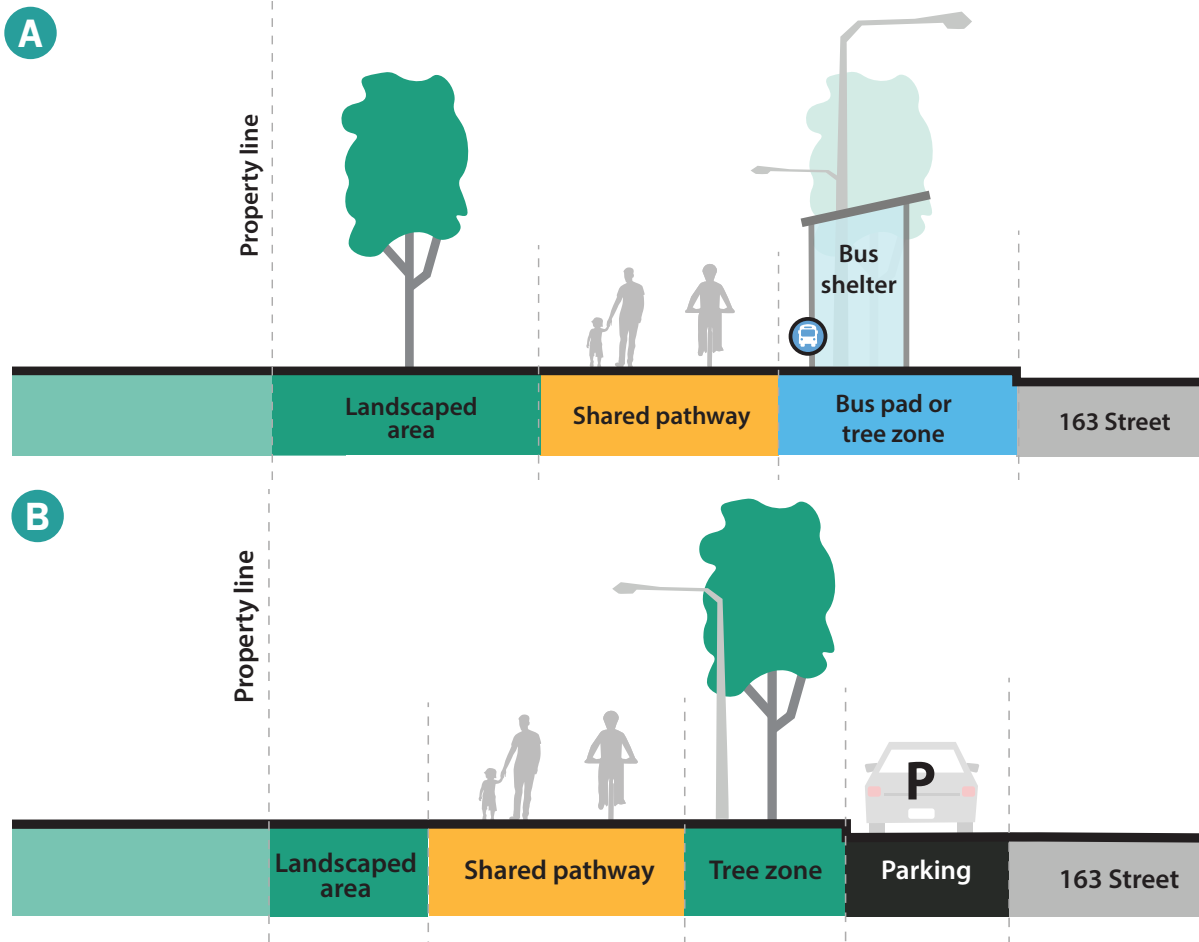
### Key map legend

- 99 Avenue and 96a Avenue

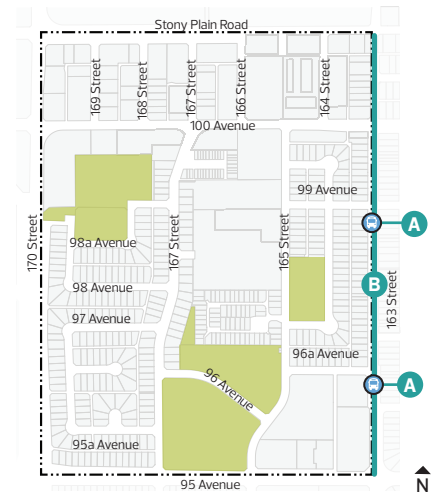
## Biking routes

### 163 Street service road

- + Conversion of service road to shared pathway to improve north-south connection
- + Parking will be shifted next to 163 Street
- + New trees planted



### Key Map



### Key map legend

- 163 Street
- ⓑ Bus stop

# Commercial area and alleys

## Through engagement, we heard Glenwood residents:

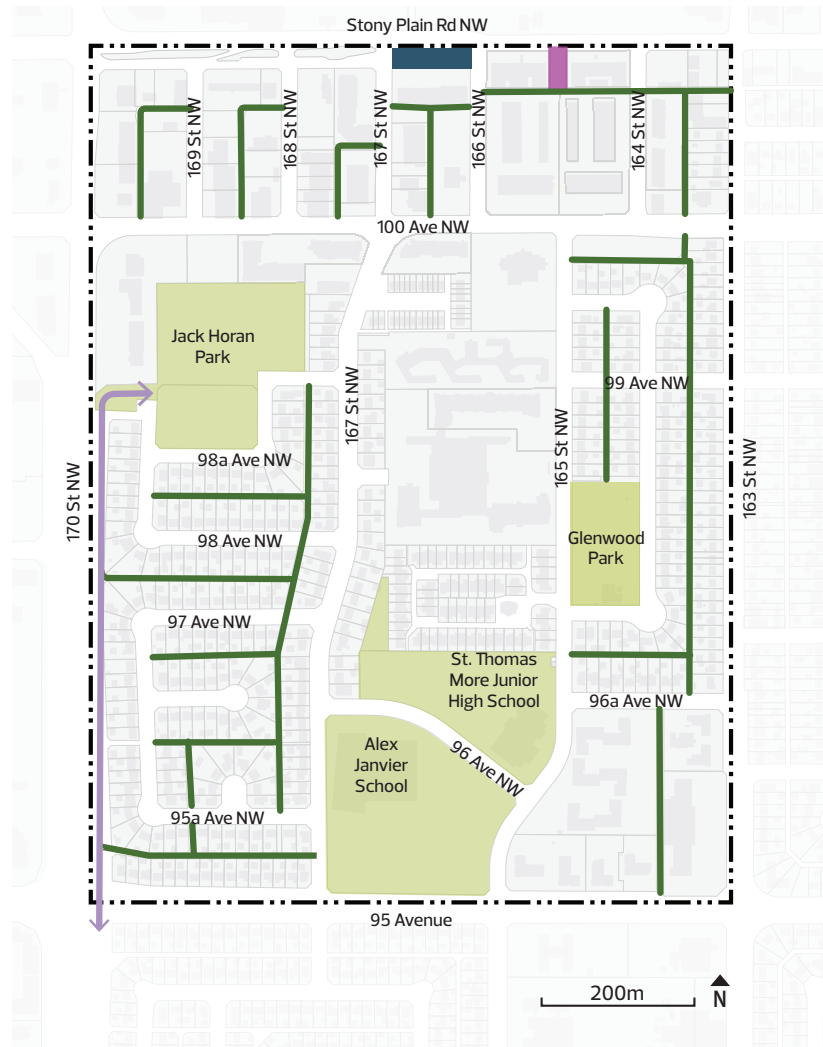
- + Are excited to see repairs to roads and alleys near the commercial areas, especially the repaving of roads and removal of potholes
- + Would like to see enhancements to create a more welcoming commercial area to attract more people to businesses
- + Are supportive of the draft design for a new shared pathway in the alley along 170 Street, with some participants indicating that the alleys are already used primarily for walking and rolling and not vehicles
- + Believe additional lighting could improve visibility, feelings of safety and use of the area
- + Believe the draft design reflects the community's current and future needs





# Commercial areas and alleys

## Commercial areas and alleys overview map



## Design features

- + Maintained vehicle access to nearby businesses and residential areas
- + Improved access for people walking, rolling and biking
- + Creation of a community gathering space
- + Maintained vehicle access to the commercial area from Stony Plain Road and from 100 Avenue
- + Maintained vehicle access to alleys
- + Surplus road space repurposed to add new walk, green space and trees
- + Upgraded intersection at 167 Street and Stony Plain Road shortening crossing distances and changing the corner shape improving crossings and sightlines for people walking, rolling and driving
- + Addition of a new shared pathway on the west side of the 170 Street alley
- + Addition of new trees and native plants on the slope next to the 170 Street alley to add visual appeal and reduce urban heat island effect
- + Improved alley drainage

## Changes to the final design

- + Sidewalk and boulevard adjustments based on technical requirements

### Legend

- Parks and open space
- Alley

- New shared pathway in alley
- Road closure
- Repurposed road for amenity space

# Amenity space

## Design features

- + Maintain vehicle access to nearby businesses and residential areas
- + Improve access for people walking and rolling
- + Hold space within the surplus road area for future community-led projects such as boulevard gardening, sidewalk games, and pop-up events

## Changes from draft to final design

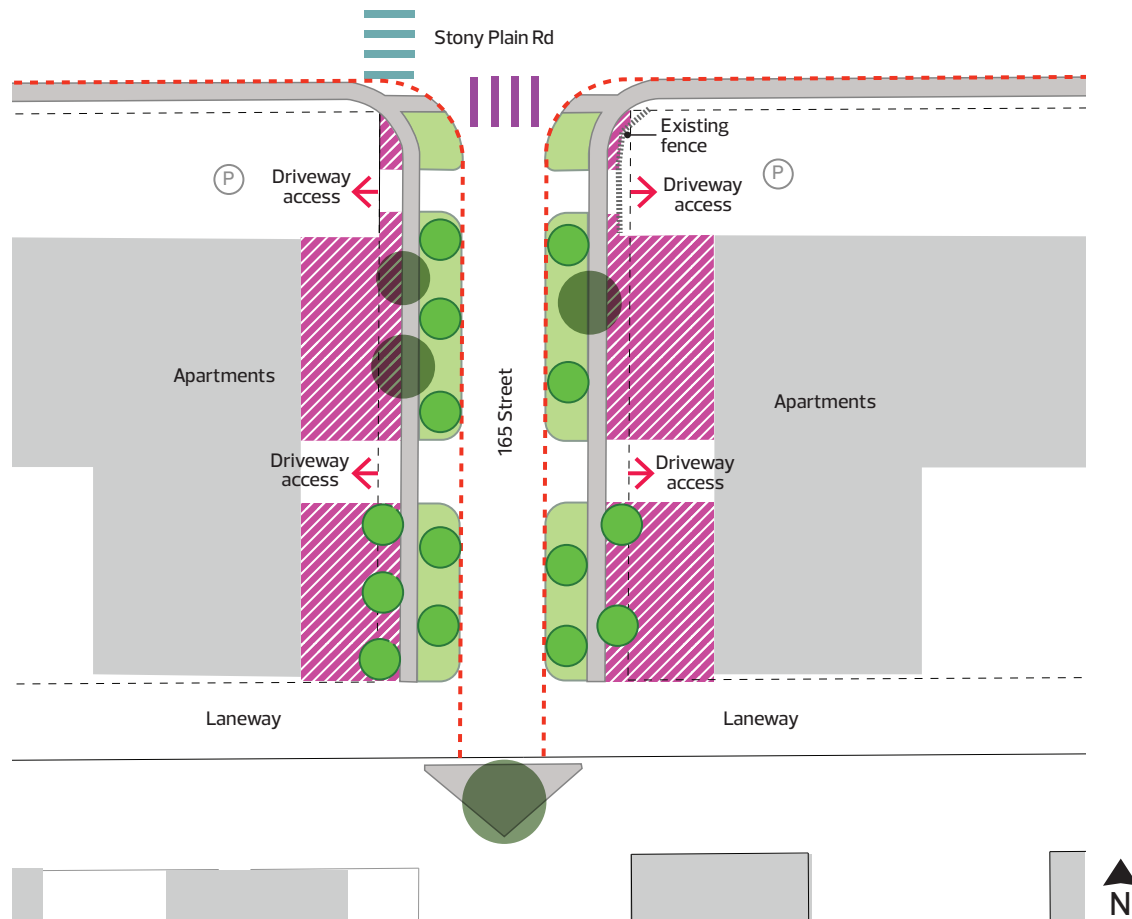
- + No changes

## Examples of possible community use in future



## Amenity space

### 165 Street at Stony Plain Road



#### Key Map



#### Key map legend

Amenity space

#### Legend

- Adjusted road boundary
- Existing tree
- New proposed tree
- Softscaped programming space
- Hardscaped programming space
- Existing crossing
- New crossing

# Service roads

## Design features

- + Maintain access to the commercial area from Stony Plain Road
- + Repurpose surplus road space for additional green space and tree planting
- + Upgrade intersection at 167 Street and Stony Plain Road by shortening crossing distances and changing the corner shape to improve crossings and sightlines for people walking and rolling

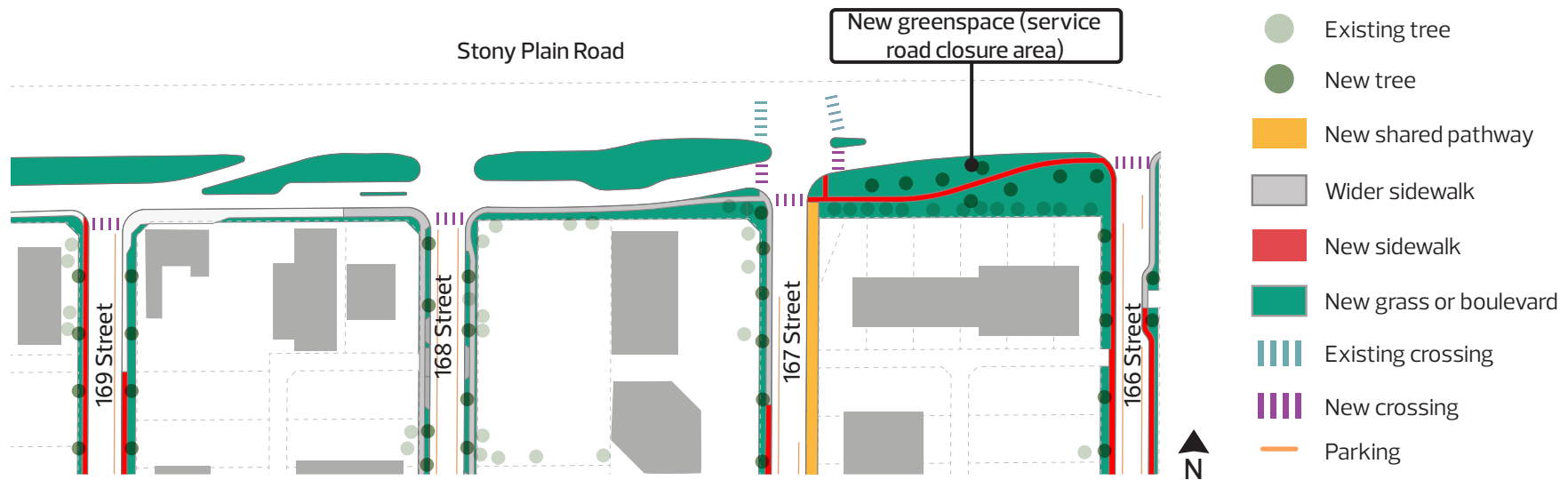
## Changes from draft to final design

- + No changes

**New sidewalks** refer to sidewalks that do not exist today and will be paid for by the City of Edmonton

## Stony Plain Road between 167 Street and 166 Street

All design elements are subject to final approvals and funding.



# Active mode alley

## Design features

- + Add a new shared pathway on the west side of the existing alley for people who walk, roll and bike
- + Plant new trees and native plants on the slope next to the alley to improve biodiversity, stabilize slope, increase visual appeal and reduce urban heat island effect
- + Improved alley drainage
- + Maintain access for vehicles to the alley

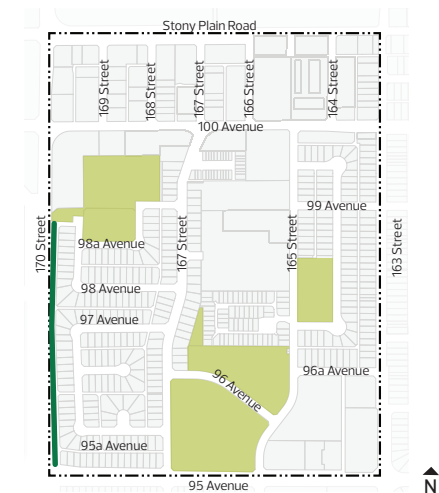
## Changes from draft to final design

- + Addition of absorbent landscaping next to the pathway to improve drainage



View of shared pathway in alley, looking north

## Key Map



## Key map legend

— 170 Street alley

# Parks and open space

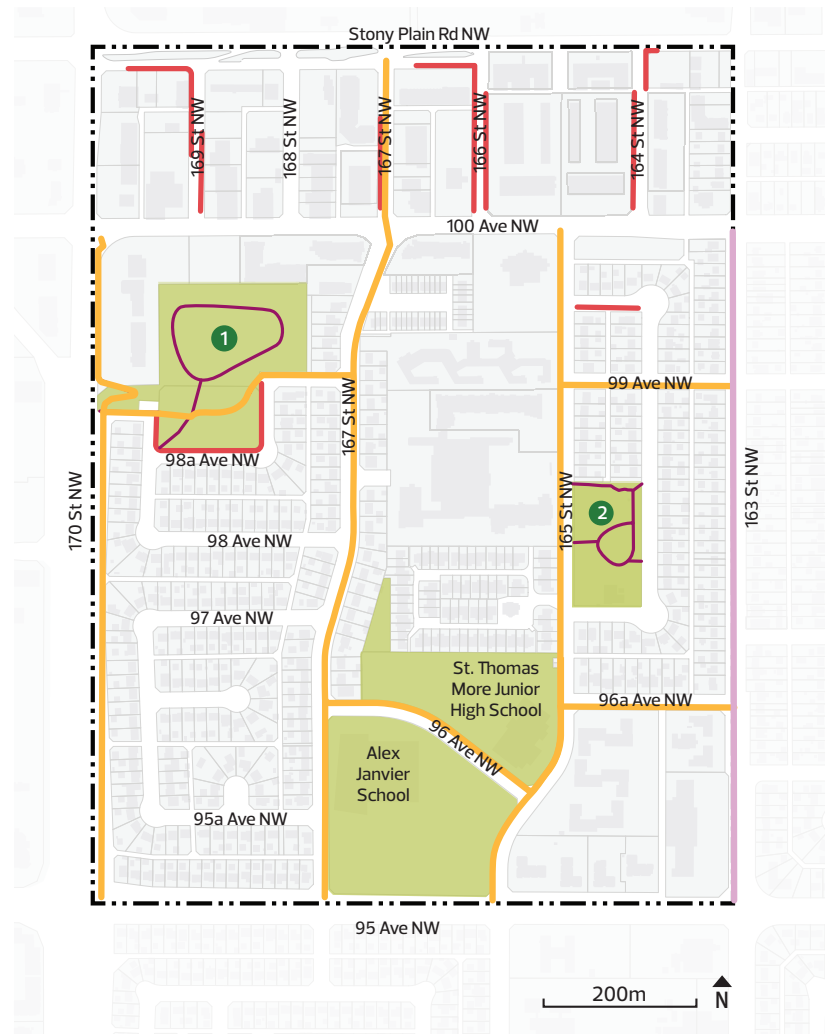
## Through engagement, we heard Glenwood residents:

- + Wanted additional seating and picnic tables in parks
- + Supported more naturalized spaces, preserving existing trees and adding new trees in parks and open spaces
- + Supported sidewalk improvements near the parks
- + Thought the draft design reflected the community's current and future needs



# Parks and open space

## Parks and open space overview map



## What's in the design?

- + Retain mature trees and plant new trees throughout Jack Horan Park and Glenwood Park
- + Add features such as seating and bike parking in the park spaces
- + Naturalize the dry pond at Jack Horan Park
- + Shared pathway connections in Jack Horan Park to connect people to the commercial area
- + Add missing sidewalks around Jack Horan Park

### Legend

- Parks and open space
- 1 Jack Horan Park
- 2 Glenwood Park
- Existing park pathway
- New shared pathway
- Conversion of service road to new shared pathway
- New sidewalk

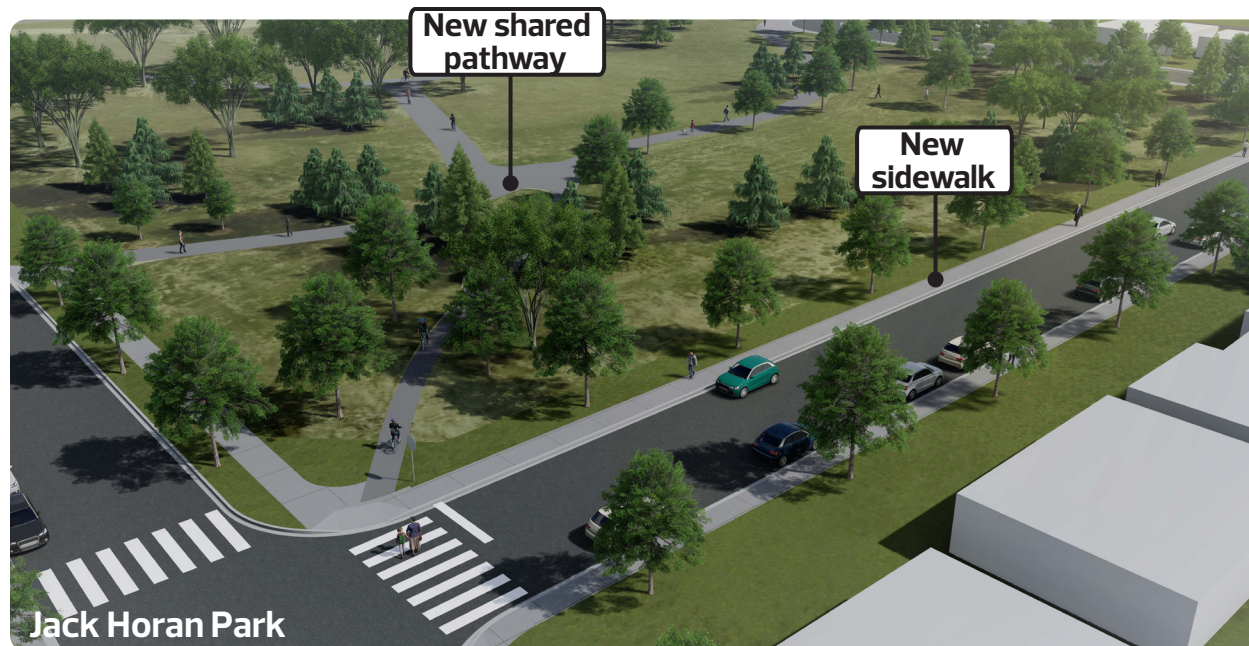
# Jack Horan Park

## Design features

- + Enhancing pathway connections to improve access, sightlines and safety
- + Establishing new pathway connections to the commercial area to the northwest of Jack Horan Park
- + Adding new pathway connections to the surrounding shared pathway network
- + Keeping existing trees and plant new trees
- + Adding new seating locations
- + Naturalized dry pond area
- + Adding new bike racks

## Changes from draft to final design

- + Adjustment of the shared pathway alignment within Jack Horan Park
- + Removed the proposed dog park due to available funding



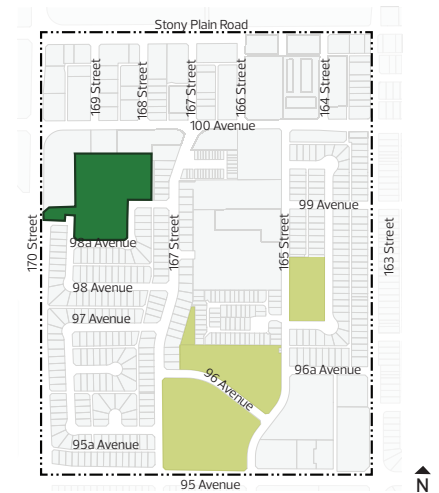


# Jack Horan Park

## Jack Horan Park upgrades



### Key Map



### Key map legend

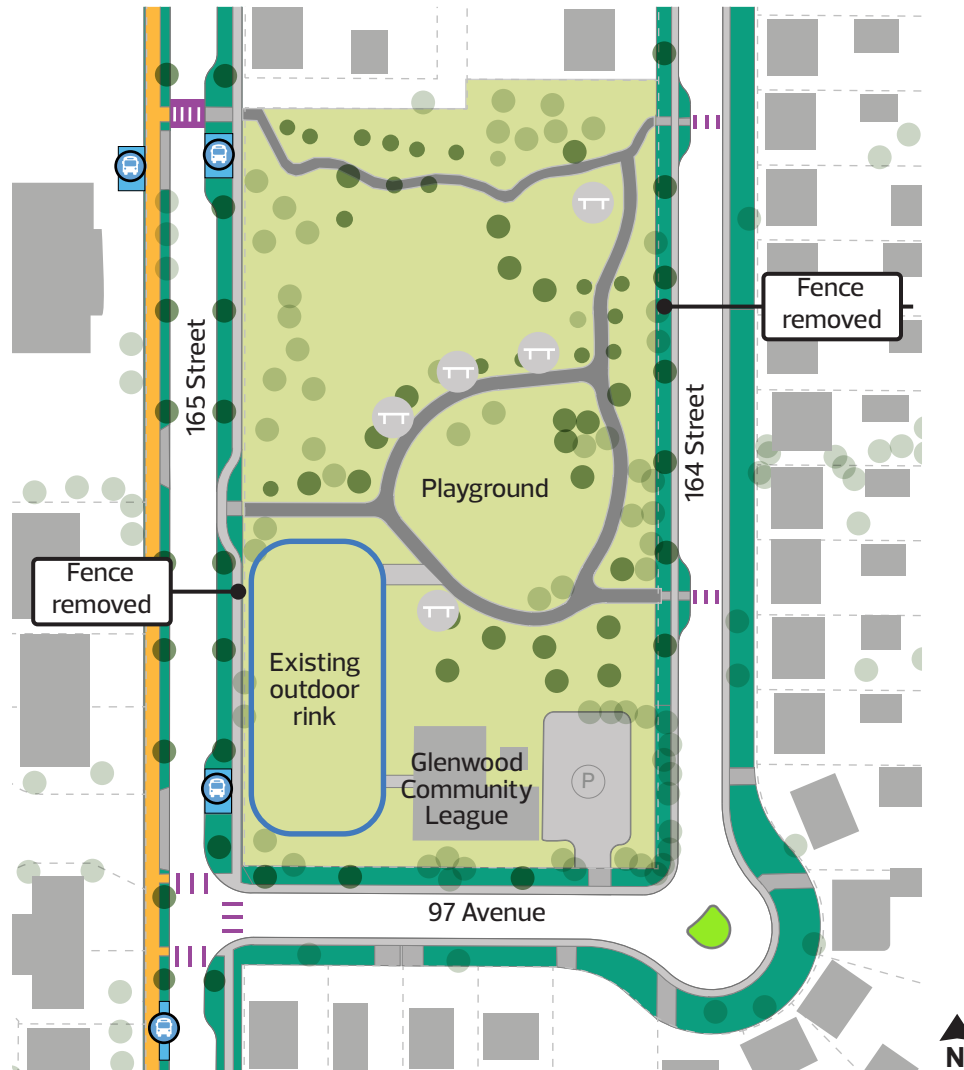
■ Jack Horan Park

### Legend

- Existing tree
- New tree
- 🚲 New bike parking
- ⊕ New bench
- ⊖ Existing bench
- Existing open space
- Naturalized area
- Existing park pathway
- New shared pathway
- New sidewalk

# Glenwood Park

## Glenwood Park upgrades



## Design features

- + Remove fence boundary around the perimeter of Glenwood Park
- + Replace benches as well as waste and recycling bins

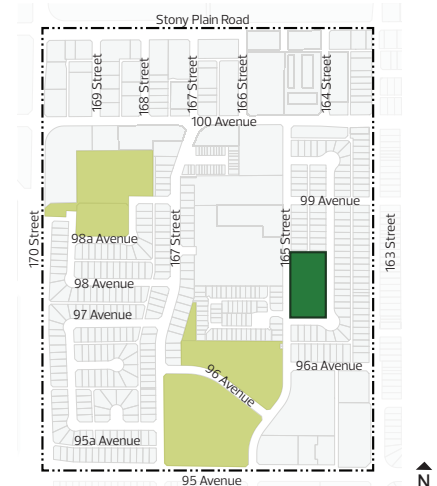
## Changes from draft to final design

- + Removed changes to pathways in Glenwood Park
- + Removed new bike racks

## Legend

- Existing tree
- New tree
- ⊕ Existing bench
- 🚌 Bus stop
- ▬ Existing park pathway
- ▬ New shared pathway
- ▬ New sidewalk
- ▬ Wider sidewalk
- ▬ Existing open space
- ▬ New crossing
- ▬ New raised crossing

## Key Map



## Key map legend

- ▬ Glenwood Park

# Working together to make the most 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.

Visit [edmonton.ca/BuildingGlenwoodWest](https://edmonton.ca/BuildingGlenwoodWest) for more information on the project and to subscribe for project updates.

October 2024

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