



Eastwood & Elmwood Park Urban Design Analysis

August 2019

Edmonton



Elmwood Parks
Park & Community
League

BBQ MOVED TO SEPT 22
3 6 AGM SANDS HOTEL
SEPT 26 7PM

Table of Contents

1	Public Engagement Summary	3
1.1	Building a Project Vision Together/Exploring Opportunities	4
1.2	Exploring Options and Tradeoffs	5
2	Neighbourhood Urban Design Framework	7
2.1	Community Vision and Guiding Principles	8
2.2	Urban Design Analysis Themes	10
2.3	Urban Design Framework	10
3	Urban Design Concepts	13
3.1	Concept 1: Eastwood Park - Toboggan Hill and Path	14
3.2	Concept 2: Eastwood Park - 119 Avenue Shared-Use Space	16
3.3	Concept 3: Eastwood Park - Off-Leash Dog Park	18
3.4	Concept 4: James Kidney Park	20
3.5	Concept 5: Izena Ross Park	22
3.6	Concept 6: Elmwood Park - Park 2	24
3.7	Concept 7: Elmwood Park - Park 1	26
3.8	Concept 8: East-west Grassed Area South of the Yellowhead Trail Noise Wall	28
3.9	Concept 9: St. Gerard School and Park	30
3.10	Concept 10: Inner Neighbourhood Seating/Meeting Areas	32
3.11	Concept 11: 120 Avenue Enhancements (between 83 and 75 Street)	36
3.12	Concept 12: New Sidewalks	40
3.13	Concept 13: 83 Street Enhanced Pedestrian Route	46
3.14	Concept 14: 121 Avenue Enhanced Pedestrian Route	48
3.15	Concept 15: 119 Avenue Bike Route	50
3.16	Concept 16: 81 Street Bike Route and Enhanced Pedestrian Route	58
3.17	Background Utilities Conflict Check	61

Appendices

Appendix A	Background Report	
Appendix B	Traffic Calming Map	

List of Maps

Map 1. Urban Design Framework	11
Map 2. New Sidewalks	41



Executive Summary

The Eastwood and Elmwood Park Urban Design Analysis (UDA) is the product of a community led process that involved an extensive public engagement component. Public engagement tactics included walking tours, workshop sessions, online surveys, and interactive exercises at public events. The community identified issues and opportunities and helped refine concepts for neighbourhood renewal consideration. Public knowledge and feedback, obtained throughout the project, influenced urban design concepts. All concepts aim to maximize the financial investments of neighbourhood renewal and enhance the overall quality of life in the neighbourhoods.

Residents and community stakeholders contributed to the development and refinement of a vision statement and five guiding principles to inform the neighbourhood renewal process and various urban design concepts. General themes highlighted within the vision and guiding principles include the importance of safety, access to amenities, natural beauty in parks, accessibility, connectivity, and a multi-generational community. Objectives of the recommended urban design concepts within this report are consistent with the community's vision and guiding principles.

The recommended urban design concepts are classified by the overarching themes of Parks, Pathways and Connections, and Bike Routes. The urban design concepts address gaps within the existing conditions of the community.

Community identified issues and opportunities were grouped by their associated overarching analysis theme. Focus areas were established around physical locations where issues and opportunities were concentrated. These focus areas materialized around a variety of neighbourhood assets including public parks and open spaces, prominent streets and avenues, and community facilities.

Public feedback was used to develop a series of detailed draft concepts that were refined by the project team to create the final urban design concepts. An urban design framework was established to show the relationships between the urban design concepts and the core values of the community vision. Public input, city policies and programs, and technical considerations influenced the urban design concepts.

Ultimately, the realization of community prioritized concepts is dependent on the availability of neighbourhood renewal funding and coordination with other possible funding sources (e.g. Cornerstores Program). Identified community enhancements unable to be included within neighbourhood renewal efforts may be championed by other city programs and departments. The UDA is intended to serve as a holistic community vision to inform current and future city processes to improve the quality of life of residents.

This page was intentionally left blank.



1 Public Engagement Summary

A variety of public engagement events were hosted throughout the development of the UDA within the Concept Phase set out in the Building Great Neighbourhoods and Open Spaces (BGN&OS) *Public Engagement Charter* (refer to BGN&OS Road Map in Appendix A, pg 4). Residents and business owners identified issues and opportunities, created solutions, and helped refine draft concepts for potential inclusion with renewal. The following provides a high-level overview of public engagement events within the Building a Project Vision Together/Exploring Opportunities and Exploring Options and Tradeoffs stages of the Concept Phase.

1.1 Building a Project Vision Together/Exploring Opportunities

Public Engagement Process

The Eastwood/Elmwood Park Neighbourhood Renewal project team organized the following opportunities for the public to help create a draft vision and guiding principles for the project. These public engagement activities helped refine the project team's understanding of the improvements desired in the neighbourhoods.

Workshops

A public workshop was held on December 1, 2018 at the Eastwood Community League.

- In the morning, attendees participated in a guided neighbourhood walk around Eastwood or Elmwood Park neighbourhood to identify opportunities for improvement.
- During the afternoon, attendees participated in a neighbourhood assessment and visioning workshop where they completed mapping and sketching exercises.

Surveys

Two online surveys gathering input on Visioning and Local Knowledge were available for the public from December 1, 2018 to January 15, 2019.

Community Pop-Ups

- A community pop-up was held at St. Gerard School Christmas Concert on December 12, 2018 to promote the online surveys. Students from grades 4 to 6 also answered questions about Visioning and Local Knowledge in a classroom handout.
- A second community pop-up was held at Safeway Coliseum on January 10, 2019 where shoppers completed the online surveys while in the store.
- A third pop-up event was held at Crystal Kids, on January 31, 2019, where children and staff provided feedback through both a handout and table exercises.

Participation

Over 150 participants were involved in various engagement activities in this stage.

What We Heard

Residents shared feedback on areas of City-owned land and opportunities to enhance the neighbourhood in coordination with the neighbourhood renewal project. This feedback informed the draft concept designs for the neighbourhoods. The following four themes emerged across all engagement opportunities at this stage. For a detailed summary of the themes, please visit edmonton.ca/BuildingEastwoodElmwoodPark.



Streets & Connections



Safety



Accessibility



Facilities & Open Spaces

1.2 Exploring Options and Tradeoffs

Public Engagement Process

The Eastwood/Elmwood Park Neighbourhood Renewal project team organized the following opportunities for the public to help refine the project team's understanding of the improvements needed and confirm the draft vision and guiding principles. Additional emails and phone calls from community members received by the Project Manager were also considered along with the overall feedback.

Surveys

An online survey was available for the public to complete from February 19 to March 4, 2019. The survey presented specific design options and features to help understand community preferences before incorporating them into a draft plan.

Workshops

Two public workshops were held on May 1 and May 4, 2019 at the Eastwood Community League.

Display boards presented the design options for specific areas around the neighbourhoods, as well as the benefits and tradeoffs of each option.

Attendees completed a workbook to provide comments and identified their level of support for each option. Over 1600 pages of input was received by the City!

Participation

Over 100 participants were involved in various engagement activities in this stage.

What We Heard

The following are key themes that emerged from public feedback at this stage. Themes are presented in the categories of Parks, Pathways and Connections, and Bike Routes. This feedback was used to help refine the concept designs.

Parks

Maintenance Responsibilities: It is important to the public that parks and additional greenery are appropriately maintained by the City.

Safety: Concerns with design elements which may attract illicit/unwanted activity. Crime prevention considerations should be given to the design of gathering spaces and elements where sightlines can be an issue.

Lighting: Well-lit park spaces are important to encourage appropriate use of park spaces.

Facilities: Interest in additional facilities such as dog parks, bus pads, and school drop-off areas.

Cost: Participants voiced concern that the cost for certain upgrades such as agility courses or public art far outweighs the benefits.

Vandalism: The risk of attracting vandalism by investing in public art.

Pathways and Connections

Safety: Concerns with design elements such as benches along pathways may attract illicit/unwanted activity.

Lighting: Well-lit pathways are important to support the safety of pedestrians.

Cost: Some participants voiced concern that certain additional new sidewalks are not necessary.

Maintenance Responsibilities: New sidewalks will create additional maintenance responsibilities for adjacent property owners.

Access: Access to important destinations will be improved with new pathways/sidewalks.

Mobility Needs Accommodation: New pathways/sidewalks will accommodate users with mobility needs.

Access: Maintaining access for vehicles is a priority for motorists.

Bike Routes

Parking: Loss of on-street residential parking is a concern.

Cost: The small amount of bike traffic does not justify the cost.

This page was intentionally left blank.



2 Neighbourhood Urban Design Framework



2.1 Community Vision and Guiding Principles

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

Public knowledge on existing issues and future opportunities for Eastwood and Elmwood Park was received at the Public Walk and Workshop Event held in December 2018 and through the online surveys/pop-ups following the event. This feedback informed the development of the draft community vision and guiding principles. Through the online survey available in late February and at the Exploring Options and Tradeoffs Events held in May 2019, the draft community vision and guiding principles were shared with the public. The event and survey asked residents what they liked about the draft community vision and guiding principles and what needed to be changed. This feedback was used to refine the community vision and guiding principles.

Community Vision

“Eastwood and Elmwood Park are proud to be safe, prosperous and self-reliant neighbourhoods. Many generations are welcome to set down roots in this quiet and inviting area of Edmonton, known for its vibrant parks and greenery.”



Eastwood Neighbourhood

Guiding Principles



1. Safety

Eastwood and Elmwood Park are safe areas where residents feel comfortable walking throughout the neighbourhoods at any time of day.



2. Amenities

Residents have access to a range of amenities, businesses, and resources located within the community.



3. Natural Beauty

Eastwood and Elmwood Park feature a natural beauty within their parks, open spaces, and a community garden.



4. Connectivity & Accessibility

Eastwood and Elmwood Park are both connected and accessible while offering a peaceful and serene quality.



5. Multi-generational

Eastwood and Elmwood Park are multi-generational where families can grow with the community.



Elmwood Park Neighbourhood

2.2 Urban Design Analysis Themes

Concepts were developed during the UDA and associated public engagement process to address gaps and issues for the following analysis themes:



Parks



Pathways and Connections



Bike Routes

2.3 Urban Design Framework

Building on the community vision and guiding principles, the Urban Design Framework (UDF), illustrated in Map 1, shows the interrelationships between all recommended urban design concepts. The urban design concepts address gaps identified in the Background Report (Appendix A).

Urban Design Concepts

The following is a list of the recommended urban design concepts, organized under the relevant analysis theme. Recommended urban design concepts of the UDF are explained in detail in Section 3.

Parks

1. Eastwood Park - Toboggan Hill and Path
2. Eastwood Park - 119 Avenue Shared-Use Space
3. Eastwood Park - Off-Leash Dog Park
4. James Kidney Park
5. Izena Ross Park
6. Elmwood Park - Park 2
7. Elmwood Park - Park 1
8. East-west Grassed Area South of the Yellowhead Trail Noise Wall
9. St. Gerard School and Park
10. Inner Neighbourhood Seating/Meeting Areas

Pathways and Connections

11. 120 Avenue Enhancements (between 83 and 75 Street)
12. New Sidewalks
13. 83 Street Enhanced Pedestrian Route
14. 121 Avenue Enhanced Pedestrian Route

Bike Routes

15. 119 Avenue Bike Route
16. 81 Street Bike Route and Enhanced Pedestrian Route

Map 1. Urban Design Framework



- Study Boundary
- Neighbourhood Boundaries
- Bike Route Concept
- Open Space Concept
- New Pathway

- Pedestrian Route
- New Road
- New Sidewalks (Concept 12)
- Planned Two One-way Protected Bike Lanes
- Existing Off-Street Shared-Use Path Paved
- Existing Shared Roadway Bike Route

- Capital Line LRT & Station
- Inner Neighbourhood Seating/Meeting Areas (Concept 10)
- Urban Design Concepts**
- Parks
- Pathways and Connections
- Bike Routes



Each urban design concept contains a description, list of key features, and conceptual graphics that help explain design details. Concepts proposed are the result of the City of Edmonton's Project Management Decision-Making process as shown below in Figure 1. Ultimately, each recommended urban design concept strives to achieve public aspirations, city policies and programs, and various technical requirements.

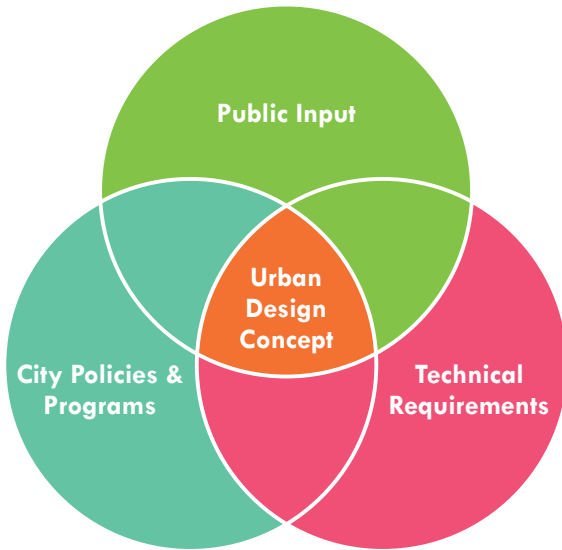


Figure 1. City of Edmonton's Project Management Decision-Making Process



3 Urban Design Concepts

3.1 Concept 1: Eastwood Park - Toboggan Hill and Path

Urban Design Concept

- North-south sidewalk with pedestrian-oriented lights would improve pedestrian **connectivity** between the north and south areas of the park and enhance **safety** during the evenings.
- The widened existing east-west sidewalk would improve pedestrian **connectivity** through the park and connection to 119 Avenue on either side of the park.
- The east-west shared-use path would **connect** to bike infrastructure improvements recommended for 119 Avenue (Concept 15).
- The toboggan hill would provide a fun outdoor winter **activity** for **families**.
- Trimming of existing spruce trees (to a height of 6.0ft from the ground) would improve sightlines through the park and enhance the **safety** of park users.
- Public art would help create a **sense of place** and express community identity.

Public Input

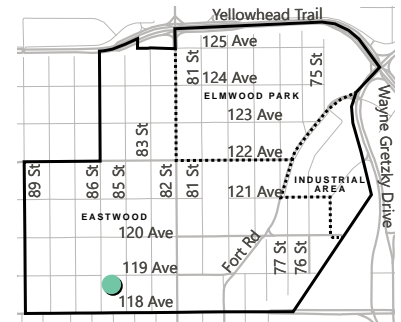
The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

What we heard	How it was (or was not) reflected in the recommended concept
Some participants would welcome a toboggan hill in their neighbourhood as it would offer an additional winter activity for the community. Other participants identified concerns that a hill may cause sightline issues which may create a safety concern.	The recommended concept, which includes a toboggan hill, provides an additional winter activity within Eastwood. Development of a detailed landscape plan should be considered during preliminary design. It is recommended that the design of the toboggan hill takes into consideration safety and clear sightlines within the park.
Participants mentioned that the east-west shared-use path will improve accessibility and ease of walking/ biking in this area.	The recommended concept includes an east-west shared-use path to improve accessibility for pedestrians and cyclists.
Lighting along the pathway is an important element to create a safe connection.	The recommended concept includes pedestrian-oriented lights along the pathway to enhance pedestrian safety.
The public art element of the design was identified as a cost concern with some participants describing it as unnecessary.	Although some members of the community do not support the addition of public art at this time, it is recommended that space be reserved for future opportunities. The community can initiate this process at any time through their Neighbourhood Resource Coordinator.

Technical Considerations

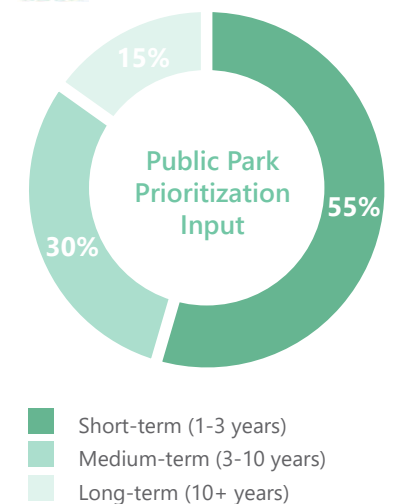
The following should be taken into consideration prior to preliminary design:

- The topographical design of the toboggan hill should maintain key sightlines within the park. The maximum slope of the toboggan hill should be 3:1 (i.e. less than 18.0 degrees or 33.3 percent).
- Consider shrub planting at mid-height of slope towards the proposed sidewalk. This would discourage/ prevent tobogganing towards the sidewalk/planting.
- Review of replacing the existing east-west sidewalk with a shared-use path was completed. This was not pursued as it would likely require relocation of the rink fence located on Community League licensed land and additional air spading to review tree root structures.
- Investigate power source for pedestrian-oriented lighting.



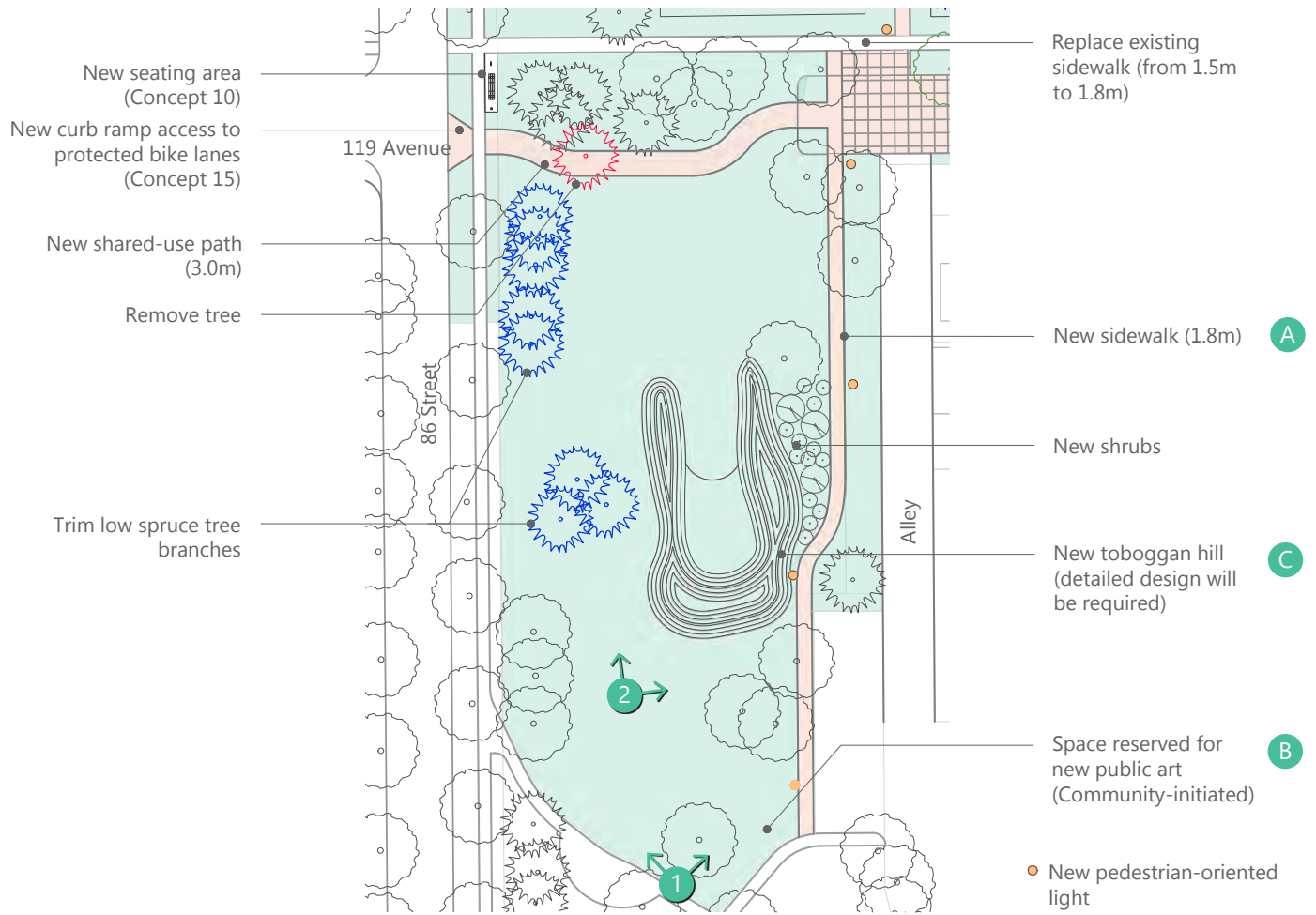
Guiding Principles

1. Safety
2. Amenities
3. Natural Beauty
4. Connectivity & Accessibility
5. Multi-generational



Existing Conditions



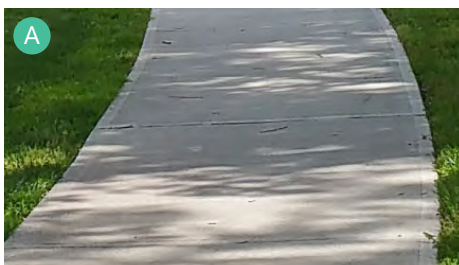


Viewpoint **1**



Viewpoint **2**

Precedent Images



3.2 Concept 2: Eastwood Park - 119 Avenue Shared-Use Space

Urban Design Concept

- The textured and coloured road surface would provide a **pedestrian-friendly** and multi-purpose space. This portion of 119 Avenue (between Eastwood Park and 85 Street) could be closed off to vehicle access to host temporary **events** and **activities**.
- A shared roadway bike infrastructure along 119 Avenue would provide a **connection** between the shared-use path within Eastwood Park (Concept 1) and the proposed shared-use path east of 85 Street (Concept 15).
- New benches (with backs and multiple armrests) would provide additional **resting areas** with new pedestrian-oriented lights to enhance **safety**. Benches with multiple armrests and backs will help seniors sit and stand, provide comfort for people sitting, and prevent people from laying down.

Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

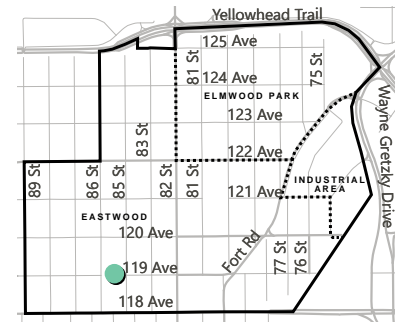
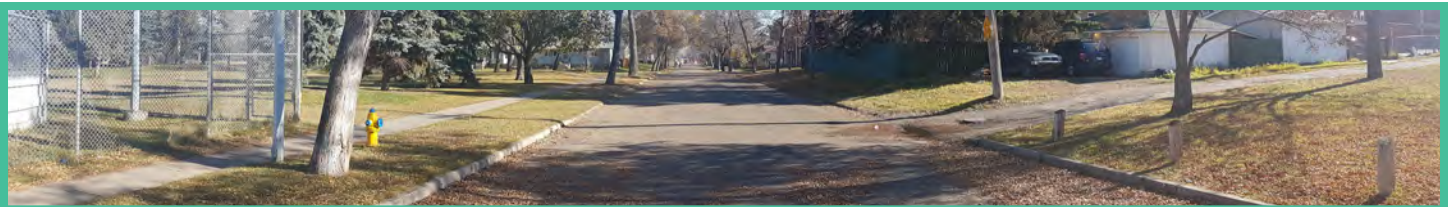
What we heard	How it was (or was not) reflected in the recommended concept
Participants supported the sense of community that this option and its features would create, as long as it is maintained by the City.	The recommended concept deals with lands owned by the City. Therefore the City is responsible for the maintenance of the infrastructure. Snow clearing frequency is guided by the City's current Snow and Ice Policy.
The removal of parking to accommodate this design was a concern.	The recommended concept would maintain parking on both sides of the avenue. Prior to the closure of this road portion for temporary events, appropriate parking restriction signage would be required to notify residents.
Adjusting the curb lines was seen as unnecessary to most.	The recommended concept replaces the existing straight-face curb with roll face curb to facilitate ease of movement across the avenue during events/festivals. It is recommended that the curb line to the west be adjusted to create a direct north-south pathway connecting the Eastwood Park playground area with the off-leash dog park.

Technical Considerations



The following should be taken into consideration prior to preliminary design:

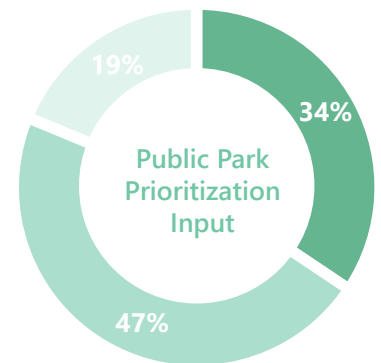
- Roll face curbs should be considered to facilitate ease of transition between spaces for pedestrians when the road is temporarily closed for special functions.
- Consider constructing an access at 85 Street to differentiate this portion of 119 Avenue from the regular roadway.
- Install concrete pads for benches.
- Investigate power source for pedestrian-oriented lighting.
- Sightline impacts of proposed benches within boulevards.
- The orientation of benches should allow for views of the avenue, sidewalk, and dog park.
- A unique pattern/design for the textured and coloured road surface should be explored.




Existing Conditions

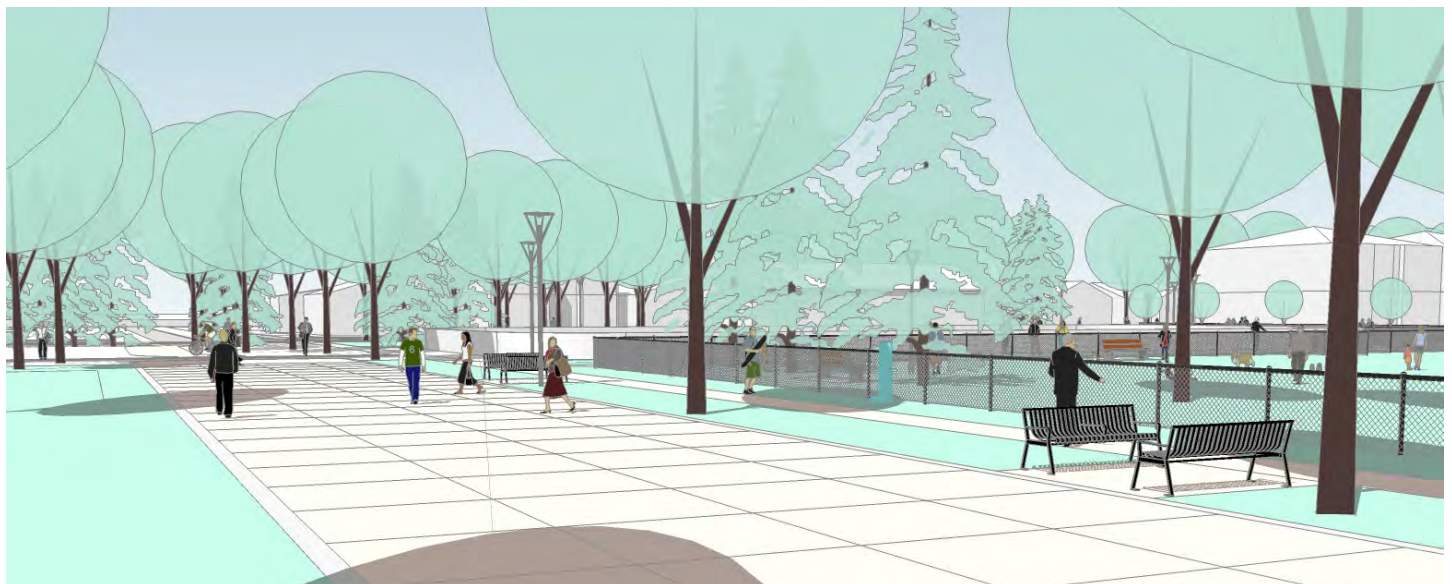
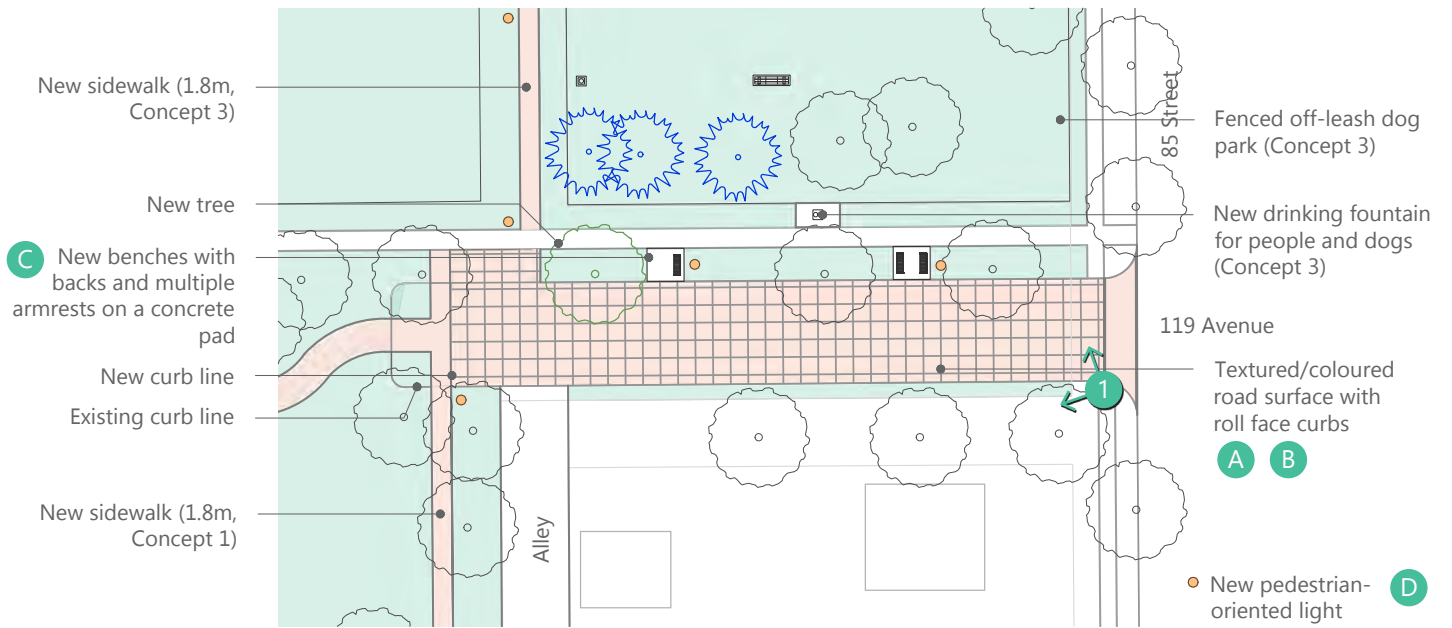


Guiding Principles

-  1. Safety
-  2. Amenities
-  4. Connectivity & Accessibility

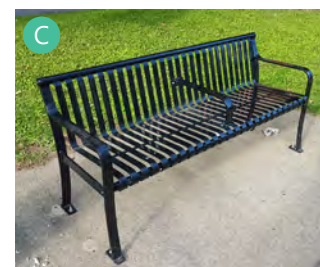


-  Short-term (1-3 years)
-  Medium-term (3-10 years)
-  Long-term (10+ years)



Viewpoint **1**

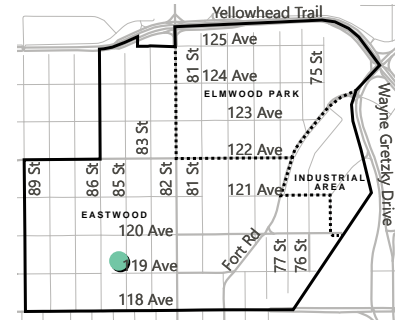
Precedent Images



3.3 Concept 3: Eastwood Park - Off-Leash Dog Park

Urban Design Concept

- A new black chain link fence surrounding the off-leash dog park area would provide an enclosed space for dog owners and their pets to enhance **safety**.
- Two double gated access points would provide controlled **access** from the east and west sides of the park.
- The addition of a natural materials agility course for pets would provide a new **amenity** and enhanced destination for dog owners within the neighbourhoods.
- A new drinking water fountain provides an **amenity** and **access** to water for both people and dogs.
- New park benches and dog waste receptacles would provide **amenities** for dog owners within the neighbourhood.
- A new north-south pathway, with pedestrian-oriented lights, west of the dog park would provide a pedestrian **connection** to the community garden separate from the dog park.
- Trimming of existing spruce trees (to a height of 6.0ft from the ground) would improve sightlines through the park and enhance the **safety** of park users.



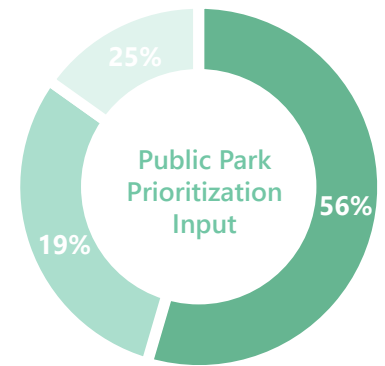
Guiding Principles

-  1. Safety
-  2. Amenities
-  4. Connectivity & Accessibility

Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

What we heard	How it was (or was not) reflected in the recommended concept
The fence was highly supported as it offers better protection for pets and people in surrounding areas. An alternative to chain link fencing would be preferred.	A chain link fence with a black metal coating is recommended for maintenance consistency with other fenced off-leash areas in Edmonton. Addition of artistic elements could be initiated by the community through their Neighbourhood Resource Coordinator.
The addition of an agility course was viewed as unnecessary to most due to cost concerns.	An agility course with natural materials is recommended to minimize material and maintenance costs. The most cost effective time to add new infrastructure that will serve the neighbourhood for its future is during the Neighbourhood Renewal project.
The majority of respondents mentioned that the landscape barrier would not be as effective as a fence.	The recommended concept includes a black chain link fence rather than a landscape barrier.



- Short-term (1-3 years)
- Medium-term (3-10 years)
- Long-term (10+ years)

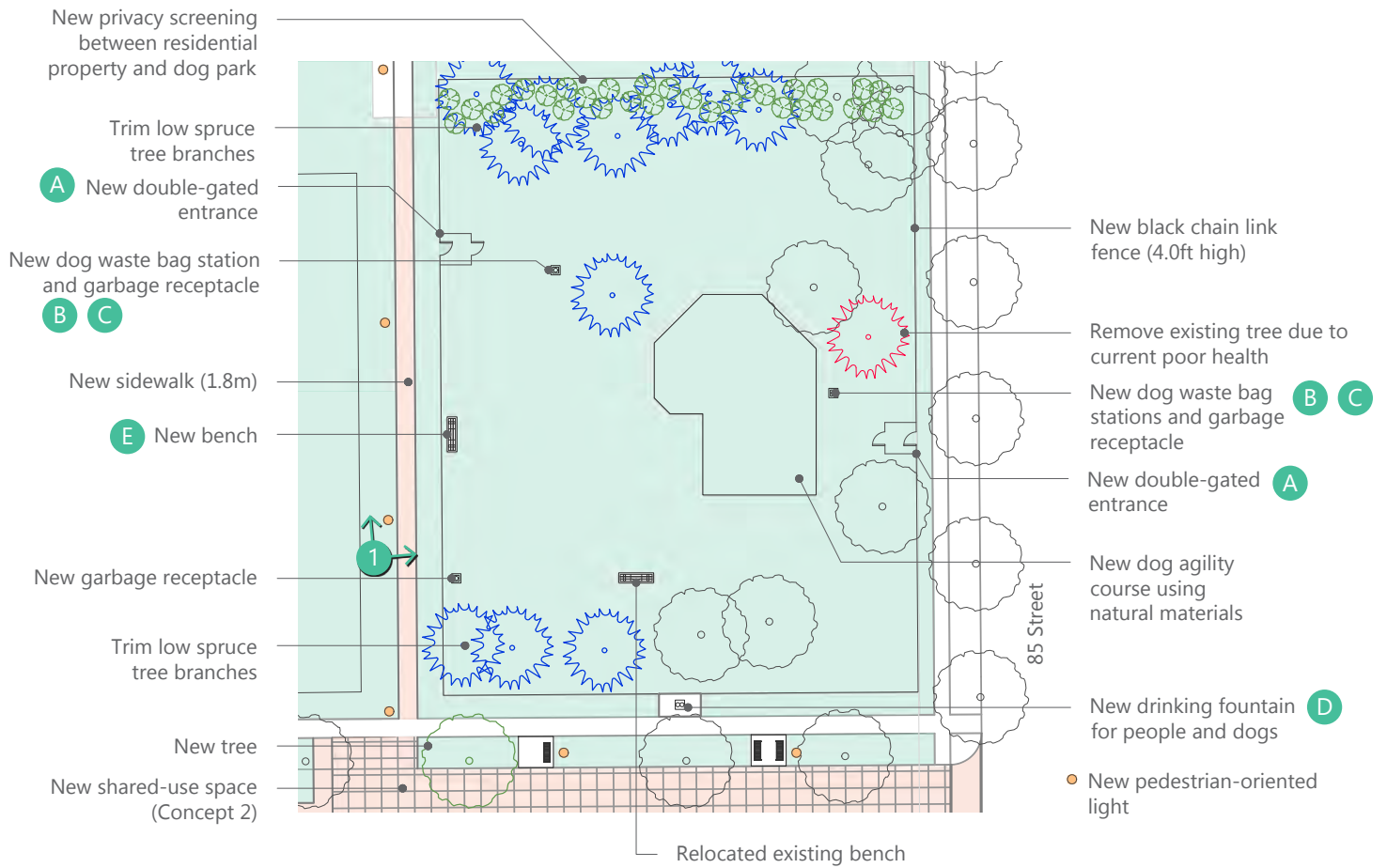
Technical Considerations

The following should be taken into consideration prior to preliminary design:

- The feasibility of extending the water line for the water fountain should be reviewed.
- Investigate power source for pedestrian-oriented lighting.
- A site specific topographical survey should be completed to determine the exact location and configuration of the agility course.
- Install concrete pads for amenities such as benches and water fountain.
- The removal of one existing tree is recommended due to the poor looking health of the tree.
- Privacy screening between the adjacent residential property and the dog park (combination of landscaping and a solid fence) is recommended.

Existing Conditions





Viewpoint 1

Precedent Images



3.4 Concept 4: James Kidney Park

Urban Design Concept

- The addition of a diagonal pathway through the park would improve **accessibility** for people walking to the Coliseum Transit Centre. New benches (with backs and multiple armrests) and pedestrian-oriented lights along the pathway would provide added amenities and enhance pedestrian **safety**. Benches with multiple armrests and backs will help seniors sit and stand, provide comfort for people sitting, and prevent people from laying down.
- The new shared-use path would provide an enhanced **connection** from the existing 119 Avenue bike route to the Capital Line LRT shared-use path south of 118 Avenue.
- The addition of shrubs and upgraded park signs would help **beautify** the park and create entrance features.
- The concept design would allow for additional future park improvements based on the potential transit-oriented development directly east of the park.

Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

What we heard	How it was (or was not) reflected in the recommended concept
The pathways were supported, but the importance of lighting and clear sightlines along and surrounding the pathways was emphasized in order to address safety concerns.	The recommended concept includes a pathway with pedestrian-oriented lights to improve the visibility of pedestrians during the evening. It is recommended that existing trees and shrubs within the park be trimmed and maintained to create clear sightlines through the park. It is recommended that the City undertakes regular maintenance of trees and shrubs in accordance with the Crime Prevention Through Environmental Design (CPTED) guidelines: <ul style="list-style-type: none"> • Trimming of tree branches to a maximum height of 6.0ft from the ground; and • Trimming shrubs to a maximum height of 2.0ft.
Participants mentioned that gathering spaces may attract unwanted/illicit activity in the community.	The previously proposed gathering spaces at each end of the pathway are excluded from the recommended concept. Such gathering spaces should be considered in the future when development on the adjacent lands occurs.

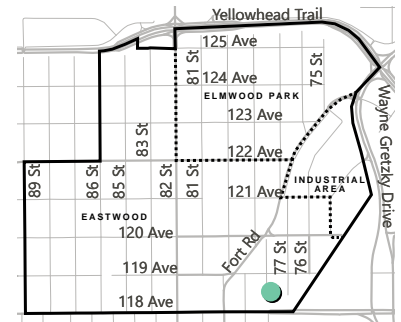
Technical Considerations

The following should be taken into consideration prior to preliminary design:

- The exact location of existing trees should be identified through a site survey. The removal of approximately three existing trees may be required to accommodate the new shared-use path.
- Install concrete pads for benches and garbage receptacle.
- Investigate power source for pedestrian-oriented lighting.
- The upgraded park signs should consider including large letters and the park address based on the

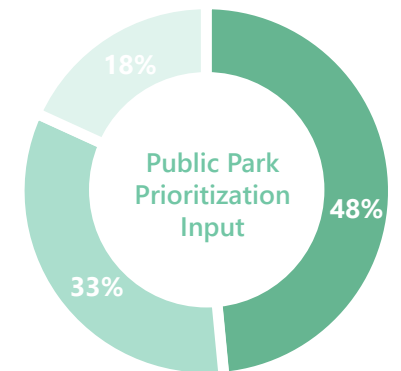
proximity to the Coliseum Transit Centre and adjacent bike facilities. These features would make the signs easy for people to read and to identify the park location to emergency services in the event of an emergency.

- It is recommended to review the feasibility of upgrading the existing pedestrian activated signal at 118 Avenue and 78 Street with bike detection. The signal upgrade would address how people who bike connect to/from the Capital Line LRT shared-use path south of 118 Avenue.



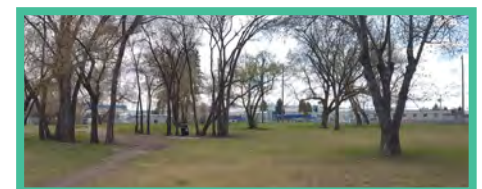
Guiding Principles

1. Safety
2. Amenities
3. Natural Beauty
4. Connectivity & Accessibility

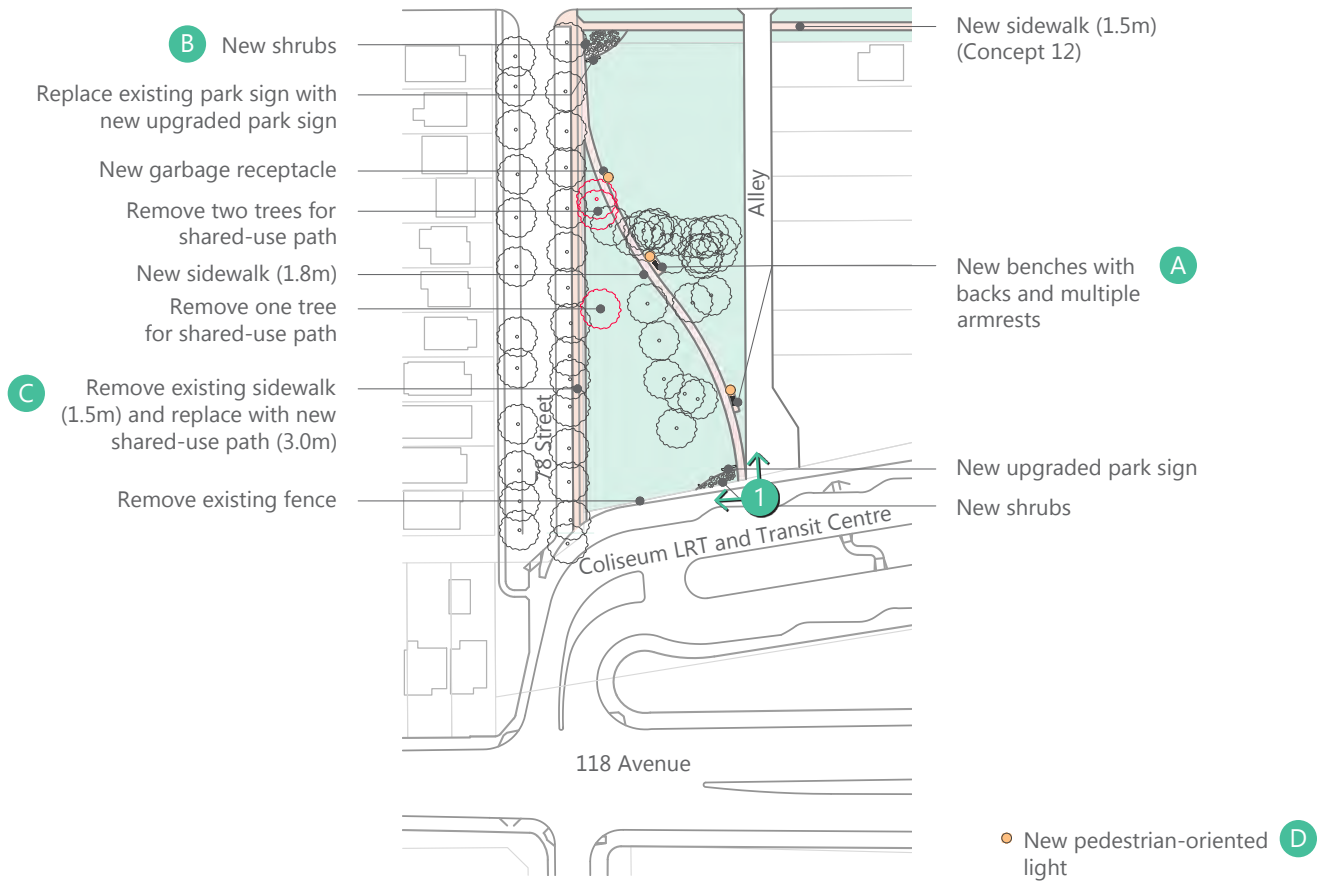


- Short-term (1-3 years)
- Medium-term (3-10 years)
- Long-term (10+ years)

Existing Conditions



Proposed bike infrastructure improvements along 119 Avenue (Concept 15)



Viewpoint 1

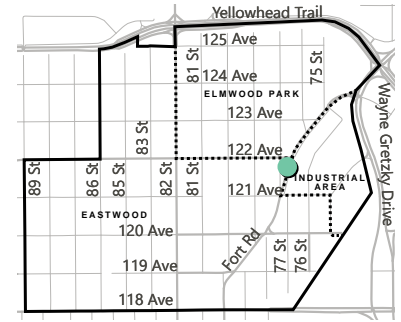
Precedent Images



3.5 Concept 5: Izena Ross Park

Urban Design Concept

- The new bus pad, with a relocated bus shelter, and a new bench (with a back and multiple armrests) would provide a more **comfortable** waiting area for transit commuters with an increased distance from the busy arterial road (Fort Road). A bench with multiple armrests and a back will help seniors sit and stand, provide comfort for people sitting, and prevent people from laying down.
- A new pathway with pedestrian-oriented lights through Izena Ross Park would provide a direct walking **connection** to the bus stop.
- The new landscaped area adjacent to the bus pad would add to the **natural beauty** of the park.
- The realigned intersection of 77 Street and Fort Road would enhance the **safety** of traffic turning onto Fort Road by improving sightlines for motorists.
- The widened existing sidewalk along the busy arterial road (Fort Road) would improve pedestrian **comfort** and **connectivity**.
- The proposed enhanced pedestrian crossings at 121 Avenue (Concept 14) and 122 Avenue would enhance pedestrian **safety** crossing the busy arterial road (Fort Road) to access bus stops and the industrial area/businesses.



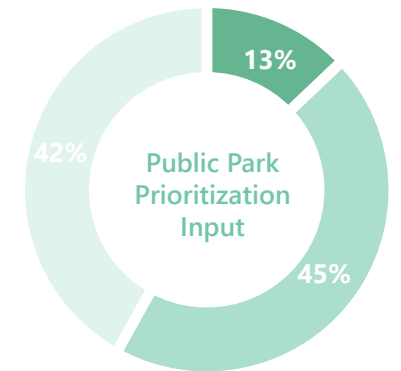
Guiding Principles




-  1. Safety
-  3. Natural Beauty
-  4. Connectivity & Accessibility

Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

What we heard	How it was (or was not) reflected in the recommended concept
<p>Many participants viewed this upgrade as an unnecessary cost describing the existing pathways as currently functional.</p> <p>Participants questioned the need for a bus pad as there is currently a sidewalk, a bench, and a bus shelter which is viewed as sufficient.</p>	<p>The improvements outlined in the recommended concept align with the guiding principles developed with the community since December 2018. The new bus pad would provide a more comfortable waiting area for commuters further back from the busy arterial road (Fort Road). The new pathway would provide a direct walking connection to the bus stop. A new landscaped area by the bus pad would add to the natural beauty of the park. Additionally, the most cost effective time to add new infrastructure that will serve the neighbourhood for its future is during the Neighbourhood Renewal project.</p>
<p>More greenery and landscaping is appreciated, as long as it is maintained by the City and does not impact sightlines.</p>	<p>Additional landscaping included in the recommended concept for the City-owned park would be maintained by the City. It is recommended that the City undertakes regular maintenance of trees and shrubs in accordance with the CPTED guidelines:</p> <ul style="list-style-type: none"> • Trimming of tree branches to a maximum height of 6.0ft from the ground; and • Trimming shrubs to a maximum height of 2.0ft.



-  Short-term (1-3 years)
-  Medium-term (3-10 years)
-  Long-term (10+ years)

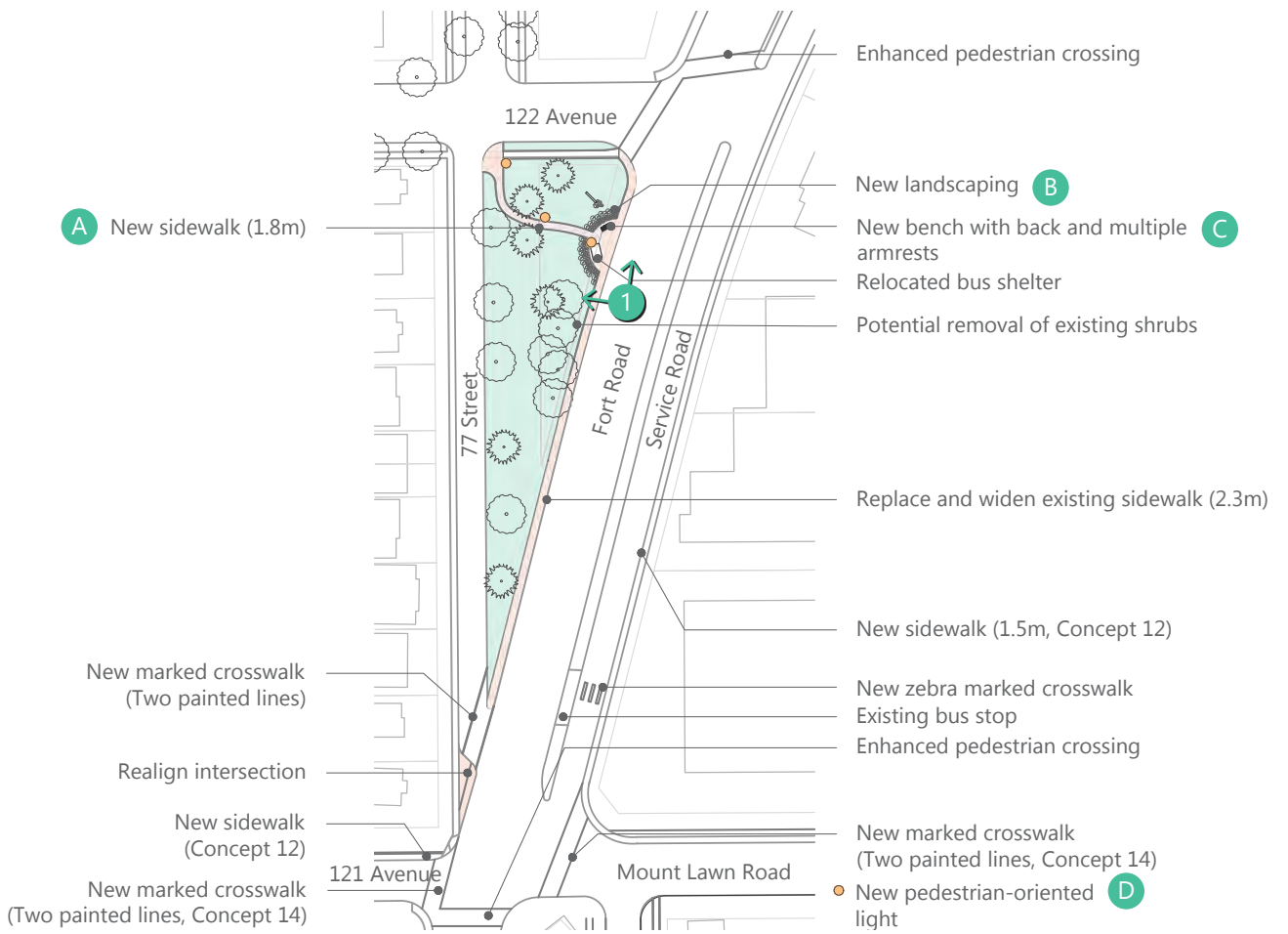
Technical Considerations

The following should be taken into consideration prior to preliminary design:

- The exact location of existing trees should be identified through a site survey.
- Locate bench further away from Fort Road.
- Currently 77 Street intersects Fort Road at a very small angle and the intersection is very wide. This intersection should be realigned to as close to 90 degrees as technically feasible. The realigned intersection would provide improved sight lines for people who drive exiting 77 Street.
- Investigate power source for pedestrian-oriented lighting.
- Confirm the feasibility of proposed enhanced/marked pedestrian crossings based on a future technical assessment.
- Reduce the turning radius of the northeast corner of Mount Lawn Road and the Fort Road Service Road.
- An enhanced pedestrian crossing across Fort Road is not recommended along the north side of 121 Avenue or in front of the existing east side bus stop. Due to the wide crossing distance and offset of 77 Street and Mount Lawn Road.

Existing Conditions





Viewpoint **1**

Precedent Images



3.6 Concept 6: Elmwood Park - Park 2

Urban Design Concept

- Closure of 123 Avenue between 76 Street and Fort Road would reduce the number of intersections along Fort Road and enhance **safety**.
- Additional park space with benches (with backs and multiple armrests), pedestrian-oriented lighting, an updated community entrance sign, and garbage receptacles would provide a meeting area for residents and enhance the community identity. Benches with multiple armrests and backs will help seniors sit and stand, provide comfort for people sitting, and prevent people from laying down.
- Extension of the alley would maintain **connectivity** for people who drive.
- The realigned intersections of 75 Street and 76 Street with Fort Road would improve sightlines for drivers and enhance **safety**.
- The widened existing sidewalk along the busy arterial road (Fort Road) would improve pedestrian **comfort** and **connectivity**.

Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

What we heard	How it was (or was not) reflected in the recommended concept
Some participants mentioned that a barrier of some kind would be needed to reduce traffic in the area.	The road would be closed and replaced by an alley extension at 123 Avenue.
The majority of respondents did not support the access closure of 75 Street to Fort Road because of the impact to accessibility and parking.	The recommended concept reflects this feedback by maintaining access of 75 Street to/from Fort Road.
Some participants would like to increase the amount of green space in the neighbourhood.	The recommended concept reflects this feedback by creating additional green space adjacent to the existing park.
The impact of closing 123 Avenue access to Fort Road for motorists was raised as a concern.	Closure of 123 Avenue between 76 Street and Fort Road would provide additional park space and improve access to the alley. Although there would be a slight impact to motorists, the access to Fort Road from 76 Street would still remain as well as all other existing accesses, including at all the avenues south of 123 Avenue to 118 Avenue. Also, Elmwood Park neighbourhood is bound by 82 Street, 122 Avenue, and Yellowhead Trail. There are other major roadways that could still be used to access the neighbourhood.

Technical Considerations

The following should be taken into consideration prior to preliminary design:

- Realign 75 Street and 76 Street intersections at Fort Road to as close to a right-angle as technically feasible

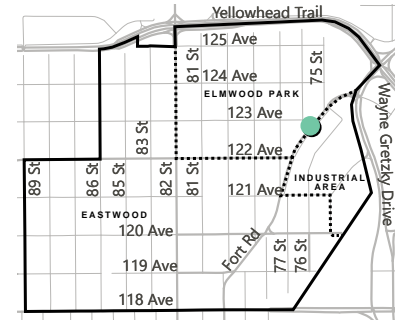
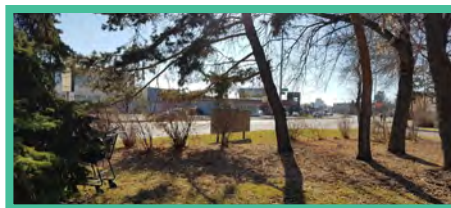
to improve driver sightlines. One tree located near the intersection of 76 Street and Fort Road may have to be removed.

- The jog in the alley alignment is to ensure facilitation of garbage truck turning movements, in addition to

the corner cut.

- Investigate power source for pedestrian-oriented lighting.
- Confirm the feasibility of proposed marked pedestrian crossings based on a future technical assessment.

Existing Conditions



Guiding Principles



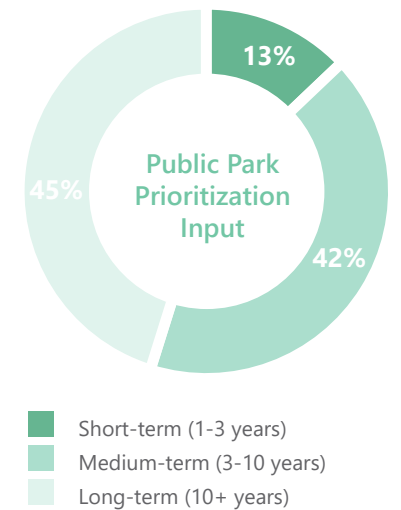
1. Safety

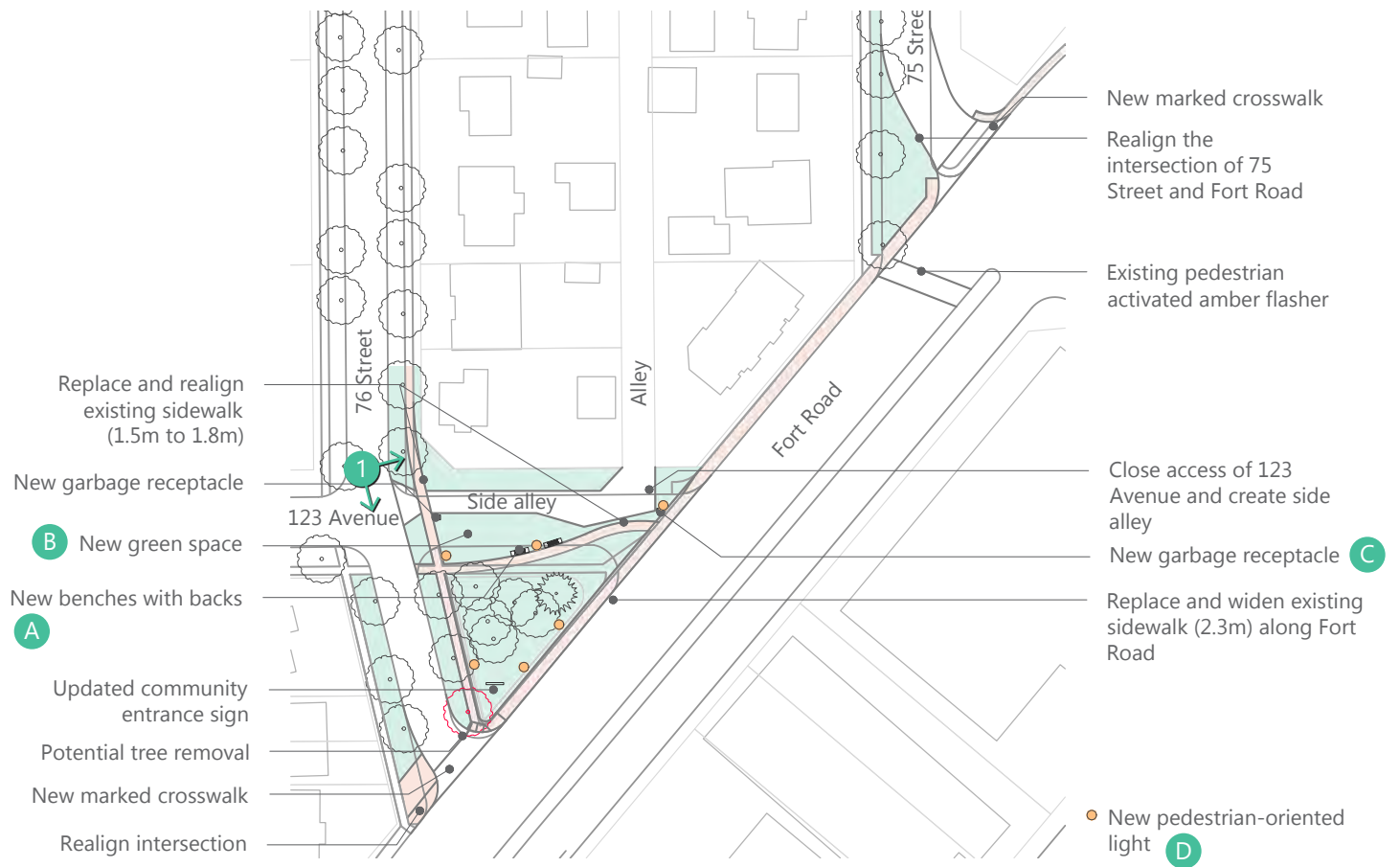


2. Amenities



4. Connectivity & Accessibility





Viewpoint 1

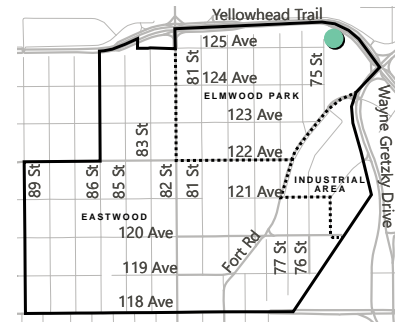
Precedent Images



3.7 Concept 7: Elmwood Park - Park 1

Urban Design Concept

- New pathways with benches (with backs and multiple armrests), pedestrian-oriented lights, and garbage receptacles would add **amenities** and provide a walking loop with **resting areas**. Benches with multiple armrests and backs will help seniors sit and stand, provide comfort for people sitting, and prevent people from laying down. These improvements would also add a multi-generational recreational opportunity.
- A new access point into the park would provide a direct **connection** to adjacent multi-family buildings.
- New shrubs would enhance the **natural beauty** of the park.



Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

What we heard	How it was (or was not) reflected in the recommended concept
<p>Participants mentioned that a dog park would be a great addition to the underutilized space.</p> <p>Removing one of the few areas for children to play in the neighbourhood was a concern.</p>	<p>This is the only park in Elmwood Park with recreational amenities and large open field space. The recommended concept reflects the importance of maintaining the park for recreational uses by youth in Elmwood Park.</p> <p>To reflect the desire for a dog park within Elmwood Park, Concept 8 includes dog amenities such as dog waste bag stations and garbage receptacles. Additionally, Concept 3 includes upgrades to an existing off-leash dog park within Eastwood.</p>
<p>Participants recognized that the walking loop can be used by a greater number of people and the connection to the adjacent apartments creates a sense of community.</p> <p>Others saw this as unnecessary and raised maintenance concerns.</p>	<p>The walking loop would be connected to the nearby apartments. The maintenance of the walking loop within the City-owned park would be the responsibility of the City. Snow clearing frequency is guided by the City's current Snow and Ice Policy.</p>

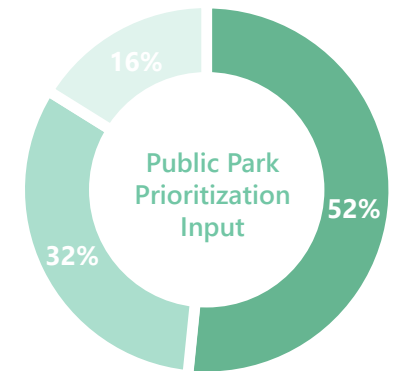
Guiding Principles



2. Amenities



5. Multi-generational



- Short-term (1-3 years)
- Medium-term (3-10 years)
- Long-term (10+ years)

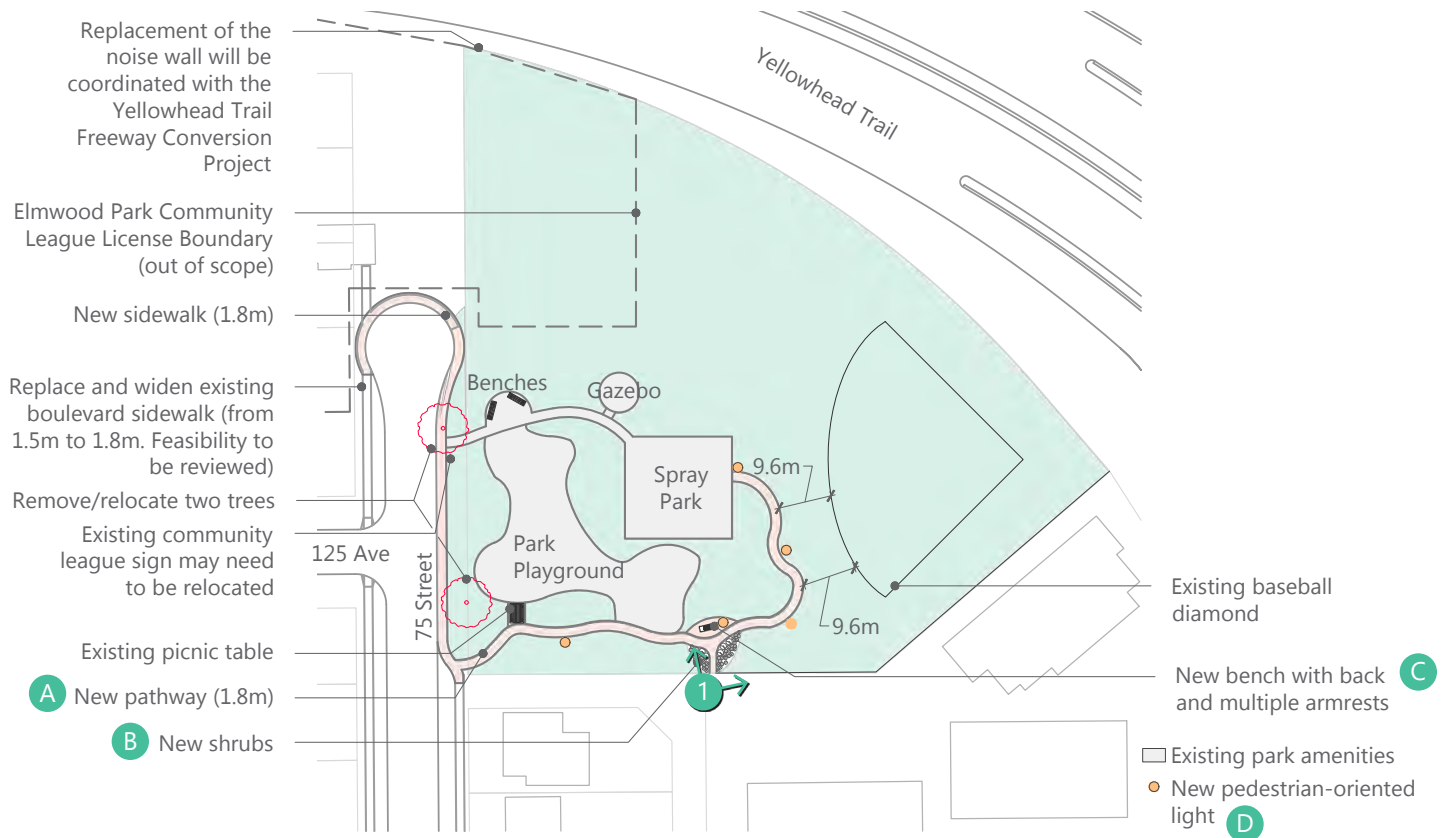
Technical Considerations

The following should be taken into consideration prior to preliminary design:

- Investigate power source for pedestrian-oriented lighting.
- The alignment of the new pathway should ensure that the City's zone of safety (6.0m buffer) from existing sports fields is met.
- The removal of one tree may be required to accommodate the new sidewalk along the western edge of Elmwood Park - Park 1.
- Feasibility of upgrading the existing sidewalk from 1.5m to 1.8m wide north of 125 Avenue would need to be reviewed in the field.

Existing Conditions





Viewpoint **1**

Precedent Images



3.8 Concept 8: East-west Grassed Area South of the Yellowhead Trail Noise Wall

Urban Design Concept

- A new 1.8m wide sidewalk with pedestrian-oriented lights would provide a unique **connection** for people walking to access the Elmwood Park Community League and Park.
- New dog waste bag dispensers and garbage receptacles along the new sidewalk would provide additional amenities for dog owners.

Public Input

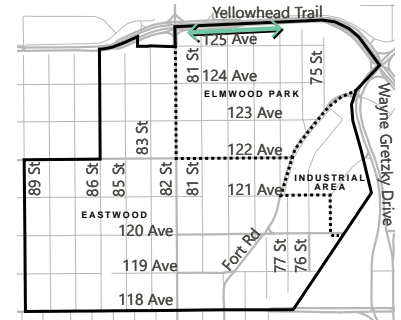
The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

What we heard	How it was (or was not) reflected in the recommended concept
Participants appreciated that this option would reduce loitering and provide a more direct and safe option for pedestrian and bike traffic.	The recommended concept would increase pedestrian safety by providing pedestrian-oriented lights along the sidewalk. A shared-use path, for bike traffic, is not recommended in this concept due to the limited width available.
Others were concerned that the small amount of traffic in this area does not justify the cost of upgrades.	The new sidewalk would be paid through the Neighbourhood Renewal project budget, aligns with the guiding principles, and provides a unique walking connection. The most cost effective time to add new infrastructure that will serve the neighbourhood for its future is during the Neighbourhood Renewal project.

Technical Considerations

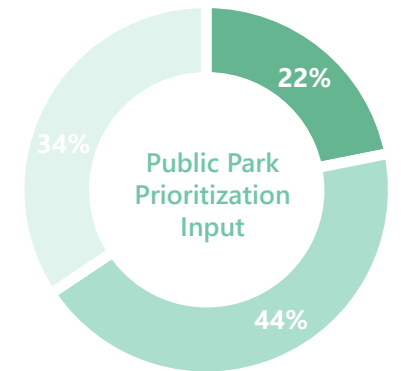
The following should be taken into consideration prior to preliminary design:

- Due to limited right-of-way width, a 1.8m sidewalk should be considered instead of a 3.0m shared-use path.
- The proposed sidewalk would have a sideslope towards the south. The sideslope grade should not be steeper than 4H:1V.
- There is a potential conflict with guy wires at the alley west of 79 Street.
- Drainage for the new sidewalk via an open swale is recommended.
- The design and construction of the sidewalk, including lighting requirements, should be integrated with the proposed replacement of the noise wall in 2021.
- Investigate power source for pedestrian-oriented lighting.
- Any existing Licence of Occupation should be reviewed.



Guiding Principles

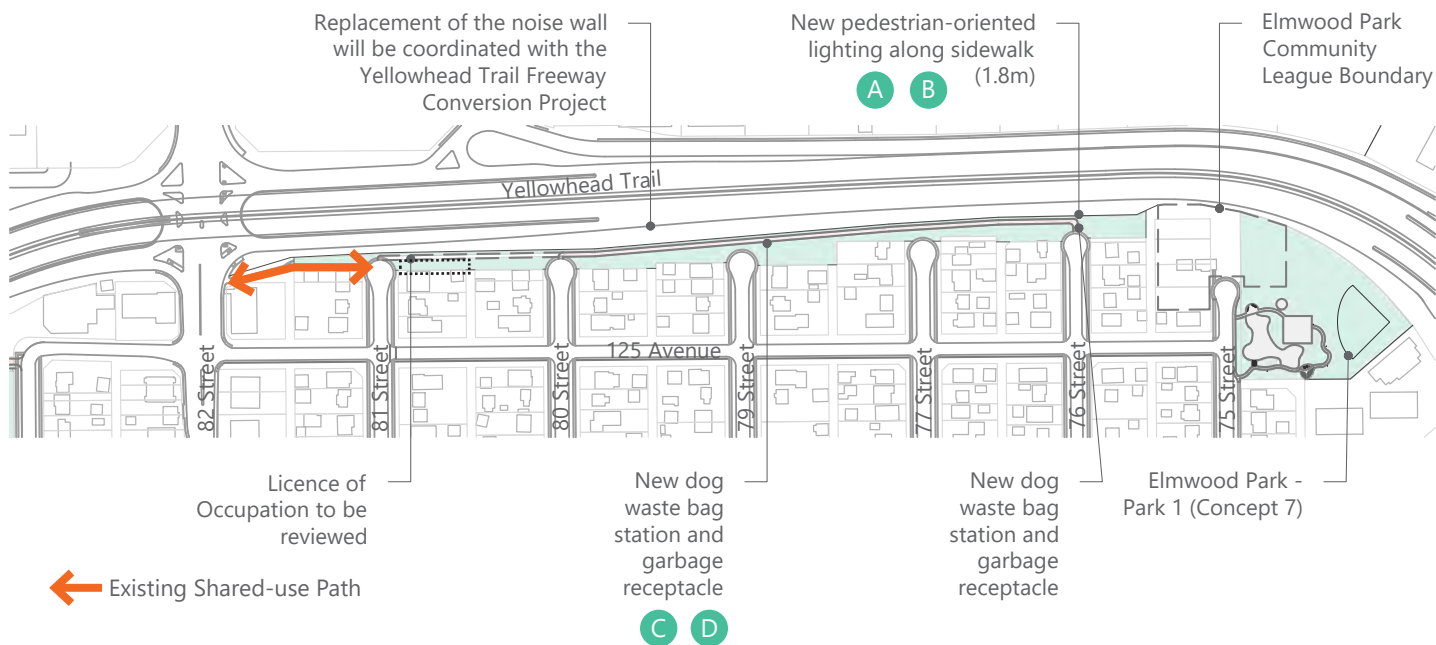
- 2. Amenities
- 4. Connectivity & Accessibility



- Short-term (1-3 years)
- Medium-term (3-10 years)
- Long-term (10+ years)

Existing Conditions

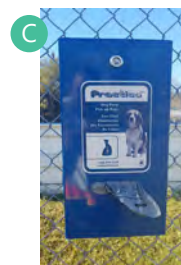
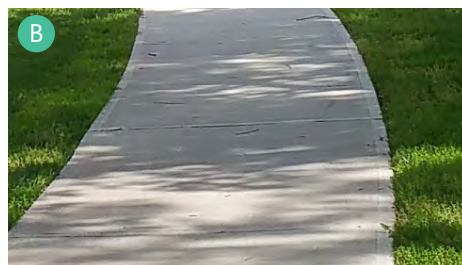




Notes:

- Dog waste bag dispensers in non-designated off-leash areas would need to be installed and maintained by community groups (Community Leagues, etc) as the City has limited capacity to maintain them on a regular basis. The Neighbourhood Resource Coordinator could help community groups coordinate the installation.
- Proposed improvements would be constructed on City road right-of-way.

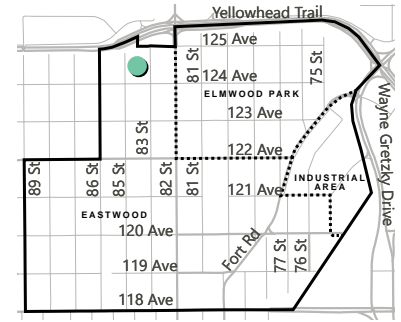
Precedent Images



3.9 Concept 9: St. Gerard School and Park

Urban Design Concept

- A new one-way eastbound road with street lights, would provide a drop-off loop for parents dropping their children off at St. Gerard School. The new road would improve traffic flow and enhance **safety**.
- New concrete pads at the bus drop-off area would enhance **accessibility** for students.
- New trees would enhance the **natural beauty** of the neighbourhood and provide a landscape barrier between the new road and existing sports fields.
- A new curb extension across 124 Avenue would reduce the roadway crossing distance for pedestrians, improve visibility for people walking/driving, and slow traffic near the school to enhance pedestrian **safety**.






Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

What we heard	How it was (or was not) reflected in the recommended concept
Participants liked the improvement of traffic flow, regarding the new drop-off road, for parents and bus drivers as it makes the area safer for children. Others were concerned that increasing traffic in this area would make it unsafe for children.	The recommended one-way road would limit the increase of traffic in front of St. Gerard School by reducing the amount of turn around traffic along the narrow road of 85 Street.
Participants mentioned that this area would benefit the most from repaved roads.	All roads within the scope of work for neighbourhood renewal will be repaved.
Concerns were raised about a drop off area because cars may idle and trees would need to be removed.	The recommended concept reflects this feedback by not including a drop-off area in front of the school that would require the removal of trees.

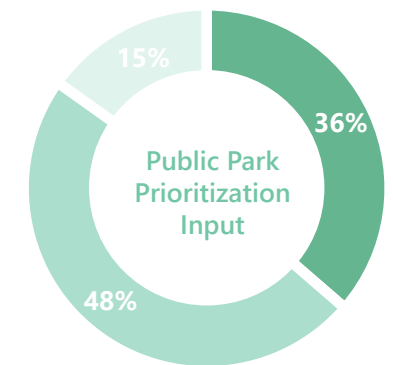
Guiding Principles




-  1. Safety
-  3. Natural Beauty
-  4. Connectivity & Accessibility

Technical Considerations

The following should be taken into consideration prior to preliminary design:

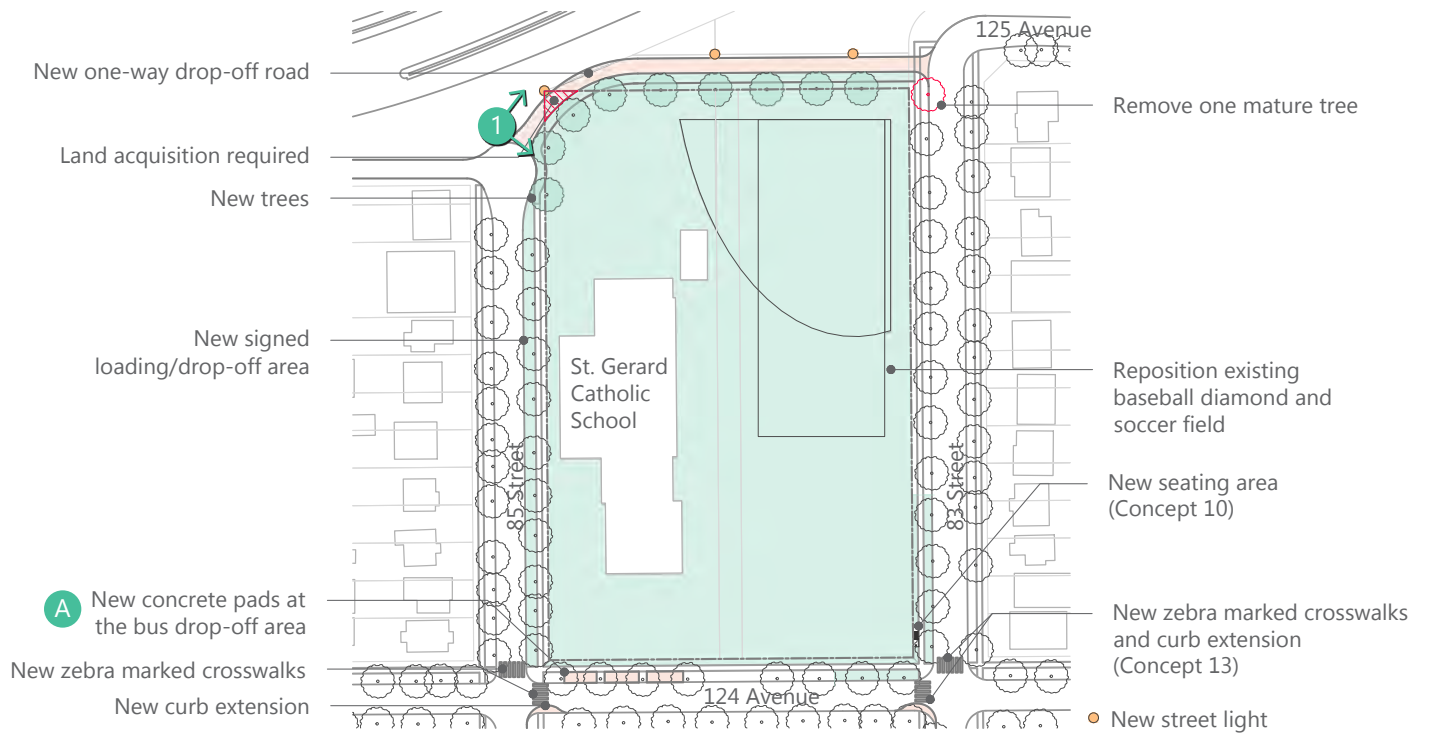
- One tree at 83 Street may have to be removed to construct an access for the one-way road.
- The proposed one-way road would be 3.3m wide (3.8m curbface to curbface), with streetlighting on the north side, and tree planting on the south side.
- Investigate power source for new streetlights.
- Maintain 2.0m distance from mature trees to confirm new concrete pad dimensions.
- The new road would require a land acquisition. Exact requirements should be determined at the preliminary design stage.
- Confirm the horizontal and vertical offsets of the curb extension from utilities.
- Confirm the feasibility of proposed marked pedestrian crossings based on a future technical assessment.



-  Short-term (1-3 years)
-  Medium-term (3-10 years)
-  Long-term (10+ years)

Existing Conditions





Viewpoint 1

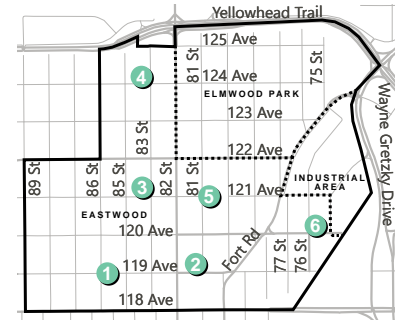
Precedent Images



3.10 Concept 10: Inner Neighbourhood Seating/Meeting Areas

Urban Design Concept

- New benches (with multiple armrests) and pedestrian-oriented lights would provide **resting areas** for pedestrians. Each proposed seating area is strategically located along bike route **connections**, pedestrian routes, and in close proximity to schools/public parks and community leagues. Benches with multiple armrests will help seniors sit and stand, and prevent people from laying down.
- Community bulletin boards would provide opportunities for residents to share messaging about community events (location 5).
- Bike racks would provide the opportunity for people who bike to **safely** lock up and visit their destination (location 1, 2, and 5).
- Benches with backs would provide a more comfortable experience where people are likely to take a longer rest. Benches without backs would provide low profile brief resting areas along pedestrian or bike routes on local roads. Backless benches would also provide the flexibility for people to sit and view in two different directions (i.e. sidewalk or road). Therefore benches with and without backs are utilized at the six different locations.



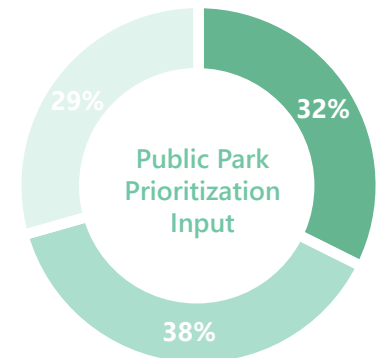
Guiding Principles

-  1. Safety
-  4. Connectivity & Accessibility
-  5. Multi-generational

Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.




What we heard	How it was (or was not) reflected in the recommended concept
Many liked that the gathering areas provide a resting space for pedestrians and particularly seniors.	The recommended concept reflects this feedback by providing resting areas along enhanced pedestrian routes. Benches would have multiple armrests to help seniors sit and stand.
The majority of participants voiced that gathering areas would attract illicit and unwanted activity within the community.	The recommended concept includes new pedestrian-oriented lights at the benches to maintain visibility at all times of day. Multiple armrests on the benches would prevent individuals from laying down. Benches would be positioned so they are visible at prominent locations. Additionally, the use of activity generators, such as bike racks and community bulletin boards at certain seating/meeting areas would improve the natural surveillance of these areas by community members.



Technical Considerations

The following should be taken into consideration prior to preliminary design:

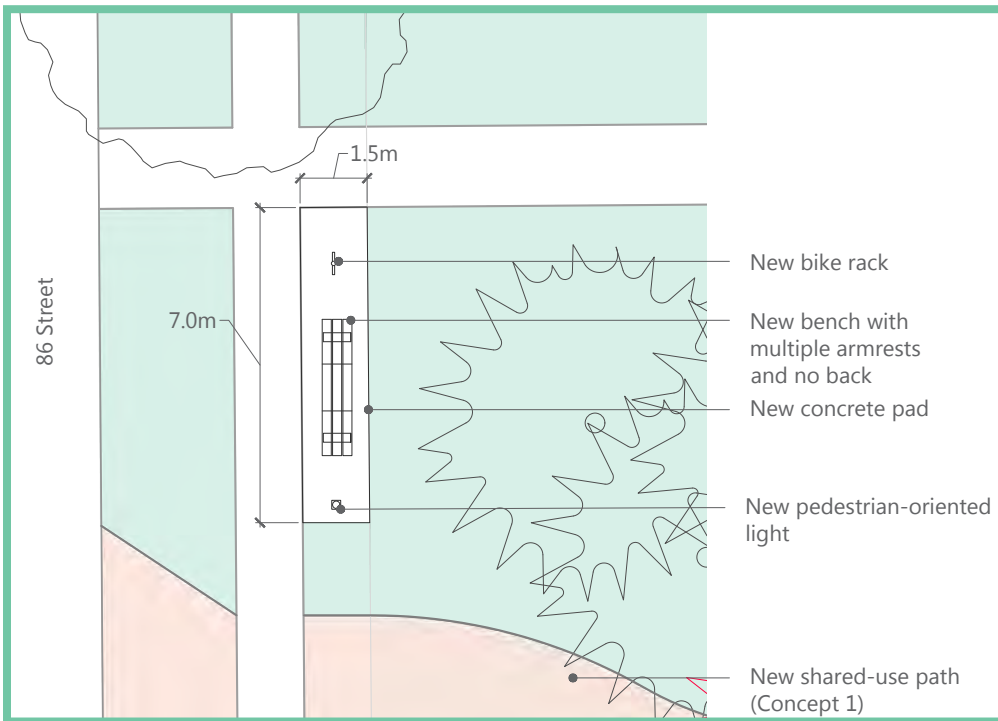
- The feasibility of extending or connecting a power source to the proposed pedestrian-oriented lights.
- LED lights should be used for the pedestrian-oriented lighting. The use of LED lights would make the benches clearly visible during evenings and prevent light from encroaching onto adjacent properties.
- Amenities such as benches and bike racks should be installed on concrete pads.
- Sightline impacts of proposed benches within boulevards.
- Maintenance considerations of community bulletin boards.

-  Short-term (1-3 years)
-  Medium-term (3-10 years)
-  Long-term (10+ years)

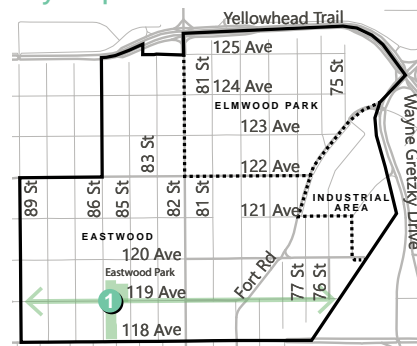
Precedent Images



1. 119 Avenue & 86 Street - East side of Street (near Eastwood Park)



Key Map



← Bike Route (Concept 15)

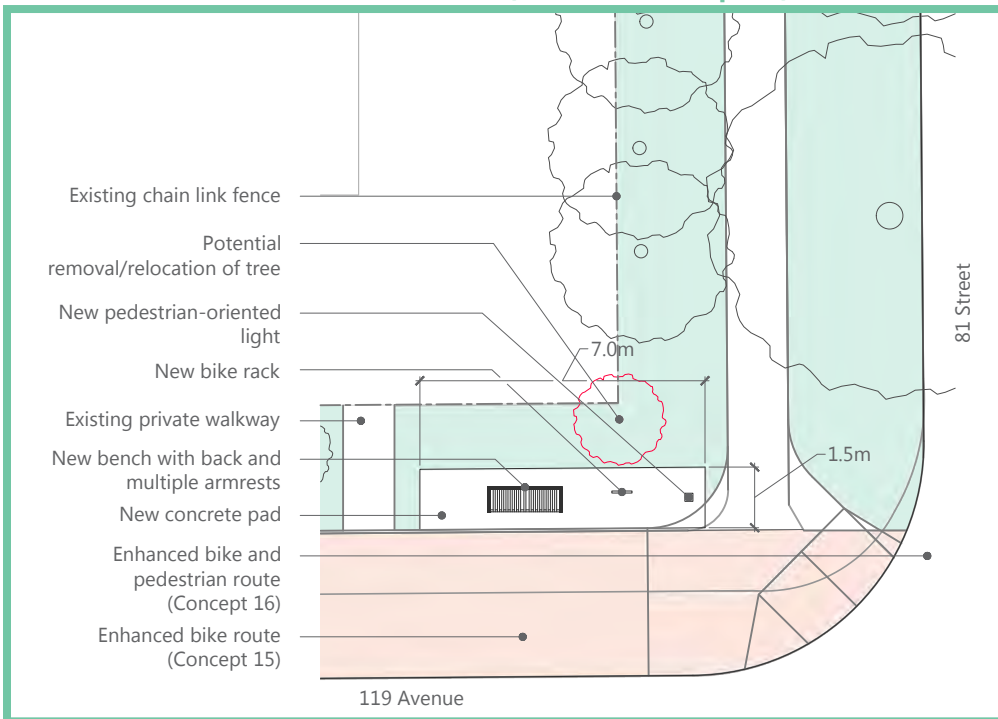
■ Public Park

Existing Conditions

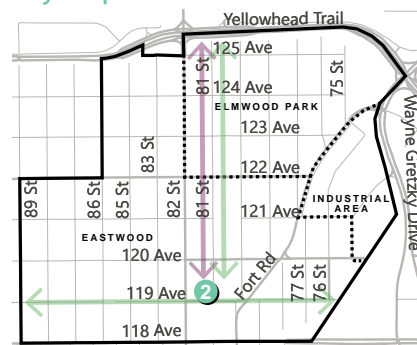


↖ Proposed Location

2. 119 Avenue & 81 Street - NW Corner (near Parkdale Square)

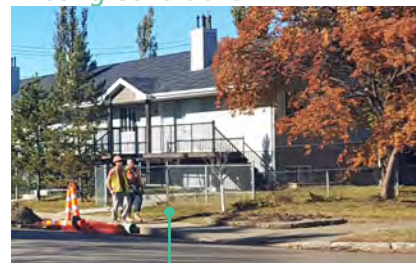


Key Map



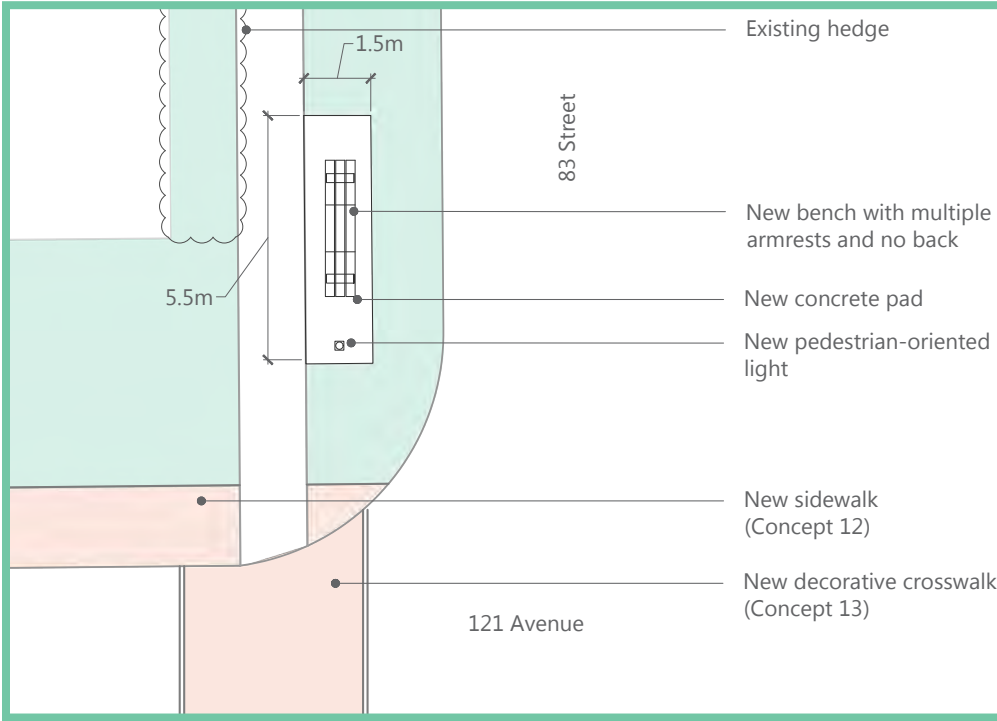
↖ Pedestrian and Bike Routes (Concepts 15 & 16)

Existing Conditions

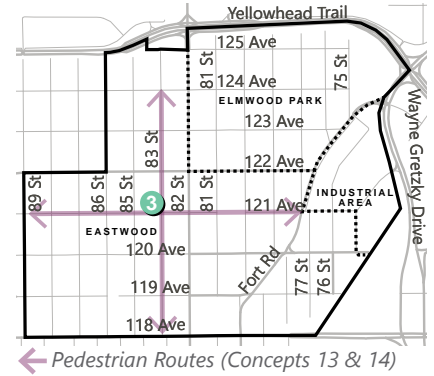


↖ Proposed Location 33

3. 83 Street & 121 Avenue - NW Corner (intersection of two pedestrian routes)



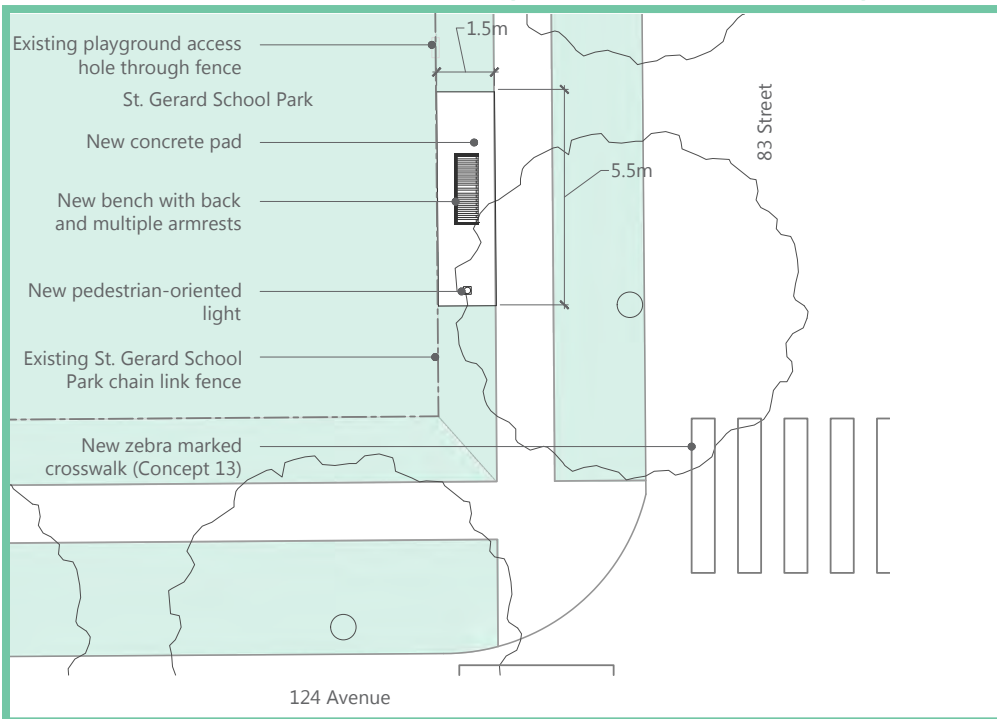
Key Map



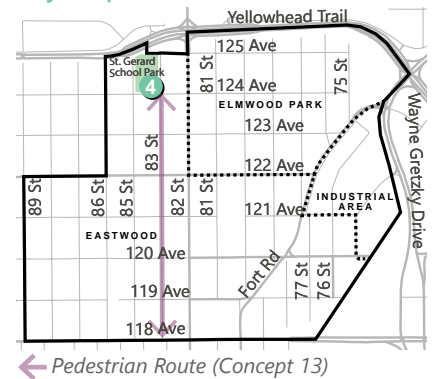
Existing Conditions



4. 83 Street & 124 Avenue - NW Corner (near St. Gerard School/Park)



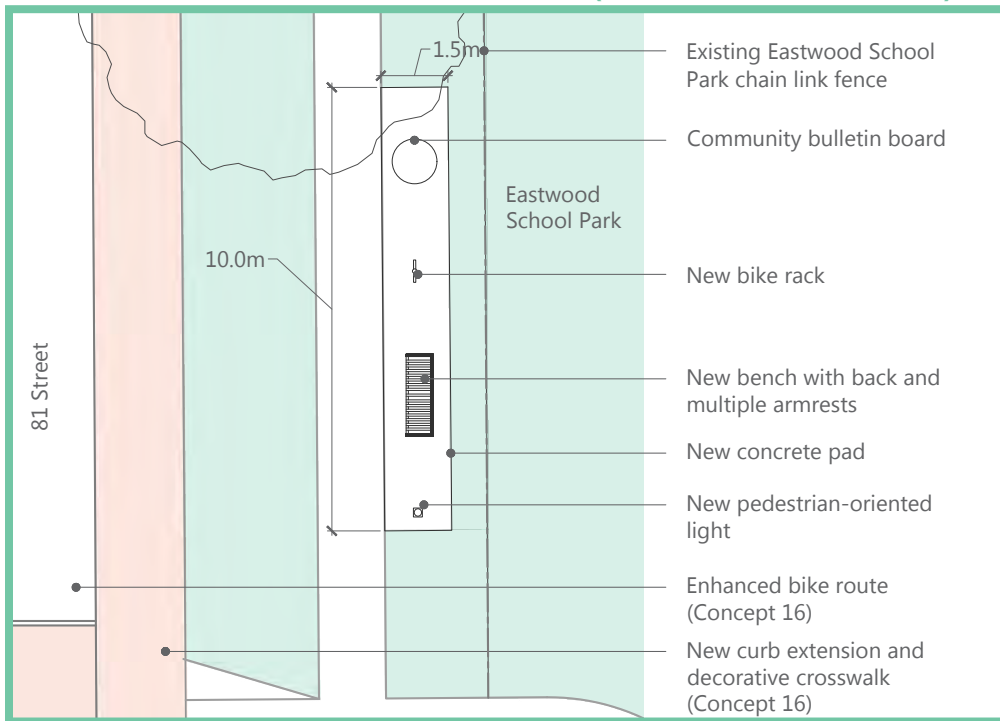
Key Map



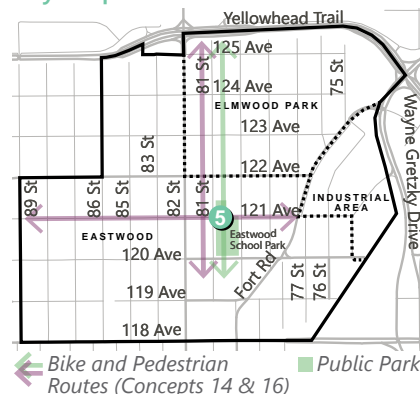
Existing Conditions



5. 81 Street & 121 Avenue - East side of Street (near Eastwood School/Park)



Key Map

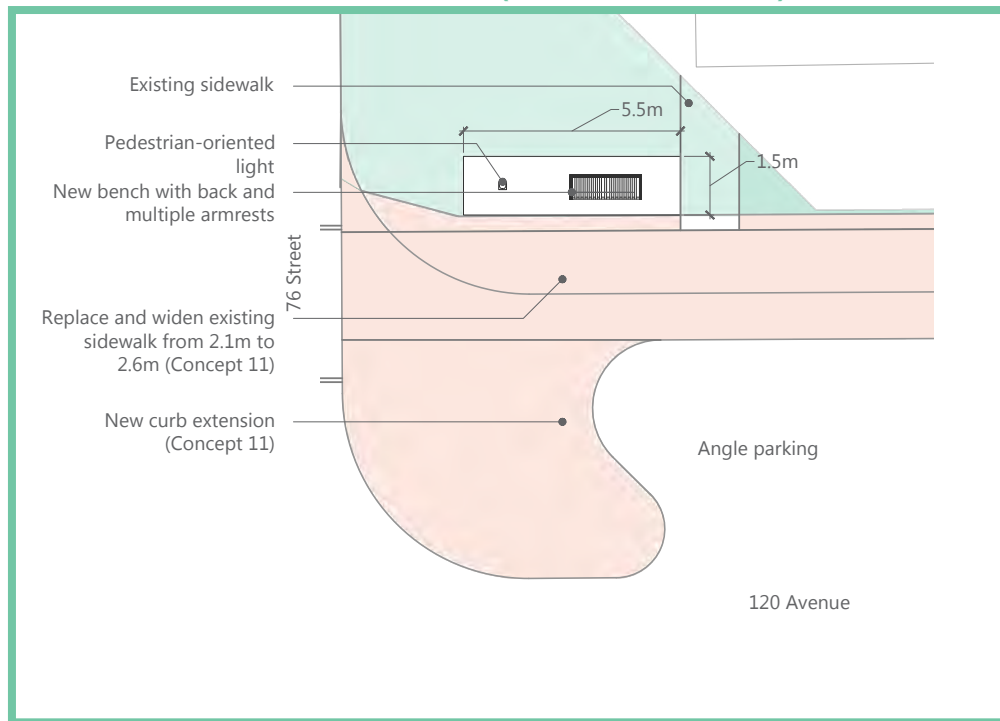


Existing Conditions

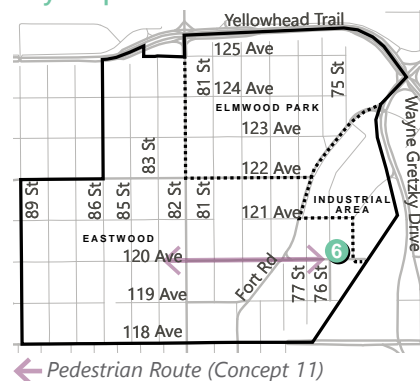


Proposed Location

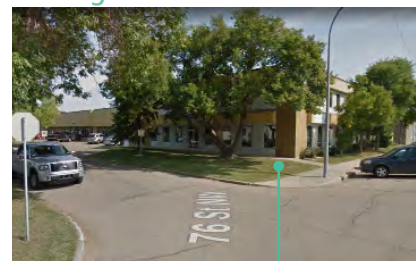
6. 120 Avenue & 76 Street - NE Corner (near commercial area)



Key Map



Existing Conditions

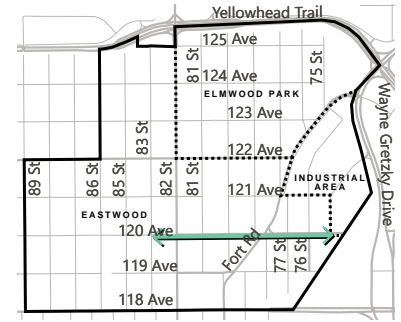


Proposed Location

3.11 Concept 11: 120 Avenue Enhancements (between 83 and 75 Street)

Urban Design Concept

- Providing new boulevards with trees along both sides of 120 Avenue between 82 and 76 Street and along the south side between 76 and 75 Street (road widens in these areas) would enhance the **natural beauty, pedestrian comfort** and the area’s sense of place along this key pedestrian route.
- New curb extensions at key intersections would reduce the roadway crossing distance for pedestrians, improve visibility for people walking/driving, and slow traffic to enhance pedestrian **safety**.
- New decorative and painted crosswalks would further improve the pedestrian realm and increase the visibility of the pedestrian crossing for motorists.
- New sidewalk would be added on the south side of 120 Avenue between 83 and 82 Street (additional details provided in Concept 12).
- Enhancements would improve connections to the 83 Street (Concept 13)/81 Street (Concept 16) pedestrian routes, Eastwood School/Park, businesses at 76 Street and the potential relocated LRT station (see Appendix A - Background Report).
- Maintained and new on-street parking along 120 Avenue would provide parking spaces for the community. Additional parking would replace parking removed for the new curb extensions at the intersections of 81, 80, 77, and 76 Street.



Guiding Principles

1. Safety
3. Natural Beauty
4. Connectivity & Accessibility

Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

What we heard	How it was (or was not) reflected in the recommended concept
Many commented that enhancements such as lighting would make the area safer for pedestrians.	Street lighting currently exists along both sides (82-75 Street) and along the north side (83-82 Street). All street lighting within the scope of work would be upgraded to standard galvanized poles with LED, if the community does not proceed with decorative street light poles.
Others mentioned that textured sidewalks are not worth the cost as they do not last as long.	A decorative crosswalk would be considered at the preliminary design phase with cost being one of the factors. Sidewalks would not be textured. The most cost effective time to add new infrastructure that will serve the neighbourhood for its future is during the Neighbourhood Renewal project.

across an intersection (i.e. ensure curb ramps line up across the intersection).

- A minimum radius of 5.0m is recommended for curb extensions at road intersections (radius varies per Transportation Association of Canada, TAC, Guidelines). ‘Internal’ radii should be 4.5m (City of Edmonton Complete Streets Design Standards, CSDS).
- A minimum length of 3.0m is recommended for the tangent part of the curb extension to minimize on-street parking impacts, 3.0m would accommodate a 1.8m curb ramp and its flares. City of Edmonton CSDS call for 6.0m as the minimum therefore a design exception would be required.
- The minimum width of curb extensions should be 2.0m with a minimum road width of 6.5m measured from curb face (City of Edmonton CSDS).
- In general, a new catch basin would be required for each curb extension.
- Confirm the horizontal and vertical offsets of curb extensions from utilities.
- The feasibility of constructing 1.8m sidewalks along 120 Avenue should be confirmed in the field since it is identified as a key pedestrian route.
- On the north side of 120 Avenue between 79 Street and Fort Road, the existing water main is parallel and very close to the proposed north curb. On the south side from 80 to 79 Street, from the alley east of 78 to 77 Street,

and from the alley east of 77 to 75 Street, the existing combined sewer line runs parallel to and is very close to the proposed south curb alignment. Hydrovac-ing is recommended to confirm the locations.

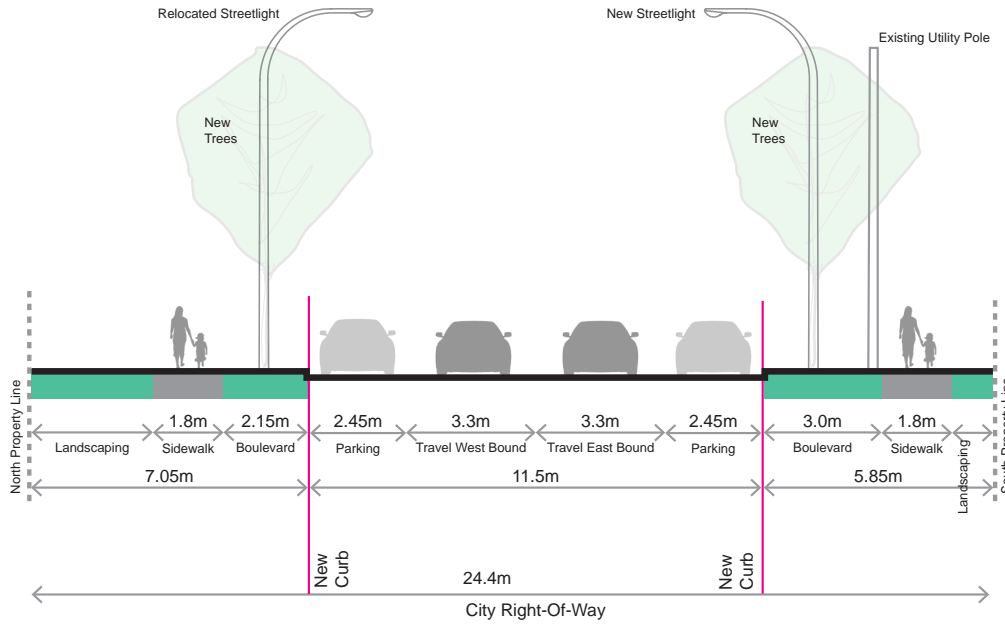
- 120 Avenue between 82 and 76 Street is a collector residential road and between 76 and 75 Street is a collector industrial road. The lane widths should be within the design domain of 3.3m to 3.5m according to City of Edmonton CSDS.
- Maintain right turn lanes at the intersections of 82 Street and Fort Road.
- Existing signs restricting parking at the crosswalks of 81 and 76 Street should be maintained.
- New parking proposed in the concept would need to be confirmed with Parking Services to remove existing restrictions.
- Review and confirm with the City the removal and relocation of the existing pedestrian activated amber flasher from 80 to 81 Street. The relocated amber flasher may need to be adjusted for the new curblines. Consult Traffic Operations if a rapid rectangular flashing beacon would be preferred over an amber flasher.
- Confirm the feasibility of proposed marked/decorative pedestrian crossings based on a future technical assessment.

Technical Considerations

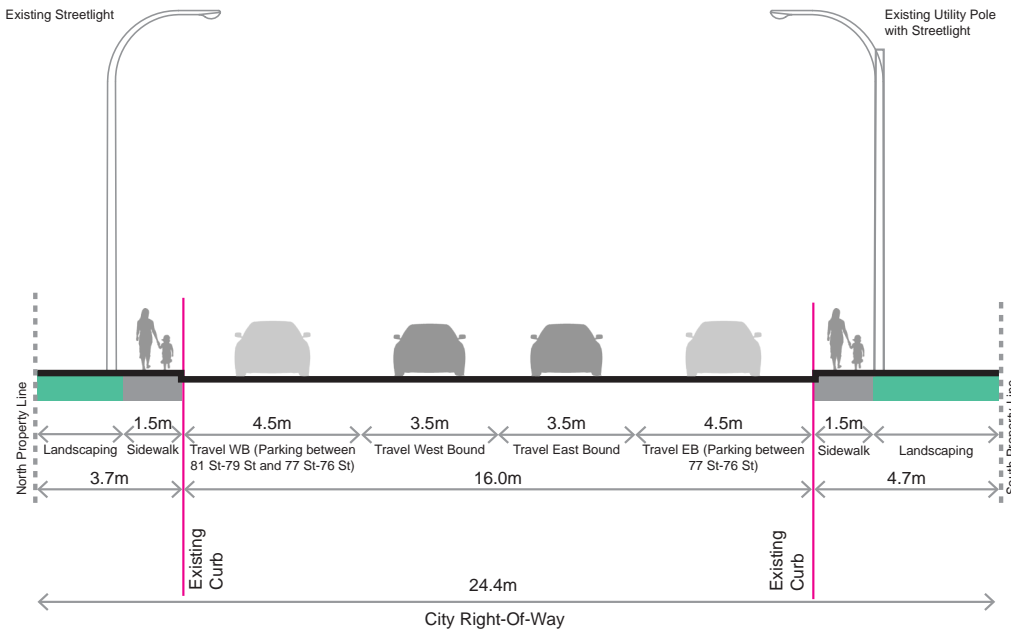
The following should be taken into consideration prior to preliminary design:

- 36
- Curb extensions should align north-south and/or east-west

Proposed (between 82 and 76 Street)



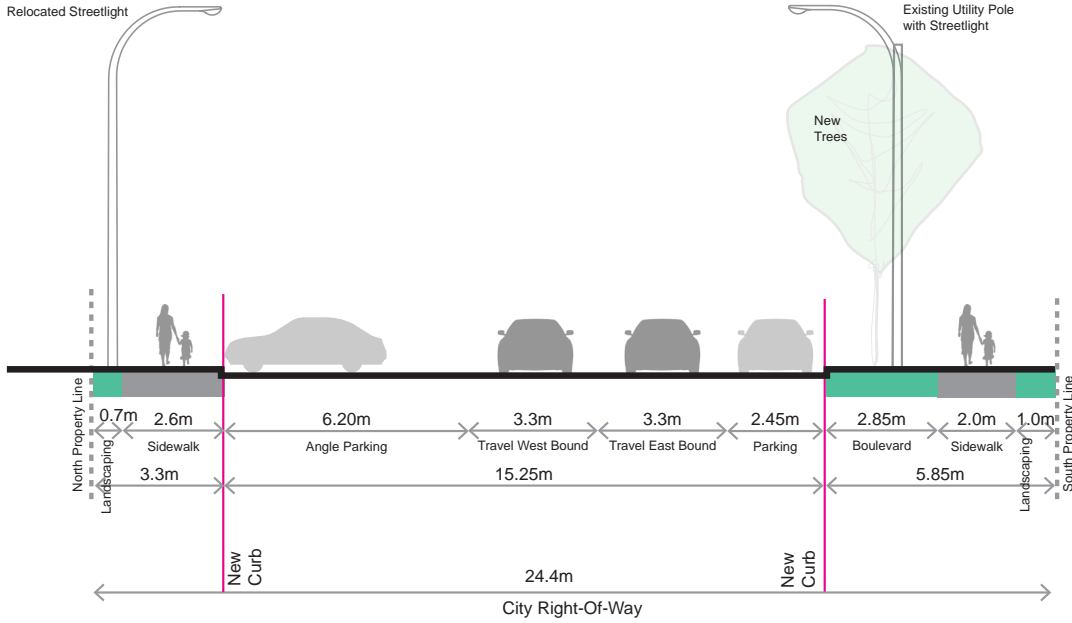
Existing (between 82 and 76 Street)



Existing Conditions



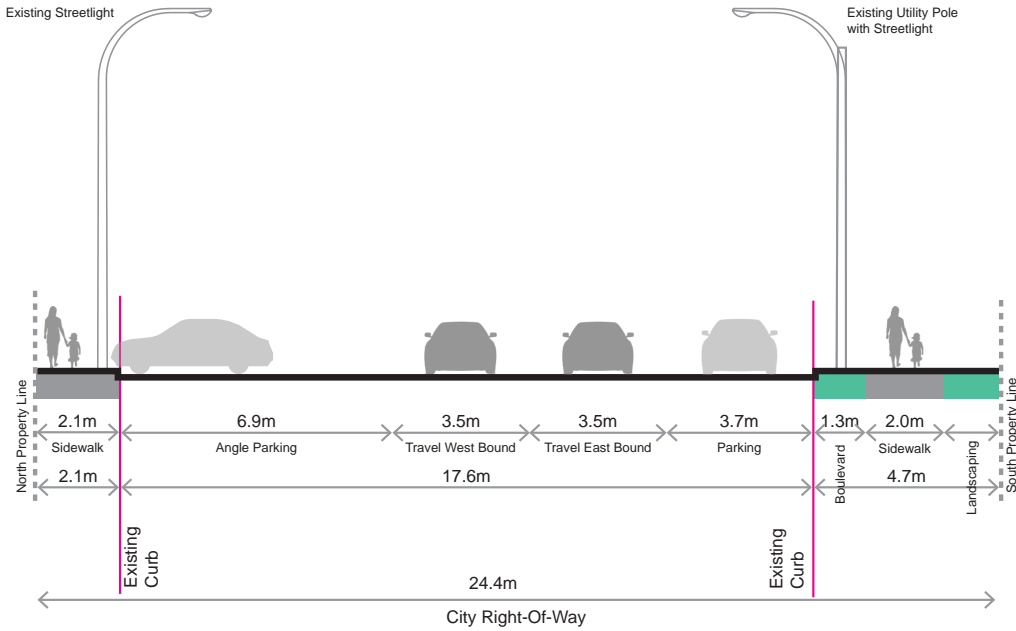
Proposed (between 76 and 75 Street)

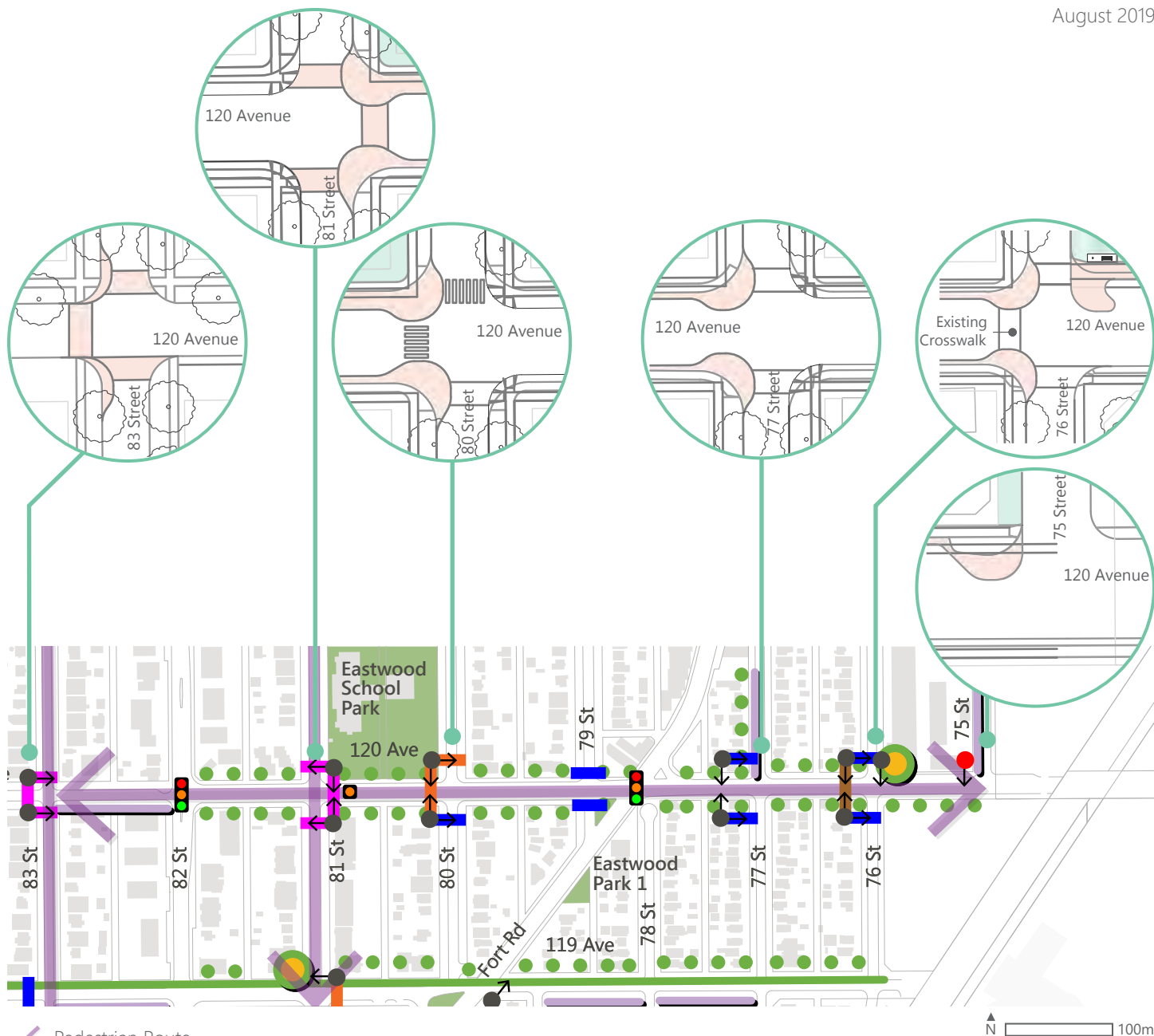


Angle Parking

- In accordance with the Transportation and Traffic Engineering Handbook the recommended width of 45 degree angle parking is 5.9m. An extra 0.3m buffer between the angle parking and travel lane is recommended.

Existing (between 76 and 75 Street)





← Pedestrian Route

- New Curb Extension *
- Existing Curb Extension
- █ New Decorative Crosswalk
- █ New Marked Crosswalk (Two painted lines)
- █ New Zebra Marked Crosswalk
- █ Existing Marked Crosswalk (Two painted lines)
- █ Existing Full Traffic Signal
- █ Relocated Pedestrian Activated Amber Flasher from 80 Street
- █ New Sidewalk (Concept 12)
- New Seating Area (Concept 10)
- █ New Shared-use Path (Concept 15)
- Proposed New Trees

Location of Curb Extensions and Crosswalks

The north and south sides of 120 Avenue are prioritized for east-west pedestrian movement as 120 Avenue leads to 81 Street and 83 Street pedestrian routes as well as the potential relocated LRT station. Curb extensions projecting into 81, 80, 77, and 76 Street would help promote the prioritized east-west pedestrian movement. Curb extensions projecting into the avenue would help slow traffic and delineate parking. The curb extension at 81 Street would help promote the prioritized north-south pedestrian movement along the 81 Street pedestrian route (Concept 16).

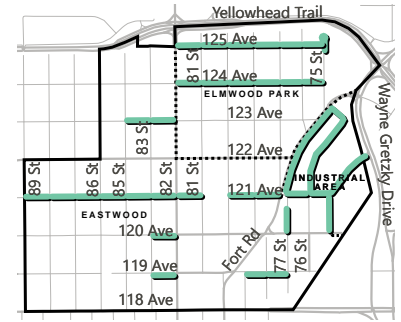
Decorative crosswalks are recommended at the intersection of two pedestrian routes (on the side prioritized for pedestrian movement). Zebra marked crosswalks are recommended at intersections adjacent to schools (except where two pedestrian routes intersect). Marked crosswalks (two lines) are recommended at all other intersections along the pedestrian route (on the side prioritized for pedestrian movement).

*Note: The exact design of curb extensions will occur during preliminary design. The location of all other curb extensions is included in Appendix B.

3.12 Concept 12: New Sidewalks

Urban Design Concept

- Establishing a continuous network of sidewalks would improve **connectivity** across Eastwood and Elmwood Park, and with nearby neighbourhoods.
- The addition of sidewalks to at least one side of the road where they do not currently exist would improve neighbourhood **accessibility** and **walkability**.
- The addition of trees along sidewalks and roadways would improve pedestrian **comfort** and enhance the **natural beauty** of the neighbourhood.



Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

What we heard	How it was (or was not) reflected in the recommended concept
The current sidewalks are in need of repair, and many saw the benefit of improved accessibility by building new sidewalks.	Addition of new sidewalks would increase connectivity and improve accessibility for people of all ages and abilities by addressing the current gaps. All existing sidewalks within the project limits would be reconstructed, subject to the local improvements process.
Many did not support the cost and the added maintenance responsibilities for property owners that additional new sidewalks could create.	Although new sidewalks may increase adjacent property owner/tenant winter maintenance, the benefits of having improved neighbourhood accessibility and connectivity were considered a priority by the community. Prioritizing missing sidewalk links also aligns with the City's Active Transportation Policy and CSDS. The cost for new sidewalks would be paid through the Neighbourhood Renewal project budget. The most cost effective time to add new infrastructure that will serve the neighbourhood for its future is during the Neighbourhood Renewal project.

Guiding Principles

- 1. Safety
- 4. Connectivity & Accessibility

Technical Considerations

The following should be taken into consideration prior to preliminary design:

General

- City of Edmonton CSDS call for sidewalk to be 1.8m wide on a local road, where feasible. However, design exceptions can be requested to allow 1.5m wide sidewalks in constrained areas.
- Physical constraints such as mature trees and power poles may prevent the opportunity for a new sidewalk.
- Where existing road width is wider than City of Edmonton CSDS it may be feasible to narrow the road width to accommodate a new sidewalk.
- If a new sidewalk is feasible, it should be kept on the same side of the corridor for continuity.

125 Avenue (Between 83 and 75 Street)

- A 1.8m monowalk is proposed on the north side of 125 Avenue between 82 and 75 Street to minimize impacts with existing trees. This would create a continuous pedestrian connection between 82 Street and Elmwood Park Park 1. Streetlights would need to be relocated behind the new sidewalk. New trees could be added behind the new sidewalk.
- A sidewalk is not feasible on the south side of 125 Avenue between 80 and 75 Street due to conflicts with existing wood poles. A sidewalk is feasible on the south side of 125 Avenue between 82 and 80 Street but is not recommended as it would not create a continuous east-west pedestrian connection. New trees could be added along the south side of 125 Avenue between 82 and 80 Street. New trees could not be added between 80 and 75 Street due to existing overhead power lines.
- A sidewalk is not feasible on the south side of 125 Avenue between 83 and 82 Street due to mature trees.

Existing Conditions



121 Avenue west of 79 Street
40















125 Avenue west of 77 Street



124 Avenue east of 77 Street

Map 2. New Sidewalks



-  Study Boundary
 -  Neighbourhood Boundaries
 -  New Boulevard Sidewalks
 -  New Monowalks
 -  Widen Existing Boulevard Sidewalk from 1.5m to 1.8m
 -  Missing Sidewalks - not feasible due to technical/physical constraints
 -  Missing Sidewalks - not recommended
 -  Missing Sidewalks - addressed by proposed shared-use path
 -  Proposed Shared-use Path (Concept 15)
 -  Proposed New Trees
 -  Pedestrian Routes (Concepts 11, 13, 14, and 16)
- 

 N 200m

- A sidewalk is not feasible on the north side of 125 Avenue between 83 and 82 Street due to existing fire hydrants, wood poles, trees, and property accesses.

124 Avenue (Between 86 and 75 Street)

- A 1.8m monowalk is proposed on the north side of 124 Avenue between 82 and 75 Street to minimize impacts with existing trees. This would create a continuous east-west pedestrian connection between the Elmwood Park neighbourhood and the St. Gerard School/Park. It would also align with the existing pedestrian activated signal at 82 Street and the north sidewalk west of 82 Street.
- Streetlights between 82 and 77 Street would need to be relocated behind the new monowalk. It is recommended the existing streetlights between 77 and 75 Street be relocated to the south side of 124 Avenue to avoid conflict with the existing north side overhead power lines.
- New trees could be added behind the new monowalk.
- One wood pole at the northwest corner of 124 Avenue and 76 Street would need to be relocated for the new monowalk and curb ramp.
- One tree east of 76 Street at the alley would need to be removed for the new monowalk.
- A potential grading issue west of 75 Street may require the regrading of a side yard or a low retaining wall.
- A sidewalk is not feasible on the south side of 124 Avenue for half a block between 79 Street and the alley west of 79 Street due to conflicts with three mature trees. A sidewalk is feasible along the remainder of the south side of 124 Avenue but is not recommended as it would not create a continuous east-west pedestrian connection. New trees could be added to the south side of 124 Avenue between 82 and 75 Street (except between 80 and 79 St due to existing trees).
- A sidewalk is not feasible along the south side of 124 Avenue between 86 and 82 Street due to constraints such as mature trees and driveways.

123 Avenue (Between 85 Street and Fort Road)

- A 1.8m monowalk is proposed on the north side of 123 Avenue between 85 and 82 Street to minimize impacts with existing trees. This would create a continuous east-west pedestrian connection between 82 Street and Delton Park.
- Hedge trimming/removal would be required at the northwest corner of 123 Avenue and 83 Street. New trees could be added behind the new monowalk
- A sidewalk is not feasible at multiple locations on the north side of 123 Avenue between 82 Street and Fort Road due to existing trees. A sidewalk is feasible at locations between the constrained areas on the north side of 123 Avenue but is not recommended as it would not create a continuous east-west pedestrian connection. However, the existing sidewalk along the south side of 123 Avenue does provide a continuous east-west pedestrian connection between 82 Street and Fort Road.

- Trees could be added on the south side of 123 Avenue behind the existing monowalk between 82 Street and the alley east of 85 Street.

121 Avenue (Between 89 Street and Fort Road)

- A 1.8m boulevard sidewalk is proposed on the north side of 121 Avenue between 89 and 81 Street (except for two half blocks). New trees could be planted to enhance the area's natural beauty. A 1.8m monowalk is proposed for two half blocks east of 88 and 83 Street due to conflicts with TELUS pedestals and fire hydrants. This would provide an additional east-west pedestrian connection along 121 Avenue between Delton School/Park and Eastwood School/Park.
- A 1.8m monowalk is proposed along the north side of 121 Avenue between 80 Street and Fort Road to minimize impacts with existing trees and driveways. This would create a continuous pedestrian connection between Eastwood School/Park and Fort Road.
- A sidewalk is not feasible along the south side of 121 Avenue between 80 Street and Fort Road due to constraints with mature trees and driveways.
- See Concept 14 for additional details of proposed improvements for 121 Avenue.

120 Avenue (Between 88 Street and 82 Street)

- A monowalk is proposed on the south side of 120 Avenue between 83 and 82 Street due to existing wood poles. This would complete the south side connection between the 83 Street (Concept 13) and 120 Avenue (Concept 11) pedestrian routes.
- A sidewalk is not feasible along the south side of 120 Avenue between 87 and 85 Street due to conflicts with mature trees and driveways. A monowalk is feasible on the south side of 120 Avenue between 88 and 87 Street as well as between 85 and 83 Street. However, a monowalk is not recommended on these blocks as it would not create a continuous east-west pedestrian connection west of the 83 Street pedestrian route.
- See Concept 11 for details of proposed improvements for 120 Avenue between 83 and 76 Street (i.e. separate sidewalks and new trees).

Fort Road Service Road (121 Avenue – William Short Road)

- A new 1.5m monowalk is proposed along the east side of the service road. Due to conflicts with existing free standing signs and to reduce impacts to existing parking lot configurations, the road would be narrowed to accommodate the new sidewalk. The narrowed roadway would result in a loss to existing on-street parking on the east side of the service road. Final configuration of the roadway to be determined during preliminary design
- Consideration would have to be given to provide proper pedestrian access to the bus stops in the road medians.
- A sidewalk is not recommend in the median as it would not

provide direct access to the businesses along the east side of the service road. A sidewalk in the median would also create an uncomfortable space for pedestrians close to the busy arterial road (Fort Road).

William Short Road (Between Fort Road and Mount Lawn Road)

- A new 1.8m monowalk is proposed on the east side of William Short Road. The road would be narrowed to accommodate the new monowalk due to existing wood poles on the east side. Final configuration of the roadway and sidewalk would be determined during preliminary design.
- A sidewalk is not feasible on the west side of William Short Road between Fort Road and Mount Lawn Road due to existing constraints such as commercial accesses and steep lots.

Mount Lawn Road (Between Fort Road and Wayne Gretzky Drive)

- A 1.8m monowalk is proposed on the north side of Mount Lawn Road between Fort Road and 75 Street to minimize impacts with existing trees. This would create a pedestrian connection between Fort Road and the commercial uses at the northwest corner of Mount Lawn Road and 75 Street. The north side curblineline would be shifted south for the new monowalk. On-street parking would be maintained along the north side of Mount Lawn Road.
- A sidewalk is not feasible on the south side of Mount Lawn Road between Fort Road and 75 Street due to conflicts with fire hydrants and driveways.
- A 1.8m monowalk is proposed on the west side of Mount Lawn Road between 75 Street and Wayne Gretzky Drive. This would provide a pedestrian connection between the existing sidewalk on Wayne Gretzky Drive and new sidewalk proposed on Mount Lawn Road west of 75 Street. Due to existing wood poles the west curblineline would need to be moved east to accommodate the new monowalk. Final configuration of the roadway and sidewalk would be determined during preliminary design.
- A sidewalk is not recommended on the east side of Mount Lawn Road between 75 Street and Wayne Gretzky Drive as warehouse storage developments exist on the east side with low associated pedestrian traffic.

75 Street (Between Mount Lawn Road and 120 Avenue)

- A 1.8m monowalk is proposed on the west side of 75 Street between Mount Lawn Road and 120 Avenue. This would provide a north-south pedestrian connection. Due to existing wood poles the west curblineline would need to be moved east to accommodate the new monowalk.
- A sidewalk is not recommended on the east side of 75 Street between Mount Lawn Road and 120 Avenue as warehouse storage developments exist on the east side with low associated pedestrian traffic.

75 Street (Between Fort Road and the Elmwood Park Community League)

- A sidewalk along the east side of 75 Street between Fort Road and 124 Avenue is possible but not recommended. The sidewalk would be adjacent to or require the removal of an existing wooden fence within the City right-of-way. This fence provides visual screening of the adjacent parking lot and Fort Road for the residential properties on the west side of 75 Street. A new sidewalk on the east side of 75 Street might not be used since pedestrians traveling north-south along 75 Street currently use the existing sidewalk on the west side of the street. This existing sidewalk on the west side of 75 Street provides access to bus stops along Fort Road and the existing pedestrian activated amber flasher across Fort Road.
- A 1.8m monowalk is proposed along the east side of 75 Street in front of Elmwood Park - Park 1 and wrapping around the cul-de-sac. This may require the removal or relocation of two trees. It may also require the relocation of the park sign and a streetlight. For consistency, the existing 1.5m boulevard sidewalk along the west side of 75 Street (in front of the residential property) is proposed to be replaced with a 1.8m boulevard sidewalk (see Concept 7 for additional details).

76 Street (Between Mount Lawn Road and 119 Avenue)

- A sidewalk is not feasible along the east side of 76 Street between Mount Lawn Road and 120 Avenue due to existing trees. A private sidewalk exists adjacent to the commercial building on the east side of 76 Street.
- A sidewalk is feasible along the east side of 76 Street between 119 and 120 Avenue. However, a sidewalk is not recommended as it would not help to create a continuous north-south pedestrian connection on the east side of 76 Street between 119 Avenue and Mount Lawn Road. The existing boulevard sidewalk on the west side of 76 Street provides a continuous north-south pedestrian connection between 119 Avenue and Mount Lawn Road.

77 Street (Between 120 Avenue and Mount Lawn Road)

- A 1.5m boulevard sidewalk is proposed on the west side of 77 Street in front of the residential properties. New trees could be added between the new boulevard sidewalk and the street.
- A sidewalk exists directly adjacent to the Ben Calf Robe Society building on the west side of 77 Street. The sidewalk appears to be within the City right-of-way and may have been constructed by the landowner. Removing the sidewalk and replacing it with a boulevard sidewalk or monowalk is not feasible due to mature trees. The existing sidewalk should be widened to 1.5m, extended north to Mount Lawn Road and tie into the proposed new boulevard sidewalk to the south.

77 Street (Between 122 Avenue and 121 Avenue)

- A monowalk is not feasible along the east side of 77 Street between 122 and 121 Avenue due to existing mature trees. The existing monowalk along the west side of 77 Street provides a north-south pedestrian connection to Fort Road.
- Other improvements are planned for this area, see Concept 5.

119 Avenue (Between 89 Street and 76 Street)

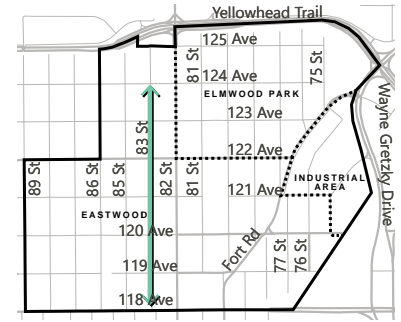
- A sidewalk is not feasible along the south side of 119 Avenue between 89 and 86 Street due to constraints with steep lots. Trees could be added to the south side.
- A 1.5m boulevard sidewalk is proposed along the south side of 119 Avenue between 83 Street and the alley to the east. This would preserve three boulevard trees. A 1.8m monowalk is recommended along the south side of 119 Avenue between 82 Street and the alley to the west. This would preserve five trees and two trees would need to be removed/relocated. This new sidewalk would provide a continuous east-west pedestrian connection between Eastwood Park and 82 Street. It would also align with the existing pedestrian activated signal to cross at 82 Street.
- A 1.5m boulevard sidewalk is proposed along the south side of 119 Avenue between 79 and 77 Street. This would create a continuous east-west pedestrian connection from Fort Road to 76 Street. New trees could be added between the new sidewalk and the road.
- A shared-use path is proposed along the north side of 119 Avenue from 85 to 76 Street. This would provide a continuous walking and biking connection between Eastwood Park and the Capital Line LRT shared-use path. The proposed shared-use path would address missing sidewalks along the north side of 119 Avenue between 81 and 76 Street. New trees could be added between the property line and the shared-use path between 82 Street and the alley to the east, and 81 and 76 Street.
- See Concept 15 for additional details of proposed improvements for 119 Avenue.

This page was intentionally left blank.

3.13 Concept 13: 83 Street Enhanced Pedestrian Route

Urban Design Concept

- An enhanced pedestrian route along 83 Street would provide an updated alternative to walking along the busy 82 Street arterial road increasing north-south **access** and **connectivity** between St. Gerard School and 118 Avenue.
- Curb extensions would reduce roadway crossing distances for pedestrians, improve visibility for people walking/driving and slow traffic to enhance pedestrian **safety**.
- New decorative and painted crosswalks would further improve the pedestrian realm and increase the visibility of the pedestrian crossing for motorists.



Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

What we heard	How it was (or was not) reflected in the recommended concept
Many expressed that curb extensions were unsupported due to the resulting loss of on-street parking.	Curb extensions combined with decorative crosswalks, marked crosswalks and zebra crosswalks are proposed to enhance the pedestrian experience along this corridor. These features also help in identifying 83 Street as a pedestrian corridor. The amount of curb extensions proposed was reduced and minimum lengths are recommended to be used to reduce parking impacts.
Residents did not support the removal of parking for curb extensions. Other traffic calming measures would not have had as direct of an impact to the pedestrian experience, such as speed humps, raised medians, or mini roundabouts.	
Respondents also recognized the benefit of increasing pedestrian safety.	

Guiding Principles



1. Safety



4. Connectivity & Accessibility

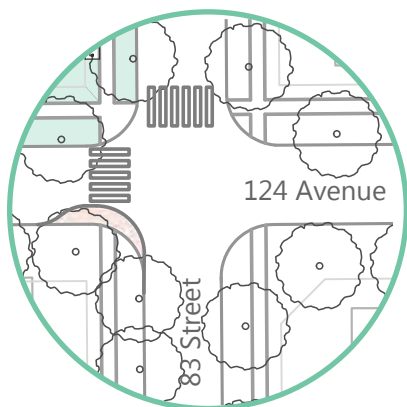
Technical Considerations

The following should be taken into consideration prior to preliminary design:

- Curb extensions should align north-south and/or east-west across an intersection (i.e. ensure curb ramps line up across the intersection).
- A minimum radius of 5.0m is recommended for curb extensions at road intersections (radius varies per TAC Guidelines). 'Internal' radii should be 4.5m (City of Edmonton CSDS).
- The minimum length of 3.0m is recommended for the tangent part of the curb extension to minimize on-street parking impacts. 3.0m would accommodate a 1.8m curb ramp and its flares. City of Edmonton CSDS call for 6.0m as the minimum therefore, a design exception would be required.
- The minimum width of curb extensions should be 2.0m with a minimum road width of 6.5m measured from curb face (City of Edmonton CSDS).
- In general, a new catch basin would be for each curb extension.
- The feasibility of constructing 1.8m sidewalks along 83 Street should be confirmed in the field since it is identified as a key pedestrian route.
- Confirm the horizontal and vertical offsets of curb extensions from utilities.
- Confirm the feasibility of proposed marked/decorative pedestrian crossings based on a future technical assessment.

Existing Conditions

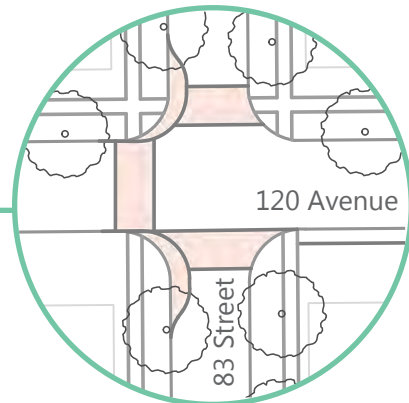
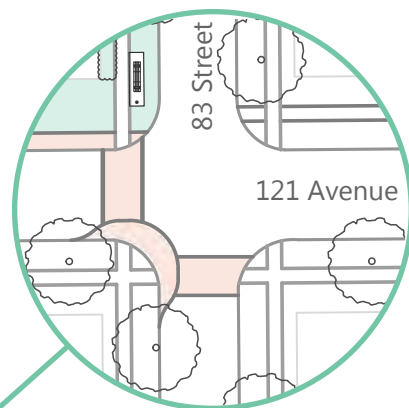
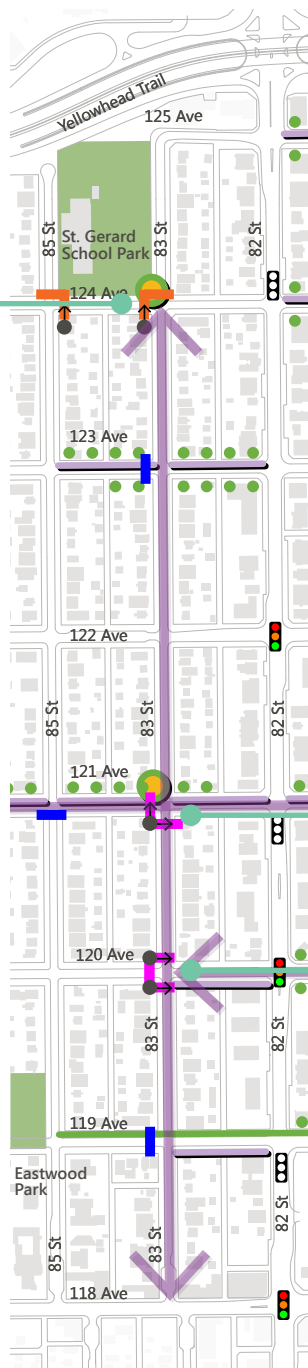




Location of Curb Extensions and Crosswalks

The west side of 83 Street is prioritized for north-south pedestrian movement as St. Gerard School/Park is located on the west side. Curb extensions projecting into 124 and 121 Avenue would help promote the prioritized north-south pedestrian movement. The curb extension at 121 Avenue would help promote the prioritized east-west pedestrian movement of the 121 Avenue pedestrian route (Concept 14). The curb extensions at 120 Avenue would help promote the prioritized east-west pedestrian movement of the 120 Avenue pedestrian route (Concept 11).

Decorative crosswalks are recommended at the intersection of two pedestrian routes (on the side prioritized for pedestrian movement). Zebra marked crosswalks are recommended at intersections adjacent to schools (except where two pedestrian routes intersect). Marked crosswalks (two lines) are recommended at all other intersections along the pedestrian route (on the side prioritized for pedestrian movement).



- Pedestrian Route
- New Curb Extension *
- New Decorative Crosswalk
- New Marked Crosswalk (Two painted lines)
- New Zebra Marked Crosswalk
- Existing Full Traffic Signal
- Existing Pedestrian Activated Signal
- New Sidewalk (Concept 12)
- New Seating Area (Concept 10)
- New Shared-use Path (Concept 15)
- Proposed New Trees

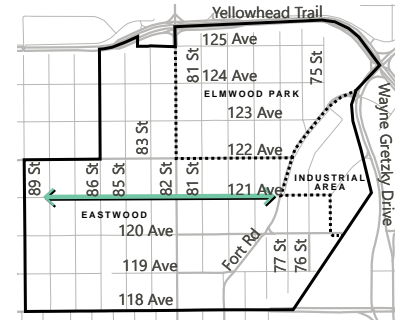


*Note: The exact design of curb extensions will occur during preliminary design. The location of all other curb extensions is included in Appendix B.


3.14 Concept 14: 121 Avenue Enhanced Pedestrian Route

Urban Design Concept

- An enhanced pedestrian route, connecting Delton School/Park and Eastwood School/Park would improve **access** and **connectivity** for pedestrians between these destinations. Connectivity to the 83 Street (Concept 13) and 81 Street (Concept 16) pedestrian routes would also be improved.
- Curb extensions would reduce roadway crossing distances for pedestrians, improve visibility for people walking/driving and slow traffic to enhance pedestrian **safety**.
- New decorative and painted crosswalks would further improve the pedestrian realm and increase the visibility of the pedestrian crossing for motorists.
- New sidewalk would be added to the north side of 121 Avenue between Fort Road and 89 Street (additional details provided in Concept 12). Mainly new boulevard sidewalk would be constructed between 81 to 89 Street therefore new trees could be planted to enhance the area's **natural beauty**.
- The enhanced pedestrian crossing at 121 Avenue would enhance pedestrian **safety** crossing the busy arterial road (Fort Road) to access the bus stop and the industrial area/businesses.



Guiding Principles

-  1. Safety
-  3. Natural Beauty
-  4. Connectivity & Accessibility

Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

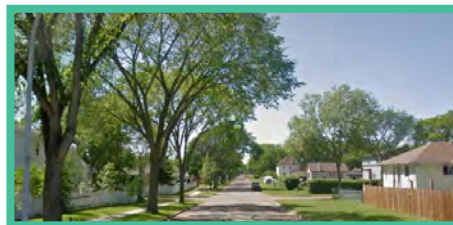
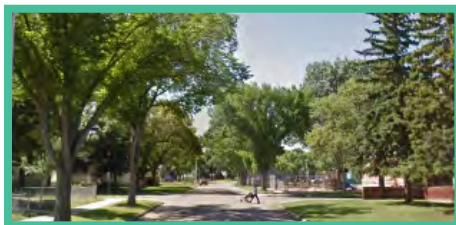
What we heard	How it was (or was not) reflected in the recommended concept
Improved connections between Eastwood School/Park with Delton School/Park were appreciated.	The concept reflects this feedback by increasing pedestrian connectivity and comfort between Eastwood School/Park and Delton School/Park with the addition of new sidewalks, curb extensions, and decorative/painted crosswalks.
Some perceived the improvements as unnecessary for the small amount of foot traffic in the area as well as the pedestrian routes along 83 Street and 81 Street.	The concept design would establish a strong pedestrian connection between the destinations of Eastwood School/Park and Delton School/Park as well as the pedestrian routes along 83 Street and 81 Street. The improvements would promote an increase in foot traffic along this route.

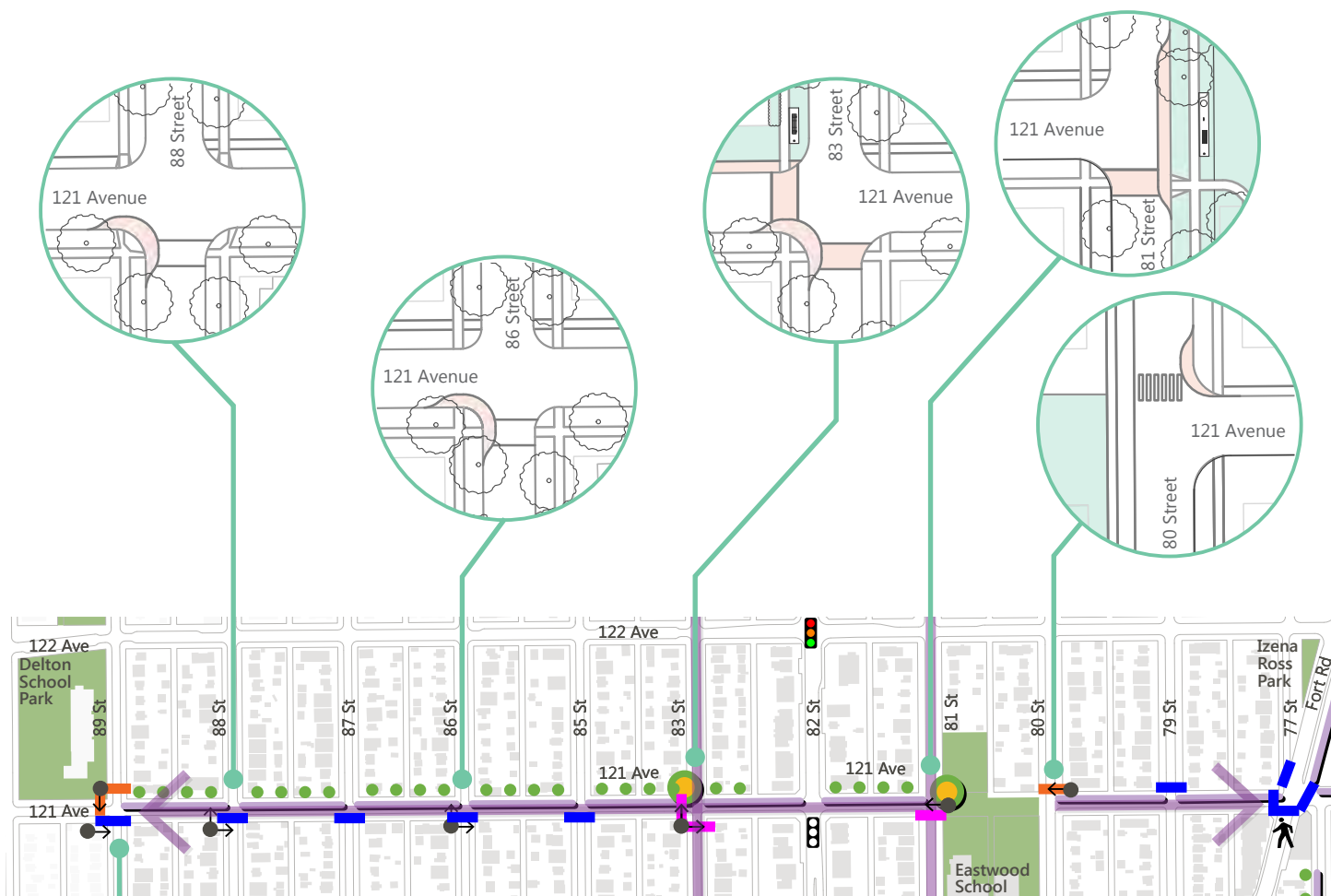
Technical Considerations

The following should be taken into consideration prior to preliminary design:

- Curb extensions should align north-south and/or east-west across an intersection (i.e. ensure curb ramps line up across the intersection).
- A minimum radius of 5.0m is recommended for curb extensions at road intersections (radius varies per TAC Guidelines). 'Internal' radii should be 4.5m (City of Edmonton CSDS).
- The minimum length of 3.0m is recommended for the tangent part of the curb extension to minimize on-street parking impacts, 3.0m would accommodate a 1.8m curb ramp and its flares. City of Edmonton CSDS call for 6.0m as the minimum therefore, a design exception would be required.
- The minimum width of curb extensions should be 2.0m with a minimum road width of 6.5m measured from curb face (City of Edmonton CSDS).
- In general, a new catch basin would be for each curb extension.
- The feasibility of constructing 1.8m sidewalks along 121 Avenue should be confirmed in the field since it is identified as a key pedestrian route.
- Confirm the horizontal and vertical offsets of curb extensions from utilities.
- Confirm the feasibility of proposed marked/decorative pedestrian crossings based on a future technical assessment.

Existing Conditions





Location of Curb Extensions and Crosswalks

Between 89 and 81 Street, the south side of 121 Avenue would be prioritized for east-west pedestrian movement since the existing pedestrian activated signal at 82 Street is on the south side. Between 80 Street and Fort Road, the north side of 121 Avenue would be prioritized for east-west pedestrian movement due to constraints to construct new sidewalk on the south side (constraints described in Concept 11). Curb extensions projecting into 89, 88, 86, 83, 81, and 80 Street would help promote the prioritized east-west pedestrian movement. Curb extensions projecting into the avenue would help slow traffic along 121

Avenue. Curb extensions at 83 and 81 Street would help promote the north-south pedestrian movements along the 83 and 81 Street pedestrian routes (Concept 13 and Concept 16).

Decorative crosswalks are recommended at the intersection of two pedestrian routes (on the side prioritized for pedestrian movement). Zebra marked crosswalks are recommended at intersections adjacent to schools (except where two pedestrian routes intersect). Marked crosswalks (two lines) are recommended at all other intersections along the pedestrian route (on the side prioritized for pedestrian movement except at Fort Road).



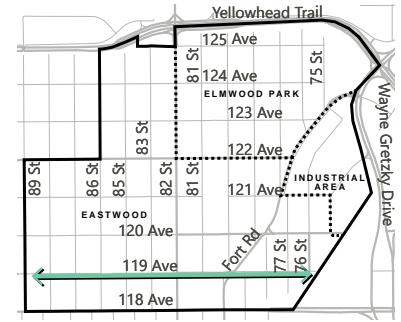
- Pedestrian Route
- New Curb Extension *
- New Decorative Crosswalk
- New Marked Crosswalk (Two painted lines)
- New Zebra Marked Crosswalk
- Existing Full Traffic Signal
- Existing Pedestrian Activated Signal
- New Sidewalk (Concept 12)
- New Seating Area (Concept 10)
- Enhanced Pedestrian Crossing
- Proposed New Trees

*Note: The exact design of curb extensions will occur during preliminary design. The location of all other curb extensions is included in Appendix B.



3.15 Concept 15: 119 Avenue Bike Route

Urban Design Concept

- New bike infrastructure between the planned bike facility in the Alberta Avenue neighbourhood (west) and the Capital Line LRT shared-use path (SUP) (east) would improve biking **connectivity** along 119 Avenue.
- New one-way protected bike lanes, between 89 Street to 86 Street, would **connect** to the planned one-way protected bike lanes east of 93 Street in the Alberta Avenue neighbourhood. This would maintain consistent bike infrastructure between Alberta Avenue Park and Eastwood Park.
- A new SUP on the north side of 119 Avenue, between 85 Street and 76 Street, would complete the **connection** to the Capital Line LRT SUP. This would maintain consistent bike infrastructure through Eastwood Park and from 85 Street to the Capital Line LRT SUP.
- The overall **connection** into the broader bike network would be improved along 119 Avenue through Alberta Avenue and Eastwood.
- Adding bike detection to the existing 82 Street half signal would allow for biking **connectivity** across the busy arterial road of 82 Street.
- Converting the existing crosswalk flasher at Fort Road to a half signal with bike detection would allow for biking **connectivity** across the busy arterial road of Fort Road. This improvement would also enhance the **safety** of pedestrians crossing Fort Road.
- New sidewalk would be added on the south side of 119 Avenue between 83 to 82 Street and 79 to 77 Street (additional details provided in Concept 12). New trees could be planted in the boulevards to enhance the area's **natural beauty**. The new sidewalk would improve **accessibility** and provide a continuous east-west **connection** on the south side from Eastwood Park to 76 Street.



Guiding Principles

-  1. Safety
-  3. Natural Beauty
-  4. Connectivity & Accessibility

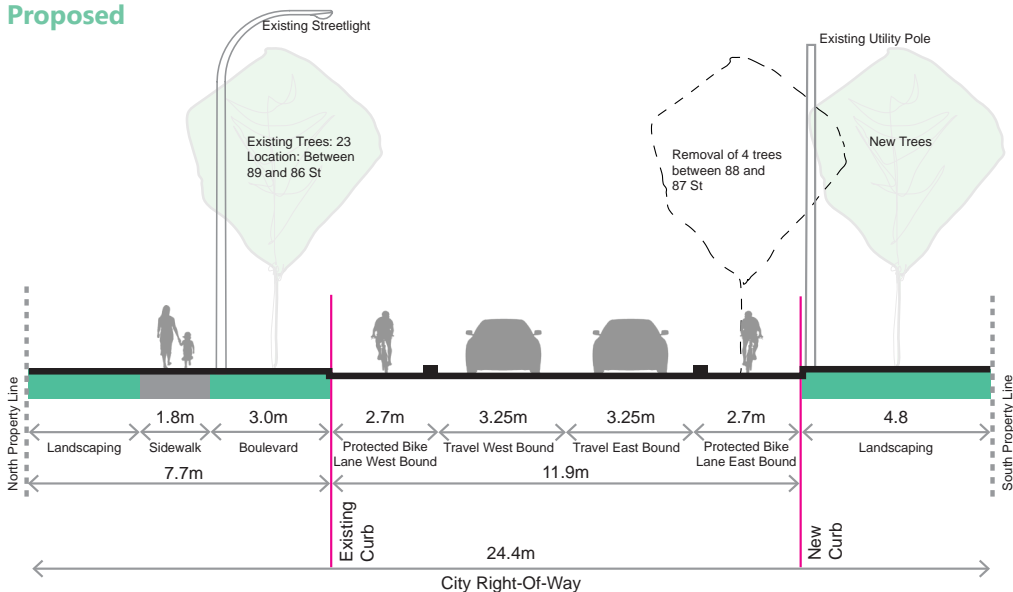
Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

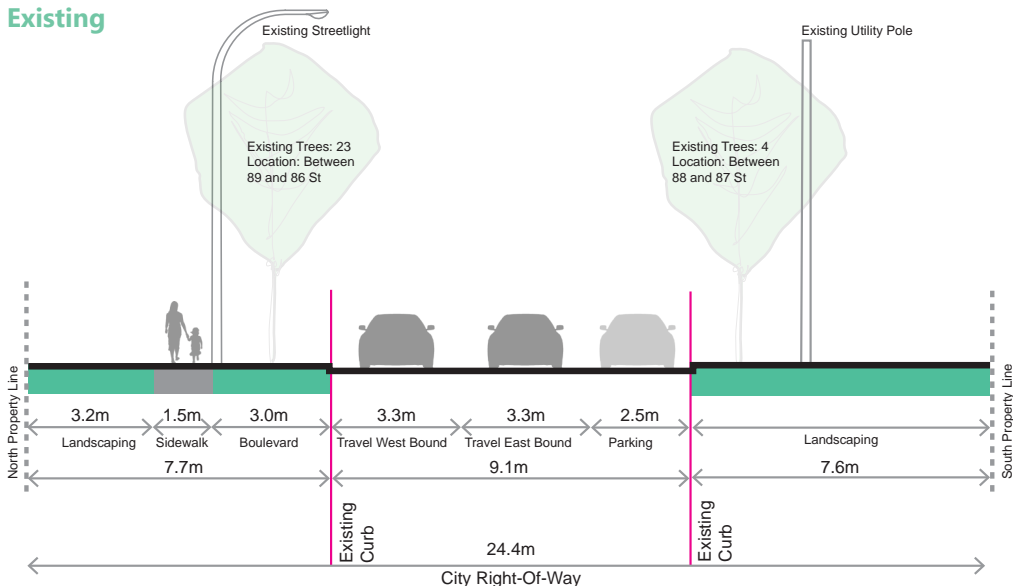
What we heard	How it was (or was not) reflected in the recommended concept
Some appreciated the expansion of bike infrastructure all across the City to improve access and encourage use of the surrounding bike network.	The recommended concept supports bike infrastructure by connecting Eastwood to existing/planned cycle networks.
Most were concerned about the removal of on-street parking along bike routes.	The concept mainly focuses on improving safety and connectivity/accessibility to align with the guiding principles. However, based on public input from May 2019, parking was maintained and added where feasible along 119 Avenue. The one-way protected bike lanes west of 86 Street would remove parking on the south side for three blocks (89 St - 86 St). The SUP east of 86 Street would remove parking on the south side for one block (85 St - 83 St). In total, the proposed concept would remove four blocks of parking on the south side (89 St - 76 St). However, the proposed concept would add six blocks of parking on the south side (82 St - 76 St) and one block of parking on the north side (81 St - Fort Road). Therefore, with the enhanced bike facility there would be a net increase to parking along 119 Avenue.
Shared-use path supports the priority of parking.	
Some appreciated that the shared road and painted bike lane option would maintain on-street parking.	A new SUP is proposed for the majority of 119 Avenue (85 St - 76 St) to complete the connection with consistent bike infrastructure to the Capital Line LRT SUP. The new SUP would also preserve existing traffic flow which was supported by residents. The width of the SUP would be designed to allow enough space for both people who walk and bike; however, new sidewalk is also proposed along the south side where it is currently missing. This would allow people walking and biking to use separate facilities if preferred. New one-way protected bike lanes are proposed between 89 Street and 86 Street to provide a continuous bike facility between Alberta Avenue Park (93 Street) and Eastwood Park.
Many liked a shared-use path as it would support better traffic flow.	
The majority do not support protected bike lanes as they believe the small amount of people who currently bike would not justify the costs of this option.	
Others recognized the potential for conflict between people who walk and people who bike on a SUP.	Although some community members noted that bike ridership may currently be low in the community the new infrastructure aims to shift some peoples attitudes into higher comfort groups with biking. Building safe infrastructure provides options for those who may start to think about biking, or are currently not riding their bike because they do not feel comfortable to do so. The most cost effective time to add new infrastructure that will serve the neighbourhood for its future is during the Neighbourhood Renewal project.
Some participants noted the shared road and painted bike lane option would not be useful during the winter when roads are covered by snow.	The proposed concept includes one-way protected bike lanes, a shared roadway, and a SUP. The City would be responsible for the snow clearing of these bike facilities. Currently, protected bike lanes are snow cleared to bare pavement within 24 hours of the end of a snowfall event. SUPs are snow cleared to bare pavement and within 48 hours of the end of a snowfall event, clearing starts. Shared roadways, including residential roads, are bladed to a level snowpack and typically started within 48 hours after a snowfall event ends. Snow clearing frequency is guided by the City's current Snow and Ice Policy.



Proposed



Existing



Tree Conflicts

- Removal of four trees along the south side of 119 Avenue between 88 and 87 Street.
- Any trees to be removed will be evaluated by the urban forester for monetary value as per the City's Corporate Tree Management Policy. The assessed value of the tree will be reinvested into the neighbourhood.

Utility Conflicts

- The existing wood pole and guy wire on the south side of 119 Avenue (at the alley west of 87 Street) conflicts with the proposed eastbound bike lane. The wood pole and guy wire would have to be relocated south into the grassed right-of-way.
- The existing fire hydrant at the alley east of 87 Street (adjacent to the existing south side curb) conflicts with the proposed eastbound bike lane. The fire hydrant and line would have to be moved south into the grassed right-of-way.
- The two existing fire hydrants on the north side of 119 Avenue (at the alleys east of 88 and 89 Street) would not conflict with the proposed concept. Both fire hydrants are located adjacent to the south edge of the existing sidewalk. The proposed widened sidewalk would be widened to the north to avoid conflicts with the fire hydrants and mature trees.

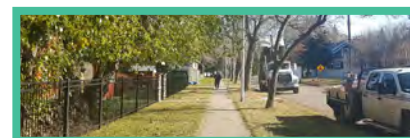
Technical Considerations

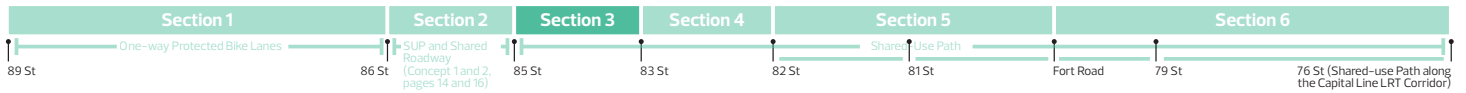
The following should be taken into consideration prior to preliminary design:

- The pavement width of 119 Avenue is not consistent throughout the corridor. Adjustments to curb alignments would be required to establish proposed roadway cross sections along this corridor.
- A buffer width of 0.65m should be provided between the proposed shared-use path and the new curb line (0.5m concrete header as an offset/space for signage and 0.15m for the curb width).
- The 1.5m boulevard sidewalk along the north side of 119 Avenue (between 89 and 86 Street) could be widened to 1.8m. This would help compensate for the missing sidewalk along the south side that is not feasible due constraints (see Concept 12).
- Confirm the feasibility of adding bike detection and converting crosswalk flasher to a half signal based on a future technical assessment.

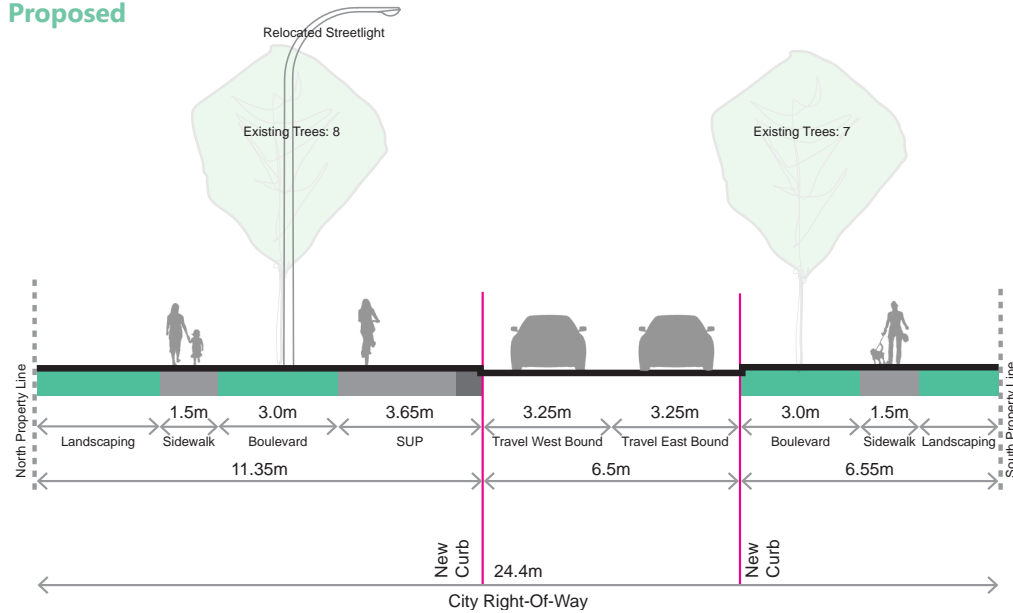
Additional location specific technical considerations are listed for each proposed cross section along the 119 Avenue corridor.

Existing Conditions





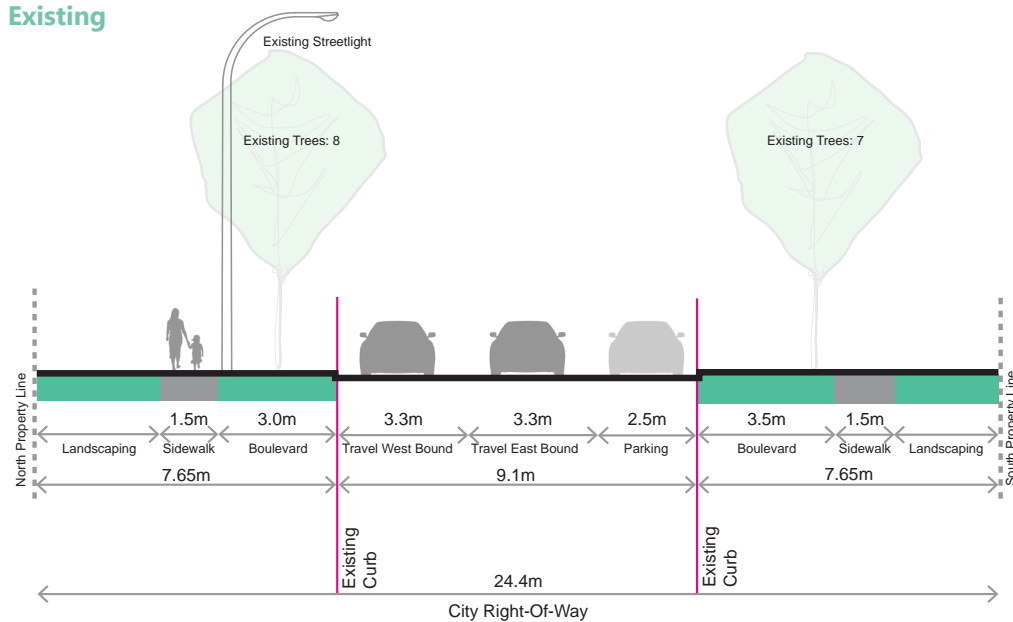
Proposed



Streetlight Conflicts

- Streetlights need to be relocated.

Existing

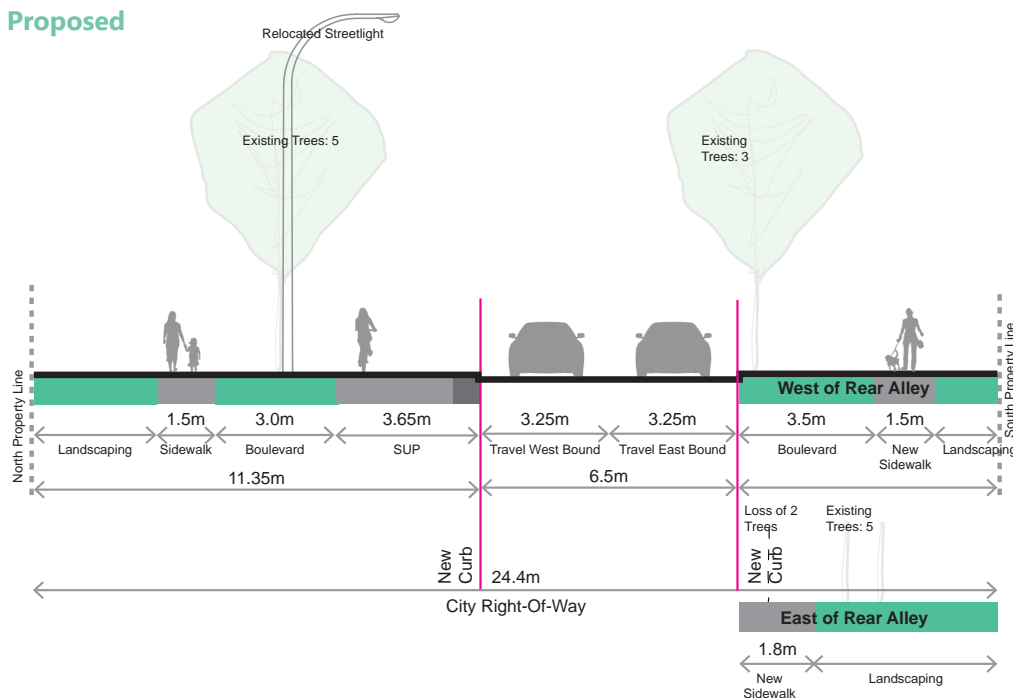


Existing Conditions





Proposed



Tree Conflicts

- Removal of two trees along the south side of 119 Avenue east of the rear alley.
- Any trees to be removed will be evaluated by the urban forester for monetary value as per the City's Corporate Tree Management Policy. The assessed value of the tree will be reinvested into the neighbourhood.

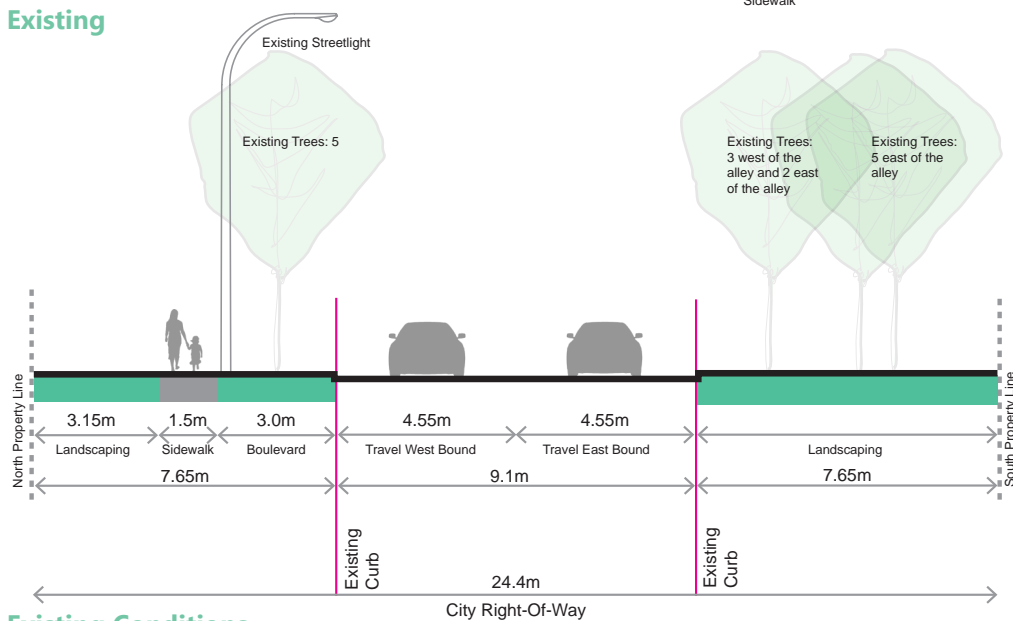
Signal Considerations

- Consider bike detection to the existing 82 Street half signal.

Streetlight Conflicts

- Streetlights need to be relocated.

Existing

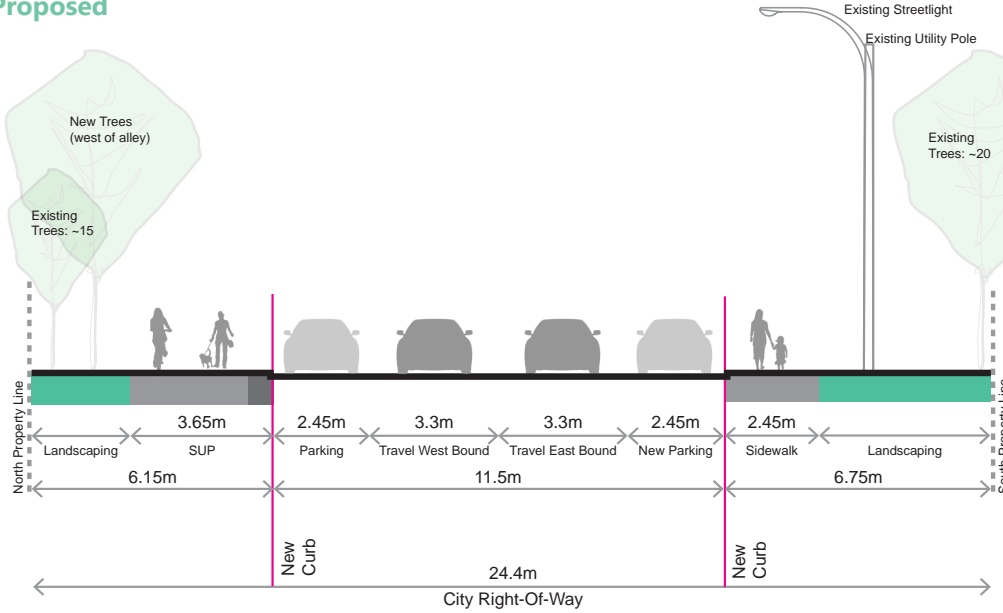


Existing Conditions





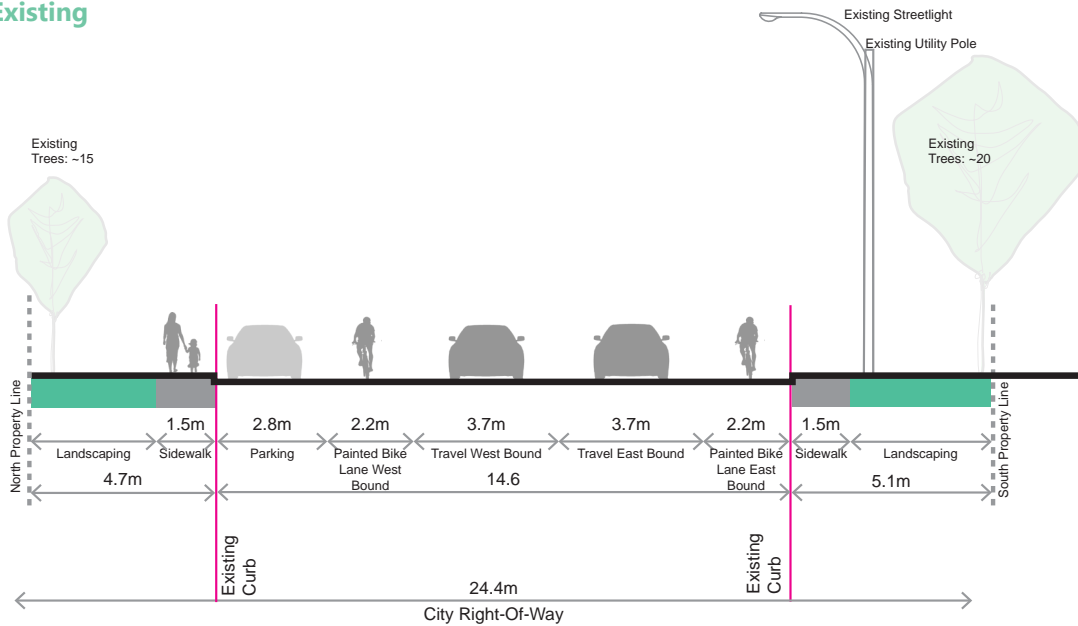
Proposed



Utility Conflicts

- Potential conflict with one existing wood pole on the south side across from the alley. Review prior to preliminary design.
- Along 119 Avenue, there is an intermediate pressure gas line running east-west from 82 Street to 76 Street, at approximately 0.6m north of the new north curb face alignment. Extra construction precaution should be exercised.

Existing

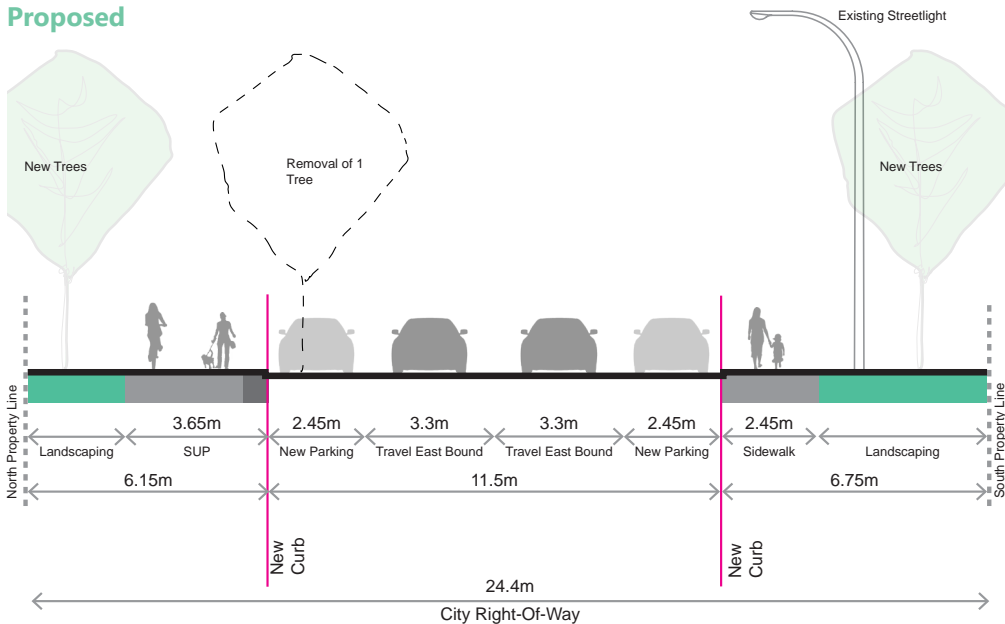


Existing Conditions





Proposed



Tree Conflicts

- Removal of one tree along the north side of 119 Avenue.
- Any trees to be removed will be evaluated by the urban forester for monetary value as per the City's Corporate Tree Management Policy. The assessed value of the tree will be reinvested into the neighbourhood.

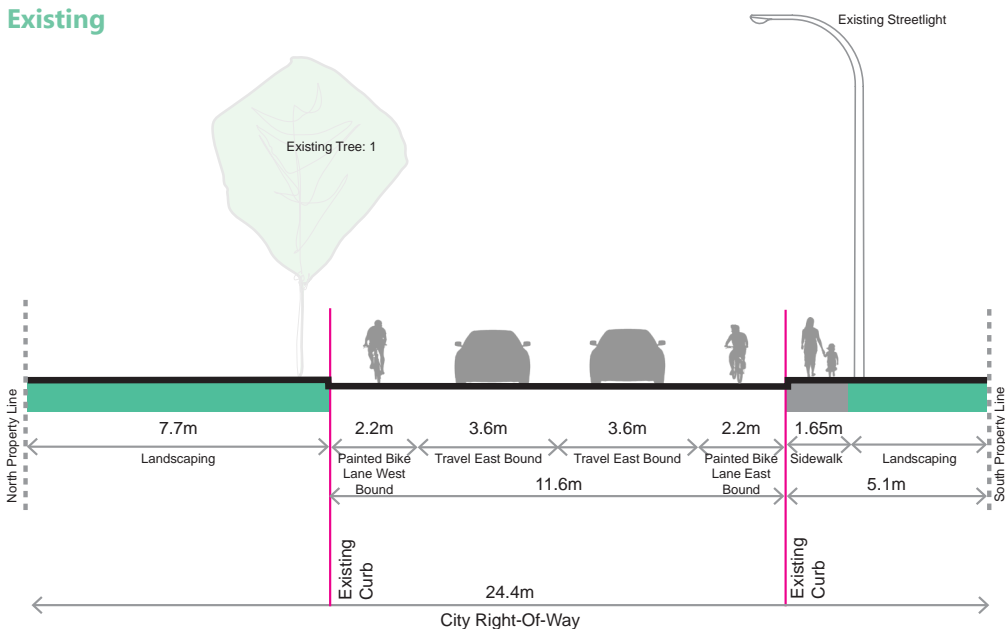
Signal Considerations

- Consider converting existing crosswalk flasher at Fort Road to a half signal with bike detection.

Utility Conflicts

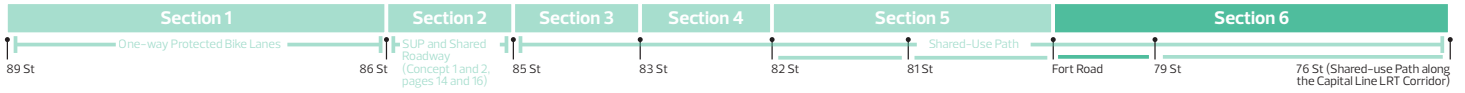
- Along 119 Avenue, there is an intermediate pressure gas line running east-west from 82 Street to 76 Street, at approximately 0.6m north of the new north curb face alignment. Extra construction precaution should be exercised.

Existing

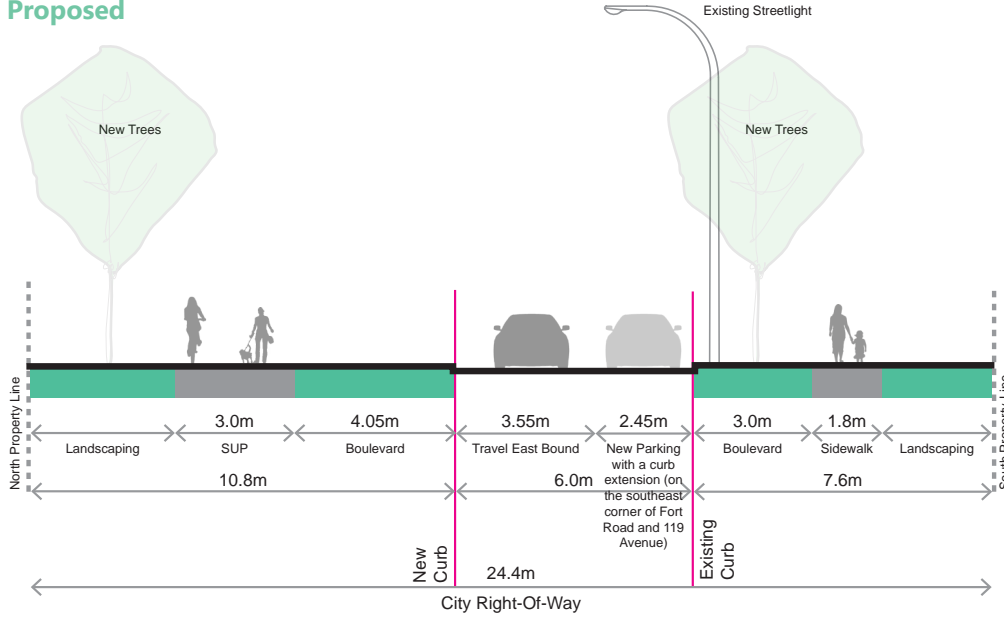


Existing Conditions





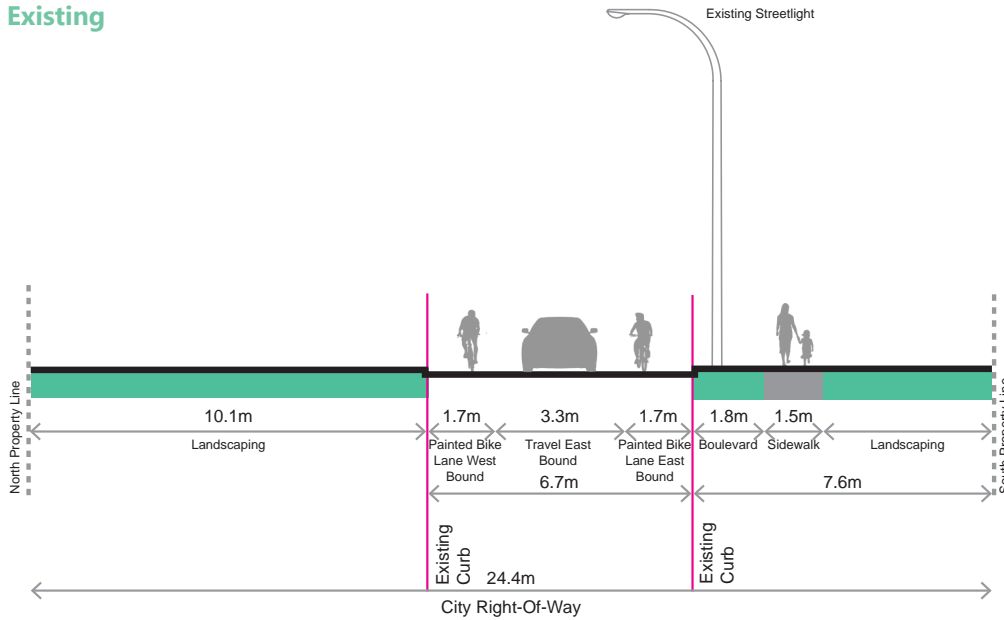
Proposed



Utility Conflicts

- Along 119 Avenue, there is an intermediate pressure gas line running east-west from 82 Street to 76 Street, at approximately 0.6m north of the new north curb face alignment (the gas line 'jogs' north at Fort Road). Extra construction precaution should be exercised.

Existing

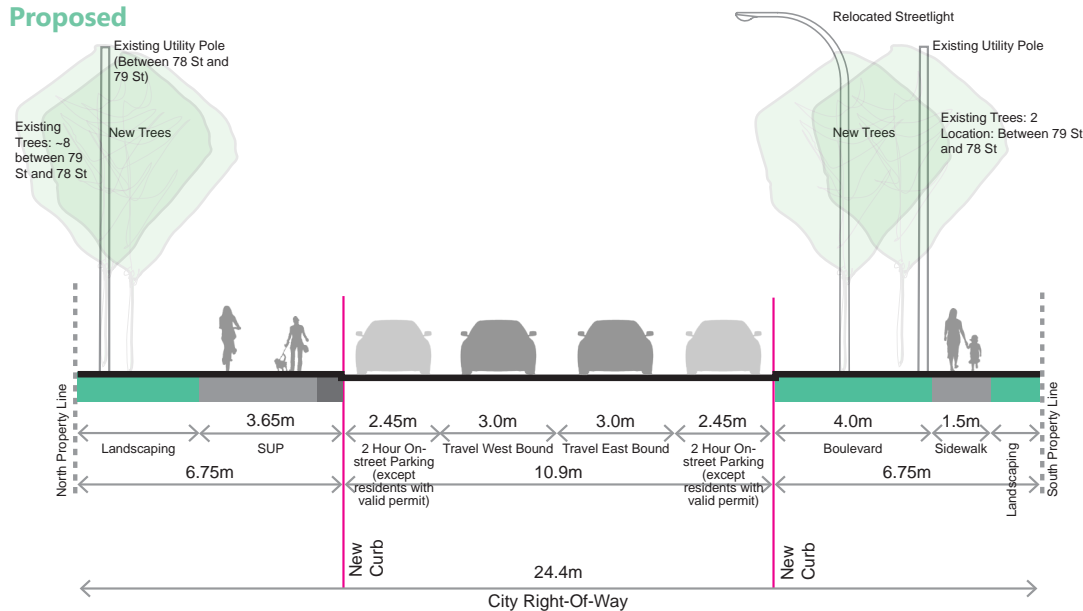


Existing Conditions





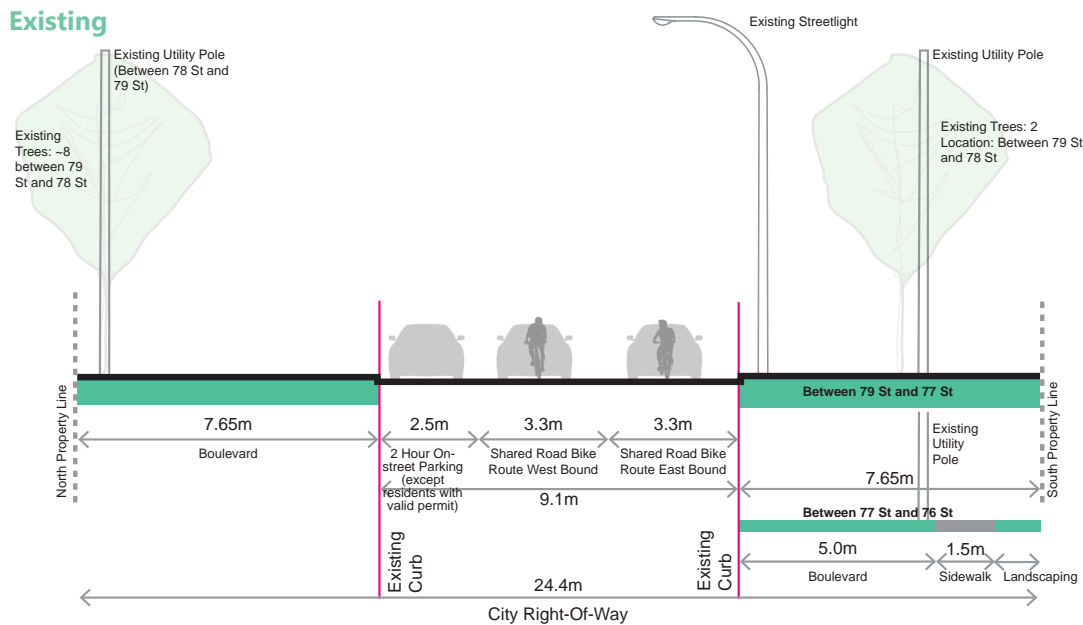
Proposed



Utility Conflicts

- Along 119 Avenue, there is an intermediate pressure gas line running east-west from 82 Street to 76 Street, at approximately 0.6m north of the new north curb face alignment (the gas line 'jogs' north at Fort Road). There is an additional east-west gas line from the alley east of 79 Street to 76 Street and it is underneath the proposed SUP. Extra construction precaution should be exercised.
- Conflict with four hydrants if road is widened to the south.

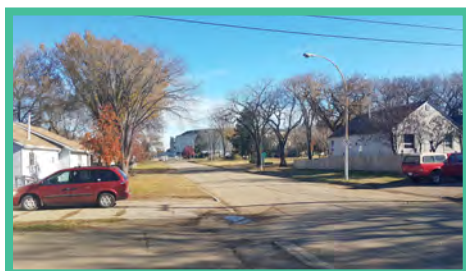
Existing



Streetlight Conflicts

- Streetlights need to be relocated.

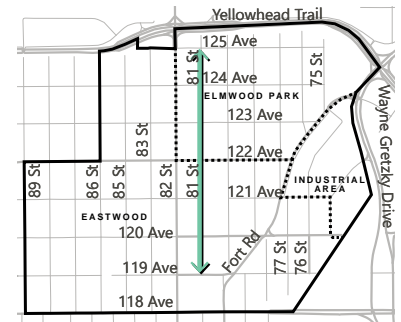
Existing Conditions



3.16 Concept 16: 81 Street Bike Route and Enhanced Pedestrian Route

Urban Design Concept

- Maintaining the existing shared bike facility along 81 Street would provide **connectivity** between the existing shared-use path (SUP) along the south side of the Yellowhead Trail noise wall and further north. It would also connect to the proposed SUP along 119 Avenue (Concept 15). The shared bike route would allow on-street parking to be maintained on both sides of 81 Street.
- Installing curb extensions would enhance **safety** for both pedestrians and cyclists by: reducing pedestrian crossing distances, improve visibility for people walking/driving, and slow traffic to increase comfort for people walking and biking.
- New decorative and painted crosswalks would further improve the pedestrian realm and increase the visibility of the pedestrian crossing for people who drive and bike.
- The relocated pedestrian activated amber flasher from 80 to 81 Street would better facilitate north-south pedestrian movement across 120 Avenue along the prioritized 81 Street pedestrian route.



Guiding Principles

- 1. Safety
- 4. Connectivity & Accessibility

Public Input

The following table summarizes key themes we heard regarding the concept and how they are or are not reflected (and why) in the recommended concept.

What we heard	How it was (or was not) reflected in the recommended concept
Many supported a shared roadway for people who drive and bike.	The proposed concept recommends a shared roadway bike facility and adding curb extensions to slow traffic to enhance the safety of people who bike and drive. Curb extensions at 124, 121, 120, and 119 Avenue would remove approximately nine parking spots along the east side of 81 Street. However, parking is being added along 120 and 119 Avenue (Concepts 11 and 15).
The removal of parking was strongly opposed by participants for a shared roadway with painted contraflow lane because of the multi-family housing along 81 Street.	The narrow road width of 81 Street makes the road more suitable for a shared roadway bike facility compared to portions of the 119 Avenue bike route (Concept 15). People who drive tend to travel at slower speeds on narrow roads than on wider roads which would help people who bike feel more comfortable to share the space. Based on the narrow roadway and priority to maintain parking by the community, a shared roadway bike facility is proposed.
The removal of on-street resident parking was strongly opposed with a two-way protected bike lane.	A two-way protected bike facility on 81 Street or shared roadway with painted contraflow lane on 81 Street would have required a parking and travel lane be removed.
Participants recognized that a two-way protected bike lane was the safest option for people who bike.	

Existing Conditions



Technical Considerations

The following should be taken into consideration prior to preliminary design:

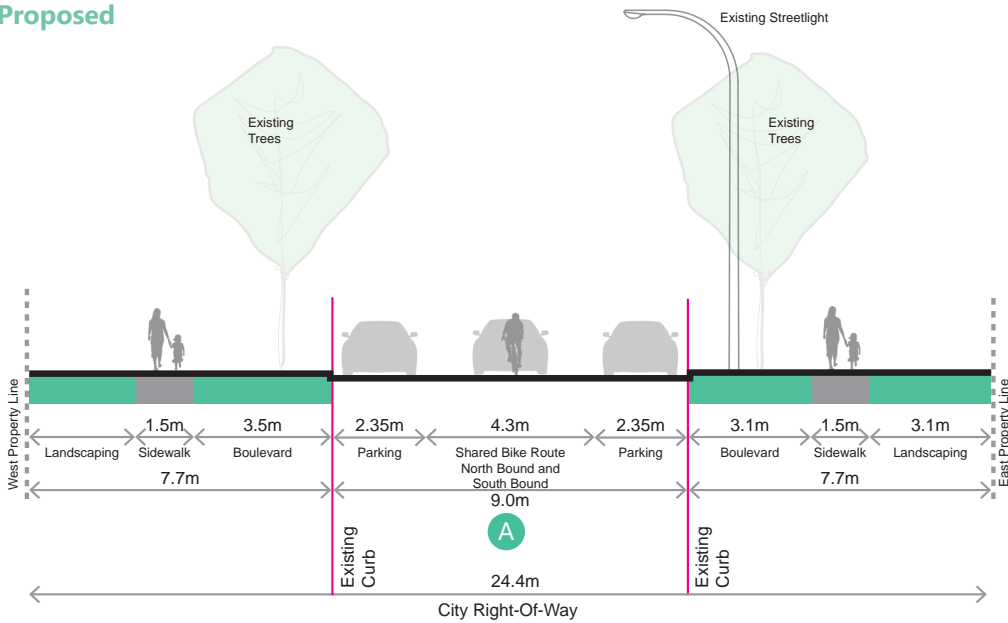
- Curb extensions should align north-south and/or east-west across an intersection (i.e. ensure curb ramps line up across the intersection).
- A minimum radius of 5.0m is recommended for curb extensions at road intersections (radius varies per TAC Guidelines). 'Internal' radii should be 4.5m (City of Edmonton CSDS).
- The minimum length of 3.0m is recommended for the tangent part of the curb extension to minimize on-street parking impacts, 3.0m would accommodate a 1.8m curb ramp and

its flares. City of Edmonton CSDS call for 6.0m as the minimum, therefore, a design exception would be required.

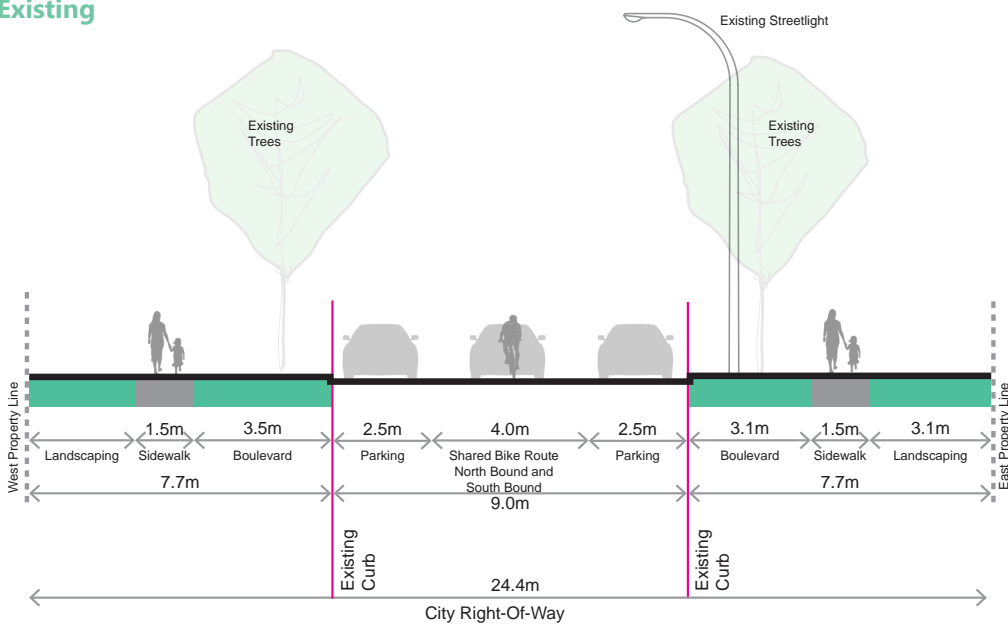
- The minimum width of curb extensions should be 2.0m with a minimum road width of 6.5m measured from curb face (City of Edmonton CSDS).
- In general, a new catch basin would be for each curb extension.
- The feasibility of constructing 1.8m sidewalks along 81 Street should be confirmed in the field since it is identified as a key pedestrian route.
- Confirm the horizontal and vertical offsets of curb extensions from utilities.

- Review and confirm the removal and relocation of the existing pedestrian activated amber flasher from 80 to 81 Street. The relocated amber flasher may need to be adjusted for the new curblines. Evaluate if a rapid rectangular flashing beacon would be preferred over an amber flasher.
- Confirm the feasibility of proposed marked/decorative pedestrian crossings based on a future technical assessment.
- Currently two-way traffic exists along 81 Street. Drivers need to yield to oncoming traffic due to the narrow roadway and parking on both sides making it act like a single roadway. This traffic flow will be maintained with the infrastructure upgrades.

Proposed



Existing



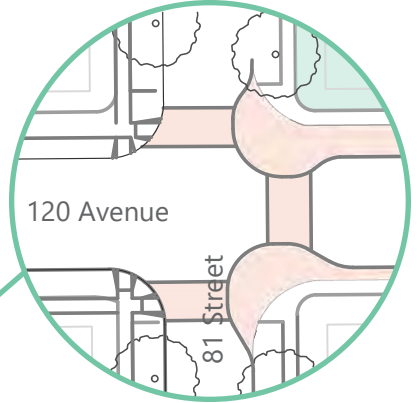
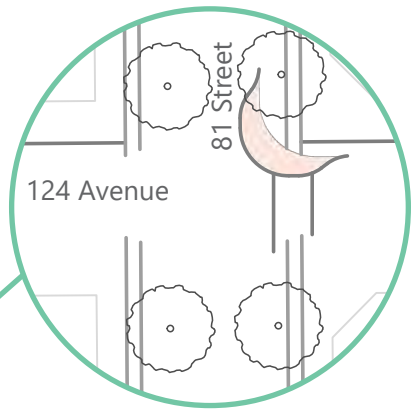
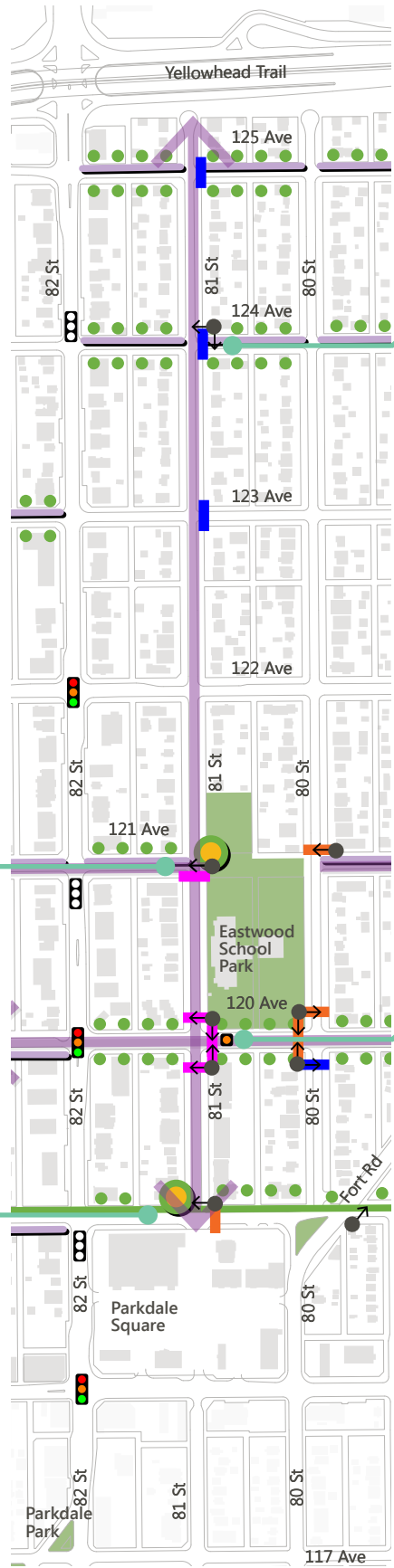
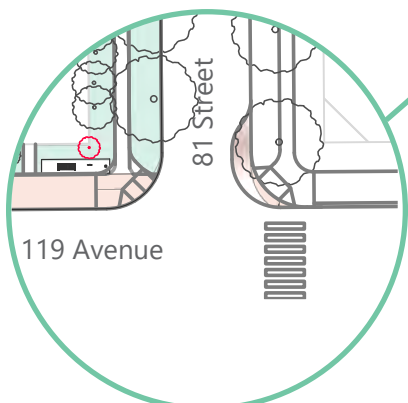
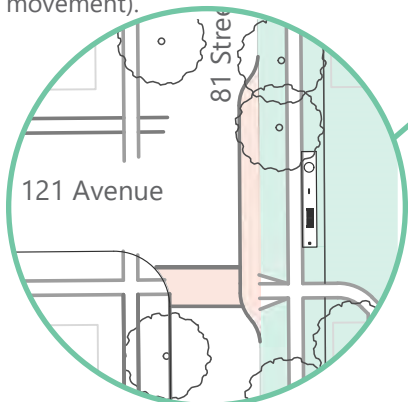
Precedent Images



Location of Curb Extensions and Crosswalks

The east side of 81 Street would be prioritized for north-south pedestrian movement as Eastwood School/Park is located on the east side. Curb extensions projecting into 124 and 120 Avenue would help facilitate the prioritized north-south pedestrian movement. Curb extensions projecting into 81 Street would provide traffic calming to enhance the safety of the shared roadway bike route along 81 Street for people who bike and drive. Curb extensions into 81 Street at 121 and 120 Avenue would also help facilitate the prioritized east-west pedestrian movements along the 121 and 120 Avenue pedestrian routes (Concept 14 and Concept 11).

Decorative crosswalks are recommended at the intersection of two pedestrian routes (on the side prioritized for pedestrian movement). Zebra marked crosswalks are recommended at intersections adjacent to schools (except where two pedestrian routes intersect) and at mid-block locations. Marked crosswalks (two lines) are recommended at all other intersections along the pedestrian route (on the side prioritized for pedestrian movement).



- Pedestrian Route
- New Curb Extension *
- New Decorative Crosswalk
- New Marked Crosswalk (Two painted lines)
- New Zebra Marked Crosswalk
- Existing Full Traffic Signal
- Relocated Pedestrian Activated Amber Flasher from 80 Street
- Existing Pedestrian Activated Signal
- New Sidewalk (Concept 12)
- New Seating Area (Concept 10)
- New Shared-use Path (Concept 15)
- Proposed New Trees

60 *Note: The exact design of curb extensions will occur during preliminary design. The location of all other curb extensions is included in Appendix B.

3.17 Background Utilities Conflict Check

The following table identifies utility conflicts regarding the UDA recommended concepts. Identified conflicts should be considered, along with the other technical considerations identified, during the preliminary design of the concepts.

Draft Concept Design Options N = No conflict Y = Yes, potential conflict	Overhead Power	Underground Power	Gas	Water	Streetlights	TELUS	Others	Comments
1. Eastwood Park – Toboggan Hill and Path	N	N	N	N	N	N	Y	One tree would have to be removed.
2. Eastwood Park – 119 Avenue Shared-Use Space	N	N	N	N	N	N	N	
3. Eastwood Park – Off-leash Dog Park	N	N	N	N	N	N	N	
4. James Kidney Park	N	N	N	N	N	N	N	
5. Izena Ross Park	N	N	N	N	N	N	N	
6. Elmwood Park – Park 2	N	N	N	N	Y	N	Y	Tree conflict if 76 Street / Fort Road intersection is realigned. Streetlight on Fort Road would have to be relocated.
7. Elmwood Park – Park 1	N	N	N	N	N	N	N	
8. East-west Grassed Area South of the Yellowhead Trail Noise Wall	Y	N	N	N	N	N	Y	Guy wires at alley west of 79 Street. Others – potential grading issues on berm.
9. St. Gerard School and Park	N	N	N	N	N	N	Y	Proposed one-way eastbound exit road north of school would conflict with a mature tree at 83 Street. A land acquisition is also required from the school board.
10. Inner Neighbourhood Seating/Meeting Areas	N	N	N	N	N	N	N	
11. 120 Avenue Enhancements (between 83 and 75 Street)	N	N	N	N	N	N	N	
12. New Sidewalks								
• 119 Avenue (83 Street – 82 Street) south side (83 Street to alley – boulevard walk; alley to 82 Street - monowalk)	N	N	N	N	N	N	Y	Remove two trees west of 82 Street on the south side to accommodate the proposed monowalk.
• 119 Avenue (79 Street – 77 Street) south side boulevard walk	N	N	N	N	Y	N	N	Existing streetlight at southwest corner on 78 Street would have to be relocated.
• 120 Avenue (83 Street - 82 Street) south side monowalk	N	N	N	N	N	N	N	
• 121 Avenue (89 Street – 81 Street) north side (monowalk: 88 Street west to alley, 83 Street west to alley; rest are boulevard walk)	N	N	N	Y	N	Y	Y	Alley west of 88 Street on north side: potential conflicts with hydrant, TELUS pedestal and vault, and driveways. Monowalk recommended.
• 121 Avenue (80 Street – 75 Street) north side monowalk	N	N	N	N	N	N	N	Recommend new streetlights to be placed on the north side behind the new sidewalk.

Draft Concept Design Options N = No conflict Y = Yes, potential conflict	Overhead Power	Underground Power	Gas	Water	Streetlights	TELUS	Others	Comments
<ul style="list-style-type: none"> 123 Avenue (85 Street – 82 Street) north side monowalk 	N	N	N	N	N	N	Y	Tree conflict: west of 83 Street, 82 Street – 81 Street, and 80 Street – 79 Street.
<ul style="list-style-type: none"> 124 Avenue (82 Street – 75 Street) North side monowalk 	Y	N	N	N	Y	N	Y	76 Street – 75 Street, conflict with one wood pole and one tree. Potential grading issue exists west of 75 Street.
<ul style="list-style-type: none"> 125 Avenue (82 Street – 75 Street) North side monowalk, including north end of 75 Street cul-de-sac 	Y	N	N	Y	Y	N	Y	Conflicts with wood poles on south side from 80 Street to 75 Street.
<ul style="list-style-type: none"> Fort Road Service Road - East side (121 Avenue – William Short Road) 1.5m monowalk 	N	N	N	N	N	N	Y	At 12249, potential conflict with free standing sign. However, conflict could be avoided if service road is narrowed to accommodate the new walk.
<ul style="list-style-type: none"> 77 Street (120 Avenue – 121 Avenue) - West side boulevard walk in front of residential area and widened 1.5m sidewalk adjacent to the Ben Calf Robe Society building. 	N	N	N	N	N	N	N	No new sidewalk is proposed in front of the Ben Calf Robe Society building on the west side of 77 Street. There are conflicts with boulevard trees and an existing sidewalk along the building.
<ul style="list-style-type: none"> William Short Road (121 Avenue – Fort Road) - East side monowalk 	Y	N	N	Y	N	N	N	Conflict with wood poles and one hydrant. Conflicts could be avoided if road is narrowed.
<ul style="list-style-type: none"> Mount Lawn Road (121 Avenue – Wayne Gretzky Drive) – West side monowalk 	Y	N	N	Y	N	N	Y	Potential conflict with wood poles and hydrant. Private bollards in front of 7504 need to be relocated. Narrowing of road could avoid these conflicts.
<ul style="list-style-type: none"> 75 Street (120 Avenue - 121 Avenue) - West side monowalk 	Y	N	N	N	Y	N	N	Existing curbs may have to be shifted east to accommodate the proposed 1.5m monowalk on the west side. New streetlights may have to be located on the east side due to potential conflict with overhead cables.
13. 83 Street Enhanced Pedestrian Route	N	N	N	N	N	N	N	
14. 121 Avenue Enhanced Pedestrian Route	N	N	N	N	N	N	N	
15. 119 Avenue Bike Route								
<ul style="list-style-type: none"> 89 Street – 86 Street - Road widening on south side 	Y	Y	N	Y	N	N	Y	South side road widening may conflict with existing wood poles, guy wires, and hydrant (west of 86 Street). 4 trees to be removed/relocated.
<ul style="list-style-type: none"> Through Eastwood Park (86 Street) 	N	N	N	N	N	N	Y	One tree needs to be removed for SUP (Concept 1).
<ul style="list-style-type: none"> 85 Street – 83 Street - North side SUP 	N	N	N	N	N	N	N	
<ul style="list-style-type: none"> 83 Street – 82 Street - SUP on north side, sidewalk on south side 	N	N	N	N	N	N	Y	Two trees need to be removed to fit new sidewalk on south side.
<ul style="list-style-type: none"> 82 Street – 81 Street - North side SUP 	N	N	N	N	N	N	N	

Draft Concept Design Options N = No conflict Y = Yes, potential conflict	Overhead Power	Underground Power	Gas	Water	Streetlights	TELUS	Others	Comments
<ul style="list-style-type: none"> 81 Street – Fort Road - North side SUP 	N	N	N	N	N	N	N	Road widening on north side would require removal of one tree.
<ul style="list-style-type: none"> Fort Road – 79 Street - North side 	N	N	Y	N	N	N	N	Road widening on north side may conflict with gas line. Extra caution required during construction.
<ul style="list-style-type: none"> 79 Street – 76 Street - SUP on north side, boulevard walk on south side (79 Street – 77 Street) 	N	N	Y	Y	N	N	N	Road widening on north side may conflict with gas line. Extra caution required during construction. Road widening on south side would conflict with hydrant.
16. 81 Street Bike Route and Enhanced Pedestrian Route	N	N	N	N	N	N	N	

This page was intentionally left blank.

Appendix A

Background Report

This page was intentionally left blank.

Eastwood & Elmwood Park Urban Design Analysis **Background Report**

June 2019

The logo for the City of Edmonton, featuring the word "Edmonton" in white text on a dark blue square background.

Edmonton



Table of Contents

1	Introduction	1
1.1	Background	2
1.2	Purpose	3
1.3	What is an Urban Design Analysis?	3
1.4	Project Approach and Process	4
2	Neighbourhood Background Information	5
2.1	Study Area	6
2.2	Neighbourhood Context	6
2.3	Demographics	8
3	Neighbourhood Analysis	11
3.1	Public and Private Projects	14
3.2	Surrounding Context and Destinations Outside the Neighbourhood	16
3.3	Built Form and Character Areas	18
3.4	Commercial Nodes and Community Destinations	20
3.5	Open Space Network	22
3.6	Complete Streets - Sidewalk Evaluation	24
3.7	Mobility Network	28
3.8	Infrastructure	30

List of Maps

Map 1. Study Area	7
Map 2. Public and Private Projects	15
Map 3. Surrounding Context & Destinations Outside the Neighbourhood	17
Map 4. Built Form & Character Areas	19
Map 5. Commercial Nodes and Community Destinations	21
Map 6. Open Space Network	23
Map 7. Street Types	27
Map 8. Mobility Network	29

Appendices

Appendix A	Eastwood and Elmwood Park Historic Resources
------------	--

This page was intentionally left blank.



1 Introduction

1.1 Background

Eastwood and Elmwood Park are mature neighbourhoods and some of Edmonton's earliest established neighbourhoods. Sidewalks, streets, and infrastructure within the two neighbourhoods are in need of repair. Neighbourhood renewal reconstruction for Eastwood and Elmwood Park is scheduled to start in 2020.

Building Great Neighbourhoods and Open Spaces Branch

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

BGN&OS Neighbourhood Renewal Program

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

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

The Neighbourhood Renewal Program also offers the opportunity for two types of cost-sharing local improvements, sidewalk renewal and decorative street lights. Opportunities to improve other City owned areas, such as green spaces and parks, will also be reviewed with the Neighbourhood Renewal process. The intention is to make desired upgrades and enhancements in coordination with the Neighbourhood Renewal Program and other funding sources.

Urban Design Analysis and Public Engagement

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

Past City Investments within Eastwood

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

As a result of the project, Eastwood in recent years has seen revitalization efforts such as streetscape improvements along 118 Avenue and strengthened community leadership. Revitalization helped bring forward art focus in the area which led to the formation of Arts on the Ave (a grassroots, non-profit community arts organization). It is important that neighbourhood renewal recommendations of the UDA build on past revitalization efforts.

1.2 Purpose

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

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

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

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

1.3 What is an Urban Design Analysis?

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

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

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

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

1.4 Project Approach and Process

The Eastwood and Elmwood Park UDA is part of the Concept Phase set out in the BGN&OS *Public Engagement Charter*.

The key steps in the Concept Phase (shown in the road map below) are:

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

Urban design concepts recommended within the UDA will inform the design of engineering preliminary plans.





2 Neighbourhood Background Information

2.1 Study Area

The UDA of Eastwood and Elmwood Park includes the area shown in Map 1. The analysis includes all coloured roads in the map and City-owned lands.

The analysis excludes the following locations:

- 118 Avenue: streetscape improvements have recently been completed;
- 82 Street;
- Fort Road;
- 122 Avenue: reconstructed in 2018 as part of the 122 Avenue Collector Plan;
- 86 Street north of 122 Avenue; and
- Alleys (not part of the neighbourhood renewal program).

However, the analysis includes the review of connections across the above roads.

2.2 Neighbourhood Context

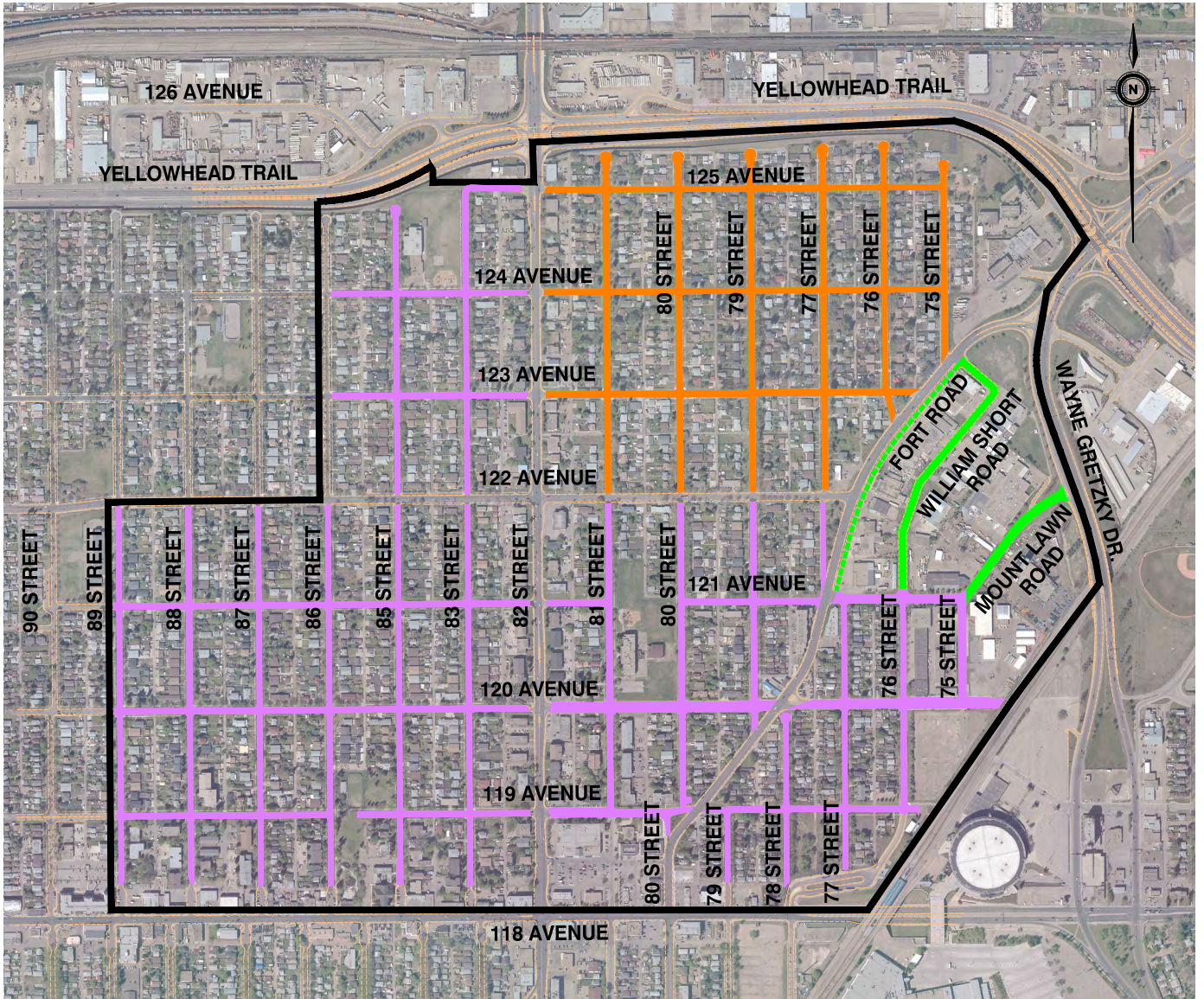
Eastwood has a history dating back to the early 1900's when the community was first planned and subdivided. A traditional streetcar used to run along 118 Avenue which served as a link for residents to the City of Edmonton, and at the time, the village of North Edmonton. The streetcar line served as the primary location of the development of residential and commercial buildings. Although development was slower in the pre-war period, by the 1950s the community was fully built. In more recent years, redevelopment of sites and older buildings has become more common.

Elmwood Park is a small, compact neighbourhood bound by arterial roadways on three sides. The community was mainly constructed in the post-war period between the late 1940s and the 1950s. The name of the community was originally known as Grierson Estate but was renamed in the mid 1940s. The name Elmwood Park is derived from the planting of Elm trees along the boulevards in the neighbourhood. To the east of Elmwood Park, a major industrial and commercial area provides services, amenities, and employment which can be accessed from Wayne Gretzky Drive and Fort Road.

118 Avenue continues to serve as the primary commercial corridor for Eastwood and Elmwood Park, consisting of commercial development and the Parkdale Square commercial centre. The Alberta Avenue Business Association and Business Improvement Area (BIA) was formed in 2005. The mandate of the BIA and Business Association is to raise the profile of 118 Avenue and promote the diverse range of commercial opportunities. The Business Association has encouraged local businesses to utilize funding available through the City's Façade Improvement program, which shares the cost of improvements to business fronts. The City of Edmonton has invested in the community through the Development Incentive Program, which provides financial incentives to building owners to invest in new development.

The Eastwood Community League and the Elmwood Park Community League are active volunteer, non-profit organizations which address the needs and interests of residents in the community. The Community Leagues provide a number of social events, host community groups and activities, recreational classes, farmers markets, and other social gathering opportunities. Eastwood and Elmwood Park have several parks, schools, and multiple sportsfields. The neighbourhoods are served by public transportation, including buses and the Capital Line LRT.

Map 1. Study Area



LEGEND

- PROJECT LIMITS
- EASTWOOD
- ELMWOOD PARK
- YELLOWHEAD CORRIDOR EAST (--- SERVICE ROAD)

2.3 Demographics

Eastwood

Eastwood was developed mainly between the 1960s and 1980s, predominantly with apartment dwellings under 4 storeys. Single-detached style development is located in the neighbourhood but represents a lower percentage of the housing stock when compared to the City average. Semi-detached housing is the third most popular dwelling type and is twice that of the City average.

In recent years, the population of the neighbourhood fluctuated slightly but overall trends remain fairly consistent. Steady population growth trends in Eastwood differ from the City of Edmonton, which has seen substantial growth.

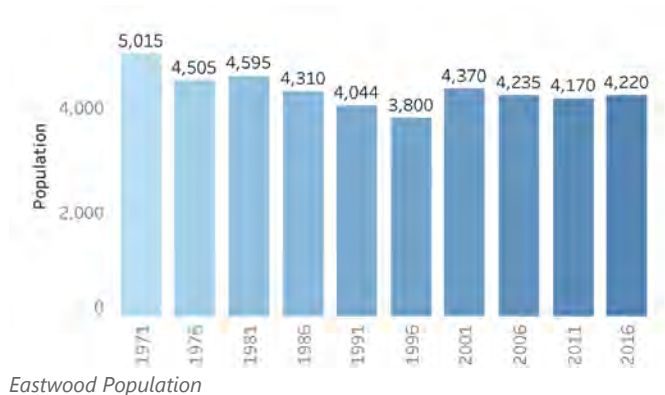
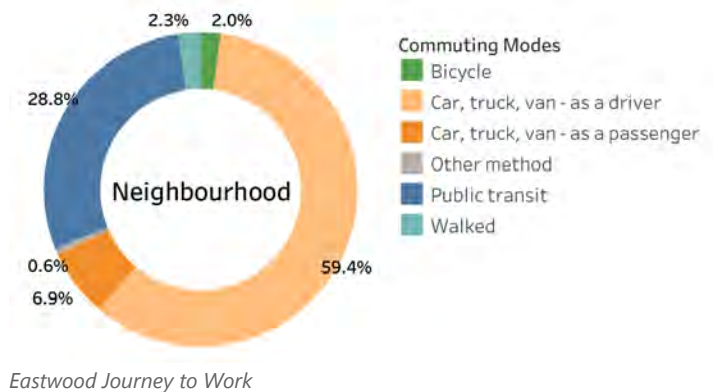
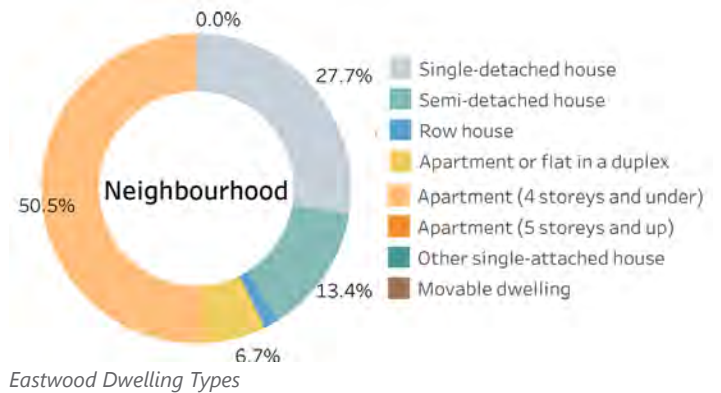
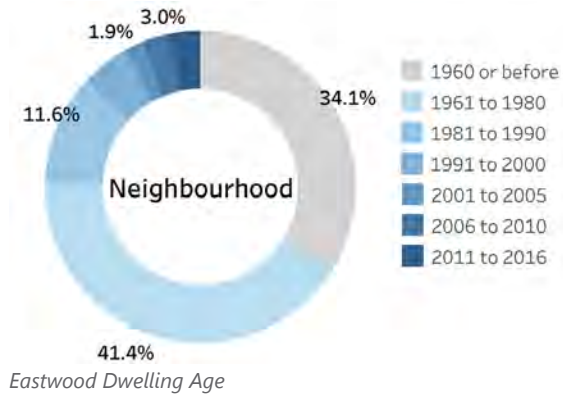
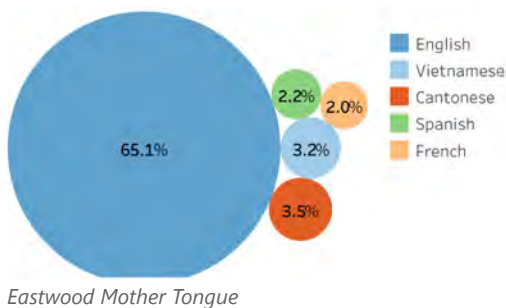
The most commonly spoken language is English, followed by Cantonese and Vietnamese.

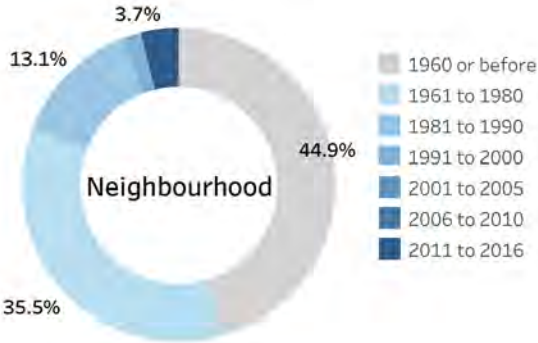
Many residents use personal vehicles as a means of transportation to work. While this percentage is lower when compared to the City as a whole, the percentage of people who use public transit is much higher. Higher percentages of public transit use are most likely attributed to the proximity to the Coliseum LRT and Transit Centre and bus routes along major corridors. Biking, as a means of commuting to work, is also higher in Eastwood when compared to the City average.

Gaps and Opportunities

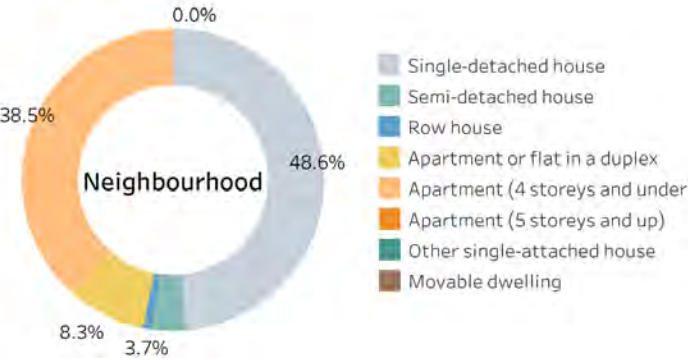
Since many of the residents live in apartment style homes, this indicates the **opportunity** to add public realm improvements near these areas. The higher percentage of people who ride bikes to work indicates the **opportunity** for additional bike facilities, which will facilitate connections between origins and destinations. The high percentage of residents using public transit for commuting indicates the **opportunity** to strengthen pedestrian connections to public transportation facilities.

Elmwood Park

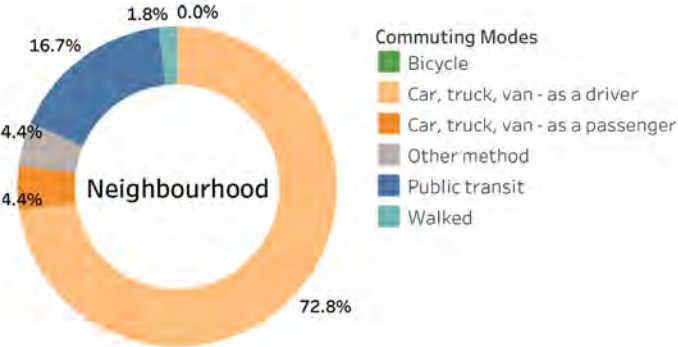




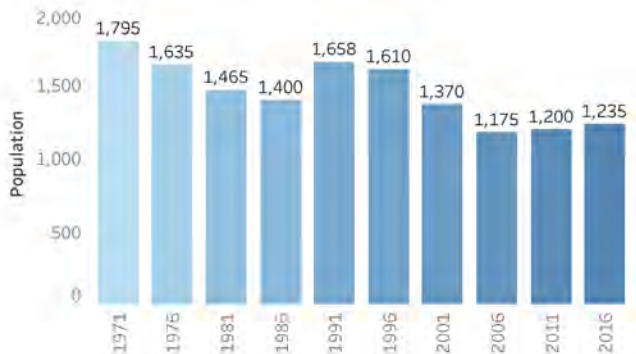
Elmwood Park Dwelling Age



Elmwood Park Dwelling Types



Elmwood Park Journey to Work



Elmwood Park Population

Elmwood Park was developed mainly pre 1960 with a secondary growth period between the 1960s and 1980s. The resulting development pattern is primarily single-detached style developments which is consistent with the City as a whole. Apartment style dwellings under 4 storeys are the second most common type of residential dwelling which is above the City average.

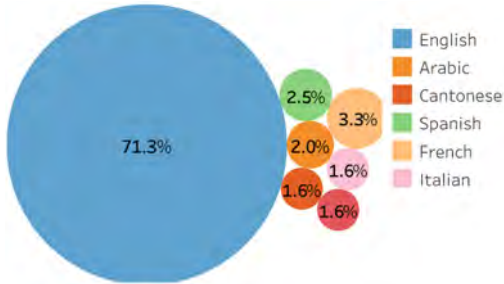
From the early 1990s to the mid-2000s, the population in Elmwood Park declined. In the past decade however, the population remained fairly steady. Similar to Eastwood, these trends differ from the population growth seen within the City of Edmonton.

The most commonly spoken language is English followed by French, Spanish, and Arabic.

The journey to work characteristics of Elmwood Park is consistent with the overall average for the City of Edmonton. Most residents in the community commute by private vehicle as a single occupant. While public transit use is slightly higher than the City average, biking was not reported as a commuting mode from the community in the 2016 Federal Census.

Gaps and Opportunities

Single occupant vehicle use in Elmwood Park is high while walking is relatively low. This indicates an **opportunity** to improve the streetscape by including design elements that prioritize pedestrian movement, such as painted/decorative crosswalks and curb extensions, to create a pedestrian-friendly environment. Additionally, the non response of people who bike to work represents an **opportunity** to enhance existing bike facilities and connections to the broader bike network.



Elmwood Park Mother Tongue

This page was intentionally left blank.



3 Neighbourhood Analysis

This page was intentionally left blank.

The urban design framework, as well as the preferred concepts established in the UDA, is informed by the background analysis report. The following topics were reviewed and analyzed in detail in order to gain a comprehensive understanding of existing neighbourhood systems, movement patterns, open space networks, the overall physical environment and existing gaps and associated opportunities:

- 3.1 - Public and Private Projects;
- 3.2 - Surrounding Context and Destinations Outside the Neighbourhood;
- 3.3 - Built Form and Character Areas;
- 3.4 - Commercial Nodes and Community Destinations;
- 3.5 - Open Space Network;
- 3.6 - Complete Streets - Sidewalk Evaluation;
- 3.7 - Mobility Network; and
- 3.8 - Infrastructure.



3.1 Public and Private Projects

Planned and in Progress Projects

It is important to obtain an understanding of existing and on-going projects within and surrounding the two neighbourhoods. Opportunities to align City efforts and resources regarding multiple projects should be pursued, described below.

1 Yellowhead Trail Freeway Conversion

The Yellowhead Trail Freeway Conversion involves upgrading Yellowhead Trail to three lanes of free-flowing traffic. To achieve this, current signalized intersections and direct access on or off Yellowhead Trail will be removed, and two new interchanges will be built. Additional work along Yellowhead Trail includes replacing the existing noise walls along Yellowhead Trail eastbound, between 97 Street and Fort Road, as these noise walls are in poor condition. The **opportunity** exists to coordinate the phasing of construction between the replacement of these noise walls and adjacent Neighbourhood Renewal projects, to minimize impacts to new infrastructure and residents in the area.

2 Edmonton Exhibition Lands Draft Area Redevelopment Plan (ARP)

To the southeast of the study area lie the Edmonton Exhibition Lands. A new vision for the area will provide direction for area's future development. As the second largest urban infill site in Edmonton and with its proximity to downtown and the river valley, and its connection to LRT and major transit routes, Exhibition Lands offers a unique city-building opportunity. City Council has endorsed a preferred land use concept and public engagement is beginning to help refine the concept and associated policy intentions. With work on the final land use concept still underway and detailed master plans for the area still unknown, Neighbourhood Renewal has the **opportunity** to improve connections for people who walk and bike to the western edge of the Exhibition Lands.

3 Edmonton Community Development Corporation

The Edmonton Community Development Corporation (CDC) works with inner-city neighbourhoods to promote economic development, create jobs, build affordable housing, and enhance social infrastructure. The lands east of James Kidney Park were allocated to the Edmonton CDC. A conceptual design scheme was previously developed for this site that envisions a transit-oriented mid-rise multi-family development. Neighbourhood Renewal has the **opportunity** to design James Kidney Park in a manner that could eventually be complemented by the adjacent Edmonton CDC development.

4 Alberta Avenue Bike Route

As part of neighbourhood renewal in the adjacent community of Alberta Avenue, enhanced bike infrastructure is planned on 119 Avenue, including protected bike lanes. This will improve bike connectivity to commercial/retail destinations in close proximity to 118 Avenue. Furthermore, there is an **opportunity** to connect to the Capital Line LRT shared-use path through Eastwood.

5 Coliseum LRT Station Relocation

Redevelopment plans for Edmonton Exhibition Lands include a proposal to relocate the Coliseum LRT Station. The future station may be located to the north, between 119 Avenue and 120 Avenue. As part of Neighbourhood Renewal, the **opportunity** exists to design 120 Avenue as a pedestrian-friendly environment to create a preferred connection from Eastwood to the potential LRT station.

6 122 Avenue Collector Plan

As a collector roadway spanning five neighbourhoods, 122 Avenue has been redesigned to ensure a consistent roadway corridor. Redesign and reconstruction efforts involved renewing road surfaces, curbs, gutters, and streetlights. Additional efforts were made to slow traffic and reduce shortcutting while maintaining efficient roadway use by people who drive and walk. Neighbourhood Renewal has the **opportunity** to make similar

improvements to roads that intersect with 122 Avenue to enhance the public realm. Other improvements could include recommending enhanced crosswalks or signals to cross 122 Avenue to help pedestrians reach destinations in the neighbourhoods.

City-owned Land

Developing concepts for parks on City owned land is part of the Neighbourhood Renewal process and will be included in the UDA. The City of Edmonton owns road right-of-ways, including alleys, and various parks within the neighbourhoods as shown on Map 2.

Community League Licensed Areas

Community League Licensed areas are outside of the scope of work for the Neighbourhood Renewal process. Community League Licensed areas are shown on Map 2. Below is a list of **opportunities** for the Community Leagues to pursue in the future:

- Eastwood community garden upgrade;
- Eastwood hockey rink upgrade; and
- Elmwood Park parking lot plaza.

School Board Lands

Lands owned by School Boards, are outside of the scope of work for the Neighbourhood Renewal process. Parks and playgrounds owned by the Edmonton Public School Board and the Edmonton Catholic School Board are shown on Map 2.

Municipal Use Property Holdings

Municipal use property holdings are shown on Map 2. They can often be used as pedestrian connections through large street blocks leading to destinations. This opportunity does not exist within Eastwood and Elmwood Park due the existing small block sizes and limited number of municipal use properties. However, the municipal use property north of St. Gerard School presents the **opportunity** for a new one-way eastbound drop-off road. Such a road could improve traffic flow around the St. Gerard School.

Map 2. Public and Private Projects



Study Boundary

Neighbourhood Boundaries

1 Yellowhead Trail Freeway Conversion

2 Edmonton Exhibition Lands Area Redevelopment Plan (ARP)

3 Edmonton Community Development Corporation

4 Alberta Avenue Bike Route

5 Potential Coliseum LRT Station Relocation

6 122 Avenue Collector Plan

Owned by Edmoton Catholic School Board (out of scope)

Owned by Edmoton Public School Board (out of scope)

Parks owned by City of Edmonton

Community League License Boundary (out of scope)

Municipal Use Properties Holding

N 200m

3.2 Surrounding Context and Destinations Outside the Neighbourhood

Analyzing the surrounding context of a neighbourhood provides an insight into relationships between the neighbourhood and the city as a whole. Gaps between Eastwood and Elmwood Park and the surrounding context are identified in Map 3 and described below.

Gaps and Opportunities

1 Bike Route Connectivity

Shared roadway and painted bike routes exist throughout Eastwood and Elmwood Park along portions of 119 Avenue, 81 Street, and 78 Street. These bike routes provide important connections to the broader bike network to the north, east, and south of the neighbourhoods and to commercial/retail destinations along 118 Avenue. However, there is a gap in the bike route along 119 Avenue as identified in Map 3. The **opportunity** exists to develop a bike route along 119 Avenue between 82 and 89 Street to complete the connection through Alberta Avenue to the Capital Line LRT shared-use path.

Protected bike lanes are planned along 119 Avenue within Alberta Avenue. The **opportunity** exists to extend this bike facility type east into Eastwood and connect to the Capital Line LRT shared-use path.

2 Pedestrian Connectivity to Delton School Urban Node
Delton School and the adjacent commercial area along 90 Street are important walking destinations adjacent to Eastwood. The **opportunity** exists to develop a prioritized pedestrian connection along 121 Avenue leading to the Delton School area.

3 Transition of LRT Shared-use Path
The shared-use path along the Capital Line LRT corridor is disrupted at the Coliseum LRT Station and 118 Avenue. Shared roadway bike routes currently connect the two segments of the shared-use path. The **opportunity** exists to strengthen the connection between the Capital Line LRT shared-use path through the development of enhanced bike facilities along 119 Avenue and 78 Street.

4 Access to Potentially Relocated Coliseum LRT Station
The Coliseum LRT station may potentially relocate north between 119 and 120 Avenue based on the concept design for the Exhibition Lands project. As a result, 120 Avenue will serve as an important pedestrian connection to the relocated LRT station. The **opportunity** exists to redesign 120 Avenue to be more pedestrian-friendly. The **opportunity** also exists to broadly improve pedestrian connections and experiences within walking distance from the existing Coliseum LRT station through the addition of missing sidewalks.

5 Connect to Northlands and the Edmonton Expo Centre
Northlands and the Edmonton Expo Centre are key destinations outside of Eastwood and Elmwood Park. However, the two destinations are bound by the Capital Line LRT tracks and arterial roads (118 Avenue and Wayne Gretzky Drive). The **opportunity** exists to explore improved connections within Eastwood and Elmwood Park to access Northlands and the Edmonton Expo Centre from 118 Avenue.

Surrounding Destinations



Northlands Coliseum



Edmonton Expo Centre



Commercial Area west of Delton School

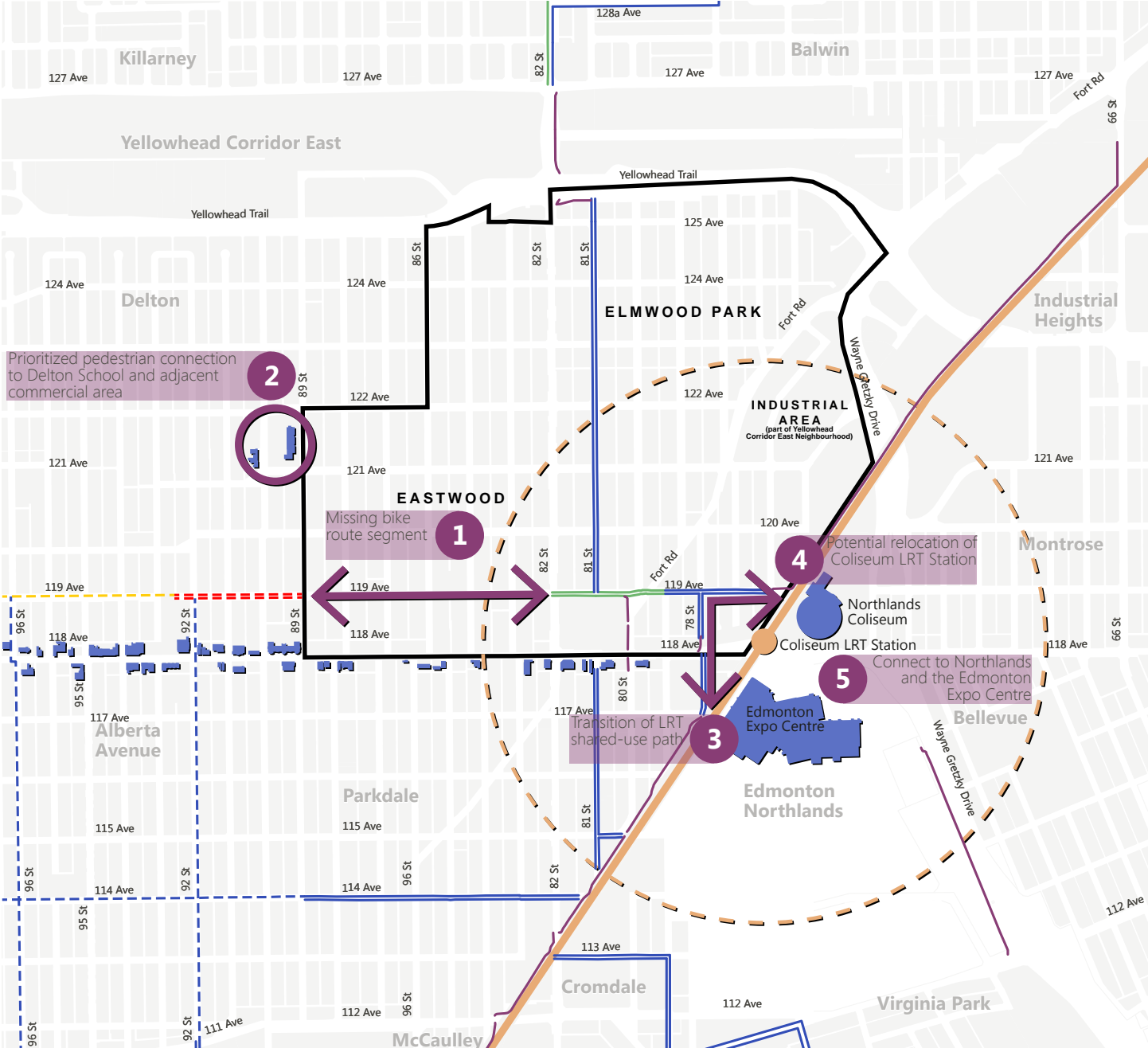


118 Avenue



Delton School

Map 3. Surrounding Context & Destinations Outside the Neighbourhood



Study Boundary

Gaps related to the surrounding context and destinations

Destinations outside the neighbourhood

Capital Line LRT Station, & 800m Walking Radius

Existing Bike Routes

Off-Street Shared-Use Path Paved

Shared Roadway

Painted Lanes

Planned Bike Routes

Protected Two-way Bike Lane

Protected One-way Bike Lane

Shared Roadway with Painted Contraflow Lane

N 200m

3.3 Built Form and Character Areas

Character Areas

Analyzing a neighbourhood from the perspective of character areas exposes the composition of the community. Neighbourhood character areas within Eastwood and Elmwood Park are identified on Map 4.

Mature Residential

The majority of local roads in Eastwood and Elmwood Park are lined with single-detached houses. A mix of 3-4 storey apartment buildings also exist along a few local roads. Most local roads have boulevard sidewalks and mature trees. The mature tree canopy creates a unique character along the residential streets. The **opportunity** exists to ensure mature trees are preserved during sidewalk replacement. The mature residential areas are separated by the arterial roads of 82 Street and Fort Road. The **opportunity** exists to establish preferred walking and biking connections across the arterial roads to better connect the neighbourhoods.

Multi-family Residential

A mix of three storey multi-family buildings and single-detached houses are located along the arterial, 82 Street. While 82 Street is not within the neighbourhood renewal scope, it is important to analyze connections to and across 82 Street from both neighbourhoods (as highlighted above).

Industrial

The industrial area between Fort Road and Wayne Gretzky Drive consists of various light and heavy industrial businesses. The roads within the industrial area do not have sidewalks. The **opportunity** exists to add sidewalks to improve pedestrian connectivity from the surrounding neighbourhood to industrial businesses and align the roads with the City's Complete Streets Design and Construction Standards.

Entertainment District

East of the study area is the Northlands Coliseum and the Edmonton Expo Centre that serve as two regional destinations. To prevent event related parking on nearby residential roads, most residential roads east of Fort Road within Eastwood have a two hour on-street parking restriction (except residents with a valid permit). The Capital Line LRT physically separates the two destinations from Eastwood and Elmwood Park. The separation creates a barrier for establishing a direct walking and biking connection. The **opportunity** exists to improve connections through the neighbourhoods to 118 Avenue to access these destinations.

Yellowhead Trail

The northern edge of the two neighbourhoods is formed by the Yellowhead Trail noise wall. Murals painted by students of the St. Gerard School are displayed along the noise wall facing the school park and serve as public art. The **opportunity** may exist to continue this program after the reconstruction of the Yellowhead Trail noise wall through community-led initiatives.

118 Avenue Commercial

Various neighbourhood scale commercial uses are located along 118 Avenue. Streetscape elements such as trees, pedestrian-oriented lights, decorative paving, benches, bike racks, and public art create a unique sense of place. The **opportunity** exists to strengthen walking and biking connections through Eastwood and Elmwood Park to 118 Avenue.

Parkdale Square Commercial Centre

Parkdale Square Commercial Centre acts as a key commercial anchor within the area. This development is auto-focused with limited walking connections through the site. The **opportunity** exists to strengthen walking connections within the Parkdale Square Commercial Centre through future private development.

Built Form Issues or Constraints

► Building Entrances

Public buildings within the neighbourhoods such as schools and community leagues are situated in park settings. It is important to consider the entrances of these public buildings when assessing how the parks are being used and the **opportunity** to improve accessibility if needed.

Historic Resources

Historic resources identified by the City in Eastwood and Elmwood Park are shown on Map 4. Information plaques, street name blades, street furniture and public art could be used to reflect and acknowledge historic resources in a community. Please refer to Appendix A for a detailed table of the historic resources.



Mature Residential



Multi-family Residential



118 Avenue Commercial



Parkdale Square Commercial Centre

Map 4. Built Form & Character Areas



Character Areas		Destinations	
Study Boundary	Entertainment District	Public Park/School Playground	Large Scale Commercial
Neighbourhood Boundaries	Yellowhead Trail	Educational Destination	Neighbourhood Commercial
Mature Residential	118 Avenue Commercial	Community Centre	Entertainment
Multi-family Residential	Parkdale Square Commercial Centre	Place of Worship	Industrial
Industrial	Public Building Entrances	Main Street Commercial	Historic Resources (see Appendix A)
	Capital Line LRT & Station		

3.4 Commercial Nodes and Community Destinations

Destinations within Eastwood and Elmwood Park are shown on Map 5 and some in the images below.

Gaps and Opportunities

1 83 Street Walking Route

The walking experience along 82 Street (arterial road) is less enjoyable due to increased traffic volumes/speeds and lack of trees and boulevard space separating the sidewalk from the road. In contrast, 83 Street (local road) provides an enhanced walking experience with boulevard sidewalks lined with mature trees. The **opportunity** exists to further enhance the walking experience along 83 Street with the addition of decorative/painted crosswalks and curb extensions. These enhancements would strengthen the connection between St. Gerard School and 118 Avenue.

2 81 Street Walking Route

The walking experience is more enjoyable along 81 Street (local road) as opposed to 82 Street (arterial road) for the same reasons described for 83 Street. The **opportunity** exists to further enhance the walking experience along 81 Street with the addition of decorative/painted crosswalks and curb extensions. These enhancements would

strengthen the connection between Parkdale Square, Eastwood School, and the shared-use path heading north on 82 Street.

3 121 Avenue Walking Route

The **opportunity** exists to improve the pedestrian movement along 121 Avenue between Fort Road, where there are nearby bus stops, and Delton School. Improvements could include the addition of curb extensions and decorative/painted crosswalks. The route would also connect Eastwood School and Delton School as well as the commercial areas at Fort Road and 90 Street. The route does not extend east across Fort Road because development east of Fort Road and north of 121 Avenue is industrial and generates lower pedestrian volume. However, general pedestrian realm improvements such as new sidewalks are recommended along the north side of 121 Avenue between Fort Road and Mount Lawn Road (see Section 3.6).

4 120 Avenue Walking Route

The **opportunity** exists to improve the pedestrian movement along 120 Avenue between 83 Street and the potential future LRT station. Improvements could include the addition of curb extensions and decorative/painted crosswalks. The route would also connect Eastwood School/Park and the 76 Street commercial area.

1.8m Sidewalks

Wider sidewalks would enhance accessibility for people walking and wheeling to their destinations. The City of Edmonton Complete Streets Design Standards recommends a minimum sidewalk width of 1.8m. This width allows a person holding a child's hand to pass another person. It also allows a person using a wheelchair to pass a person walking or another wheelchair user.

The feasibility of constructing 1.8m sidewalks along identified pedestrian walking routes is recommended to be evaluated.



St. Gerard School Park



Elmwood Park Park 1



Eastwood School



Eastwood Off-leash Dog Park



Eastwood Community Garden



Industrial Area



James Kidney Park



Izena Ross Park

Map 5. Commercial Nodes and Community Destinations



Study Boundary	Place of Worship	Walking Routes	Off-Street Shared-Use Path Paved	N 200m
Neighbourhood Boundaries	Main Street Commercial	Gaps	Potential relocation of Coliseum LRT Station	
Destinations	Large Scale Commercial	Capital Line LRT & Station		
Public Park/School Playground	Neighbourhood Commercial	800m Walking Radius		
Educational Destination	Entertainment	ETS Bus Route & Stop		
Community Centre	Industrial			

3.5 Open Space Network

Open spaces in a community provide multiple opportunities for all age groups. The design of these spaces allows for active and passive activities. Several open spaces are programmed for organized sporting events while others provide opportunities for social interaction.

Eastwood and Elmwood Park also benefit from multiple open spaces which promote active recreation. These sports amenities and active open spaces include the following: 3 soccer fields; 4 baseball diamonds; 1 hockey rink; 2 spray parks; and 4 playgrounds. Adding missing amenities, such as a toboggan hill, will provide additional recreation opportunities for residents in the neighbourhood.

Gaps and Opportunities

1 Desire Lines

Desire lines are paths in the landscape created by foot traffic where walking infrastructure, such as sidewalks, do not exist. Several desire lines are identified within parks and City right-of-way and are shown in Map 6. The **opportunity** exists to develop sidewalks or shared-use paths along or near these desire lines to improve pedestrian connections within the neighbourhoods.

2 Field Space within Eastwood Park

The field space within the centre of Eastwood Park lacks a defined use and purpose. The **opportunity** exists to add a recreational amenity, missing from the neighbourhoods, within the field space.

3 Eastwood Off-leash Dog Park

The Eastwood off-leash dog park lacks an enclosed fence. The **opportunity** exists to enclose the off-leash dog park with a fence to limit safety concerns with dogs and vehicle/pedestrian/cyclist interactions. It was identified through public engagement that the off-leash dog park feels disconnected from the rest of the park. The **opportunity** exists to develop a pathway connecting the other park areas to the off-leash dog park.

4 East-West Sidewalk through Eastwood Park

The east-west sidewalk through Eastwood Park provides an important connection leading towards Parkdale Square and the Coliseum LRT Station. The **opportunity** exists to widen the sidewalk to 1.8m to meet the City of Edmonton's Complete Streets Design Standards.



Eastwood Park



Izena Ross Park

5 James Kidney Park

Other than the existing park sign, there are no features that identify James Kidney Park as a destination. The **opportunity** exists to add a pathway through the park to address the existing desire line. Elements such as seating, gathering spaces, lighting, updated park signage, and landscaping could be added to the park to help highlight the area as a destination.

6 Eastwood Park 1

There is no existing purpose or use for Eastwood Park 1. From a safety perspective, it is not recommended to encourage individuals to gather within the park since two of the three boundaries are inactive edges (rear alley/garages and a private property side yard fence). The **opportunity** exists for the City of Edmonton to sell or re-purpose this property.

7 Izena Ross Park

The existing sidewalk along Fort Road (arterial road) is narrow and uncomfortable for pedestrians due to streetlights located in the middle and no boulevard buffer. The **opportunity** exists to widen the sidewalk to create a greater separation between pedestrians and fast moving vehicles. There is also an **opportunity** to construct a sidewalk along 77 Street within the park. The park also lacks lighting and placemaking elements.

8 Elmwood Park Park 2

There is currently no existing use/purpose for Elmwood Park Park 2. However, the **opportunity** exists to activate the park with benches and pedestrian-oriented lights to create a meeting/gathering area.

9 Elmwood Park Park 1

Since the existing baseball diamond in the park has no formal bookings on record with the City, the **opportunity** exists to reevaluate the use of the space. Two residential apartment buildings south of the park do not have direct access to the park via sidewalks. As a quick solution, a section of the southern park chain link fence has been cut back, presumably by adjacent residents, to provide access into the park. The **opportunity** exists to create formalized entrances to the park for the two adjacent apartment buildings.

1.8m Sidewalks

The feasibility of upgrading existing 1.5m sidewalks and constructing new sidewalks in parks to 1.8m should be evaluated. It is important to have 1.8m sidewalks in parks as they are neighbourhood destinations with a lot of foot traffic. Wider sidewalks in parks would provide the same accessibility benefits as mentioned in Section 3.4.



Elmwood Park - Park 1



Elmwood Park - Park 2

Map 6. Open Space Network



- Study Boundary
- Neighbourhood Boundaries
- Soccer Field
- Baseball Diamond
- Playground
- Gaps related to open spaces
- Hockey Rink
- Park Bench
- Community Park
- Basketball Court
- Square Picnic Table
- Pocket Park
- Spray Deck
- Landscaped Island
- Public Washroom
- Desire Lines **1**

3.6 Complete Streets - Sidewalk Evaluation

The following section provides an analysis of the roadway network within scope, from a Complete Streets Public Realm perspective with respect to the presence or absence of sidewalks. The scope of this review does not include an evaluation of roadway widths and profiles as they relate to the City of Edmonton's Complete Streets Design and Construction Standards. This is in part due to the fact Eastwood and Elmwood Park are considered mature neighbourhoods, constrained by the existing built form (i.e. existing block profiles and street trees). In addition, recommendations for widening, relocating and/or adding sidewalks will need to be confirmed during preliminary design given that pre-existing neighbourhood conditions (e.g. trees or utilities) will determine sidewalk type, dimensions and location. A design exception will be required if Complete Streets Design and Construction Standards cannot be met.

The roadways in the analysis area were identified as being one of four types (shown on Map 7, page 27):

- **Collector Residential;**
- **Local Residential;**
- **Local Industrial; or**
- **Collector Industrial.**

Missing Sidewalks

Various avenues are missing sidewalks on either one or both sides (see Map 7). The lack of sidewalks along these avenues acts as a barrier for east-west pedestrian movement within the neighbourhoods. Residents walking to bus stops along 82 Street, Fort Road or the Coliseum LRT and Transit Centre are forced to walk on the road in some areas. The **opportunity** exists to add sidewalks to one or both sides of these areas to help satisfy the City's Complete Streets Design and Construction Standards.

Collector Residential

In accordance with the City of Edmonton's Complete Streets Design and Construction Standards, residential collector streets shall provide the following facilities within the road right-of-way:

- A shared-use path possible on one side;
- A sidewalk on both sides when no shared-use path is provided;
- A sidewalk on one side where a shared-use path is provided; and
- All facilities must be separate.

120 Avenue (82 Street to 76 Street)

Pedestrian Experience - 120 Avenue has been identified as an area where improvements could be made to the public realm and its interface with vehicular flow and pedestrian movement. New tree plantings could provide shelter. The installation of boulevard space between the curb and sidewalk may make for a safer more enjoyable pedestrian experience. The avenue currently lacks street

furniture and pedestrian refuge.

Complete Street Ranking - Compliant

- Monowalk present on north and south sides.

Opportunity

- Replacing monowalks with boulevard sidewalks to improve the pedestrian experience;
- Add trees to provide shade and shelter from other elements for pedestrians;
- Where applicable, narrow the road surface from 15.0m to 11.50m (street-oriented residential collector road profile) within the existing road right-of-way, reducing overall vehicle speed thereby enhancing pedestrian safety;
- Maintain two-way travel for the entirety of 120 Avenue east of 82 Street.
- Add street furniture near pedestrian destinations along 120 Avenue.

119 Avenue (82 Street to Fort Road)

Pedestrian Experience - 119 Avenue lacks a continuous east-west sidewalk connection along the north side between 82 Street and Fort Road. This section of 119 Avenue also lacks trees that could provide shade and shelter from other elements for pedestrians.

Complete Streets Ranking- Non-compliant

- Missing a continuous sidewalk connection or shared-use path on the north side between 81 and 80 Street; a monowalk exists between 82 and 81 Street.
- A monowalk exists on the south side of the avenue between 82 and 81 Street.

Opportunity

- Add a boulevard walk on the north side to complete the connection between 81 Street and the existing sidewalk connecting to Fort Road.
- Add new trees where space allows.

76 Street (119 Avenue to 120 Avenue)

Pedestrian Experience - Given its pedestrian link to the Coliseum LRT and Transit Centre, 76 street is an important connection. This street segment could benefit from additional pedestrian infrastructure to move from transit related use and into the greater residential area. A shared-use path intersects 76 Street at 119 Avenue which is an important intersection for walking and biking.

Complete Street Ranking - Non-compliant

- Missing sidewalk or shared-use path on the east side.

Opportunity

- Add boulevard walk on the east side.
- Consider Crime Prevention Through Environmental Design (CPTED) principles when evaluating this street given its close-proximity to the LRT station and transit centre. Examples of this could be: the addition of lighting from the LRT station into the neighbourhood, and/or ensuring new or existing plantings do not impact sightlines.

Local Residential

In accordance with the City of Edmonton's Complete Streets Design and Construction Standards, residential local streets shall provide the following facilities within the road right-of-way:

- A sidewalk on both sides of the street
- The sidewalk can be monolithic or separate.

Pedestrian Experience

Generally, local residential roads within the analysis area are safe and enjoyable for people who walk, as most traffic is local traffic and speeds are typically lower. Most local residential roads are generously lined with mature trees with a broad canopy to provide shade from the sun and shelter from other elements. Most local residential roads (north-south) have boulevard walks lining both sides of the road. Safety for people who walk may be somewhat compromised where properties have front drive access as opposed to rear alley access. Along local streets throughout the two neighbourhoods, street furniture such as benches and waste receptacles are not provided. An illustration of the Complete Streets ranking for compliance or non-compliance (i.e. sidewalk exists on both sides or is missing on one/both sides) is provided in Map 7.

Opportunity

Locations where a sidewalk is missing, a sidewalk should be constructed (either monolithic or separate depending on constraints). If constraints such as driveways, wood poles and trees are present along both sides, the opportunity to develop a sidewalk along at least one side should be explored (design exception would be required). Addition of street furniture could be considered to provide resting spaces, and would assist in creating a sense of place.

Speeding and Shortcutting

81 Street, being parallel and adjacent to 82 Street (a busy arterial road), has been identified through public engagement, as an area where traffic shortcutting and associated speeding occurs. As such, 81 Street may be an area where opportunities for traffic calming can be explored to promote increased safety for people who bike and walk.

Opportunity

- Add traffic calming measures to reduce speeding and shortcutting (e.g. curb extensions, raised crosswalks, etc).

Streetscape Interface with School Sites

As per the City of Edmonton's Complete Streets Design and Construction Standards, sidewalks surrounding school sites should be constructed as 2.5m wide monowalks. The three school sites in the analysis area have the following existing sidewalks:

- St. Gerard Catholic School has 1.5m wide boulevard walks surrounding its perimeter on the south, east and west sides (the north side is a park);
- Eastwood School has 1.5m wide boulevard walks on the east and west perimeters and a 1.5m wide monowalk along the south perimeter (the north side is a park); and

- Delton School has 1.5m wide boulevard sidewalk along the west side of 89 Street.

Constraints surrounding these three school sites include mature trees and lighting infrastructure which would make widening and/or realigning the sidewalk profile difficult or unfeasible. Where feasible, widening sidewalks to 1.8m in width should be explored. Boulevard walks are a preferable sidewalk type from a walking comfort and safety perspective. Narrower profiles could be maintained where constraints make widening to 1.8m unfeasible. For all scenarios, a design exception would be required.

Local Industrial

In accordance with the City of Edmonton's Complete Streets Design and Construction Standards, local industrial streets shall provide the following facilities within the road right-of-way:

- A shared-use path on one side;
- A sidewalk minimum on one side unless a shared-use path is provided;
- All facilities must be separate.

William Short Road

Pedestrian Experience - William Short Road does not have a sidewalk on either side. In addition, the following constraints exist:

- Wood utility poles with overhead wires along the east side; and
- Wood utility poles and steep lots along the west side.

Complete Street Ranking - Non-compliant

- Missing sidewalk on both sides.

Opportunity

- Add a monowalk to the east side of the road due to constraints on the west side.
- The road will have to be narrowed due to existing constraints on the east side.

Mount Lawn Road

Pedestrian Experience - The pedestrian experience along Mount Lawn Road could be improved both from a safety and comfort standpoint through the addition of a sidewalk, likely a monowalk given the constraints (i.e. existing utilities and lack of space). Industrial warehouse developments with truck loading docks are along both sides of Mount Lawn Road. An improved pedestrian realm is important to support transit users commuting to work, people walking to and from their vehicles and those walking to work who require a well-established space in a primarily vehicle-oriented area.

The following constraints exist along Mount Lawn Road:

- Wood utility poles along the east side; and
- Wood utility poles with overhead wires along the west side.

Complete Streets Ranking - Non-compliant

- Missing sidewalk on both sides.

Opportunity

- Add a monowalk to the west side of the road due to the reduced amount of businesses on the east side.
- The road will have to be narrowed due to existing constraints on the west side.

Fort Road Service Road

Pedestrian Experience - Fort Road Service Road does not have sidewalks on either side. A crosswalk flasher exists at the intersection of Fort Road and William Short Road to cross Fort Road. However, the lack of sidewalks along the Fort Road Service Road forces pedestrians to walk on the road. Two bus stops exist along the median of the service road. These bus stops are not well connected to existing sidewalks. Trees are lacking along the Fort Road Service Road.

Complete Streets Ranking - Non-compliant.

- Missing sidewalk on both sides.

Opportunity

- Add a monowalk to the east side of the road.
- The Service Road will have to be narrowed due to conflicts with existing free standing signs.

Collector Industrial

In accordance with the City of Edmonton's Complete Streets Design and Construction Standards, collector industrial roads shall provide the following facilities within the road right-of-way:

- A shared-use path on one side
- A sidewalk minimum on one side, with connections to side streets
- All facilities must be separate.

120 Avenue (Between 76 Street and 75 Street)

Pedestrian Experience - Pedestrian facilities along 120 Avenue (between 76 Street and 75 Street) are as follows:

- Monowalk along the north side; and
- Boulevard sidewalk along the south side.

Complete Street Ranking - Compliant

- Sidewalk present on both sides.

Opportunity

- Align the overall vision of 120 Avenue (between 83 and 76 Street) with this portion as well.
- Work with the property owners of 12025-75 Street to reopen the portion of 120 Avenue east of 75 Street should be pursued in the future when redevelopment in the area occurs (potentially with the Exhibition Lands Redevelopment Plan).

Map 7. Street Types



- Study Area
- Neighbourhood Boundaries
- Arterial
- Collector Residential
- Local Residential
- Collector Industrial
- Local Industrial
- Missing Sidewalks (Complete Streets Non-Compliant)



3.7 Mobility Network

Walking and Wheeling Gaps and Opportunities

1 Missing Sidewalks

See Section 3.6.

2 Poor Pedestrian Facility Design

Popular walking routes within the neighbourhoods include 83 Street, 81 Street, 121 Avenue, 120 Avenue, and 119 Avenue that provide connections between schools and parks and alternative routes to busy arterial or collector roads (except 120 Avenue). These walking routes lack amenities and design features that help to create a pedestrian-friendly environment. The **opportunity** exists to add missing sidewalks (see Map 7), painted/decorative crosswalks, pedestrian activated signals, curb extensions, trees, and seating/meeting areas along these walking routes. Specific locations will be identified in the UDA.

3 Missing Curb Ramps

Most intersections in Eastwood and Elmwood Park are missing curb ramps. The lack of curb ramps presents barriers for individuals with mobility challenges whether they are walking or wheeling. The **opportunity** exists to add curb ramps where existing sidewalks are reconstructed and new sidewalks are constructed to improve accessibility.

Cycling Gaps and Opportunities

4 Missing Bike Route Segment

The **opportunity** exists to develop a bike route along 119 Avenue between 89 Street and 82 Street to fill in a gap in the bike network. The selected bike facility type should take into consideration the type of bike facilities on either end and the continuation of a consistent facility type.

5 Inconsistent Bike Facility Types

Along 119 Avenue between 82 Street and 76 Street there is a combination of one-way painted bike lanes and shared roadway bike routes. The inconsistency of the bike facility types may be confusing for people who bike and drive. This section of bike route serves as an important connection to the shared-use path along the Capital Line LRT. The **opportunity** exists to develop a consistent bike facility type along this section of 119 Avenue.

6 Poor Shared-use Path Transition

The shared-use path along the Capital Line LRT does not directly connect across 118 Avenue due to the LRT overpass. Users of the shared-use path either exit onto 117 Avenue (traveling north) or 119 Avenue (traveling south). The bike connection between the two ends of the shared-use path is mainly a shared roadway facility along 119 Avenue and 78 Street. The **opportunity** exists to strengthen the connection of the two shared-use path segments with an enhanced bike facility type.

7 81 Street Shared Road Bike Route

Shortcutting was resident-identified along 81 Street when there is heavy traffic along 82 Street. Along 81 Street there is an existing shared road bike route. The **opportunity** exists to explore enhanced bike facility types and traffic calming along 81 Street that could help resolve shortcutting issues.

Transit Gaps and Opportunities

8 Removal and Addition of Bus Routes

The Bus Network Redesign proposes removal of portions of the existing bus routes along 119 Avenue, 120 Avenue, 76 Street, and 80 Street. The impact of the proposed Bus Network Redesign is minor. The main bus routes within Eastwood and Elmwood Park along 82 Street, 122 Avenue, Fort Road, and 118 Avenue are proposed to remain. The **opportunity** exists to strengthen walking and biking connections to these bus routes.

Map 8. Mobility Network



- Study Area
- Neighbourhood Boundaries
- Public Parks/School Playground
- Capital Line LRT & Station
- 800m Walking Radius
- Existing ETS Bus Route & Stop
- Half signal for arterial traffic with pedestrian push buttons
- Full signal with pedestrian push buttons
- Existing Bike Routes**
 - Off-Street Shared-Use Path Paved
 - Shared Roadway
 - Painted Lanes
- Planned Bike Routes**
 - One-way Protected Bike Lanes
- Crosswalk flasher
- Gaps**
 - 2 Poor pedestrian facility design
 - 4 Missing bike route segment
 - 5 Inconsistent bike facility types
 - 6 Poor shared-use path transition
 - 7 81 Street shared road bike route
 - 8 Proposed removal and addition of bus routes



3.8 Infrastructure

With any neighbourhood renewal project, the updating and relocation of streetlight infrastructure may be required. However, power pole relocations would need to be requested and typically overhead lines above ground are maintained. For drainage infrastructure, relocation of existing catch basins will be minimized as well, however, new catch basins and associated grading design will be identified and addressed at the preliminary design phase.

Coordination with external utilities (e.g. ATCO Gas, ATCO Pipelines, EPCOR Drainage, EPCOR Water Services, TELUS Communications, Shaw Cable, Zayo Canada) has commenced with the circulation of the draft concept design options to identify any potential existing and planned utility conflicts with the proposed new infrastructure.

With any proposed infrastructure upgrades, emphasis should be placed on protecting existing mature trees.

Crossing Agreements

Crossing agreements must be obtained from the associated utility company for any work that will cross a High Pressure (HP) or High Voltage line. Crossing agreements are typically valid for a period of one year, so applications should be made during the detailed design phase, several months prior to the anticipated construction.

A review of the City's utilities base plan and a check on the Abadata site indicate there are no high voltage underground power lines or high pressure gas lines within the neighbourhoods. It is anticipated that no utility crossing agreements will be required for this Neighbourhood Renewal Project.

Utility Lots and Municipal Use Properties

The following utility lots and municipal use properties exist in Eastwood and Elmwood Park (shown on Map 2, page 15):

- 7518U – 119 Avenue (300mm Combined Sewer);
- 8320U – 124 Avenue (Water Main);
- 12453U – 85 Street (375mm Combined Sewer);
- 12455U – 85 Street (Water Main);
- 12228 – 81 Street (No Utilities); and
- 12231 – 77 Street (Water Main).

Encroachment Agreements/Licences of Occupation

An encroachment agreement/licence of occupation is a written agreement between the City and an owner of a property that allows for private use of City right-of-way. Often, encroachment agreements/licences of occupation within residential areas are used to extend private yards onto City right-of-way.

A review should be completed in the preliminary design phase.

Land Acquisition

During Neighbourhood Renewal, the City may need to acquire portions of private land to accommodate the proposed improvements. A land acquisition from the Edmonton Catholic School Board for the St. Gerard School property will be required for Concept 9 to accommodate the proposed one-way eastbound road north of the school. All other proposed neighbourhood renewal improvements are within City right-of-way and City-owned land. Also, small land acquisitions are often needed for new signal placements within narrow City right-of-way. An assumption is made that all traffic signal replacements will be at their existing locations. The exact requirements will be determined at the preliminary design phase.



Sidewalk Removal



Sidewalk Removal

Appendix A

Eastwood and Elmwood Park Historic Resources

The below table lists historic resources in Eastwood and Elmwood Park.

Name	Address	Construction Year Complete
1. Residence	11943 - 88 STREET NW	1915
2. John C. Davidson Residence	11835 - 87 STREET NW	1935
3. Zaslav Block	8624 - 118 AVENUE NW	1914
4. Charles Finley Residence	11927 - 83 STREET NW	1915
5. Eastwood Community Health Clinic	11845 - 81 STREET NW	1958
6. Eastwood School	12023 - 81 STREET NW	1926

This page was intentionally left blank.

Appendix B
Traffic Calming Map

This page was intentionally left blank.

Traffic Calming Map



-  Pedestrian Route
-  New Curb Extension
-  New Decorative Crosswalk
-  New Marked Crosswalk (Two painted lines)
-  New Zebra Marked Crosswalk
-  Existing Full Traffic Signal
-  Relocated Pedestrian Activated Amber Flasher
-  Existing Pedestrian Activated Signal
-  Existing Curb Extension
-  Existing Marked Crosswalk (Two painted lines)
-  Enhanced Pedestrian Crossing





Edmonton