

# 1. Vision and Guiding Principles

The Vision and Guiding Principles were co-created with the community and are unique to Malmo Plains. They will help guide decision-making throughout the Neighbourhood Renewal project.

The Vision sets the direction for Neighbourhood Renewal by stating the elements that are most important to the community.

## Vision

Malmo Plains is a family-friendly neighbourhood that welcomes people of all ages and diverse backgrounds. We are an active, enthusiastic and engaged community that enjoys connecting with and looking out for our neighbours. We appreciate that our neighbourhood is walkable, bikeable and safe, with easy access to transit, schools, the University of Alberta and shopping. We take pride in the character of Malmo Plains including the mature trees, park spaces and quiet atmosphere.

The Guiding Principles are ideas and priorities that shape how the Vision is applied to the neighbourhood design.

## Guiding Principles

-  Improving accessibility for people within the community and surrounding destinations
-  Making the places where people travel safer for all users, ages and abilities
-  Creating welcoming spaces that encourage and make it easy for community members of all ages to come together and gather
-  Respecting and preserving the natural character of the neighbourhood and its mature trees
-  Adding basic amenities to create parks and open spaces where people of all ages can gather, connect and play in all seasons
-  Creating safe and well-lit spaces within the community

Learn more by going to: [edmonton.ca/BuildingMalmoPlains](https://edmonton.ca/BuildingMalmoPlains)

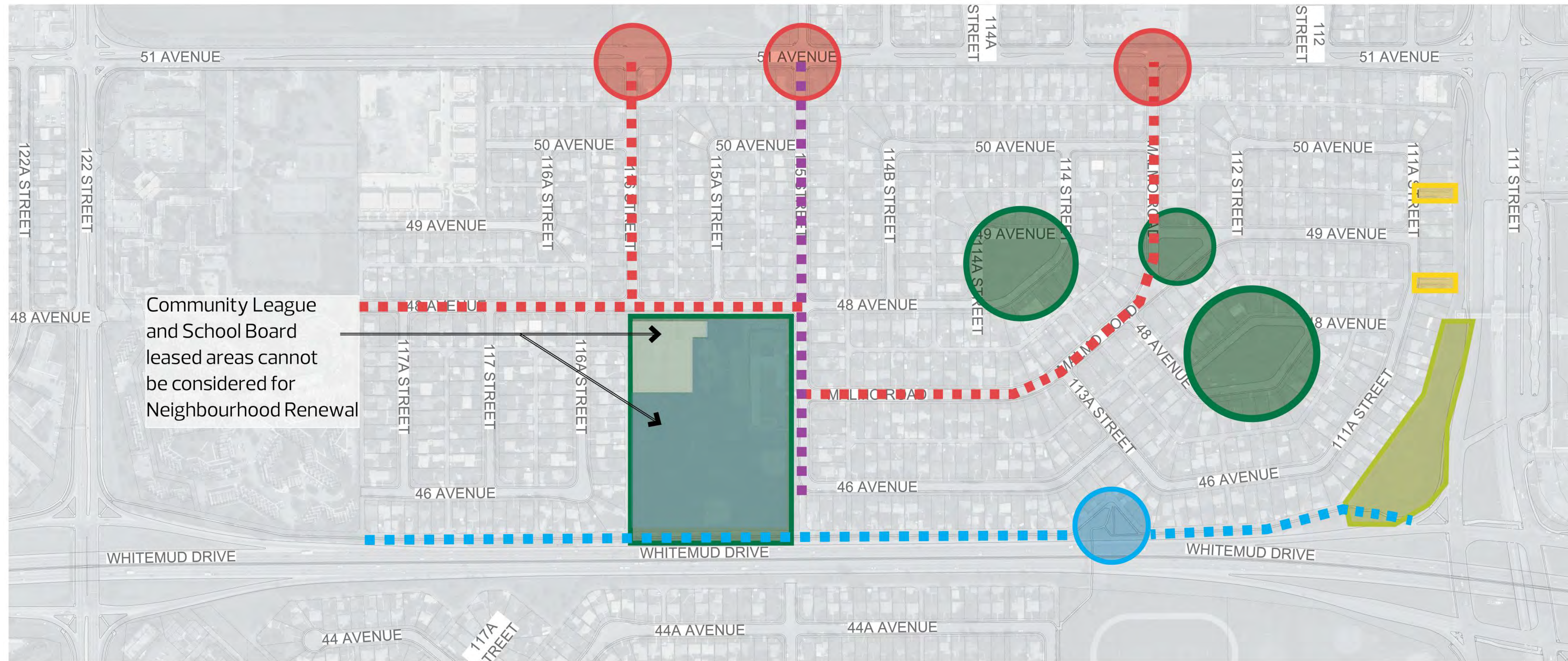
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# 2. Overall neighbourhood plan

We are exploring options and trade-offs for the locations shown on the map below.



- Park spaces  
Boards 3, 6 -9
- 111 Street berm  
Board 4
- 51 Avenue intersections  
Board 10
- Sidewalk improvements and  
traffic calming  
Boards 11 - 13
- Access to Whitemud Drive  
bridge connection  
Board 18
- Shared-use path  
Board 5
- Alley access to LRT  
Board 17
- 115 Street bike route  
Boards 14 - 16

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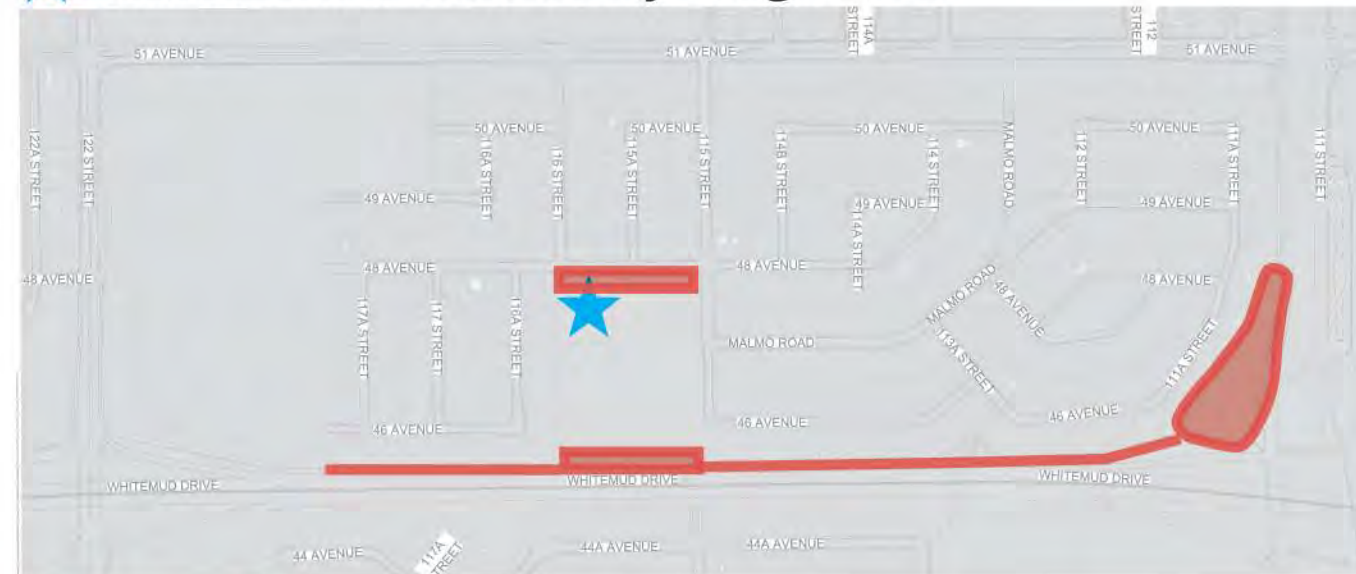
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# 3. Malmo Park

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## KEY PLAN

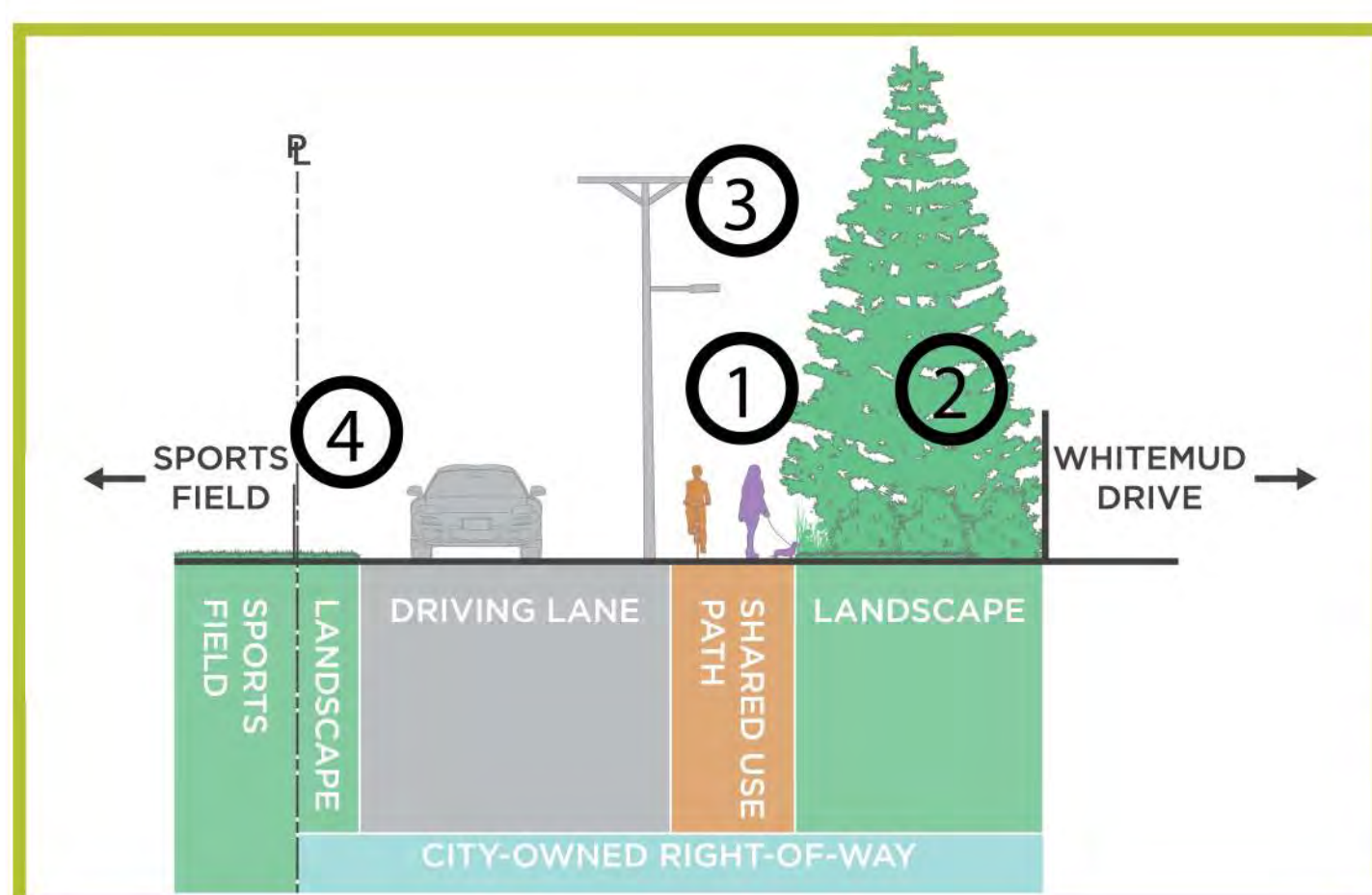
\* See board 4 & 5 for additional information on the shared-use path

## Existing conditions: alley at south end of park



## What we heard

- + Improve conditions for people walking and biking on the shared-use path



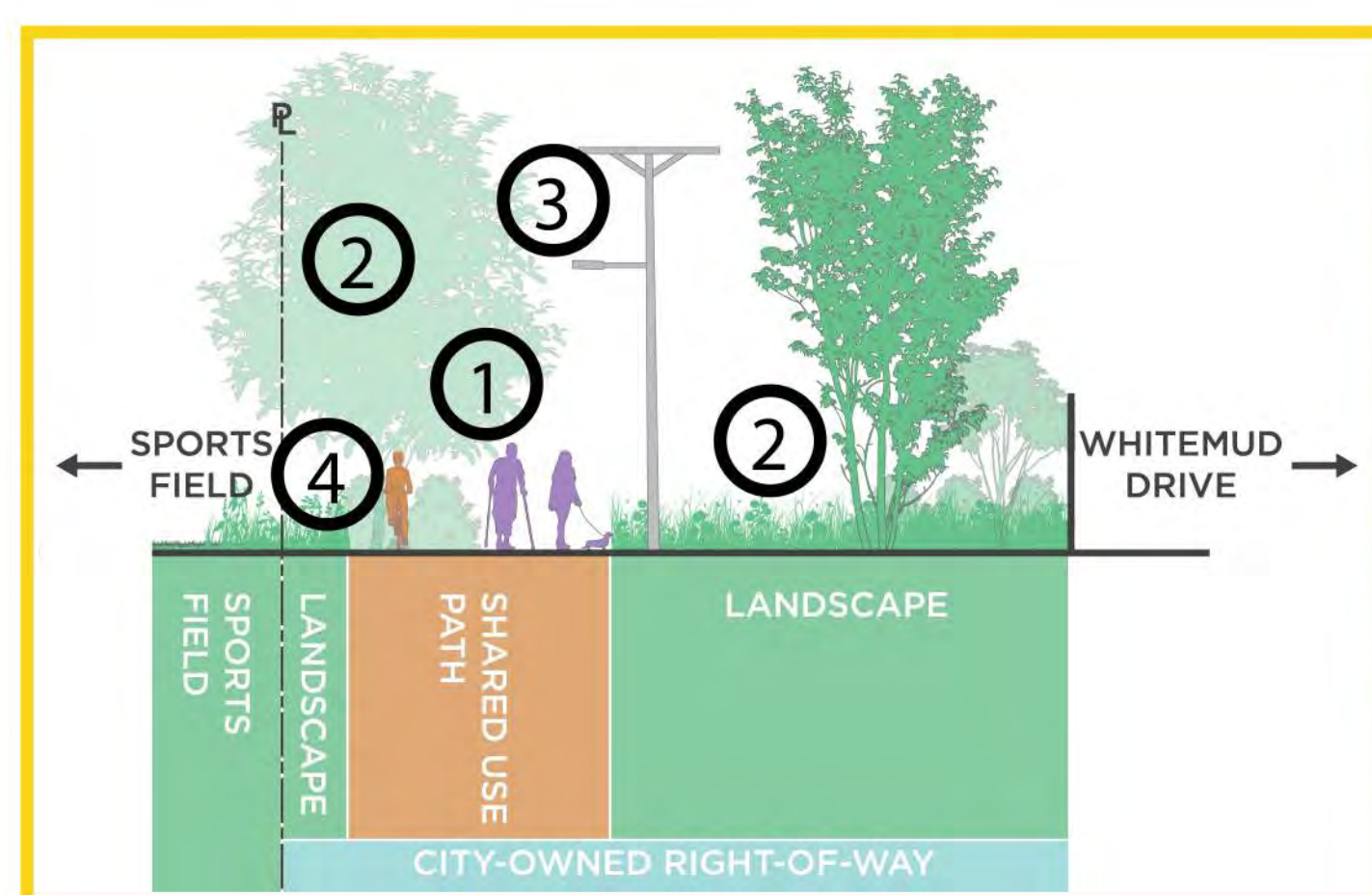
- Existing shared-use path is narrow
- Existing landscaping is overgrown
- Existing lighting is dim, creating dark spots
- Existing fence separates shared-use path from park

## Potential improvements



Create a 'welcome garden' with planting along the south side of 48 Avenue

Remove chain link fence, close alley to vehicle traffic, increase the width of the shared-use path and add new planting and seating



- Alley is removed and shared-use path is widened adding green space
- New planting creates a more pleasant environment for people walking and biking
- Upgrade existing lighting to LED lighting
- Fence is removed, expanding the open green space to the noise wall

## Benefits

- + Planting along 48 Avenue creates a welcoming arrival at the school and Community League Hall
- + Planting can create habitat for wildlife such as butterflies and bees
- + More space is created to widen the shared-use path and add seating
- + Removing the chain link fence creates a more open environment

## Trade-offs

- + Alley is closed, requiring people driving to find different routes

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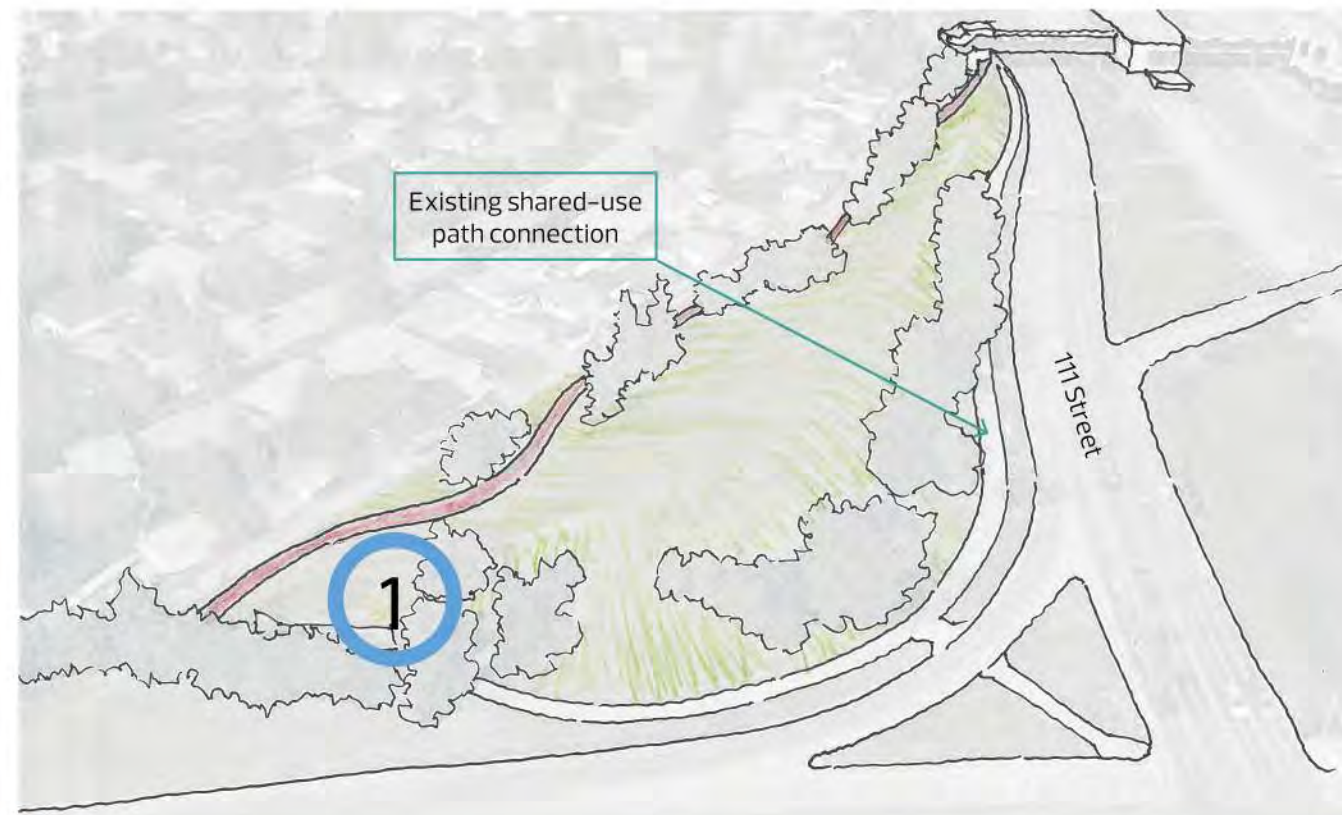
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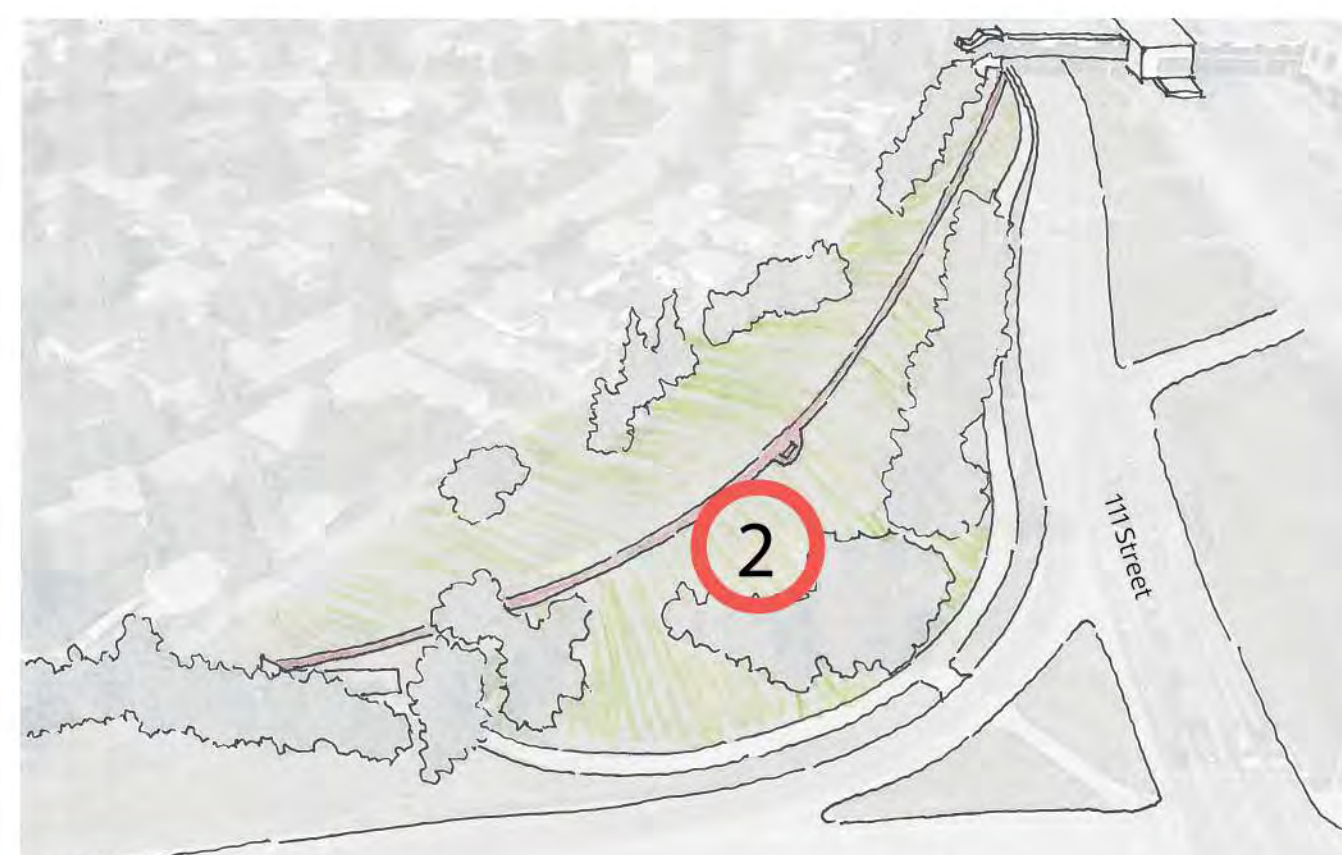
# 4. 111 Street berm

## Option 1



New shared-use path connection to the LRT pedway entrance along the east side of the alley where people currently walk in the grass

## Option 2



Add a new trail and seating along the top of the berm to encourage people to use the space

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\* See boards 3 & 5 for additional information on the shared-use path

## What we heard

- + Encourage purposeful activity on and around the berm
- + Improve accessibility for people walking and biking to/from the LRT station pedway

## Benefits

- + New shared-use path connection to the LRT pedway entrance along the east side of the alley provides a more direct connection for people walking and biking
- + New trail will encourage people to walk along the top of the berm exposing the berm to regular foot traffic

## Trade-offs

- + Potential tree or shrub removal to fit the shared-use path
- + New trail may promote more people to see into yards from the top of the berm

Learn more by going to: [edmonton.ca/BuildingMalmoPlains](https://edmonton.ca/BuildingMalmoPlains)

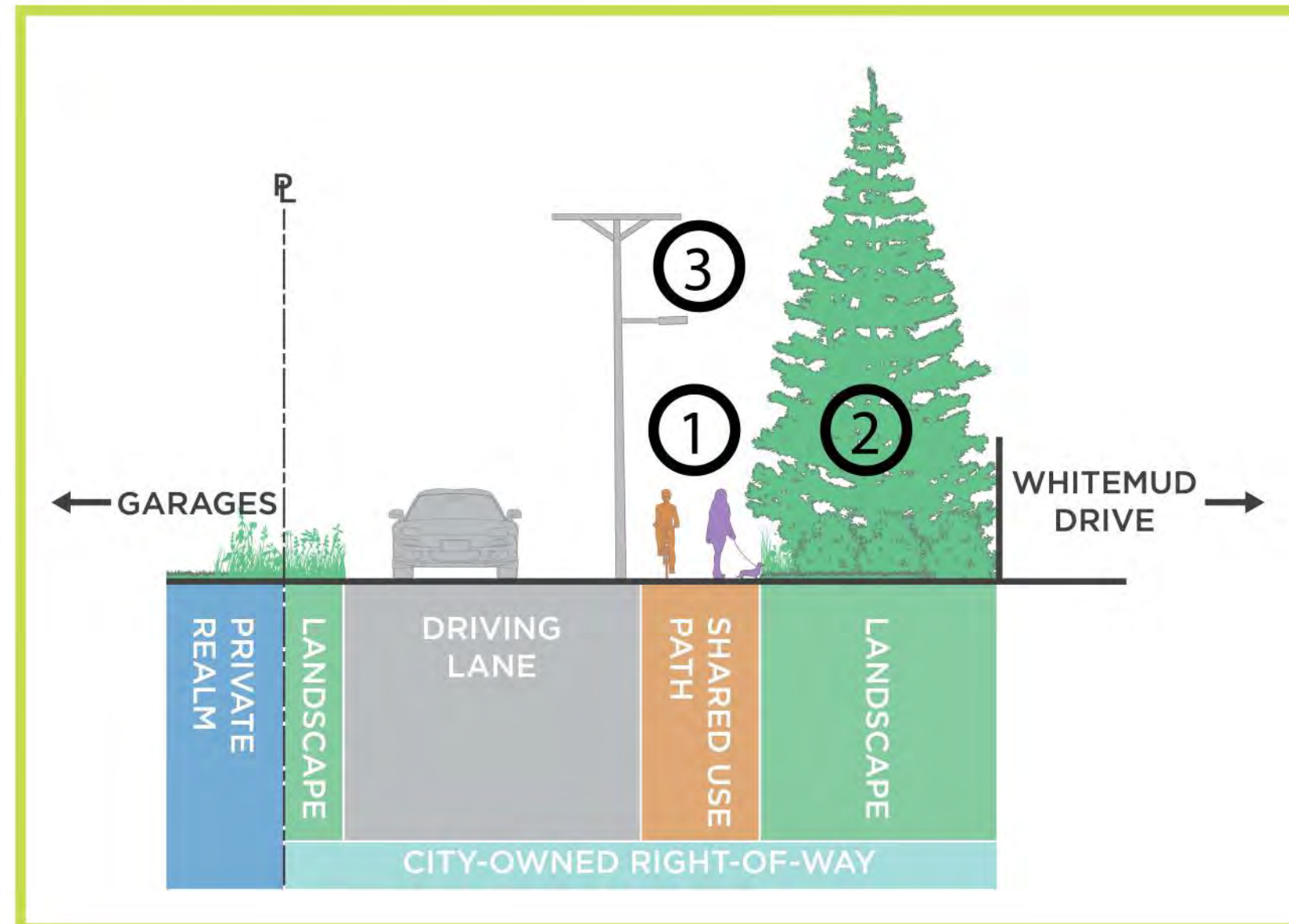
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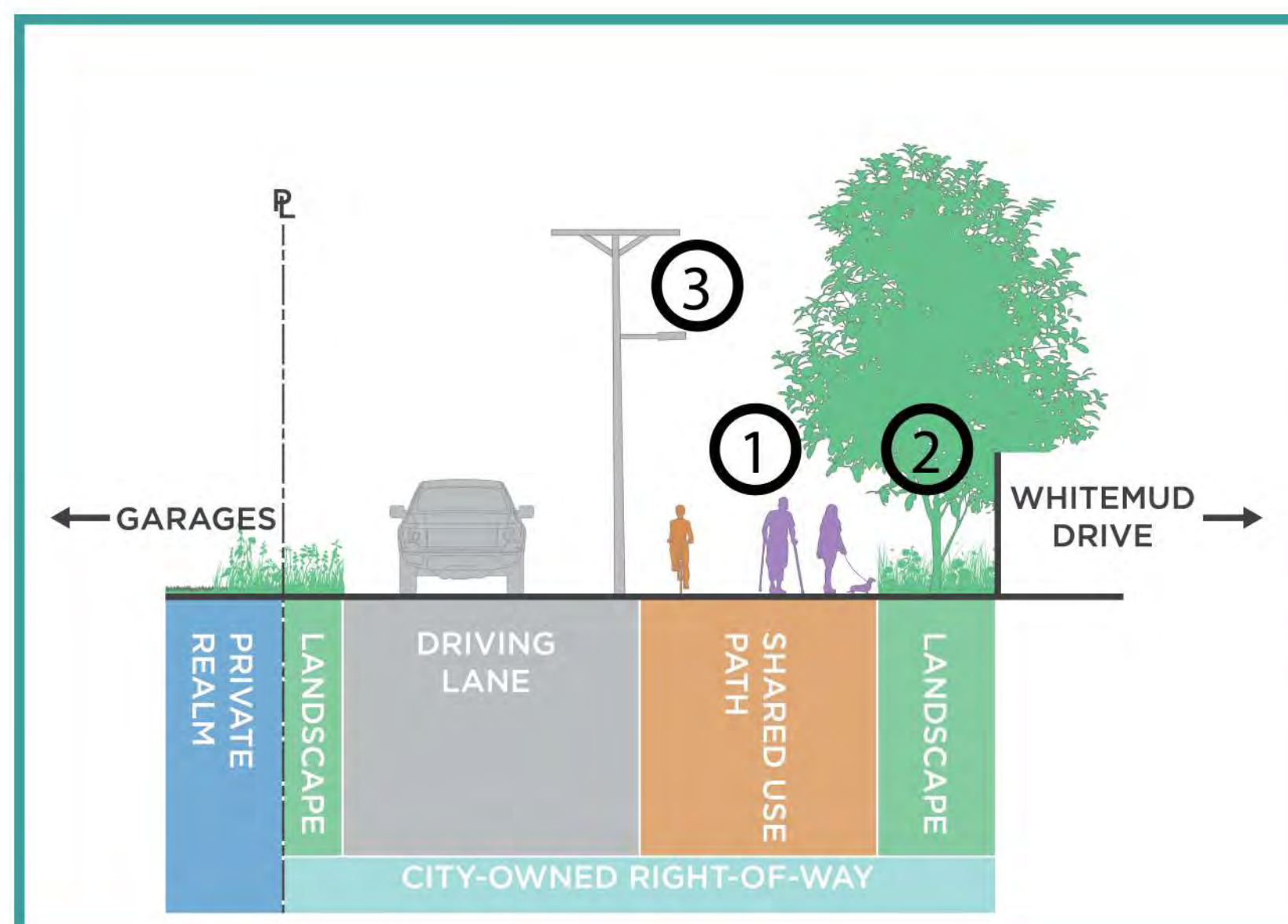
# 5. Shared-use path

## Existing conditions



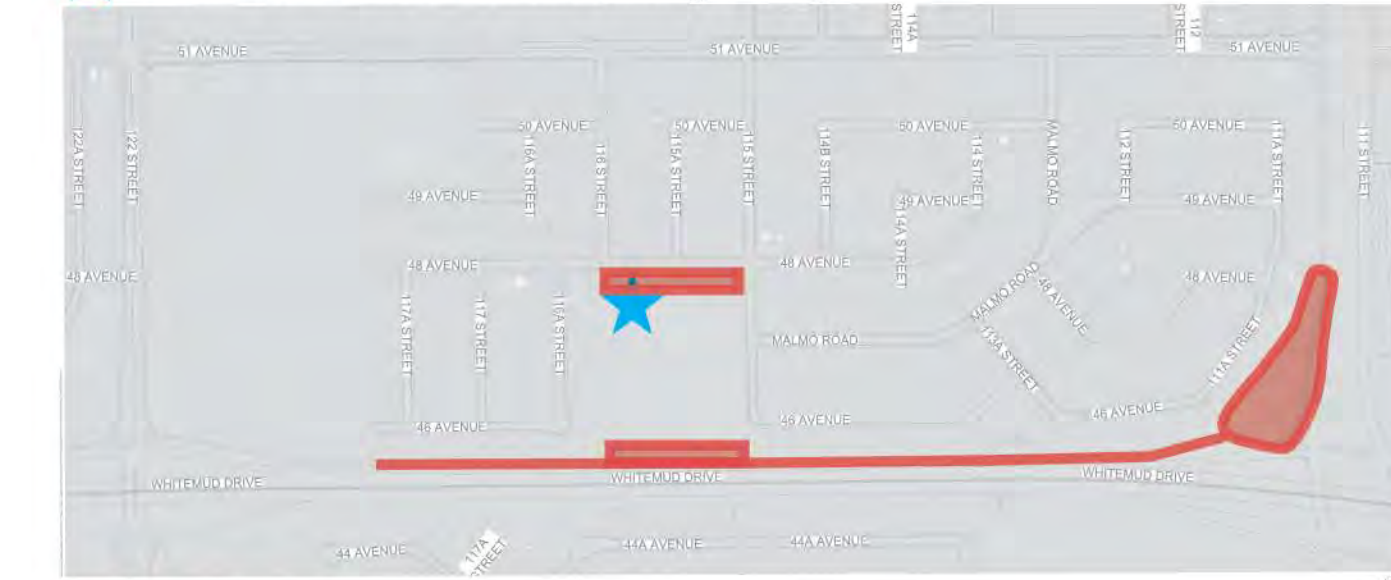
- ① Existing shared-use path is narrow
- ② Existing landscaping is overgrown
- ③ Existing lighting is dim, creating dark spots

## Potential improvements



- ① Existing shared-use path is widened
- ② Sight lines are improved by removal of existing shrubs
- ③ Upgrade existing lighting to LED lighting

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\* See boards 3 & 4 for additional information on the shared-use path

## What we heard

- + Improve conditions for people walking and biking on the shared-use path

## Benefits

- + Increased width of shared-use path provides a more comfortable space for people walking or biking
- + Removal of existing shrubs reduces issues with visibility and security
- + Improved lighting enhances safety for people walking or biking in the alley

## Trade-offs

- + Removal of existing shrubs and some existing trees is required

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# 6. Pocket park A

## What we heard (for pocket parks A & B)

- + Encourage activity and social interaction in the pocket parks
- + Develop a unique visual identity for Malmo Plains through beautification

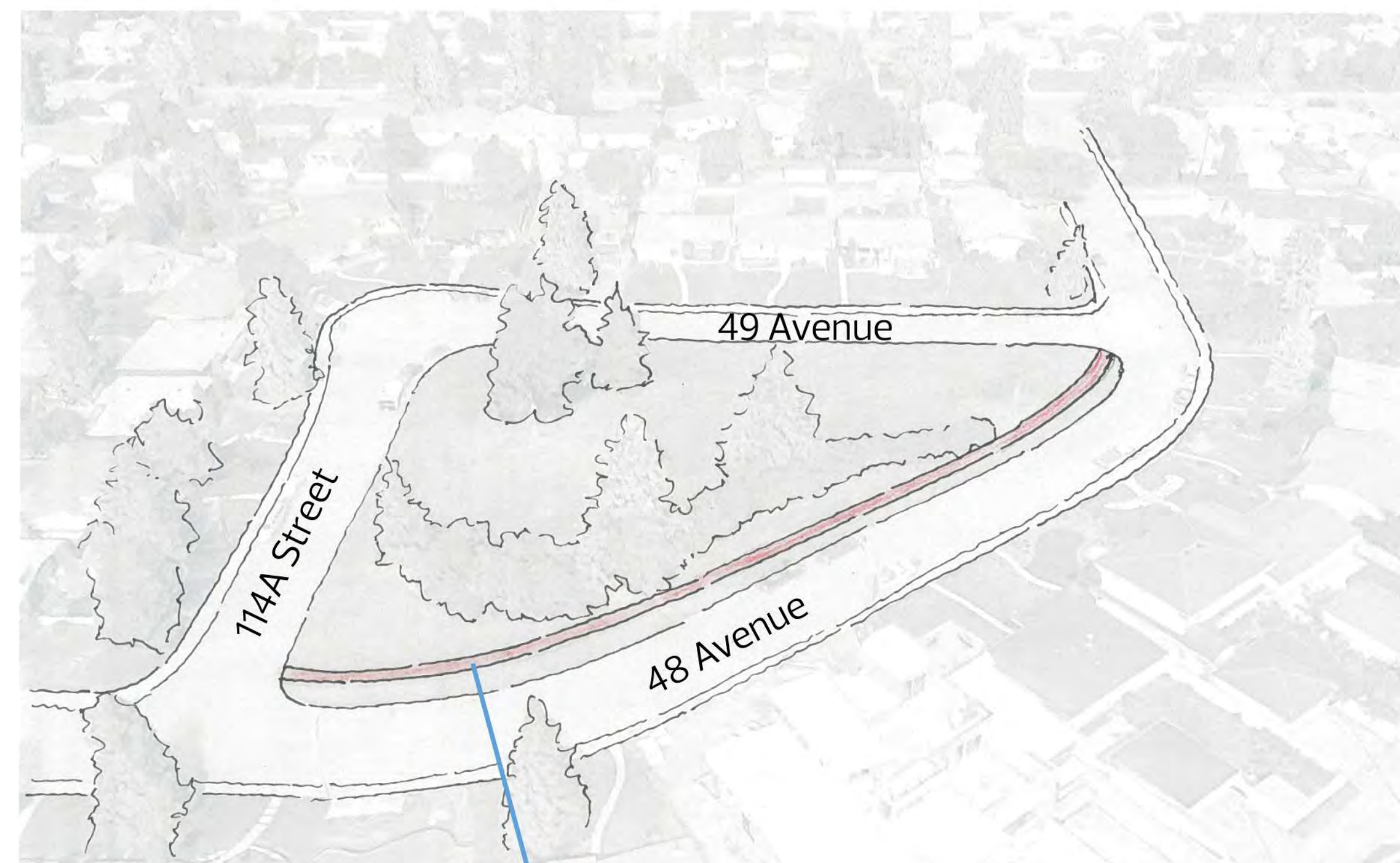
## Benefits

- + New sidewalk connection is created, improving the connection for people who walk along 48 Avenue and improving access to the park for people of all ages and ability year round

## Trade-offs

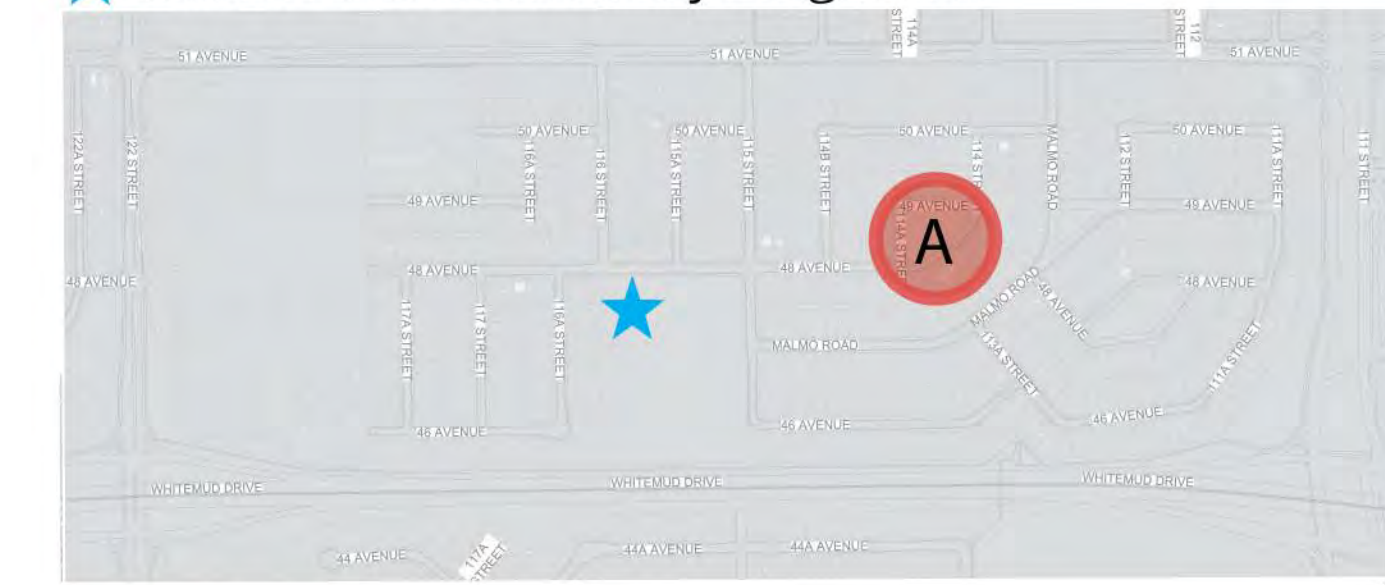
- + A small amount of green space is taken up by the sidewalk

## Potential improvements



New sidewalk along the north side of 48 Avenue

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## Existing conditions



Refer to boards 8 & 9 for other potential pocket park enhancements

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# 7. Pocket park B

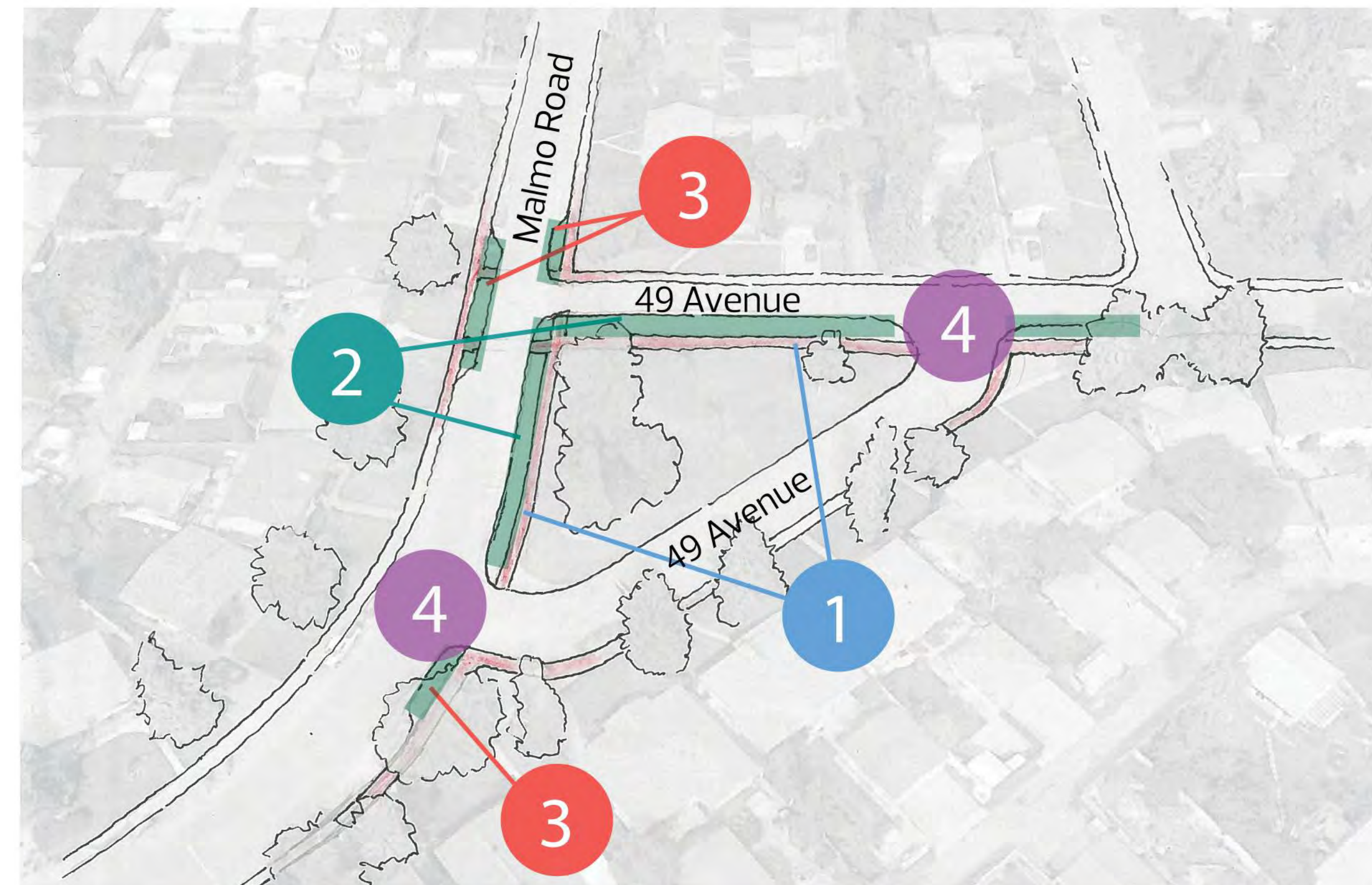
## Benefits

- + Adding curb extensions will help slow traffic down, reduce the crossing distance for people to cross the street and improve visibility for people driving and walking
- + Opportunities for landscaping
- + Improved sight lines for people who walk and drive
- + New sidewalk connections provided along east side of Malmo Road and south side of 49 Avenue to improve connections for people who walk along 49 Avenue and Malmo Road
- + New boulevards provide an opportunity for tree planting and increase the green space of the park

## Trade-offs

- + Loss of parking on the east side of Malmo Road and the south side of 49 Avenue
- + May result in some loss of parking directly in front of homes on Malmo Road where curb extensions are added at 49 Avenue

## Potential improvements



- 1 New sidewalks
- 2 Parking removed to increase the size of the park and add curb extensions
- 3 New curb extensions to slow vehicles on Malmo Road
- 4 Intersections re-aligned to improve sight lines for drivers of all ages

Refer to boards 8 & 9 for other potential pocket park enhancements

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## Existing conditions



Learn more by going to: [edmonton.ca/BuildingMalmoPlains](https://edmonton.ca/BuildingMalmoPlains)

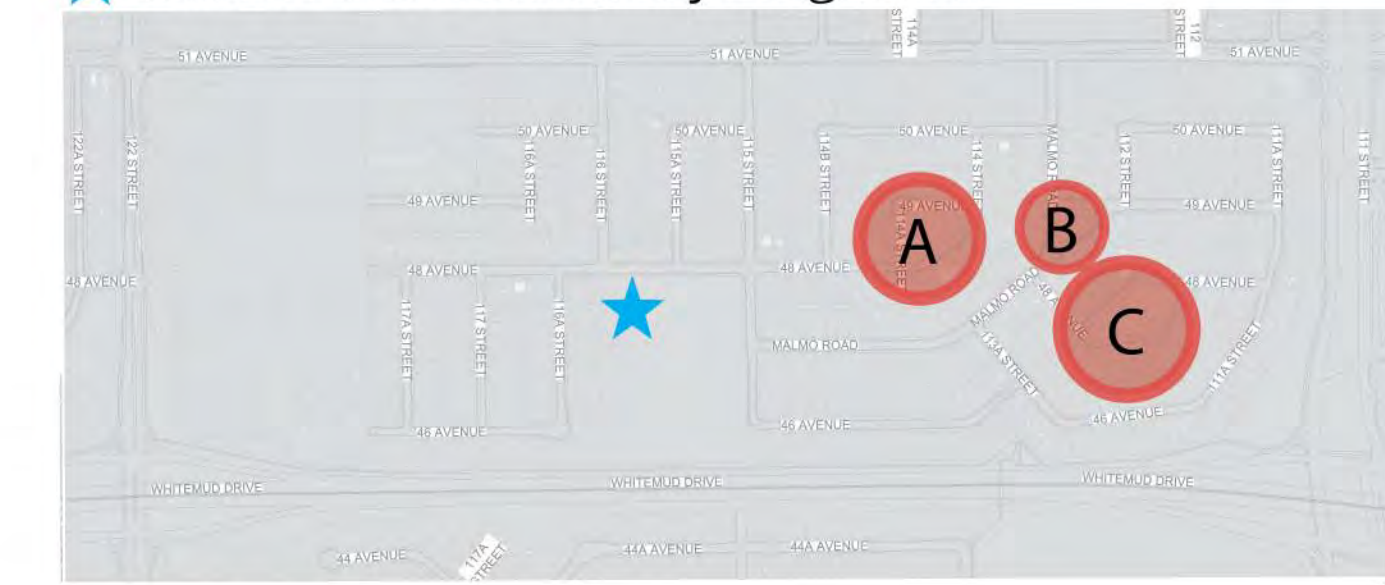
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# 8. Pocket park enhancements

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## New trees



### Benefits

- + Physically separates people from the roadway if planted next to the curb
- + Trees provide shade as well as some protection from the wind
- + Trees provide habitat for animals such as birds and squirrels
- + Improves the appearance of the street
- + Opportunity for trees to collect rain water run-off

## Boulder play features



### Benefits

- + Provides an opportunity for imaginative play
- + Supports the development of gross motor skills in young children
- + Can be used for seating
- + Encourages activity in the park as well as social interaction

## Game boards



### Benefits

- + Encourages activity in the park as well as social interaction

Trade-offs specific to each enhancement and location will be explored at the next event

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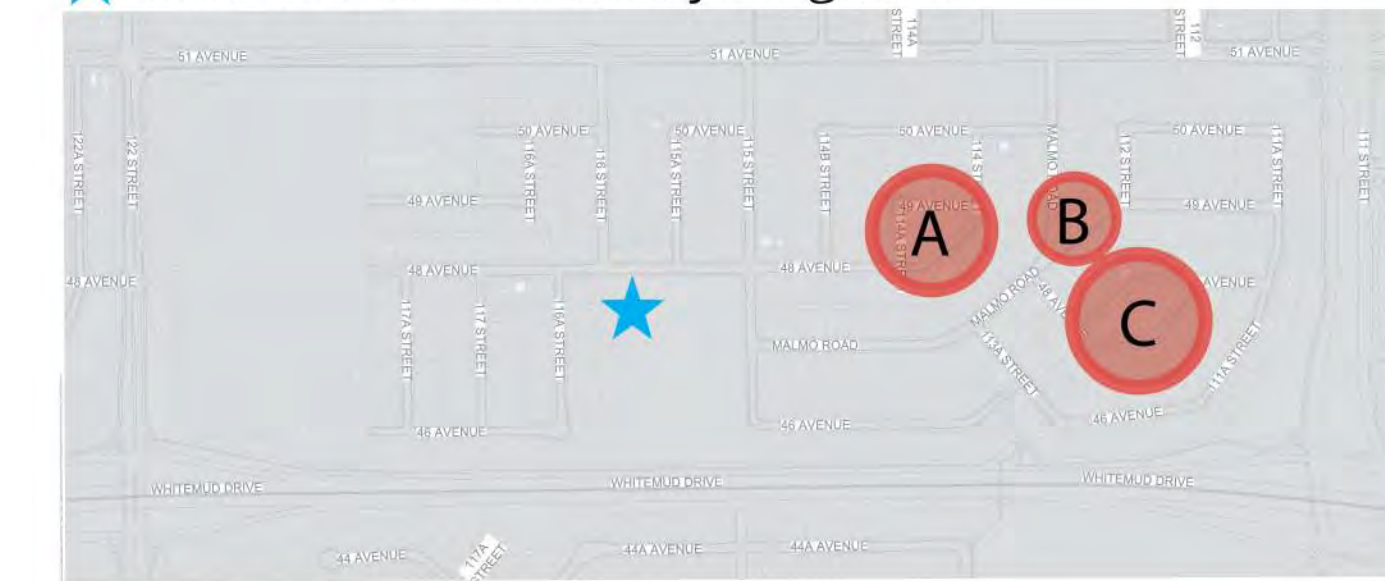
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# 9. Pocket park enhancements

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## Community gardens



### Benefits

- + Provides an opportunity to grow food locally, in the neighbourhood
- + Encourages social interaction

## Seating area



### Benefits

- + Provides an opportunity to sit in the park and appreciate the natural surroundings for people of all ages
- + Encourages social interaction
- + Picnic tables can be used for larger gatherings

## Shade Structure



### Benefits

- + Combined with benches or a picnic table to provide some weather protection
- + Creates a focal point for community gathering

## Planting



### Benefits

- + Provides visual interest, through all seasons
- + Creates habitat for insects and other small animals
- + Opportunity for planting to collect and use rain water run-off

Trade-offs specific to each enhancement and location will be explored at the next event

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# 10. 51 Avenue intersections

## What we heard

- + Improve crossings of 51 Avenue for people walking and biking
- + Create welcoming entrances to the community

## Proposed signal upgrades

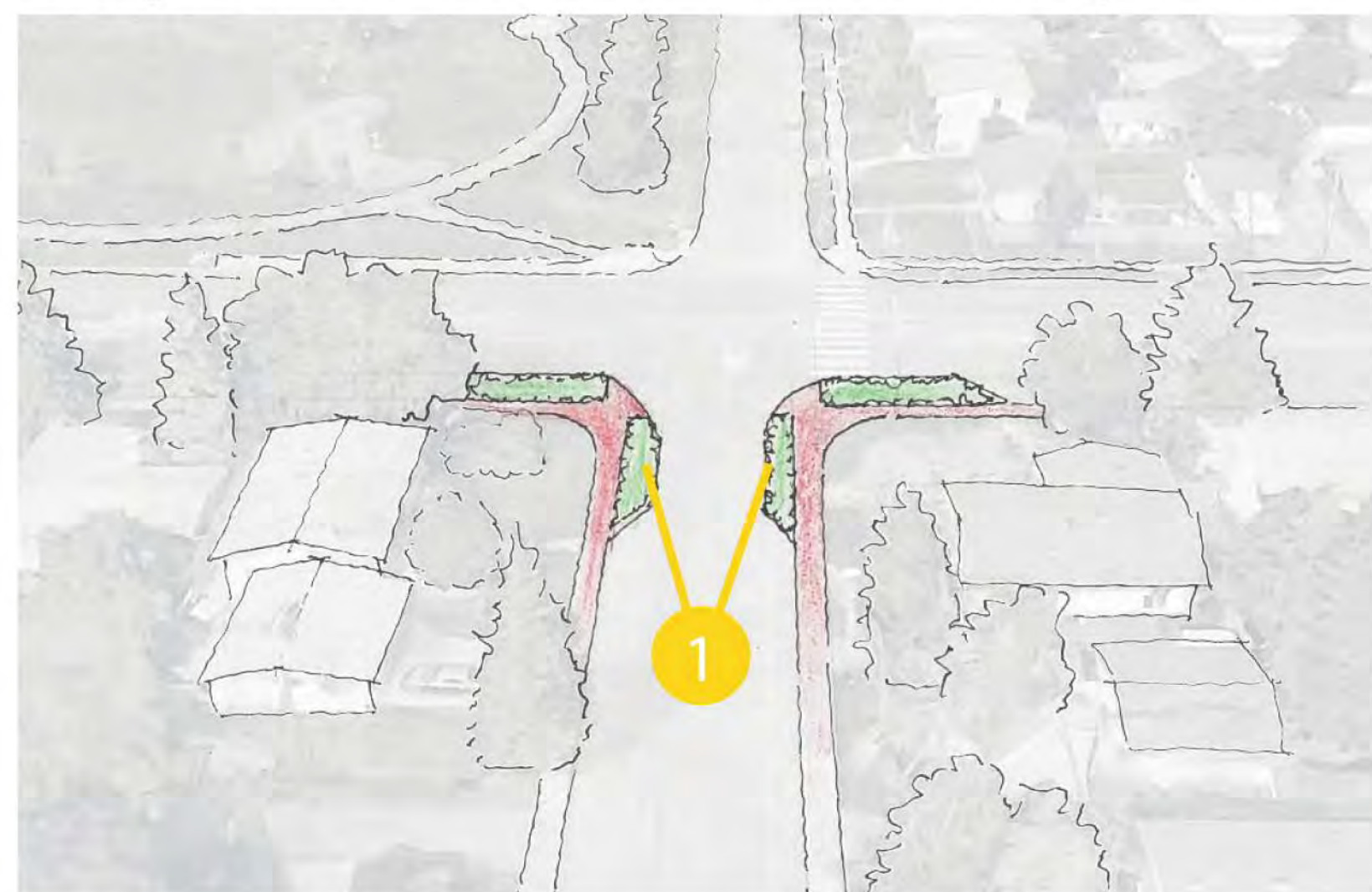


1 \*116 Street: new pedestrian activated flashing yellow lights

2 \*115 Street: new pedestrian and bike activated traffic signal

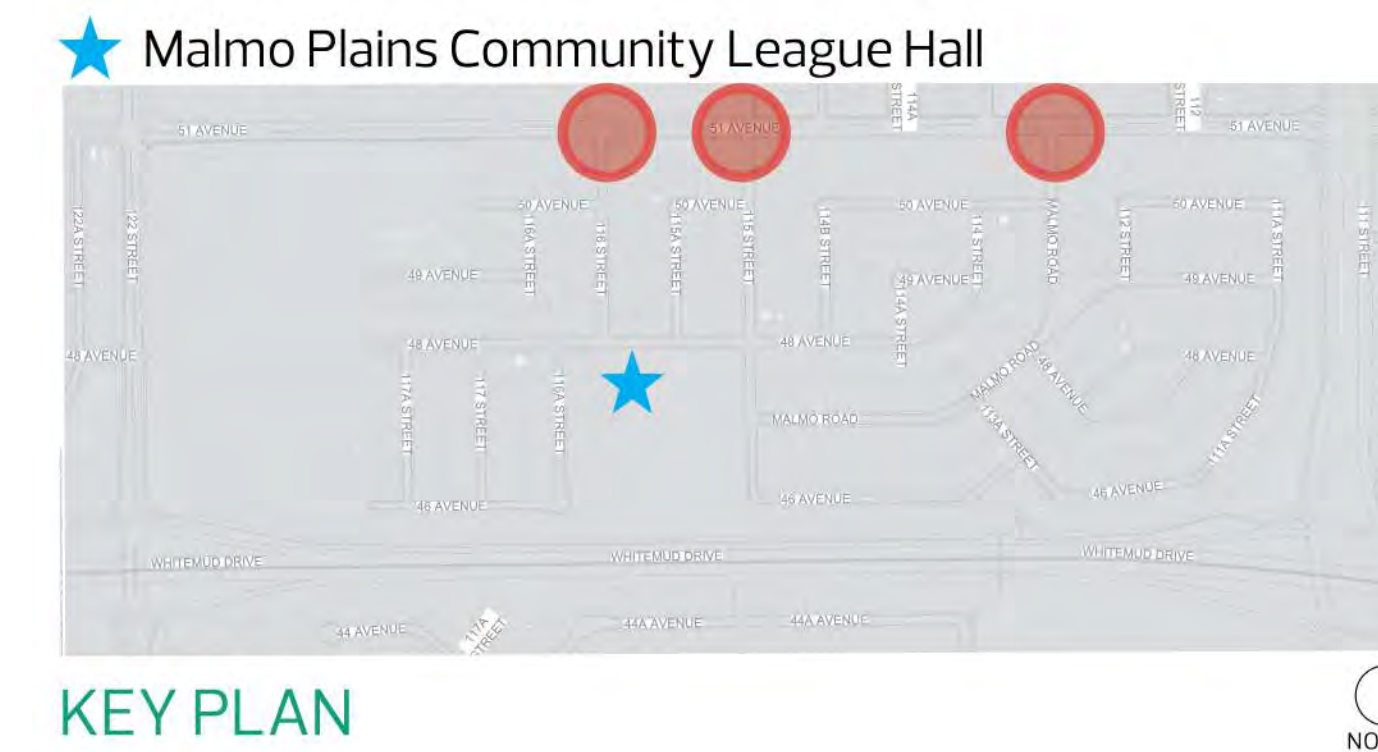
\*All signal upgrades are subject to assessment

## Proposed curb extension entry features



1 New curb extensions and planting on 51 Avenue and intersecting streets (116 Street, 115 Street and Malmo Road)

Learn more by going to: [edmonton.ca/BuildingMalmöPlains](https://edmonton.ca/BuildingMalmöPlains)



## Benefits

- + New traffic signals will improve safety and accessibility for people crossing 51 Avenue
- + New curb extensions with planting will create a welcoming entrance to the neighbourhood
- + Curb extensions will help slow traffic down entering the neighbourhood
- + Curb extensions reduce the crossing distance for people to cross the street
- + Curb extensions improve visibility for people driving and walking

## Trade-offs

- + Some parking may be lost on 51 Avenue and on the intersecting streets (116 Street, 115 Street and Malmo Road) due to the curb extensions

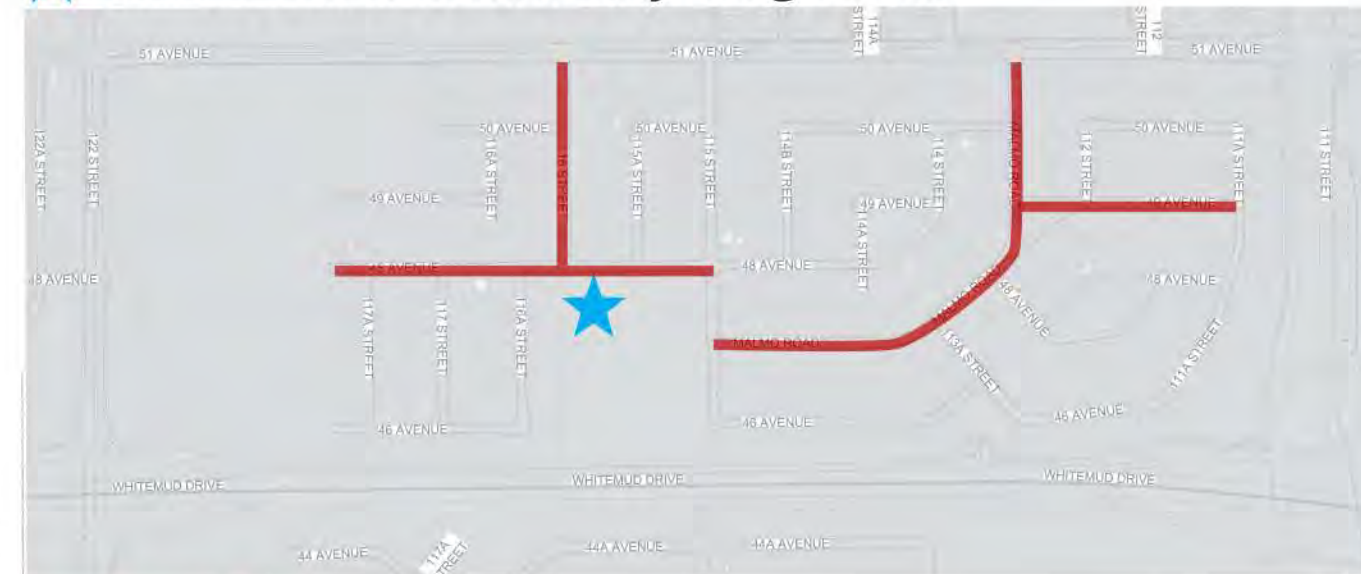
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# 11. Sidewalk improvements

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## What we heard

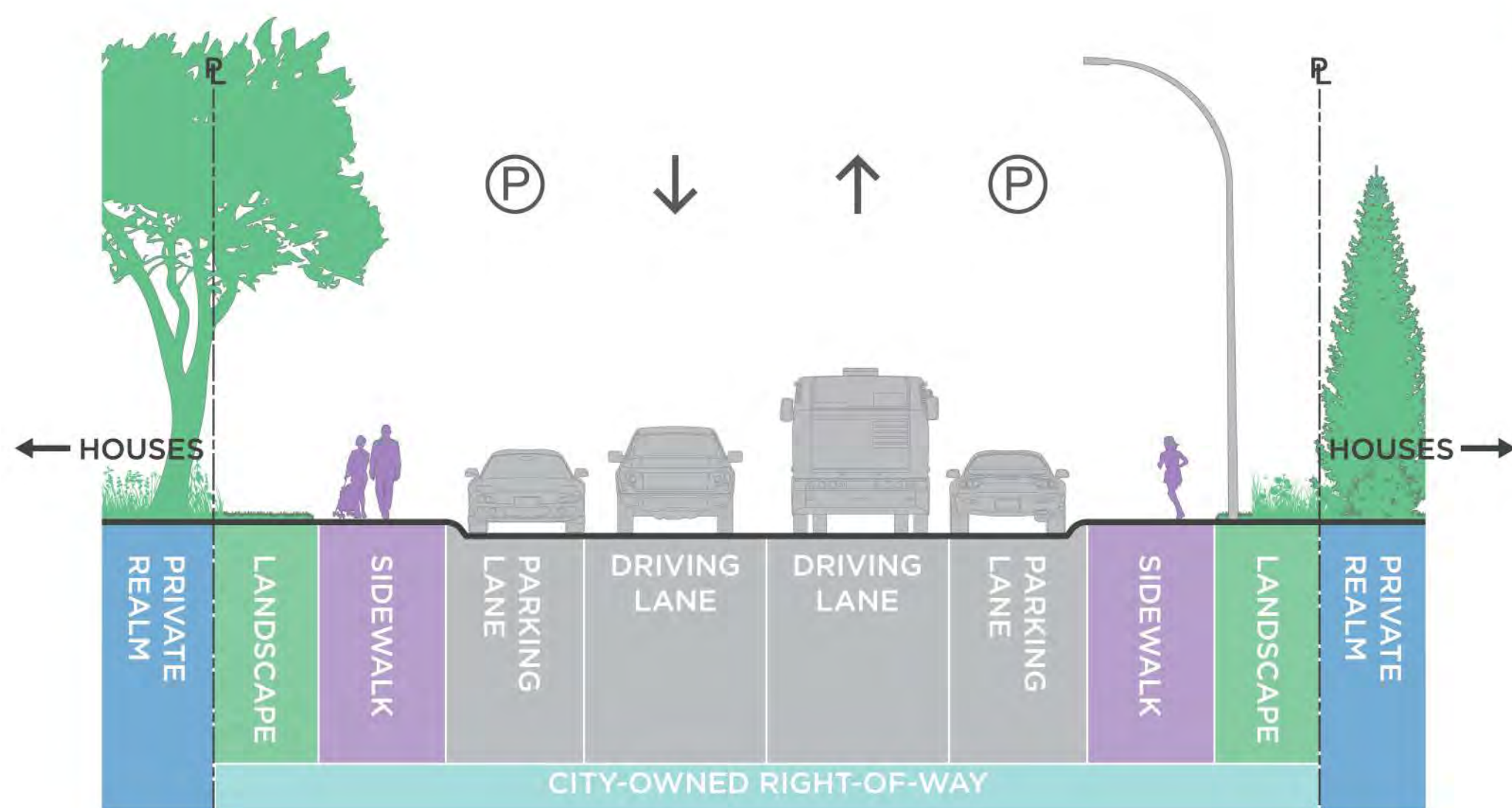
- + Improve accessibility and comfort for people walking along key walking routes
- + Improve the appearance of the street by adding tree planting (Option 2 only)

## Locations

These improvements are proposed for the following streets:

- + 116 Street between 51 Avenue and 48 Avenue
- + 48 Avenue between Michener Park and 115 Street
- + Malmo Road between 51 Avenue and 115 Street
- + 49 Avenue between Malmo Road and 111A Street

## Option 1: widened sidewalk beside the curb



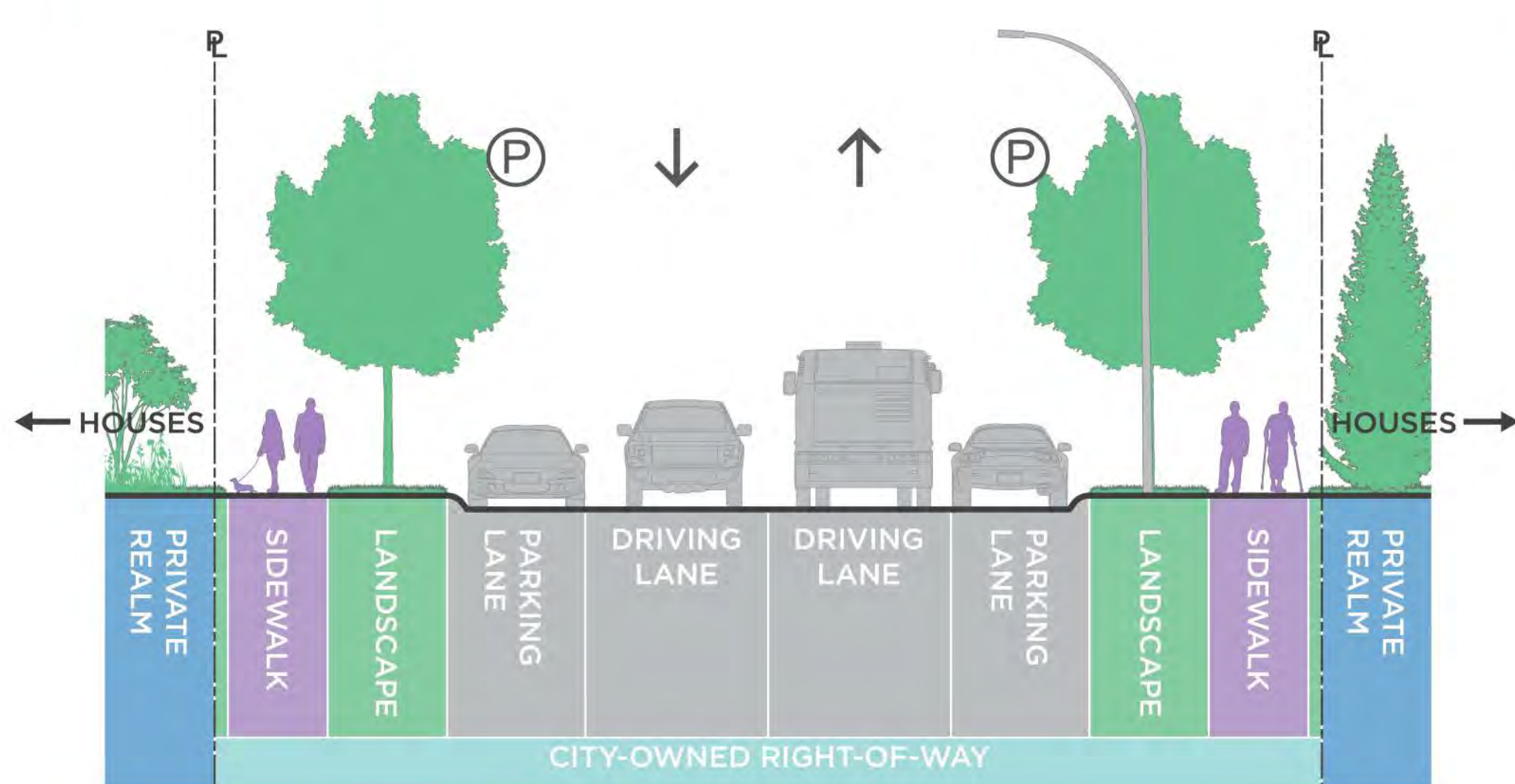
## Benefits

- + Wider sidewalk provides more walking space for people of all abilities and increases the distance from vehicle traffic

## Trade-offs

- + Sidewalk takes up some of the existing landscape area in front of residences on City right-of-way

## Option 2: separate sidewalk and boulevard with tree planting



## Benefits

- + Wider separate sidewalk provides more walking space for people of all abilities and further increases the distance from vehicle traffic
- + Trees can be planted in the boulevard, providing shade and protection from the wind as well as improving the appearance of the street

## Trade-offs

- + Sidewalk is shifted closer to the property line which takes up some of the existing landscape area in front of residences on City right-of-way

## Examples (option 2)



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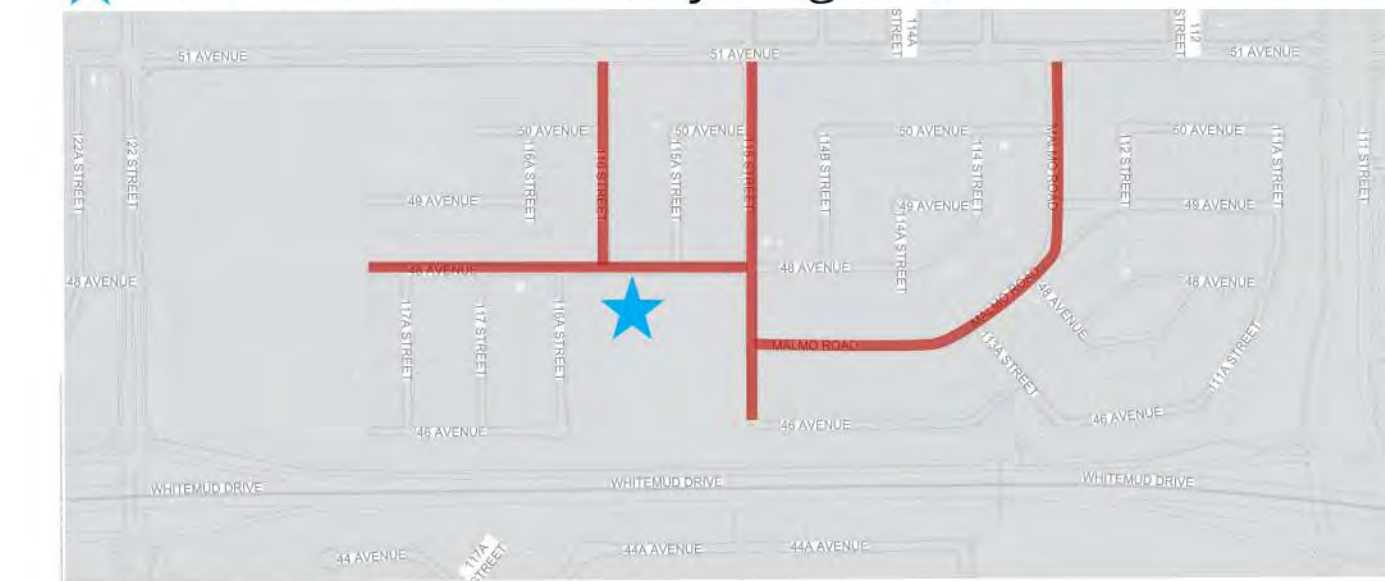
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# 12. Traffic calming curb extensions

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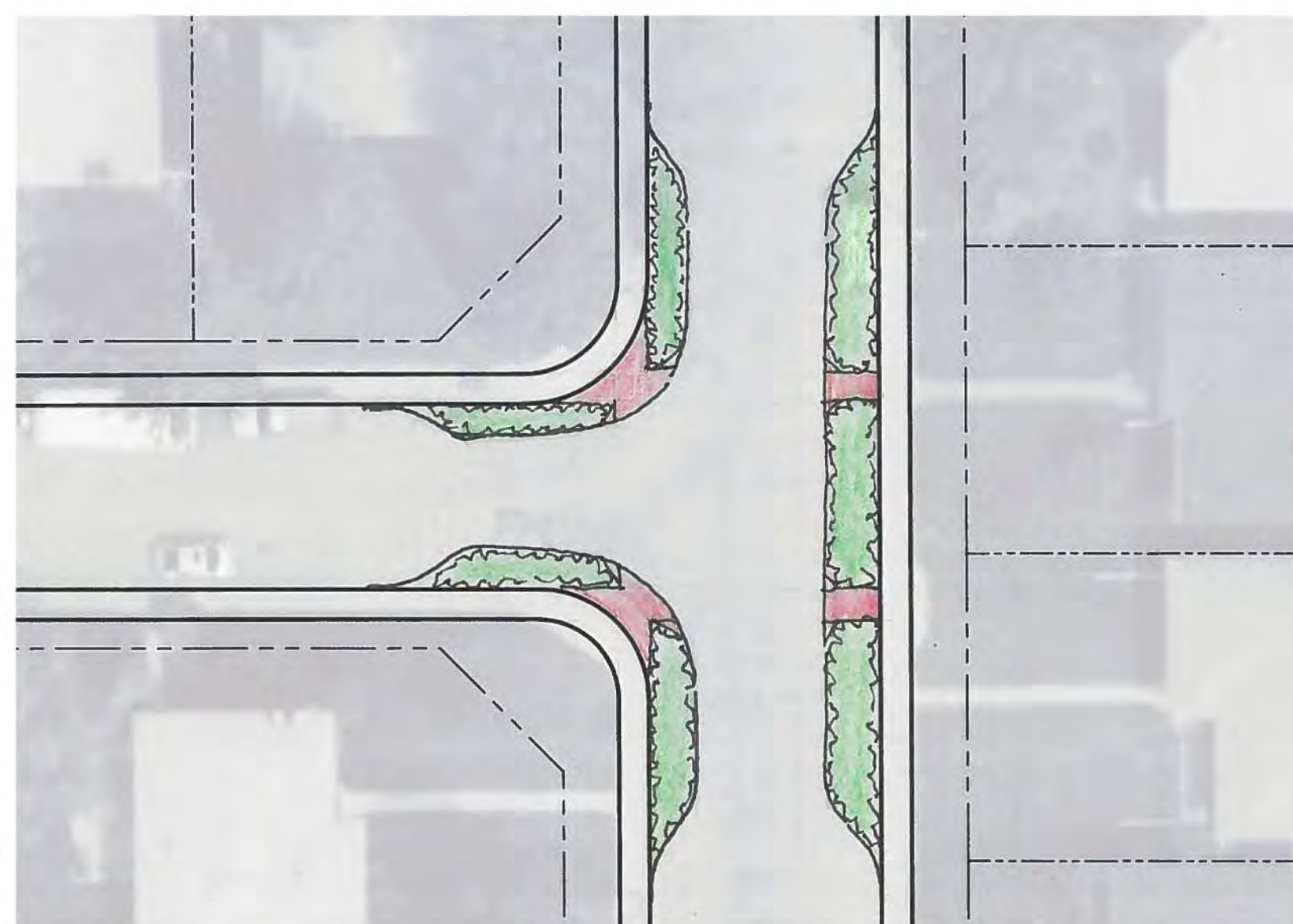
KEY PLAN



## Proposed curb extension locations



## Potential Improvements



## What we heard

- + Improve visibility of people walking
- + Improve the appearance of the street through planting
- + Slow traffic in key areas

- Curb extensions not on a bike route
- Curb extensions on 115 Street are dependent upon which bike facility type is selected. Refer to boards 14 - 16.

## Benefits

- + May encourage slower traffic speeds
- + Planting in curb extensions improves the appearance of the roadway and are maintained by the City
- + Curb extensions make people walking more visible to people driving
- + Reduced crossing distances for people walking
- + Opportunity for planting in curb extensions to collect rain water run-off

## Trade-offs

- + Some on-street parking may be lost where curb extensions are located

## Examples



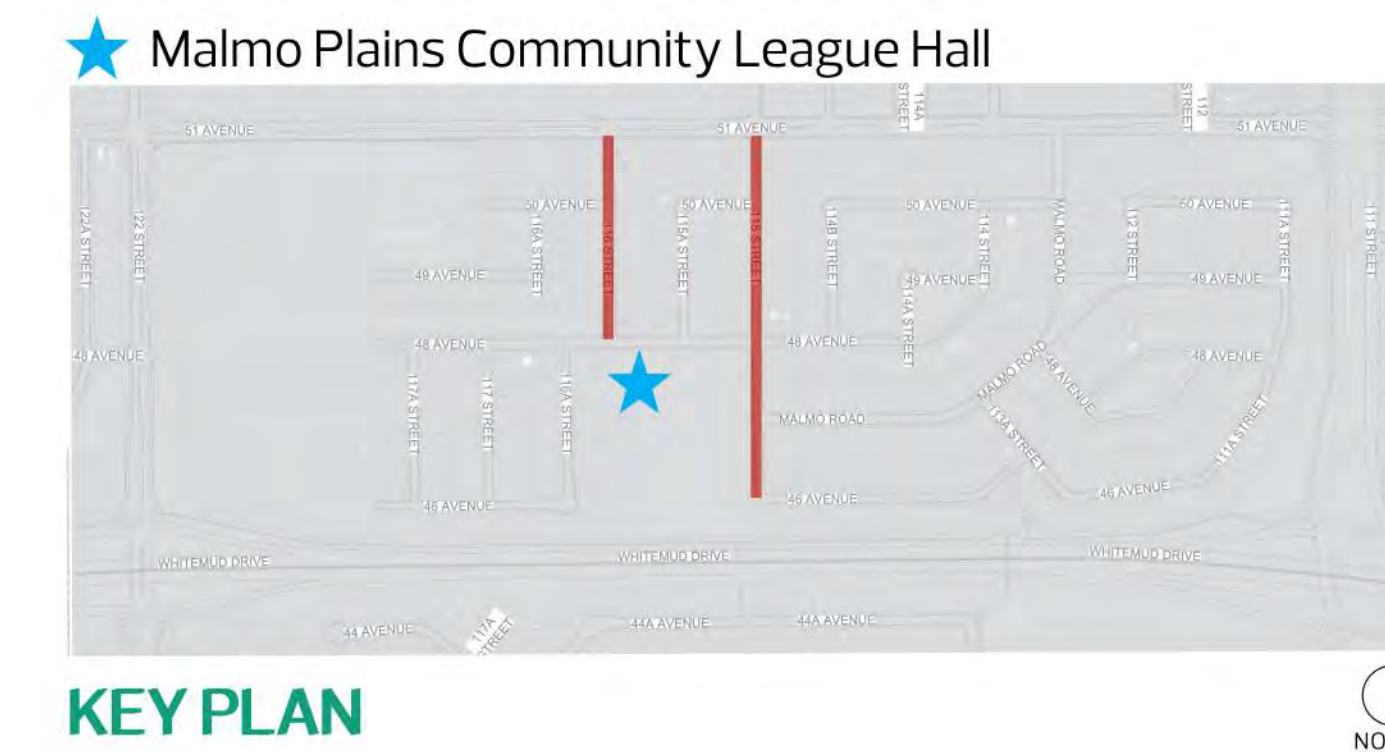
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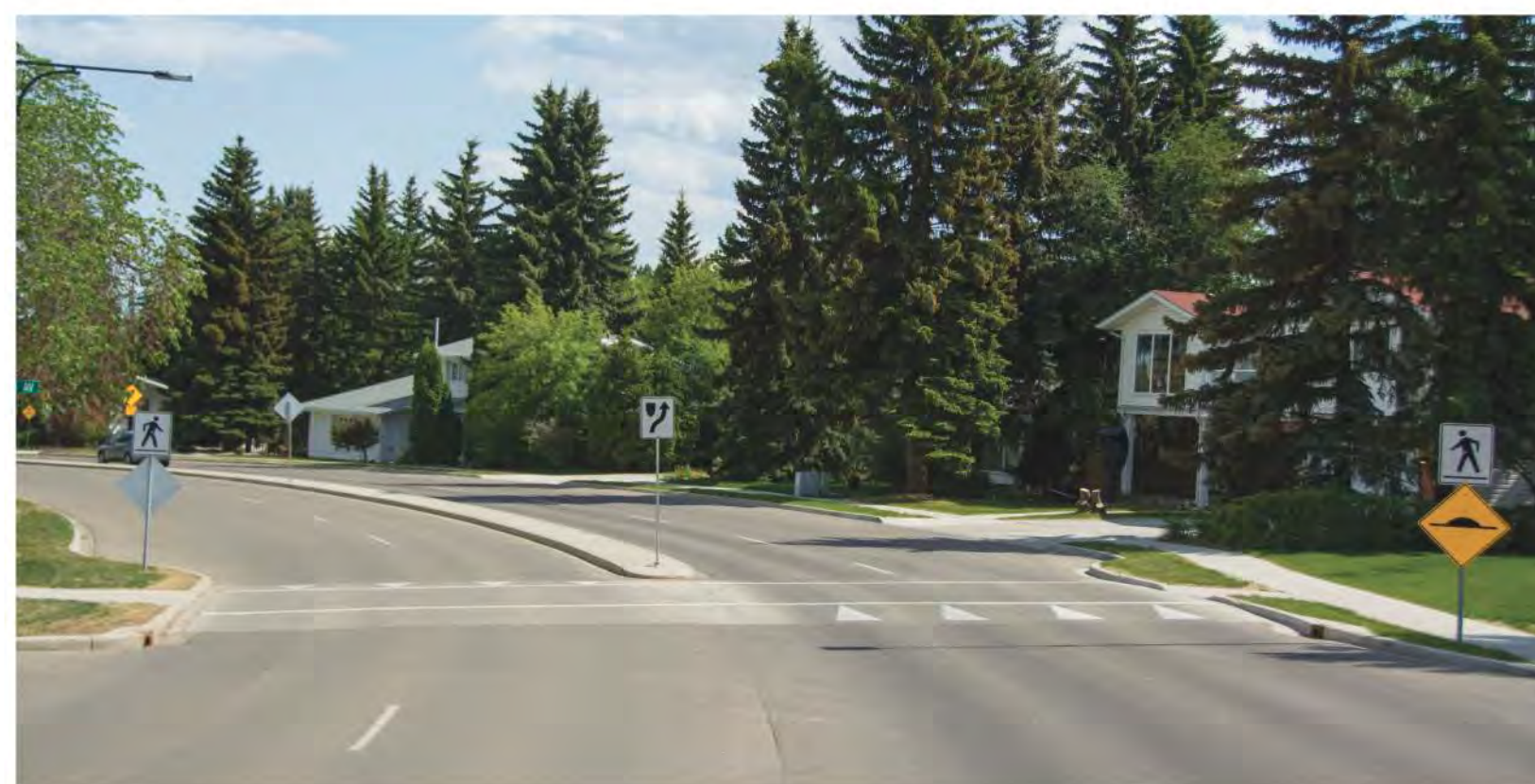
# 13. Traffic calming raised crosswalks



## Proposed raised crosswalk locations



## Example



### What we heard

- + Slow traffic in key areas
- + Improve visibility of the crosswalk
- + Improve comfort of people walking in all seasons

### Benefits

- + Can encourage slower traffic speeds
- + Makes crosswalk more visible
- + Increases driver awareness of the crosswalk
- + Reduces the slope of curb ramps
- + May keep crossing drier in all seasons
- + May enhance accessibility for people of all ages and abilities

### Trade-offs

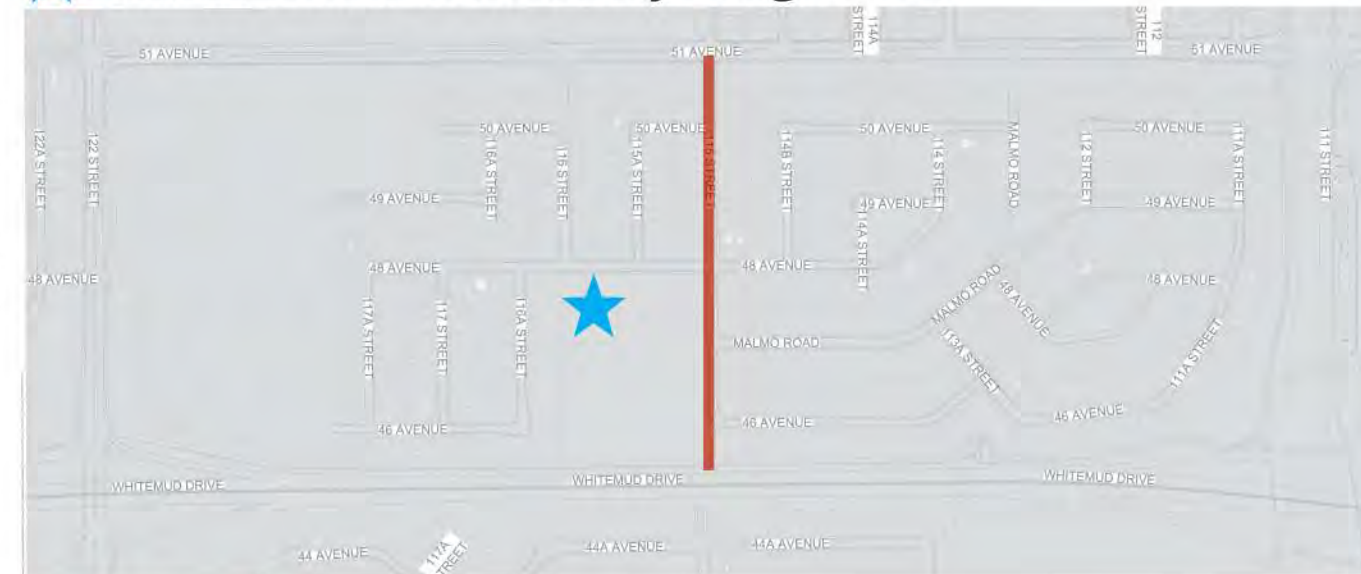
- + Can be uncomfortable for transit passengers
- + May increase traffic noise due to braking and accelerating
- + Some people who drive may avoid roads with raised crosswalks resulting in more traffic in other areas

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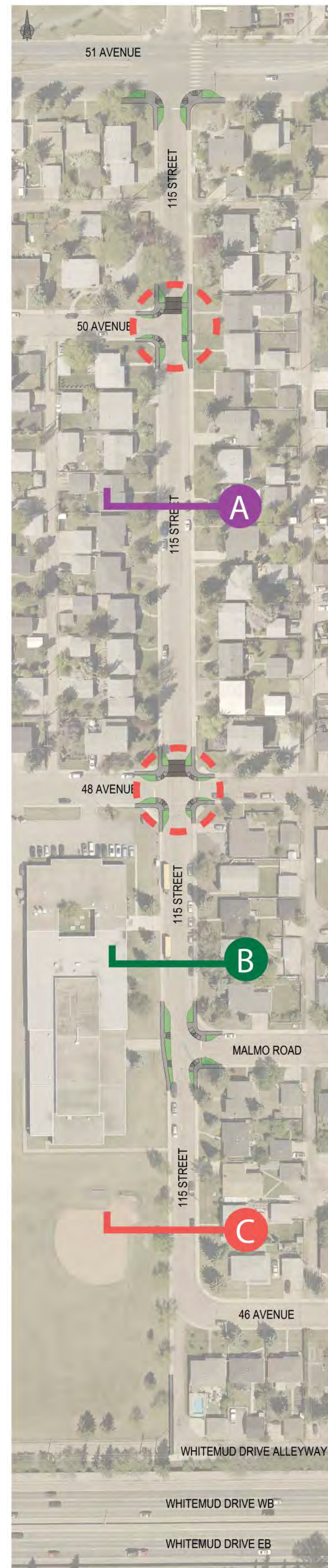


KEY PLAN



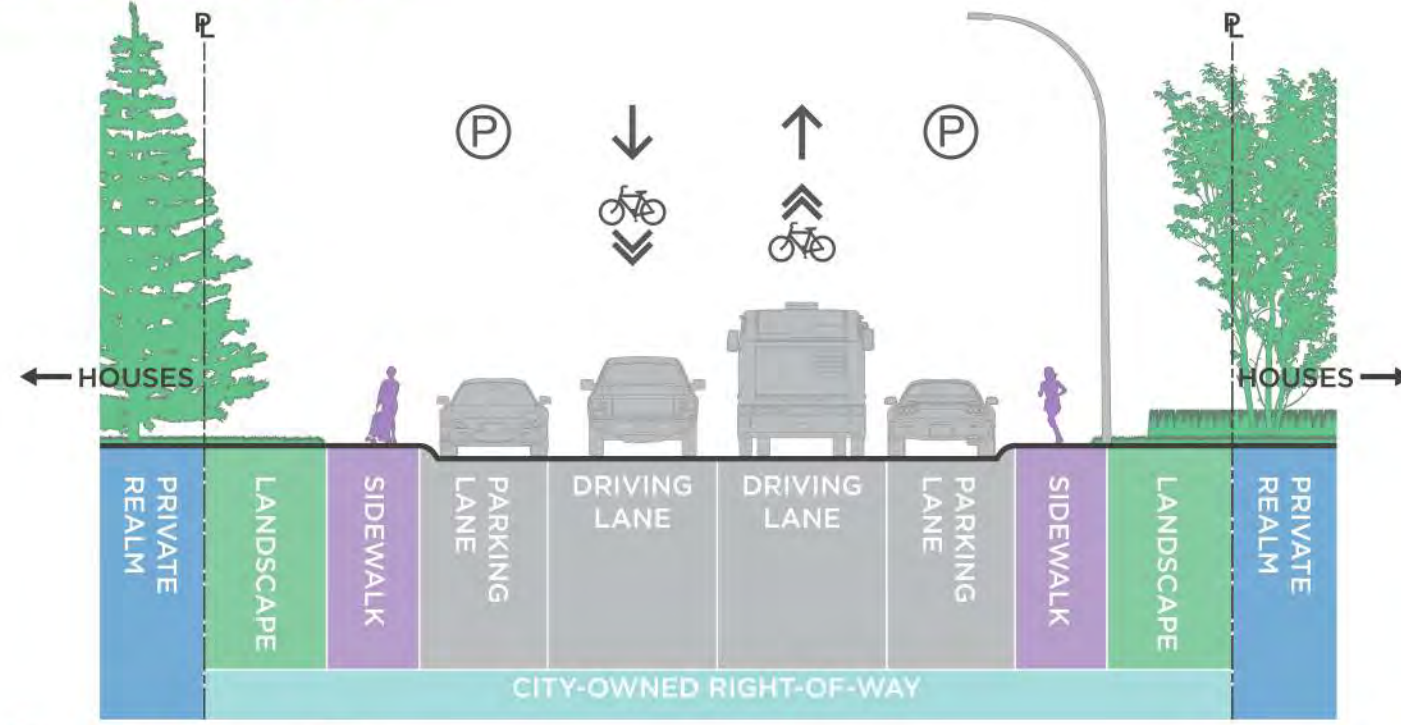
# 14. 115 Street option 1

Option 1 proposes maintaining the shared roadway for people biking and driving with the addition of curb extensions at intersections to slow traffic. Existing sidewalks on both sides are widened to improve conditions for people walking.

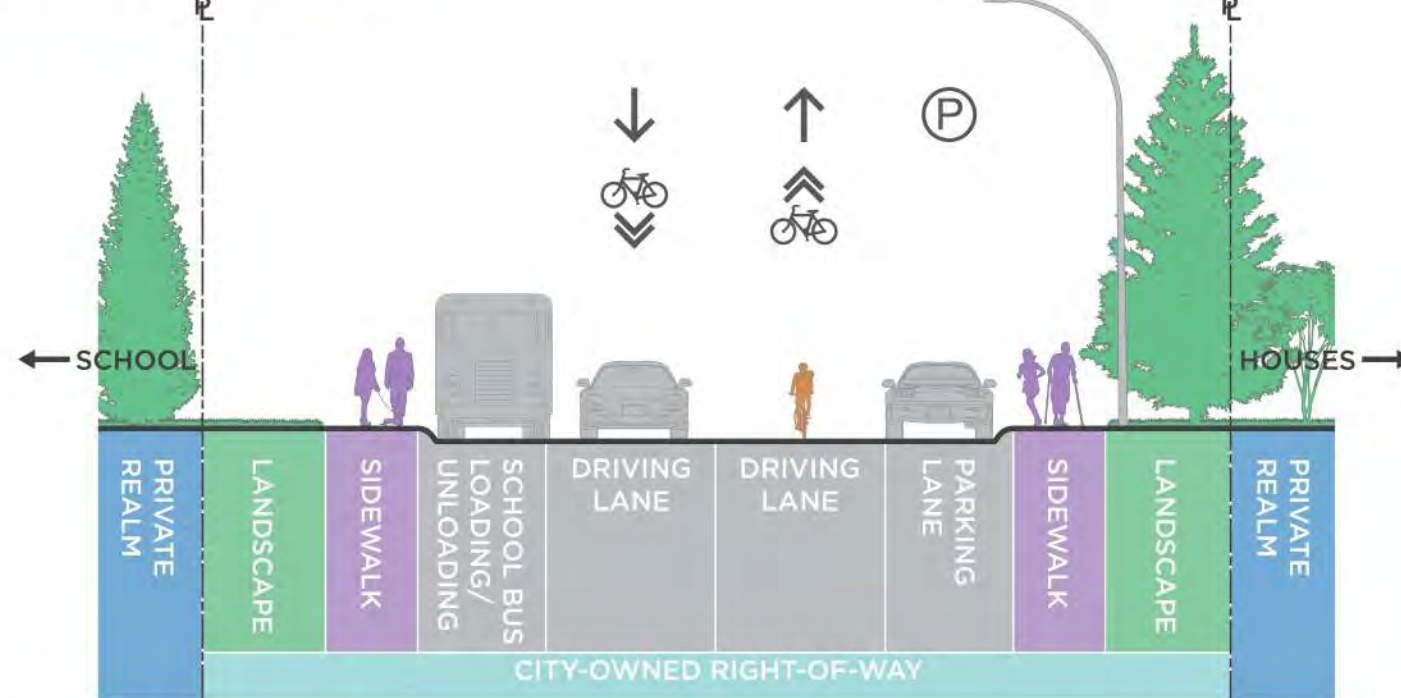


 Proposed raised crosswalk either on the North or South side

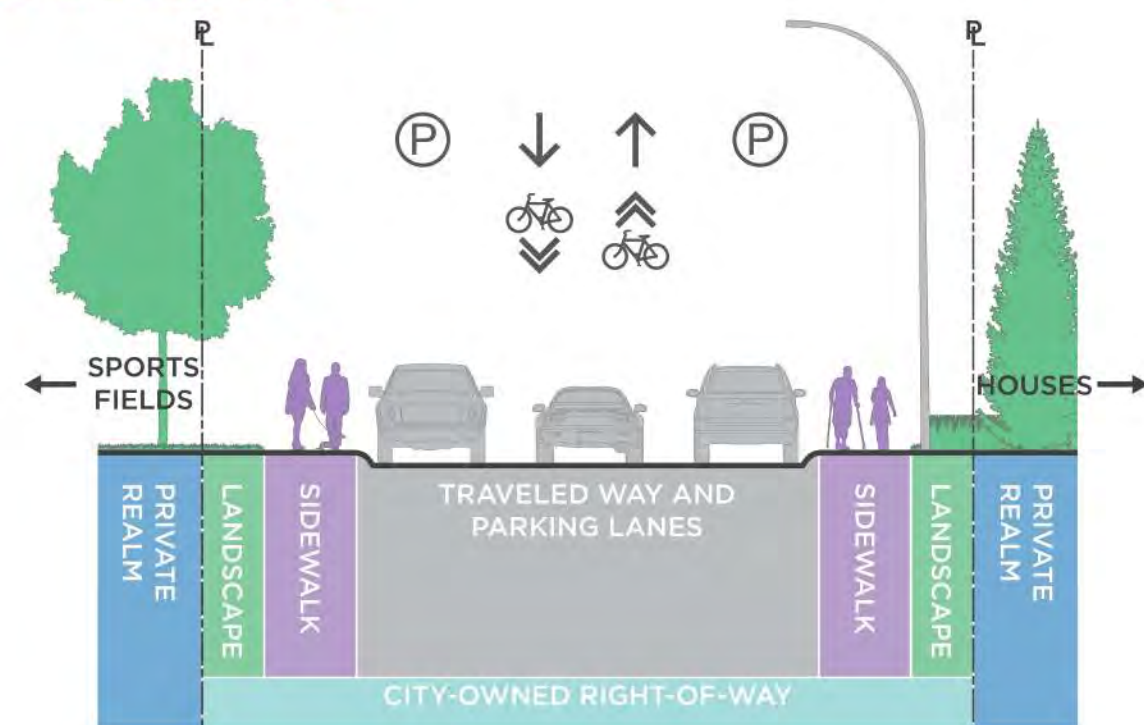
## Section A



## Section B



## Section C



## Benefits

- + Parking is retained on both sides of 115 Street, except at curb extensions
- + Wider sidewalks provide more walking space for people of all abilities and increases the distance from traffic

## Trade-offs

- + People driving and biking continue to share the roadway
- + Roadway is cleared to a level snow pack making biking in winter more challenging
- + Some existing landscape area in City right-of-way is taken up by widened sidewalks
- + Raised crosswalks may be uncomfortable to bike over

## What we heard

- + Improve accessibility and comfort for people walking and biking

Additional benefits and trade-offs for curb extensions and raised crosswalks are described on boards 12 & 13

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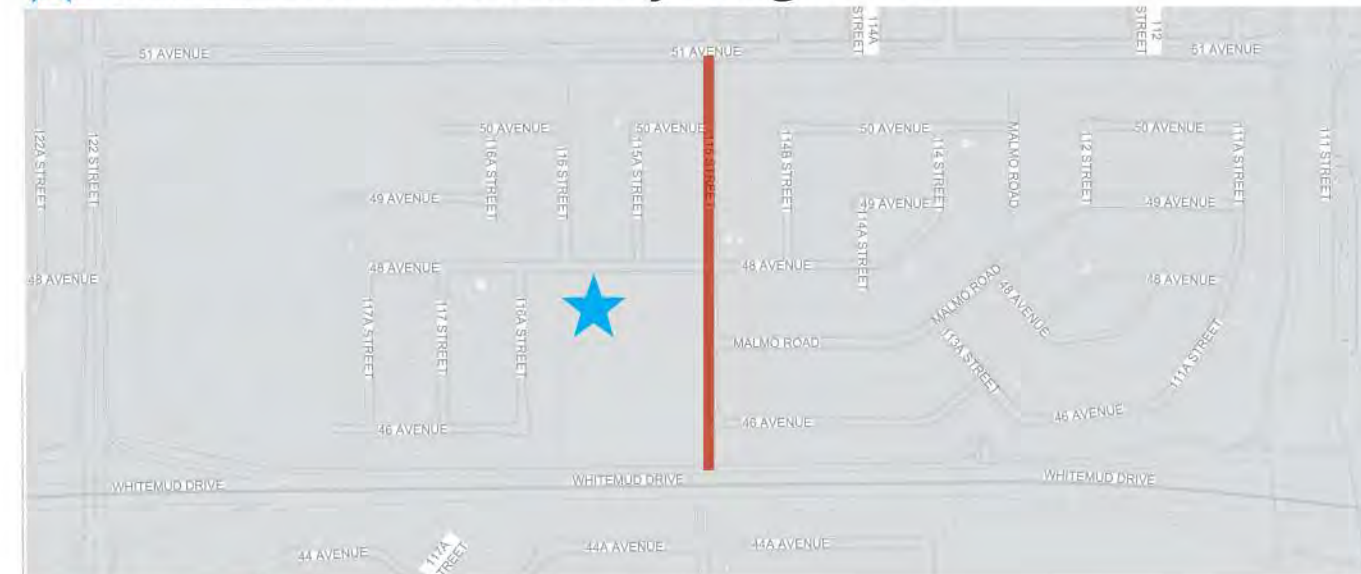
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# 15. 115 Street option 2

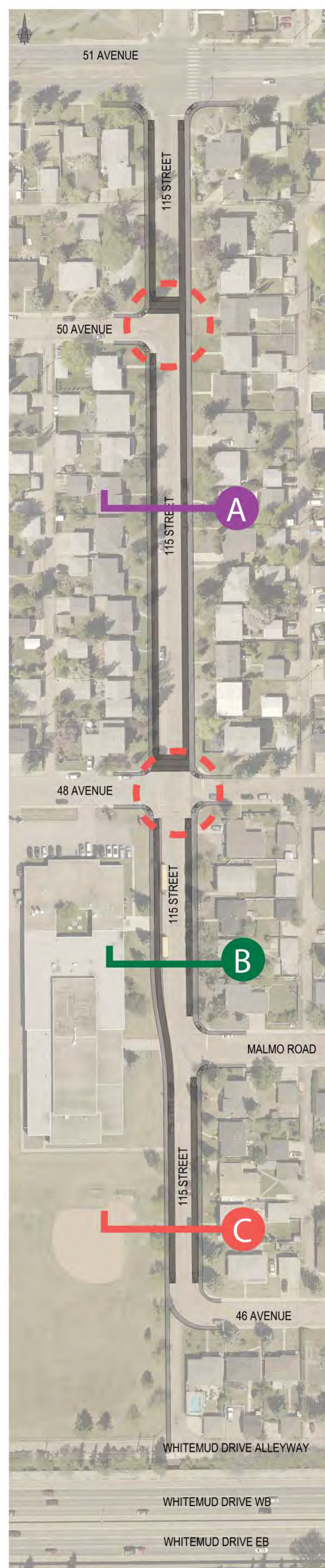
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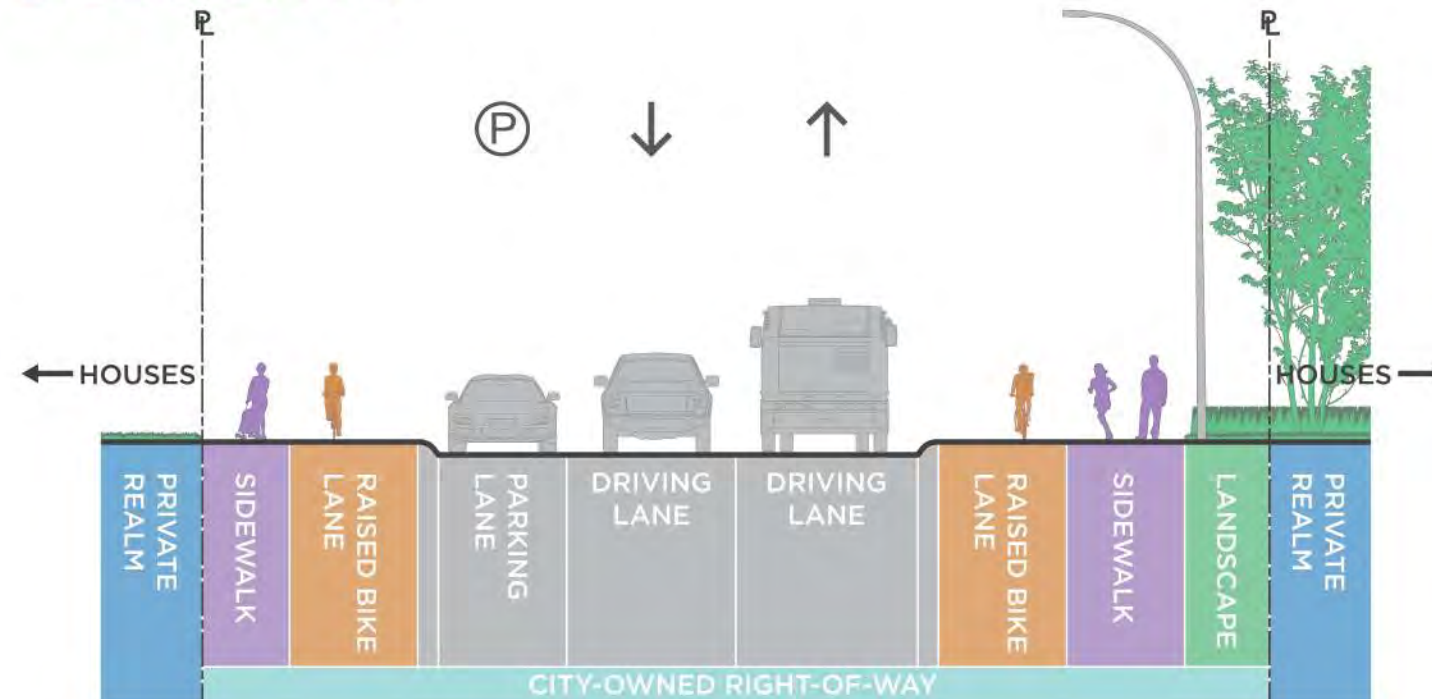


Option 2 proposes raised bike lanes on both sides of 115 Street for people biking. Widened sidewalks are provided to improve conditions for people walking.

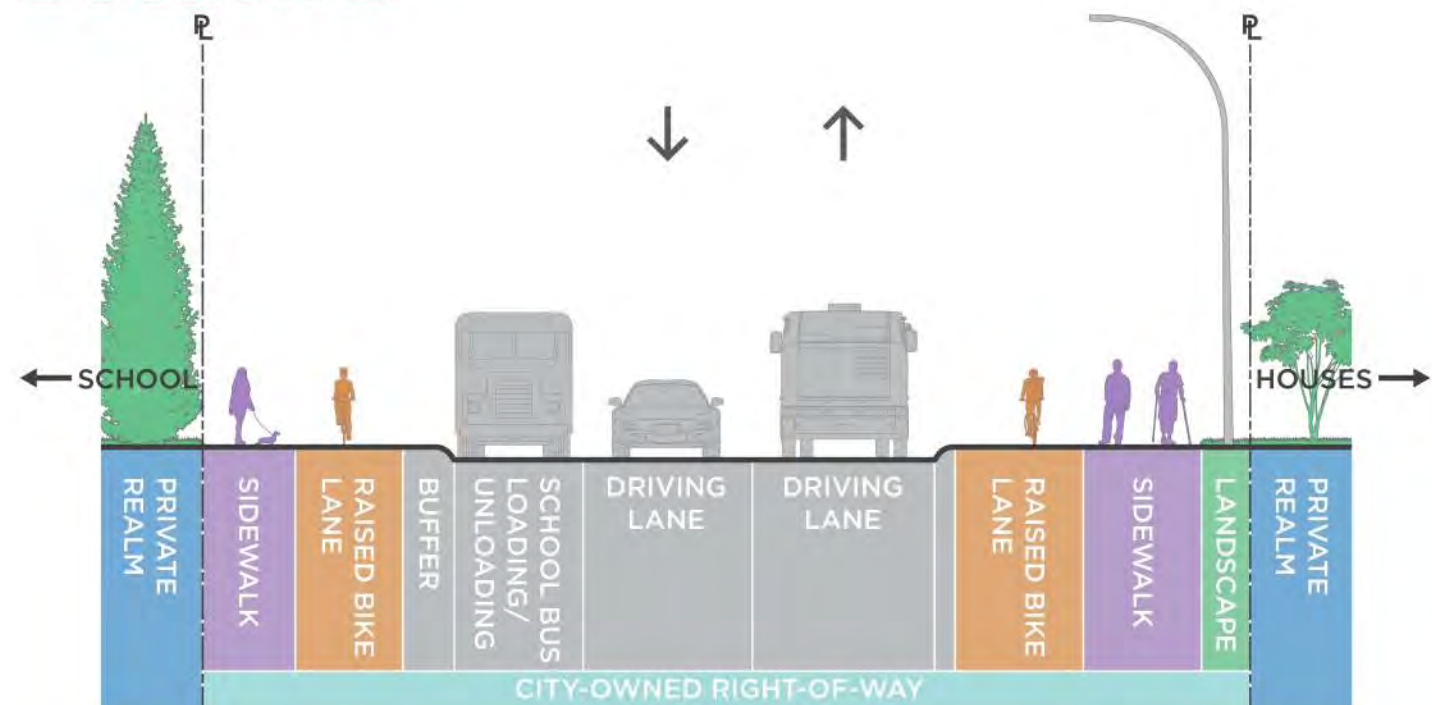


Proposed raised crosswalk either on the North or South side

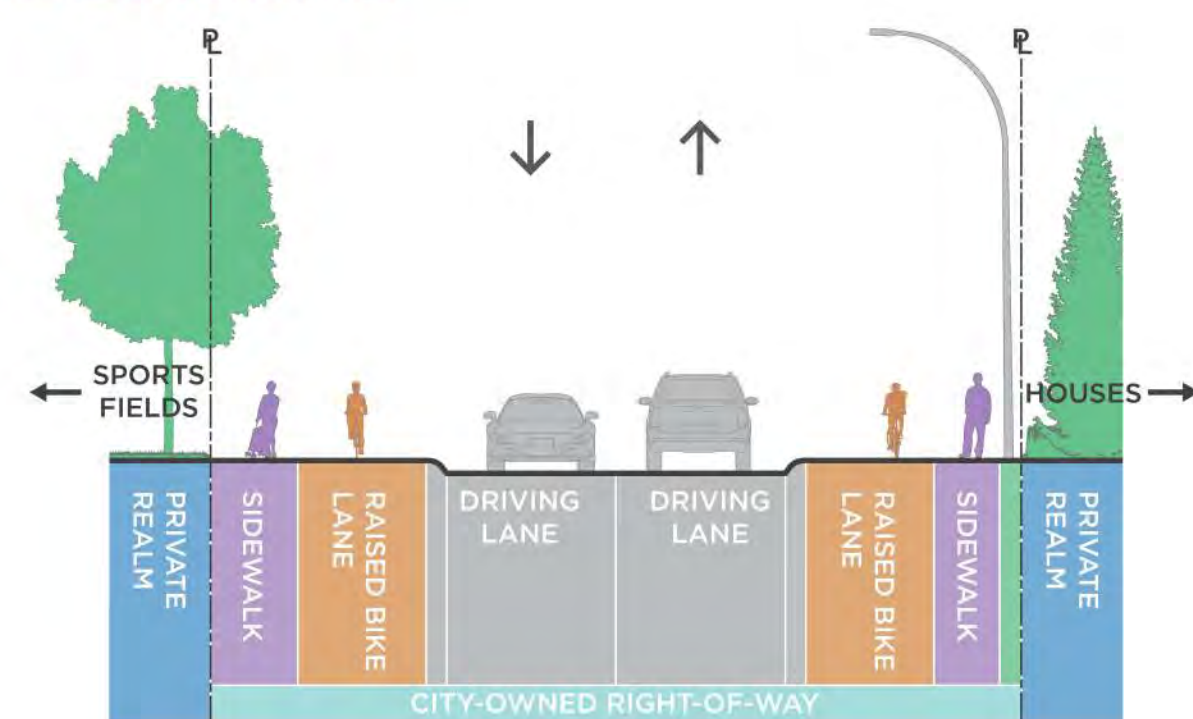
## Section A



## Section B



## Section C



## Benefits

- + People walking, biking and driving all have their own space
- + Bike lanes are cleared of snow in the winter by the City, providing an all-season route for people biking
- + Wider sidewalks provide additional walking space for people of all abilities and increases the distance from vehicle traffic

## Trade-offs

- + Bike lanes and sidewalks takes up some of the existing landscape area on City right-of-way in front of residences and the school
- + Existing parking is removed on the east side of 115 Street between 51 Avenue and Malmo Road
- + Existing parking is removed on both sides of 115 Street between Malmo Road and 46 Avenue
- + Potential for conflict between people biking and school bus loading and unloading in front of the school during peak times
- + May require some tree removals in front of the school and along the sports fields

## What we heard

- + Improve conditions for people biking by providing a facility that is separated from vehicle traffic
- + Improve accessibility and comfort for people walking by widening sidewalks

## Example (Section C)



Additional benefits and trade-offs for raised crosswalks are described on board 13

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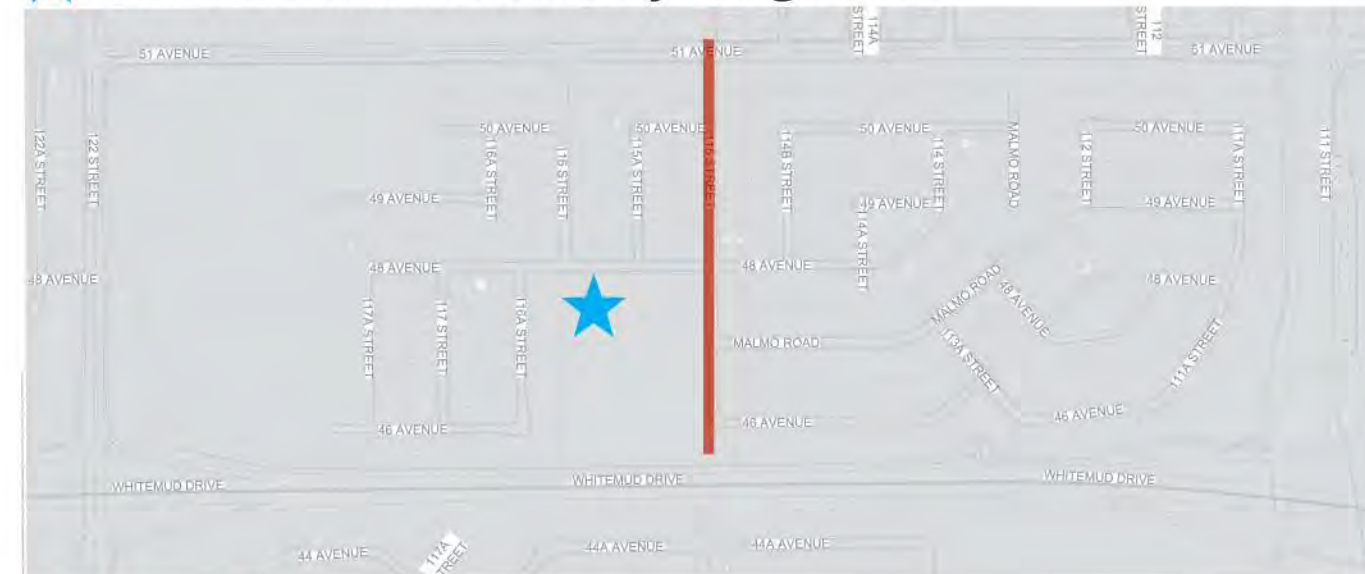
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# 16. 115 Street option 3

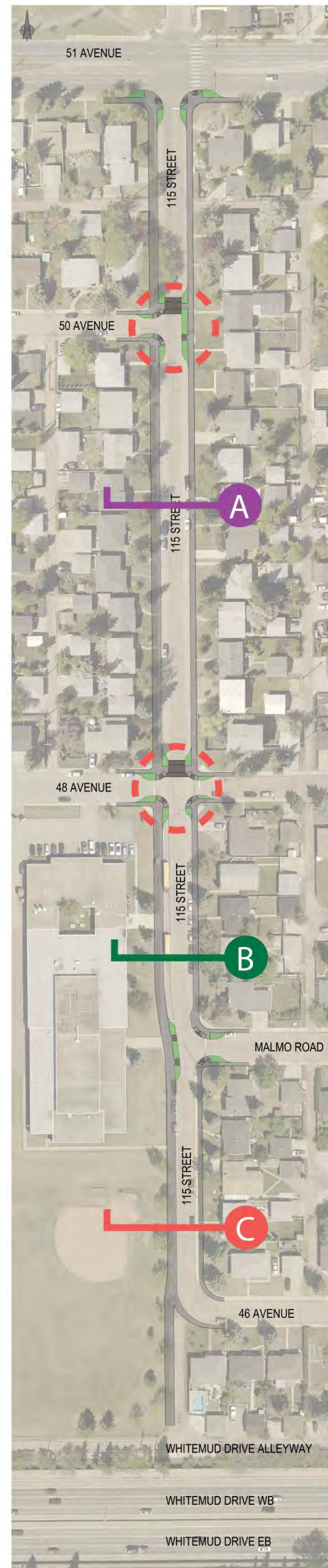
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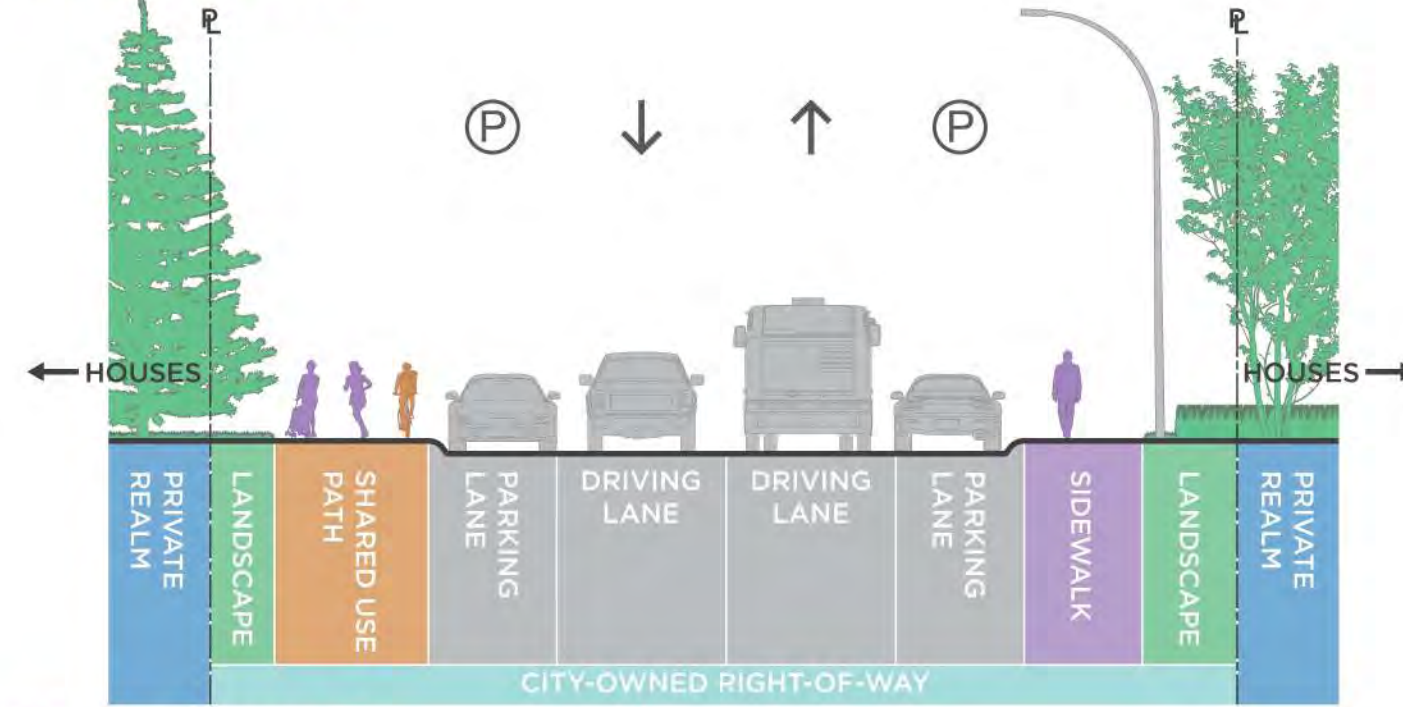


Option 3 proposes a shared-use path on the west side of 115 Street for people walking and biking. Curb extensions are provided at intersections. The sidewalk on the east side is widened to improve conditions for people walking.

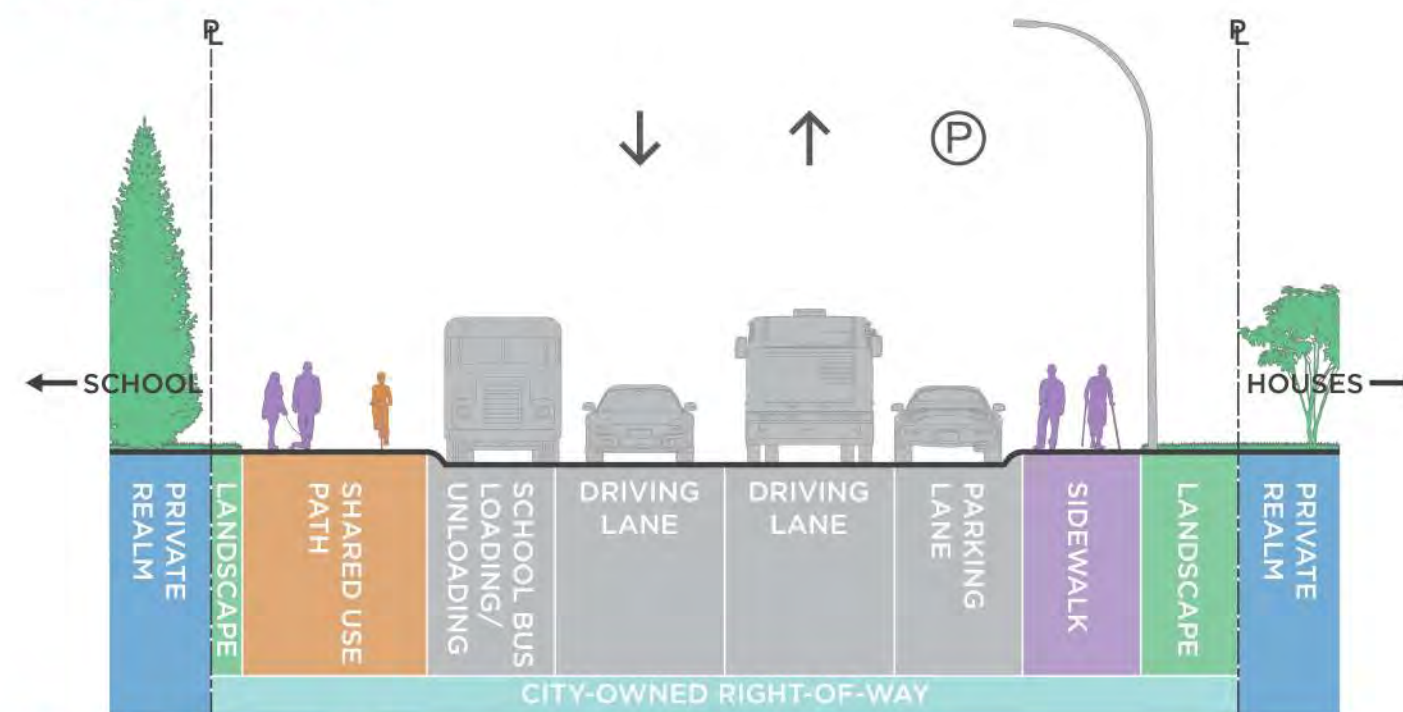


Proposed raised crosswalk either on the North or South side

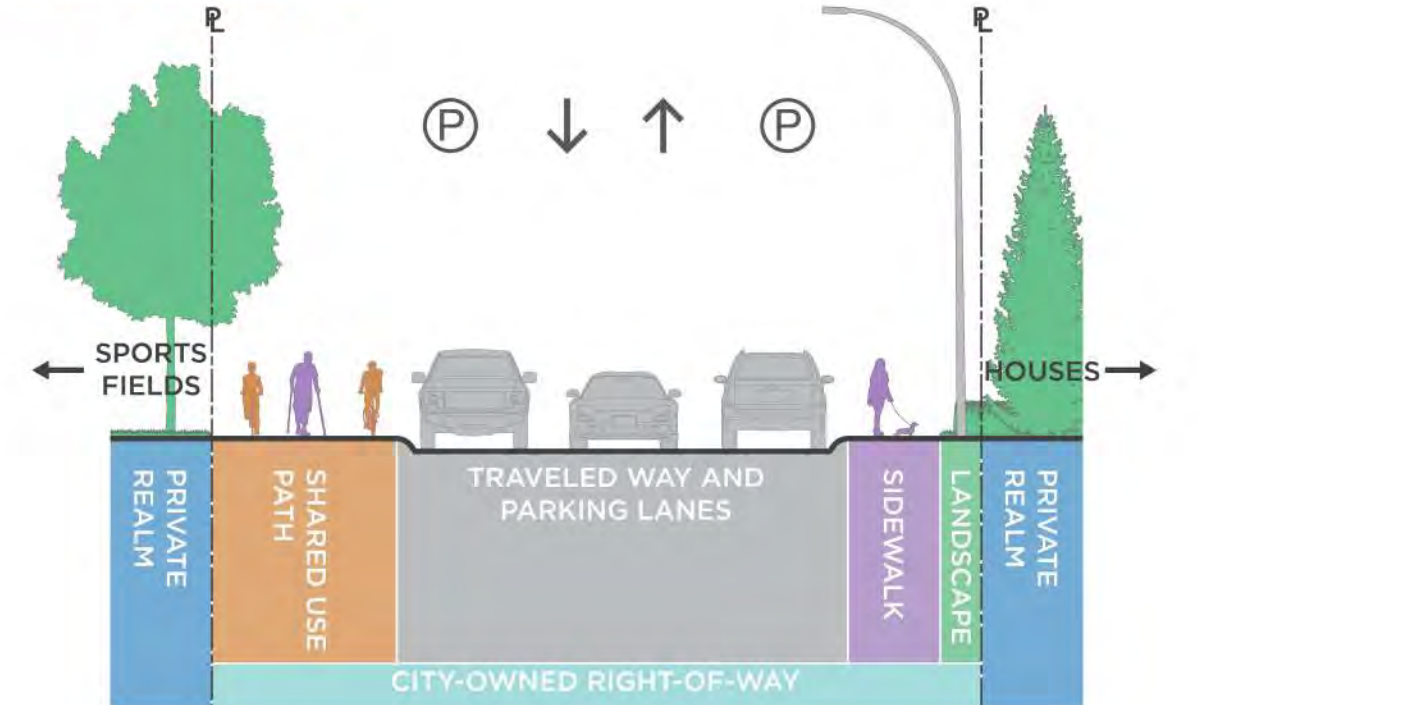
## Section A



## Section B



## Section C



## Benefits

- + Separated space from vehicle traffic is provided for people biking
- + Shared-use path is cleared of snow in the winter by the City, providing an all-season route for people biking
- + Existing parking is maintained, except at curb extensions
- + Wider sidewalk on the east side provides additional walking space for people of all abilities and increases the distance from vehicle traffic

## What we heard

- + Improve conditions for people biking by providing a facility that is separated from vehicle traffic
- + Improve accessibility and comfort for people walking by widening sidewalk

## Example (Section B)



## Trade-offs

- + Shared-use path and wider sidewalks takes up some of the existing landscape area on City right-of-way in front of school and residences on both sides of the street
- + Potential for conflict between people biking and school bus loading and unloading in front of the school
- + May require some tree removals in front of the school and along the sports fields
- + People walking and biking would share a space on the west side of 115 Street

Additional benefits and trade-offs for curb extensions and raised crosswalks are described on boards 12 & 13

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# 17. Alleys near LRT

★ Malmo Plains Community League Hall



KEY PLAN



## What we heard

Improve accessibility for people walking in the alleys that lead to the LRT station pedway

**Option 1** enhanced paving and lighting  
Applies to both north and south alley



- 1 Upgrade existing lighting to LED lighting
- 2 Proposed decorative concrete paving from 111A Street to the sidewalks leading to the LRT station

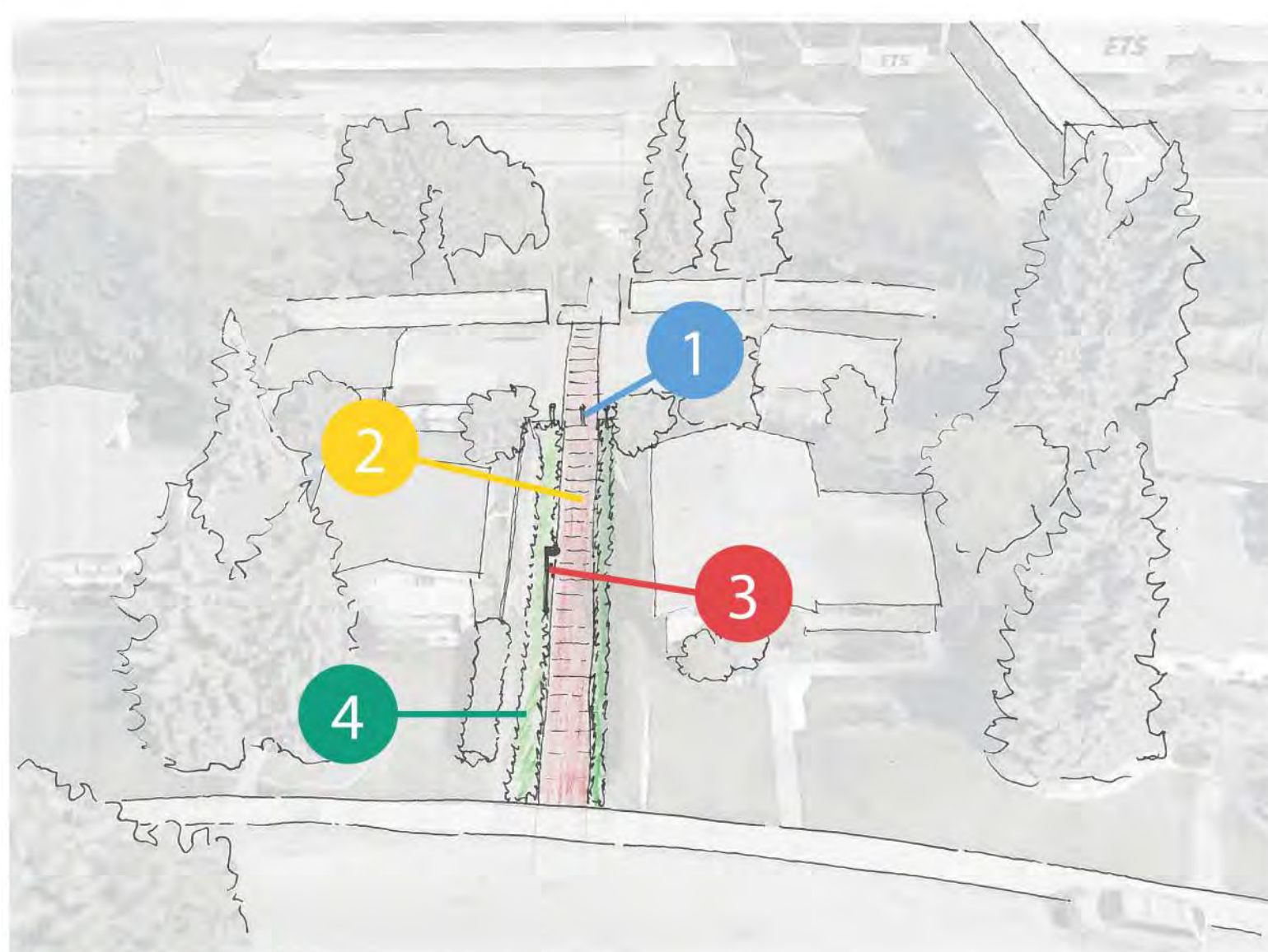
## Benefits

- + Decorative concrete paving through alley makes it feel more like a space for people walking or biking
- + Upgraded lighting enhances safety for people walking or biking in the alley
- + Access to both alleys is retained for people driving

## Trade-offs

- + Potential conflicts between people walking or biking and people driving

**Option 2** - close south alley to vehicles  
Applies to south alley only



- 1 Close alley to people driving with bollards west of driveways
- 2 Remove road and replace with sidewalk
- 3 Upgrade existing lighting to LED lighting
- 4 Enhanced planting

## Benefits

- + Potential conflicts between people walking or biking and people driving are eliminated
- + Access to garages is maintained from the alley along 111 Street
- + Upgraded lighting enhances safety for people walking or biking in the alley

## Trade-offs

- + People who currently drive through the alley will need to use different routes

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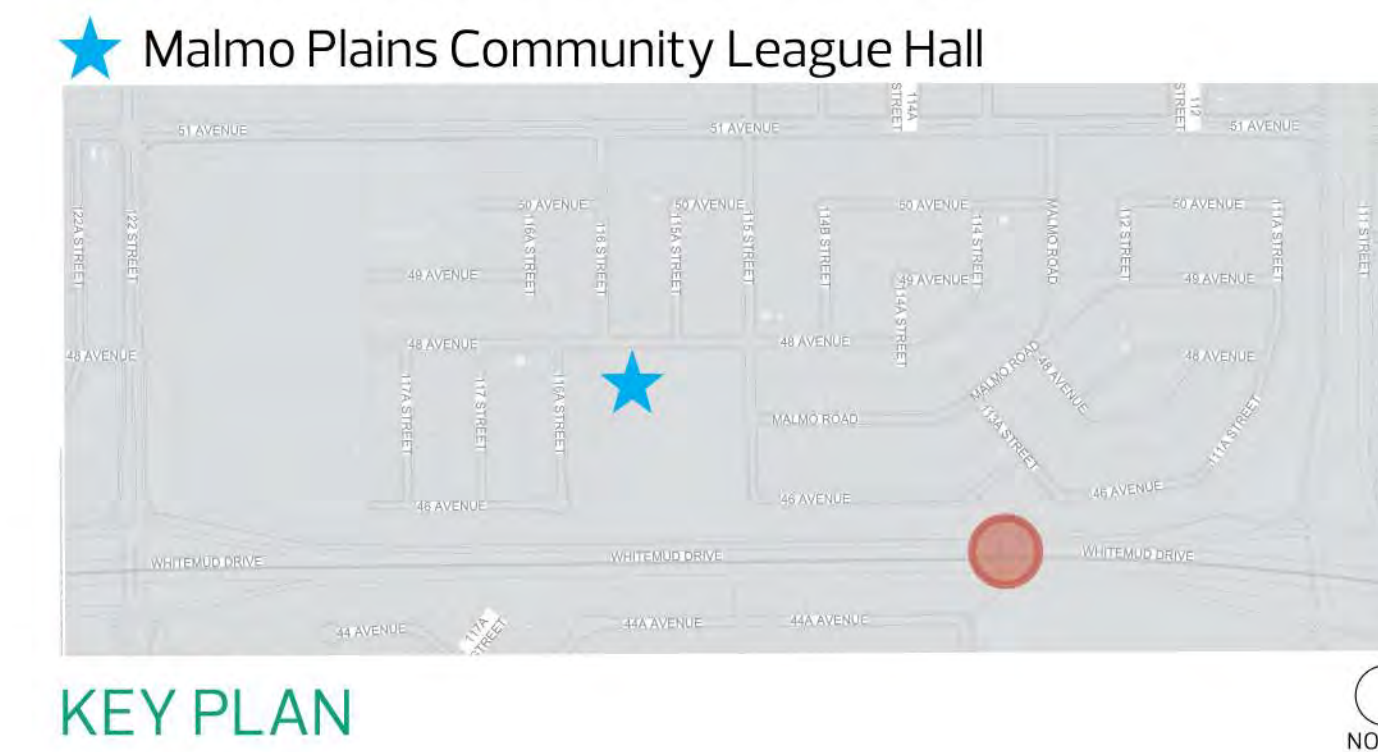
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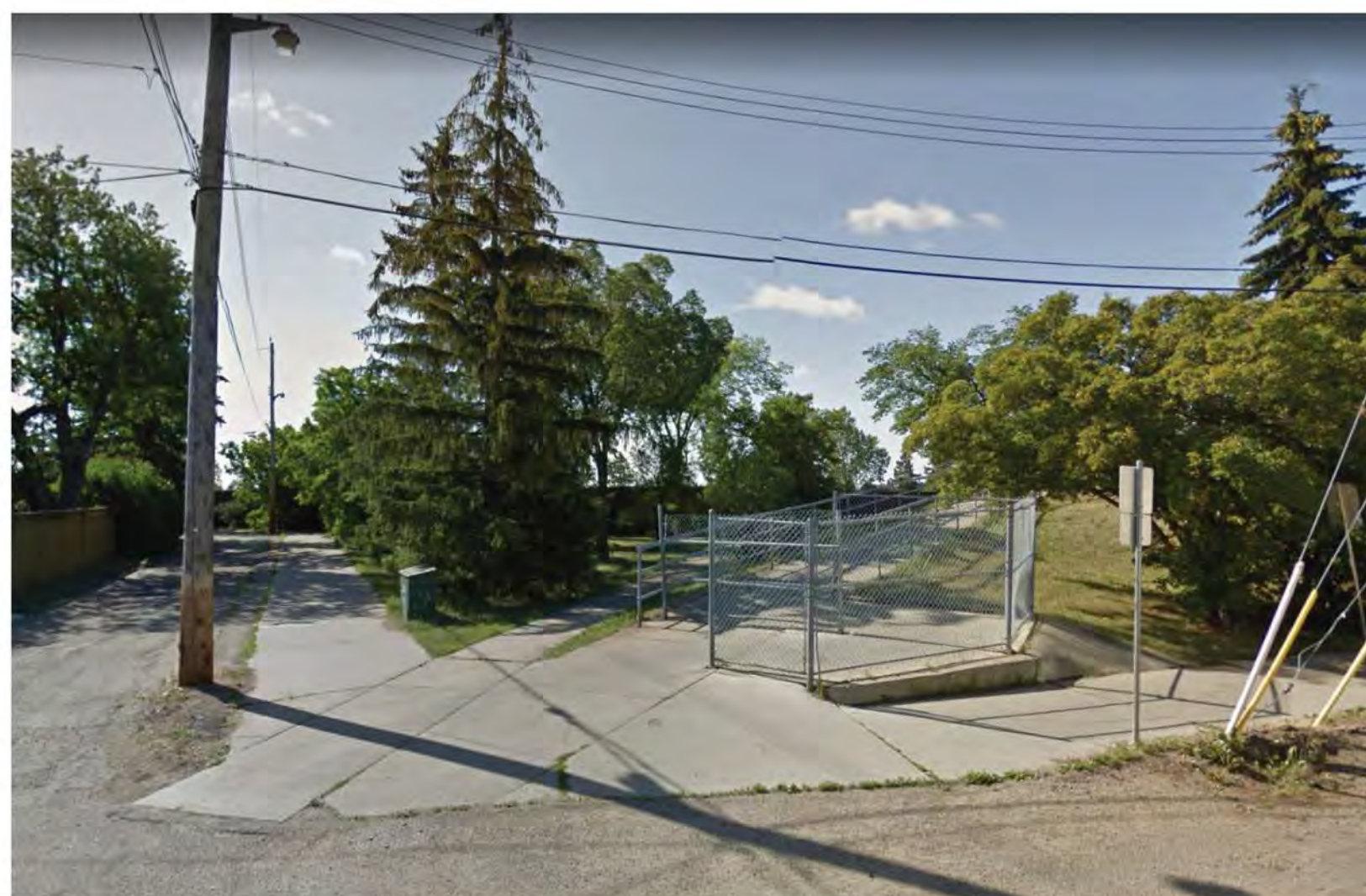
# 18. Whitemud Drive bridge connection



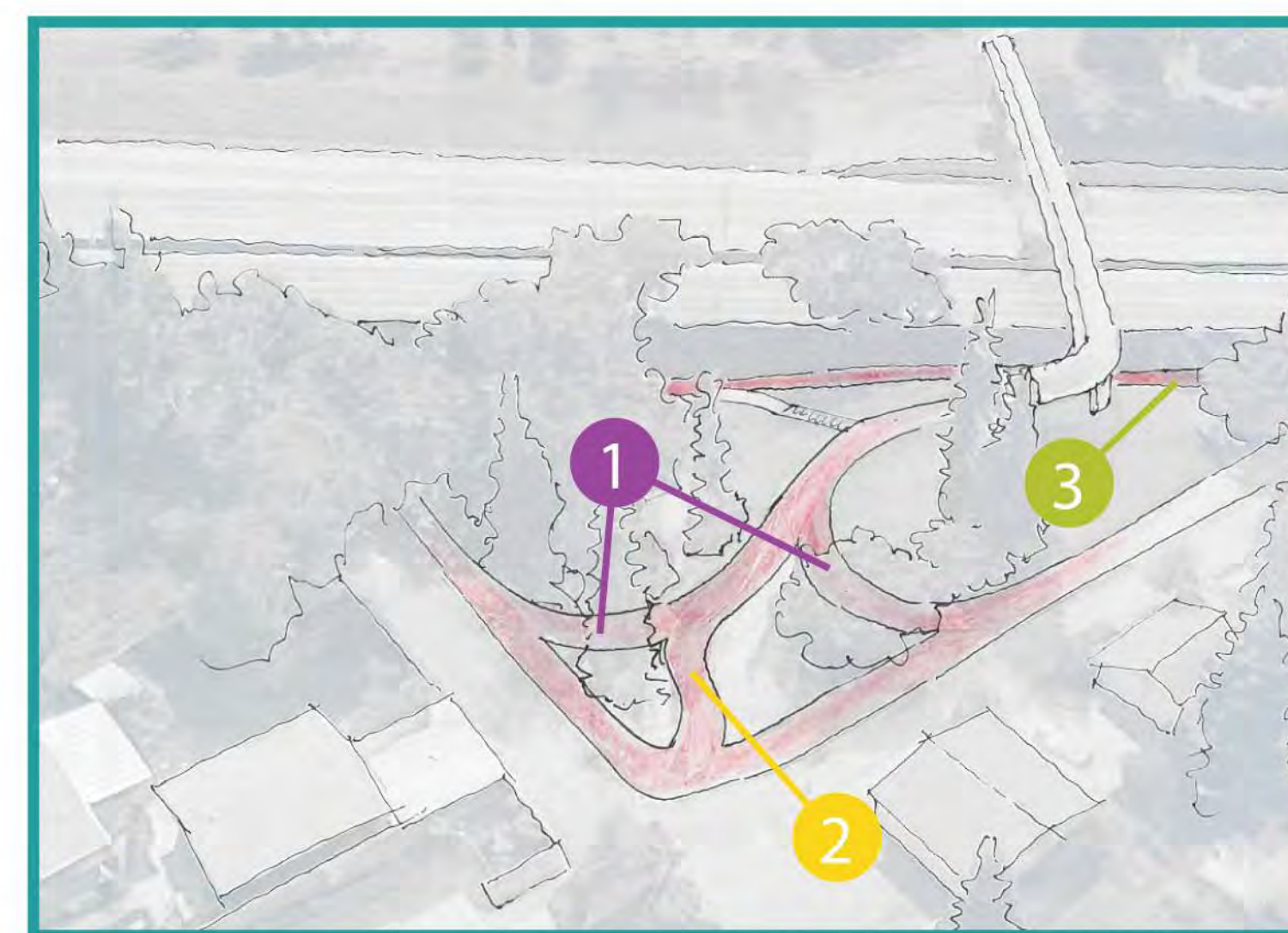
## What we heard

Improve conditions for people walking and biking to/from the bridge over Whitemud Drive

## Existing conditions



## Potential Improvements



- 1 New shared-use path connections from the bridge to the existing paths
- 2 Improved connection that removes the existing fence still promotes slower travel speeds by people biking
- 3 New walkway connection behind bridge structure

## Benefits

- + Improved connections to the existing shared-use paths to the east and west
- + Improved connection to the alley intersection by removing the existing fencing
- + Improved connection for people travelling east or west by adding a walkway between the bridge structure and the noise wall
- + Improved separation for people driving and people walking and biking
- + Regrading required reduces the berm height and increases sight lines

## Trade-offs

- + May require removal of some existing trees

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