

Urban design analysis

Lorelei and Beaumaris neighbourhood renewal

September 2019

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BUILDING GREAT
NEIGHBOURHOODS

Edmonton

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APPENDIX 1: LORELEI FINAL DESIGNS

1.0 INTRODUCTION

1.1 BGN PROGRAM

As part of the City of Edmonton's Neighbourhood Renewal process, the Building Great Neighbourhoods (BGN) and Open Spaces Branch, the neighbourhood renewal program outlines a cost effective, long-term plan to address the needs of Edmonton's neighbourhood infrastructure. The program involves the renewal and rebuilding of local roads, collector roads, service roads, curb and gutters, sidewalks and the replacement of streetlights. Alley renewal and arterial roads are not a part of neighbourhood renewal.

The program also evaluates and coordinates other open space assets such as trees, park furniture, play spaces, walkways, trails and sports fields within the neighbourhood. This is based on an enhanced public engagement and urban design analysis process. Ultimately, the project informs a holistic approach to neighbourhood renewal.

1.2 ABOUT NEIGHBOURHOOD RENEWAL

The neighbourhood renewal project will occur over three phases. Each phase includes specific deliverables, as summarized below.

Concept Phase

The Concept Phase includes the development of a vision and guiding principles, areas of opportunity, and a neighbourhood plan and concept designs.

Design Phase

The Design Phase includes the development of the preliminary and final designs.

Build Phase

The Build Phase includes the construction of the final designs that receive funding through neighbourhood renewal.

The project also includes an enhanced public engagement process to support the development of the deliverables and to ensure that the neighbourhood renewal process is supported and informed by the community.

The Concept Phase for Lorelei and Beaumaris, included several public engagement activities such as walking tours, workshops, online surveys, and drop-in sessions. Feedback from these activities was used to develop a community-endorsed vision and principles, and a better understanding of the context and needs of the community. Feedback was also used to determine the benefits and tradeoffs of design elements, and to prioritize different design ideas. These findings were used to develop the neighbourhood plan and concept designs, along with considerations for technical constraints and City policy and programs.

The neighbourhood plan and concept designs (outlined in Section 4 of this report), will be used to inform the Design and Build Phase. Engagement will continue into these phases to finalize the designs and share information on construction. Construction will occur in 2020 to 2022 for Lorelei, and 2021 to 2022 for Beaumaris.

1.3 URBAN DESIGN ANALYSIS

The Urban Design Analysis (UDA) for Lorelei and Beaumaris includes a comprehensive analysis of the urban design and planning perspective of the neighbourhood, and highlights solutions to community identified issues that can be addressed through neighbourhood renewal efforts.

The purpose of the UDA is to inform future City processes and guide investment and redevelopment to help enhance the overall quality of life in the neighbourhood based on the vision and guiding principles for renewal in Lorelei and Beaumaris. The UDA will ultimately support the City of Edmonton in determining the concepts that are selected for implementation in the Design and Build Phase.

Concepts selected from the UDA 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 were prioritized, others will likely be developed over longer time frames or reassessed in time.

1.4 HOW TO USE THE REPORT

The following is a summary of each section within the UDA.

1. Introduction

Provides a general introduction, project background information, an explanation of the UDA including its purpose, and a summary of policies, plans, and standards.

2. Neighbourhood Background Information

Provides a description of the study area, demographics of the neighbourhood, and the overall context through an analysis of the:

- + Neighbourhood context
- + Parks and open space
- + Built form
- + Mobility and connectivity
- + Transformation and project influences
- + Land ownership and development opportunities
- + Neighbourhood strengths, weaknesses, opportunities and challenges

3. Public Engagement Summary

Provides a description of the BGN process for public engagement and summary of the events that have occurred to date.

4. Neighbourhood Plan and Concept Designs

Shares the vision and guiding principles, as well as the neighbourhood plan and concept designs, including an overview of considerations for public input, technical constraints, and City policies and programs.

Preliminary designs for neighbourhood renewal works will be informed by the neighbourhood plan and concept designs (which are provided in this report as a snapshot in time). The final designs will be refined and therefore may differ from what is illustrated within this report.

1.5 POLICY AND STANDARDS REVIEW

The following is a summary of relevant City of Edmonton guiding documents and policies which will inform the development of urban design concepts for the Building Great Neighbourhoods project.

1.5.1 MUNICIPAL DEVELOPMENT PLAN

The Way We Grow – Municipal Development Plan (Bylaw 15100) (MDP) was adopted in May 2010. The MDP is the City of Edmonton's 10-year strategic plan for urban form, growth and development for a 30-year period. The MDP targets growth of up to 1,200,000 residents living in Edmonton by 2040. The policies set out by the MDP include growth and development that integrates land uses to achieve complete, livable communities. With respect to urban design, the MDP requires development to fit in with the context of existing and future plans for the neighbourhood. The MDP will be replaced by the upcoming City Plan but many of the policies and objectives will be carried forward.

The MDP supports redevelopment of neighbourhoods that contributes to the livability and adaptability of established neighbourhoods. It provides a foundation for planning and design guidelines to implement neighbourhood renewal where the residents are involved in consultation processes.

1.5.2 COMPLETE STREETS DESIGN AND CONSTRUCTION STANDARDS

The Complete Streets Design and Construction Standards (2018) document provides a reference for street design in Edmonton. It integrates best practices and standards with the former Roadway Design Standards and Construction Specifications to demonstrate how to create a holistic approach for a street network that is safe, attractive, comfortable, and welcoming to all users in all seasons, while considering operational and maintenance challenges.

The policy manual classifies the priority streets into freeway, arterial, collector, local, alley, shared streets and pedestrian-only streets. The modal priority sets a hierarchy of transportation modes based on street type designs. Active modes, such as walking and wheeling are in the highest priority list.

Complete Streets includes recommendations for sidewalk width and suggests that they should be designed to accommodate two passing wheelchair users, with a minimum width of 1.8 m. For neighbourhood renewal, it may be more difficult to accommodate this width however, due to the need to integrate transportation infrastructure in a retrofit context.

Complete Streets will be used to assess the existing transportation network in Lorelei and Beaumaris and identify opportunities to redesign these streets to support a road network that is safe, attractive, comfortable, and welcoming to people of all ages and abilities. The streets that are subject to renewal in Lorelei and Beaumaris are classified as collector and local streets.

- A collector street provides neighbourhood travel between local and arterial streets with direct access to adjacent land. Public transit buses generally operate on collector streets within neighbourhoods
- A local street provides direct access to adjacent lands and serve neighbourhood travel and include service roads

These classifications and others, are further defined in Complete Streets through cross sections that include preferred spatial dimensions for lane widths, road alignment, traffic calming features, and access control or provisions. These cross sections are contextually specific to the surrounding context (ie. commercial, residential, etc.) and will be considered when applying Complete Streets to the road designs for Lorelei and Beaumaris.

The standards also provide a strategy for designing with a retrofit lens for mature neighbourhoods as well, including design considerations for the location of existing buildings, mature trees, utility infrastructure, private landscaping within public right of way, and numerous other constraints. These constraints must be addressed while striving to balance the needs of all street users and incorporating input through public engagement. For mature neighbourhoods a benefits and tradeoffs discussion is necessary between the standards and feasibility as well.

Complete Streets recognizes the need for bike routes for all ages and abilities as well. Bike routes are classified according to their use and type: on-street bike lanes, shared-use paths and shared roadways. The standards discuss the configuration of curbs, gutters, catch basins and utility covers along the street for drainage control, biking and walking facilities, and aesthetics.

Street trees and landscaping are critical elements of Edmonton's streets according to Complete Streets. The street trees and landscaping can include a variety of species but require a careful selection of trees, soil volume, spacing and landscaping required for all street classifications mentioned in the Design and Construction Standards of Complete Streets, and in alignment with Volume 5: Landscaping Standards.

The Complete Streets standards align with additional transportation policies and initiatives that will be applicable and referenced during the project process. This includes, but is not limited to the Active Transportation Policy (C544), Community Traffic Management Policy (C590), Road Safety Strategy 2016–2020 (Vision Zero) and Bicycle Transportation Plan, Sidewalk Strategy and Walkability Strategy.

1.5.3 CASTLE DOWNS OUTLINE PLAN

The Castle Downs Development Plan was completed in 1969 and included both Lorelei and Beaumaris. The plan includes an outline map that shows the original scheme of subdivision, proposed land uses and services, and the overall street pattern.

General guidelines of the overall plan include providing a community centre, housing, schools, parks and open spaces, transportation and a pedestrian system. The plan has not been updated to align with current strategic City plans and policies.

1.5.4 URBAN PARKS MANAGEMENT PLAN

The Urban Parks Management Plan (2006–2016) provides a vision for Edmonton's park system including park development and management.

The parkland design guidelines follow a universal design approach where parks are accessible and connected while providing amenities such as playgrounds, community centres and other recreational facilities. The Urban Parks Management Plan works in coordination with Edmonton's Green Network Strategy: Breathe.

1.5.5 EDMONTON'S GREEN NETWORK STRATEGY: BREATHE

Edmonton's Green Network Strategy: Breathe (2017) sets out a plan for an integrated system of open spaces that include parks, plazas, pedestrian-friendly streets, natural areas, green ways and green infrastructure. The strategy ensures the development of highly functioning open spaces that support other city planning objectives and respond to diverse needs.

The driving principles of the Green Network Strategy include celebrating unique culture and ecological character, integration of multi-functional layers to the system, equitable and accessible open spaces, connected and coherent green network facilities, high quality public realm and safety and wellness. This strategy plan and the principles and policies contained in it will be considered within the context of Lorelei and Beaumaris in terms of any proposed enhancements to the parks and open space network.

1.5.6 DOGS IN OPEN SPACES STRATEGY

The Dogs in Open Spaces Strategy sets out a 10-year strategy to guide the planning, design and management of off-leash areas in Edmonton. The strategy provides a series of key recommendations for the planning, design and management of off-leash dog parks in the City. Planning recommendations include classifications, access and parking, distribution, site use and adjacencies, establishing and eliminating off-leash areas, and funding.

Design recommendations include boundaries and edge conditions, amenities, circulation, waste management, winter considerations and surface material.

Management recommendations include general maintenance, education and communication, community stewardship, and enforcement, rules and code of conduct.

The development of this Strategy reflects best practices in off-leash dog areas from across North America, current City policies, and integrates valuable input from the public, City staff (planners, biologists, operations staff), and people who work with dogs (e.g. Edmonton Humane Society, dog behaviourists), and will be considered within the context of Lorelei and Beaumaris in terms of any proposed off-leash dog park.

1.6 PROJECT APPROACH AND PROCESS

The project approach and process is based on the Building Great Neighbourhoods roadmap. The urban design analysis outlines the findings from the Concept Phase, which will support future steps in the roadmap throughout the Design Phase.



LEGEND

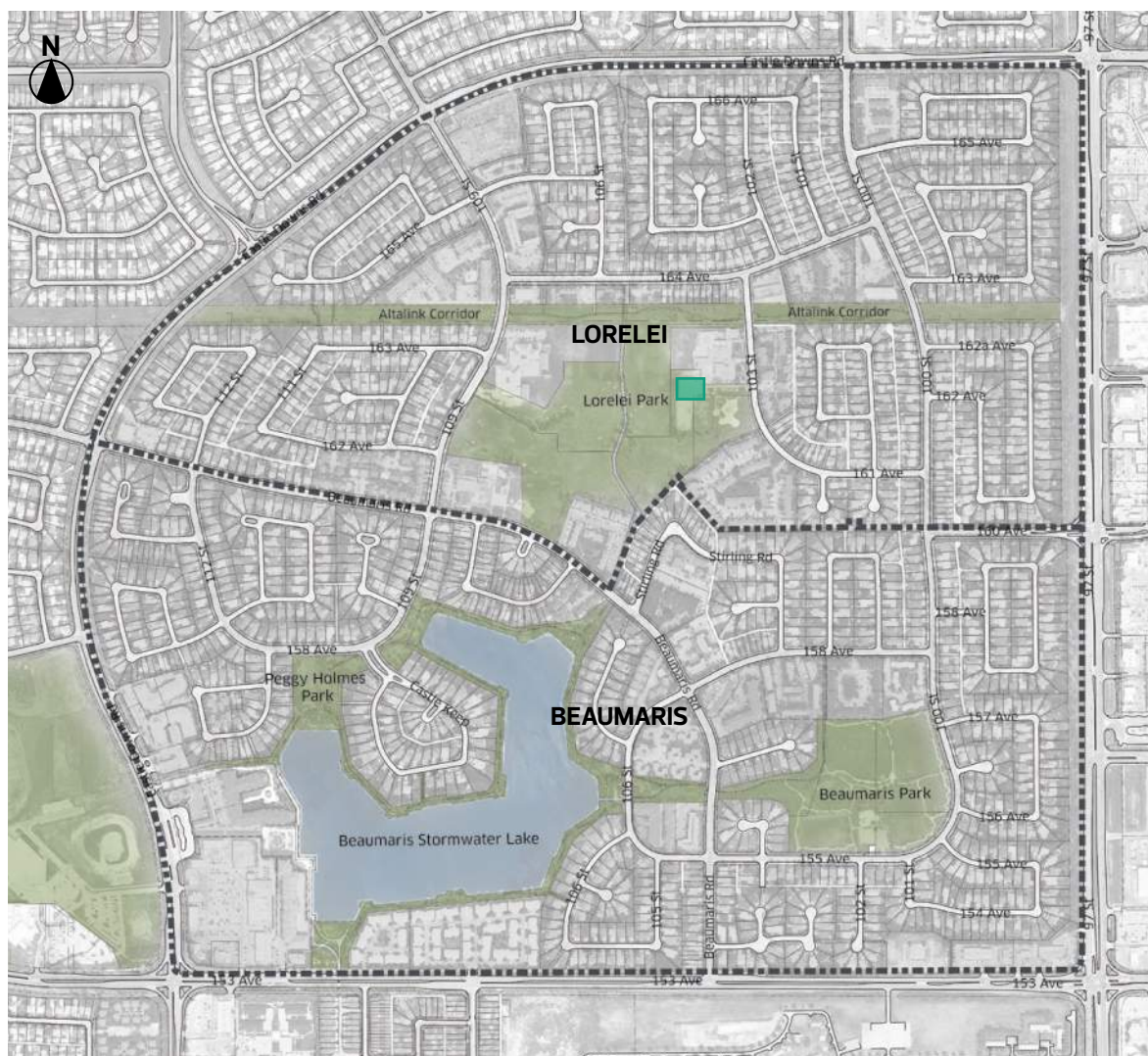
- Public Engagement and Communications Opportunities
- Concept Phase
- Design Phase
- Build Phase
- Operate Phase

2.0 NEIGHBOURHOOD BACKGROUND INFORMATION

2.1 STUDY AREA

The neighbourhood study area includes the north Edmonton neighbourhoods of Lorelei and Beaumaris. The boundaries of the study area are defined by Castle Downs Road to the north and west, 97 Street to the east, and 153 Avenue to the south. The study area is approximately 2.66 square kilometres with a population of approximately 8532 (according to the 2016 Municipal Census data). Together, the neighbourhoods are represented by the Lorelei-Beaumaris Community League. The Community League is responsible for public amenities such as the outdoor rink and community hall.

Study Area



LEGEND

- Neighbourhood Study Area
- Lorelei-Beaumaris Community League

2.2 DEMOGRAPHICS

The 2016 Municipal Census found that the size of the population in Lorelei and Beaumaris has remained relatively the stable the last 25 years. The population is aging however, as there is a larger proportion of seniors in Lorelei and Beaumaris as compared to the City of Edmonton as a whole (14% and 25% respectively, compared to 12% city-wide), and a lower proportion of working age residents between the age of 25 and 54 years old (40% and 33% respectively, compared to 46% city-wide). A large proportion of residents in both neighbourhoods are “non-movers” (65%) which suggests that many people have lived in the neighbourhood for several years, and have a strong connection and knowledge of the neighbourhood. It is possible that these community members would like to continue living in the neighbourhoods, and therefore it is important that renewal includes provisions to allow residents to age-in-place.

Many of the residents that live in Lorelei and Beaumaris are renters (28% and 32% respectively), which could be related to the large amount of low-rise apartments and townhouses in the neighbourhoods. A proportion of the residents of Lorelei and Beaumaris are non-Canadian citizens (13% and 11% respectively), and a small portion of residents do not know English (4% and 2% respectively). There are a significant proportion of low income households in both neighbourhoods, particularly within Lorelei, where there are many tenants that live in subsidized housing (21%, compared with 11% city-wide). It also can be noted that approximately 45% of the population does not have post-secondary education.

It is therefore important that neighbourhood renewal create opportunities for a diverse demographic (socially, culturally and economically) to feel like they are part of the community, and to provide all residents with opportunities to recreate, socialize, and raise families within these neighbourhoods.

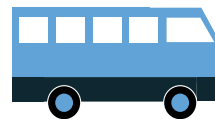
Most residents in Lorelei and Beaumaris use a car, truck or van to get to work (83% and 87% respectively), with some taking public transit (14% and 10% respectively), and very few walking or biking. Minimal walking and biking could in part be due to the lack of regional connectivity for active transportation, as well as the relatively far distance from major employment areas like Downtown Edmonton.

There is definitely an opportunity to increase the amount of residents that walk and bike to work by including infrastructure to promote active transportation throughout the neighbourhood and regionally.

Commute to work



Lorelei **Beaumaris**
83% **87%**
 Drive to work



Lorelei **Beaumaris**
14% **10%**
 Take transit to work



Lorelei **Beaumaris**
2% **1%**
 Walk or bike to work

2.3 NEIGHBOURHOOD CONTEXT

A variety of regional destinations surround Lorelei and Beaumaris. These include Castle Downs Park, Castle Downs Arena, Castle Downs YMCA and several large scale commercial developments located along 167 Avenue, 137 Avenue, and 97 Street. Primary access points from the neighbourhood to these destinations are provided from the intersections at Beaumaris Road, 109 Street, 100 Street and 160 Avenue to the surrounding major arterial routes. Castle Downs Transit Centre provides a key destination for people who use transit, with regional and local transit routes. Shared-use paths are also located along Castle Downs Road and 153 Avenue and serve to connect neighbourhood routes through the community to surrounding areas.

Design Considerations

The following neighbourhood context elements will be considered as part of the development of urban design concepts.

- + Multi-modal connections to surrounding destinations (people who drive, bike, walk or take transit)

Neighbourhood Context



1 Eaux Claires Transit Centre



2 Castle Downs Park



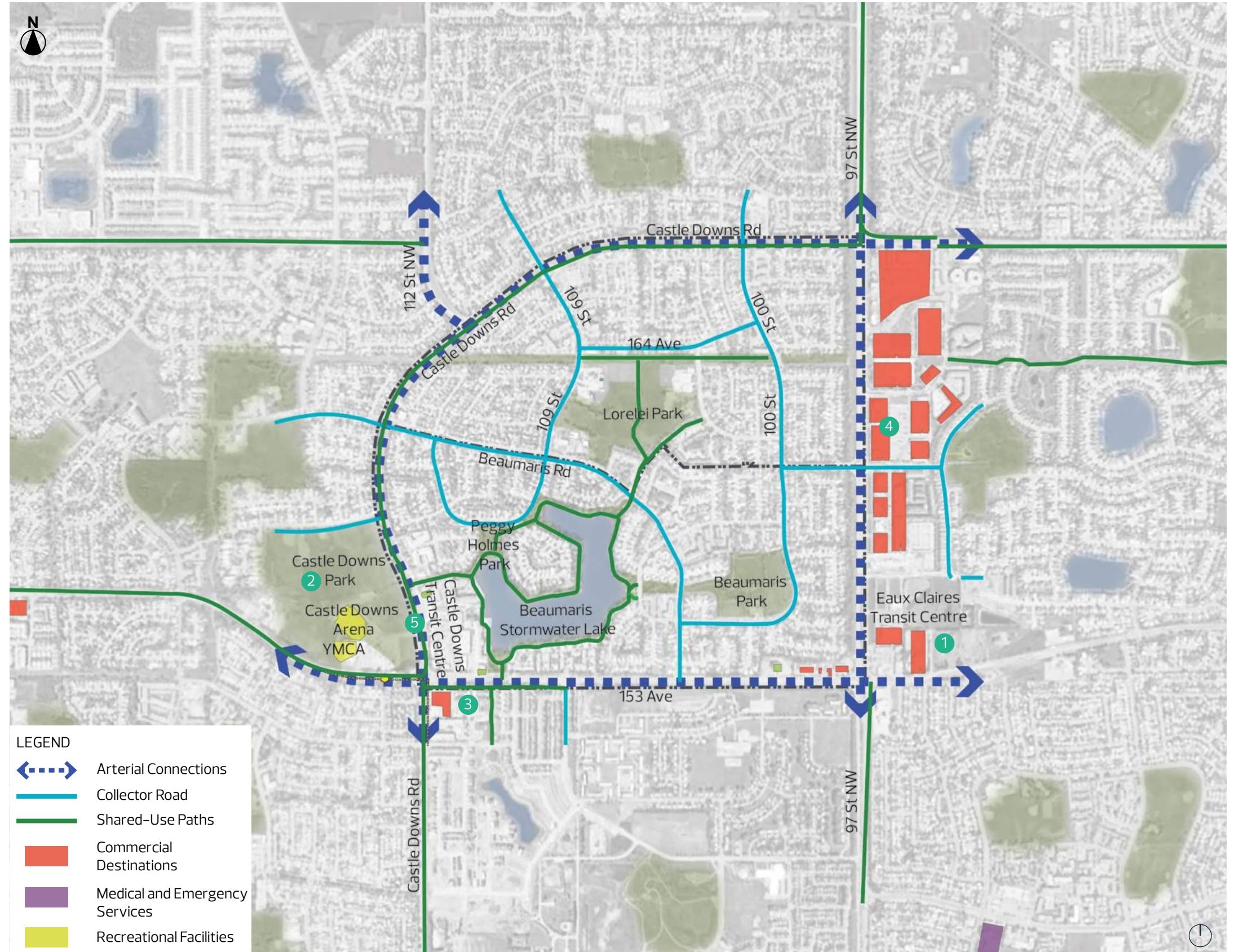
3 Commercial Destination on 153 Avenue



4 Commercial Destination on 97 Street



5 Castle Downs Transite Centre



2.4 PARKS AND OPEN SPACES

Parks and open spaces in Lorelei and Beaumaris include Lorelei Park, Beaumaris Park, Beaumaris Lake, Peggy Holmes Park and the Altalink corridor.

Lorelei Park is characterized by its central location in the neighbourhood and its connection to the community schools and the community league building. The park is generally level turf and provides formal recreational facilities including baseball diamonds, soccer fields and a playground area. Lorelei Park also provides pathway connections within the park and to the surrounding pedestrian and bike network. Park amenity features include intermittent seating, lighting and garbage bins.

The Altalink corridor runs east to west between 97 Street and Castle Downs Road. This area forms a linear parcel of open space that is continuous within Lorelei Park and connects to the neighbourhood. A portion of the corridor features a shared-use path and connects with adjacent residential areas between 103 Street and 109 Street. Additionally, a setback area running north to south within the 97 Street right of way provides an additional linear open space. However, this area currently does not provide any direct access in terms of pathway connections, and serves primarily as a landscape buffer and grade separation between the adjacent properties and 97 Street.

Beaumaris Park provides formal recreational facilities such as baseball diamonds, soccer fields, and a playground and a sport court area. Beaumaris Park has several naturalized areas including hilly terrain which provides distinct topographic features. In addition to warm weather activities, these areas provide winter amenities to the community such as tobogganing slopes and walking areas.

Beaumaris Lake provides both Lorelei and Beaumaris with a unique open space amenity and serves as a regional destination for the greater area. Improvements to this amenity are currently planned through the Beaumaris Lake Open Space Rehabilitation project, with construction anticipated to start in 2020. Specific design and construction considerations will be coordinated with the Beaumaris Lake Project and Neighbourhood Renewal.

Next to Beaumaris Lake along 158 Avenue is Peggy Holmes Park. Peggy Holmes Park is primarily a naturalized landscape area and serves to extend the Beaumaris Lake pathway connections.

Additionally, both Lorelei and Beaumaris have areas of open space associated with many multi-family buildings. However, these generally are not publicly accessible spaces.

Design Considerations

The following parks and open space elements will be considered as part of the development of urban design concepts.

- + Integration and connection with Beaumaris Lake Open Space Rehabilitation improvements
- + Use value and connectivity of existing Altalink corridor open space
- + Use value and connectivity of existing buffer area along 97 Street
- + Diversity of recreational opportunities for residents
- + Age and amenity of Lorelei Park playground
- + Lighting, amenity areas and condition of existing pathways and shared-use paths
- + Provision and location of amenities in existing park areas
- + Access and wayfinding associated with existing parks and open spaces
- + Perceived safety issues in both Lorelei and Beaumaris parks

Parks and Open Spaces



1 Beaumaris Lake



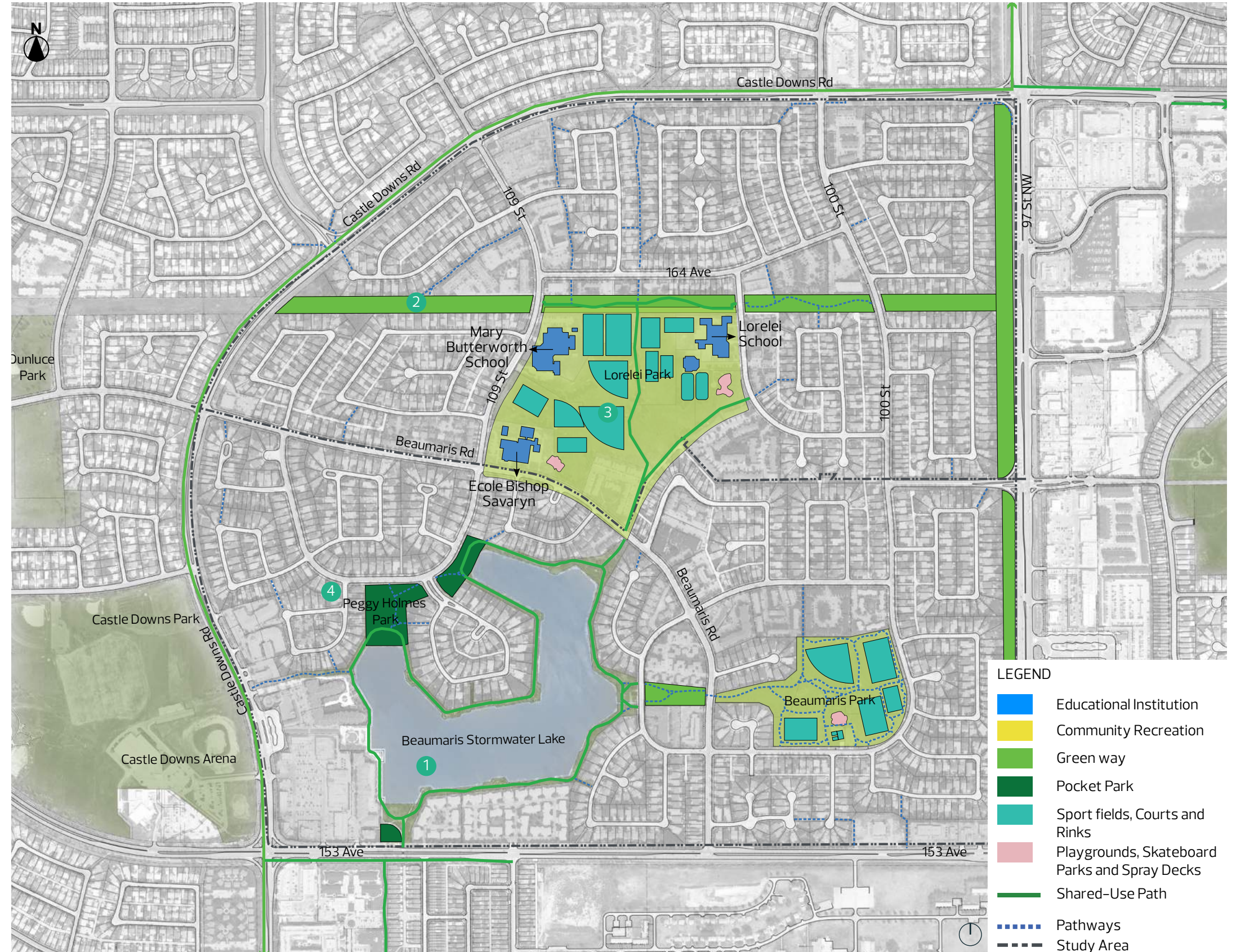
2 Altalink Corridor



3 Lorelei Park



4 Peggy Holmes Park



2.5 BUILT FORM

Throughout both neighbourhoods, the buildings reflect the period in which the neighbourhoods were developed. Typical of the 1970s, both the neighbourhoods predominantly feature low-density single-family dwellings (as per the 2016 Municipal Census). Housing types include single detached homes, duplex units ranging from 1-2 storeys and multi-family units ranging from 2-4 storeys.

Single-family and duplex dwellings typically have frontage onto public or private streets. However, residential lots on the south side of Beaumaris Road back onto the public street which typically provides a fence interface along the road right of way. Additionally, some residential lots provide direct access to the road network in the neighbourhood. The multi-family developments typically offer private amenity areas and private street access or alley access to onsite parking lots. In certain cases access is provided from both the street and the alley.

Community buildings include three schools and the community league which are located centrally in the neighbourhoods in Lorelei Park. The three schools are a public elementary, a separate elementary, and a public junior high school. They all attract students from across both neighbourhoods and surrounding area. Each have on-street bus and car drop-off/pick-up areas. Information provided by the schools indicate that Ecole Bishop Savaryn School has approximately 60 students out of a total of 400 students bussed in from Northwest Edmonton, whereas, Mary Butterworth School has a small special needs program with one yellow bus service, the rest of the students take ETS, get dropped off by their parents, or arrive by alternate modes.

Commercial areas are located within the neighbourhoods. Lake Side Shopping Centre is located at the intersection of Castle Downs Road and 153 Avenue and provides services such as a grocery store, restaurants and a public library. A smaller-scale commercial area is located at the corner of 153 Avenue and 97 Street and provides retail space. Two neighborhood-scale commercial areas are located within the neighbourhood along Beaumaris Road, Castle Downs Road and 164 Avenue.

Design Considerations

The following built form elements will be considered as part of the development of urban design concepts.

- + Driveways and private accesses along public streets
- + Variety of building frontages such as planting, fencing and grade changes along property line
- + Parking and drop-off areas
- + Interface between private lots and public amenity areas
- + Connections, access and wayfinding to commercial destinations

Built Form



1 Single-family Residential



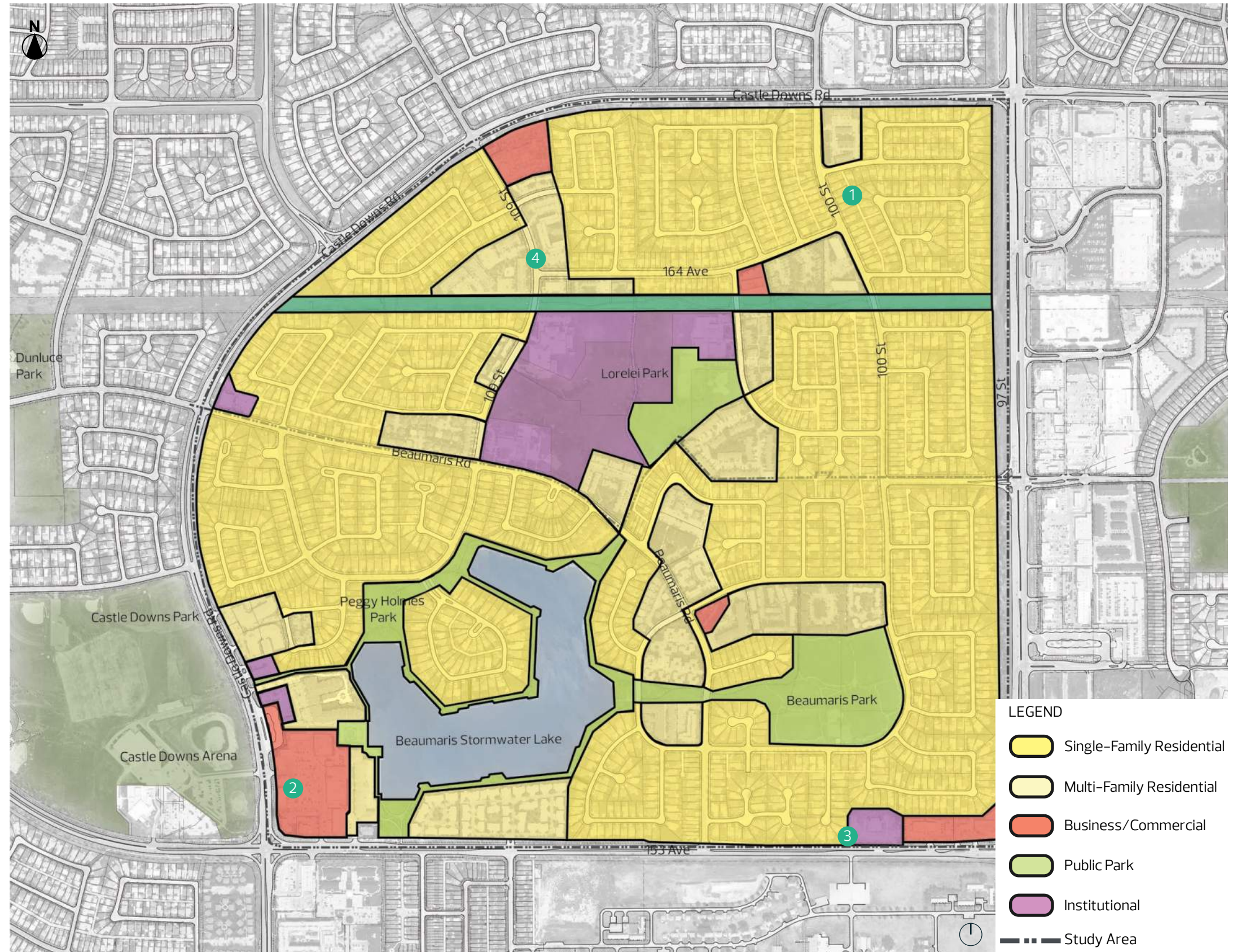
2 Commercial



3 Institutional



4 Multi-family Residential



2.6 MOBILITY AND CONNECTIVITY

The street network in the neighbourhoods is characterized by a suburban style curvilinear street network pattern with multiple cul-de-sacs. Primary vehicle access into and out of the neighbourhood is provided on the collector streets of Beaumaris Road, 109 Street, 100 Street and 160 Avenue. These streets generally run through the entirety of the neighbourhoods and connect to the local residential street network.

Transit service is primarily supported on the collector streets including 164 Avenue which features existing transit infrastructure with some bus stop signs indicating future service. 164 Avenue also accommodates one school service bus route (Route 840) in the eastbound direction with stops at 103 Street and 106 Street. The Bus Network Redesign map currently shows that no routes are proposed along 164 Avenue between 100 street and 109 Street. The transit network routes offer express service (30 minute bus frequency for peak service time) and feeder routes (15–20 minute bus frequency for peak service time). Transit stop quality is variable, ranging from the provision of benches and shelters, to stop locations where no amenities are provided.

There are no designated on-street bike routes provided in the neighbourhood. Bikes use shared-use paths where available, or share the road with vehicles as per the Alberta Traffic Safety Act and the City of Edmonton Bylaw 5590.

Shared-use paths generally run through the existing park and open space areas which provide connection to pathways and sidewalks running through the residential areas. Connections in some areas are limited and discontinuous. Pedestrian connectivity is supported by both sidewalks and pathways. However, there are multiple locations where sidewalks are not provided on both sides of the street. Intersection configurations are predominantly vehicle oriented with variability in pedestrian crossings. Demarcation includes signalization, signage, zebra crossings and pedestrian activated flashing amber lights. Some crossings are unmarked. The

collector road connections to adjacent arterial roadways are all signalized. Additionally, many intersections within the neighbourhood are missing curb ramps and the existing curb ramps do not line up with crosswalks/intersections.

Design Considerations

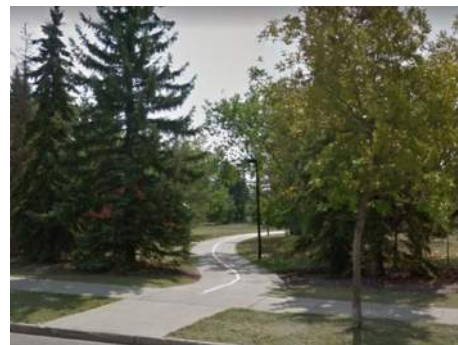
The following mobility and connectivity elements will be considered as part of the development of urban design concepts.

- + Missing sidewalk and pathway connections for pedestrian and people who bike
- + Dead end locations along pathways and sidewalks
- + Missing or misaligned curb cuts
- + Key gateways and access points to the neighbourhoods
- + Quality of existing pathway connections
- + Amenity areas associated with mobility network
- + Quality of transit infrastructure at transit stops
- + Provision of on-street parking throughout neighbourhoods
- + Pedestrian street crossings and intersection configuration
- + Impact of Bus Network Redesign including changes to stop locations, routes and schedules

Mobility and Connectivity



1 Local Residential Road



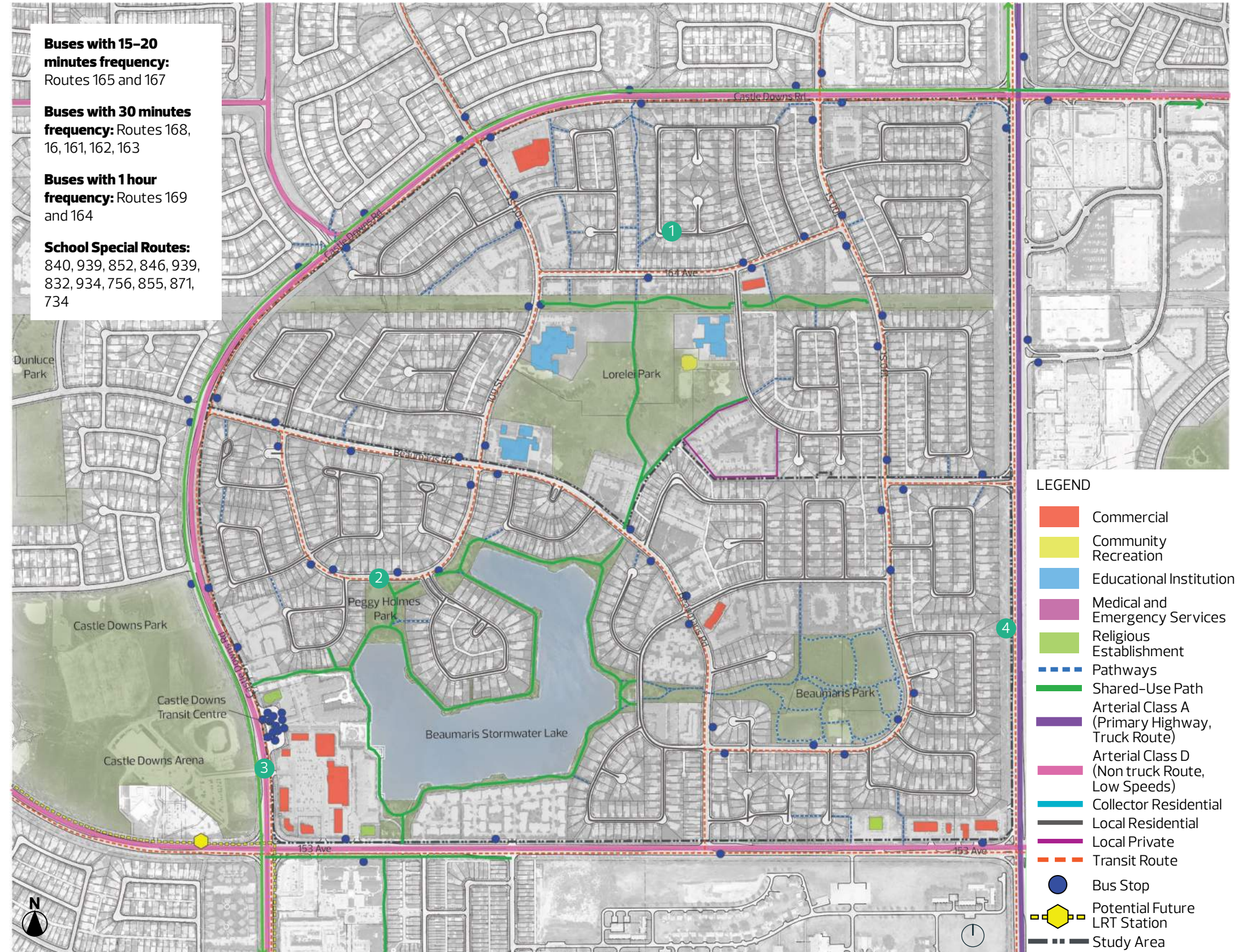
2 Pathways/Trails



3 Castle Downs Road



4 Transit Centre



2.7 STREET FORM AND COMPOSITION

The neighbourhoods contain both collector and local residential streets. The collector streets typically have a right of way of 24.5 metres. 160 Avenue has a right of way of 30.5 metres with 14.65 metres of vehicle travel lanes. The collector streets in the neighbourhood also provide a boulevard separation between the vehicle travel lanes and sidewalk area. Alleys are typically wide enough for two vehicle travel lanes (one in each direction).

Residential streets typically have a right of way of 17 metres with 9.15 metres of vehicle travel lanes. The residential streets in Beaumaris generally provide sidewalk areas on both sides of the street, while those in Lorelei predominantly only provide sidewalks on one side of the street. In both neighbourhoods the sidewalk area on residential streets is located directly adjacent to the vehicle travel lanes. Permanent parallel parking is typically provided on both sides of the street. Street lights are provided on one side of the street.

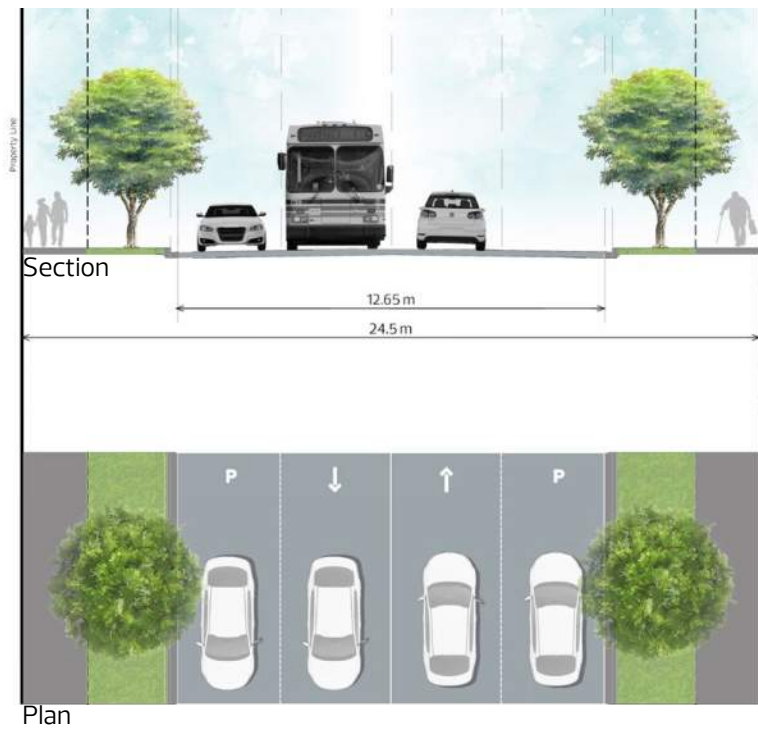
Design Considerations

The following street form and composition elements will be considered as part of the development of urban design concepts.

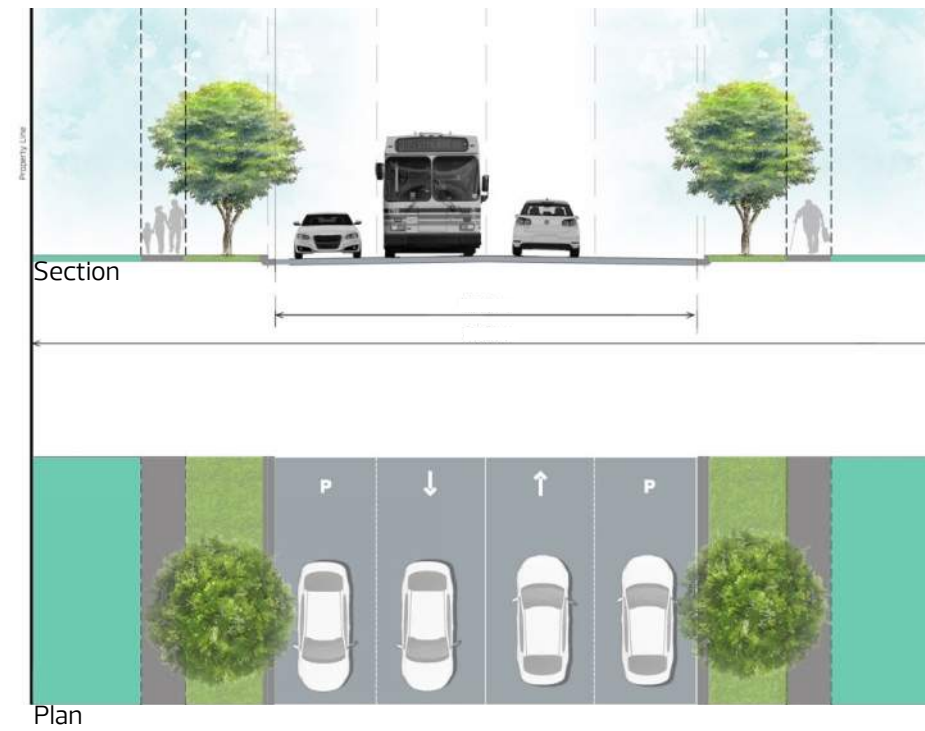
- + Existing boulevard areas and associated planting
- + Current vehicle travel lane dimensions for residential and collector streets and lane configuration (i.e. parking, driveway, active modes)
- + Provision and quality of pedestrian realm area in right of way
- + Missing sidewalk links
- + Pedestrian experience
- + Quality of lighting for all modes

Collector streets

TYPICAL

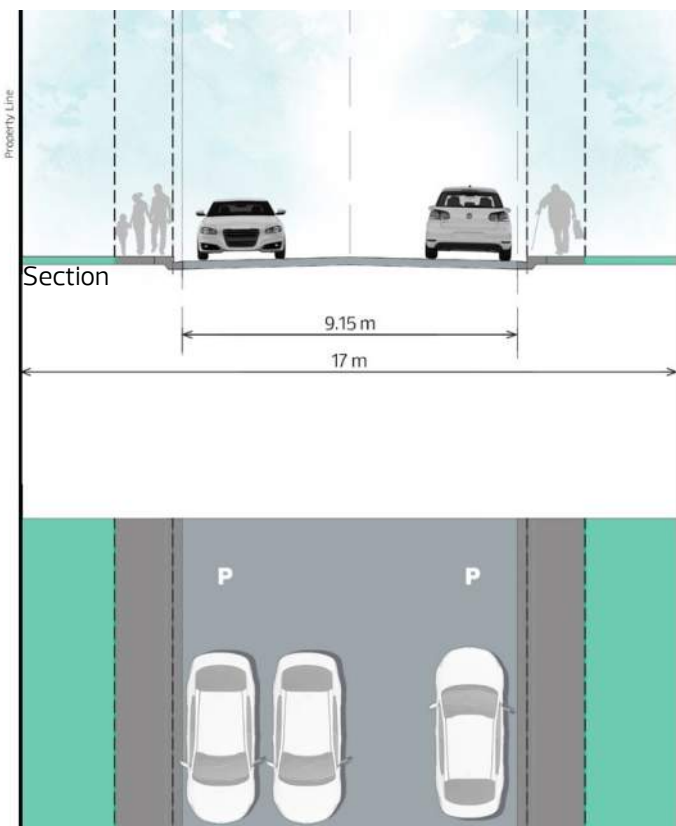


160 AVENUE AND BEAUMARIS ROAD (TYPICAL)

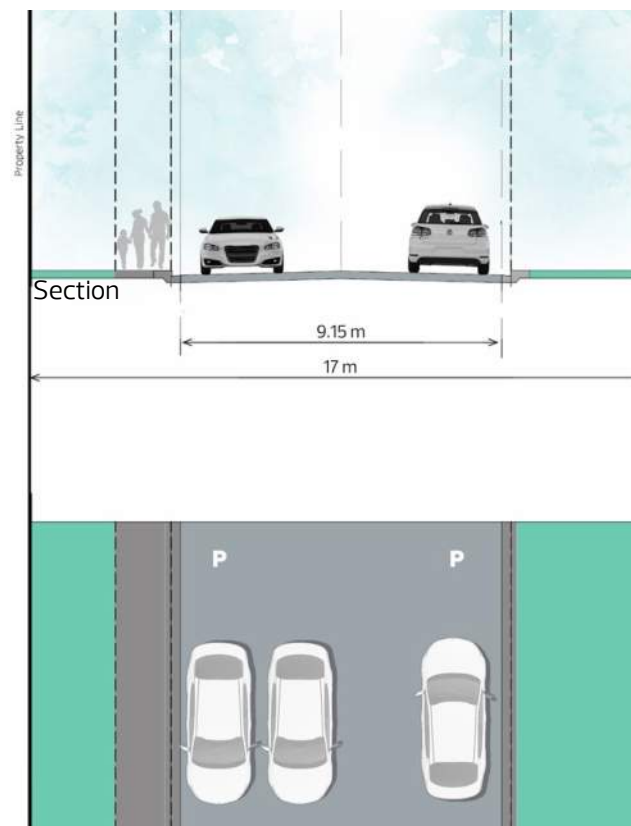


Local residential streets

TYPICAL - SIDEWALKS BOTH SIDES



TYPICAL - SIDEWALK ONE SIDE



Note: Sidewalks are typically a width of 1.5 metres throughout the neighbourhood for local residential and collector streets.

2.8 INFRASTRUCTURE

The neighbourhood infrastructure for Lorelei and Beaumaris includes underground utilities such as gas, water, power, sanitary and storm water lines. Above-ground infrastructure includes street furnishings such as seating and lighting.

The infrastructure services were generally constructed in the mid to late 1970s by the developer. Unique at the time of development, Lorelei and Beaumaris both have separate storm and sanitary systems with no combined drainage.

The location of the storm infrastructure in the neighbourhoods varies. Storm infrastructure is either found near the center of the road right of ways or slightly offset from the curb. Since the sanitary sewers are not combined with the storm system, their location also varies within the neighbourhoods. The sanitary mains are typically located within the rear alleys. The sanitary mains are also found in the middle of the roadway where no rear alley exists. However, some of the sanitary mains are located within the center of the road right of ways despite the presence of rear alleys.

The water mains are mostly located close to the curb line under the roadway. Gas is serviced through the rear of properties with the exception of the lots backing onto the stormwater management facility on Castle Keep NW where gas servicing is on the fronts. Main distribution lines are present on some streets to connect service branches going into rear lots.

Power and telecom services are located in the front of lots. Some power and telecom lines are located in a front yard easement which is typical in modern developments.

The utility corridor running east-west through the neighbourhood is owned by Altalink to support the high-power transmission lines. No high pressure gas lines are located in the Altalink corridor.

Design Considerations

The following infrastructure elements will be considered as part of the development of urban design concepts.

- + Location and impact of infrastructure and services

2.9 TRANSFORMATIONS AND PROJECT INFLUENCES

As the neighbourhoods of Lorelei and Beaumaris progress through the neighbourhood renewal process, design may need to take into consideration any development and capital projects outside of the neighbourhood boundary or outside of the scope of the Building Great Neighbourhoods program.

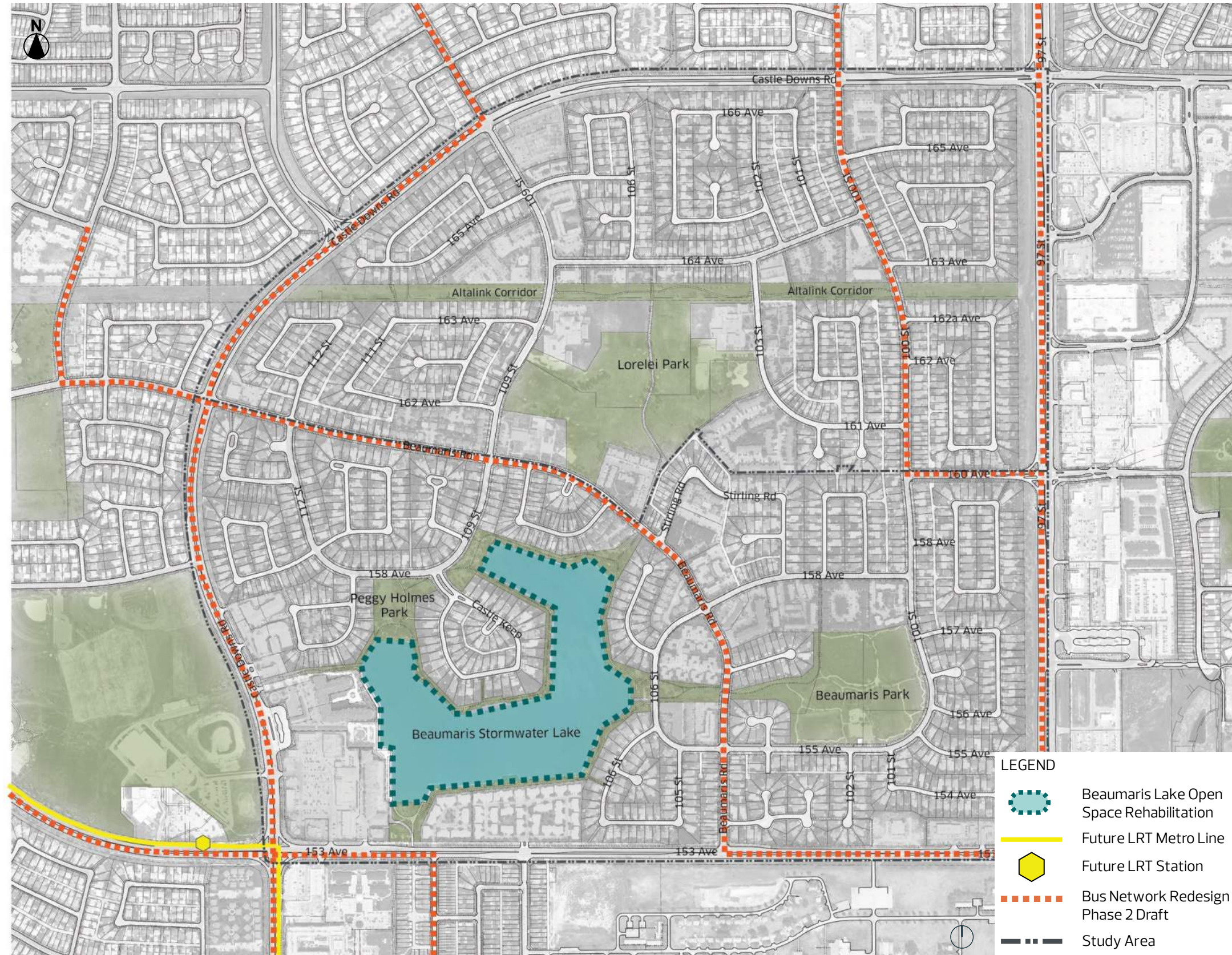
These may include the Bus Network Redesign project, future extension of the LRT, and the Beaumaris Lake rehabilitation project. Impact of these projects on the neighbourhood renewal process will be determined through coordination with the individual project managers.

Design Considerations

The following transformations and project influences will be considered as part of the development of urban design concepts.

- + ETS Metro LRT Line and future potential Castle Downs Station
- + Bus Network Redesign
- + Beaumaris Lake Open Space Rehabilitation
- + Castle Downs Recreation Society February 2018 Needs Assessment

Transformations and Project Influences



2.10 LAND OWNERSHIP AND DEVELOPMENT OPPORTUNITIES

Land ownership within Lorelei and Beaumaris is predominantly comprised of privately owned residential and commercial lots. There are two major public parks in the neighbourhood including Beaumaris Park and the majority of Lorelei Park including the community league, skating rink, and toboggan hill.

The Altalink corridor is zoned as Public Utility. There is an existing pathway connection along the corridor with missing links to the east and west which poses a development opportunity.

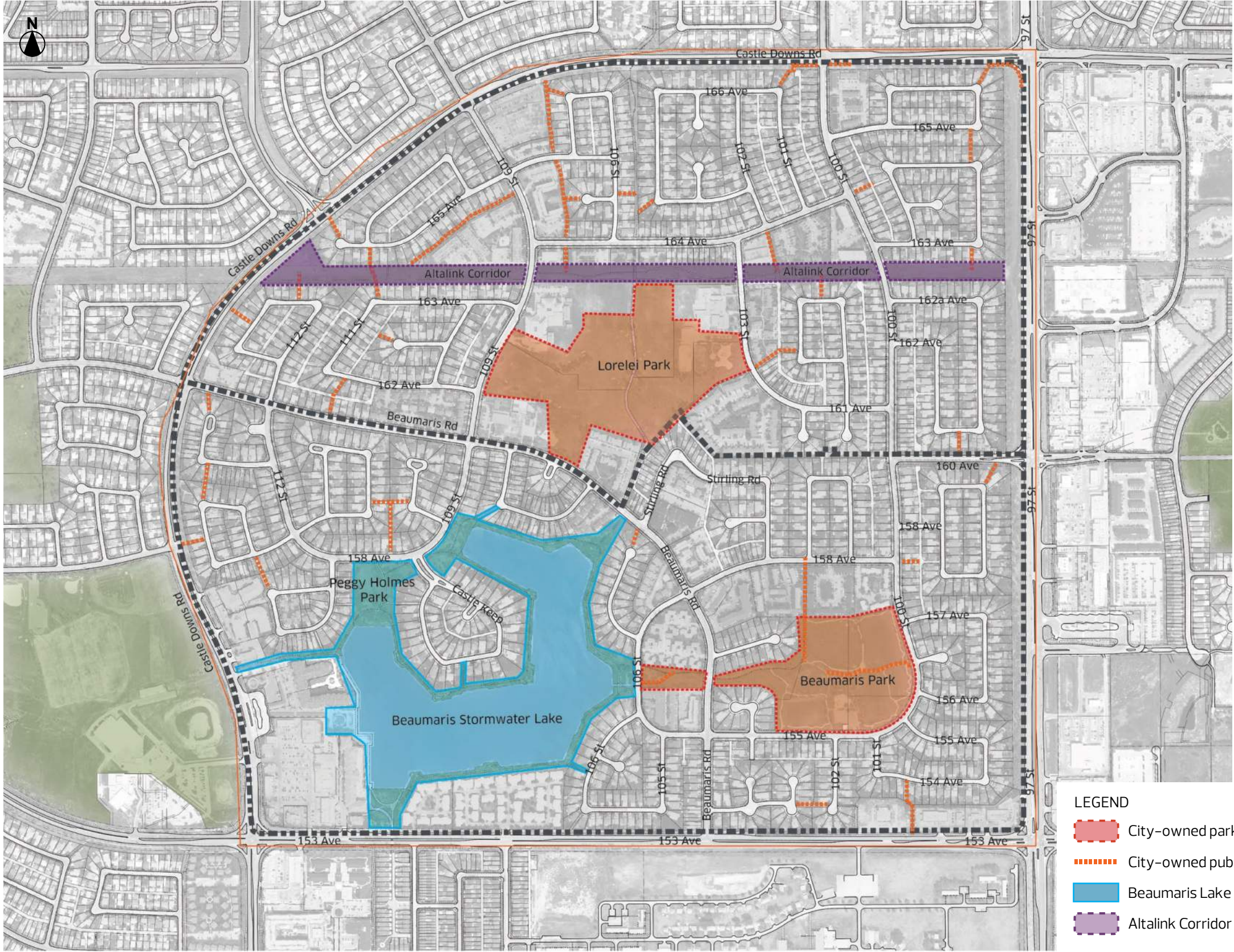
Beaumaris Lake and the adjacent park space, including Peggy Holmes Park are not included in the scope of Building Great Neighbourhoods, and are being undertaken as a separate project (Beaumaris Lake Rehabilitation Project).

Design Considerations

The following land ownership and development opportunities will be considered as part of the development of urban design concepts:

- + Upgrades to the Altalink corridor to improve east-to-west connectivity and support the green space as a recreational destination
- + The relationship between the lands that are owned by the schools and public park space within Lorelei Park
- + The relationship between improvements through the Beaumaris Lake Rehabilitation Project and neighbourhood renewal

Land Ownership and Development Opportunities



2.11 STRENGTHS, WEAKNESSES, OPPORTUNITIES AND CHALLENGES

The following is a summary of strengths, weaknesses, opportunities and constraints (SWOC) of the existing conditions in the neighbourhoods, as identified through this analysis.

Strengths

- + The two neighbourhoods are surrounded by several regional destinations ranging from natural parks and playgrounds to transit centres and commercial centres
- + The housing types in both the neighbourhoods include single-family dwellings and multi-family residential units
- + There are a wide variety of public parks, open spaces and playgrounds. Lorelei Park is centralized between the two neighbourhoods and supports a variety of activities
- + The neighbourhoods have access to a unique open space, Beaumaris Lake, which is surrounded by trails and naturalized areas
- + Lorelei and Beaumaris have mature trees within some streetscapes, parks and open space areas which add natural character to the neighbourhoods
- + The Altalink corridor within Lorelei is a linear park space that provides an shared-use path connection and adds to the diverse character of open spaces
- + The existing pathways provide connections and links to destinations and amenities within the neighbourhood
- + The transit routes running along the collector streets add to the broader transit network

Weaknesses

- + There is no continuous pathway connection from the east or west side of the Altalink corridor in Lorelei
- + The bike network within the neighbourhood primarily consists of shared-use paths that are discontinuous with limited connections to the network outside of the neighbourhoods
- + There are missing sidewalks and curb ramps in some areas, particularly in Lorelei, as shown in sections

Opportunities

- + Expand the active transportation network throughout the community to increase access to destinations and amenities. This may include, but is not limited to, on and off-street circulation routes and associated amenities
- + Extension and enhancement of the shared-use path along the Altalink corridor
- + Add missing sidewalks, curb ramps and pedestrian facilities to improve pedestrian movement, accessibility and experience throughout the neighbourhoods
- + Enhance the features in parks and open spaces. This may include but is not limited to path connections, furniture, and lighting
- + Increase the tree canopy along streets that currently do not feature street trees
- + Implement wayfinding signage to assist people in navigating and understanding features and attractions within the neighbourhoods

Constraints

- + Beaumaris Lake Rehabilitation Project is its own independent project which has completed a functional program and preliminary designs
- + Improvements within the Altalink corridor that runs east-west through Lorelei will have to be discussed and coordinated with Altalink

3.0 PUBLIC ENGAGEMENT SUMMARY

The following activities are included in the public engagement plan for the Neighbourhood Renewal Program in Lorelei and Beaumaris. This report captures the activities completed in the Concept Phase. These activities were undertaken to achieve the objectives outlined below and supported the development of the Urban Design Analysis.

CONCEPT PHASE

Community Walk, Vision and Guiding Principles Workshop and Online Survey – November 2018 to January 2019

- + Develop and build solutions with us regarding a vision and guiding principles
- + Help us improve our understanding of what infrastructure exists in the neighbourhood

Vision Confirmation and Community Options Event – February 2019

- + Help us improve and finalize the vision and guiding principles
- + Adapt and adjust our approach to identify opportunities and challenges

Draft Concept Designs Event – May 2019

- + Help us refine the draft concept designs and confirm that they align with the vision and principles
- + Help us prioritize the potential improvements to the the neighbourhood

DESIGN PHASE

Preliminary Designs – Late 2019

- + Share feedback and perspectives on the preliminary designs
- + Make a decision on the decorative street lights expression of interest

Pre-Construction Event – Early 2020

- + Share feedback and perspectives on construction considerations
- + Make a decision on the local improvement petitions for sidewalk reconstruction and decorative street lights



4.0 NEIGHBOURHOOD PLAN AND CONCEPT DESIGNS

The neighbourhood plan and concept designs were developed by the project team during the Concept Phase. They have been finalized and outlined in the following section, with additional information on technical considerations, City policies and programs, and public input.

4.1 VISION AND GUIDING PRINCIPLES

The vision and guiding principles identify the community's aspirations for the future of Lorelei and Beaumaris. They also served as the foundation for the neighbourhood plan and concept designs.

VISION STATEMENT

Lorelei and Beaumaris are family-friendly neighbourhoods that welcome people of all ages and backgrounds. We are a safe and walkable community that is connected to key destinations like parks, schools and commercial areas. We are an active and vibrant community that enjoys nature and getting together with our neighbours.

GUIDING PRINCIPLES



Making the roads safer for all users (people who walk, bike, drive)



Celebrating nature and preserving trees and open spaces



Feeling safe and having well-lit spaces



Creating places for the community to come together and gather



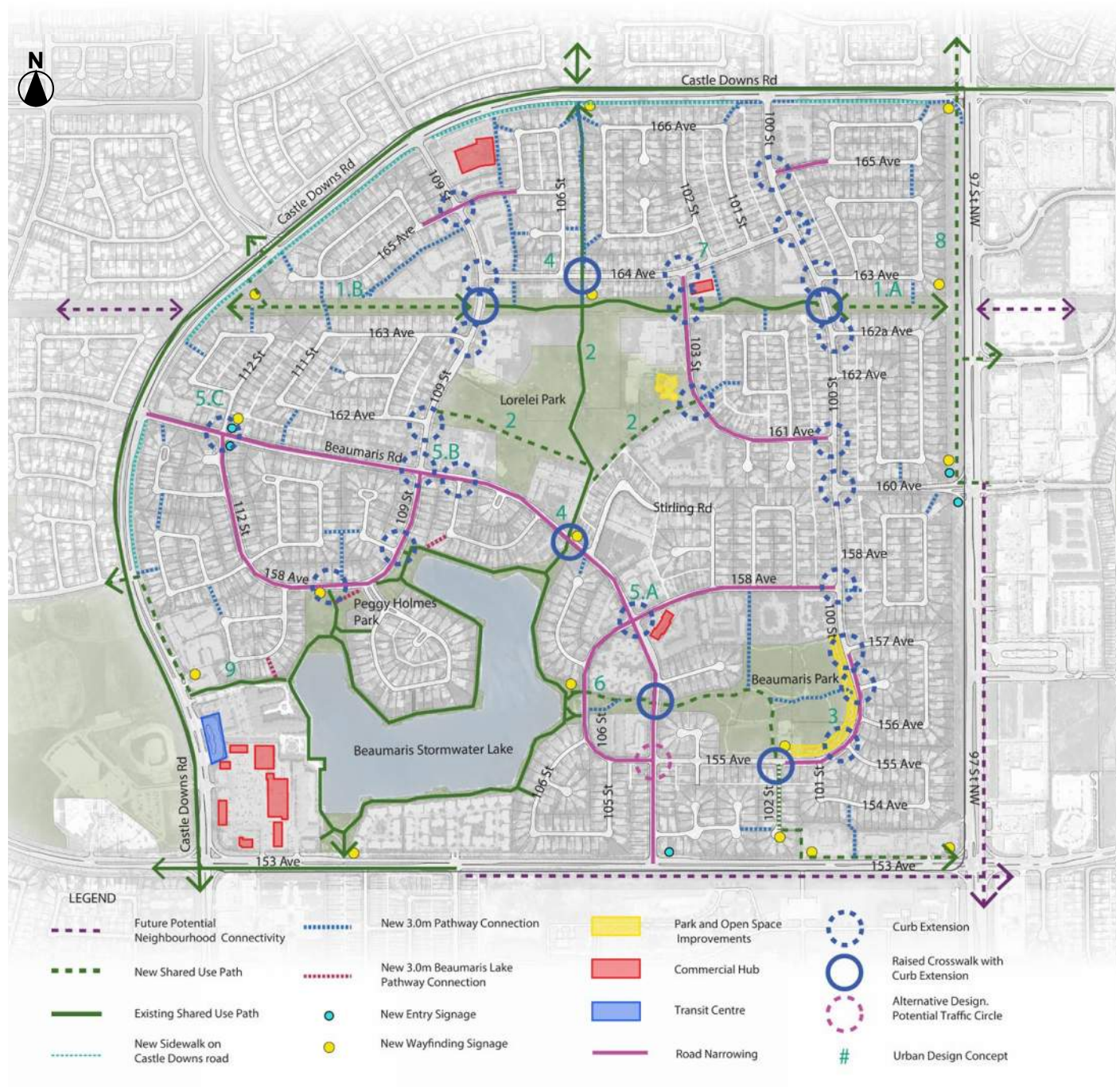
Improving connectivity by having viable options to walk, bike and drive within and surrounding the neighbourhood



Creating easy access to neighbourhood destinations such as commercial areas, schools, parks and Beaumaris Lake

4.2 NEIGHBOURHOOD PLAN

The neighbourhood plan identifies the new improvements and how they work together in Lorelei and Beaumaris.



All concepts will be further refined through the Design Phase of the project.

4.3 CONNECTION IMPROVEMENTS (SIDEWALK AND PATHWAYS)

This map identifies the proposed new and upgraded sidewalks and pathway connections. These improvements were determined based on Complete Streets Design and Construction Standards in a retrofit situation, as well as other City policy and programs, public input and technical constraints. The proposed concept is subject to change based on additional public engagement and technical review.



Note: All existing sidewalks to be reconstructed unless otherwise noted. All crossing locations to provide curb ramps in alignment with Complete Streets Design and Construction Standards where feasible.

Approach to sidewalk widths

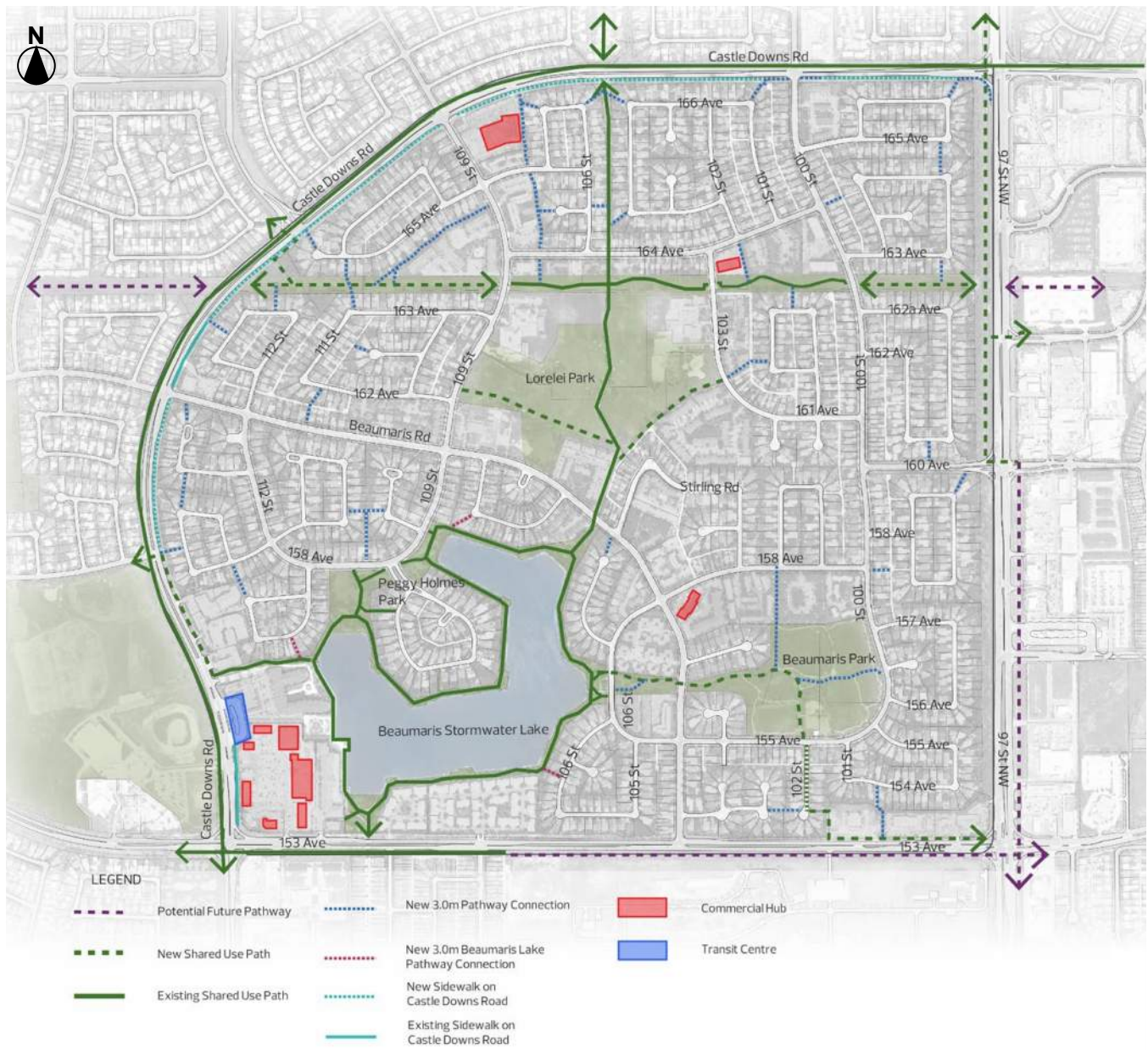
For Lorelei and Beaumaris, the approach to the width of sidewalk reconstruction is based on the following:

- 1 **2.0 m sidewalks along the collector roads** – These linkages are the foundation of connectivity throughout the neighbourhood.
- 2 **1.8 m sidewalks along local roads** - These linkages are important as secondary connections that will serve the overall transportation network.

Please note that some sidewalk widths may be reduced due to technical constraints and other considerations.

4.4 CONNECTION IMPROVEMENTS

The map identifies the upgrades to neighbourhood connections in Lorelei and Beaumaris.



4.5 CONCEPT DESIGNS

CONCEPT 1 – GREEN CORRIDOR

The concept extends the existing shared-use path along the Altalink corridor to strengthen the east-to-west connectivity between Castle Downs Road and 97 Street for people who walk and bike. The extension is highlighted in two detailed sub-concepts (Green Corridor East –1.A and Green Corridor West 1.B), and includes plantings, urban design elements, and an off-leash dog park. The concept also includes upgrades to the existing shared-use path including plantings and a plaza with a seating area. The new shared-use path will improve connectivity to key destinations within the neighbourhood such as Lorelei Park, Lorelei School, and the nearby commercial area. The path will also connect with the proposed north-to-south shared-use path along 97 Street to the east. The concept will transform the Altalink corridor into a recreational destination for residents, where they can be active, socialize and connect with nature. However, there are challenges as to what can be built within the corridor, due to the existing Altalink right of way.

GUIDING PRINCIPLES



Creating places for the community to come and gather



Improving connectivity by having viable options to walk, bike and drive



Creating easy access to neighbourhood destinations

DESIGN ELEMENTS

- + An extension to the existing shared-use path to the east (Green Corridor East –1.A) and west (Green Corridor West 1.B) to improve connectivity for people to walk and bike
- + Additional improvements along the corridor (existing and new shared-use path areas), including plantings, seating areas, lighting and an off-leash dog park, to support the corridor as a destination within the neighbourhood

CONCEPT DESIGN LOCATION



CONCEPT 1.A – GREEN CORRIDOR EAST

The sub-concept focuses on the east portion of the Green Corridor. The concept extends the existing shared-use path to the east to connect with the proposed shared-use path along 97 Street. The concept features additional plantings and urban design elements including lighting, waste receptacles, seating areas, and wayfinding signage, as well as an off-leash dog park, which is not fenced in as there is a large existing berm that acts as a buffer between the park and 97 Street. The concept will improve the look and feel of the Green Corridor and will encourage more people to use the space as both a recreational amenity and a connection to other destinations within the neighbourhood.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Creating places for the community to come and gather



Improving connectivity by having viable options to walk, bike and drive



Creating easy access to neighbourhood destinations

DESIGN ELEMENTS

- + An extension to the existing shared-use path to connect with the proposed shared-use path along 97 Street (Concept 9)
- + Seating to promote activity in the neighbourhood by providing a space for rest and enjoyment of nature
- + Additional plantings and urban design elements (plaza space, lighting, waste receptacles, and wayfinding signage) to beautify the area, improve safety, and make it more welcoming for all
- + An off-leash dog park and dog waste bag dispensers to encourage dog owners to use the space and support an active and healthy community

URBAN DESIGN CONCEPT



PLAN



DESIGN ELEMENT EXAMPLES



CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + All design elements will consider Altalink requirements for developing lands near a power utility right of way including:
 - + The pathway alignment should not be within 10 metres of a transmission pole/tower
 - + The pathway alignment should not run parallel to/under the transmission lines but can cross the transmission lines
 - + Consideration should be given to planting to ensure the height of mature growth does not impact transmission lines
 - + Metallic objects such as pathway lighting will need to be bonded/grounded to provide an outlet to induced currents
- + Urban design elements will consider winter city design including material choice for benches (wood), orientation of seating to block wind and maximize sun exposure, and use of colour
- + Consideration for the berm located near 97 Street, and how this impacts connectivity and functions as a natural barrier. Additional consideration for enhancements to the natural barrier to serve the off-leash dog park including plantings
- + Plantings should not block or obstruct vehicle and pedestrian sight lines and will conform with the Landscape Design and Construction Standards Volume 5
- + Where the shared-use path connects to seating areas, pathway alignment should be considered to minimize conflicts between cyclist mobility and people using the seating areas



CITY POLICIES AND PROGRAMS

- + Enhanced east-to-west connectivity along the Green Corridor would support Policy 1 and 5 of the City's Active Transportation Policy C544, Objectives 4.6.1 and 7.4.2 of The Way We Grow; Section 6 of The Way We Move; and Objective 1.1 of The Way We Live
- + Improvements to the park space would support Strategic Direction 4.1, 4.2, 4.5 and 4.6, as well as Policy 4.1.1, 4.1.2, 4.2.1, 4.5.2 of the Breathe – Edmonton's Green Network Strategy, Objective 7.4.1 and 7.4.2 of The Way We Grow, Goal 1 of The Way We Green, and the Winter Design 1 goal of the Winter Design Guidelines
- + Provision of a seating area and wayfinding signage supports Policy 2.4.11 of the Way We Green, and additional plantings support the Corporate Tree Management Policy C456A
- + The off-leash dog park will consider the design recommendations outlined in Dogs in Open Spaces Strategy 2016



PUBLIC INPUT

The public expressed interest in the shared-use path to enhance the connection within and surrounding the neighbourhood and increase the usage of the green space. The public had differing opinions on the dog park, with some people suggesting that it will be well-used, while others were concerned with the size and potential smells. The public was concerned that the traffic noise along 97 Street is unpleasant and may affect the experience in this space. The public expressed interest in additional lighting in the area and improved crossings for streets that intersect with the corridor.

The public suggested a **medium** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 1.B – GREEN CORRIDOR WEST

The sub-concept focuses on the west portion of the Green Corridor. The concept extends the existing shared-use path to the west to connect with the proposed connection along Castle Downs Road. The concept features additional plantings and urban design elements including lighting, waste receptacles, seating areas, and wayfinding signage. The culmination of these elements will improve the look and feel of the Green Corridor and will encourage more people to use the space as both a recreational amenity and a connection to other destinations within the neighbourhood.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Creating places for the community to come and gather



Improving connectivity by having viable options to walk, bike and drive



Creating easy access to neighbourhood destinations

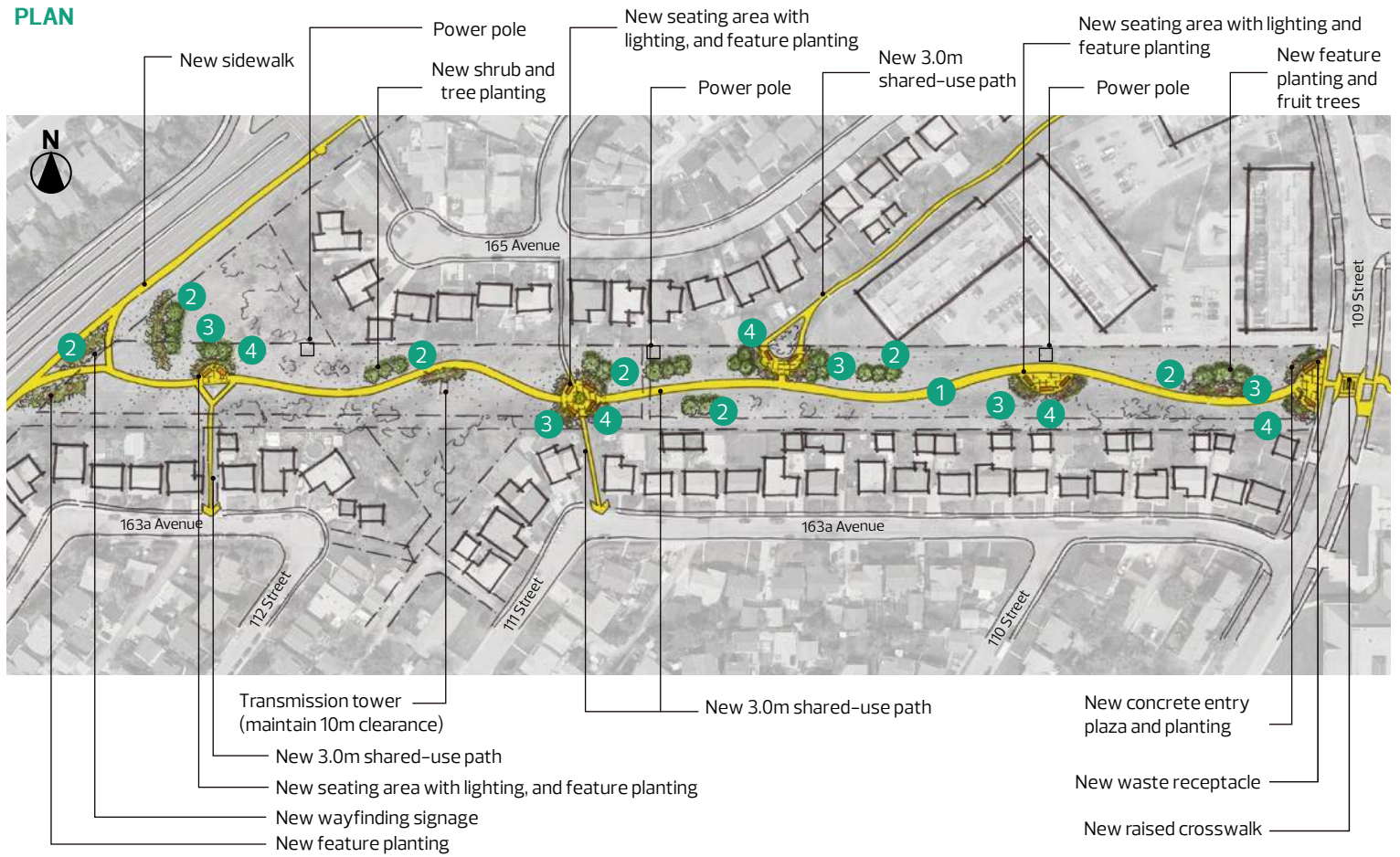
DESIGN ELEMENTS

- + An extension to the existing shared-use path to connect the path with the proposed connection along Castle Downs Road
- + Seating to promote activity in the neighbourhood by providing a space for rest and enjoyment of nature
- + Additional plantings and urban design elements (plaza space, lighting, waste receptacles, and wayfinding signage) to beautify the area, improve safety, and make it more welcoming for all

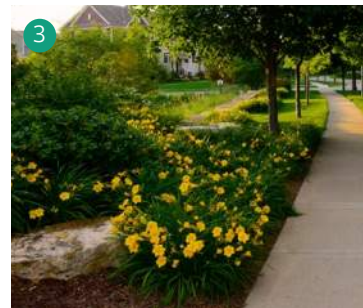
URBAN DESIGN CONCEPT



PLAN



DESIGN ELEMENT EXAMPLES



□

CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + All design elements will consider Altalink requirements for developing lands near a power utility right of way including:
 - + The pathway alignment should not be within 10 metres of a transmission pole/tower
 - + The pathway alignment should not run parallel to/under the transmission lines but can cross the transmission lines
 - + Consideration should be given to planting to ensure the height of mature growth does not impact transmission lines
 - + Metallic objects such as pathway lighting will need to be bonded/grounded to provide an outlet to induced currents
- + Urban design elements will consider winter city design including material choice for benches (wood), orientation of seating to block wind and maximize sun exposure, and use of colour
- + Plantings should not block or obstruct vehicle and pedestrian sight lines and will conform with the Landscape Design and Construction Standards Volume 5
- + Where the shared-use path connects to seating areas, pathway alignment should be considered to minimize conflicts between people who are biking and people using the seating areas
- + Signage may be required along pathway connections



CITY POLICIES AND PROGRAMS

- + Enhanced east-to-west connectivity along the Green Corridor would support Policy 1 and 5 of the City's Active Transportation Policy C544, Objectives 4.6.1 and 7.4.2 of The Way We Grow; Section 6 of The Way We Move; and Objective 1.1 of The Way We Live
- + Improvements to the park space would support Strategic Direction 4.1, 4.2, 4.5 and 4.6, as well as Policy 4.1.1, 4.1.2, 4.2.1, 4.5.2 of the Breathe – Edmonton's Green Network Strategy, Objective 7.4.1 and 7.4.2 of The Way We Grow, Goal 1 of The Way We Green, and the Winter Design 1 goal of the Winter Design Guidelines
- + Provision of a seating area and wayfinding signage supports Policy 2.4.11 of the Way We Green, and additional plantings support the Corporate Tree Management Policy C456A



PUBLIC INPUT

The public expressed interest in the shared-use path to enhance the connection within and surrounding the neighbourhood and to increase the usage of the green space. The public also expressed interest in additional landscaping, lighting, and overall design features that support accessibility for all ages and abilities. The public would also like to see amenities for people who walk their dogs in this area of the corridor as well.

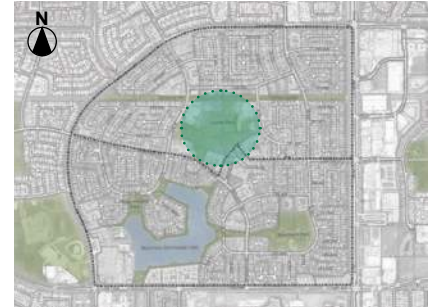
The public suggested a **medium** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 2 – LORELEI PARK

The concept includes an east-to-west shared-use path that connects with the existing north-to-south shared-use path to make it easier to move throughout the park and access key destinations such as the nearby schools, community league, skating rink, playground and toboggan hill. The concept features additional plantings and urban design elements including seating areas, lighting, wayfinding signage, and waste receptacles, as well as streetscape improvements along 103 Street to reduce speeding and improve safety. The concept also considers an upgraded playground pending funding and coordination. Together, these elements will improve the look and feel of the park, create places for the community to come together and gather, and improve accessibility and safety for park users.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Creating places for the community to come and gather



Celebrating nature and preserving trees and open spaces

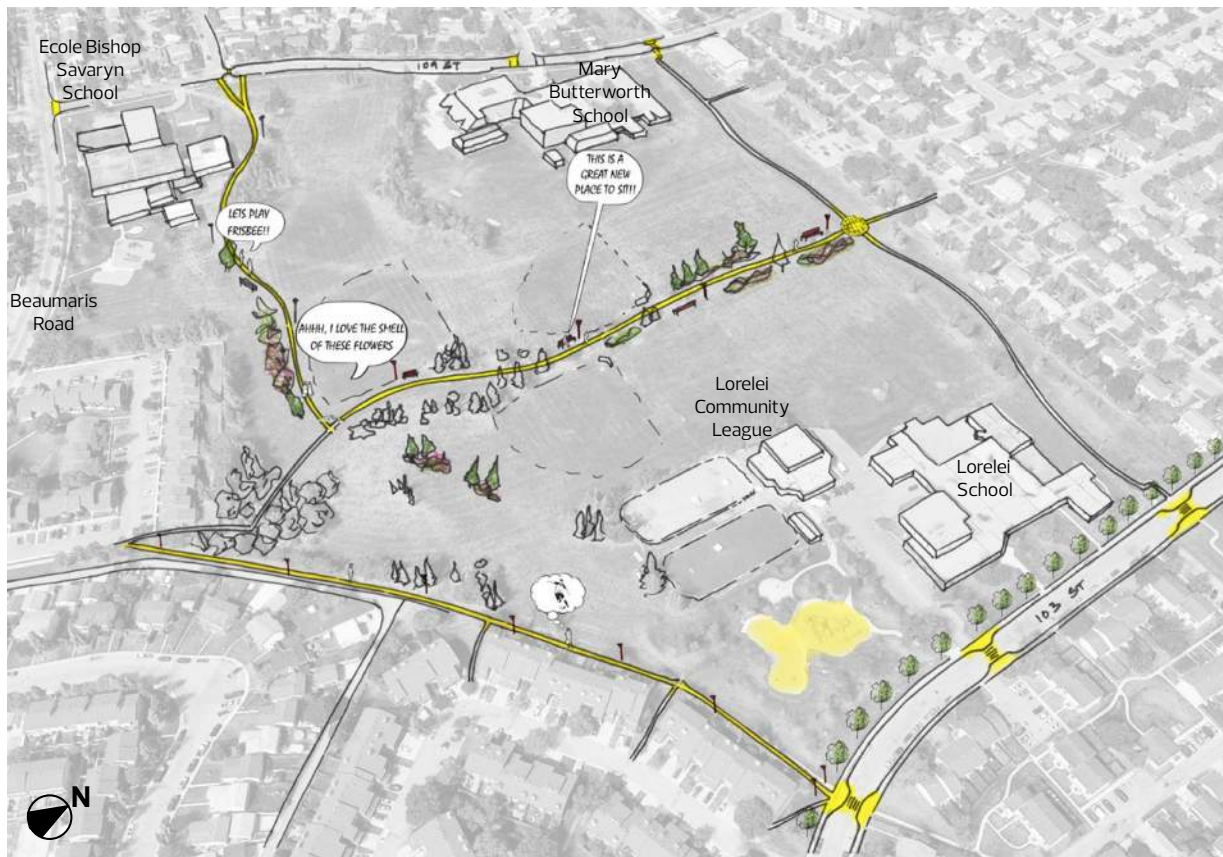


Feeling safe and having well-lit spaces

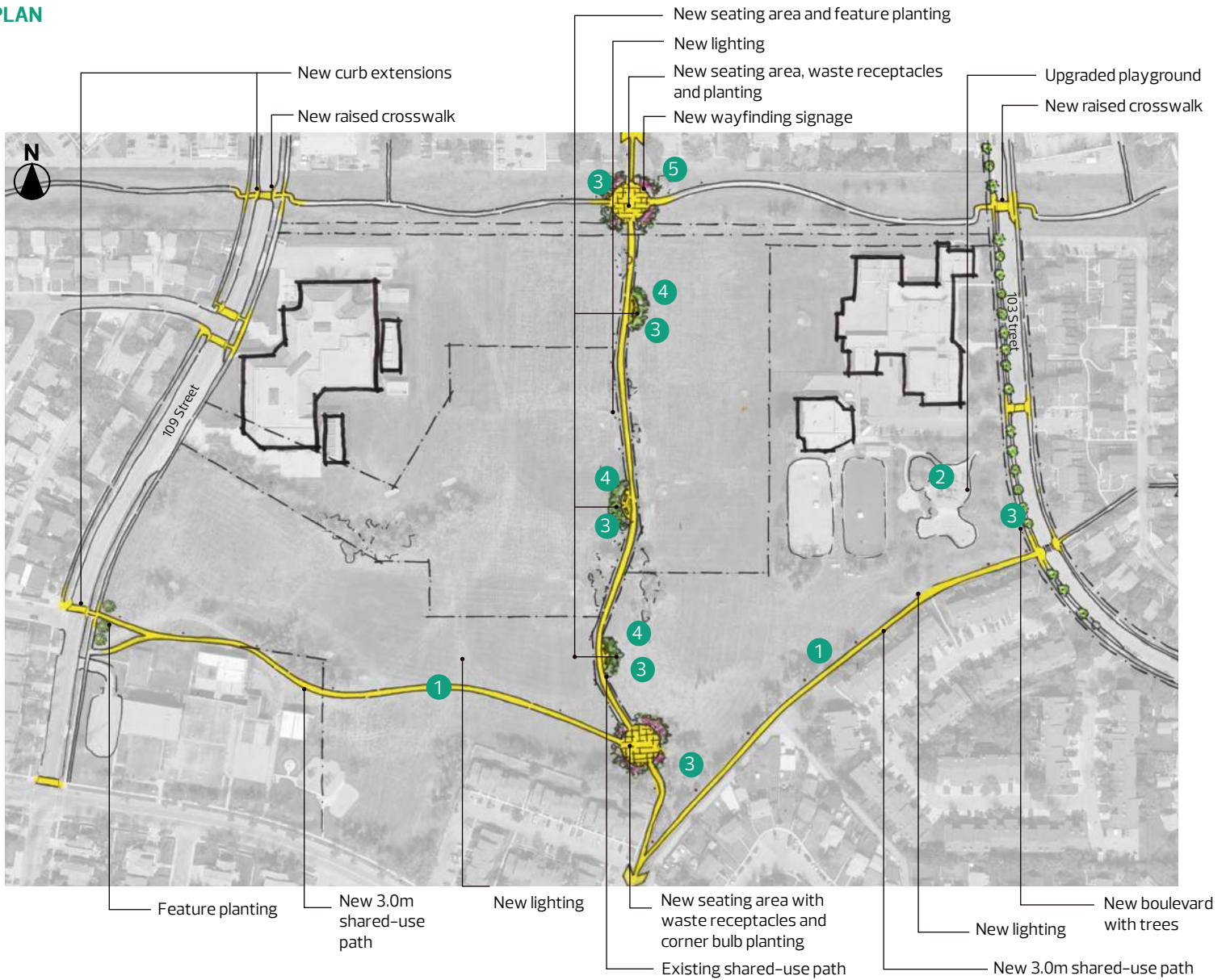
DESIGN ELEMENTS

- + An east-to-west shared-use path to improve connectivity and accessibility throughout the park
- + Seating to make it easier for people to be active in the neighbourhood by providing a space for them to rest and enjoy nature
- + Streetscape improvements (boulevard with trees, raised crosswalks and curb extensions) to make it easier and safer to cross the street and celebrate nature
- + Additional plantings and urban design elements (plaza space, lighting, waste receptacles, and wayfinding signage) to beautify the area, improve safety, and make it more welcoming for all
- + An upgraded playground to provide an amenity for school users and families with children

URBAN DESIGN CONCEPT



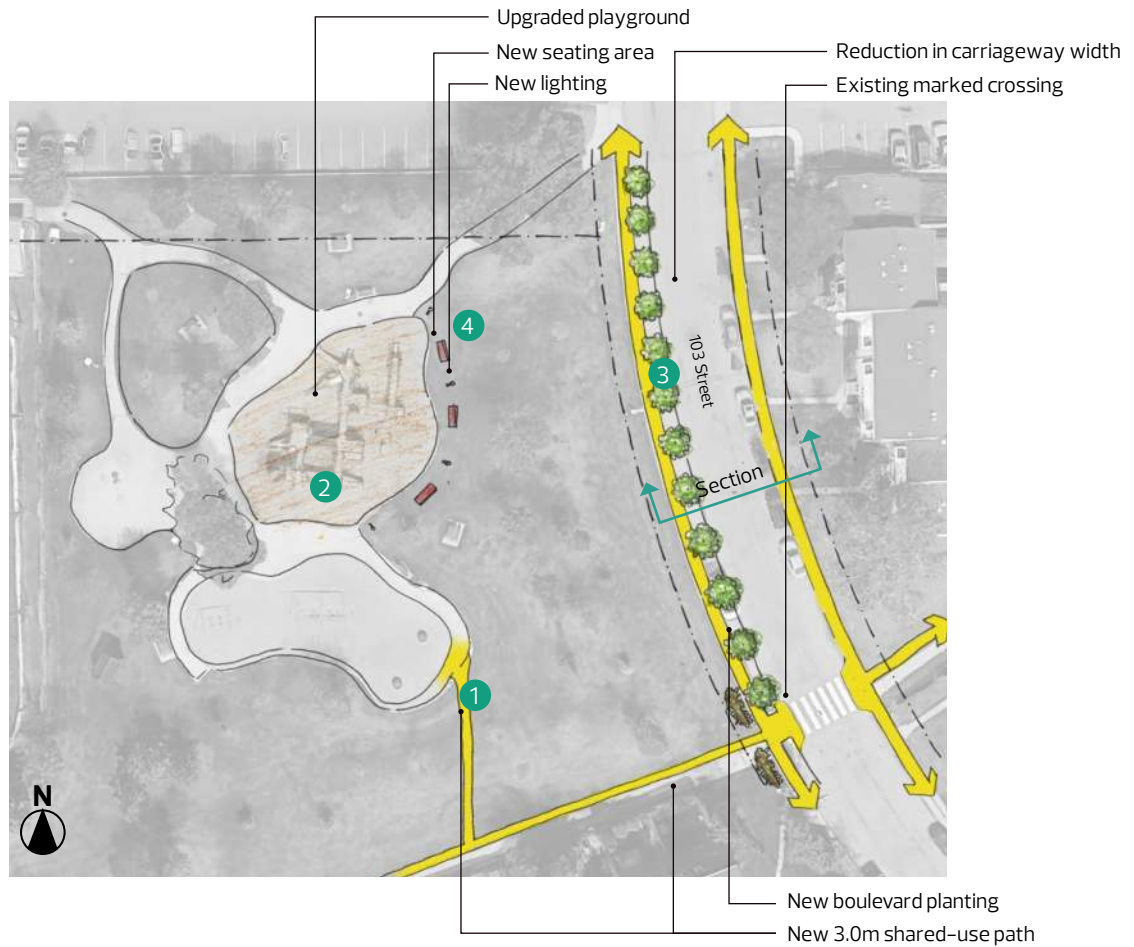
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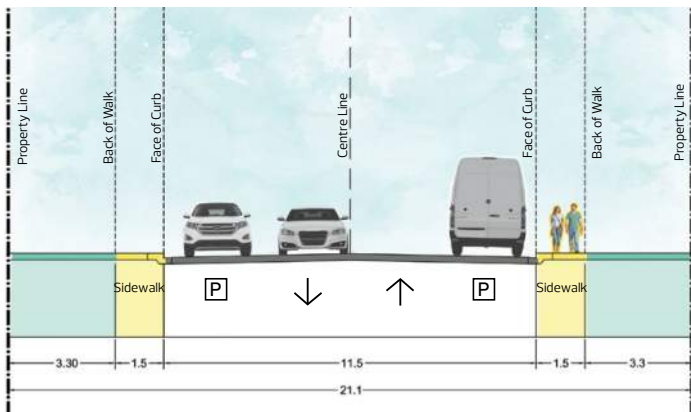
DESIGN ELEMENT EXAMPLES



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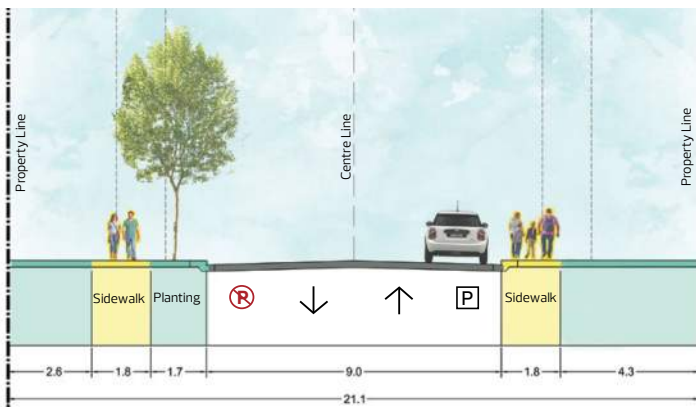
EXISTING (103 STREET)



DESIGN ELEMENT EXAMPLES



PROPOSED (103 STREET)



CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The pathway improvements/alignment design will consider existing drainage issues (pooling of water causing icy conditions in the winter along pathways), and opportunities for low impact design in areas of lower elevation where flooding may currently occur
- + The design for the pathway alignment will consider the topography of the area and existing sport fields
- + Urban design elements that include hard surfacing will consider geotechnical constraints
- + The concept reduces the existing carriageway width from 11.5m to 9.0m. This accommodates the boulevard with trees and meets the Complete Streets standards for residential streets
- + Streetscape improvements that transform monowalks to separated walks with boulevards may require the relocation of hydrants, street lighting and pedestals, as well as the potential realignment of the back of walk. If it is not possible to alter the existing back of walk location due to infrastructure or mature trees/landscaping the concept can consider the reduction of sidewalk and boulevard width (to sub-standard dimensions if feasible) or the elimination of a boulevard at the constraint location
- + The revised curb alignment will require the relocation of existing catch basins or the provision of new catch basins
- + Lighting along the new shared-use path will require coordination with EPCOR
- + Plantings should not block or obstruct vehicle and pedestrian sight lines and will conform with the Landscape Design and Construction Standards Volume 5. Plantings may also require the relocation of transformers and hydrants
- + The pathway along the south east edge of the park may consider a sub-standard width (less than 3.0m) if it is not feasible due to spatial constraints
- + Sidewalk width in front of school sites to be in alignment with Complete Street standards



CITY POLICIES AND PROGRAMS

- + Enhanced east-to-west connectivity within Lorelei Park would support Policy 1 and 5 of the City's Active Transportation Policy C544, Objectives 4.6.1 and 7.4.2 of The Way We Grow; Section 6 of The Way We Move; and Objective 1.1 of The Way We Live
- + Improvements to the park space would support Strategic Direction 4.1, 4.2, 4.5 and 4.6, as well as Policy 4.1.1, 4.1.2, 4.2.1, 4.5.2 of the Breathe – Edmonton's Green Network Strategy, Objective 7.4.1 and 7.4.2 of The Way We Grow, Goal 1 of The Way We Green, and the Winter Design 1 goal of the Winter Design Guidelines
- + Provision of a seating area and wayfinding signage supports Policy 2.4.11 of the Way We Green, and additional plantings support the Corporate Tree Management Policy C456A
- + The design of the road right of way will be in accordance with the Complete Streets Design and Construction Standards



PUBLIC INPUT

The public liked that the new pathway will make it easier to get around and use the park space. The public expressed interest in the additional seating, landscaping, waste receptacles and upgraded playgrounds. The public had differing opinions on the raised crosswalks and curb extensions with some suggesting that it will improve safety, and others suggesting that it is unnecessary to reduce the speed of drivers during non-school hours. The public would like the design team to consider sight lines when planting new trees, and flooding in areas of the park that are at a lower elevation.

The public suggested a **high** level of importance for this concept when asked about the priority in relation to all concepts proposed.

Low

Medium

High

CONCEPT 3 – BEAUMARIS PARK CONNECTIONS

The concept includes three mid-block crossing improvements along the street adjacent to Beaumaris Park (100 Street to 155 Avenue), including curb extensions, raised crosswalk and signage. The location of the mid-block crossings, including the raised crosswalk at 102 Street, were strategically selected to align with existing connections and crossing to the park. The raised crosswalk will also decrease speeding when approaching the curve along 100 Street from 155 Avenue. The concept also includes additional plantings and urban design elements featuring seating, waste receptacles and wayfinding signage. Together, these elements will improve the look and feel of the area, create a sense of arrival at the park, and make it easier and safer to cross the street.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Making the roads safer for all users (people who walk, bike, drive)



Improving connectivity by having viable options to walk, bike and drive



Creating easy access to neighbourhood destinations

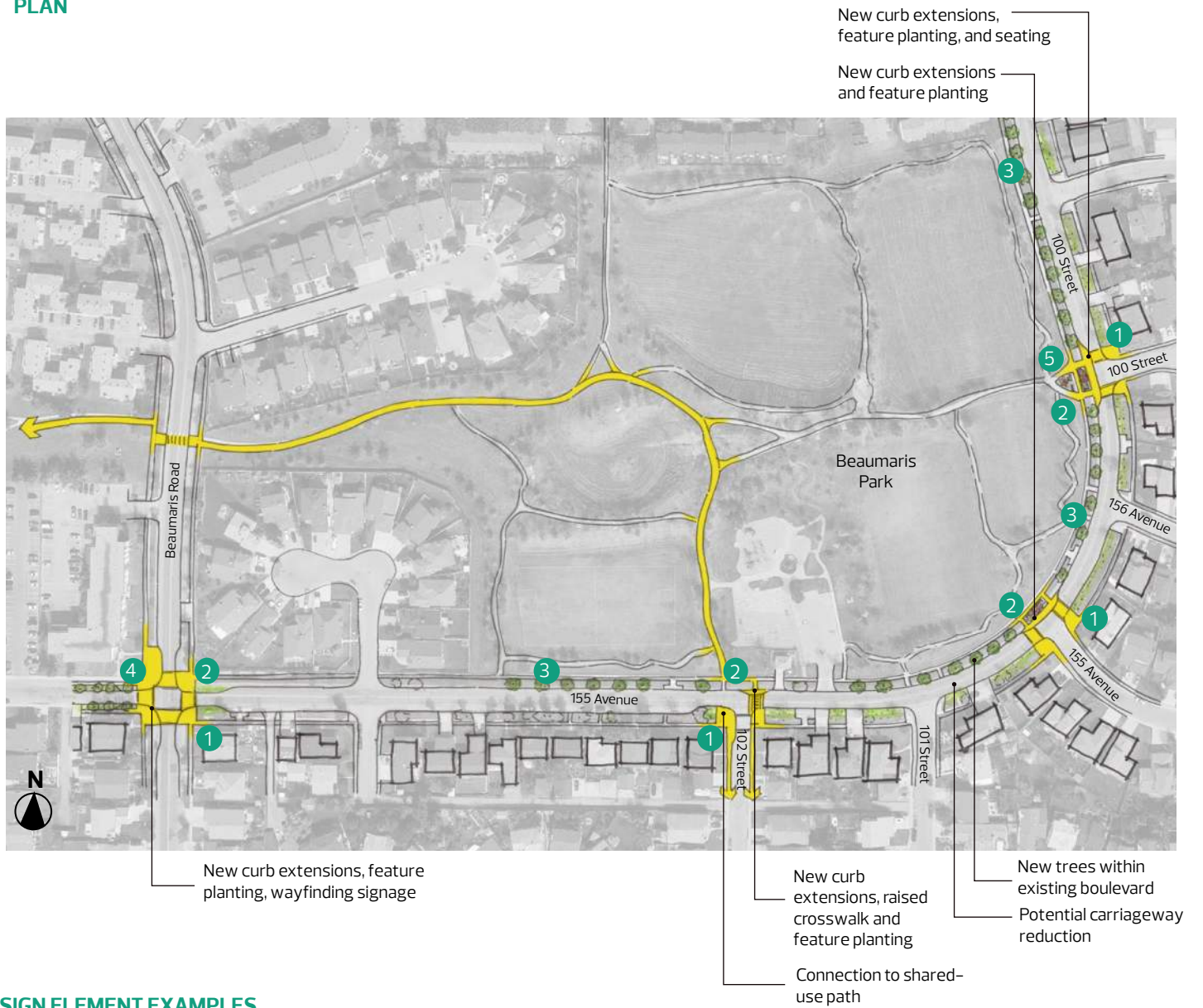
DESIGN ELEMENTS

- + Crossing improvements (curb extensions, raised crosswalks and signage) to improve safety for those accessing the park
- + Additional planting and urban design elements (waste receptacles, wayfinding signage and lighting) to beautify the area, improve safety, and make it more welcoming for all

URBAN DESIGN CONCEPT



PLAN



DESIGN ELEMENT EXAMPLES



CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The concept reduces the existing carriageway width from 11.5m to 9.0m. This accommodates the boulevard with trees and meets the Complete Streets standards for residential streets. The reduction in carriageway width is accommodated along the residential side of the street in place of on-street parking
- + The curb extension, raised crosswalk and narrower street design will need to consider drainage and grading and may require the relocation of existing catch basins or the provision of new catch basins
- + Plantings should not block or obstruct vehicle and pedestrian sight lines and will conform with the Landscape Design and Construction Standards Volume 5. Plantings may also require the relocation of transformers and hydrants



CITY POLICIES AND PROGRAMS

- + The design of the road right of way will be in accordance with the Complete Streets Design and Construction Standards
- + Provision of biking/walking improvements supports policy statements 1 through 4 of the Community Traffic Management Policy C590
- + Provision of seating areas near the park support Policy 2.4.11 of the Way We Green, and boulevards with trees and plantings satisfies Goal 1 of The Way We Green, Policy 2.2.1b of the Winter Design Guidelines, and the Corporate Tree Management Policy C456



PUBLIC INPUT

The public expressed interest in the pedestrian crossing improvements to make it easier to access the park. The public liked the additional planting to improve the park space. The public noted concerns about speeding along the curve (155 Avenue to 100 Street) and liked that the traffic calming measures should reduce speeding. Public support was also provided for additional lighting within the park, as well as maintenance improvements.

The public suggested a **high** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 4 – LORELEI PARK CONNECTIONS

The concept includes improvements to key access points to Lorelei Park through plantings and urban design elements including paved entrance areas, lighting, wayfinding signage and waste receptacles. The concept also features crossing improvements including raised crosswalks and curb extensions. Together, these elements will improve the look and feel of the area, create a sense of arrival to the parks, and make it easier and safer to cross the street. The concept will also support improvements to the active transportation network throughout the neighbourhood, especially across Beaumaris Road.

GUIDING PRINCIPLES



Improving connectivity by having viable options to walk, bike and drive



Making the roads safer for all users (people who walk, bike, drive)



Creating easy access to neighbourhood destinations

DESIGN ELEMENTS

- + A paved entrance area with plantings and urban design elements (waste receptacles, wayfinding signage and lighting) to beautify the area, improve safety, and make it more welcoming for all
- + Raised crosswalks and curb extensions improve pedestrian safety at intersection crossings

URBAN DESIGN CONCEPT



PLAN



DESIGN ELEMENT EXAMPLES



CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The curb extensions and raised crosswalk may require the relocation of existing catch basins or new catch basins
- + Urban design elements will consider winter city design including material choice for benches (wood), orientation of seating to block wind and maximize sun exposure, and use of colour
- + The design for the raised crosswalk will need to consider drainage and grading
- + Plantings should not block or obstruct vehicle and pedestrian sight lines and will conform with the Landscape Design and Construction Standards Volume 5. Plantings may also require the relocation of transformers and hydrants



CITY POLICIES AND PROGRAMS

- + Enhanced connectivity to park spaces would support Policy 1 and 5 of the City's Active Transportation Policy C544, Objectives 4.6.1 and 5.7.1 of The Way We Grow; Section 6 of The Way We Move; Objective 1.1 of The Way We Live, Objective 2 of Edmonton's Urban Design Framework
- + The design of the right of way would be in accordance with the Complete Streets Design and Construction Standards
- + Provision of biking/walking improvements supports policy statements 1 through 4 of the Community Traffic Management Policy C590
- + Provision of an entrance area and wayfinding signage along the path support Policy 2.4.11 of the Way We Green, and plantings support the Corporate Tree Management Policy C456A



PUBLIC INPUT

The public liked that the crossing improvements will make it easier for people to access key park destinations, and that the improvements will make the crossings more visible and safer. The public expressed interest in the additional seating, lighting, landscaping, waste receptacles and wayfinding signage. The public had concerns about narrowing the road but did note speeding as a major issue along Beaumaris Road and 164 Avenue. The public expressed interest in pedestrian crossing signage as a potential alternative to slow down drivers who are speeding.

The public suggested a **low** level of importance for this concept when asked about the priority in relation to all concepts proposed.

Low

Medium

High

CONCEPT 5 – BEAUMARIS ROAD IMPROVEMENTS

The concept includes streetscape improvements along Beaumaris Road to decrease speeding and make it easier and safer to move around the neighbourhood. The streetscape improvements include curb extensions, raised crosswalks and signage at key intersections along Beaumaris Road near schools, the commercial area and connections to Beaumaris Lake, as well as a reduced carriageway width along Beaumaris Road. An early concept included a shared-use path along Beaumaris Road to make it easier to bike, but this was not included in the final concept, as it was not technically feasible. Bicycle mobility will therefore be maintained on-street. A sub-concept was developed for the intersection near the commercial area (Concept 5.A) and includes urban design elements to beautify the area and to support placemaking. Two additional sub-concepts (Concept 5.B and 5.C) were developed to highlight the crossing improvements along and near Ecole Bishop Savaryn School and 112 Street as well.

GUIDING PRINCIPLES



Improving connectivity by having viable options to walk, bike and drive



Making the roads safer for all users (people who walk, bike, drive)



Creating easy access to neighbourhood destinations

DESIGN ELEMENTS

- + Curb extensions, raised crosswalks, and signage at intersections to improve access to key destinations
- + A reduced carriageway width (14.5m to 11.5m) along Beaumaris Road to decrease speeding
- + Improvements to the intersection along Beaumaris Road near the commercial area to enhance the public realm (See Concept 5.A for more details)

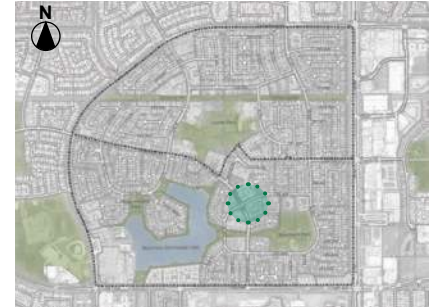
CONCEPT DESIGN LOCATION



CONCEPT 5.A – BEAUMARIS ROAD COMMERCIAL HUB

CONCEPT DESIGN LOCATION

The concept includes improvements to the intersection near the commercial area along Beaumaris Road. The improvements include plantings and a decorative concrete crosswalk to enhance the public realm, and crossing improvements such as curb extensions and signage to decrease speeding along Beaumaris Road, and make it safer and easier for people to cross the street. The concept will create a welcoming, attractive, and pedestrian-friendly streetscape and will support the commercial area as a destination within the neighbourhood.



GUIDING PRINCIPLES



Improving connectivity by having viable options to walk, bike and drive



Making the roads safer for all users (people who walk, bike, drive)

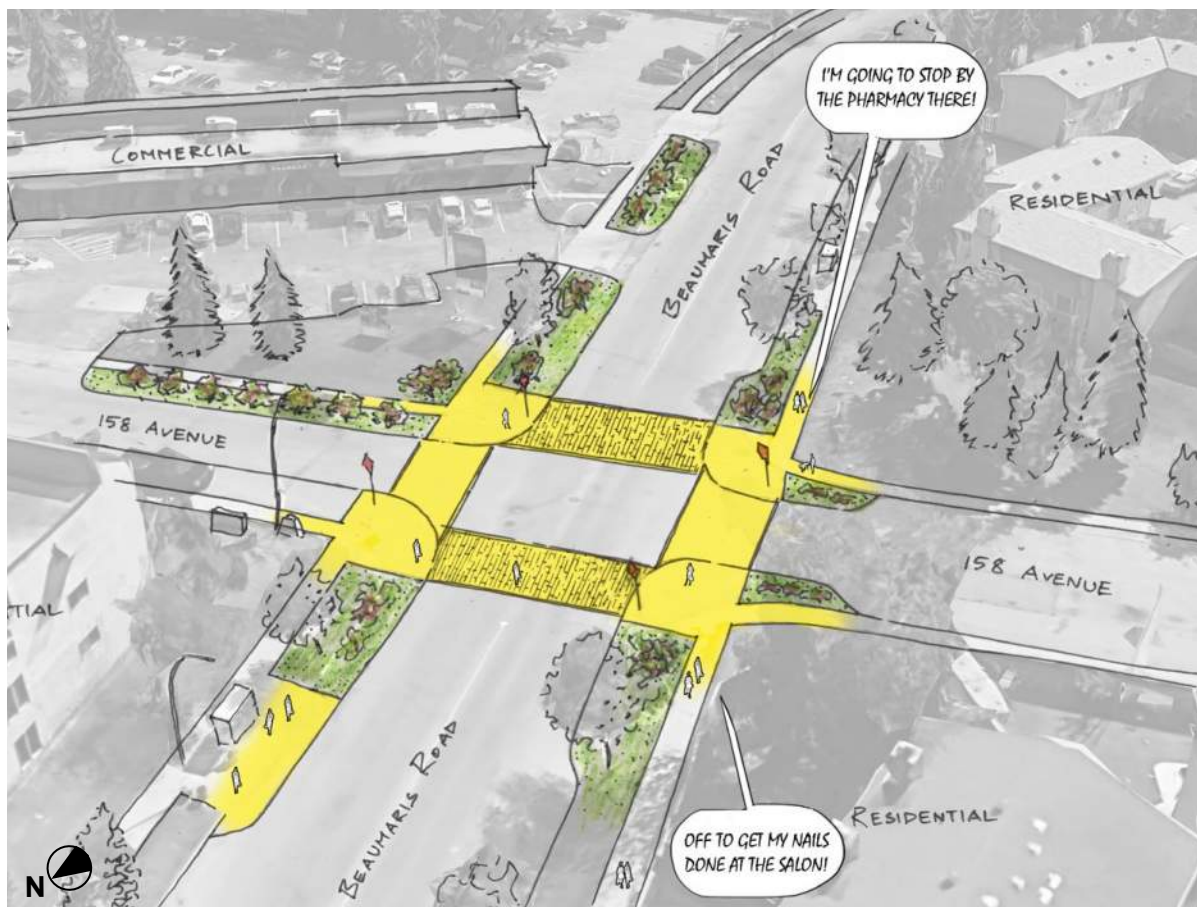


Creating easy access to neighbourhood destinations

DESIGN ELEMENTS

- + Plantings and a decorative concrete crosswalk to beautify the space and make it feel more welcoming for all
- + Crossing improvements including curb extensions to improve pedestrian safety
- + A boulevard with trees along 158 Avenue to beautify the space and celebrate nature
- + Potential improvements to the commercial area through the Corner Stores Program, which would be completed in coordination with the neighbourhood renewal project

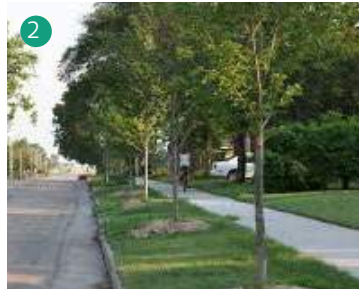
URBAN DESIGN CONCEPT



PLAN



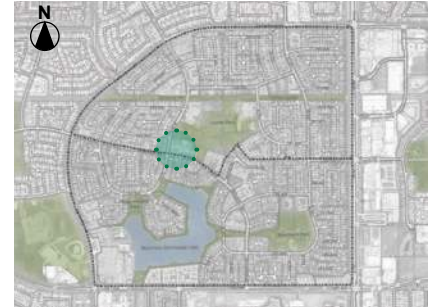
DESIGN ELEMENT EXAMPLES



CONCEPT 5.B – BEAUMARIS ROAD SCHOOL AREA

The concept includes crossing improvements at the intersections near Ecole Bishop Savaryn School along Beaumaris Road and 109 Street including curb extensions and planting. The concept will decrease speeding and make it safer and easier for people to cross the street to access the school, Lorelei Park, and other nearby destinations.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Improving connectivity by having viable options to walk, bike and drive



Making the roads safer for all users (people who walk, bike, drive)

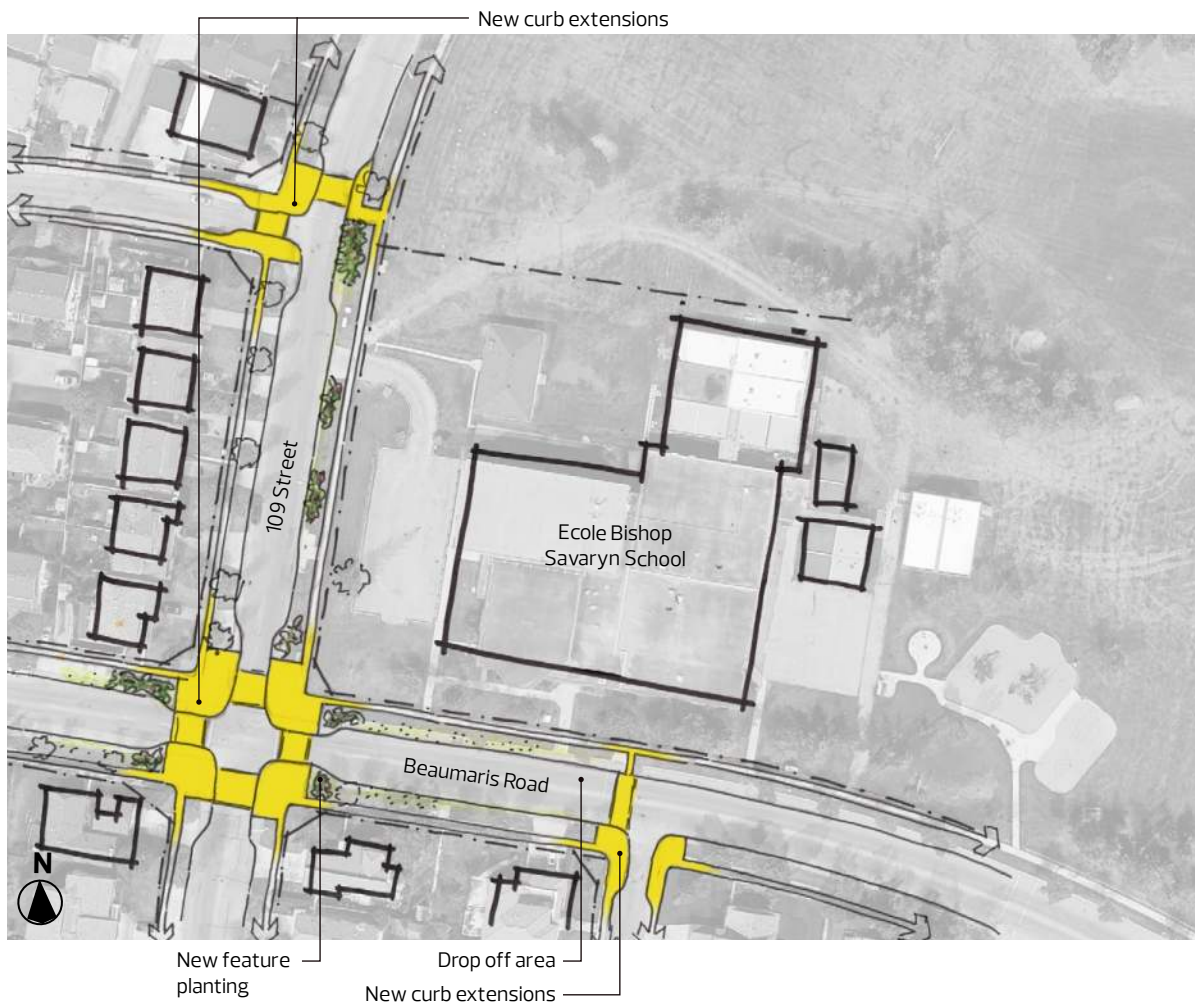


Creating easy access to neighbourhood destinations

DESIGN ELEMENTS

- + Crossing improvements including curb extensions to improve pedestrian safety
- + Planting to beautify the space and make it feel more welcoming for all

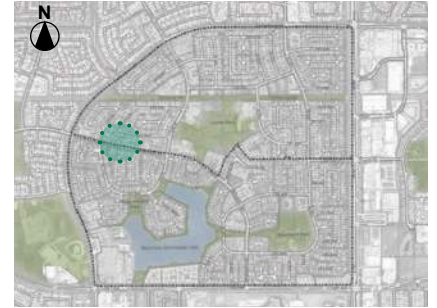
URBAN DESIGN CONCEPT



CONCEPT 5.C – BEAUMARIS ROAD GATEWAY DESIGN

The concept includes crossing improvements at 112 Street and Beaumaris Road intersection including curb extensions. The concept retains the existing Beaumaris signage. Improvements to the signage were previously considered but this was not considered feasible due to ownership. The concept will decrease speeding and make it safer and easier for people to cross the street to access nearby destinations.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Improving connectivity by having viable options to walk, bike and drive



Making the roads safer for all users (people who walk, bike, drive)



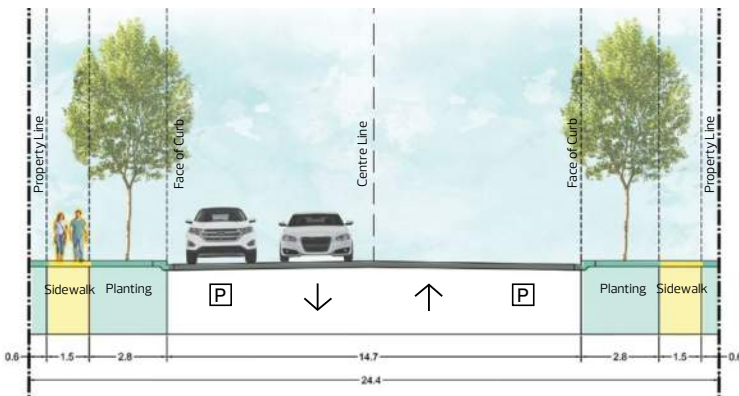
Creating easy access to neighbourhood destinations

DESIGN ELEMENTS

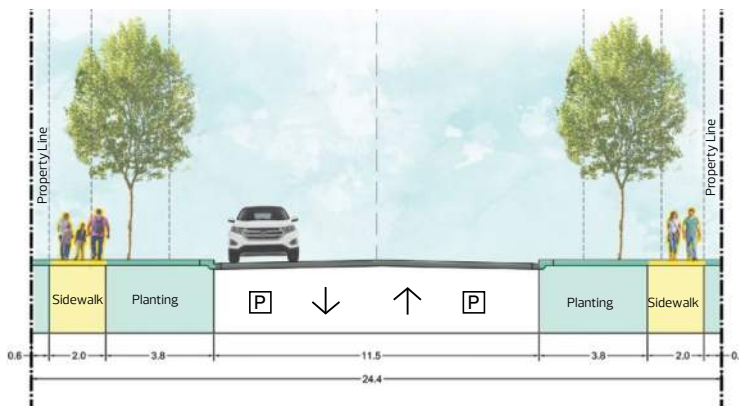
- + Crossing improvements including curb extensions to improve pedestrian safety

SECTIONS (BEAUMARIS ROAD)

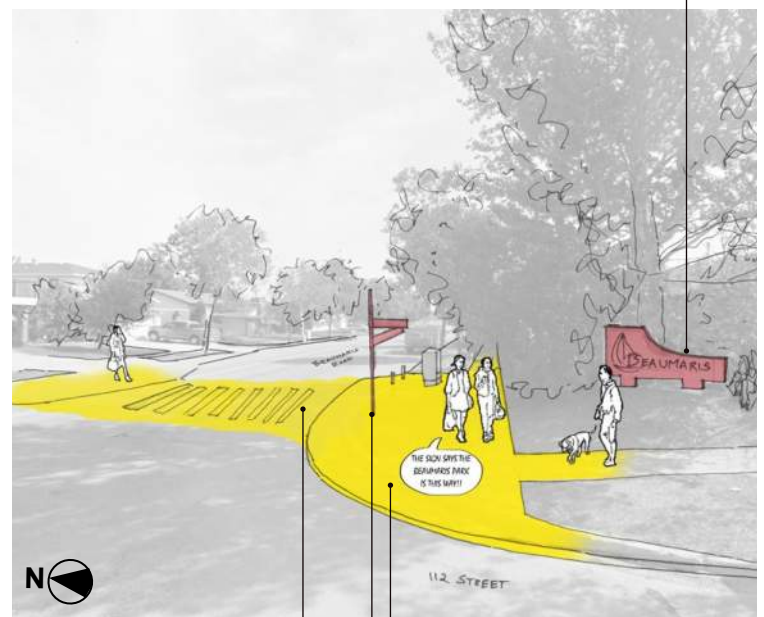
EXISTING



PROPOSED



URBAN DESIGN CONCEPT



- Marked crosswalk
- New wayfinding signage
- New curb extensions

CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The concept reduces the existing carriageway width from 14.5m to 11.5m. This accommodates the boulevard with trees and meets the Complete Streets standards for residential streets
- + The concept includes low impact design opportunities for plantings within the boulevards
- + The curb extensions and raised crosswalk may require the relocation of existing catch basins or new catch basins
- + Existing transit stop that will not be retained as part of the Bus Network Redesign
- + The decorative crosswalk design will consider universal and winter city design through the use of material (concrete) and colour. The purpose of the decorative crosswalk is to signal a unique space, where people should be particularly watchful of pedestrians, and pedestrians feel safe and welcome
- + Plantings should not block or obstruct vehicle and pedestrian sight lines and will conform with the Landscape Design and Construction Standards Volume 5. Plantings may also require the relocation of transformers and hydrants
- + The potential for a four-way stop configuration at Concept 5.A



CITY POLICIES AND PROGRAMS

- + Enhanced connectivity along Beaumaris Road would support Policy 1 and 5 of the City's Active Transportation Policy C544, Objectives 4.6.1 and 5.7.1 of The Way We Grow; Section 6 of The Way We Move; Objective 1.1 of The Way We Live and Objective 2 of Edmonton's Urban Design Framework
- + Provision of boulevards with trees and plantings satisfies Goal 1 of The Way We Green, Policy 2.2.1b of the Winter Design Guidelines, and the Corporate Tree Management Policy C456
- + The design of the right of way will be in accordance with the Complete Streets Design and Construction Standards
- + Provision of biking/walking improvements supports policy statements 1 through 4 of the Community Traffic Management Policy C590



PUBLIC INPUT

The public expressed interest in the crossing improvements to reduce speeding and improve pedestrian safety along Beaumaris Road. They had differing opinions on curb extensions however, with some suggesting that they will improve visibility for people crossing the street, and others suggesting that they may make the road too narrow and reduce parking. The public suggested that there may be an opportunity for a bike lane and additional pedestrian signage along Beaumaris Road as well.

The public suggested a **medium** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 6 – BEAUMARIS LAKE CONNECTION

The concept includes improvements to 106 Street and Beaumaris Road to strengthen the connection between Beaumaris Lake and Beaumaris Park. The streetscape improvements to 106 Street include the addition of plantings and urban design elements including a decorative crosswalk, wayfinding signage and a boulevard with trees. These improvements will create a formal entrance connection to the park that will interface with the upgrades through Beaumaris Lake Rehabilitation Project, and will create a more welcoming space to encourage active use and improve safety. The streetscape improvements to Beaumaris Road include curb extensions and a raised crosswalk and will help to calm traffic and decrease speeding, which was identified as an issue by the public. The concept also includes a shared-use path between 106 Street and Beaumaris Road. Together, these elements will strengthen the east-to-west connection between Beaumaris Lake and Beaumaris Park, and make it easier to move throughout the neighbourhood.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Improving connectivity by having viable options to walk, bike and drive



Making the roads safer for all users (people who walk, bike, drive)

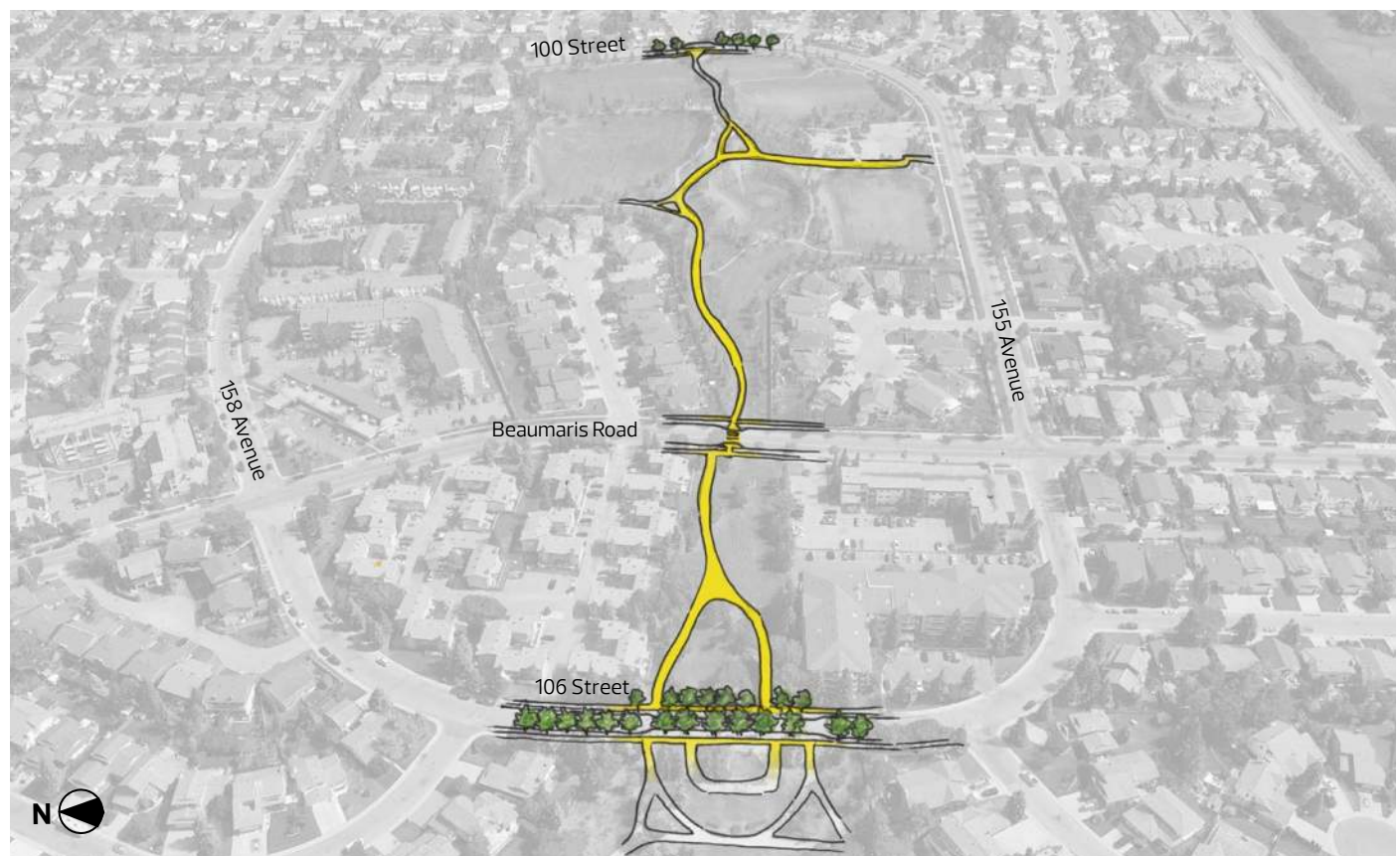


Creating easy access to neighbourhood destinations

DESIGN ELEMENTS

- + Plantings and urban design elements at 106 Street including a decorative crosswalk, boulevard with trees and wayfinding signage to beautify the area, improve safety, and create a sense of arrival
- + A reduced carriageway width along 106 Street to narrow the street and make it easier to cross
- + Intersection crossing improvements mid-block at Beaumaris Road including curb extensions and a raised crosswalk to improve pedestrian safety and slow vehicle traffic
- + A new shared-use path between 106 Street and Beaumaris Road to strengthen the east-to-west connection

URBAN DESIGN CONCEPT



PLAN



DESIGN ELEMENT EXAMPLES



CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The concept reduces the existing carriageway width from 11.5m to 9.0m. This accommodates the boulevard with trees and meets the Complete Streets standards for residential streets
- + The concept includes opportunity for low impact design in the boulevards
- + The designs for curb extensions and raised crosswalk may require the relocation of existing catch basins or new catch basins
- + The decorative crosswalk will support universal and winter city design through the use of material (concrete) and colour. The purpose of the decorative crosswalk is to signal a space where people driving should be particularly watchful of pedestrians, and pedestrians feel safe and welcome
- + Plantings should not block or obstruct vehicle and pedestrian sight lines and will conform with the Landscape Design and Construction Standards Volume 5. Plantings may also require the relocation of transformers and hydrants
- + Specific pedestrian crossing locations may require signage or crosswalk demarcation



CITY POLICIES AND PROGRAMS

- + Enhanced connectivity to park spaces and Beaumaris Lake would support Policy 1 and 5 of the City's Active Transportation Policy C544, Objectives 4.6.1 and 5.7.1 of The Way We Grow; Section 6 of The Way We Move; Objective 1.1 of The Way We Live, Objective 2 of Edmonton's Urban Design Framework
- + The design of the right of way will be in accordance with the Complete Streets Design and Construction Standards
- + Provision of biking/walking improvements supports policy statements 1 through 4 of the Community Traffic Management Policy C590
- + Provision of wayfinding signage along the path support Policy 2.4.11 of the Way We Green, and plantings support the Corporate Tree Management Policy C456A



PUBLIC INPUT

The public expressed interest in making the area more attractive, safe, and well-connected, through the addition of wayfinding signage, a decorative crossing and boulevard trees. The public would like to see additional lighting to help make the area feel safer and deter perceived criminal activity (Please note that new lighting will be provided near 106 Street through the Beaumaris Lake Rehabilitation Project). The public was concerned with the loss of parking due to the curb extensions, but also suggested that the narrow road will reduce speeding and make it safer to cross the street.

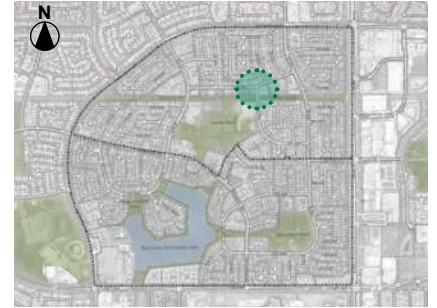
The public suggested a **high** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 7 – 164 AVENUE COMMERCIAL HUB

The concept includes improvements near the commercial area along 164 Avenue including plantings and a decorative concrete crosswalk to enhance the public realm, and crossing improvements including curb extensions to decrease speeding and make it safer and easier for people to cross the street. The concept will create a welcoming, attractive, and pedestrian-friendly streetscape and support the commercial area as a destination within the neighbourhood.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Creating places for the community to come and gather



Celebrating nature and preserving trees and open spaces

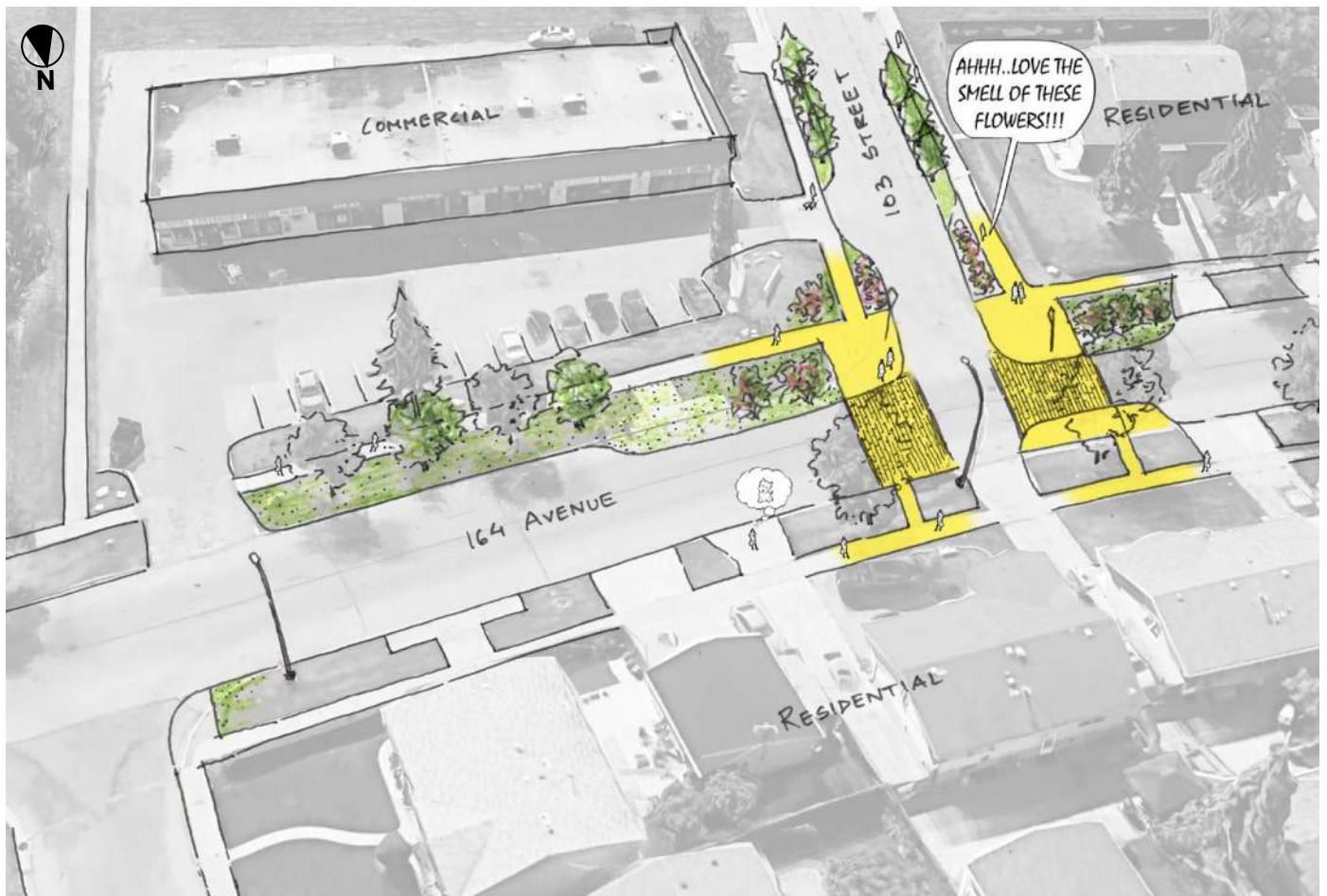


Creating easy access to neighbourhood destinations

DESIGN ELEMENTS

- + Plantings and a decorative crosswalk to beautify the space and make it feel more welcoming for all
- + Crossing improvements including curb extensions and signage near the commercial area and a mid-block marked crossing along 103 Street to improve pedestrian safety
- + A boulevard with trees along 164 Avenue and 103 Street to beautify the space and celebrate nature
- + Potential improvements to the commercial area through the Corner Stores Program, which would be completed in coordination with the neighbourhood renewal project

URBAN DESIGN CONCEPT



PLAN



DESIGN ELEMENT EXAMPLES



CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The concept reduces the existing carriageway width at the commercial site to accommodate the boulevard with trees and meet the Complete Streets standards for residential streets. The new design will remove the existing on-street parking on the south side of 164 Avenue
- + Streetscape improvements to 103 Street that transform monowalks to separated walks with boulevards may require the relocation of hydrants, street lighting and pedestals, as well as the potential realignment of the back of walk. If it is not possible to alter the existing back of walk location due to infrastructure or mature trees/landscaping the concept design could reduce sidewalk and/or boulevard width (to sub-standard dimensions if feasible) or eliminate the boulevard at very constrained locations
- + The concept includes opportunity for low impact design in the boulevards
- + The curb extensions and raised crosswalk may require the relocation of existing catch basins or new catch basins and will require consideration for the existing driveway configuration on the north side of 164 Avenue
- + The decorative crosswalk will use materials and colours that consider winter city design
- + Plantings should not block or obstruct vehicle and pedestrian sight lines and will conform with the Landscape Design and Construction Standards Volume 5. Plantings may also require the relocation of transformers and hydrants
- + Potential improvements to the commercial area through the Corner Stores Program will coordinate with improvements through neighbourhood renewal



CITY POLICIES AND PROGRAMS

- + Enhanced connectivity to the commercial area would support Policy 1 and 5 of the City's Active Transportation Policy C544, Objectives 4.6.1 and 5.7.1 of The Way We Grow; Section 6 of The Way We Move; Objective 1.1 of The Way We Live and Objective 2 of Edmonton's Urban Design Framework
- + Provision of boulevards with trees satisfies Goal 1 of The Way We Green, Policy 2.2.1b of the Winter Design Guidelines, and the Corporate Tree Management Policy C456
- + The design of the right of way will be in accordance with the Complete Streets Design and Construction Standards
- + Provision of biking/walking improvements supports policy statements 1 through 4 of the Community Traffic Management Policy C590



PUBLIC INPUT

The public expressed interest in the crossing improvements to reduce speeding and improve pedestrian safety along 164 Avenue. The public would like to see the addition of waste receptacles near the commercial hub. The public was appreciative that many of the concept designs shared a similar look and feel to help to improve the identity of the neighbourhood through renewal.

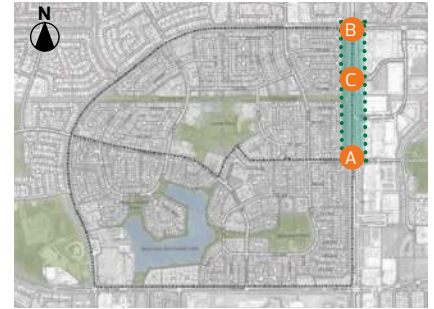
The public suggested a **low** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 8 – 97 STREET SHARED-USE PATH CONNECTION

The concept includes a north-to-south shared-use path on the west side of 97 Street between 160 Avenue and Castle Downs Road and a potential crossing at 97 Street and 165 Avenue. The shared-use path connects with the proposed east-to-west shared-use path along the Green Corridor East – Concept 1.B, as well as to the crosswalk at 160 Avenue and proposed crosswalk at 165 Avenue, to improve the connections within the neighbourhood and to key destinations to the east including a large commercial area and the Eaux Claires Transit Centre. The concept includes plantings and wayfinding signage along the shared-use path and a seating area and entry signage near 160 Street. Together, these elements will make it easier and safer to walk and bike along 97 Street and access important commercial

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Improving connectivity by having viable options to walk, bike and drive



Celebrating nature and preserving trees and open spaces

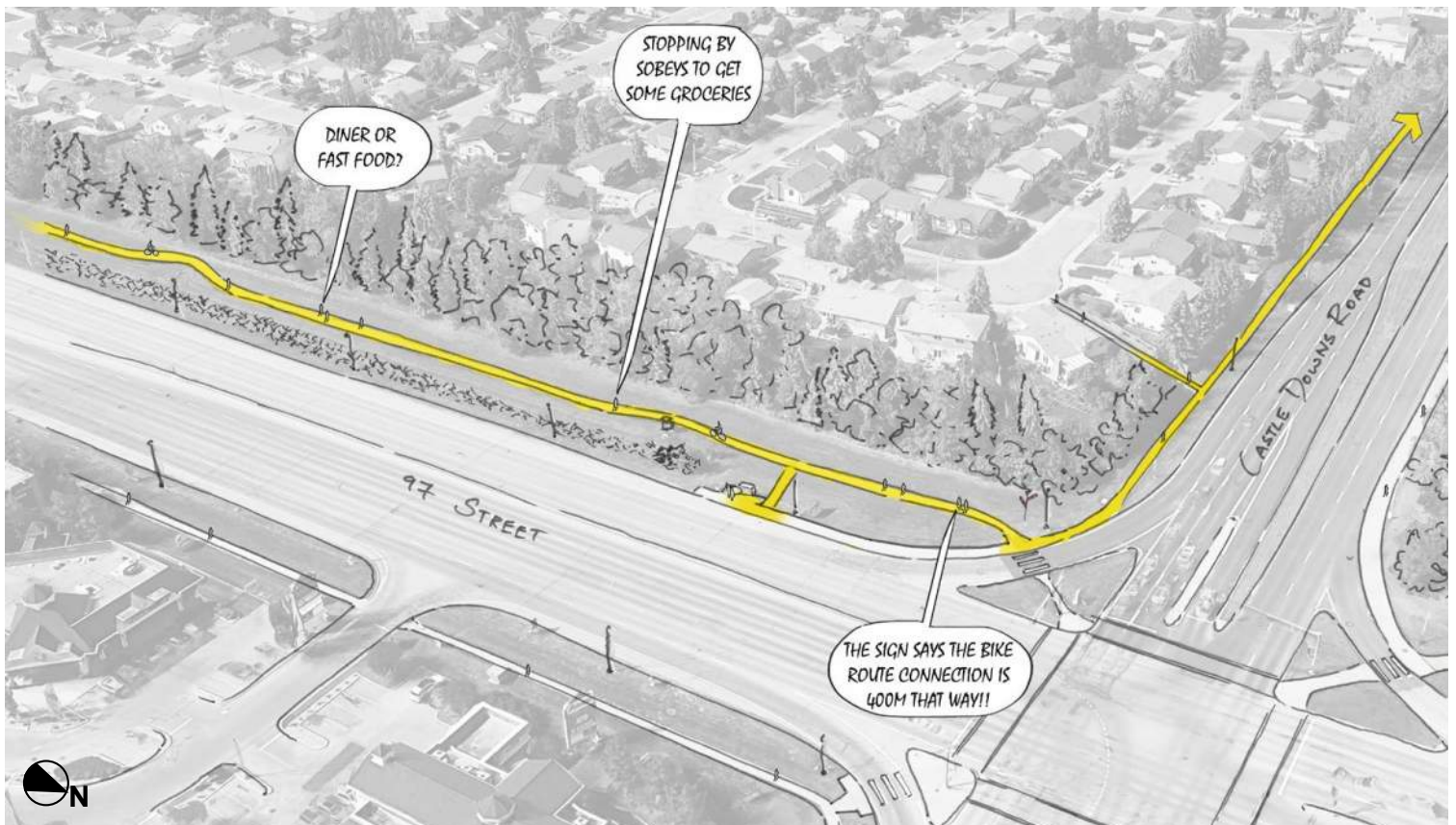


Creating easy access to neighbourhood destinations

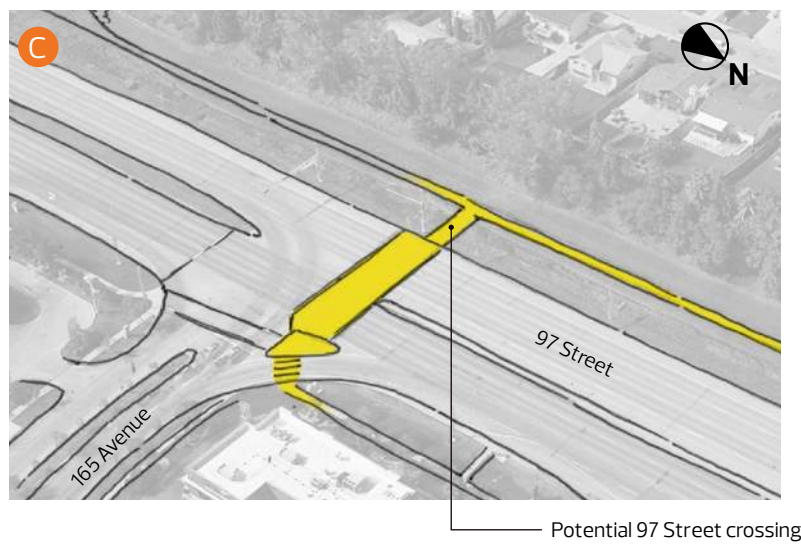
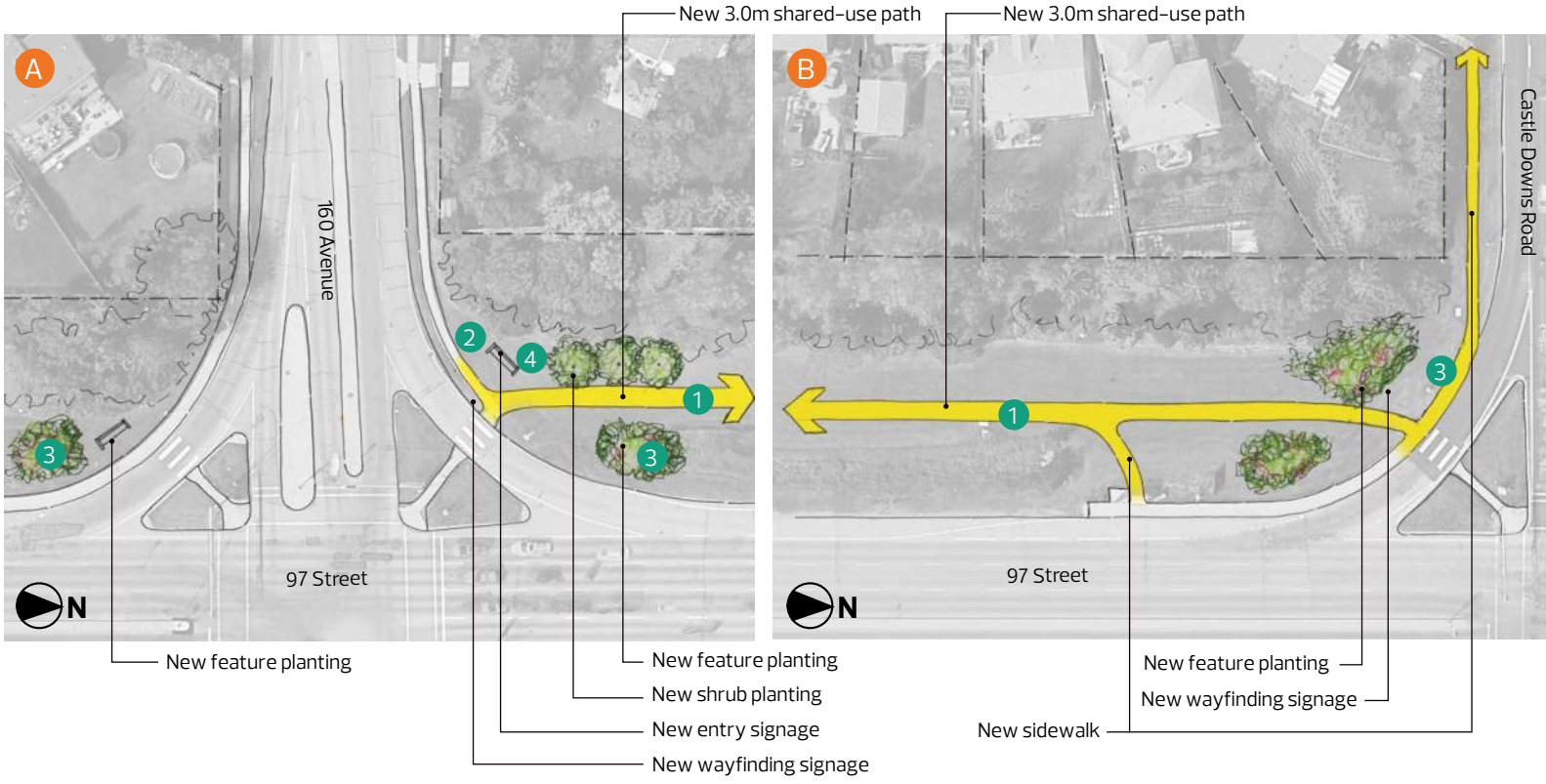
DESIGN ELEMENTS

- + A shared-use path along the west side of 97 Street between 160 Avenue and Castle Downs Road to improve local and regional connectivity
- + Plantings and wayfinding signage along the shared-use path to beautify the route and to improve the ease of use
- + A seating area and entry signage near 160 Street to improve the entrance and sense of identity for the neighbourhood, and promote activity in the neighbourhood by providing a space to rest and enjoy nature

URBAN DESIGN CONCEPT



PLAN



DESIGN ELEMENT EXAMPLES



CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The alignment of the new pathway will need to consider drainage and slope
- + The alignment of the new pathway will need to accommodate the locations of existing surface utilities, as well as shallow and deep utilities
- + The concept includes opportunity for low impact design along the corridor
- + Plantings should not block or obstruct vehicle and pedestrian sight lines and will conform with the Landscape Design and Construction Standards Volume 5. Plantings may also require the relocation of transformers and hydrants
- + The concept includes an additional signalized crossing across 97 Street at 165 Avenue. This improvement is outside of the scope of the neighbourhood renewal program and would need to be coordinated with other City departments
- + The concept may require a culvert and bridging structure for pathway connections which cross the existing drainage swale



CITY POLICIES AND PROGRAMS

- + Enhanced north-to-south connectivity would support Policy 1 and 5 of the City's Active Transportation Policy C544, Objectives 4.6.1 and 5.7.1 of The Way We Grow; Section 6 of The Way We Move; Objective 1.1 of The Way We Live, Objective 2 of Edmonton's Urban Design Framework
- + Provision of biking/walking improvements supports policy statements 1 through 4 of the Community Traffic Management Policy C590
- + Provision of wayfinding and entry signage along the path support Policy 2.4.11 of the Way We Green, and plantings support the Corporate Tree Management Policy C456A



PUBLIC INPUT

The public expressed interest in the north-to-south shared-use path to improve connectivity within the neighbourhood and to surrounding destinations. The public would like the path to extend further to the south of 160 Avenue. However, it was determined this is likely not feasible due to technical constraints.

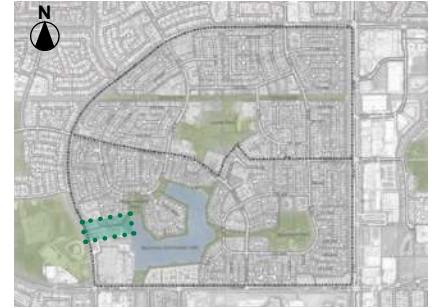
The public suggested a **medium** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 9 – CASTLE DOWNS ROAD TO BEAUMARIS LAKE CONNECTION

The concept includes an improved entrance to the pathway that connects Castle Downs Road (and the nearby commercial area and transit centre) to Beaumaris Lake. The improvements include an entrance plaza with plantings and urban design elements such as seating and wayfinding signage. The concept will improve the look and feel of this space and make it easier for residents and visitors to access the lake and other destinations within the neighbourhood.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Improving connectivity by having viable options to walk, bike and drive



Celebrating nature and preserving trees and open spaces

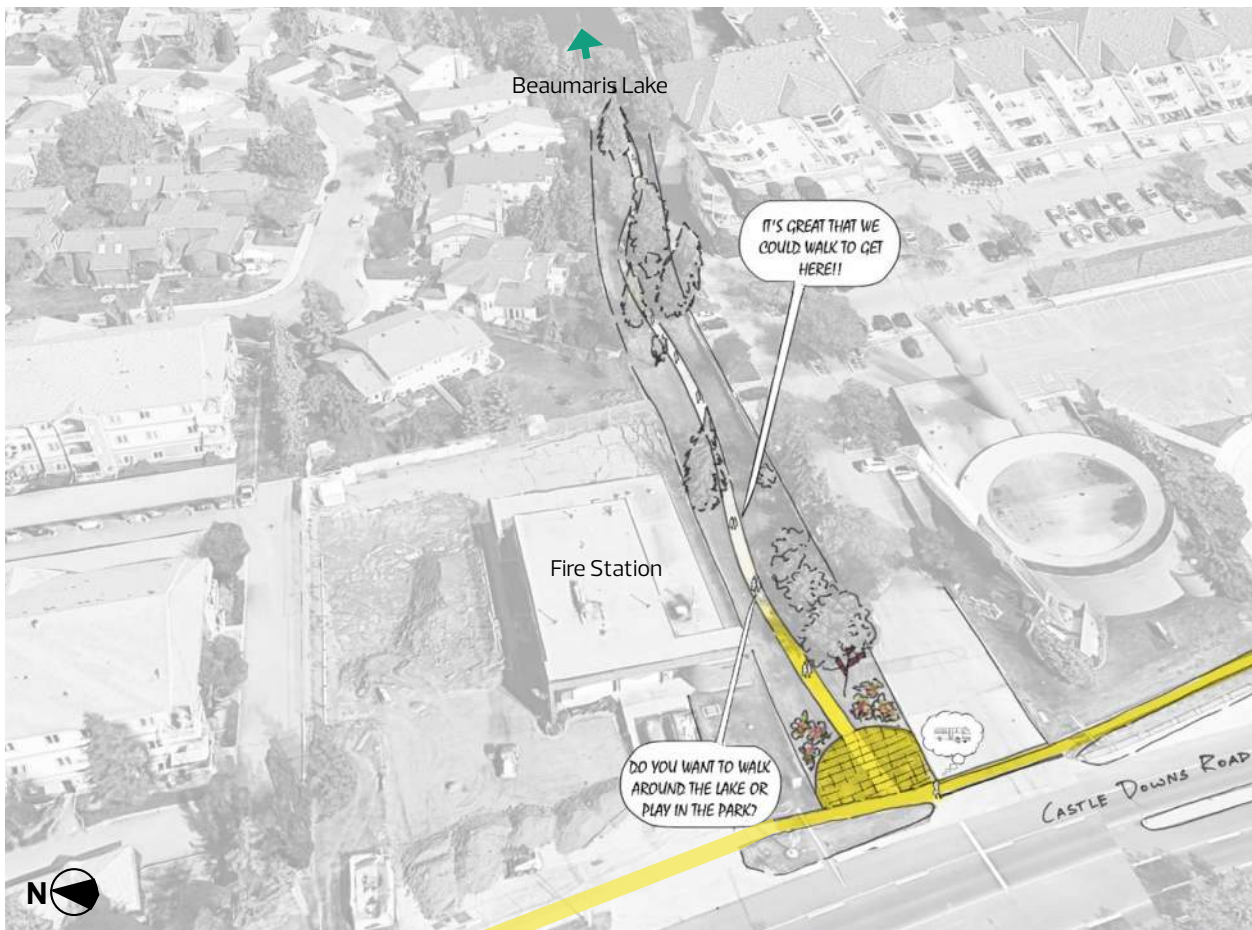


Creating easy access to neighbourhood destinations

DESIGN ELEMENTS

- An entrance plaza with seating to promote activity in the neighbourhood by providing a space to rest and enjoy nature
- Plantings and wayfinding signage to beautify the area, help people get around, and make the space more welcoming for all

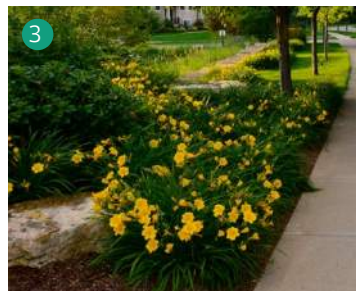
URBAN DESIGN CONCEPT



PLAN



DESIGN ELEMENT EXAMPLES



CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The public identified issues with icy conditions in this location, caused by pooling water freezing in the winter. The design for this pathway should address surface drainage issues, possibly considering low impact design facilities. An existing storm sewer runs the length of the public utility lot
- + Urban design elements that include hard surfacing (new plaza) will need to consider existing shallow and deep utility alignment
- + Connection improvements to the south along Castle Downs Road will require coordination with the Castle Downs Transit Centre improvements
- + Plantings should not block or obstruct vehicle and pedestrian sight lines



CITY POLICIES AND PROGRAMS

- + Enhanced connectivity to Beaumaris Lake would support Policy 1 and 5 of the City's Active Transportation Policy C544, Objectives 4.6.1 and 5.7.1 of The Way We Grow; Section 6 of The Way We Move, and Objective 1.1 of The Way We Live
- + Provision of biking/walking improvements supports policy statements 1 through 4 of the Community Traffic Management Policy C590
- + Provision of wayfinding signage and an entrance plaza along the path support Policy 2.4.11 of the Way We Green, and plantings support the Corporate Tree Management Policy C456A



PUBLIC INPUT

The public expressed interest in the improvements to strengthen the connection and increase accessibility for users of all ages and abilities. The public also expressed interest in wayfinding signage and would like the design team to consider drainage on the pathway as it currently gets icy in the winter.

The public suggested a **high** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 11 – STREETSCAPE (ROADWAYS)

The concept includes additional improvements to several local streets within Lorelei and Beaumaris, including 165 Avenue, 158 Avenue, and 106 Street. These streets were selected because the existing road right of way is too wide for the traffic volumes that they experience (current width is more suitable for a collector street). The improvements include a boulevard on each side of the streets (see cross sections) to create a space for street trees, reduce the carriageway width, and create a buffer between pedestrians and cars. The improvements will better align the design of these streets with the Complete Street Standards, and in doing so, slow traffic and make it easier and safer to walk along these streets.

GUIDING PRINCIPLES



Improving connectivity by having viable options to walk, bike and drive



Making the roads safer for all users (people who walk, bike, drive)

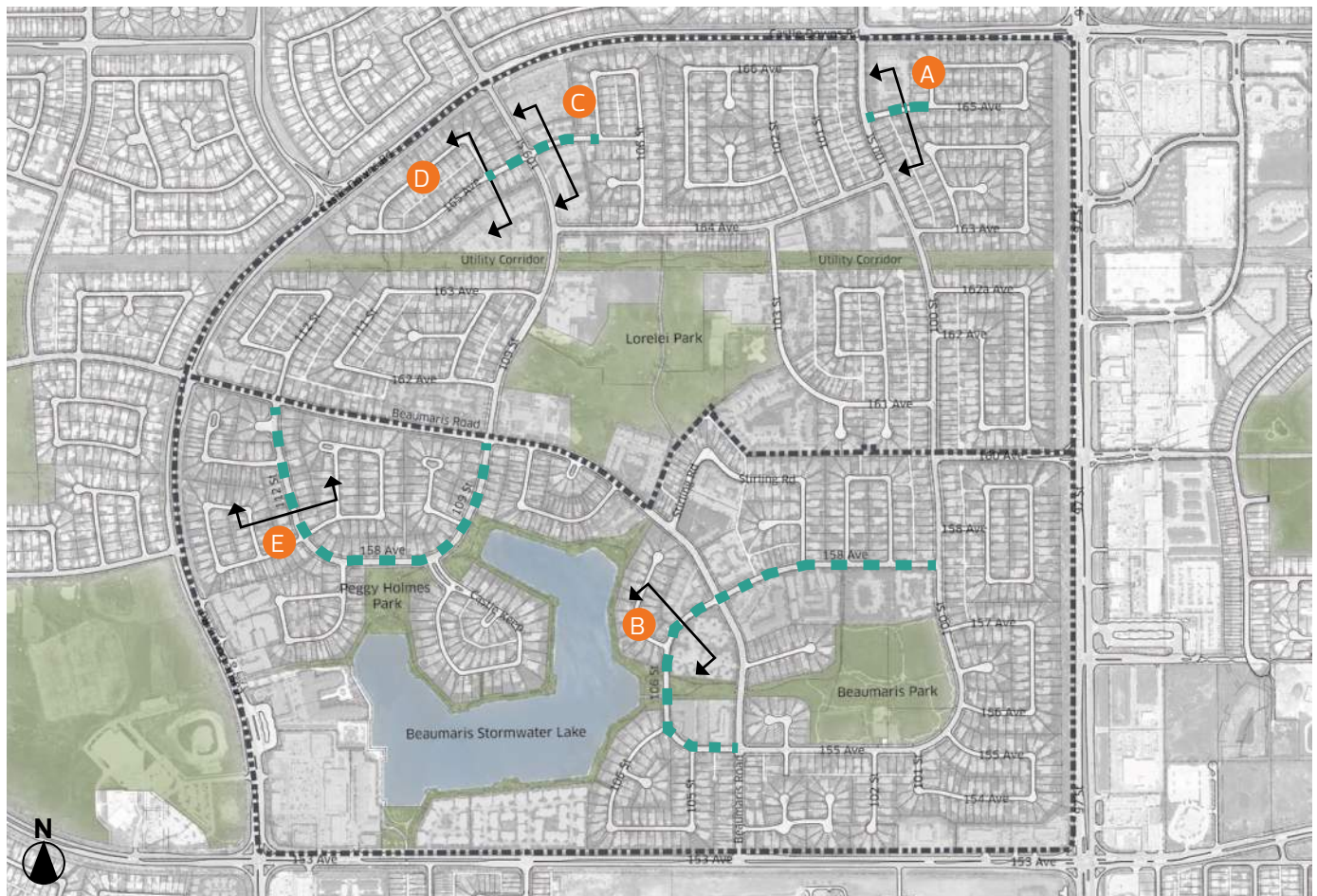


Creating easy access to neighbourhood destinations

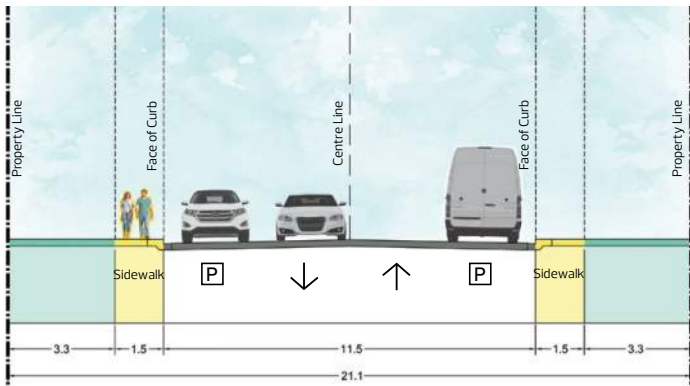
DESIGN ELEMENTS

- + A boulevard with trees on each side of the street to improve the look and feel of the streetscape and improve pedestrian safety
- + A reduced carriageway to decrease speeding and make it easier for people to cross the street

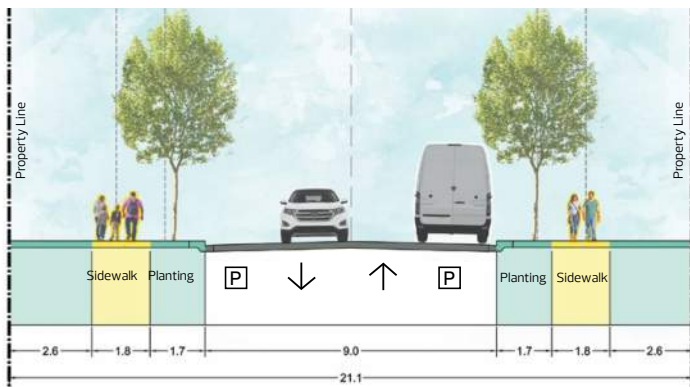
URBAN DESIGN CONCEPT



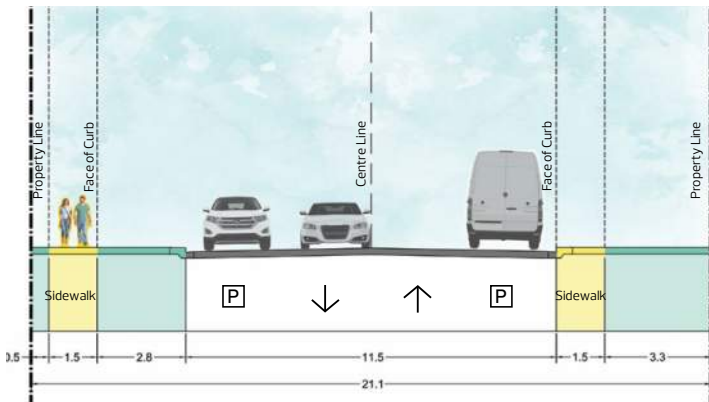
A SECTIONS (165 AVENUE – EAST OF 100 STREET)
EXISTING



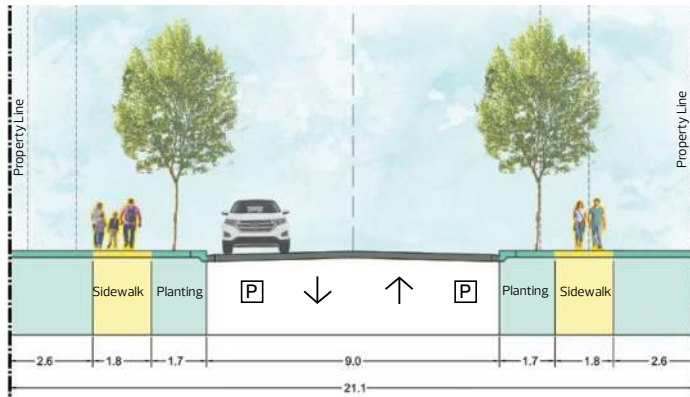
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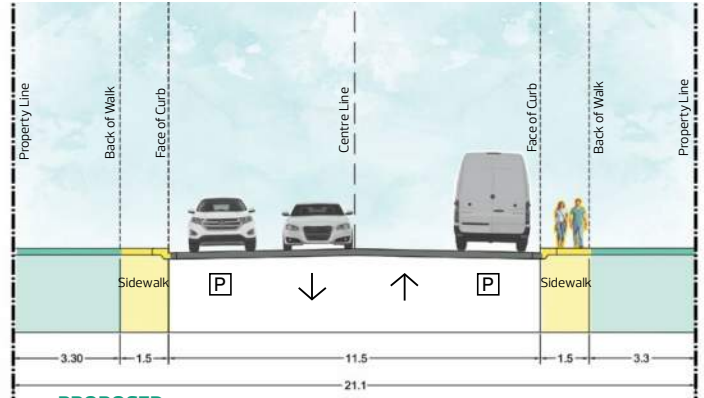
C SECTIONS (165 AVENUE EAST OF 109 STREET)
EXISTING



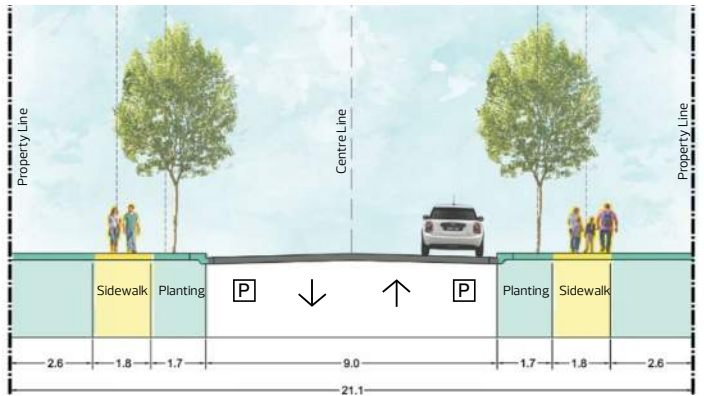
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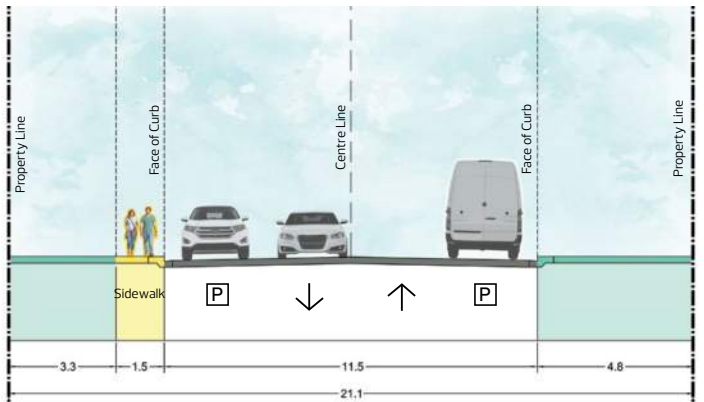
B SECTIONS (106 STREET)
EXISTING



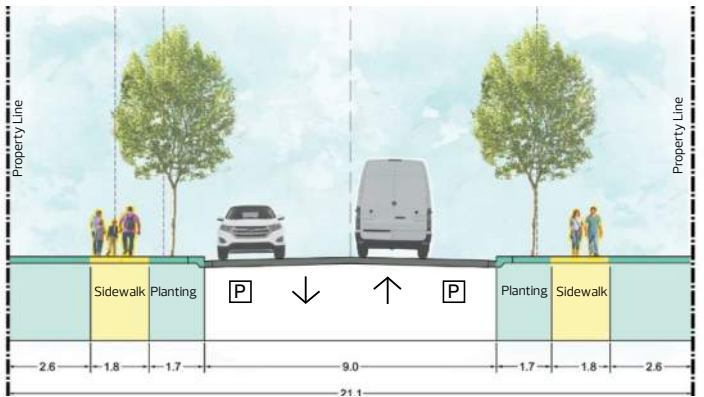
PROPOSED



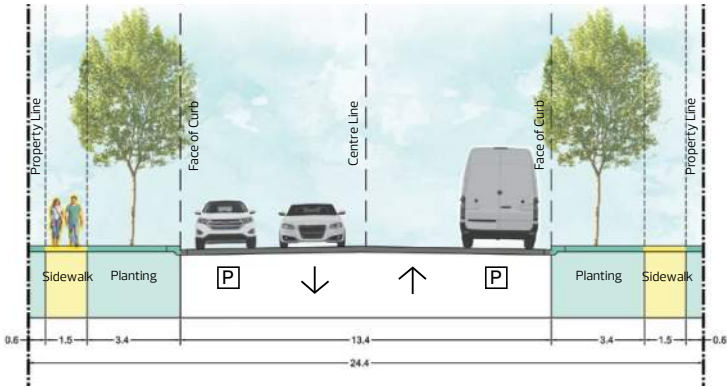
D SECTIONS (165 AVENUE WEST OF 109 STREET)
EXISTING



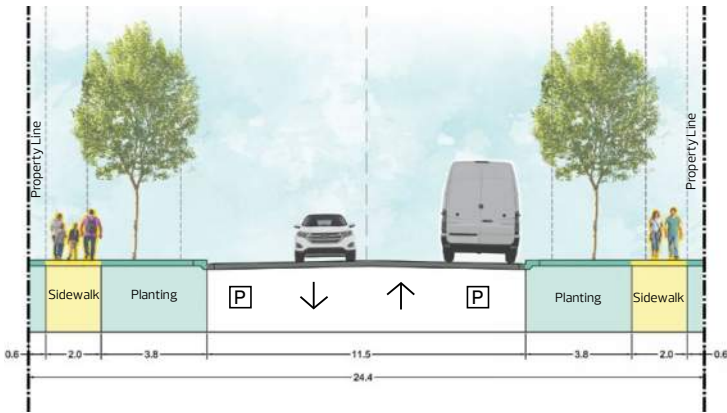
PROPOSED



E SECTIONS (158 AVENUE)
EXISTING



PROPOSED



CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The concept reduces the existing carriageway width from 11.5m to 9.0m for A, B, C and D and 13.5m to 11.5 m for E. This accommodates the boulevard with trees and meets the Complete Streets standards for residential streets.
- + The concept may consider reduction to corner radii at intersections
- + The concept includes low impact design opportunities for plantings within the boulevards. Plantings will conform with the Landscape Design and Construction Standards Volume 5
- + The design will need to incorporate front access driveways
- + The revised curb alignment will require the relocation of existing catch basins or the provision of new catch basins
- + The 165 Avenue (west of 109 Street) concept will require consideration for grading due to varying front yard slopes and existing driveways and may require a retaining wall
- + Streetscape improvements that transform monowalks to separated walks with boulevards may require the relocation of hydrants, street lighting and pedestals, as well as the potential realignment of the back of walk. If it is not possible to alter the existing back of walk location due to infrastructure or mature trees/landscaping the concept design could reduce sidewalk and/or boulevard width (to sub-standard dimensions if feasible) or eliminate the boulevard at very constrained locations



CITY POLICIES AND PROGRAMS

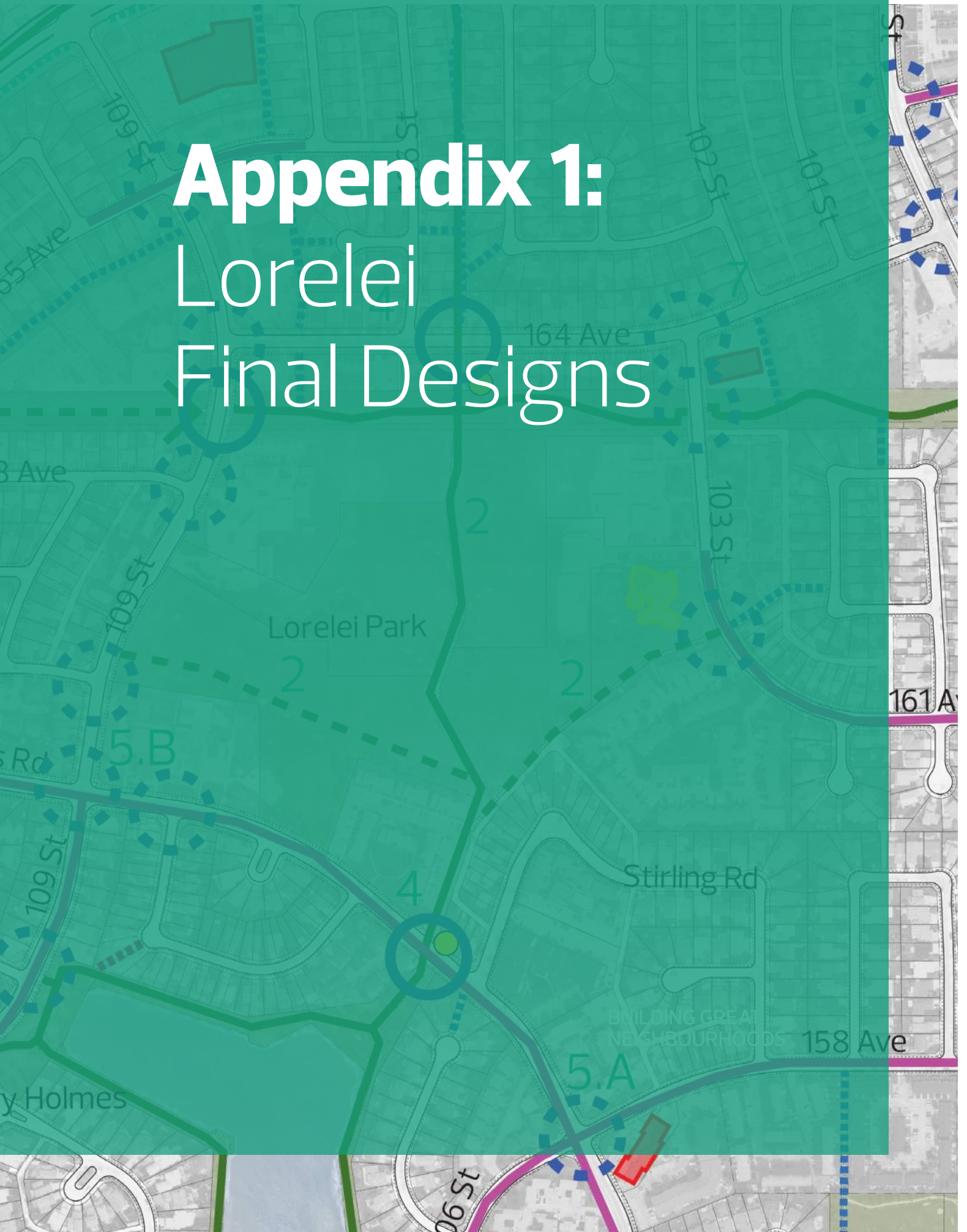
- + Provision of streetscape improvements supports policy statements 1 through 4 of the Community Traffic Management Policy C590, Policy 4.6.3 of Breathe – Edmonton's Green Network Strategy, Objective 1.1 of The Way We Live, and Section 6 of The Way We Move



PUBLIC INPUT

The public was not asked to indicate a level of importance, as these improvements are supported through community traffic management.

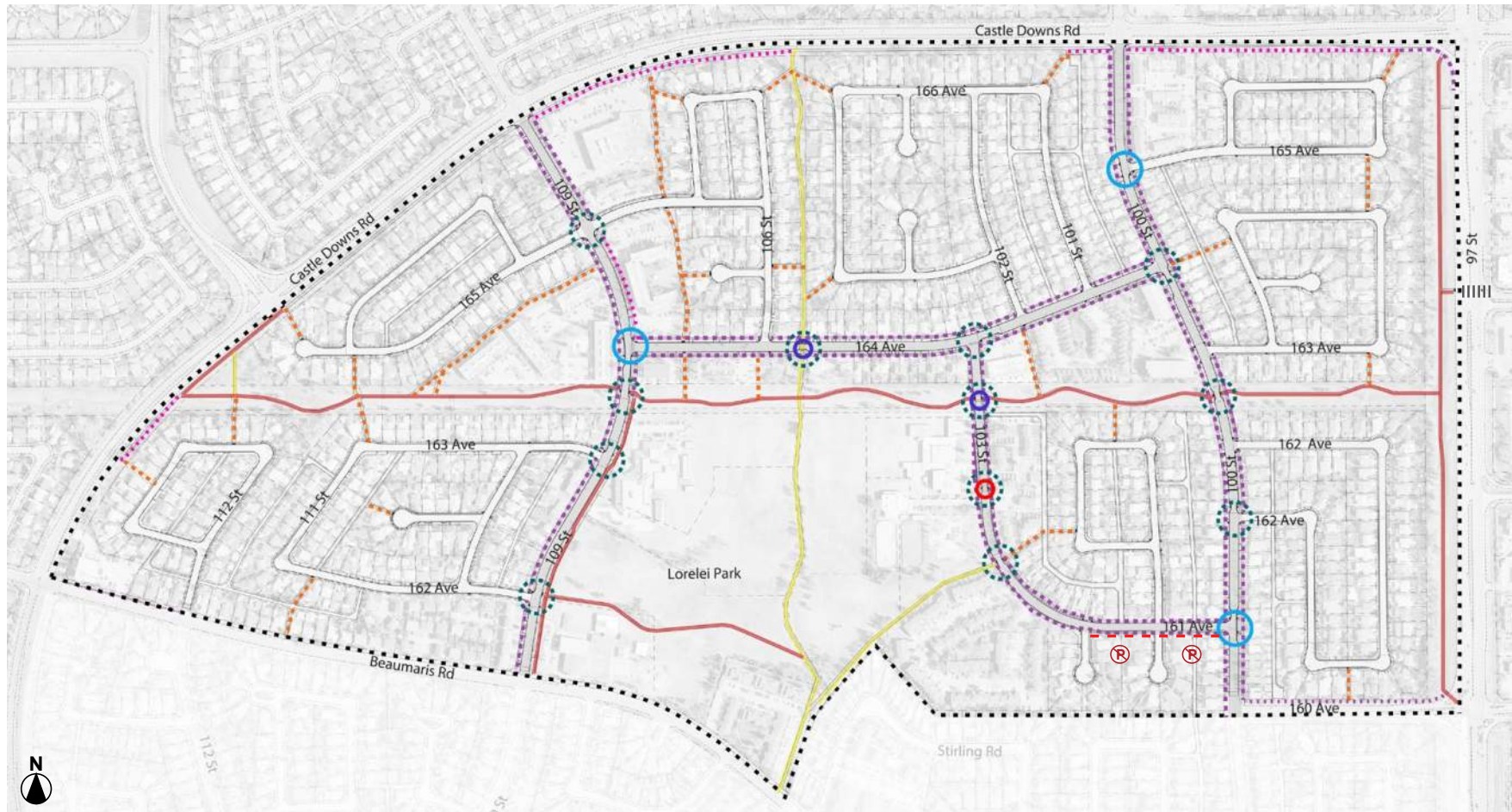
Appendix 1: Lorelei Final Designs



APPENDIX 1: LORELEI FINAL DESIGNS

Designs were refined and finalized by using the BGN roadmap. This appendix reflects the final designs for Lorelei. Further information on what we heard and considered is available at edmonton.ca/BuildingLoreleiBeaumaris

NEIGHBOURHOOD PLAN

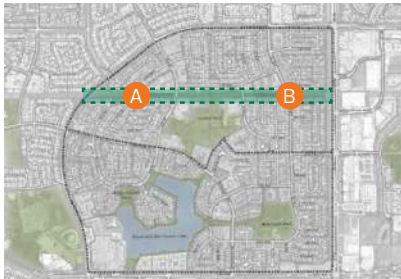


- New shared-use path
- Existing path widened to 3.0 m
- - - Existing public utility lot path widen to 3.0 m
- - - New wider sidewalk
- - - New sidewalk for missing link
- - - Parking restriction
- ⊘ New curb extensions
- ◯ New curb extensions with planting
- ⊙ New raised crosswalk
- ⊙ New rapid flashing beacon (subject to funding)
- ||||| New crosswalk with flashing light

Update on parking restrictions
 At a previous public event, parking restrictions were proposed on local roads to allow for new sidewalks. We heard concerns that parking restrictions would cause a shortage in parking. Based on this feedback, we removed the parking restrictions in most areas and maintained most of the new sidewalks.

GREEN CORRIDOR

Final design location



Design element examples



What is included in the design...

- + new extension to the shared-use path to enhance the east-to-west connection of the corridor
- + new lighting to make the space feel more welcoming and safe
- + new curb extensions and boulevard areas
- + new raised crosswalk
- + new tree and shrub planting to beautify the park space

	New shared-use path
	New tree planting
	New shrub planting
	Existing lighting
	New lighting
	Benches and waste receptacles

Changes from the refined designs...

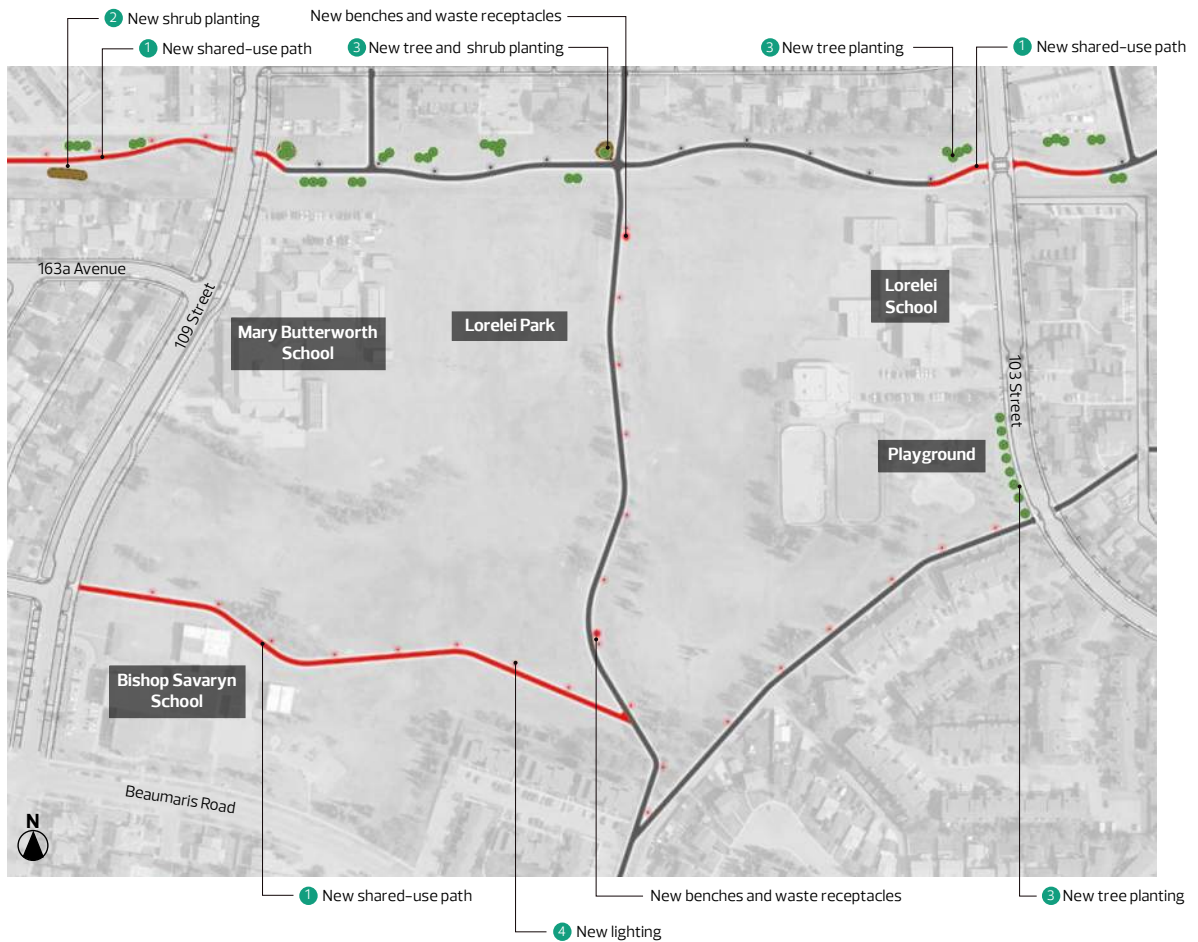
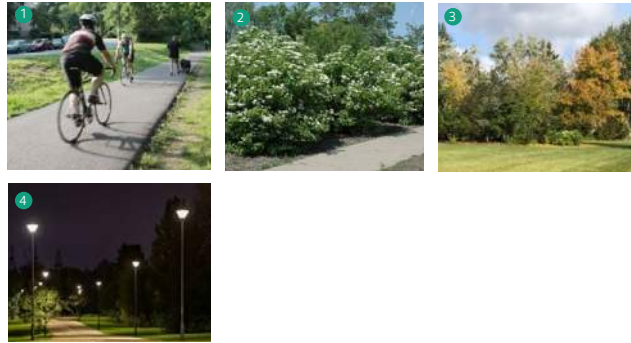
- + the removal of the off-leash dog park, seating and waste receptacles due to Altalink policy that restricts the amenities that can be provided along this corridor

LORELEI PARK

Final design location



Design element examples



What is included in the design...

- + new trees and shrub planting to beautify the park
- + new lighting, seating and waste receptacles to make the park space feel more safe and welcoming for all
- + new east-to-west shared-use path to enhance connections throughout the park



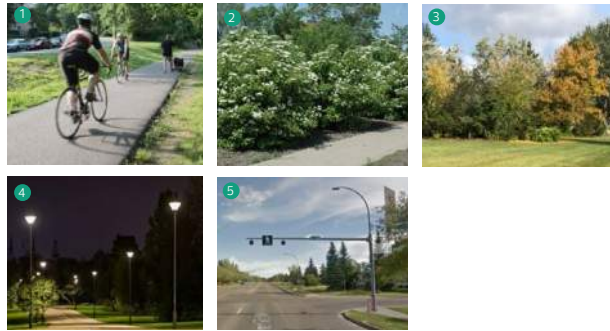
Upgrades to playgrounds must be initiated by the community. If you are interested please contact your Project Manager.

97 STREET SHARED-USE PATH CONNECTION

Final design location



Design element examples



What is included in the design...

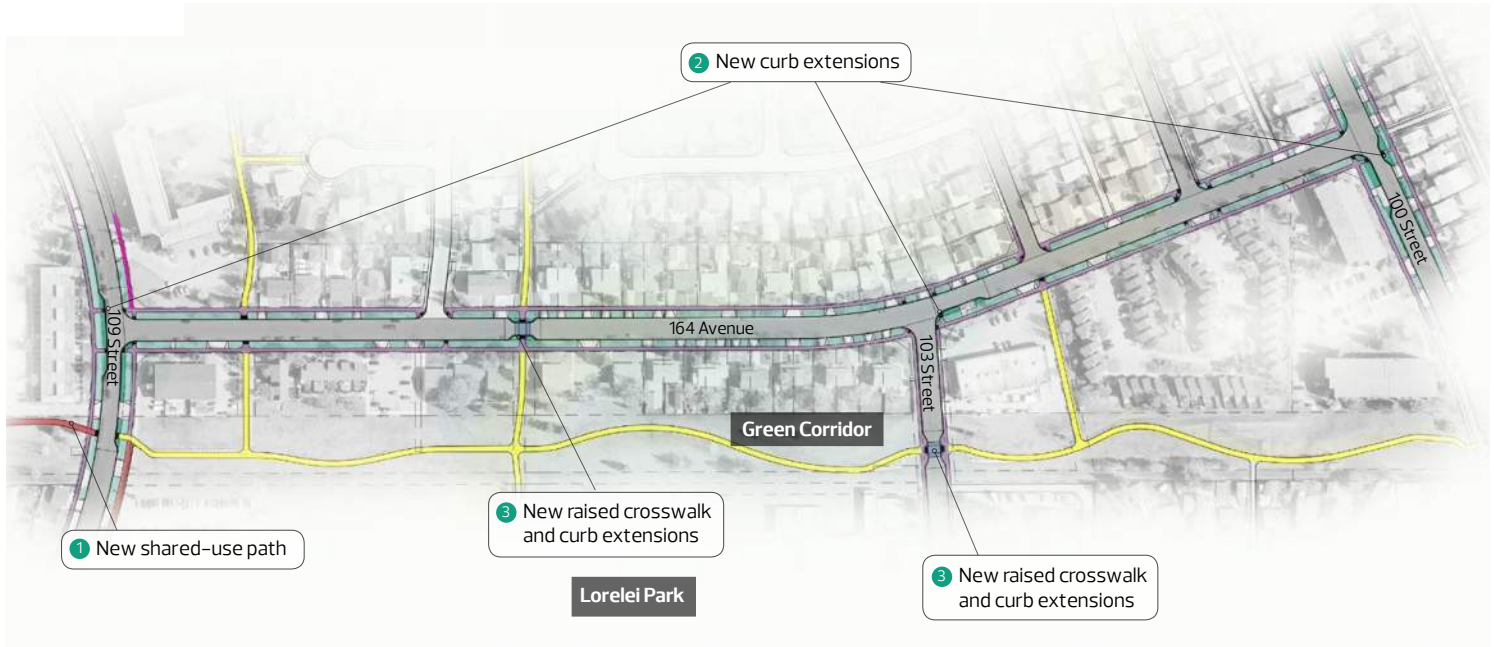
- + new north-to-south shared-use path along the west side of 97 Street to enhance the connection to surrounding destinations
- + new lighting to make the corridor feel more welcoming and safe
- + new crossing with pedestrian crossing light at 165 Avenue to connect the shared-use path to destinations outside of the neighbourhood
- + new tree and shrub planting to beautify 97 Street and improve the look and feel of the shared-use path

164 AVENUE

Final design location



Design element examples



What is included in the design...

- + new curb extensions and boulevard areas
- + new raised crosswalks
- + new wider sidewalks to make it easier to access destinations throughout the neighbourhood
- + new shared-use path nearby to improve the east-to-west connection

	Existing path widened to 3.0 m shared-use path
	New shared-use path
	New boulevard area
	New wider sidewalk
	New sidewalk for missing link



109 STREET

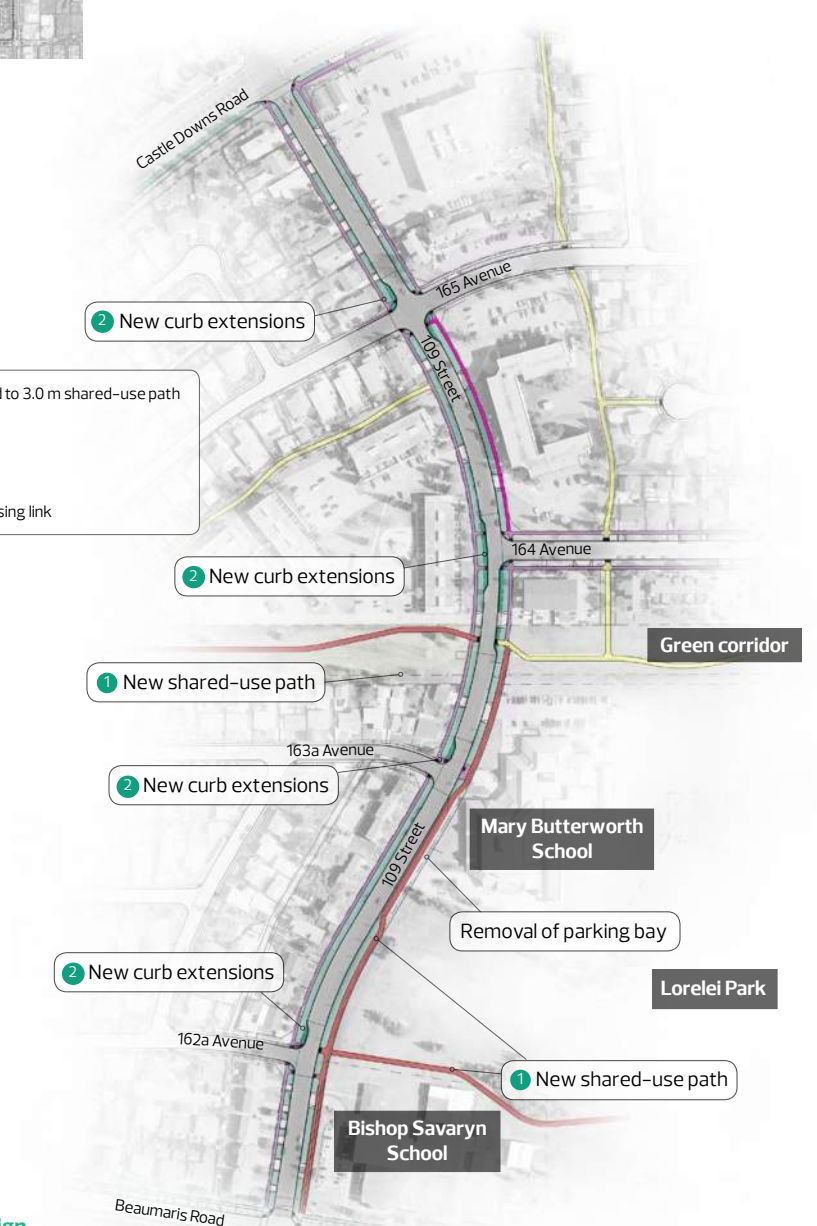
Final design locations



Design element examples



- Existing path widened to 3.0 m shared-use path
- New shared-use path
- New boulevard area
- New wider sidewalk
- New sidewalk for missing link



What is included in the design...

- + new curb extensions and boulevard areas
- + new sidewalk on the east side of 109 Street between 164 Avenue and 165 Avenue as this was a missing link that was identified by the public in previous engagement
- + new shared-use paths to improve the connection to key destinations in the neighbourhood
- + the removal of the school drop-off bay to discourage vehicles from making illegal maneuvers near the school

Changes from the refined designs...

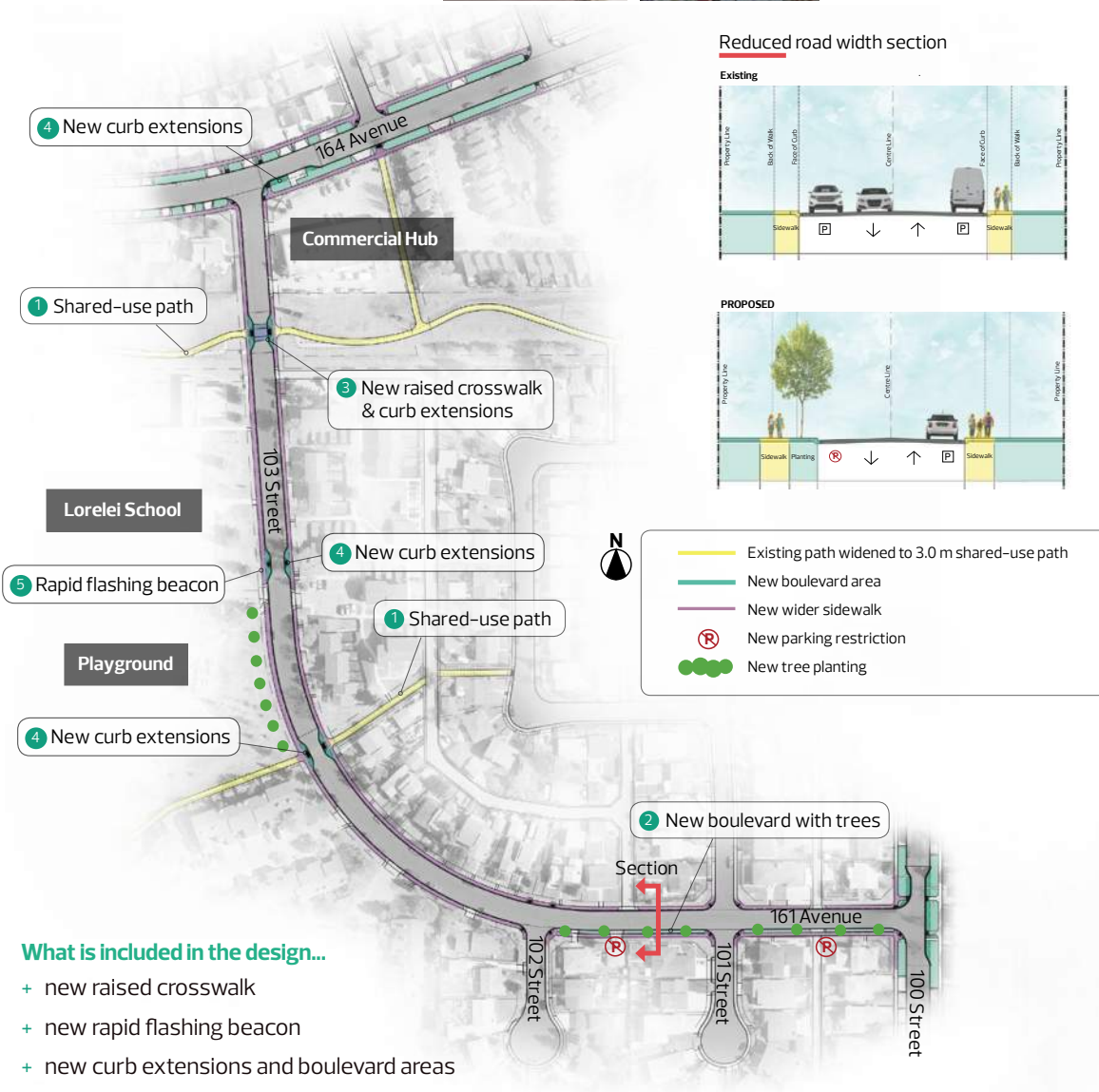
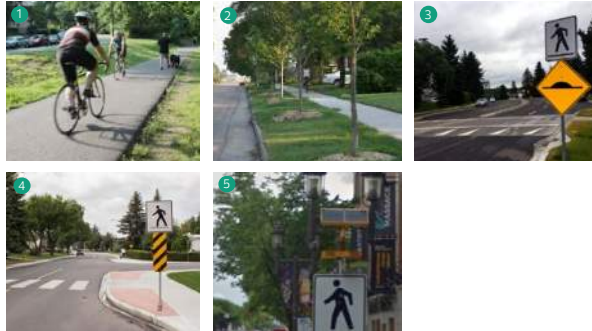
- + a proposed raised crosswalk was removed and the curb extension was moved north due to technical constraints with utilities and to accommodate the bus network
- + the addition of a new shared-use path on the east side of 109 Street from Beaumaris Road to the green corridor to improve the north-south connection

103 STREET AND 161 AVENUE

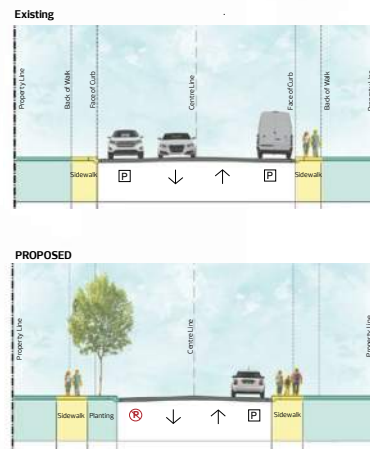
Final design location



Design element examples



Reduced road width section



- Existing path widened to 3.0 m shared-use path
- New boulevard area
- New wider sidewalk
- Ⓡ New parking restriction
- New tree planting

What is included in the design...

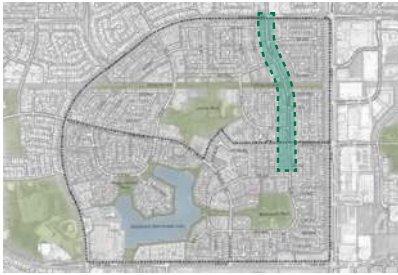
- + new raised crosswalk
- + new rapid flashing beacon
- + new curb extensions and boulevard areas
- + new 2.5 m wide sidewalk in front of Lorelei School to enhance the connection
- + new boulevard and tree planting to improve the look and feel of the street
- + a reduced road width along 161 Avenue to match the other local roads in the area, as well as new parking restrictions along the south side of 161 Avenue to maintain two-way travel

Changes from the refined designs...

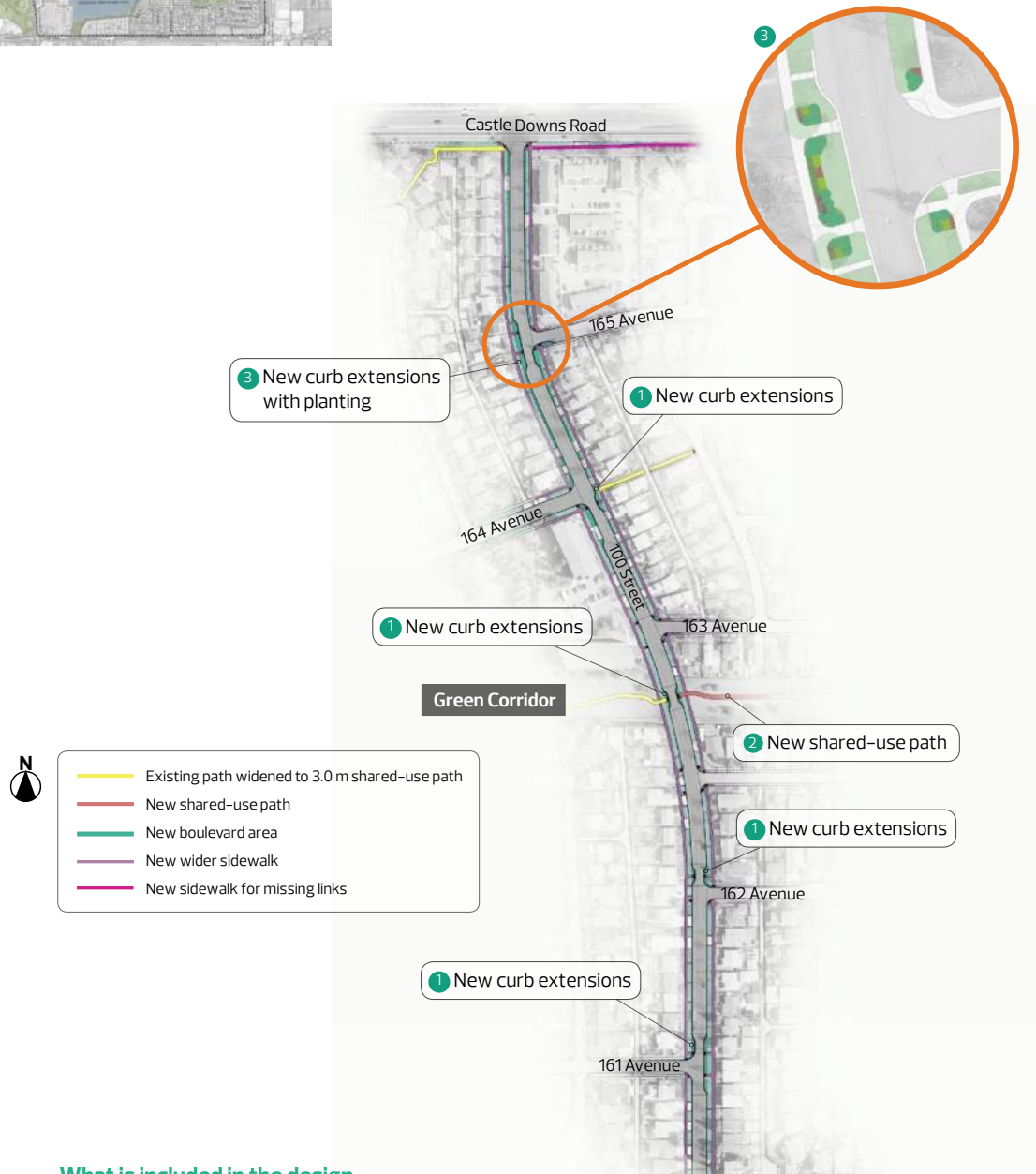
- + the removal of the boulevard from 102 Street to the curb extensions to maintain parking near the park and school (based on feedback from previous public engagement)
- + the addition of mid-block curb extensions, rapid flashing beacon and tree planting in the park

100 STREET

Final design location



Design element examples



What is included in the design...

- + new curb extensions and boulevard areas along 100 Street
- + new shrub plantings in the boulevard area near 100 Street and 165 Avenue

Changes from the refined designs...

- + new design for the curb extensions at 165 Avenue and 162 Avenue
- + new sidewalk on Castle Downs Road to make it easier to get to destinations surrounding the neighbourhood

