

Welcome Killarney Neighbourhood Renewal Exploring Options and Trade-offs



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Killarney Neighbourhood Renewal – what is included?

Upgrades to neighbourhood infrastructure include:

- + Local and collector roads
- + Sidewalks and missing sidewalk connections
- + Curbs and gutters
- + Standard street lights

The following are not included in the neighbourhood infrastructure upgrades:

- + Arterial roads
- + Alleys
- + Development or redevelopment on land not owned by the City
- + Maintenance issues (snow clearing/lawn mowing)

Other upgrades could include:

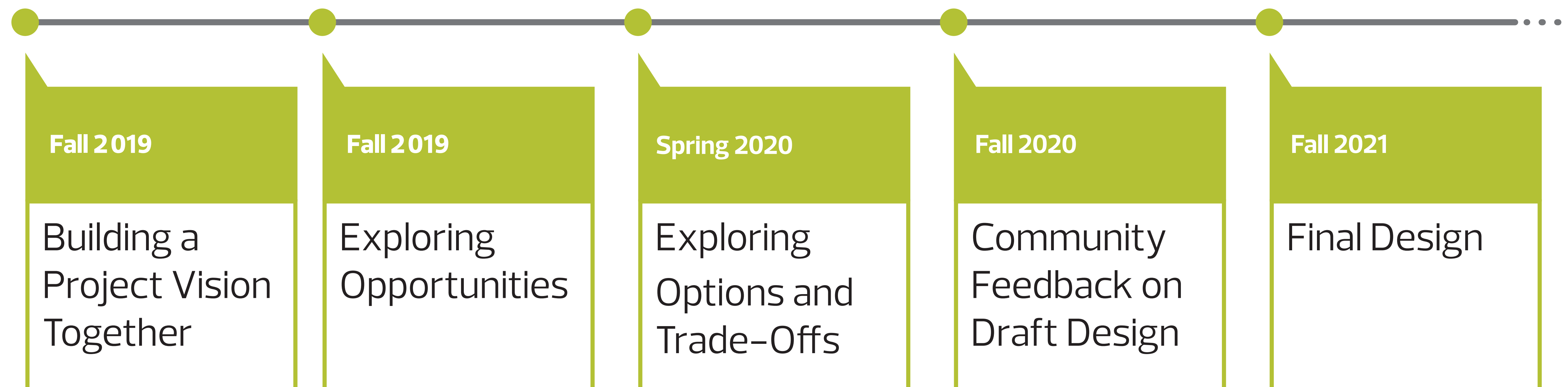
- + Connections that help you walk, bike, and move around your neighbourhood.
- + Improvements to parks and green spaces
- + Addressing neighbourhood traffic issues
- + Coordination with other projects happening in the neighbourhood
- + Decorative street lights if the neighbourhood supports a local improvement

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Killarney Neighbourhood Renewal – Project Schedule



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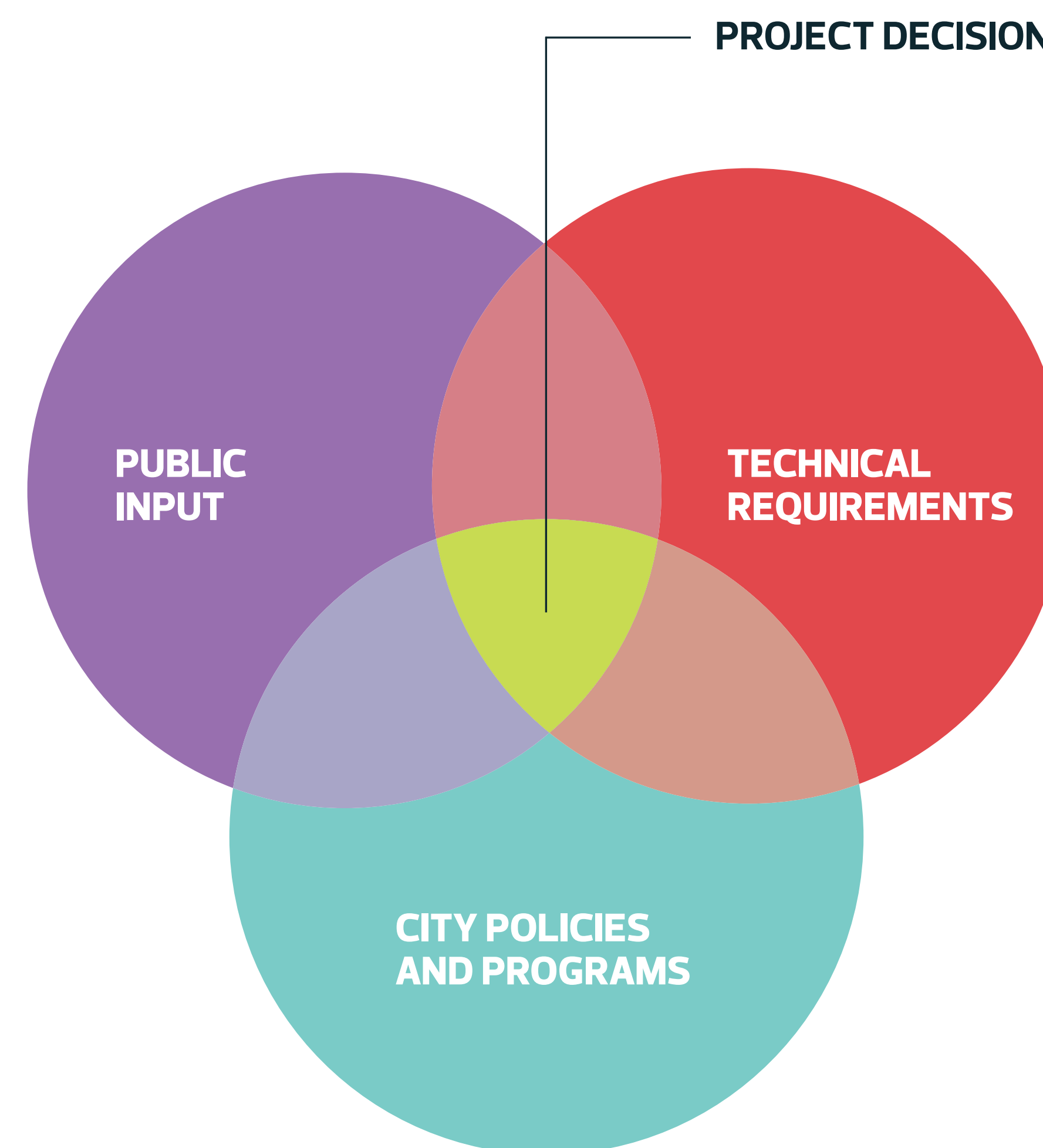
How decisions are made

Public Engagement Input:

- + **Create** Neighbourhood Renewal vision and guiding principles
- + **Refine** on neighbourhood assets, opportunities, and priorities
- + **Refine** neighbourhood renewal options
- + **Refine** draft design
- + **Advise** on final design
- + **Decide** on decorative street lights and sidewalk reconstruction improvements

City Policies and Programs:

- + The City Plan
- + Active Transportation Policy (Sidewalk Strategy, Bicycle Transportation Plan)
- + Local Improvement Policy
- + Breathe – Green Network Strategy
- + Winter City Guidelines
- + Vision Zero
- + Community Traffic Management Policy
- + and more



Technical Requirements:

- + Infrastructure Assessments
- + Complete Streets Design and Construction Standards
- + Universal Design
- + Crime Prevention through Environmental Design
- + Urban Design Framework
- + and more

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Killarney

Neighbourhood Vision & Guiding Principles

Project vision

“Killarney is a welcoming and friendly neighbourhood defined by diverse opportunities for people to live, work, play, and learn. Killarney is defined by its pleasant atmosphere, neighbourliness, and access to a broad range of amenities. The neighbourhood is family-friendly and residents are well connected to parks, schools, and commercial services.”

How comfortable are you with this vision? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

Project guiding principles

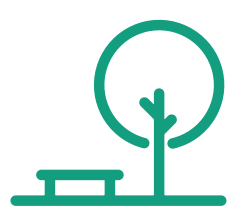
Please review the guiding principles and share with us if you feel these are the best principles to renew Killarney.

These work really well? Please use a sticky note.

These guiding principles don't work...if so, tell us what you would change. Please use a sticky note.



- + Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood.



- + Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages.



- + Improve the safety of roadways for all users including people who walk, bike and drive.



- + Generate viable options for residents to walk, bike and drive.



- + Establish safe connections to destinations and amenities within and outside of the neighbourhood.



- + Ensure infrastructure considers year-round use.

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Large light blue rectangular area for sticky notes.

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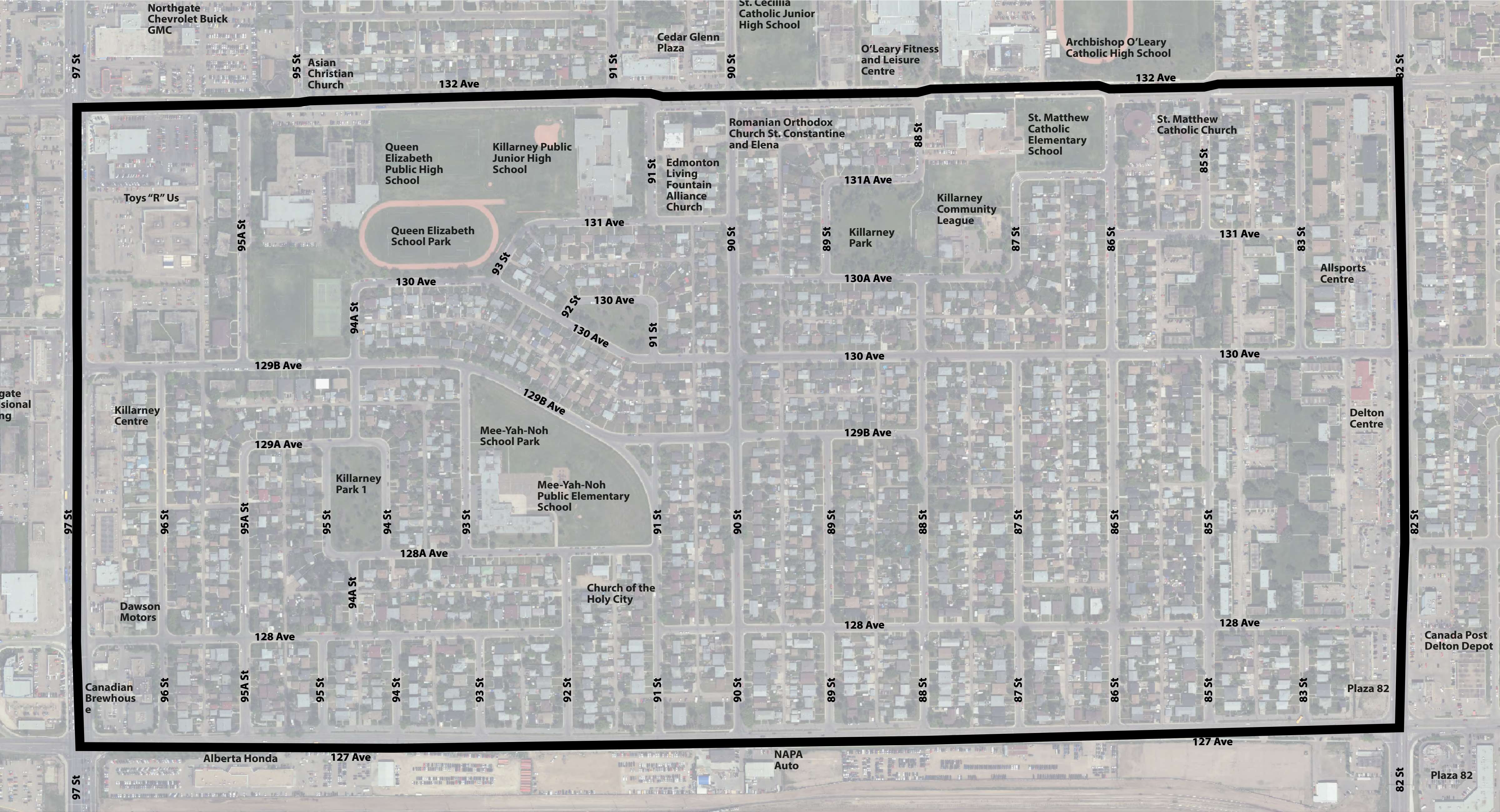
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Show us where you live, work and play in Killarney

Use colour dot stickers to indicate where you **live**, **work**, **play** and **study** in the neighbourhood.



- Live
- Work
- Play
- Study

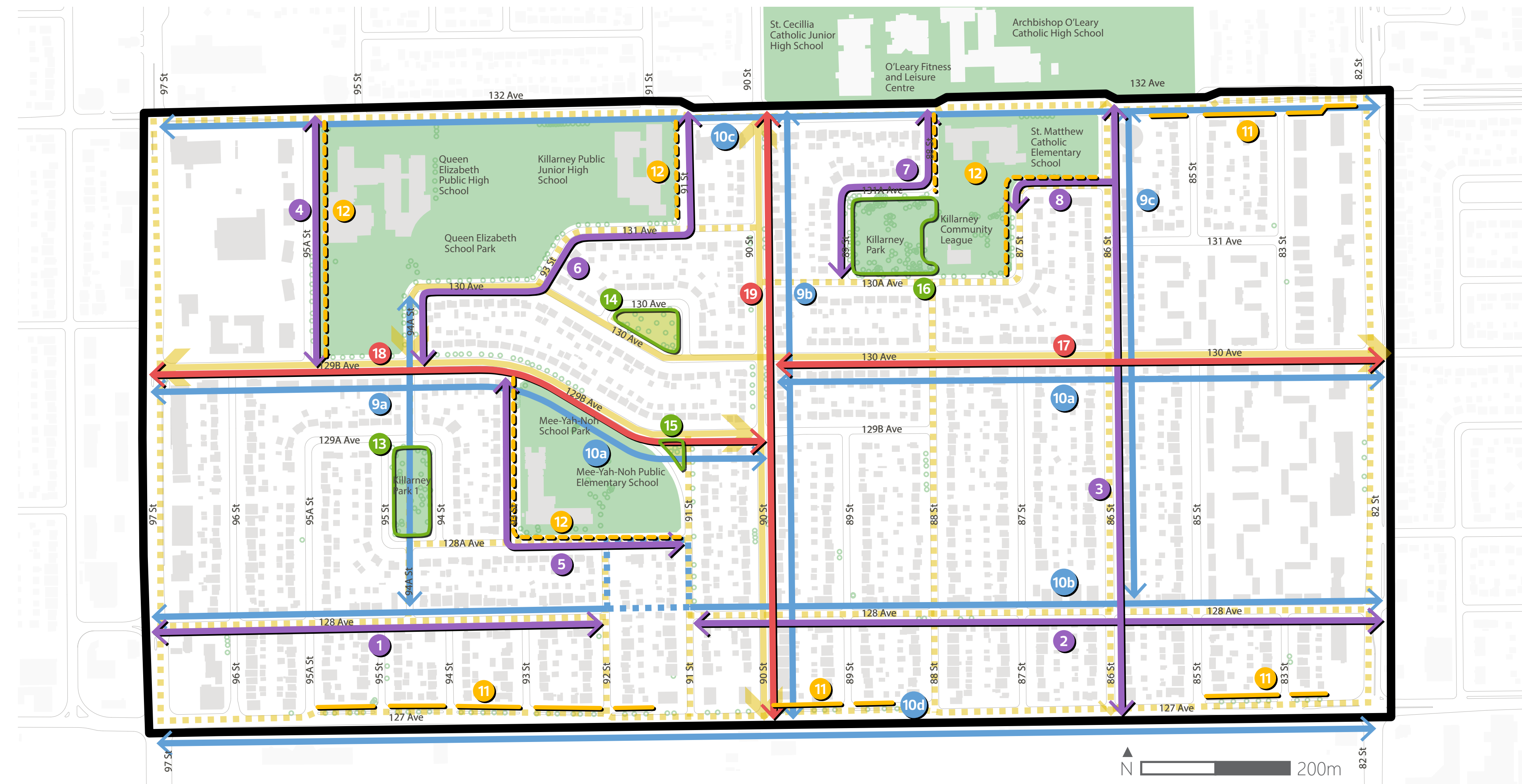


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Focus area overview

Focus areas are places identified by the community where improvements may occur. The following panels will explore design options and discuss benefits and trade-offs



Driving Focus Areas

(Traffic Calming Opportunities)

1. 128 Avenue (92 to 97 Street)
2. 128 Avenue (82 to 91 Street)
3. 86 Street (127 to 132 Avenue)
4. 95A Street (129B to 132 Avenue)
5. Mee-Yah-Noh School Playground Zone
6. Killarney School and Queen Elizabeth School Park Playground Zone
7. Killarney Park Playground Zone
8. St. Matthew Elementary School Playground Zone

Bike Focus Areas

9. North-South Connection Options

- a. 94A Street (128 to 130 Avenue)
- b. 90 Street (127 to 132 Avenue)
- c. 86 Street (128 to 132 Avenue)

10. East-West Connection Options

- a. 129B Avenue (90 to 97 Street) & 130 Avenue (82 to 90 Street)
- b. 128 Avenue (82 to 97 Street)
- c. 132 Avenue (through future Collector Renewal)
- d. 127 Avenue (through 127 Avenue Rehabilitation)

Walking Focus Areas

11. Potential New Sidewalks
12. Potential Wider Sidewalks

Parks and Open Space Focus Areas

13. Killarney Park 1
14. 130 Avenue Roadway Green Space
15. 129B Avenue Roadway Green Space
16. Killarney Park

Multimodal Corridors

Driving, walking, and biking related improvements will be considered

17. 130 Avenue (82 to 90 Street)
18. 129B Avenue (90 to 97 Street)
19. 90 Street (127 to 132 Avenue)

Legend

- Killarney Neighbourhood Boundary
- Multimodal Corridors
- Driving Focus Areas**
- Traffic Calming Opportunities
- Biking Focus Areas**
- Bike Infrastructure Opportunities
- Walking Focus Areas**
- New Sidewalk Opportunities
- Wider Sidewalk Opportunities
- Primary Routes for People Who Walk
- Secondary Routes for People Who Walk
- Parks and Open Space Focus Areas**
- Open Space Improvement Opportunities

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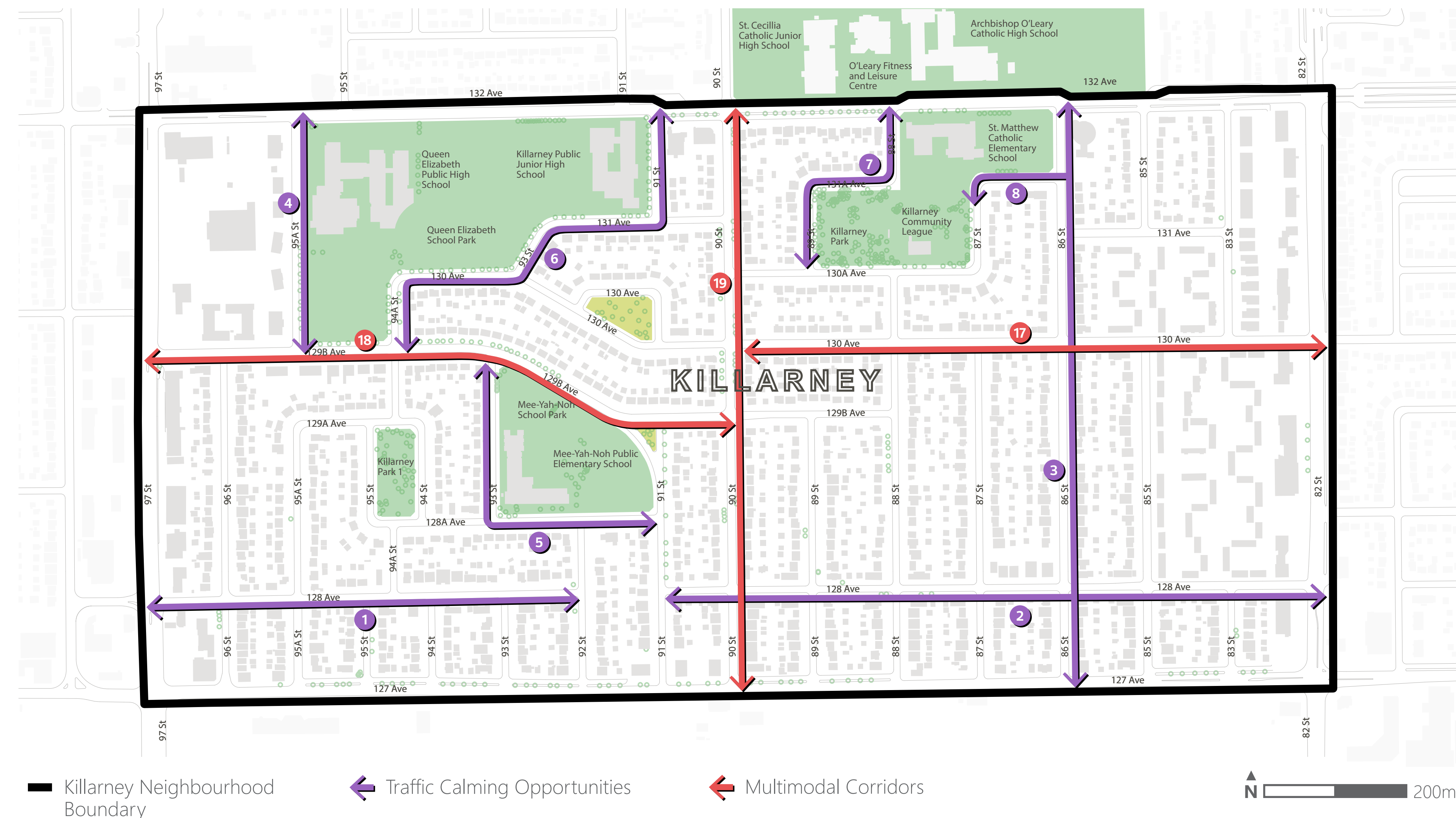
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Traffic calming overview

What we heard

Traffic calming measures would help to improve safety and comfort for people who walk, people who drive and people who bike in Killarney. Participants identified the following concerns related to driving in the neighbourhood:

- + People driving too quickly within the community
- + Traffic congestion, parking issues and conflicts between people who walk and people who drive, particularly around the schools and places of worship
- + Poor sightlines and lighting
- + Lack of crosswalks, yield signs, stop signs and adherence to roadway signage



What is traffic calming?

- + Traffic calming uses physical traffic measures that aim to reduce speeding or shortcutting traffic on residential roads within communities
- + Multiple measures are usually used in combination to address issues along a corridor or over a larger area
- + There are opportunities to consider traffic calming to reduce speeding and shortcutting in Killarney

Driving Focus Areas

Traffic Calming Opportunities

1. 128 Avenue (92 to 97 Street)
2. 128 Avenue (82 to 91 Street)
3. 86 Street (127 to 132 Avenue)
4. 95A Street (129B to 132 Avenue)
5. Mee-Yah-Noh School Playground Zone
6. Killarney School and Queen Elizabeth School Park Playground Zone
7. Killarney Park Playground Zone
8. St. Matthew Elementary School Playground Zone

Multimodal Corridors

Driving, walking, and biking related improvements will be considered

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18. 129B Avenue (90 to 97 Street)
19. 90 Street (127 to 132 Avenue)

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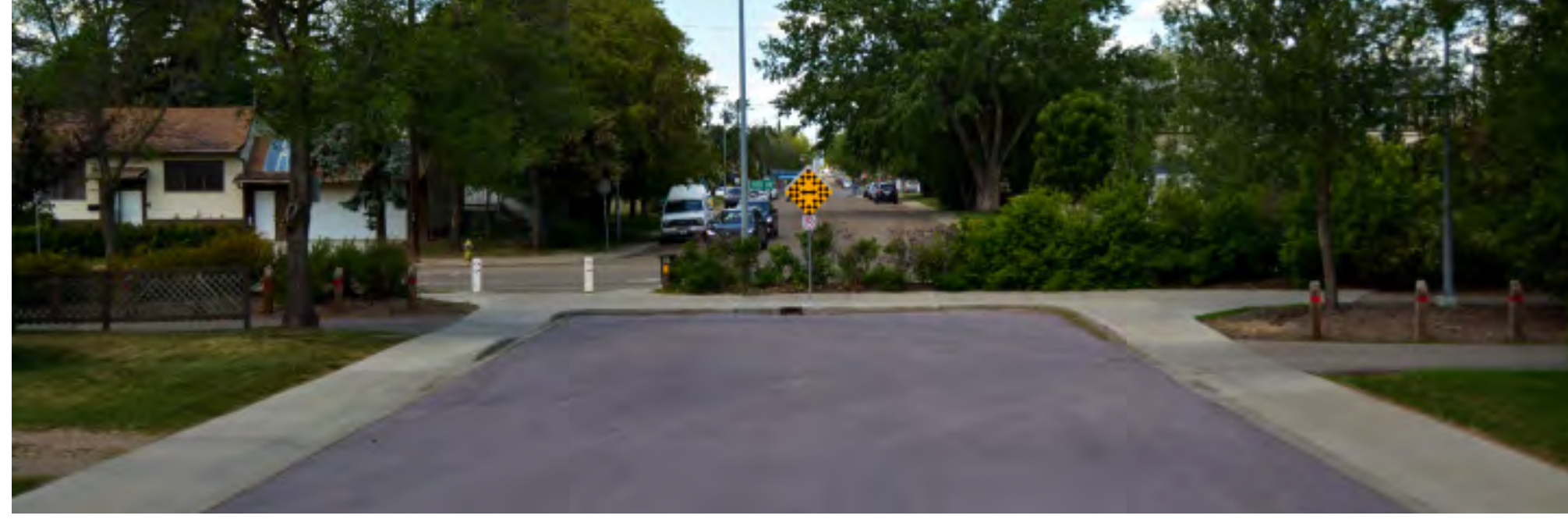
Traffic calming measures

Driving Focus Areas

Considering the benefits/trade-offs and how you travel around your neighbourhood, what is your level of comfort with encountering these measures on a daily basis?

Road closure

A road closure is a barrier placed across a street that completely closes the street to through traffic. A road closure usually provides open space for people who walk and bike.



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?

Please use a sticky note.

Sticky note area for road closure.

One-way road

Half closures are barriers that block travel in one direction (creates a one-way street) for a short distance on otherwise two-way streets.



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?

Please use a sticky note.

Sticky note area for one-way road.

Benefits

- + Traffic volumes/shortcutting reduction
- + Fewer conflicting traffic movements potentially result in fewer/less severe collisions
- + May have potential for landscaping

Trade-offs

- + Loss of some on-street parking
- + Less convenient access for residents and visitors
- + Potential diversion of traffic to other roads

Benefits

- + Traffic volumes/shortcutting reduction
- + Fewer conflicting traffic movements potentially result in fewer/less severe collisions
- + Creates a refuge at crossings for people who walk
- + May have potential for landscaping

Trade-offs

- + Loss of some on-street parking
- + Less convenient access for residents and visitors
- + Potential diversion of traffic to other roads

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Traffic calming measures

Driving Focus Areas

Considering the benefits/trade-offs and how you travel around your neighbourhood, what is your level of comfort with encountering these measures on a daily basis?

Raised median

A raised median is a raised island located along the centerline of a street that prevents traffic from turning left.



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

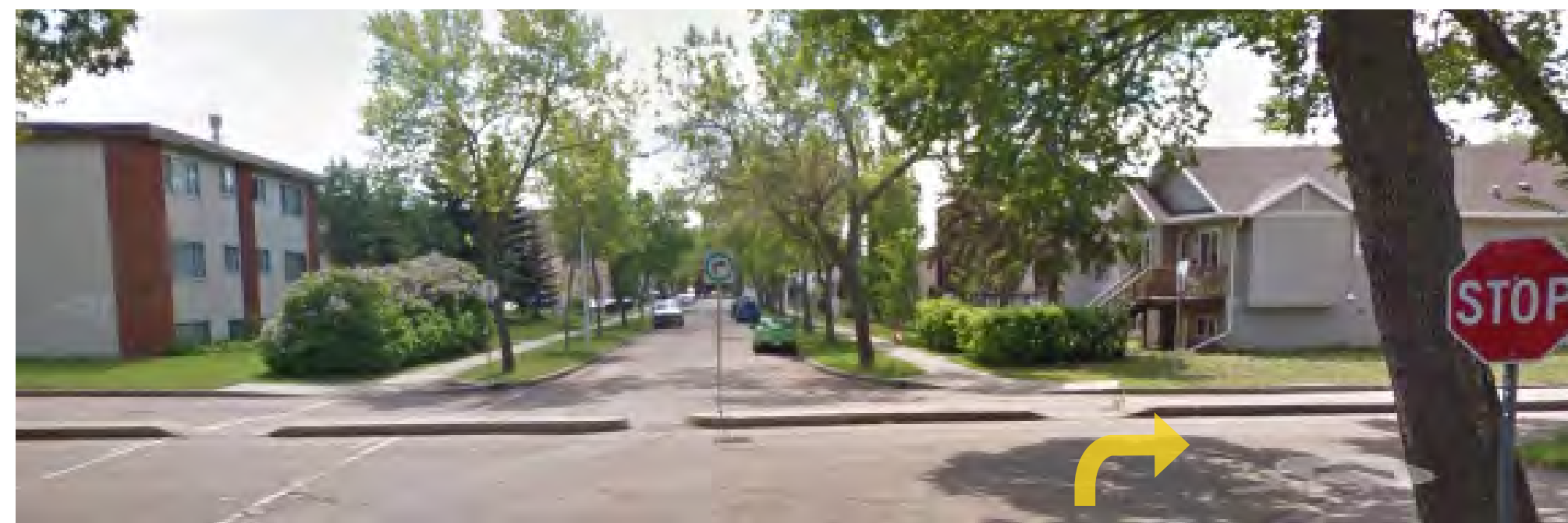
1 2 3 4 5

What other benefits or trade-offs do you see for this option?

Please use a sticky note.

Raised median through an intersection

A raised median through an intersection blocks the left-turn movement from all intersection approaches and the through movement from the cross street.



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?

Please use a sticky note.

Benefits

- + Localized speed reduction
- + Acts as a refuge at crossings for people who walk

Trade-offs

- + May result in loss of on-street parking along the length of the median

Benefits

- + Traffic volume and shortcutting reduction
- + Creates a refuge at the intersection for people who walk
- + Fewer conflicting traffic movements

Trade-offs

- + Loss of on-street parking along the length of the median
- + Less convenient access for residents and visitors
- + Potential diversion of traffic to other roads
- + Loss of left turn and straight through traffic

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Traffic calming measures

Driving Focus Areas

Considering the benefits/trade-offs and how you travel around your neighbourhood, what is your level of comfort with encountering these measures on a daily basis?

Diagonal diverter

A diagonal diverter is a permanent barrier placed diagonally across a four-legged intersection that blocks through traffic.



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?

Please use a sticky note.

Sticky note area for additional feedback.

Right-in/right-out island

A right-in/right-out island is a raised island that forces the right-turn movement in and out of a street.



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?

Please use a sticky note.

Sticky note area for additional feedback.

Benefits

- + Traffic volumes/shortcutting reduction
- + Fewer conflicting traffic movements potentially result in fewer/less severe collisions
- + May have potential for landscaping

Trade-offs

- + Loss of some on-street parking
- + Less convenient access for residents and visitors
- + Potential diversion of traffic to other roads

Benefits

- + Traffic volumes/shortcutting reduction
- + Fewer conflicting traffic movements potentially result in fewer/less severe collisions
- + Creates a refuge at crossings for people who walk
- + May have potential for landscaping

Trade-offs

- + Loss of some on-street parking
- + Less convenient access for residents and visitors
- + Potential diversion of traffic to other roads

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Traffic calming measures

Driving Focus Areas

Considering the benefits/trade-offs and how you travel around your neighbourhood, what is your level of comfort with encountering these measures on a daily basis?

Mini roundabout

A mini roundabout is a raised island placed in the centre of an intersection around which traffic circulates in one direction.



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?

Please use a sticky note.

Benefits

- + Reduces vehicle speed
- + Reduces the number and severity of collisions
- + Potential for landscaping in the center (depending on size)

Trade-offs

- + Additional land may be required
- + May require removal of some on street parking
- + Not as friendly for people who walk
- + Challenging for larger vehicles to make the turn
- + Potential diversion of traffic to other roads
- + Potential impact to trees in road right-of-way
- + People who bike must "take the lane" to navigate around

Chicanes

A chicane is a series of curb extensions on alternating sides of the roadway, narrowing the roadway and requiring people who drive to steer from one side of the roadway to the other to travel through.



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?

Please use a sticky note.

Benefits

- + Discourages speeding
- + May also discourage shortcutting
- + Potential landscaping opportunities

Trade-offs

- + Loss of some on-street parking
- + Additional maintenance required on, in or around chicanes (snow clearing, street sweeping and landscaping)
- + Potential diversion of traffic to other roads
- + People who bike must "take the lane" to navigate around the feature
- + One vehicle may need to yield for safe passing of approaching vehicle while maneuvering around a chicane

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Traffic calming measures

Driving Focus Areas

Considering the benefits/trade-offs and how you travel around your neighbourhood, what is your level of comfort with encountering these measures on a daily basis?

Curb extensions

A curb extension extends the sidewalk into the parking lane to narrow the roadway and provide additional space for people who walk at key locations either at the corners of a street or mid-block.



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?

Please use a sticky note.

[Sticky note area]

Benefits

- + Shorter crossing distances for people who walk
- + Improves sightlines by preventing parking too close to the intersections
- + Slow traffic through the intersections
- + Opportunity for aesthetic improvements/landscaping

Trade-offs

- + Removal of some on-street parking
- + People who bike must "take the lane" to navigate around the feature
- + Additional maintenance (snow clearing, landscaping) may be required

Raised intersection

A raised intersection is a flat raised area covering an entire intersection with ramps on all approaches and may include brick or other textured materials on the flat section and ramps.



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?

Please use a sticky note.

[Sticky note area]

Benefits

- + Localized speed reduction
- + May also reduce traffic volumes
- + Improved awareness of crossings for people who drive
- + People using mobility aids may be able to cross more easily

Trade-offs

- + Discomfort for transit passengers
- + May cause braking and accelerating traffic noise
- + Potential diversion of traffic to other roads

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Traffic calming measures

Driving Focus Areas

Considering the benefits/trade-offs and how you travel around your neighbourhood, what is your level of comfort with encountering these measures on a daily basis?

Speed hump

A speed hump is a rounded raised area of pavement used to reduce travel speeds.

Benefits

- + Localized speed reduction
- + May reduce traffic volumes

Trade-offs

- + May require removal of some on-street parking
- + Discomfort for transit passengers
- + May cause braking and accelerating traffic noise
- + Potential diversion of traffic to other roads



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?

Please use a sticky note.

Raised crosswalk

A raised crosswalk is a marked crosswalk at an intersection which is constructed higher than the roadway surface.

Benefits

- + Localized speed reduction
- + Improved awareness of crossings for people drive
- + People who walk using mobility aids may be able to cross more easily
- + May also reduce traffic volumes

Trade-offs

- + May cause discomfort for people on buses and those who bike when crossing
- + May cause braking and accelerating traffic noise
- + May impact ability to clear snow in the vicinity of the crosswalk
- + Potential diversion of traffic to other roads



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?

Please use a sticky note.

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Bike routes overview

Existing bike infrastructure

- + There are no dedicated bike routes and facilities within the Killarney neighbourhood.
- + Existing bike routes and facilities adjacent to Killarney includes an on-street peak hour bus taxi bike lane running north-south along 97 Street and an on-street bike lane running north-south along 82 Street. These routes provide access to surrounding bike routes in the Lauderdale, Rosslyn, Glengarry, Delwood and Balwin neighbourhoods. Shared-use paths provide access across the Yellowhead Corridor to the south of Killarney.

132 Avenue Collector Renewal

- + The residential collector road 132 Avenue (127 Street to Fort Road) has been identified for renewal
- + Planning and design is anticipated between 2020 – 2023 and construction is anticipated between 2023 – 2025
- + An east-west bike route could be considered along 132 Avenue stretching from 127 Street to Fort Road

127 Avenue Road Rehabilitation

- + 127 Avenue from 82 Street to 97 Street has been identified for rehabilitation
- + Planning and design is anticipated in 2020 and construction is anticipated in 2021
- + An east-west bike route could be considered along 127 Avenue from 82 Street to 97 Street

Edmonton Bike Plan

- + Development is underway of the next Bike Plan which will guide how biking fits into our city in the future and will support the vision of a connected and accessible city
- + The draft Edmonton Bike Plan identifies an all-season, east-west corridor on 132 Avenue

What we heard

- + Separated spaces from traffic, such as shared-use paths, to accommodate people who bike
- + Safety issues for families who bike
- + Better connections and infrastructure for people who bike
- + Current conditions being sufficient and no additional infrastructure is needed for people who bike

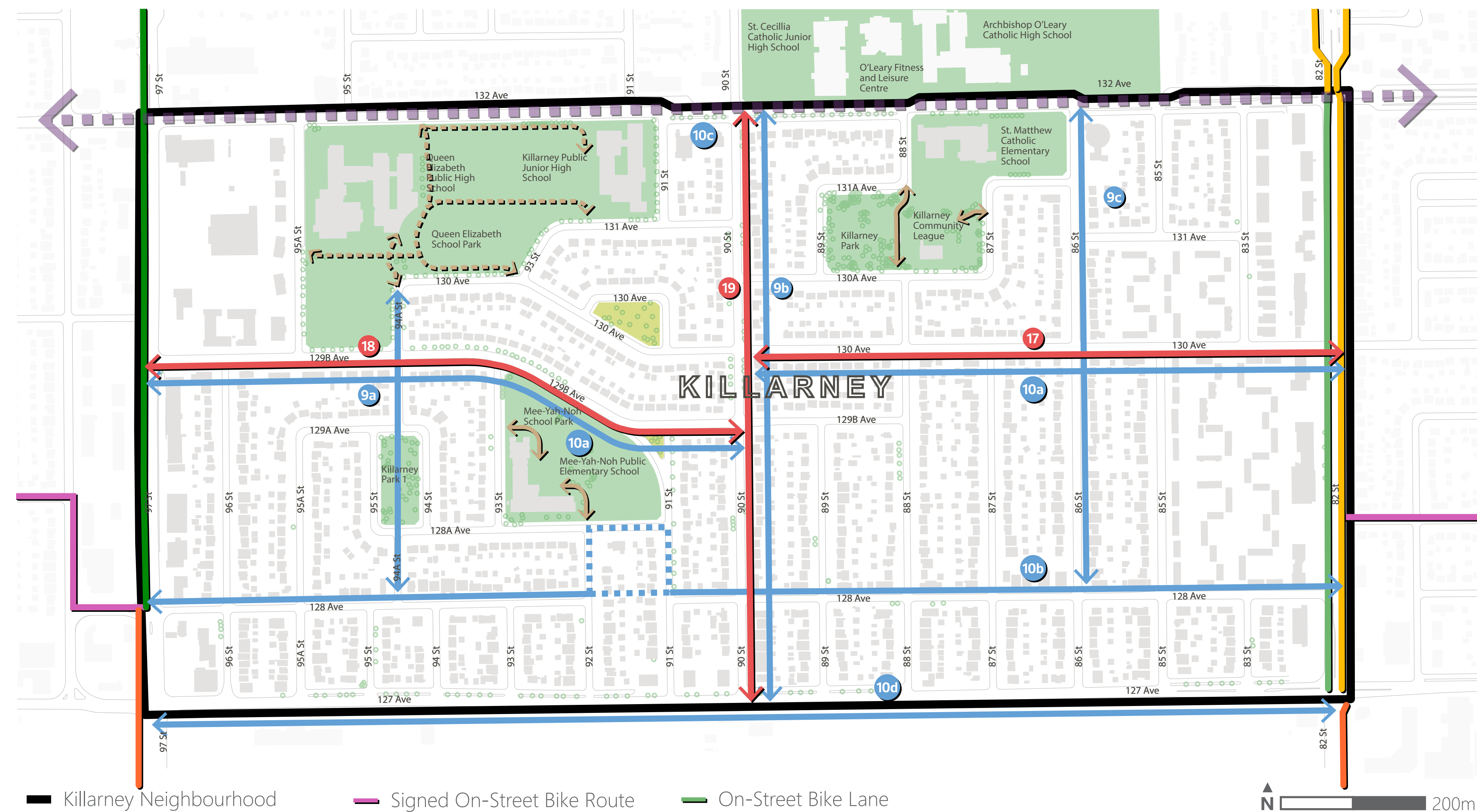
Bike Focus Areas

- North-South Connection Options
 - 94A Street (128 to 130 Avenue)
 - 90 Street (127 to 132 Avenue)
 - 86 Street (128 to 132 Avenue)
- East-West Connection Options
 - 129B Avenue (90 to 97 Street) & 130 Avenue (82 to 90 Street)
 - 128 Avenue (82 to 97 Street)
 - 132 Avenue (through future Collector Renewal)
 - 127 Avenue (through 127 Avenue Rehabilitation)

Multimodal Corridors

Driving, walking, and biking related improvements will be considered

- 130 Avenue (82 to 90 Street)
- 129B Avenue (90 to 97 Street)
- 90 Street (127 to 132 Avenue)

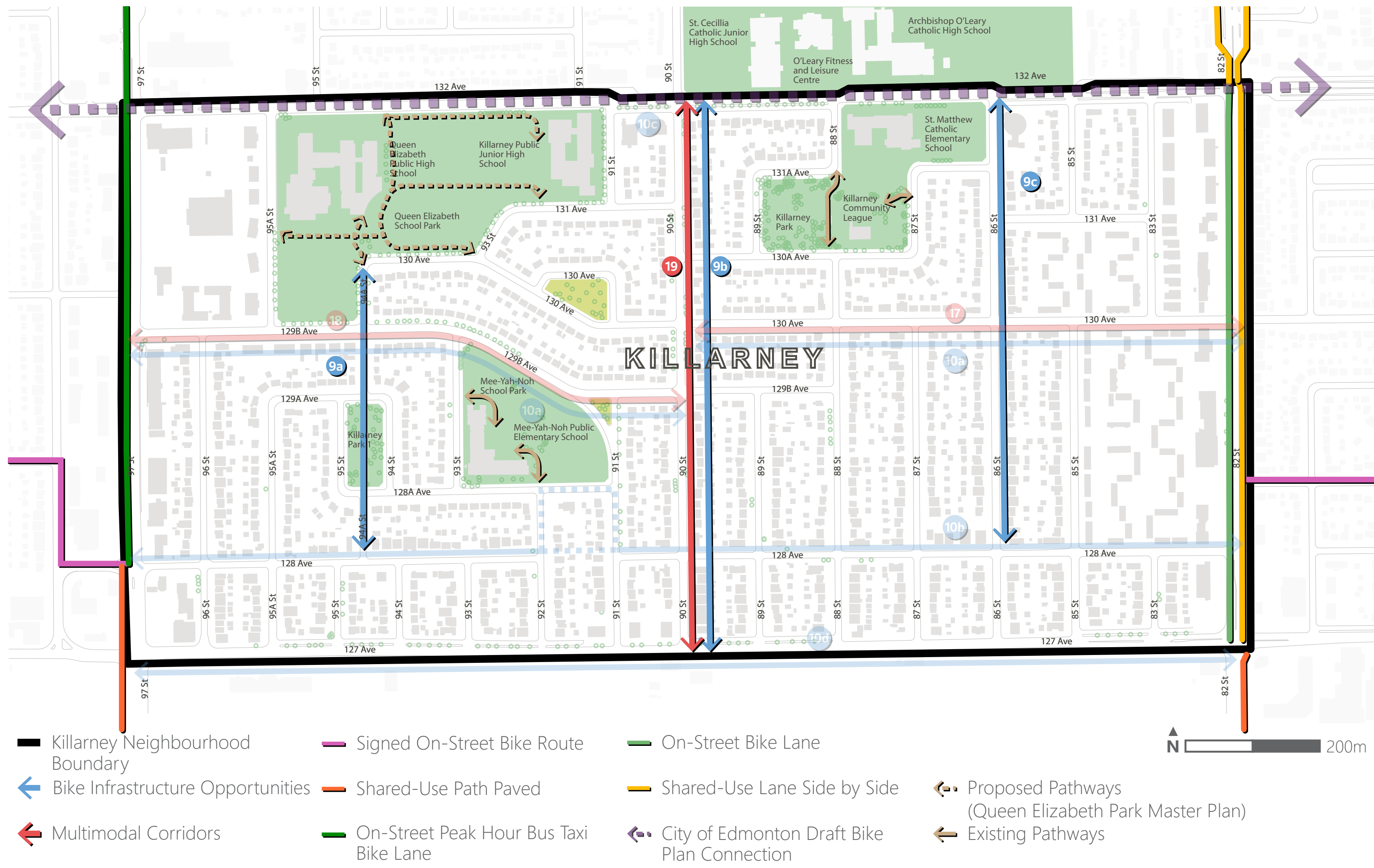


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9 Bike routes options

North-south bike route options in Killarney



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Please rank which streets you would suggest a bike route?

Please indicate with a dot sticker and number. (1 is the highest and 4 is the lowest).

Route	Rank (from 1 to 4)
9a. 94A Street (128 to 130 Avenue)	
9b. 90 Street (127 to 132 Avenue)	
9c. 86 Street (128 to 132 Avenue)	
Prefer no bike routes	

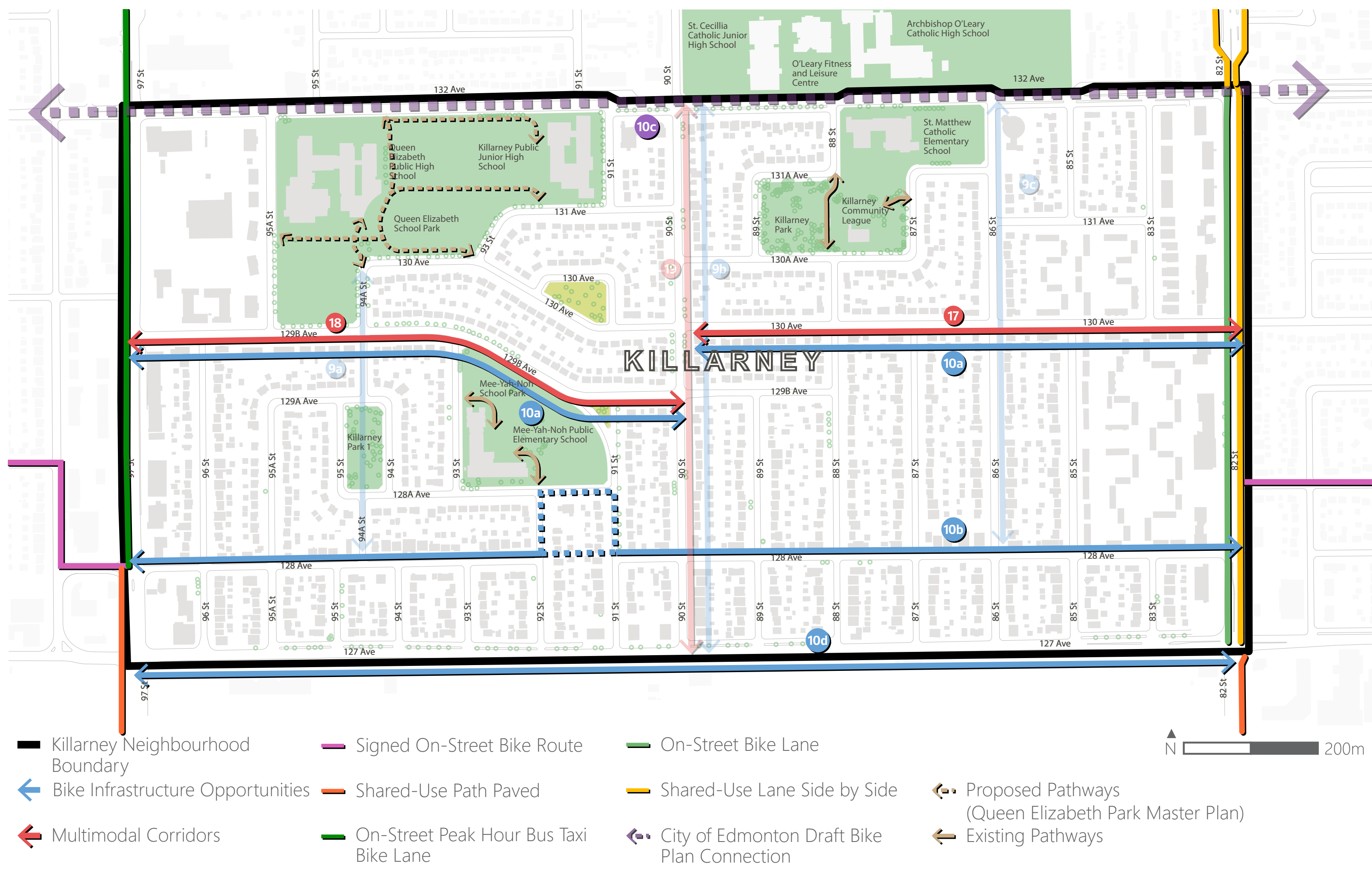
Any other comments on north-south bike routes?

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10 Bike routes options

East-west bike route options in Killarney



Please rank which streets you would suggest a bike route?

Please indicate with a dot sticker and number. (1 is the highest and 4 is the lowest).

Route	Rank (1 to 4)
10a. 129B Avenue (90 to 97 Street) and 130 Avenue (82 to 90 Street)	
10b. 128 Avenue (82 to 97 Street)	
10c. 132 Avenue (As part of Future Collector Renewal)	
10d. 127 Avenue (As part of 127 Avenue Rehabilitation)	
Prefer no bike routes	

Any other comments on east-west bike routes?

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9 10 Bike facilities

Biking Focus Areas

Considering the benefits/tradeoffs and how you travel around your neighbourhood, **what is your level of comfort with encountering these measures on a daily basis?**

Protected bike lanes

Protected bike lanes are on-street bike facilities separated from moving and parked cars by a physical barrier.

Benefits

- + People who bike have their own space, separating them from people who drive and walk
- + Bike lanes are snow cleared to bare pavement within 24 hours of the end of a snowfall event

Trade-offs

- + May result in loss of parking on one side or both sides of the street depending on width of street
- + May result in loss of two-way traffic direction
- + May result in possible reduction of travel lanes



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?
Please use a sticky note.

[Sticky note area]

Shared-use path

Shared-use paths are for many activities and can be used by people who bike, run, walk and more. Some sidewalks may be designated as shared-use paths.

Benefits

- + People who bike can use the path in both directions
- + Snow cleared to bare pavement two-way within 48 hours of the end of a snowfall event
- + Typically does not result in major changes to the operation of the road

Trade-offs

- + People who walk and people who bike share the same space which can be a concern in high conflict areas
- + May result in potential reduction of lane widths or number of travel lanes



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?
Please use a sticky note.

[Sticky note area]

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9 10 Bike facilities

Biking Focus Areas

Considering the benefits/tradeoffs and how you travel around your neighbourhood, **what is your level of comfort with encountering these measures on a daily basis?**

Shared road bike lane with traffic calming

Shared road bike lanes use painted markings called "sharrows" or other signage to remind people who bike and people who drive to share the same travel lane. Shared road bike lanes can be complimented with traffic calming measures to slow traffic speeds.



What is your level of comfort? Please use a dot sticker (1 is least comfortable, 5 is most comfortable).

1 2 3 4 5

What other benefits or trade-offs do you see for this option?

Please use a sticky note.

Benefits

- + On-street parking on both sides of the road is maintained
- + Two-way traffic is maintained
- + People who walk and people who bike are separated
- + Landscaping within the City right-of-way is not impacted

Trade-offs

- + People who bike and people who drive share the road by travelling in single file
- + Shared residential roadways are bladed to a level snowpack and typically started within 48 hours after a snowfall event ends and completed within 7 days
- + Traffic calming measures will likely impact design at intersections to slow motor vehicles speeds
- + Painted markings may be difficult to distinguish when covered by snow in the winter

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Walking connections

What we heard

- + Poor walking conditions: cracks, missing sidewalks, poor maintenance, narrow sidewalks and lack of curb extensions
- + Lack of lighting and poor sightlines, which create safety concerns for people who walk
- + Improved bus stops and crossings for people who walk
- + Improve leisure walks and amenities for people who walk

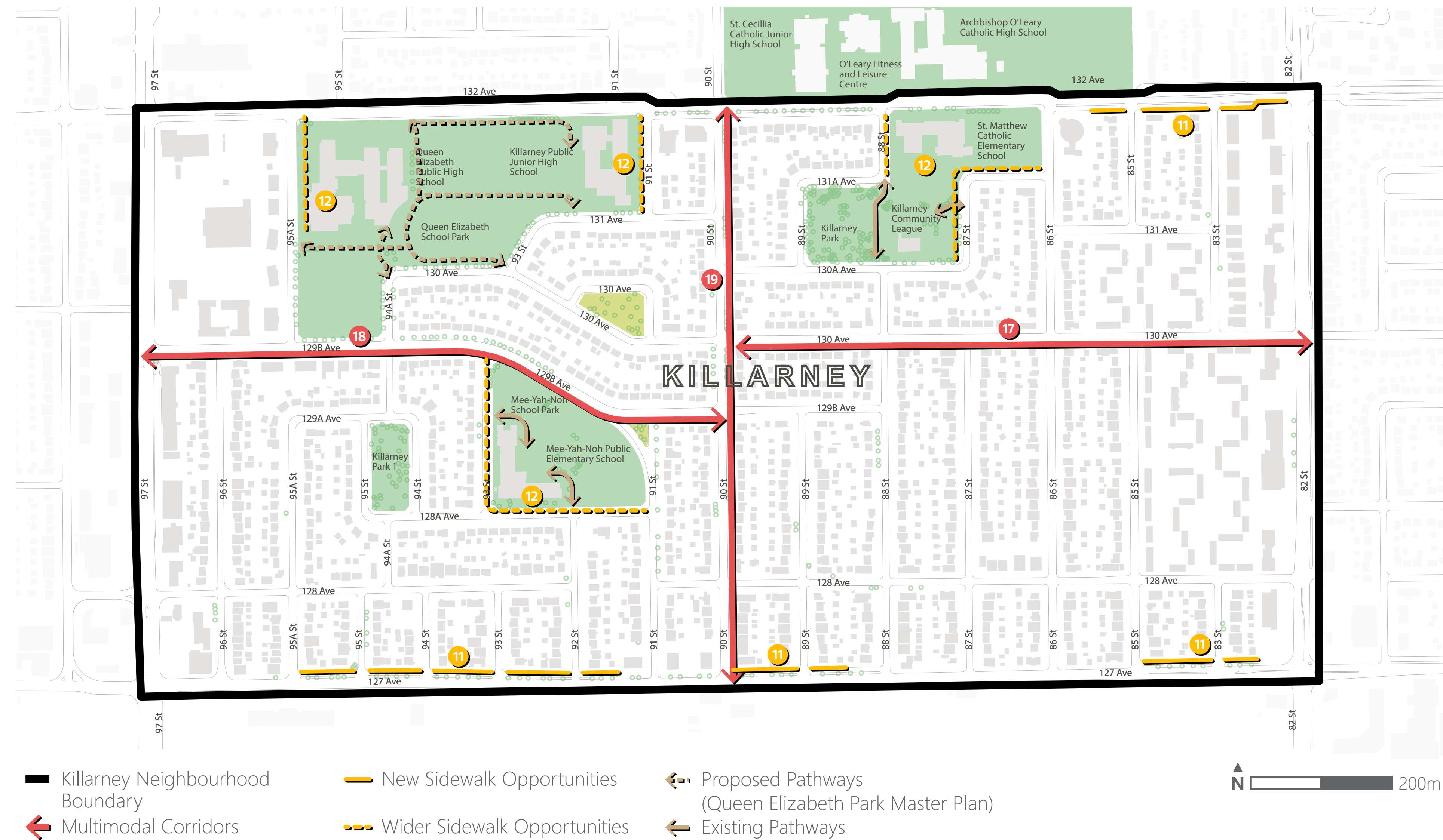
Walking Focus Areas

- 11. Potential New Sidewalks
- 12. Potential Wider Sidewalks

Multimodal Corridors

Driving, walking, and biking related improvements will be considered

- 17. 130 Avenue (82 to 90 Street)
- 18. 129B Avenue (90 to 97 Street)
- 19. 90 Street (127 to 132 Avenue)



Have we missed any important walking connections? If we have missed any connections, what would you like to see added?

Please use a sticky note.

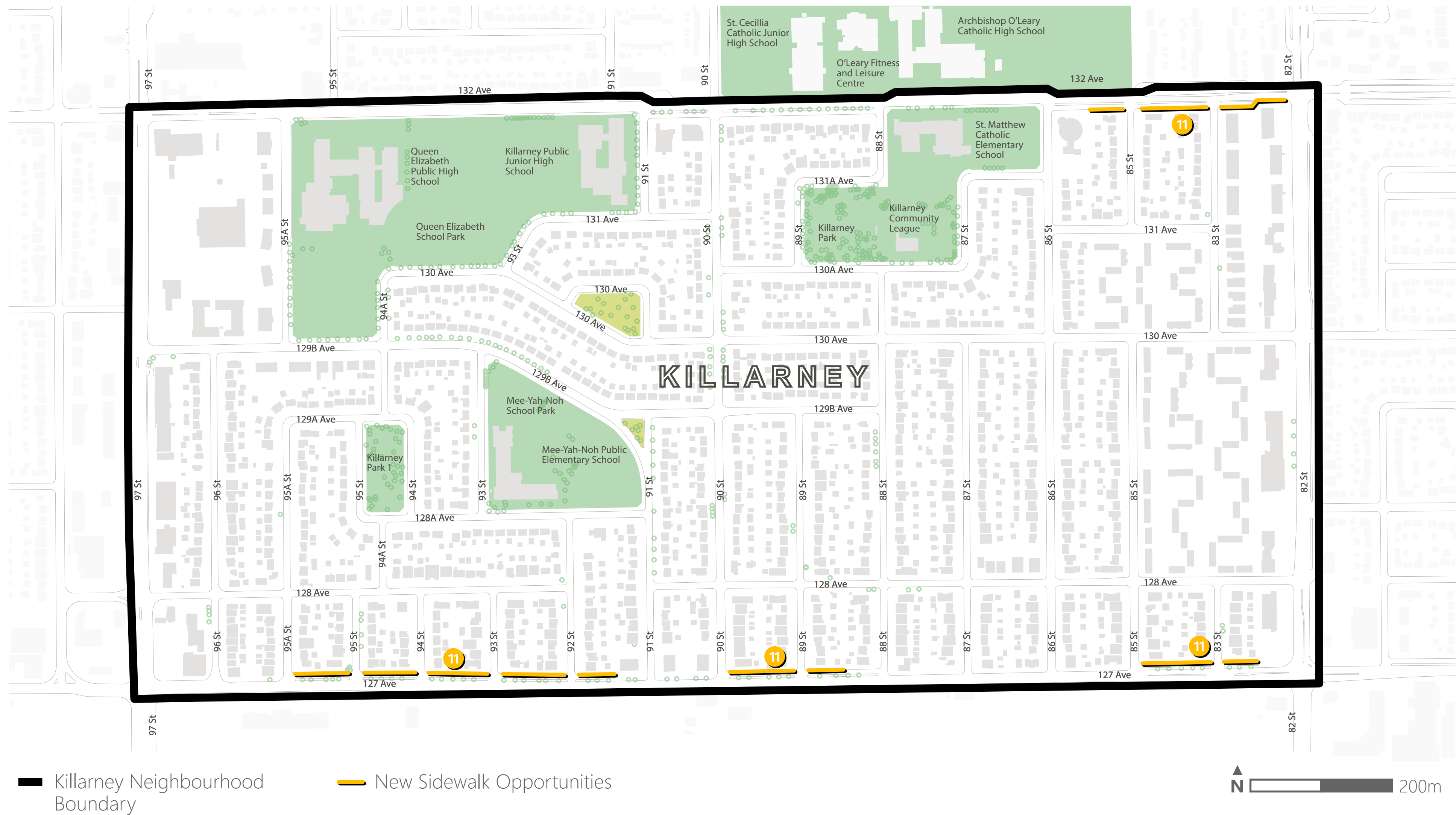
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11 Potential new sidewalks

Walking Focus Areas



What should the City consider as it installs new sidewalk connections in Killarney?
Please use a sticky note.

- Benefits**
- + New sidewalks enhance accessibility for people of all ages and abilities
 - + Enhances connections to different places and spaces in and around Killarney
 - + Sidewalks provide a space separate from traffic which improves safety for people who walk

- Trade-offs**
- + New sidewalks may result in the narrowing of roads and may impact parking (parking restrictions will be reviewed). Traffic lanes may become one-way.
 - + Nearby property owners will be responsible for clearing new sidewalks of snow and ice
 - + Residents' landscaping in the city right-of-way may be impacted

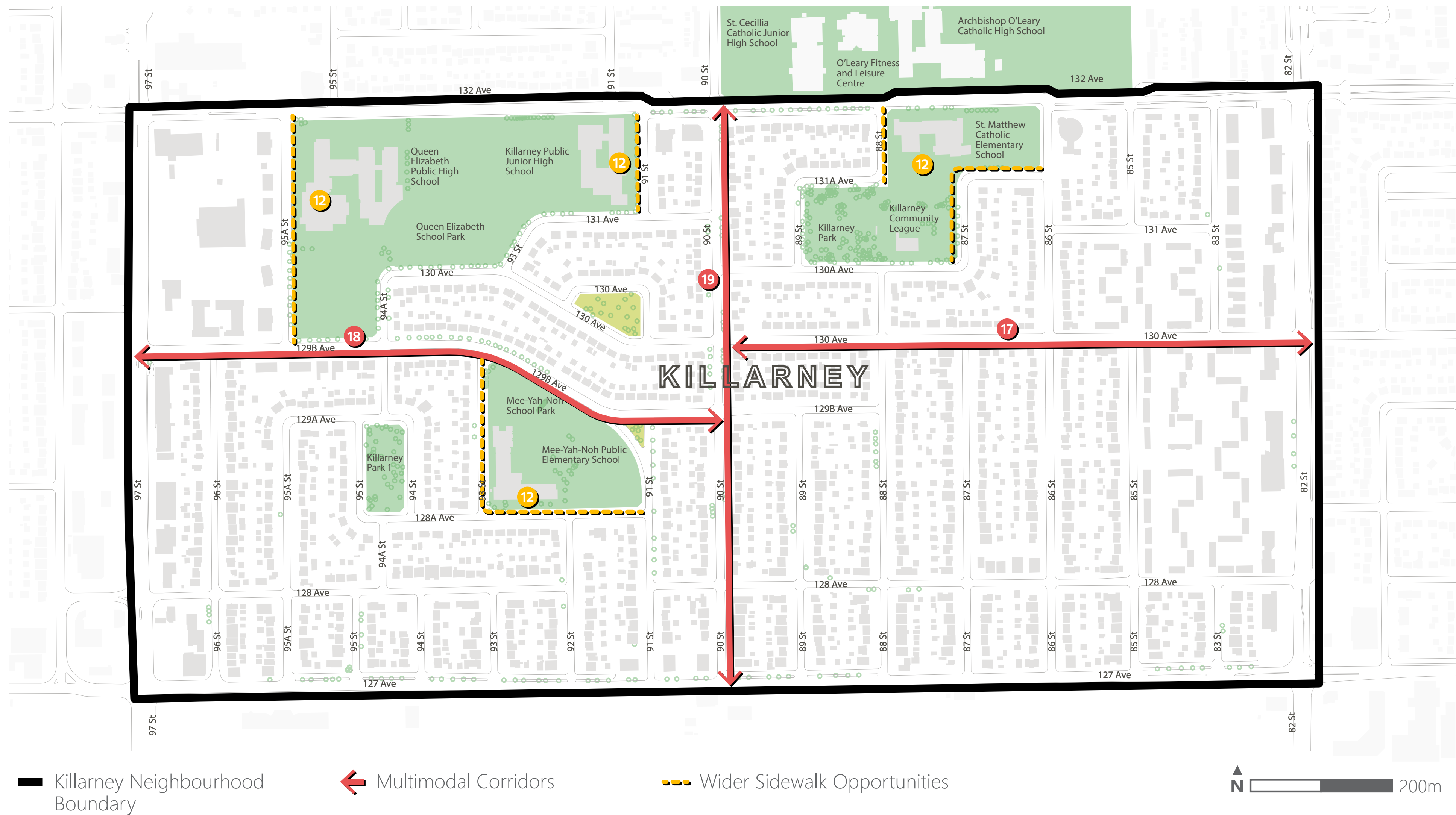
Note: Exact impacts will vary depending on location and will be reviewed further to understand the technical feasibility

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12 Potential wider sidewalks

Walking Focus Areas



What should the City think about as it considers wider sidewalks in Killarney?
Please use a sticky note.

Have we missed any locations where wider sidewalks may be beneficial?
Please use a sticky note.

Benefits

- + Enhances connections to different places and spaces in and around Killarney
- + Wider sidewalks provide more space in areas where many people walk

Trade-offs

- + Wider sidewalks may result in the narrowing of roads and may impact parking (parking restrictions will be reviewed). Traffic lanes may become one-way
- + Residents' landscaping in the city right-of-way may be impacted

Note: Exact impacts will vary depending on location and will be reviewed further to understand the technical feasibility



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Parks and open space overview

Breathe: Edmonton's Green Network Strategy

The goal of Breathe is to sustain a healthy city by encouraging connection and integration of open spaces. The Strategy considers the amount, function and configuration of municipal parks and all publicly accessible open spaces. The parks spaces in Killarney are as follows:

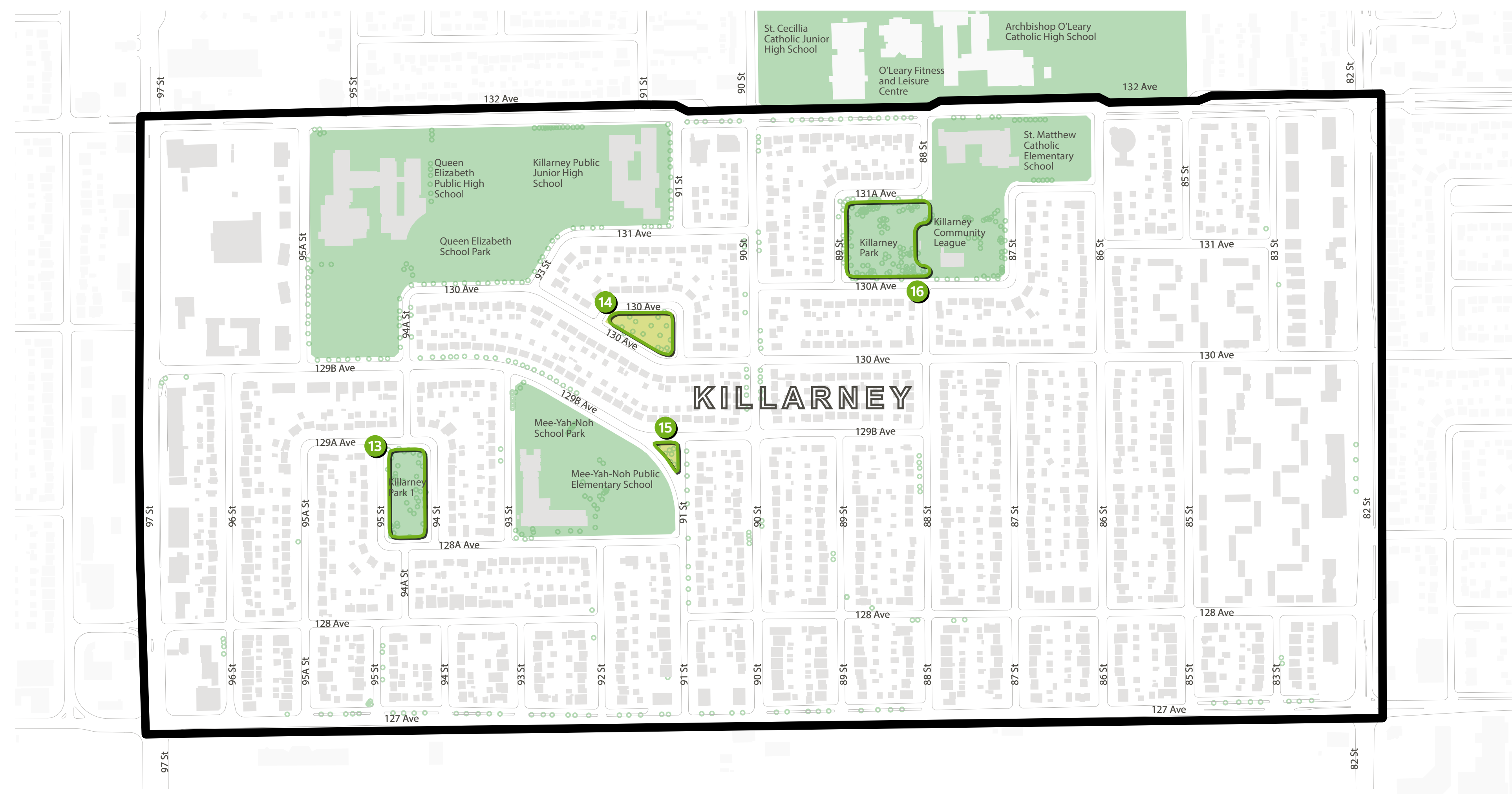
- + Killarney Park 1;
- + 130 Avenue Roadway Green Space;
- + 129 B Avenue Roadway Green Space; and
- + Killarney Park.

What we heard

- + Improved park facilities and amenities: benches, lights, firepits, shelters, picnic tables and additional waste receptacles
- + Increased recreational amenities and activities such as play structures and age-friendly design
- + Increased landscaping features (i.e. more trees, flowers, etc.)
- + Concerns around crime, safety and maintenance

Parks and Open Space Focus Areas

13. Killarney Park 1
14. 130 Avenue Roadway Green Space
15. 129B Avenue Roadway Green Space
16. Killarney Park



— Killarney Neighbourhood Boundary

○ Open Space Improvement Opportunities

N 200m

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13 14 15 16 Killarney Parks

13 Killarney Park 1



14 130 Avenue Roadway Green Space



15 129 B Avenue Roadway Green Space



16 Killarney Park



Please rank which parks you would like to see improvement?

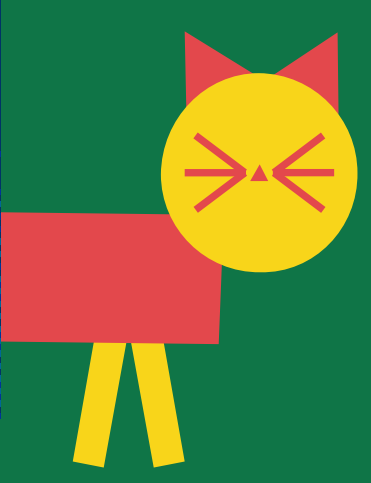
Please indicate with a dot sticker and number. (1 is the highest and 4 is the lowest).

Route	Rank (1 to 4)
13. Killarney Park 1	
14. 130 Avenue Roadway Green Space	
15. 129 B Avenue Roadway Green Space	
16. Killarney Park	

Any other comments on parks and open spaces in Killarney?

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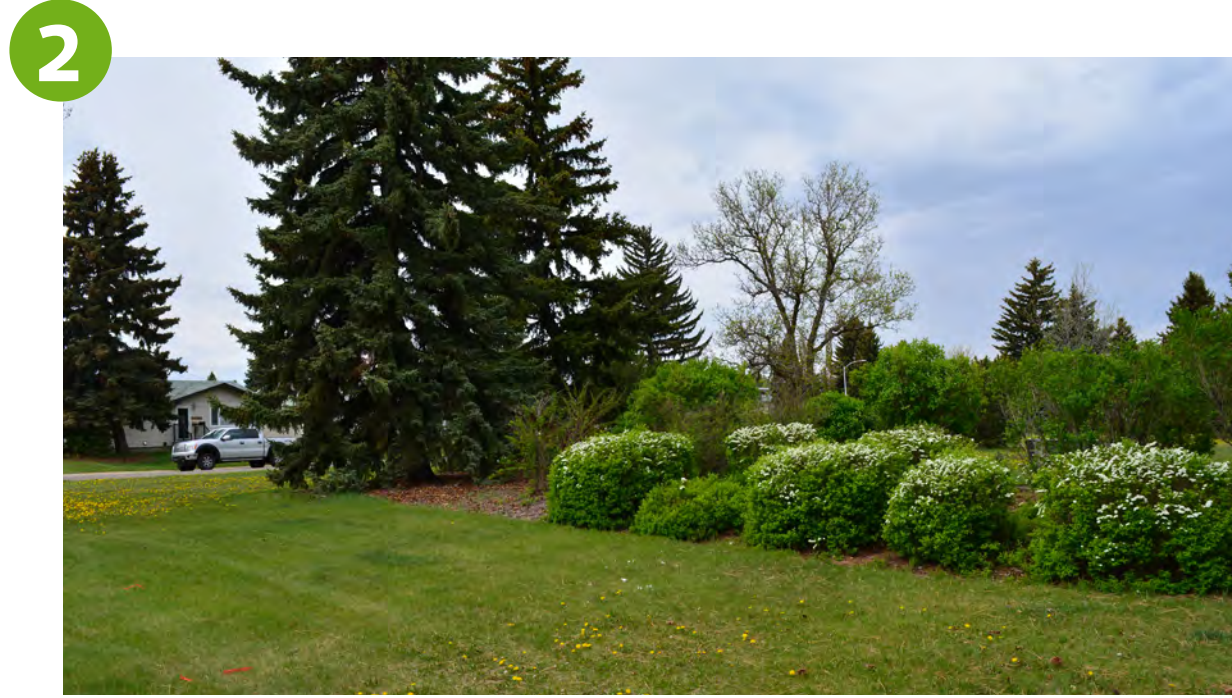
Edmonton



REFINE



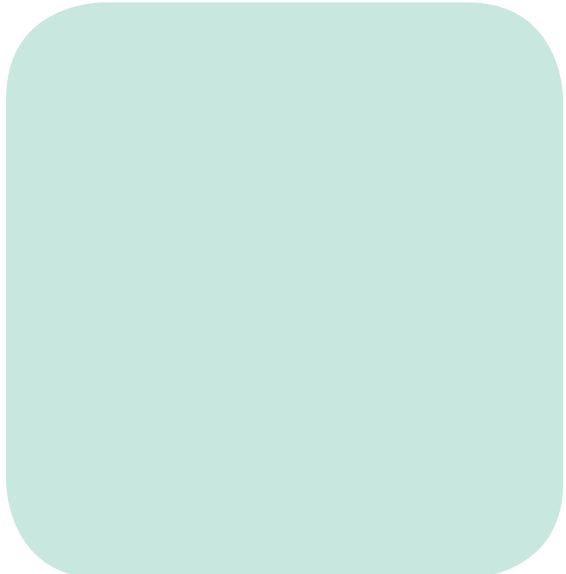
13 Killarney Park 1



REFINE

What are your top three preferred amenities for Killarney Park 1?
Please indicate with a dot sticker.

Lighting



Benches



Pathways



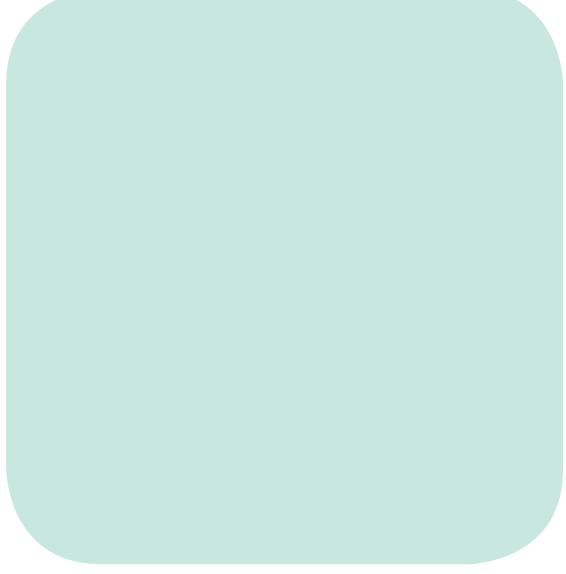
Waste receptacles



Picnic tables



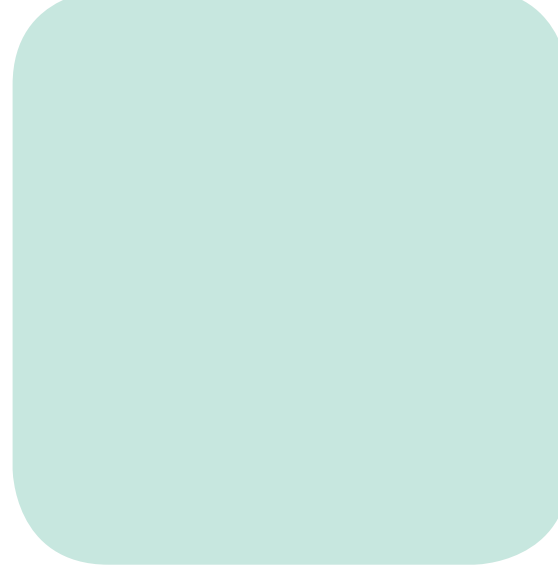
BBQ/fire pits



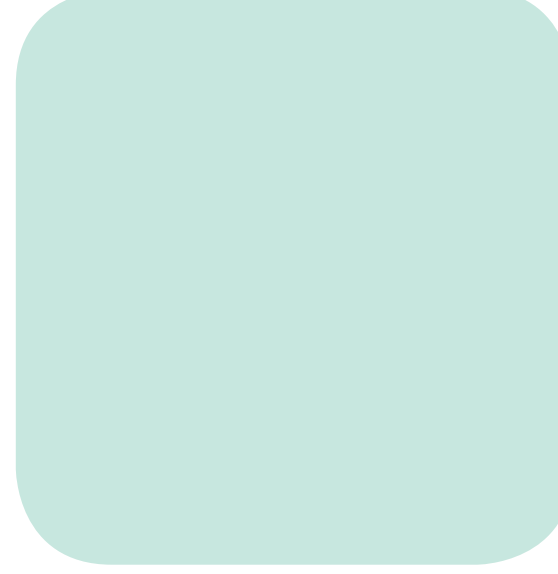
Shelters



Dog parks



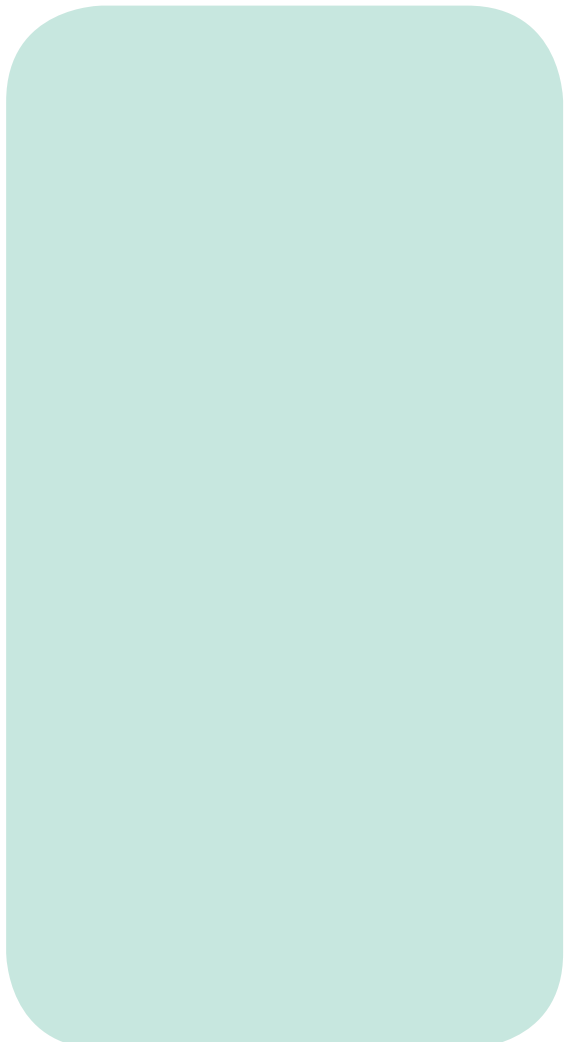
Play structures



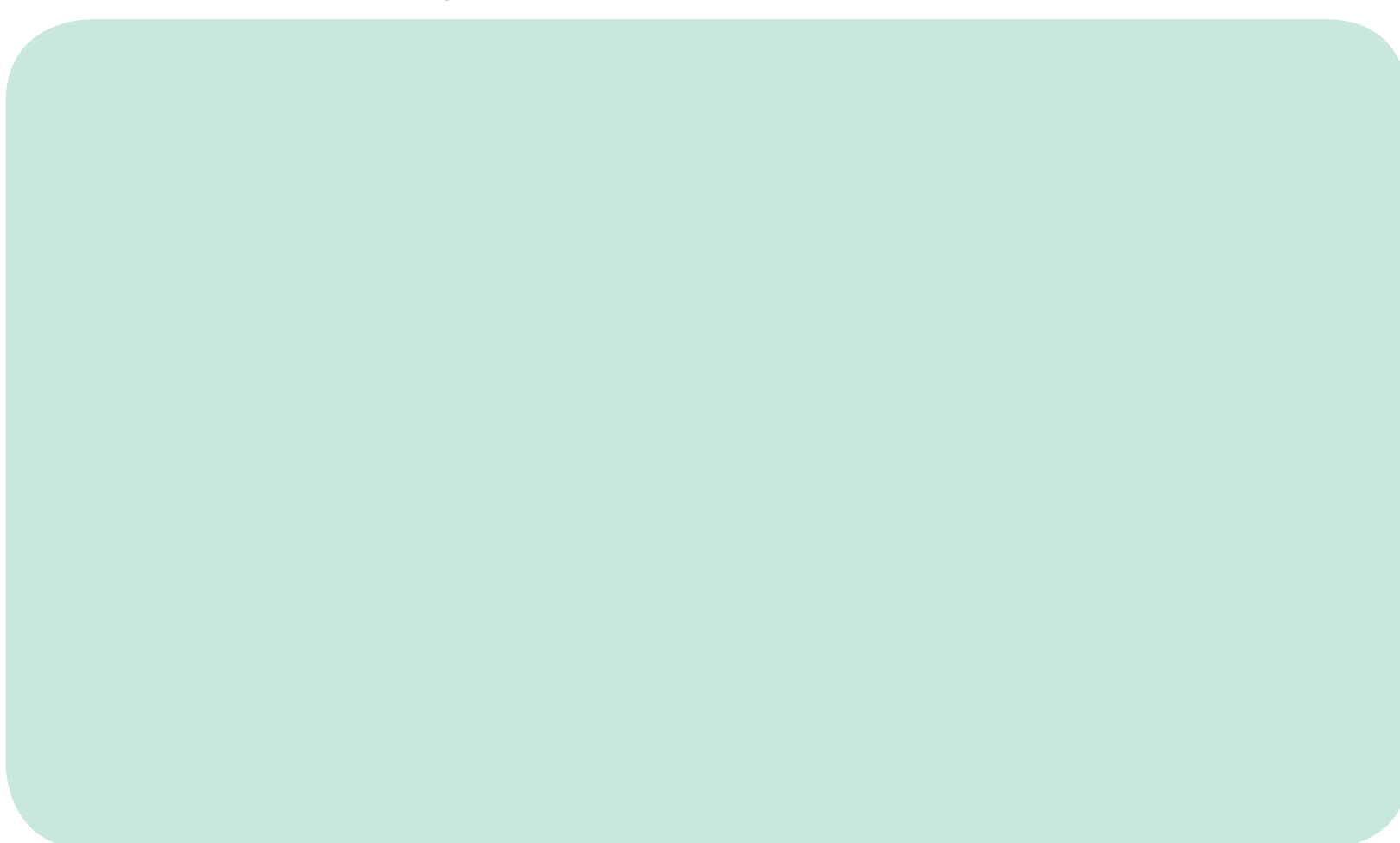
Landscaping



Leave park as is



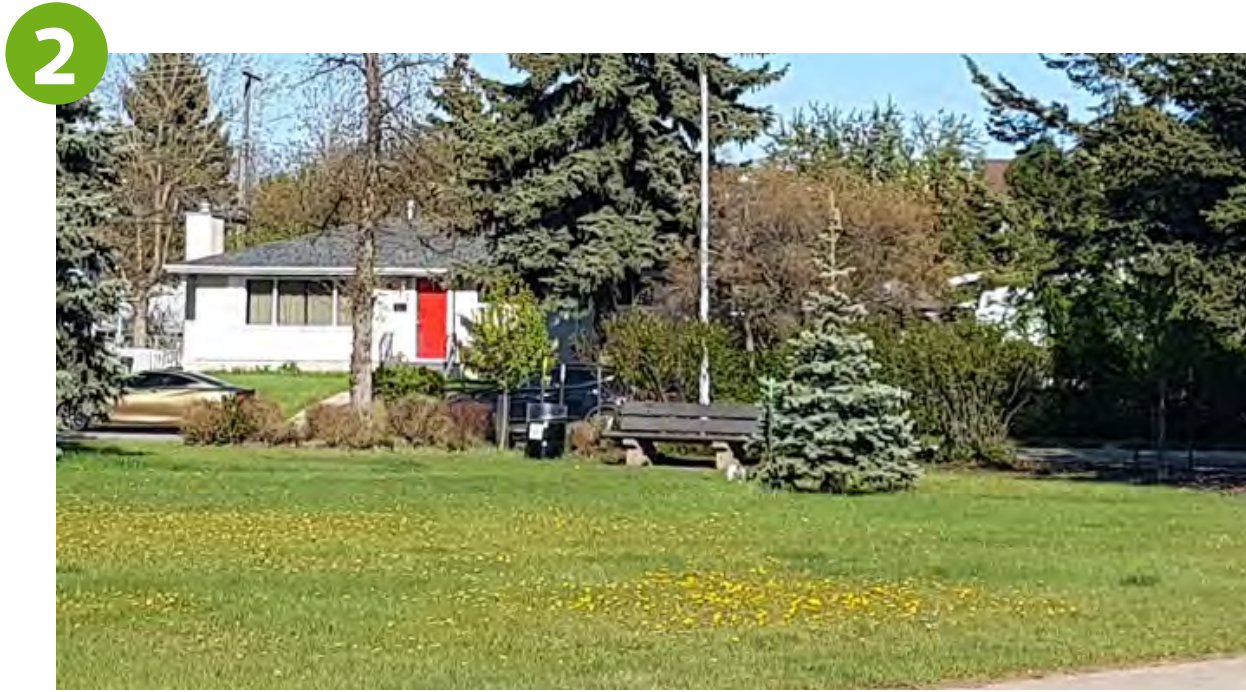
Any other amenities or comments for Killarney Park 1?
Please use a sticky note.



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14 130 Avenue Roadway Green Space

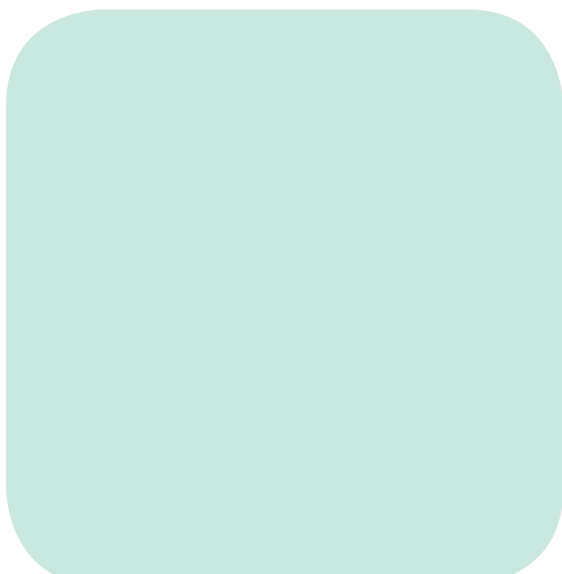


REFINE

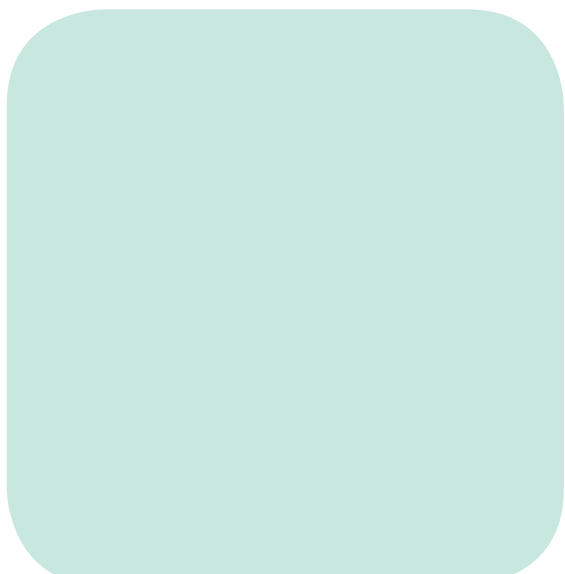
What are your top three preferred amenities for 130 Avenue Roadway Green Space?

Please indicate with a dot sticker.

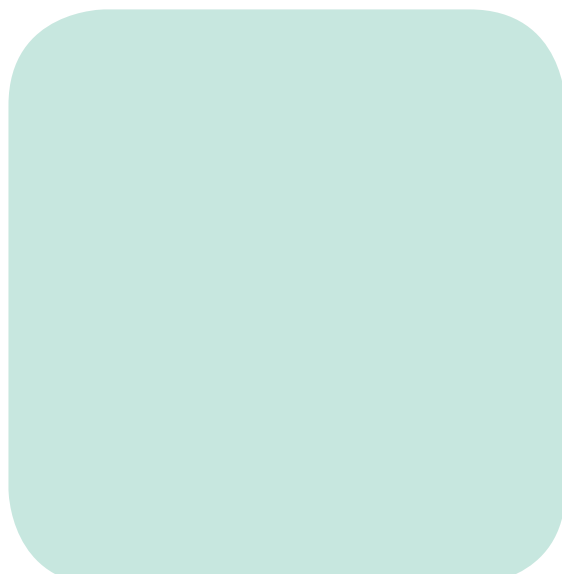
Lighting



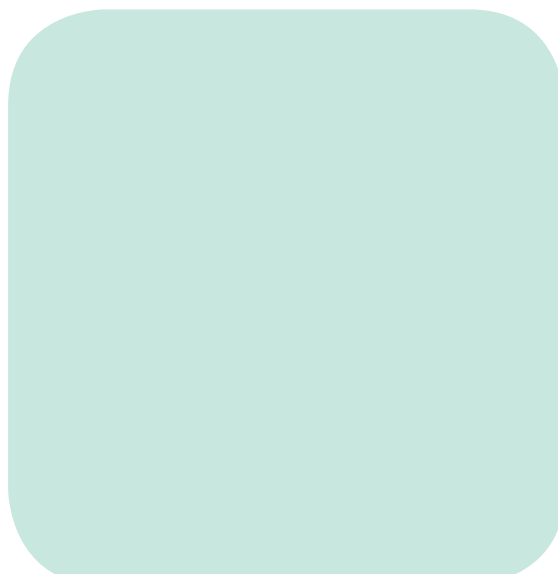
Benches



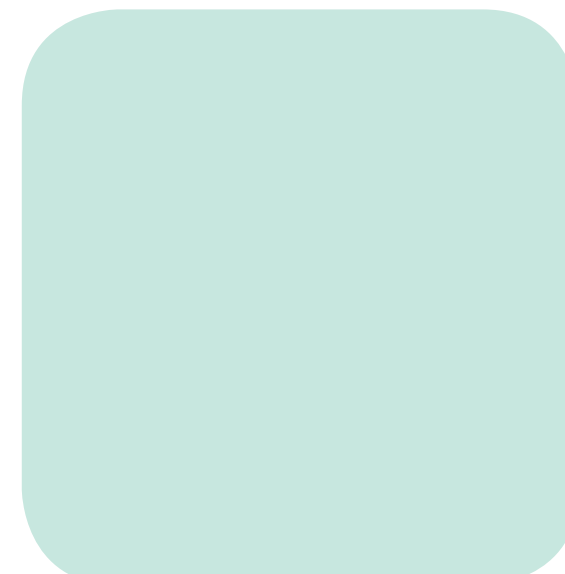
Pathways



Waste receptacles



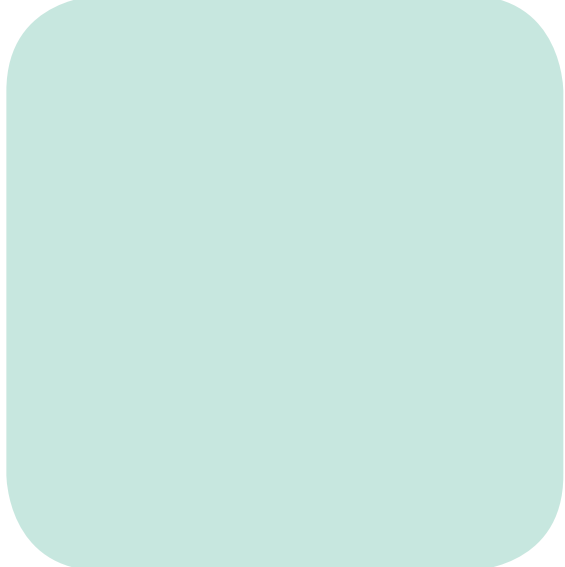
Picnic tables



BBQ/fire pits



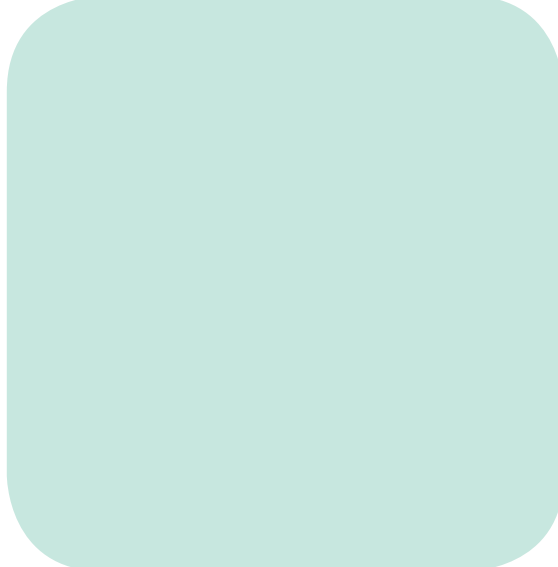
Shelters



Dog parks



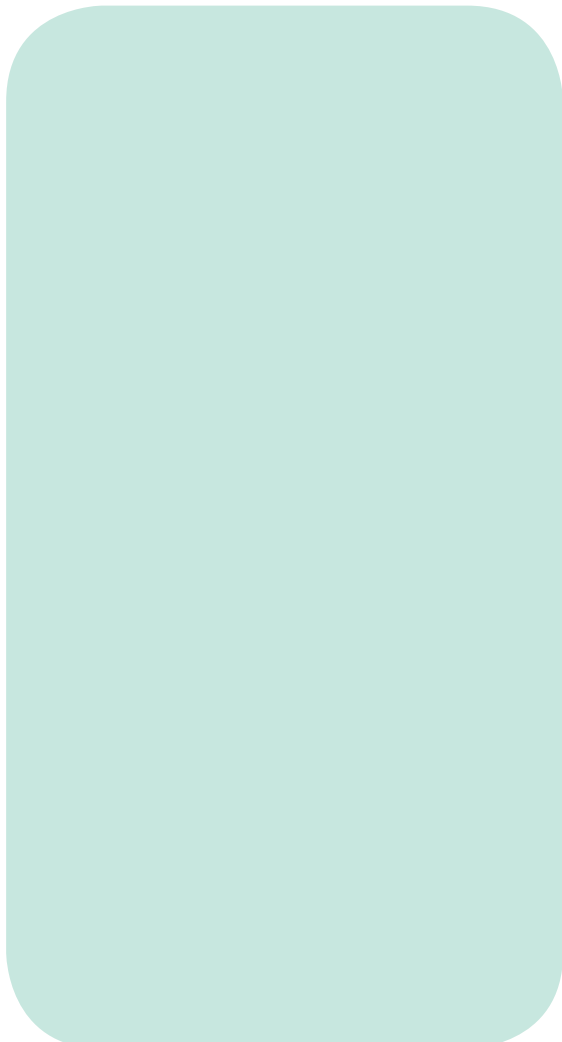
Play structures



Landscaping

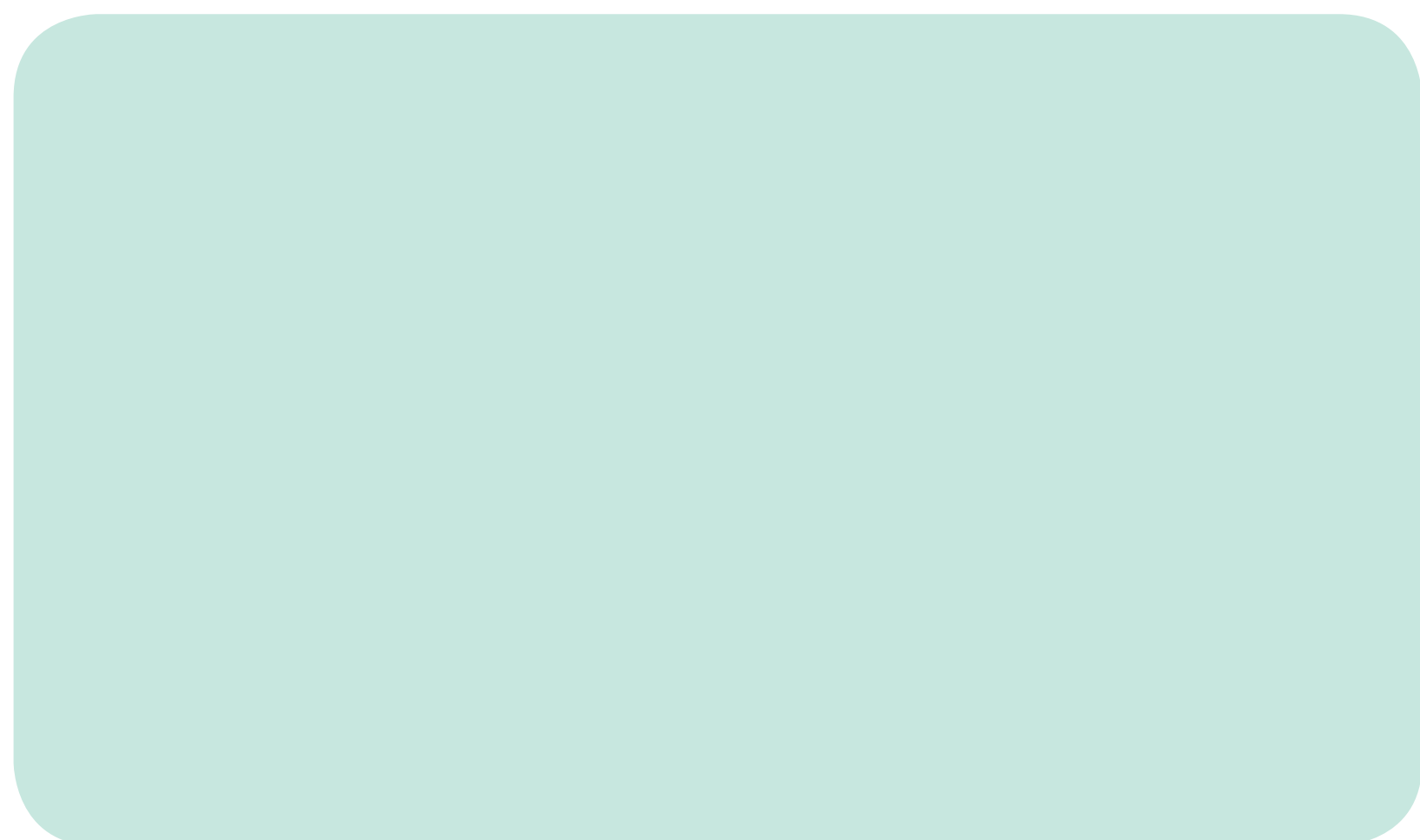


Leave park as is

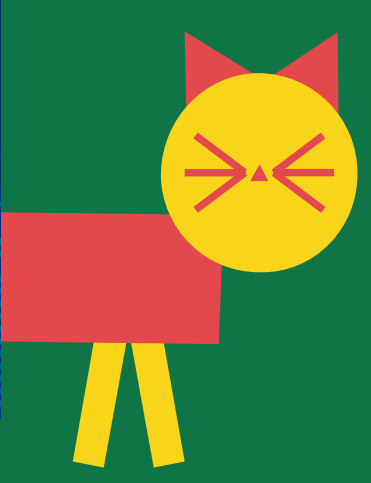


Any other amenities or comments for 130 Avenue Roadway Green Space?

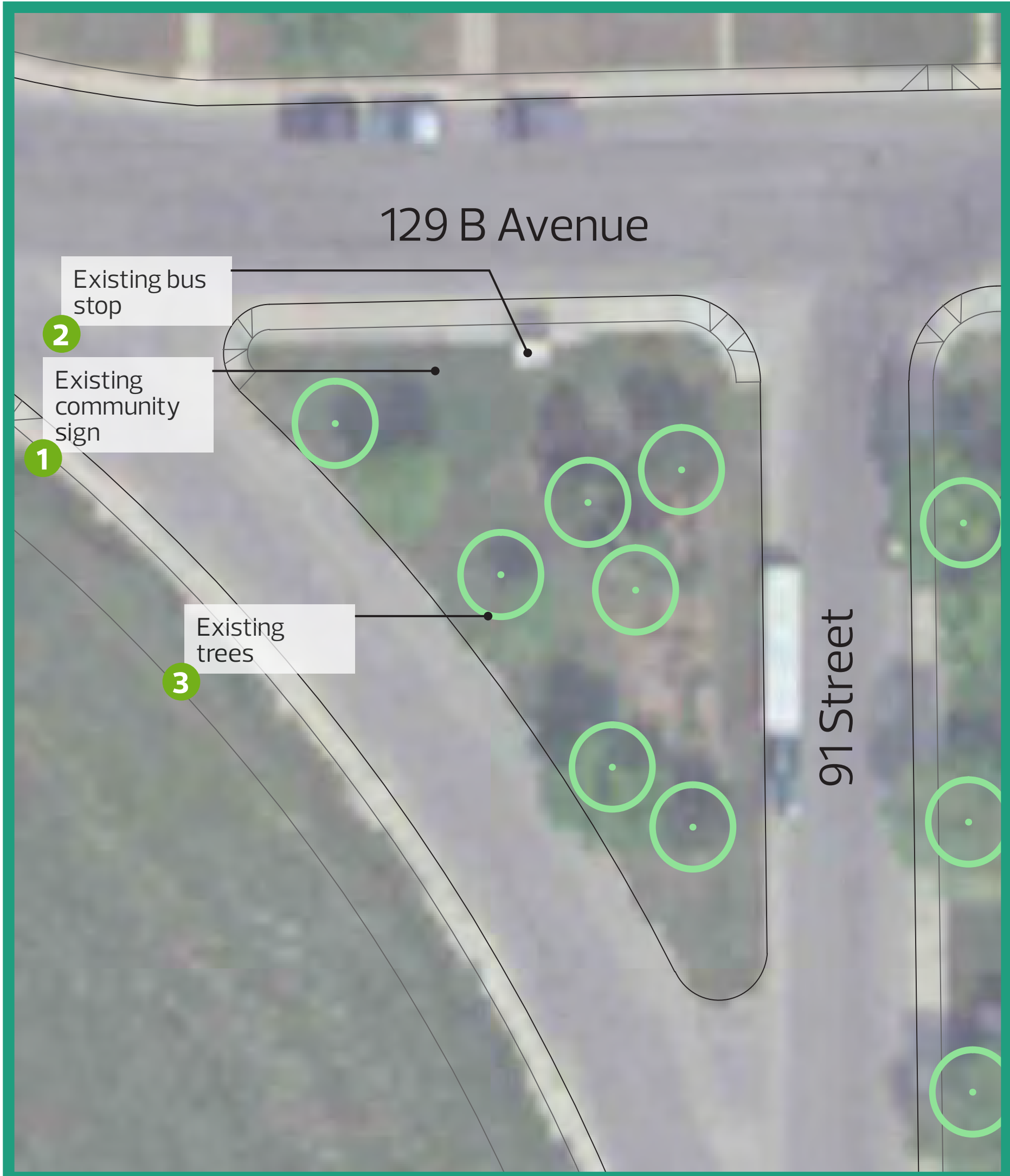
Please use a sticky note.



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15 129B Avenue Roadway Green Space

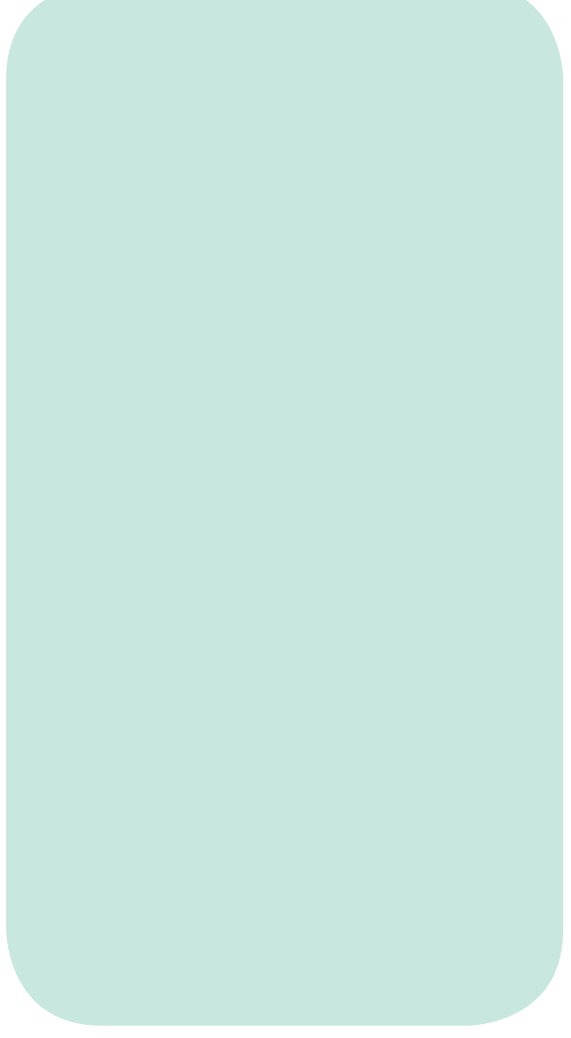


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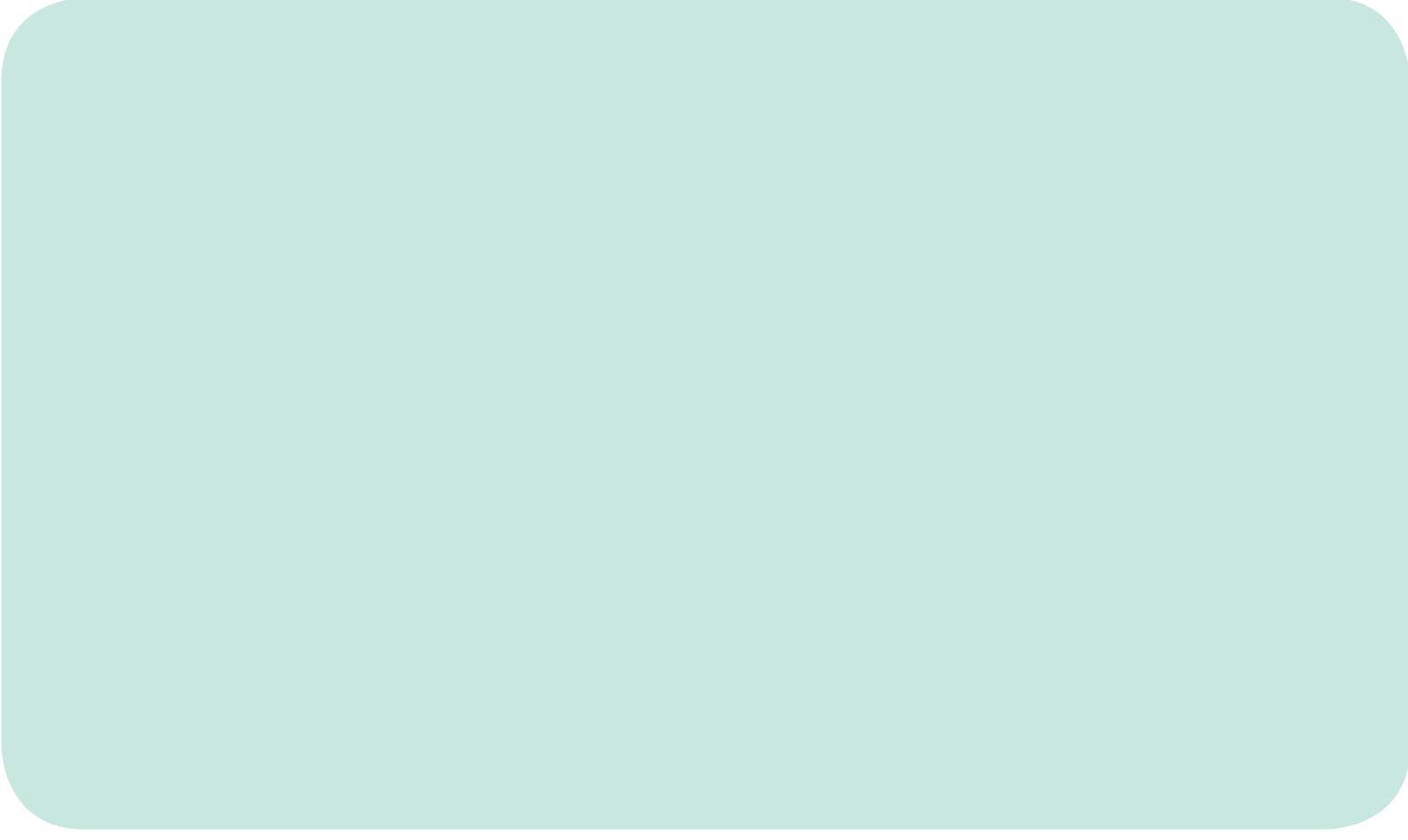
What are your top three preferred amenities for 129B Avenue Roadway Green Space?
Please indicate with a dot sticker.

<p>Lighting</p>  	<p>Benches</p>  	<p>Pathways</p>  	<p>Waste receptacles</p>  	<p>Picnic tables</p>  
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Leave park as is



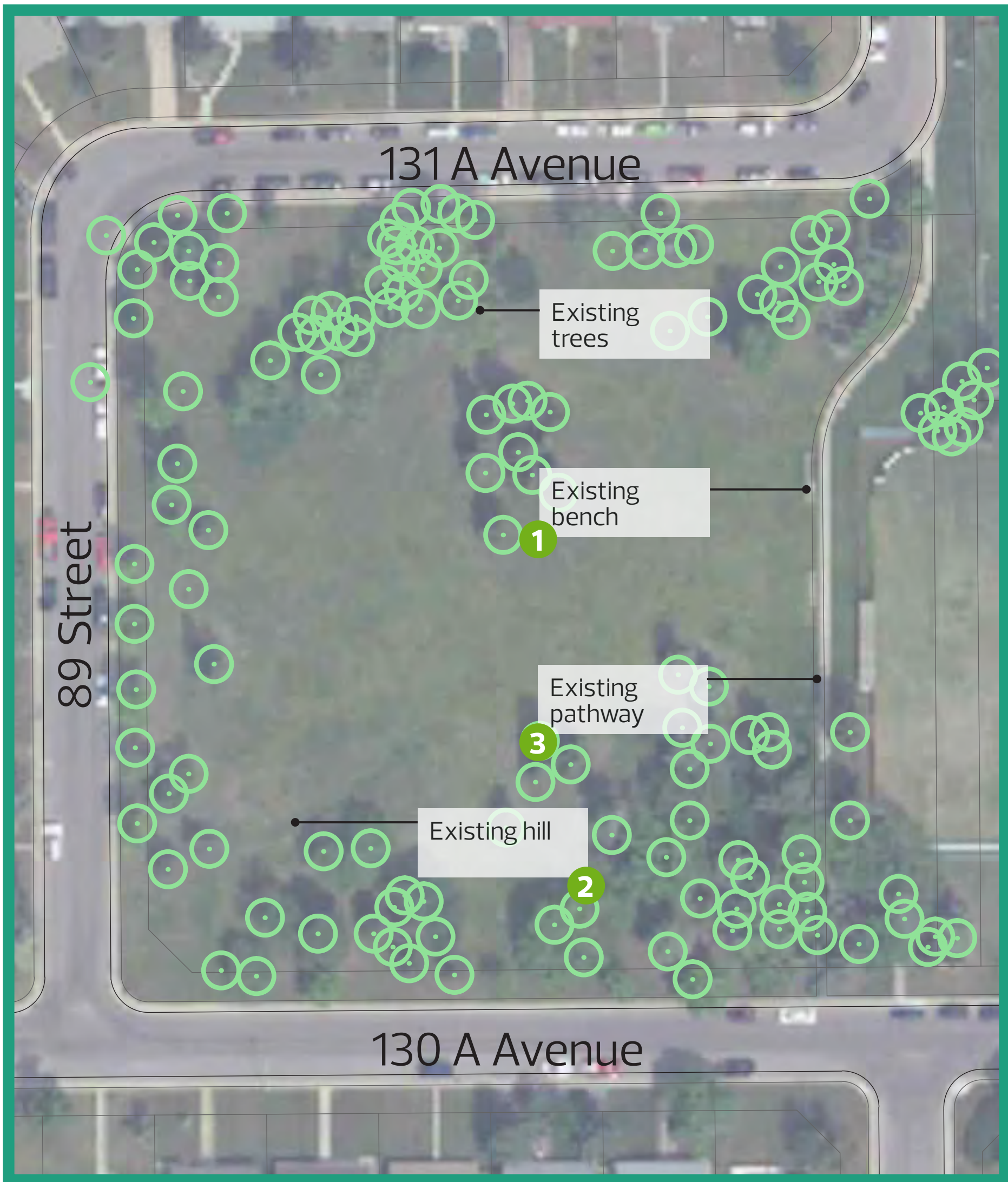
Any other amenities or comments for 129 B Avenue Roadway Green Space?
Please use a sticky note.



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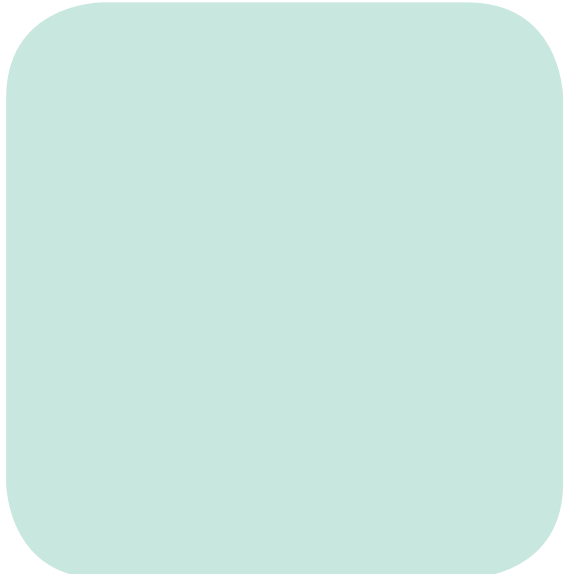
16 Killarney Park



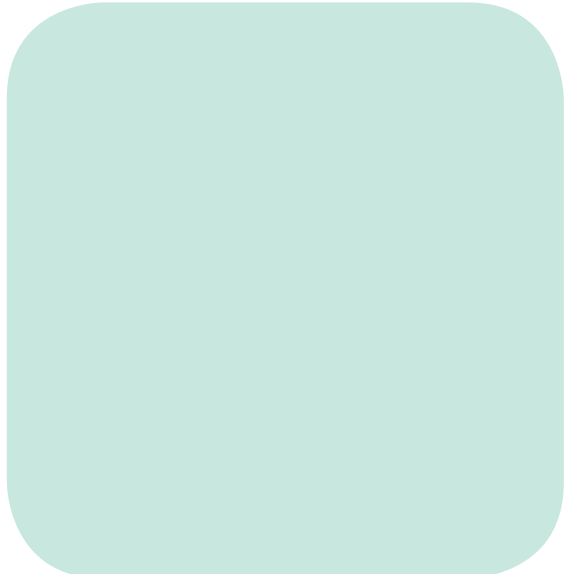
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What are your top three preferred amenities for Killarney Park?
Please indicate with a dot sticker.

Lighting



Benches



Pathways



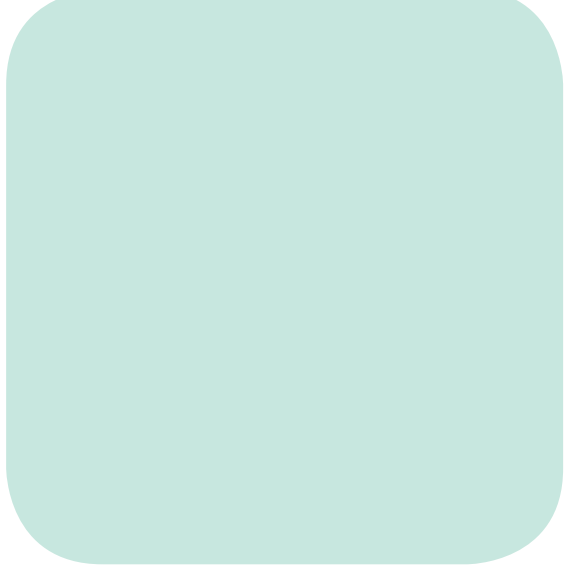
Waste receptacles



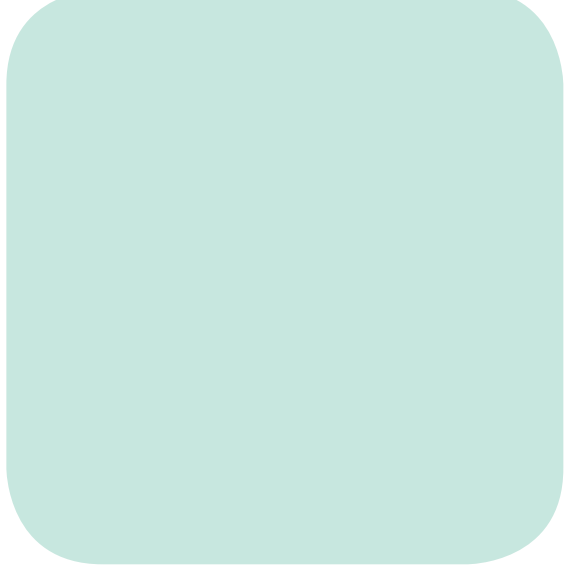
Picnic tables



BBQ/fire pits



Shelters



Dog parks



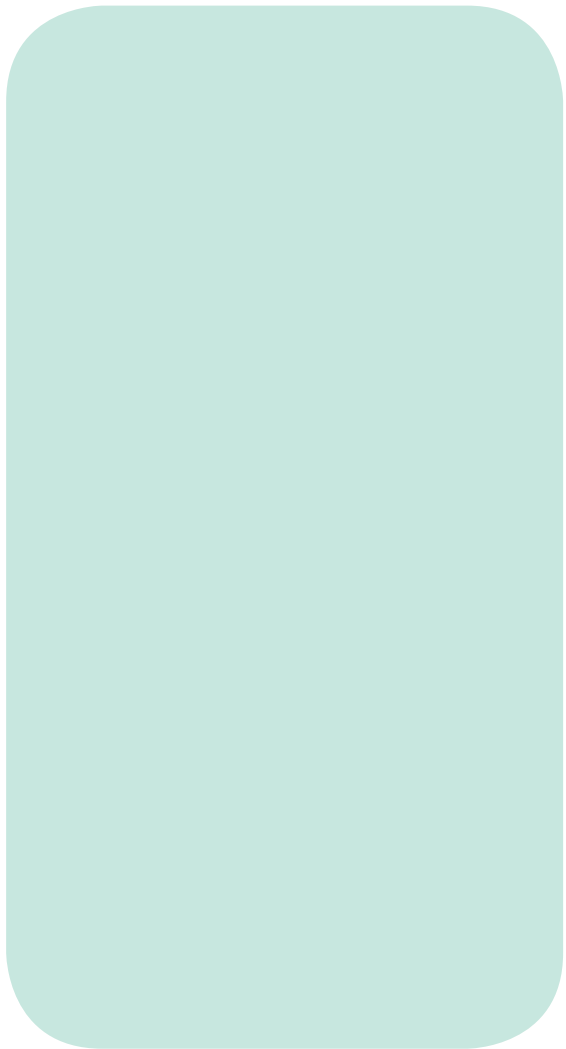
Play structures



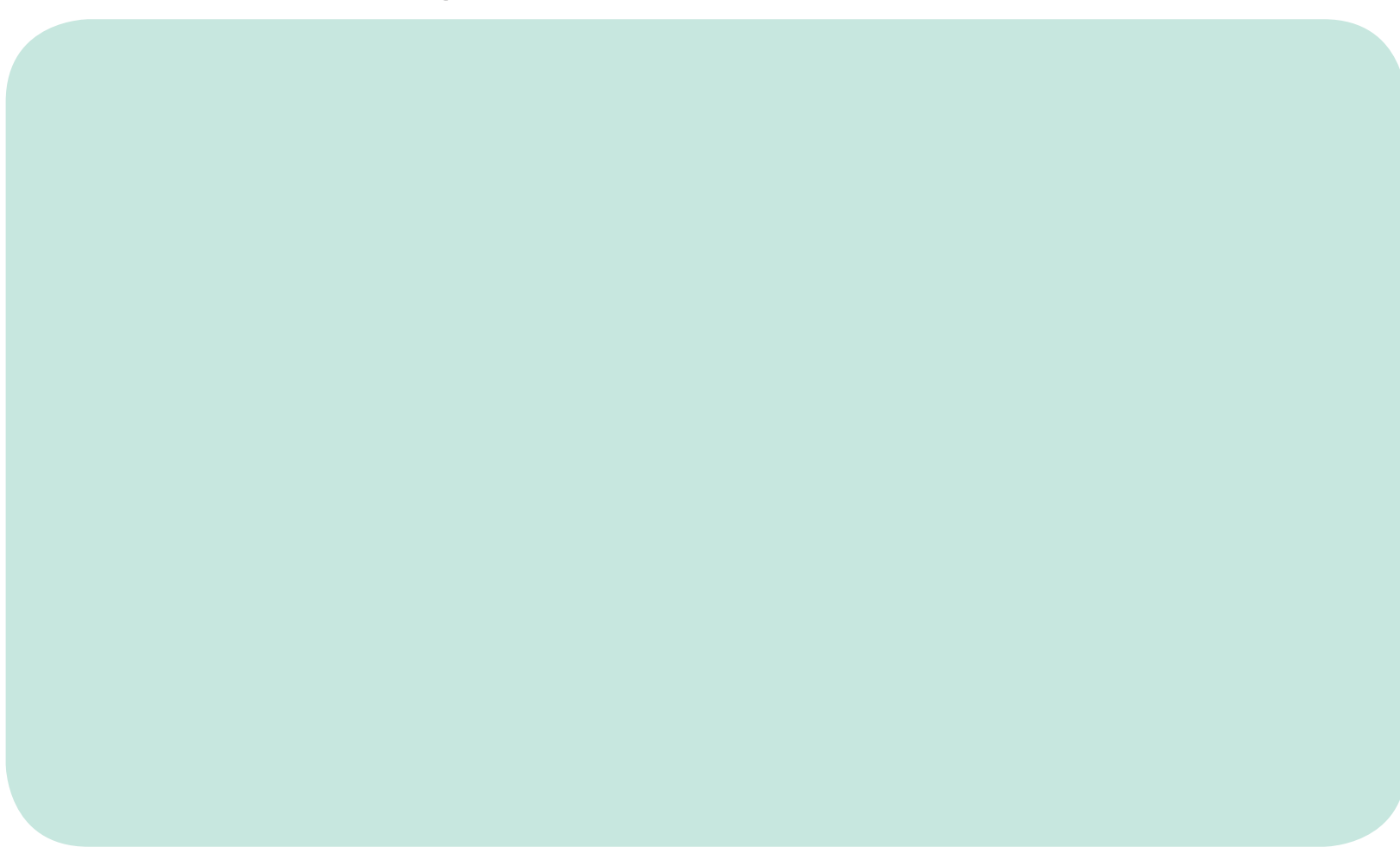
Landscaping



Leave park as is



Any other amenities or comments for Killarney Park?
Please use a sticky note.



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Decorative street lighting upgrades

New galvanized street lights with LED fixtures are included in neighbourhood renewal at no additional cost to property owners. Some communities choose to pay for a decorative street light upgrade and the cost of the upgrade is charged to the property owners as a local improvement tax levy.

I'm interested. Where do I start?

If you feel this is an option you want to pursue as a resident or property owner, contact your Neighbourhood Renewal Project Manager. They will connect you with others who are interested. More detailed information will be provided to community volunteers to use in their conversations with their neighbours.



Galvanized street lights



Example of a decorative street light

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Decorative street lighting process to upgrade

It's a **three-step process** where the:

- A** Community explores interest **B** City confirms support **C** City sends Local Improvement notice



- + The community carries out conversations with property owners to determine interest
- + The City shares street light options which include:
 - + Pole colour and type
 - + Arm options
 - + Style of light fixture
- + The City shares details about decorative street blades
- + The City provides a deadline for the community to inform us of which decorative option is preferred in the neighbourhood

A



- + The City provides registered property owners with an Expression of Interest package.
- + Registered property owners return their completed notice to the City selecting whether they support or do not support the decorative street lights
- + If City receives 50% + 1 support from the Community, the local improvement process will begin

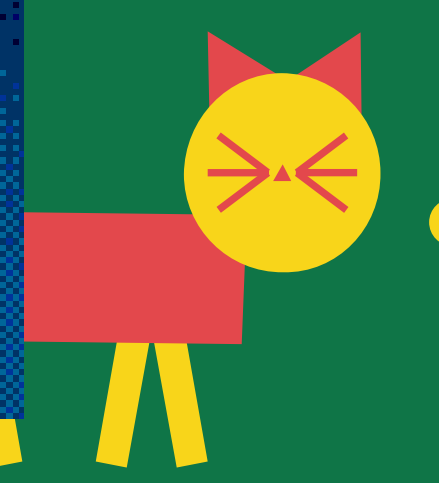
B



- + The City sends registered property owners with a Local Improvement Notice package
- + Registered property owners either:
 - + return their completed notice to the City if they do not support the decorative street lights
 - + have no further action if they support the decorative street lights

C

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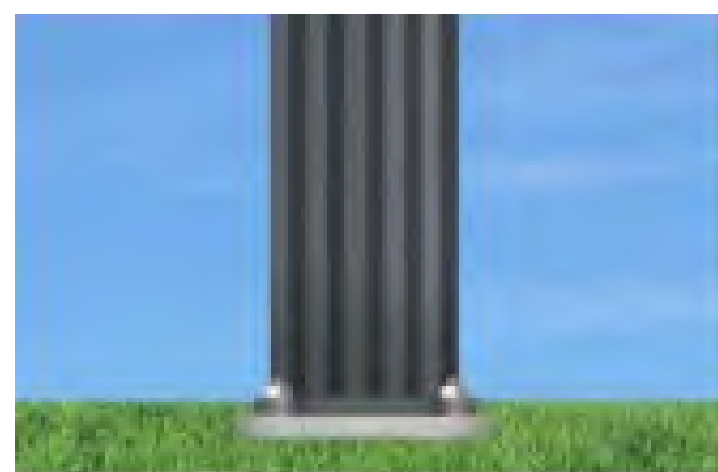


Decorative street lighting options

There are four elements to choose for decorative street lights.

- + Pole style
- + Pole colour
- + Decorative arm
- + Light fixture style

Pole style:



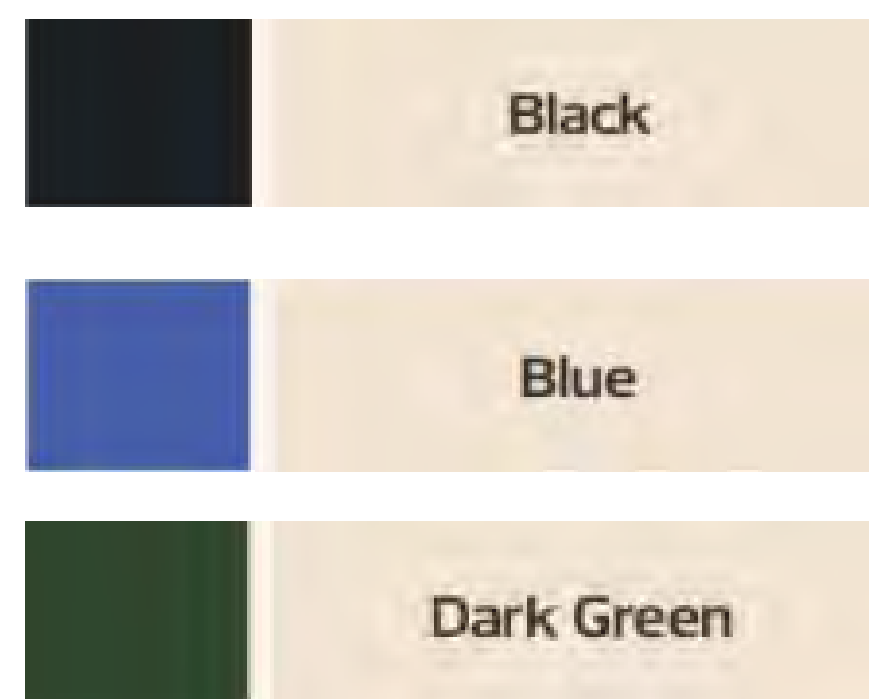
Fluted



Octagonal

*Powder coated
galvanized*

Pole colour:



Decorative arm:



Newport

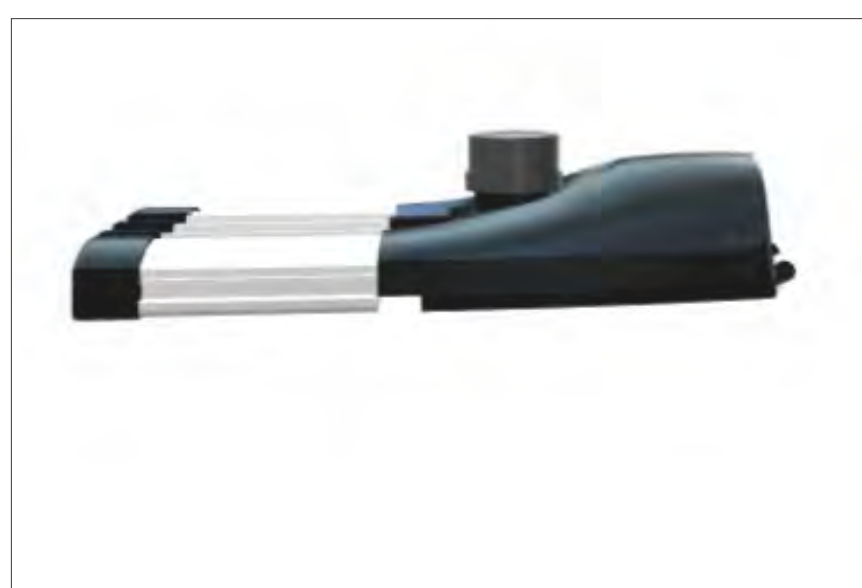


Scroll



Heritage

Light fixture style:



Regular



Renaissance

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