

JUNE 2025

Edmonton

# **BELMEAD**

Neighbourhood Renewal

## **URBAN DESIGN ANALYSIS**

Chapter 3: Draft design

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# 1.0 Introduction



This chapter presents the draft design for Belmead Neighbourhood Renewal. It describes the City policy and program information, technical requirements and public engagement feedback used to inform draft design decisions. The chapter also provides information on how the decisions are aligned with the co-created community vision and guiding principles for the neighbourhood.

The draft design includes upgrades related to walking and rolling, biking, crossing and intersection, roads, placemaking and green infrastructure. Through these improvements, the draft design addresses gaps and opportunities identified in the Urban Design Analysis (UDA) **Chapter 1: Background Report** and **Chapter 2: Vision and Opportunities** and public engagement process.

## What is Neighbourhood Renewal?

The City of Edmonton's Neighbourhood Renewal program will upgrade Belmead with new roads, curbs, gutters, sidewalks, and street lights, while also exploring improvements such as street crossings, bike connections, and enhancements to City-owned parks and gathering spaces. Additionally, cost-sharing opportunities will be offered through the Local improvement process for sidewalk reconstruction and decorative street light upgrades. This new infrastructure will be in place to serve the community for the next 30–50 years.

## The purpose of the Draft Design stage is to:

- Develop a refined overall draft design that bring the community vision to life
- Verify the feasibility of the draft design elements that best incorporate the feedback provided by the community, address technical requirements and align with existing strategies, policies and guidelines.
- Identify any constraints to implementing the improvements, and develop strategies to address them.
- Gain insights from project team members/key business partners and build understanding of the project.
- Identify the steps required to advance the draft design to the final design stage



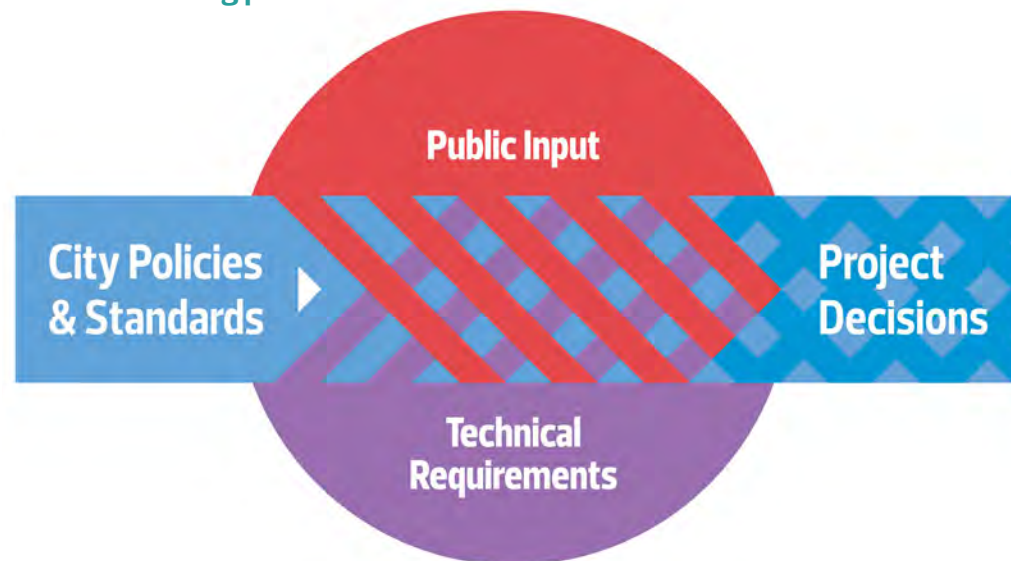
## Decision making process

**For Neighbourhood Renewal projects, the City of Edmonton makes decisions using a combination of policy and program information, public input, technical requirements and available funding.**

This process helps to ensure that the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for your neighbourhood and our city. **City policies and programs such as the City Plan, Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy** provide the overall direction for Neighbourhood Renewal designs.

As each neighbourhood is unique, the Project Team asks for input from community members who live, work and play in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood.

### Decision making process:



## City policies and programs

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City policies and programs provide overall direction for neighbourhood renewal. The Project Team considered the following key policies and programs while preparing the draft design:

### THE CITY PLAN

- **Overview:** Provides direction to improve spaces and places and how people move around the city
- **Guidance:** Prioritize and enable green infrastructure solutions and support the implementation of a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities. Plant 2 million new trees by 2050

### ACTIVE TRANSPORTATION POLICY

- **Overview:** Supports opportunities for Edmontonians to walk, roll, and cycle, regardless of age, ability, or socioeconomic status, enhancing the safety, inclusivity and diversity of our communities, and minimizing the impact of transportation activities on Edmonton's ecosystem
- **Guidance:** Include opportunities for people to walk, roll and bike while promoting the inclusion of shared pathways

### COMPLETE STREET POLICY

- **Overview:** Provides direction for the design and construction of roads, sidewalks and shared pathways, bike facilities, measures to slow traffic, and enhance intersections (particularly around crosswalks)
- **Guidance:** Design streets to be safe, attractive, comfortable and welcoming for people of all ages and abilities

### BIKE PLAN

- **Overview:** Provides direction for how biking fits into our city and supports the City's vision of a connected, accessible city
- **Guidance:** Enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes in all seasons

### SAFE MOBILITY STRATEGY

- **Overview:** Provides direction to reach Vision Zero through safe and livable streets
- **Guidance:** Plan and design streets to be safer for all ages and abilities. Reach vision zero through safe and livable streets

### OPEN SPACE POLICY AND BREATHE

- **Overview:** Informs the planning, design and management of Edmonton's open space to achieve the outcomes and realize the vision of an integrated, sustainable, vibrant and multifunctional green network
- **Guidance:** Improve ecological function, operational capacity, recreational potential, and community cohesion within parks and open spaces. Support biodiversity by providing various plant species. Contribute to urban climate mitigation by providing vegetative cover in open spaces

#### ACCESSIBILITY FOR PEOPLE WITH DISABILITIES POLICY

- **Overview:** Policy to ensure the greatest level of access, participation and opportunities to contribute for people with disabilities
- **Guidance:** Guide the development and implementation of City policies, civic engagement, programs and services, communications and technology, employee services and infrastructure that considers individual needs and diverse abilities

#### COMMUNITY TRAFFIC MANAGEMENT POLICY

- **Overview:** Aims to address traffic issues and improve the city's transportation system
- **Guidance:** Provides guidance for collaboration with communities to develop plans that reduce speeding, traffic shortcutting and other traffic concerns

#### THE SNOW AND ICE CONTROL POLICY

- **Overview:** Policy to direct a safe and reliable transportation network for all users during winter
- **Guidance:** Ensures safety, clear information and public awareness, operational excellence to prioritize winter maintenance to provide accessibility for people of all abilities and needs

#### CONNECTEDMONTON

- **Overview:** Strategic plan that sets the direction for the future growth and outlines actions needed to realize the city's vision
- **Guidance:** To create a healthy city, improve urban places, promote regional prosperity, and increase climate resilience

#### CORNER STORE PROGRAM

- **Overview:** Provides support to businesses that meet the needs of their local communities
- **Guidance:** The program aims to increase the vibrancy of neighbourhoods, create community destinations and ensure that people can access the businesses

#### URBAN FOREST MANAGEMENT PLAN

- **Overview:** Aims to sustain and improve the health of the city's urban forest
- **Guidance:** The plan provides guidance for the maintenance of urban forest while educating the public about the importance of natural areas, further contributing to the well-being and quality of life for future generations

### CLIMATE CHANGE ADAPTATION AND RESILIENCE STRATEGY

- **Overview:** Provides strategies to help Edmonton adapt to climate change and build a more sustainable future
- **Guidance:** Outlines how the City of Edmonton will plan and invest resources to increase our communities' climate resilience, minimize the exposure of people and assets to the impacts of climate change, and take advantage of new opportunities as they arise

### CORPORATE TREE MANAGEMENT POLICY

- **Overview:** Policies to ensure growth, sustainability, acquisition, stewardship, tree maintenance, protection and preservation of the City of Edmonton Urban Forest and to promote public education and engagement opportunities. Encourages and accounts for the maintenance, renewal, and expansion of our urban forest
- **Guidance:** If trees need to be removed during construction the value of the trees removed will be replaced with new tree plantings in or near the neighbourhood





## Technical requirements

Technical requirements and aspects such as roadway widths and constraints with utilities and trees determine what designs work well in the neighbourhood. The Project Team considered the following technical requirements while preparing the draft design:

### COMPLETE STREET DESIGN AND CONSTRUCTION STANDARDS

- **Overview:** Provides direction for the design and construction of roads, sidewalks, bike lanes and shared pathways, measures to slow traffic, and enhanced intersection safety (particularly around crosswalks)
- **Guidance:** Designed to be safe, attractive, comfortable, and welcoming to people of all ages and abilities

### ACCESS DESIGN GUIDE

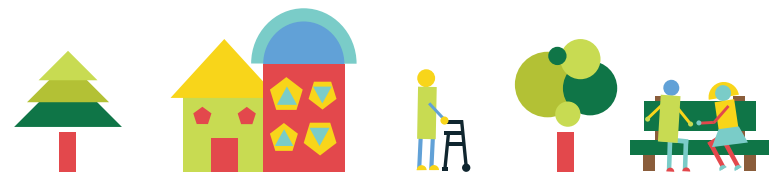
- **Overview:** Aims to promote accessibility in open spaces and facilities owned, operated or leased by the City of Edmonton
- **Guidance:** Include access and use to open spaces and transportation networks for people of all ages and abilities

### CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

- **Overview:** Strategy that considers how the design of the physical environment can minimize crime
- **Guidance:** Encourages designing infrastructure to reduce crime by making spaces visible, inviting, connected, and including natural deterrents such as plant selection and placement

### WINTER DESIGN GUIDE

- **Overview:** Provides a robust winter design lens for all development in the City
- **Guidance:** Design quality streetscapes and open spaces with a winter lens. Support year round use of public spaces through lighting and the design of microclimates. Consider snow removal and storage in the design of streets and open space. Wider boulevards provide additional snow storage space



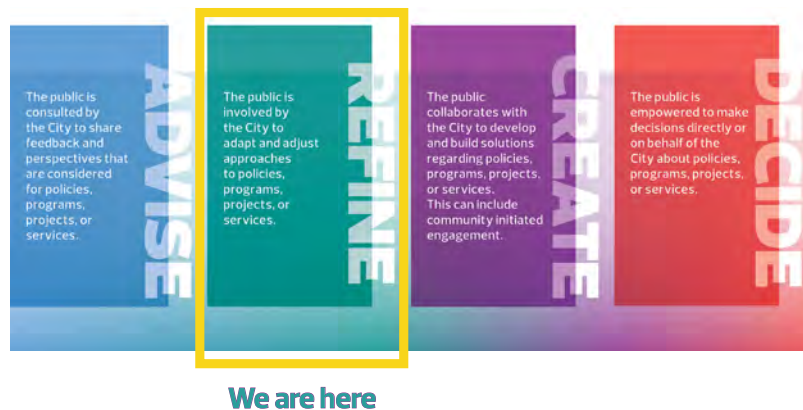
## Public engagement

The **Neighbourhood Renewal Road Map** was created to help the residents understand the steps of the renewal process and how they can participate.

In the **Community Feedback on Draft Design** stage, the project team shared the draft design for the neighbourhood. The project team was seeking community's feedback to help **REFINE** it to ensure it aligns with the Vision and Guiding Principles that were co-created at the beginning of the project.

### City of Edmonton Public Engagement Spectrum

Increasing influence of the public →



### Neighbourhood Renewal Road Map



## Vision and guiding principles

The Vision sets the direction of the community's aspirations for future livability. Guiding Principles provide ideas that inform how the Vision is applied to neighbourhood design and describes values and priorities for how people will live, work and play in their neighbourhood. The Community Vision and Guiding Principles were developed through the public engagement process.

### COMMUNITY VISION

We are the well-established, safe, quiet and family-friendly community of Belmead. Our residents enjoy green spaces within the community which provide opportunities to play and gather with neighbours.

We are well connected to schools, parks and commercial destinations with access to key corridors beyond the community.

### GUIDING PRINCIPLES

Belmead is,

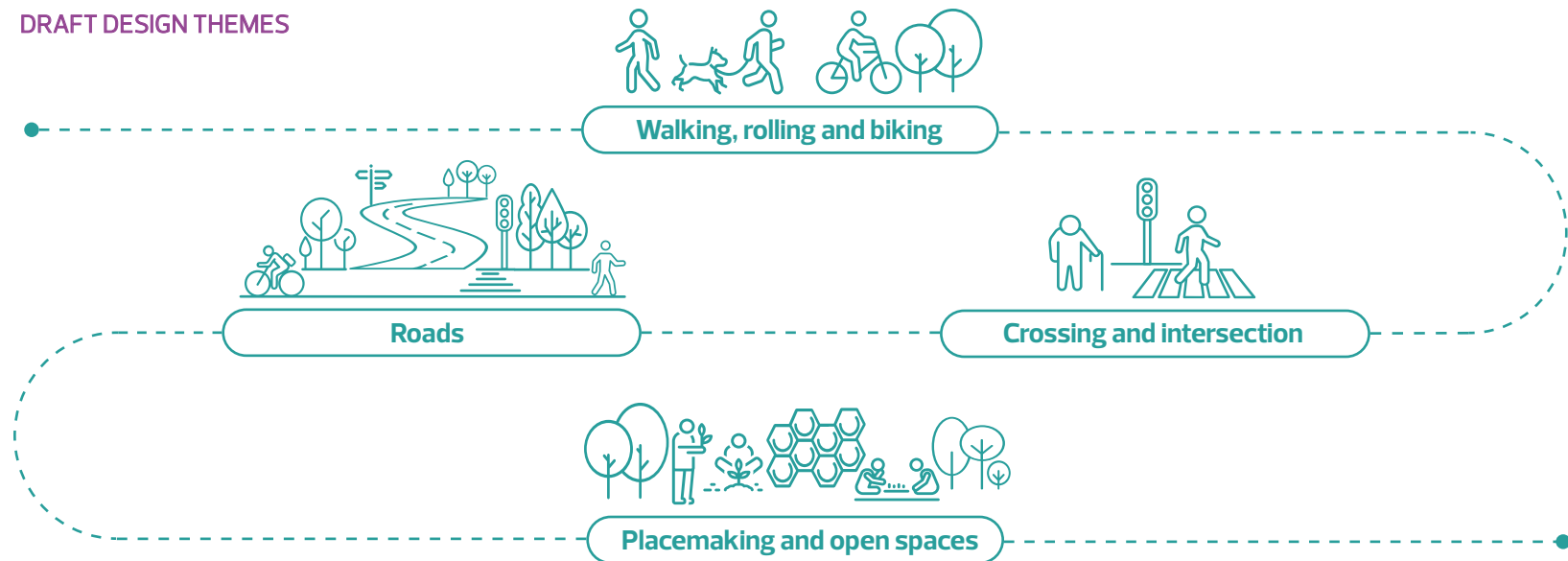
- **Welcoming:** Belmead is a vibrant and welcoming community with diverse parks, open spaces, recreational opportunities, and local amenities that foster connection and engagement among neighbours
- **Safe:** Residents feel comfortable walking, rolling and biking through the neighbourhood with improved visibility, traffic flow and safe movement
- **Access to parks and open spaces:** Belmead has beautiful parks and open spaces that are well-connected, offering easy access and creating opportunities for families, visitors, and neighbours to come together
- **Inclusive:** In Belmead, people of all ages and abilities can safely and comfortably navigate the community using various transportation methods to enjoy the diverse parks, open spaces, recreational opportunities, and gathering spaces
- **Local amenities:** The neighborhood's amenities offer opportunities for residents and visitors of all ages and abilities to enjoy, with easy access to local destinations through breezeways, paths, sidewalks, and roads

## 2.0 The draft design



The draft design includes Neighbourhood Renewal improvements which are categorized into six themes of walking, rolling and biking, crossing and intersection, roads, parks and open space, placemaking and green infrastructure.

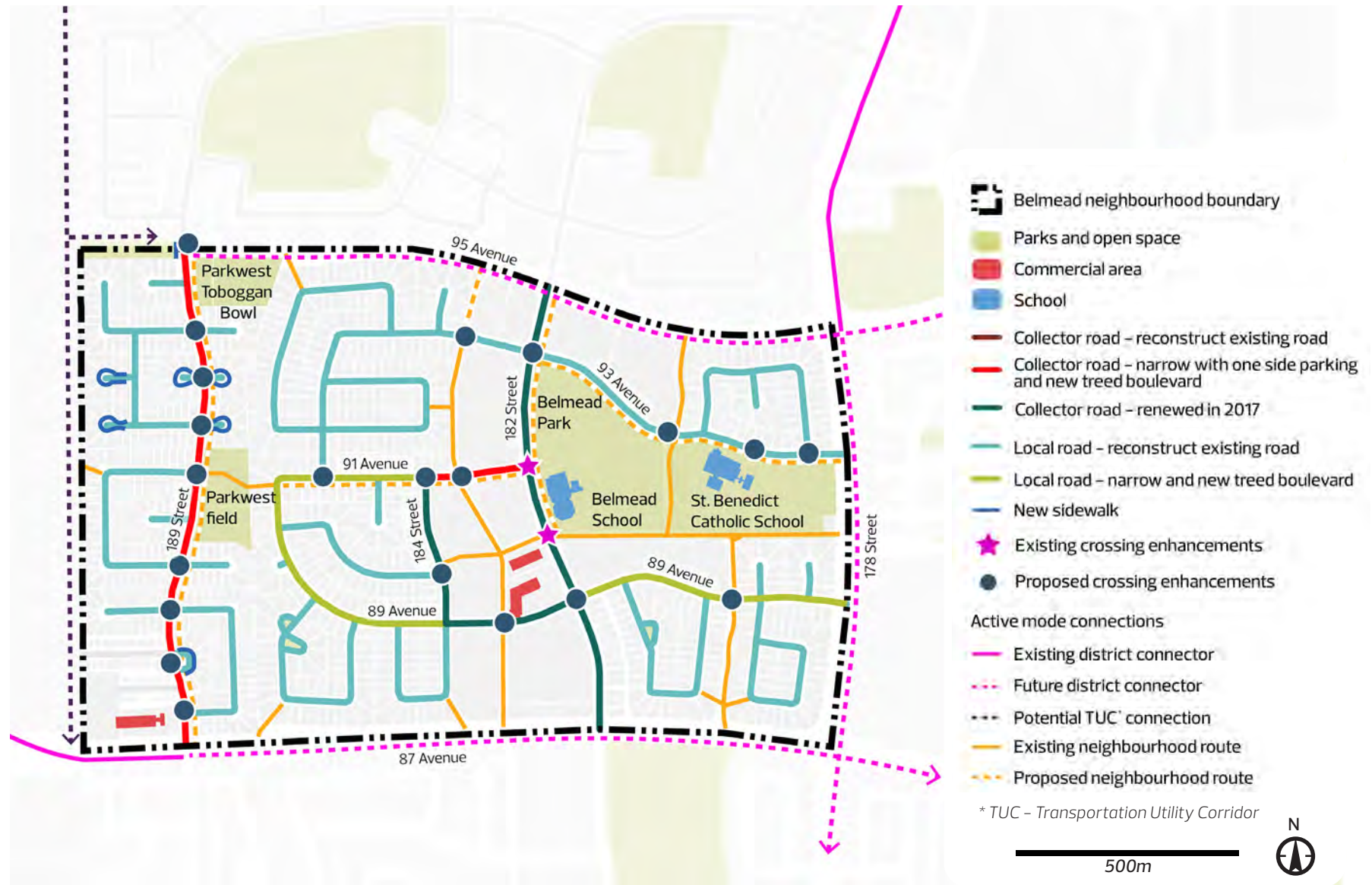
### DRAFT DESIGN THEMES



### OVERALL DESIGN INFLUENCES

- **Walking and rolling:** Provide safe, accessible and comfortable experience for people of all ages and abilities when walking and rolling through the neighbourhood
- **Biking:** Facilitate bike infrastructure to provide convenient and multi-modal travel opportunities while mitigating conflicts between people biking and driving
- **Crossing and intersection:** Enhance safety and visibility for people walking, rolling and biking, through crossing enhancements and traffic calming measures
- **Roads:** Redesign existing roads to align with current City guidelines
- **Placemaking and open spaces:** Improve the quality and accessibility of parks and open spaces, supporting placemaking at key community hubs, and promoting green infrastructure, Low Impact Development (LID), and naturalization to create more welcoming, sustainable environments for everyone

## 2.1 Neighbourhood draft design map





## 3.0 Walking, rolling and biking



### Key design influences:

- Improving walking and biking connections in the neighbourhood will enhance overall connectivity and accessibility for all, promote active living and community well-being and are in alignment with City policies and standards
- A dedicated active transportation network will enhance connectivity and convenience while providing options for people of all ages and abilities
- Enhancing accessibility and traffic safety will encourage people to walk, roll and bike, further supporting mode shift and lowering environmental impact



Neighbourhood route example

### The draft design includes:

- Existing sidewalks will be rebuilt throughout the neighbourhood
- Missing sidewalks links will be added
- Existing **breezeways**<sup>1</sup> will be rebuilt to shared pathways
- Existing shared pathways will be rebuilt to current standards
- New shared pathways will be added to enhance connectivity
- New bike routes will be added for improved accessibility and convenient travel

**Note 1:** A **breezeway** is a public pathway between two private properties. Wider breezeways and pathways make it easier for people who walk and bike to move around the neighbourhood. They enhance accessibility and connectivity within the neighbourhood.

## What we considered



### WHAT WE HEARD

Residents:

- Shared a desire for the sidewalks to be upgraded and repaired throughout the neighbourhood
- Support improving pathways to current standards and facilitating missing connections in the pathway network
- Would like to have enhanced safety and convenience for people walking, rolling and biking in the neighbourhood
- Would like more active transportation connections through the neighbourhood and within parks area
- Prefer shared pathways over on-street bike lanes

### GUIDING PRINCIPLES

- **Safe:** Residents feel comfortable walking, rolling and biking through the neighbourhood with improved visibility, traffic flow and safe movement
- **Inclusive:** In Belmead, people of all ages and abilities can safely and comfortably navigate the community using various transportation methods to enjoy the diverse parks, open spaces, recreational opportunities, and gathering spaces

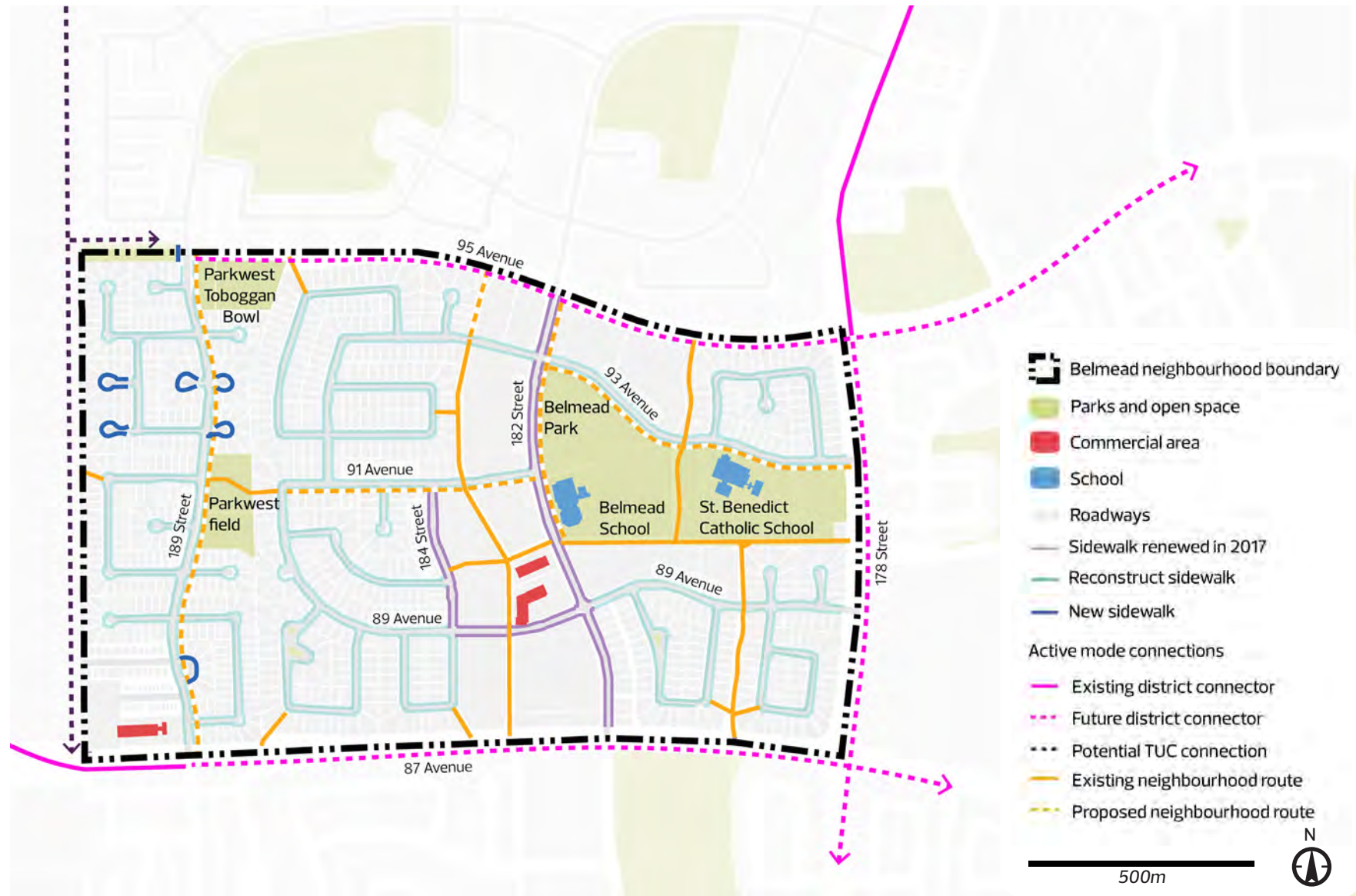
### DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Complete Streets Design and Construction Standards
- Transportation Association of Canada (TAC)
- Access Design Guide
- Urban Design Manual
- Existing infrastructure assessments
- Utilities and tree constraints, potentially requiring realignment or tree removal, while managing impacts to private property or decorative landscape elements on public lands
- Consider raised crossings over intersections with shared pathways

### CITY POLICIES AND PROGRAMS

- Accessibility for People with Disabilities Policy (C602)
- Active Transportation Policy (C544)
- The City Plan
- Complete Streets Policy (C573A)
- ConnectEdmonton
- Bike Plan
- Snow and Ice Control Policy (C409K)
- Vision Zero initiative/Safe Mobility Strategy

### 3.1 Walking, rolling and biking network map





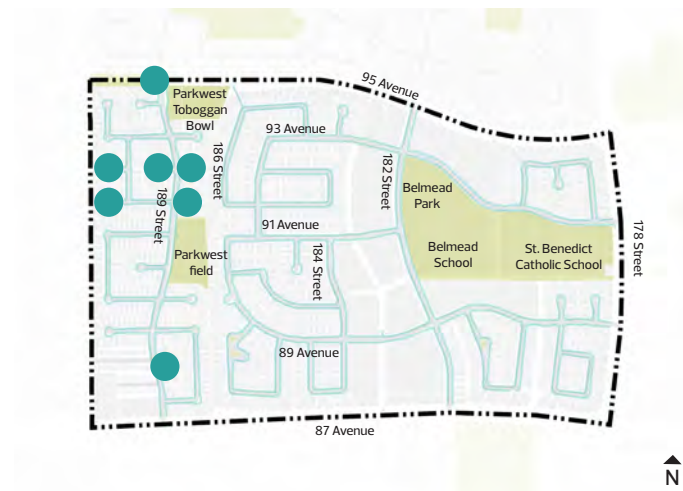
## New and upgraded sidewalks



### What we propose:

- Replacing and repairing all sidewalks throughout the neighbourhood to align with current City standards (pending Local Improvement decision)
- Adding new sidewalks at missing locations: 92 Avenue, 92a Avenue, 189 Street along the cul-de-sac and adjacent to the open space on 95 Avenue
- Improving accessibility and connectivity throughout the neighbourhood for people of all ages and abilities

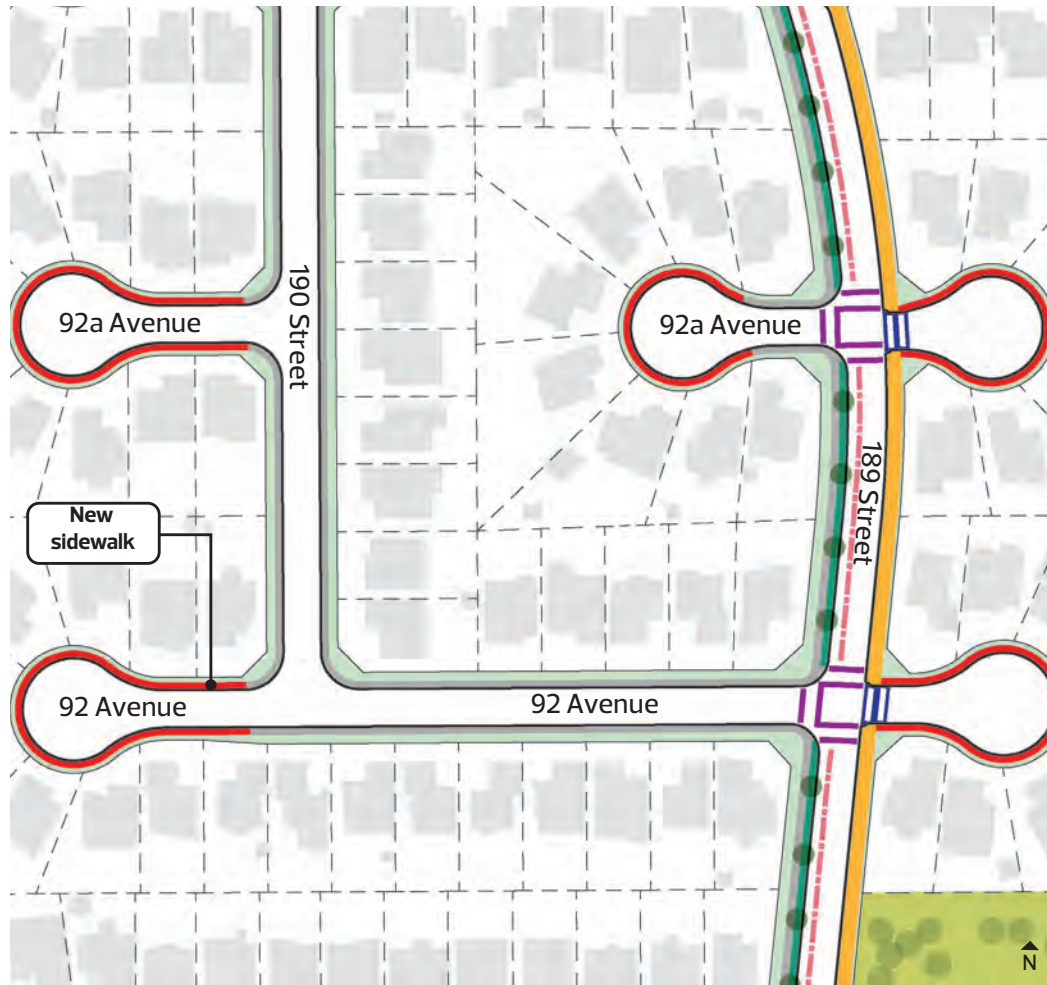
### Key map



### New and upgraded sidewalks along 189 Street near cul-de-sac



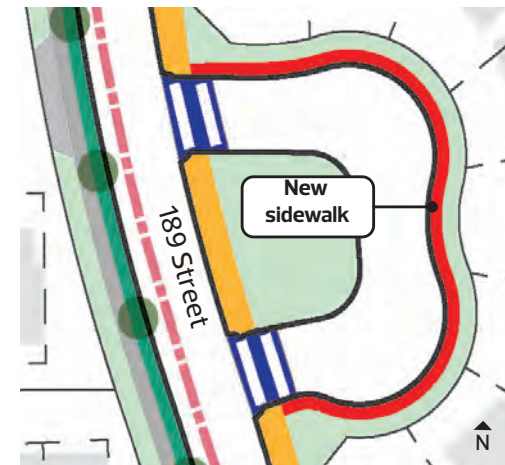
## New and upgraded sidewalks



92 Avenue and 92a Avenue



95 Avenue open space



189 Street near cul-de-sac

### Legend

Reconstruct sidewalks	New shared pathway	Parks and open space	Future district connector
New sidewalks	New raised intersection	Existing trees	No on-street parking
Existing grass/boulevards	New painted crosswalk	New trees	
New boulevards	New raised crosswalk		



# Active Transportation Network

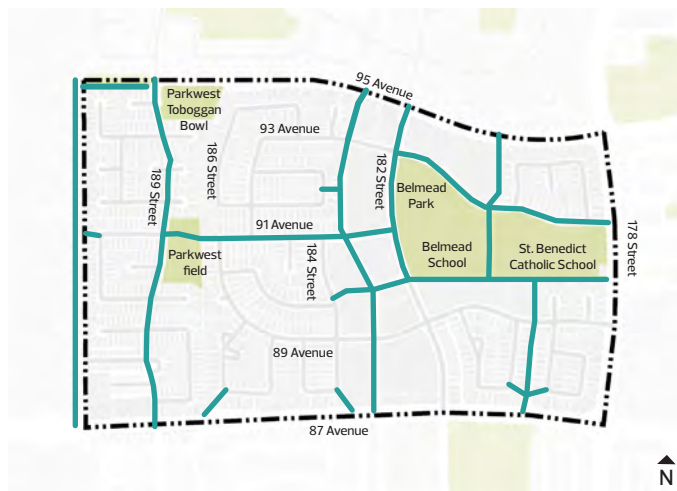


## What we propose:

- Upgrading existing shared pathways in the Parkwest field, Belmead School field and the pathway west of 182 Street to meet current standards
- Adding new shared pathways along the collector roadways, around Belmead Park, and at the missing connection between 93 Avenue and 95 Avenue
- Designating 91 Avenue as a **local street bikeway**<sup>2</sup> between 184 and 187 Street

***Note 2:** A **local street bikeway** is a street where the road is shared between people who bike and drive, and is designed for low motor vehicle speeds by incorporating traffic calming measures.*

## Key map



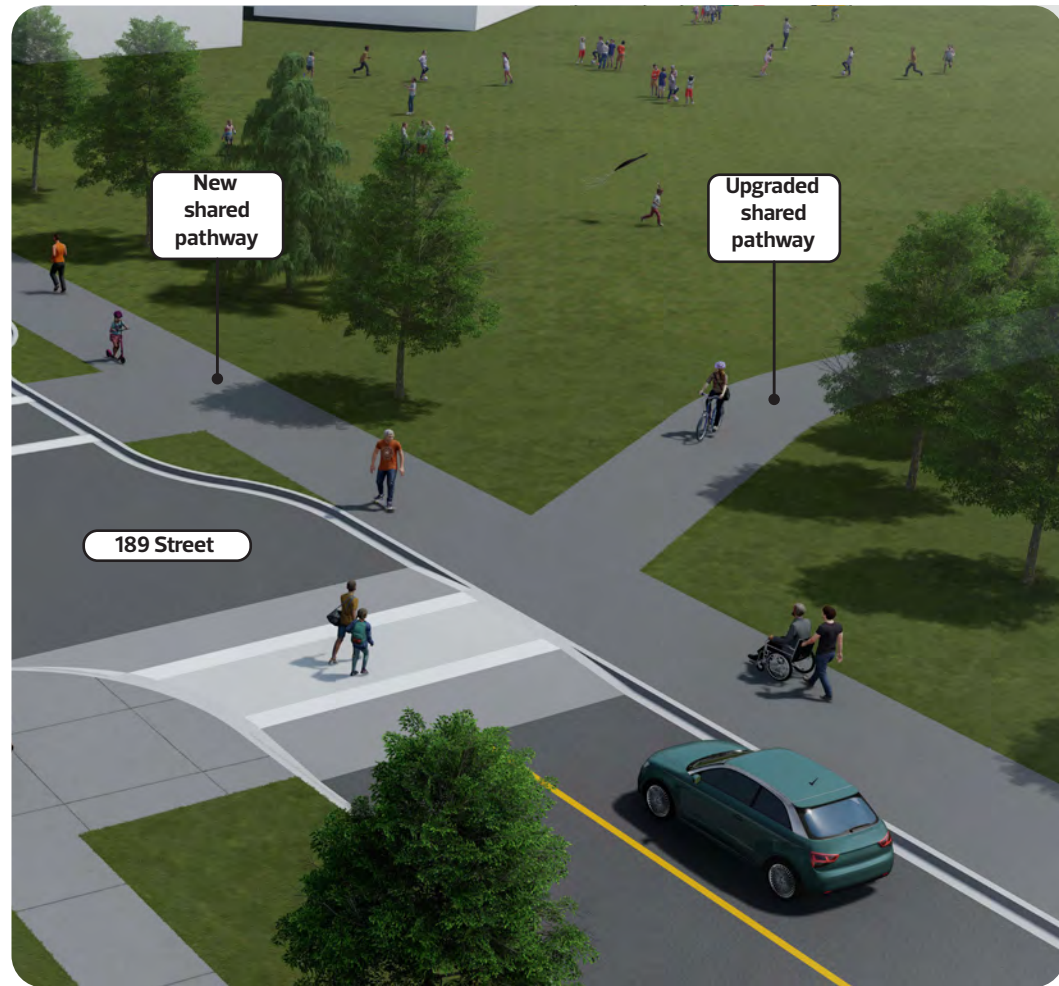
## Shared pathway through an open space example



## New and upgraded shared pathways



189 Street near Parkwest field



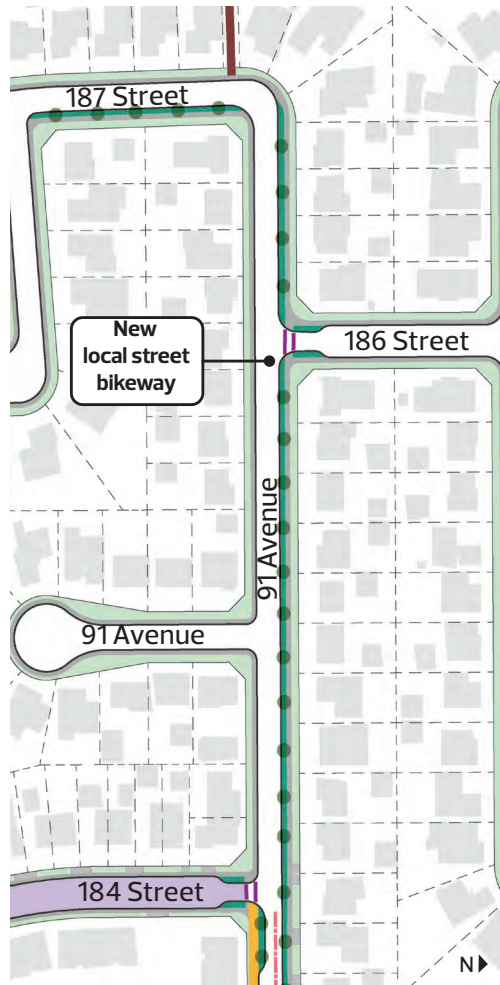
New and upgraded shared pathway near Parkwest field

### Legend

Reconstruct sidewalks	Reconstruct shared pathway	Parks and open space
Existing grass/boulevards	New shared pathway	Existing trees
New boulevards	New painted crosswalk	New trees
No on-street parking	New raised crosswalk	



## Local street bikeway



91 Avenue as local street bikeway



Local street bikeway example

### Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing trees
Existing grass/boulevards	New shared pathway	New trees
New boulevards	New painted crosswalk	
No on-street parking	Road and sidewalk renewed in 2017	

## 4.0 Crossing enhancements



### Key design influences:

- Upgrading intersections near important destinations and along key routes will promote safe and convenient movement
- Incorporating missing crosswalks will improve overall connectivity in the neighbourhood
- Implementing curb extensions will reduce crossing distance, slowing traffic and prioritizing safety for people walking and rolling
- **Traffic calming**<sup>3</sup> elements will further support a safer and comfortable environment for people of all ages and abilities



Crossing enhancements example

### The draft design includes:

- Traffic calming incorporated throughout, with a focus on key routes
- Raised crosswalks and a raised intersection will be added along key routes to provide a physical cue for people driving while creating a level surface for people crossing the street
- Curb extensions will be added near key intersections and areas identified as high traffic zones, to provide better visibility and shorter crossings for people who walk and roll
- Continuous crossings will be added along collector roads, improving accessibility for people who bike, walk and roll on shared pathways
- New painted crosswalks will be added to enhance connectivity in the neighbourhood

**Note 3: Traffic calming** consists of physical design measures put in place on existing roads to reduce vehicle speeds and improve safety.

## What we considered



### WHAT WE HEARD

Residents:

- Would like enhanced or additional traffic calming measures to improve safety and accessibility for people of all ages and abilities
- Shared a desire to have safe connections to school sites, parks and commercial nodes.

### GUIDING PRINCIPLES

- **Safe:** Residents feel comfortable walking, rolling and biking through the neighbourhood with improved visibility, traffic flow and safe movement
- **Inclusive:** In Belmead, people of all ages and abilities can safely and comfortably navigate the community using various transportation methods to enjoy the diverse parks, open spaces, recreational opportunities, and gathering spaces
- **Access to parks and open spaces:** Belmead has beautiful parks and open spaces that are well-connected, offering easy access and creating opportunities for families, visitors, and neighbours to come together

### DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Complete Streets Design and Construction Standards
- Transportation Association of Canada (TAC)
- Access Design Guide
- Urban Design Manual
- Existing infrastructure assessments
- Manage utility conflicts
- Coordination with City departments is required to review data for design rationale and selection of crossing type
- Consider drainage impacts, visibility and distance from intersections or crossings
- City policy emphasizes the importance of reducing vehicle speeds and improving safety for people walking and rolling

### CITY POLICIES AND PROGRAMS

- Accessibility for People with Disabilities Policy (C602)
- Active Transportation Policy (C544)
- ConnectEdmonton
- Vision Zero initiative/Safe Mobility Strategy



## 4.1 Crossing enhancements overview map



# Raised intersection

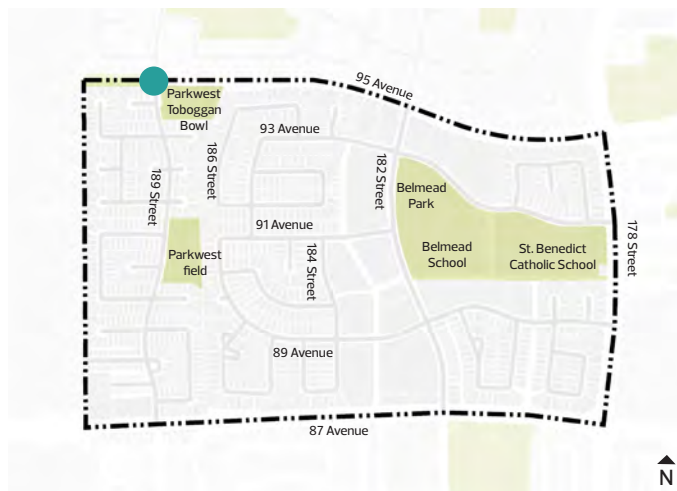


## What we propose:

- A **raised intersection**<sup>4</sup> will be added at the junction of 189 Street and 95 Avenue to provide a physical cue for people driving to slow down and enhance safety and accessibility for people who walk and roll
- The raised intersection will also create a transition between 189 Street, 95 Avenue and 95 Avenue open space, signaling to people driving that they are entering the neighbourhoods
- Additionally, raised crosswalks will be incorporated along all three sides of the intersection to create a level surface for people crossing the street
- Overall, the raised intersection will help slow traffic and improve safety and convenient movement across both neighbourhoods

*Note 4: A **raised intersection** is an intersection that is constructed higher than the surrounding roadway surfaces.*

## Key map



## Proposed raised intersection at 189 Street and 95 Avenue



# Raised crosswalks

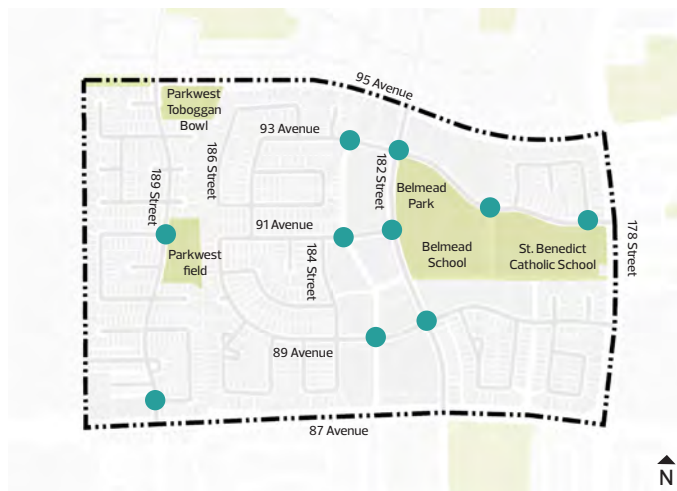


## What we propose:

- **Raised crosswalks<sup>5</sup>** will be added to provide physical and visual cue for people driving while improving visibility and accessibility for the people who walk, roll and bike in the neighbourhood. These will be incorporated at the following locations:
  - + 189 Street along Parkwest field shared pathway, and at the junction of 189 Street and 87a Avenue
  - + 182 Street and 93 Avenue, 182 Street and 91 Avenue, and 182 Street and 89 Avenue
  - + 93 Avenue west of 182 Street, 93 Avenue and Belmead Park shared pathway, and at the junction of 93 Avenue and 179 Street
  - + 91 Avenue where neighbourhood shared pathway connects with the street
  - + 89 Avenue where neighbourhood shared pathways connects with the street

***Note 5: Raised crosswalks** raise the roadway through the crosswalk to be near sidewalk height. They reduce vehicle speeds and allow people driving to be more aware of the people crossing the street.*

## Key map



## Proposed raised crosswalk on 189 Street and Parkwest field



# Curb extensions

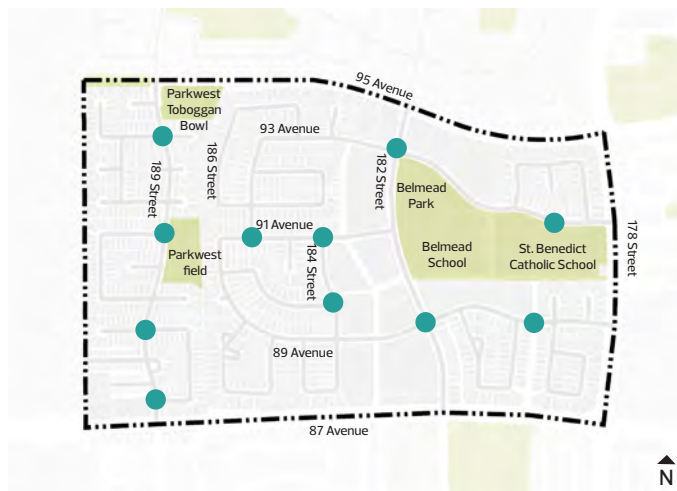


## What we propose:

- **Curb extensions**<sup>6</sup> will be incorporated to help slow traffic and improve visibility while shortening the crossing distance for people walking, rolling and biking. These will be added at the following locations:
  - + On 189 Street where it intersects with 93 Avenue, 91 Avenue, 89 Avenue and 87a Avenue
  - + On 182 Street where it intersects with 93 Avenue and 89 Avenue
  - + At the junction of 184 Street and 91 Avenue, and 184 Street and 90 Avenue shared pathway
  - + At the junction of 186 Street and 91 Avenue
  - + 93 Avenue east of 182 Street close to St. Benedict Catholic School
  - + 89 Avenue east of 182 Street at shared pathway connection

***Note 6:** A **curb extension** extends the curb to define the parking lane and improves visibility while shortening the crossing distance for people who cross at key locations either at the corners of the street or at a mid-block crossing.*

## Key map



## Proposed curb extension on 189 Street





# Continuous crossings

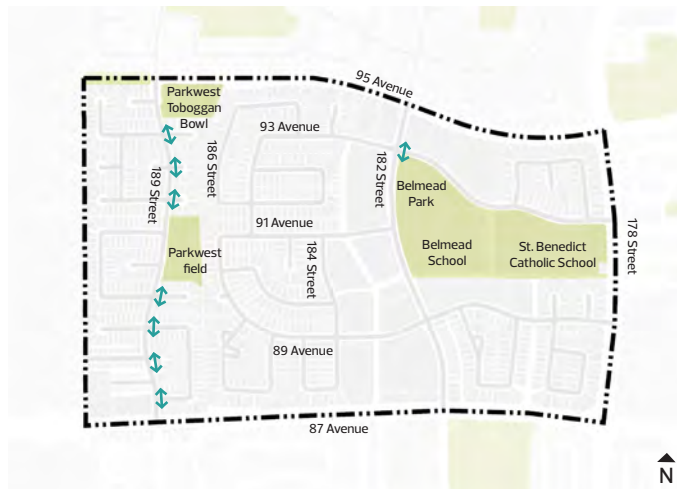


## What we propose:

- **Continuous crossings<sup>7</sup>** will be added to provide a physical cue for people driving to slow down and create a level surface for people crossing the street, enhancing safety and accessibility for people of all ages and abilities. These will be implemented at the following locations:
  - + Along the east side of 189 Street where it connects with 93 Avenue, 92a Avenue, 92 Avenue, 90 Avenue, 89 Avenue, and 87a Avenue
  - + 189 Street where it intersects with the cul-de-sac
  - + At the junction of 182 Street and 93 Avenue

**Note 7: Continuous crossing** sidewalks communicate to people walking that they have an uninterrupted travel path while communicating to people driving that they are crossing a space for walking. The key feature of a continuous crossing is that the curb and sidewalk remain level through the crossing.

## Key map



## Continuous crossings at 189 Street near cul-de-sac





## Painted crosswalks

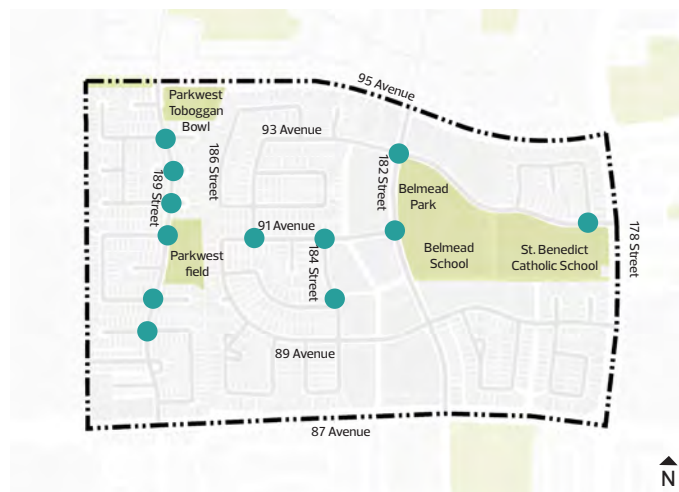


### What we propose:

- New **painted crosswalks**<sup>8</sup> will be added where they are missing currently, providing a visual cue for people driving to look for people crossing while improving connectivity in the neighbourhood. Potential locations for painted crosswalks are highlighted on the key map

**Note 8:** A **painted crosswalk** is a crosswalk that uses painted lines to mark the area for people walking and biking to cross the road. Crosswalk markings help people walking by guiding them across the road and defining the crossing area.

### Key map



### New painted crosswalks 189 Street and 89 Avenue intersection



## 5.0 Roads



### Key design influences:

- Redesign the roads to align with the current city standards
- Public realm improvements to enhance safety, connectivity and the overall character of the community
- City policy and resident feedback emphasized the importance of slowing traffic and improving safety for people walking, rolling and biking



Roads improvement example

### The draft design includes:

- All collector and local roads will be renewed to provide safe and convenient movement throughout the neighbourhood
- Some roads will be narrowed to meet current standards and traffic calming measures will be implemented
- On-street parking may be impacted by changes such as traffic calming, crossing improvements and new boulevards to slow traffic and improve safety for all users
- New or upgraded shared pathways will be constructed throughout the neighbourhood to provide a comprehensive network for people who walk, roll and bike
- Street lighting (new poles with LED lights), new trees and **Low Impact Development (LID)**<sup>9</sup> will be incorporated along the roadways

**Note 9: Low Impact Development (LID)** is an approach to land development that works with nature to manage stormwater runoff where it falls.

## What we considered



### WHAT WE HEARD

Residents:

- Shared a desire for the sidewalks and roads to be updated and repaired throughout the neighbourhood
- Would like to keep the current setback between the back of sidewalk and the property line
- Support traffic calming measures that enhance safety and accessibility for people walking, rolling and biking in the neighbourhood
- Would like to maintain the availability of current on-street parking and avoid traffic congestion
- Support the addition of new street trees and boulevards

### GUIDING PRINCIPLES

- **Safe:** Residents feel comfortable walking, rolling and biking through the neighbourhood with improved visibility, traffic flow and safe movement
- **Inclusive:** In Belmead, people of all ages and abilities can safely and comfortably navigate the community using various transportation methods to enjoy the diverse parks, open spaces, recreational opportunities, and gathering spaces

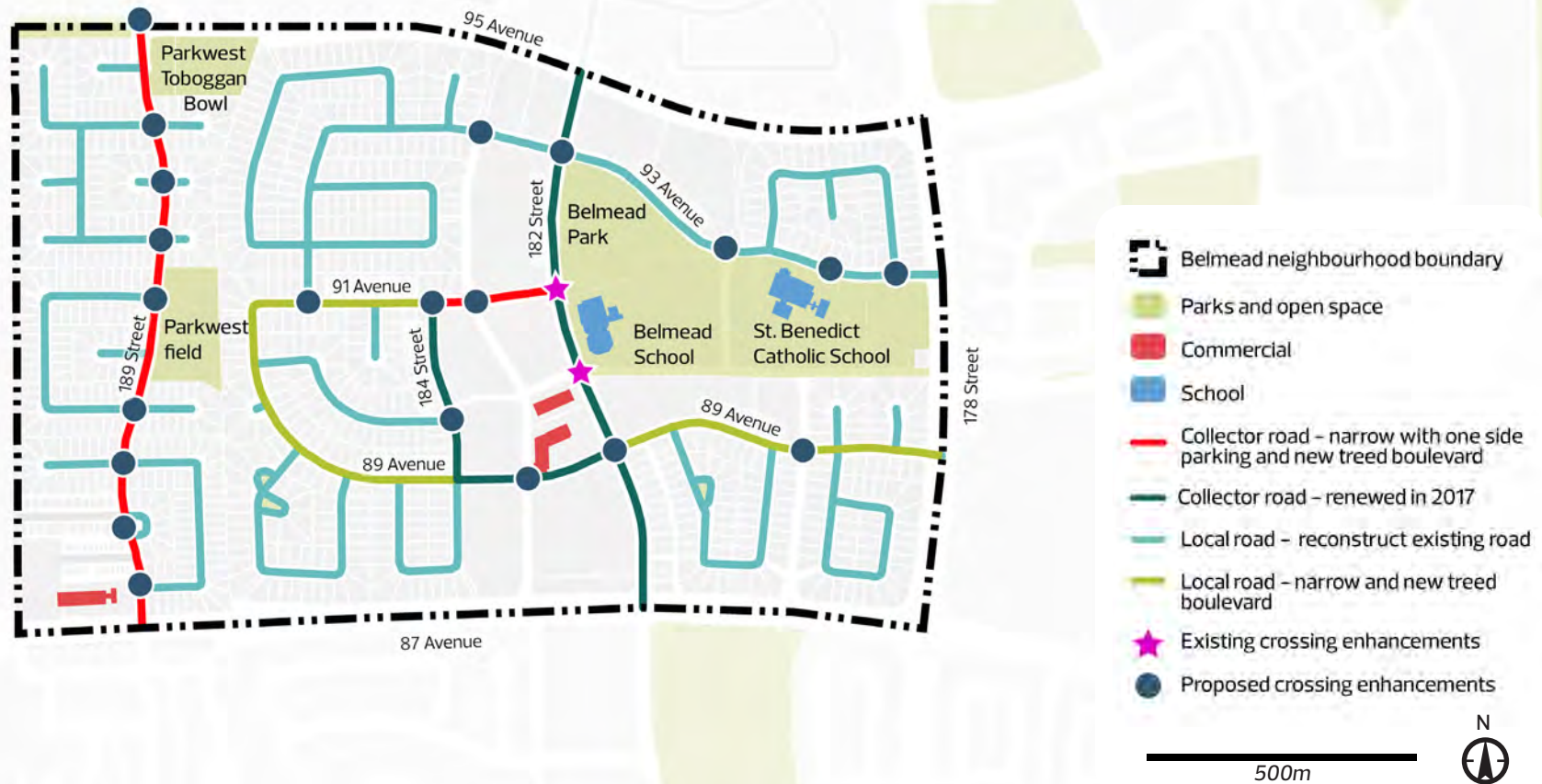
### DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Complete Streets Design and Construction Standards
- Transportation Association of Canada (TAC)
- Access Design Guide
- Urban Design Manual
- Existing infrastructure assessments
- Potential tree or utility conflicts
- Incorporate additional drainage infrastructure for raised crossings and curb extensions
- Shorten the crossing distance
- Increase awareness and visibility of both people crossing and people driving

### CITY POLICIES AND PROGRAMS

- Accessibility for People with Disabilities Policy (C602)
- Active Transportation Policy (C544)
- The City Plan
- Community Traffic Management Policy (C590)
- Complete Streets Policy (C573A)
- ConnectEdmonton
- Bike Plan
- Snow and Ice Control Policy (C409K)
- Winter Design Policy (C588)
- Vision Zero initiative/Safe Mobility Strategy

## 5.1 Roads overview map





# 189 Street

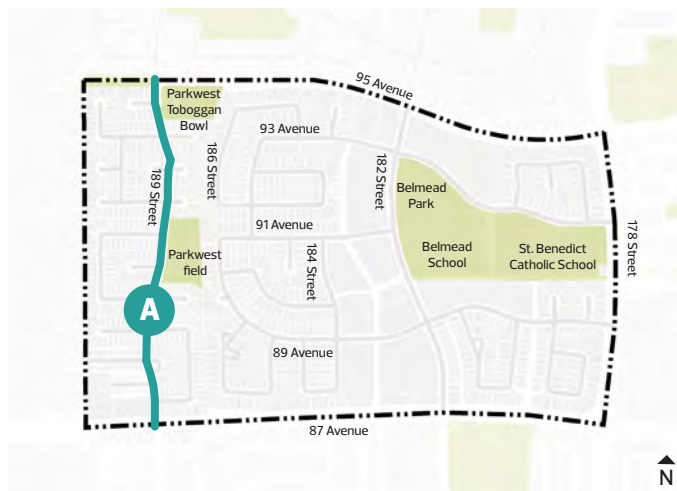


## COLLECTOR ROAD

### What we propose:

- New shared pathways will be added on the east side of the street to provide continuous connection for people walking, rolling and biking
- On-street parking will be removed on the west side of the street, to allow space for boulevards and clear visibility for people walking and rolling
- Raised intersection will be incorporated at the intersection of 189 Street and 95 Avenue, creating a safe and accessible transition between both neighbourhoods
- New treed boulevard will be added on the west side of the street to act as a buffer between traffic, and people walking and rolling. This will also provide space for tree planting and snow storage
- Traffic calming measures will be implemented including curb extensions, raised crosswalks, continuous crosswalks and new painted crosswalks, to provide safety, accessibility and improve connectivity throughout the neighbourhood

### Key map



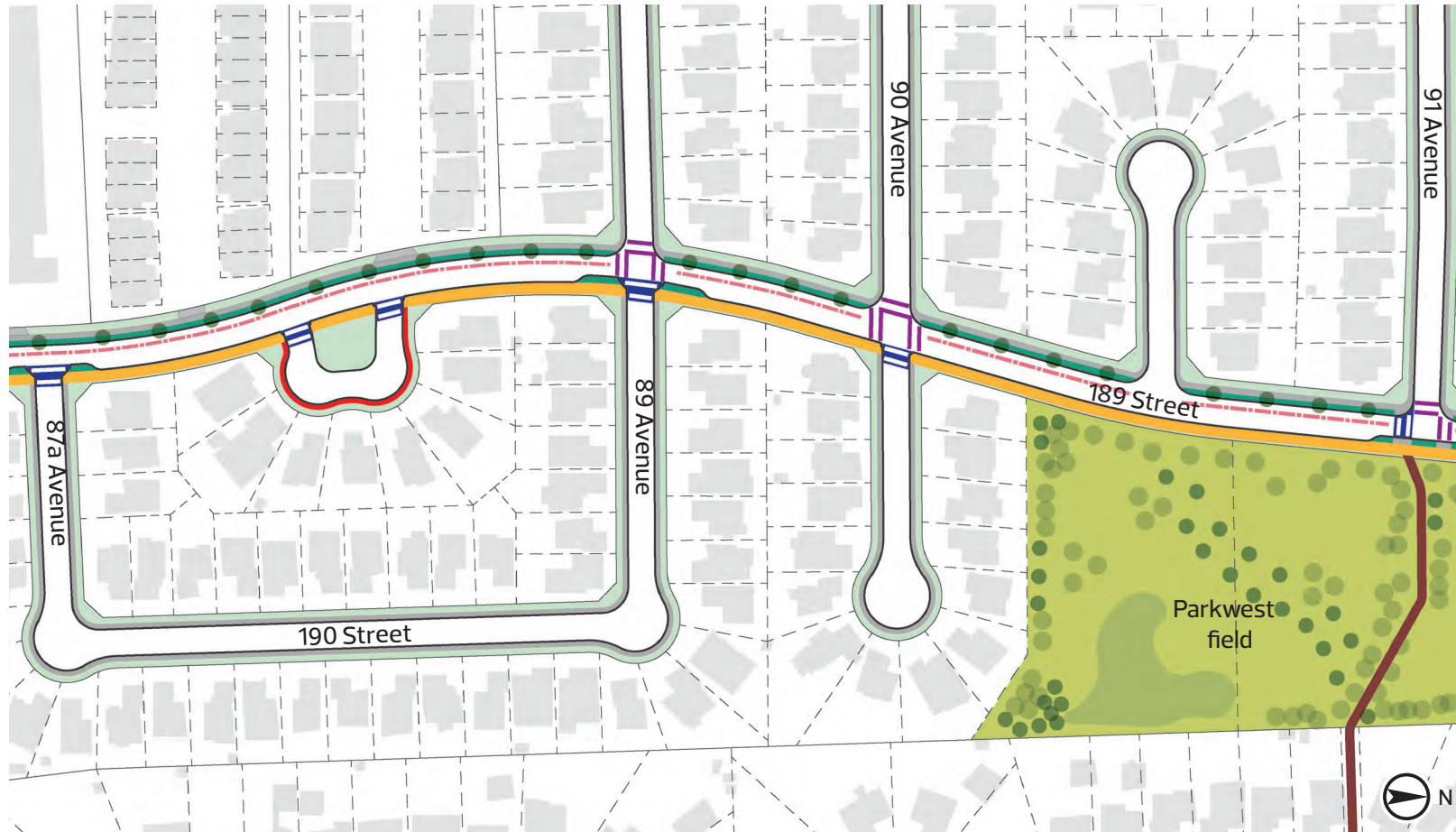
### A 189 Street looking north





# 189 Street

## COLLECTOR ROAD

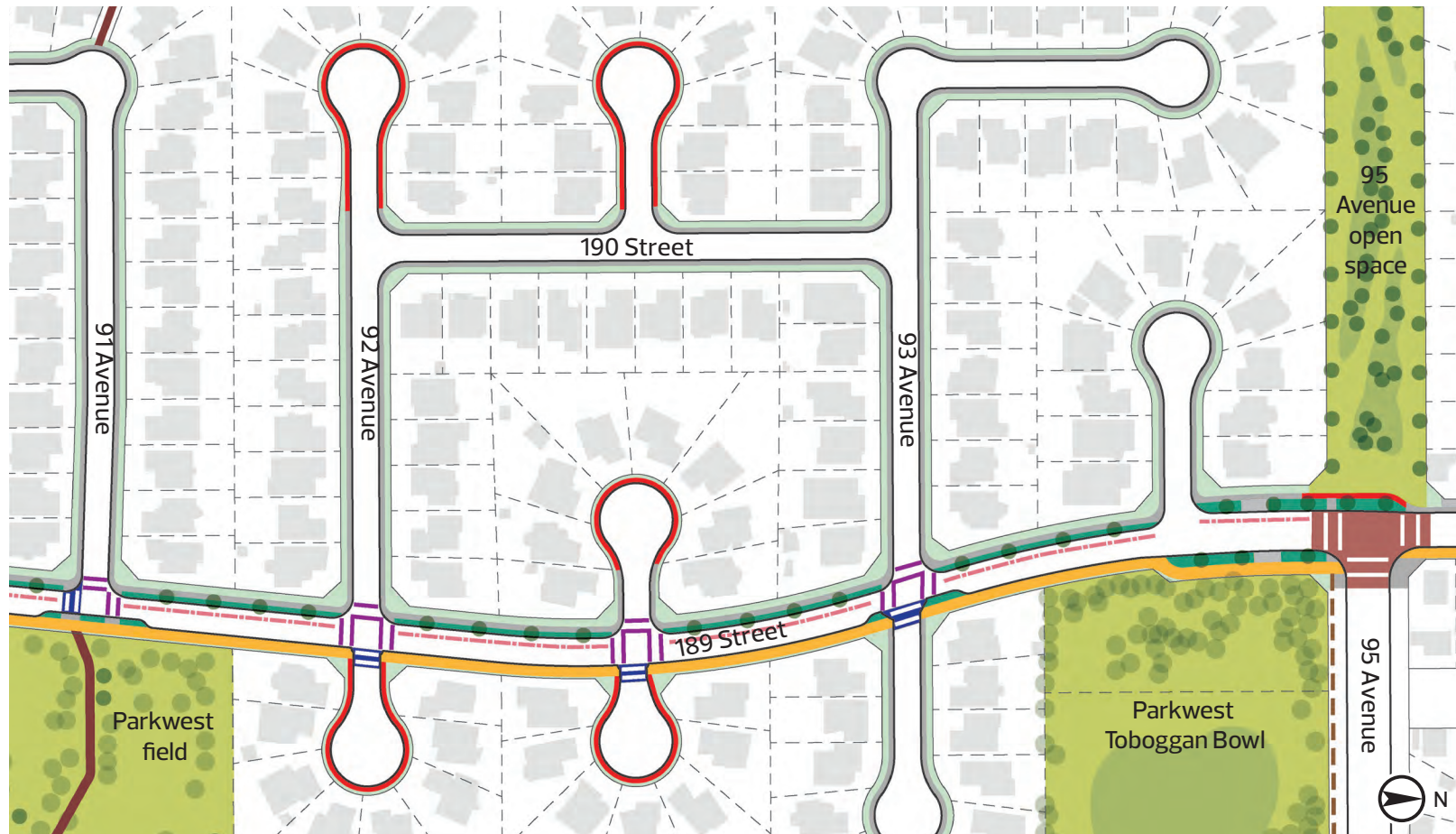


### Legend

Reconstruct sidewalks	Reconstruct shared pathway	Parks and open space
New sidewalks	New shared pathway	No on-street parking
Existing grass/boulevards	New painted crosswalk	Existing trees
New boulevards	New raised crosswalk	New trees

# 189 Street

## COLLECTOR ROAD



### Legend

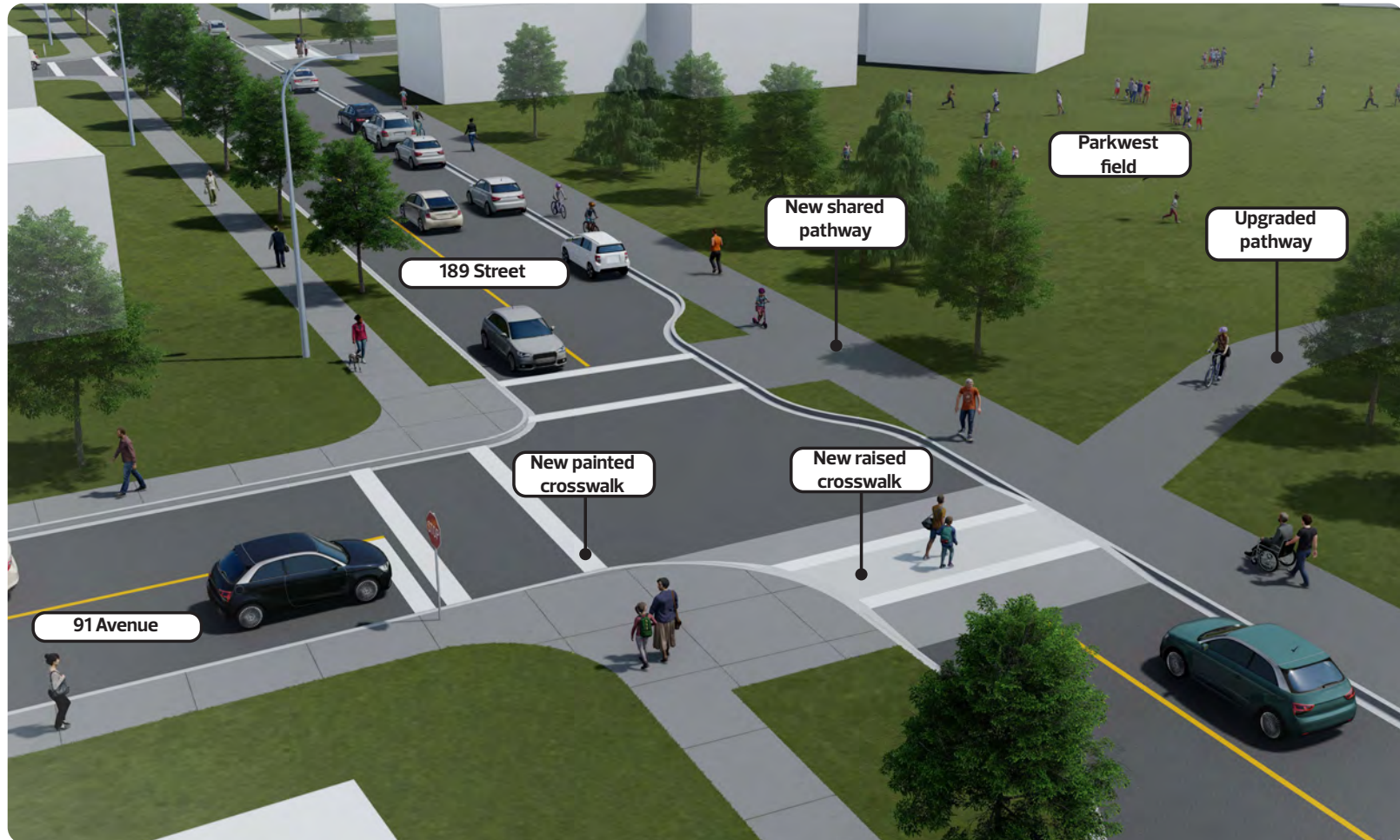
Reconstruct sidewalks	New shared pathway	New raised intersection	Existing trees
New sidewalks	New painted crosswalk	Parks and open space	New trees
Existing grass/boulevards	New raised crosswalk	Future district connector	
New boulevards	No on-street parking		



# 189 Street

COLLECTOR ROAD

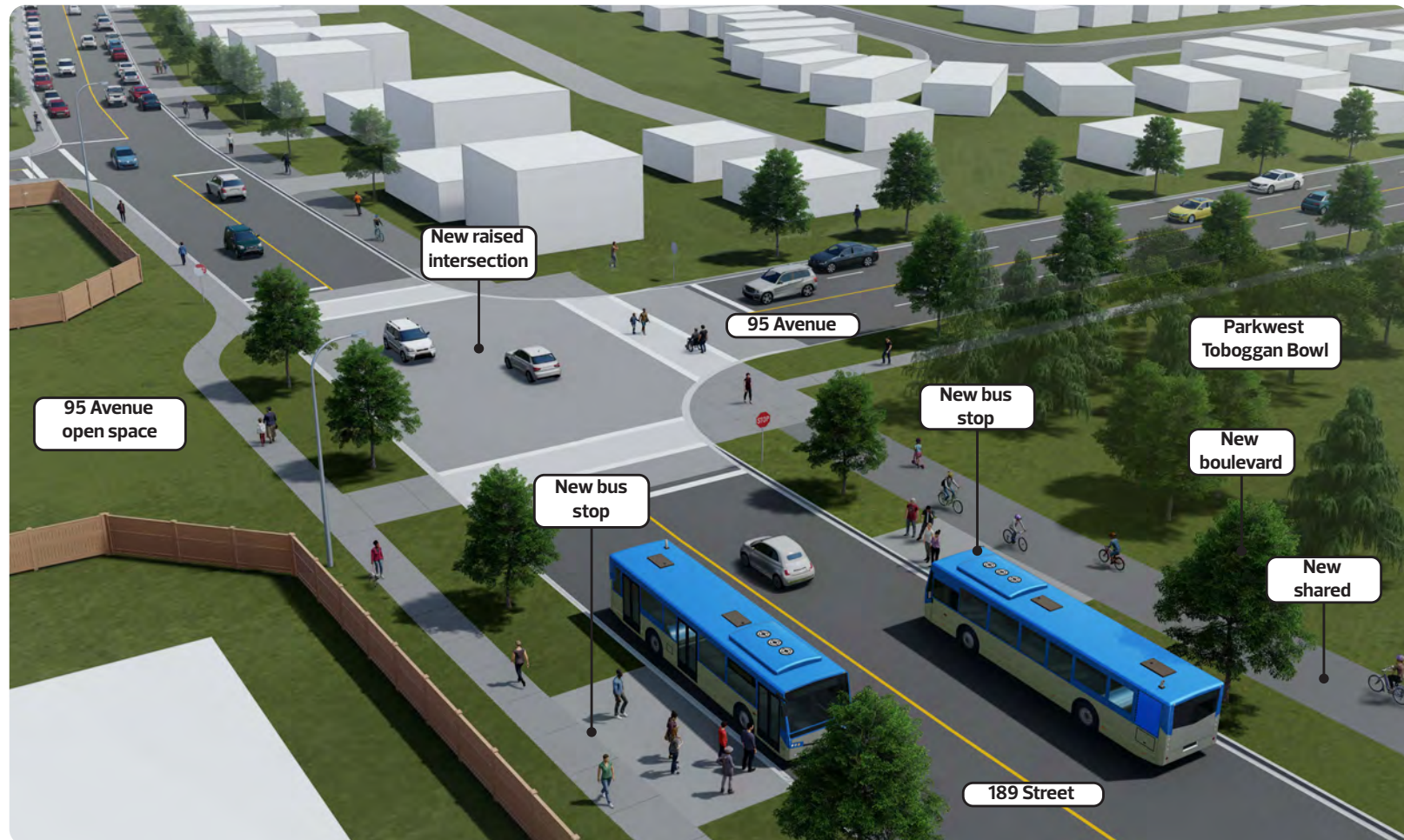
189 Street and 91 Avenue looking north



# 189 Street

COLLECTOR ROAD

189 Street and 95 Avenue looking north





# 182 Street

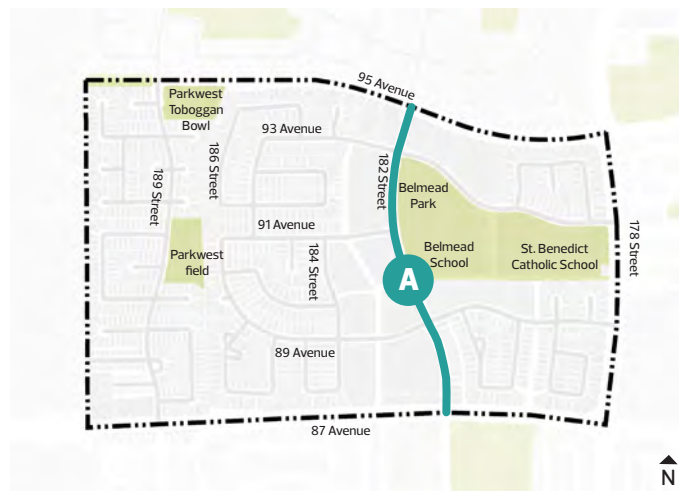


## COLLECTOR ROAD

### What we propose:

- New shared pathway will be added on the east side of the street to provide continuous connection for people walking, rolling and biking
- On-street parking will be maintained on both sides of the street to provide additional parking facilities for commercial and school sites
- Additional curb extensions will be added to slow down traffic and allow shorter crossing distance for people walking, rolling and biking
- Raised crosswalks will be incorporated at key intersections and where shared pathways are connecting with the street. These will act as physical cue for people driving while providing a level surface for people of all ages and abilities
- New painted crosswalks will be implemented at missing locations to improve connections for people walking, rolling and biking in the neighbourhood

### Key map



### A 182 Street looking north



# 182 Street

## COLLECTOR ROAD



### Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing playground	Road and sidewalk renewed in 2017
Existing grass/boulevards	New shared pathway	Parks and open space	
New boulevards	Existing painted crosswalk	Existing trees	
Future district connector	New raised crosswalk	New trees	

# 182 Street

## COLLECTOR ROAD



### Legend

Reconstruct sidewalks	Reconstruct shared pathway	Parks and open space	Existing trees
Existing grass/boulevards	New shared pathway	Future district connector	New trees
New boulevards	New painted crosswalk	No on-street parking	Road and sidewalk renewed in 2017
Existing painted crosswalk	New raised crosswalk		



# 89 Avenue and 184 Street

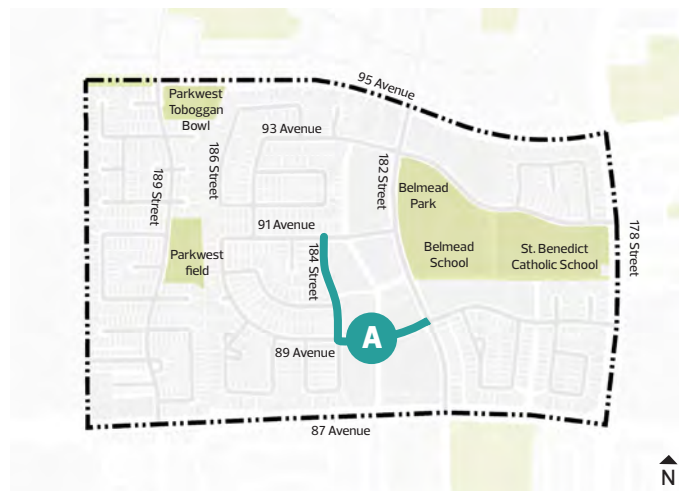


## COLLECTOR ROAD

### What we propose:

- On-street parking will be maintained on both sides of the street to provide additional parking space and allow convenient access to businesses and residential area
- Additional curb extensions will be added to slow down traffic and allow shorter crossing distance for people walking, rolling and biking
- Raised crosswalks will be incorporated at key intersections and where shared pathways are connecting with the street. These will act as physical cue for people driving while providing a level surface for people of all ages and abilities
- New painted crosswalks will be implemented at missing locations to improve connections for people walking, rolling and biking in the neighbourhood

### Key map



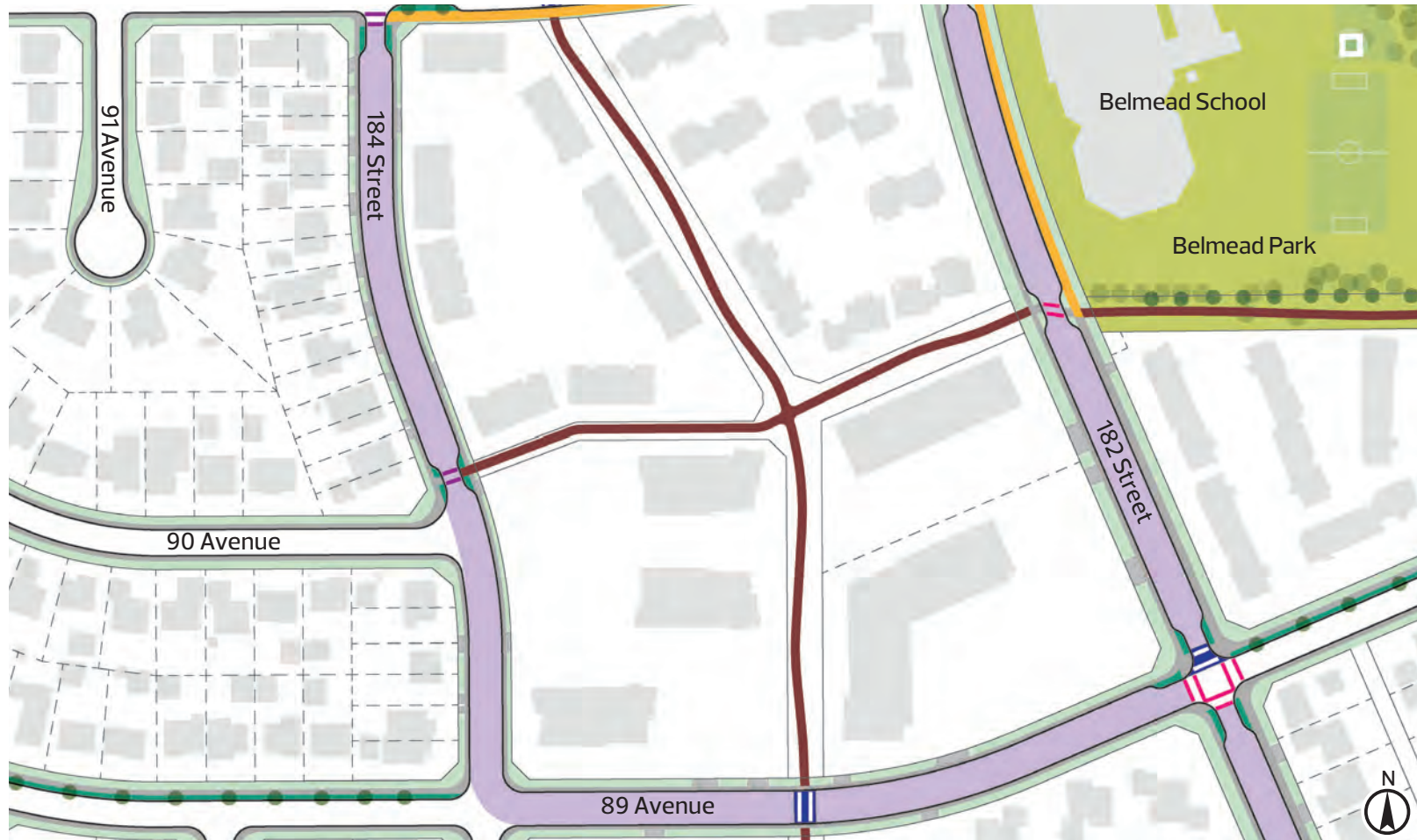
### A 89 Avenue looking east





## 89 Avenue and 184 Street

### COLLECTOR ROAD



### 184 Street and 89 Avenue

#### Legend

Reconstruct sidewalks	Reconstruct shared pathway	New painted crosswalk	Existing trees
Existing grass/boulevards	New shared pathway	New raised crosswalk	New trees
New boulevards	Existing painted crosswalk	Road and sidewalk renewed in 2017	

# 91 Avenue

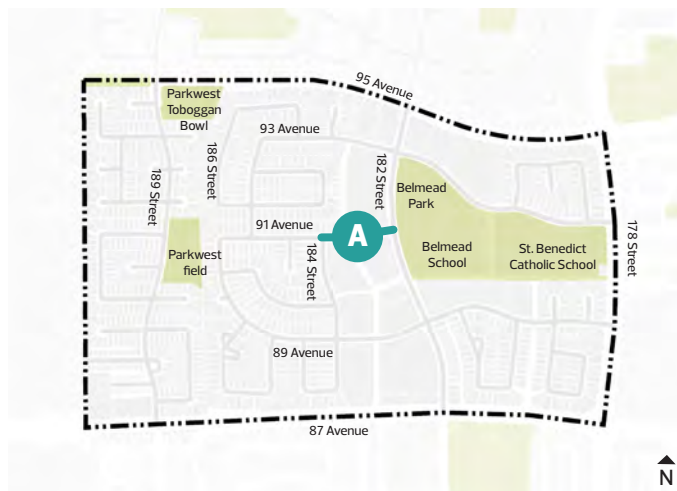


## COLLECTOR ROAD

### What we propose:

- New shared pathway will be added on the south side of the street, providing east-west connection in the neighbourhood
- On-street parking will be removed on the north side of the street to allow space for boulevards and clear visibility for people walking and rolling
- New treed boulevard will be incorporated on the north side of the street. This will act as a buffer between traffic and people walking, rolling and biking, while creating space for new trees and snow storage
- Additional curb extensions will be added to slow down traffic and allow shorter crossing distance for people walking, rolling and biking
- New painted crosswalks will be implemented at missing locations to improve connections for people walking, rolling and biking in the neighbourhood

### Key map



### A 91 Avenue looking west



# 91 Avenue

## COLLECTOR ROAD



### Legend

Reconstruct sidewalks	Reconstruct shared pathway	New painted crosswalk	Parks and open space
Existing grass/boulevards	New shared pathway	New raised crosswalk	Existing trees
New boulevards	No on-street parking	Road and sidewalk renewed in 2017	New trees

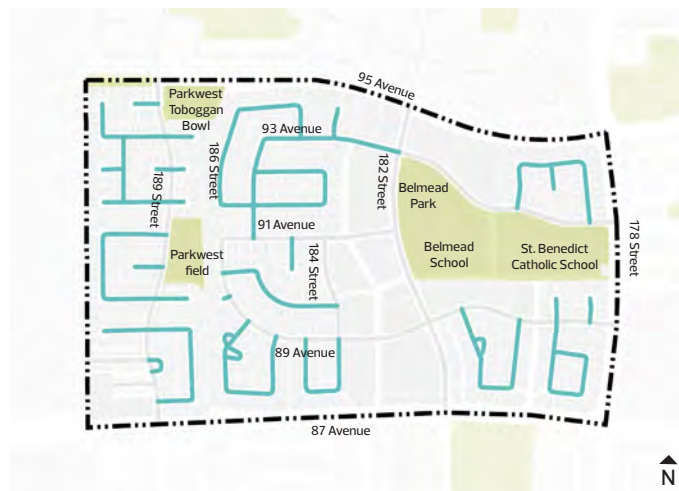
# Local roads



## What we propose:

- All local roads will be repaired and reconstructed to meet current City standards which may include narrowing wider roads
- Sidewalks will be replaced and repaired on both sides of the street to align with City standards (pending Local Improvement decision)
- Traffic calming measures will be incorporated on wider roads that cannot accommodate narrowing. This will slow down traffic while providing safety and accessibility for people walking, rolling and biking
- On-street parking will be maintained on both sides of the street to provide additional parking spaces and allow convenient access to businesses and residential areas
- Lighting improvements and renewal of existing street lights will be implemented to improve safety and visibility on roads (decorative option pending Local Improvement decision)

## Key map



## Typical local road section





# 91 Avenue

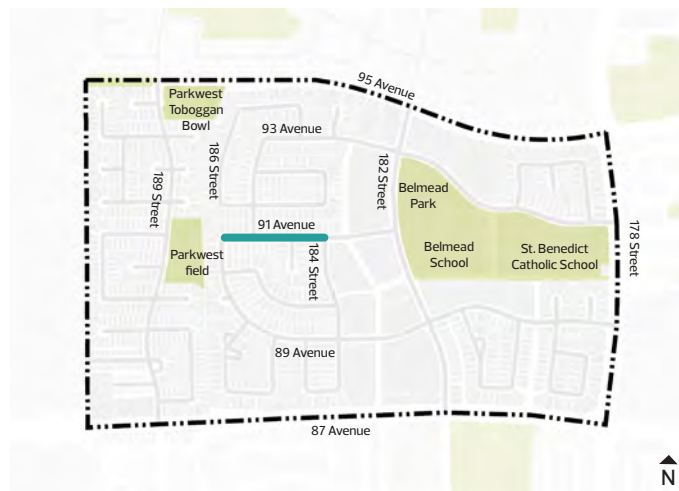


## LOCAL ROAD

### What we propose:

- Road width will be narrowed to align with current City standards
- On-street parking will be maintained on both sides of the street to provide additional parking space and allow convenient access to businesses and residential area
- New treed boulevard will be incorporated on the north side of the street. This will act as a buffer between traffic and people walking, rolling and biking, while creating space for new trees and snow storage
- The street will be designated as a Local Street Bikeway to facilitate east-west connection in the neighbourhood
- Curb extensions will be added at key intersections to slow down traffic and allow shorter crossing distances
- New painted crosswalks will be added to improve connections for people walking, rolling and biking

### Key map

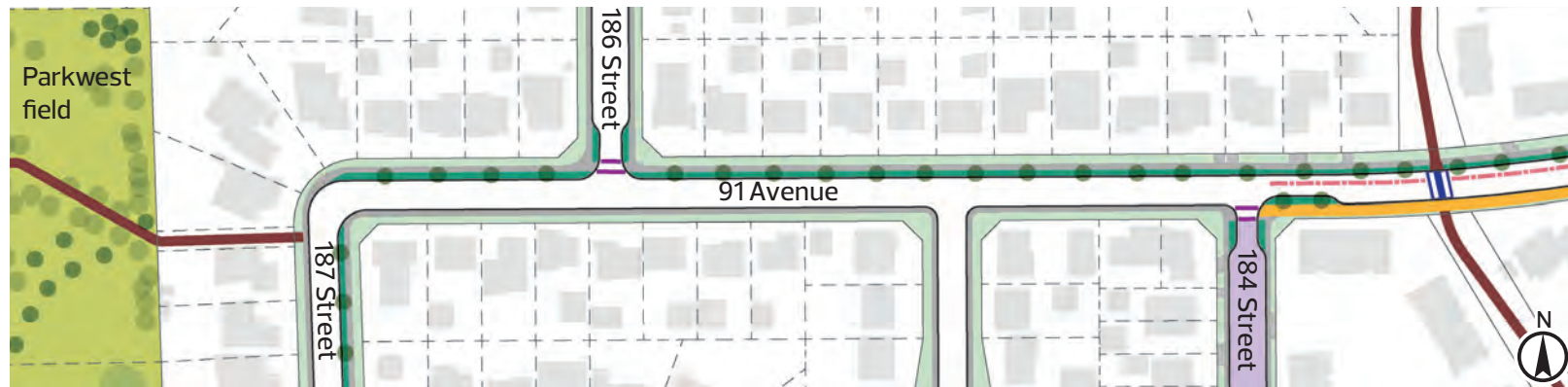


### Local street bikeway example



# 91 Avenue

## LOCAL ROAD



### Legend

Reconstruct sidewalks	Reconstruct shared pathway	New raised crosswalk	Parks and open space
Existing grass/boulevards	New shared pathway	No on-street parking	Existing trees
New boulevards	New painted crosswalk	Road and sidewalk renewed in 2017	New trees

# 187 Street and 89 Avenue

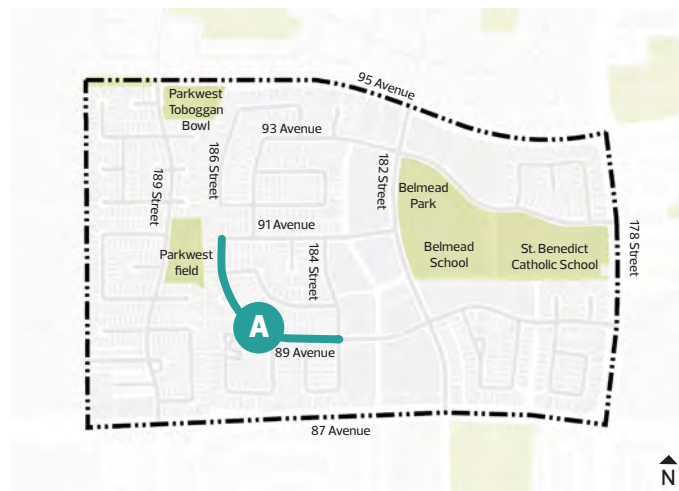


## LOCAL ROAD

### What we propose:

- Road width will be narrowed to align with current City standards
- On-street parking will be maintained on both sides of the street to provide additional parking space and allow convenient access to businesses and residential area
- New treed boulevard will be incorporated on the east side of 187 Street and north side of 89 Avenue. This will act as a buffer between traffic and people walking, rolling and biking, while creating space for new trees and snow storage
- Sidewalks will be replaced and repaired on both sides of the street to align with City standards (pending Local Improvement decision)

### Key map



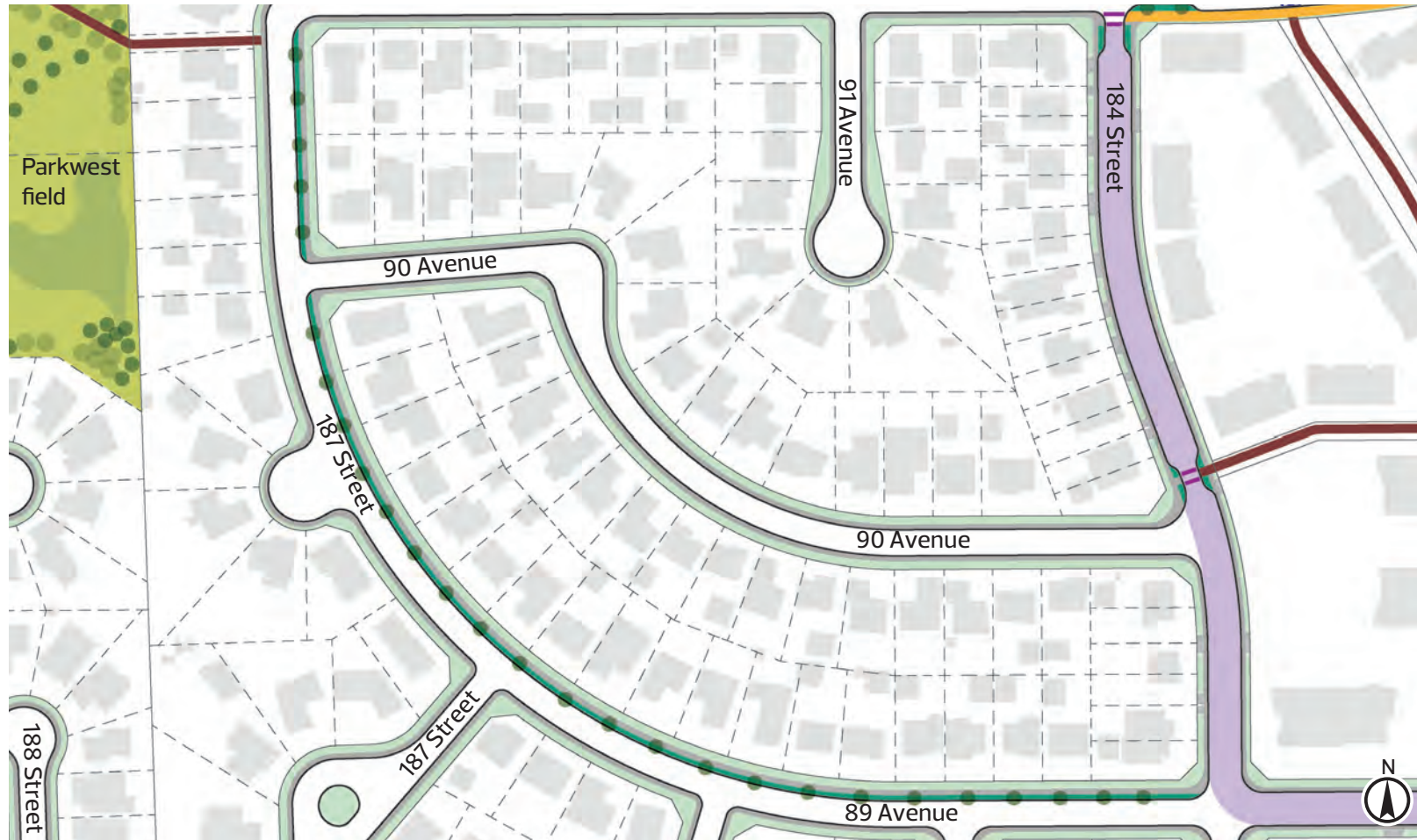
### A 89 Avenue looking east





## 187 Street and 89 Avenue

### LOCAL ROAD



### 187 Street and 89 Avenue

#### Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing trees
Existing grass/boulevards	New painted crosswalk	New trees
New boulevards	Parks and open space	Road and sidewalk renewed in 2017



## 93 Avenue east of 182 Street

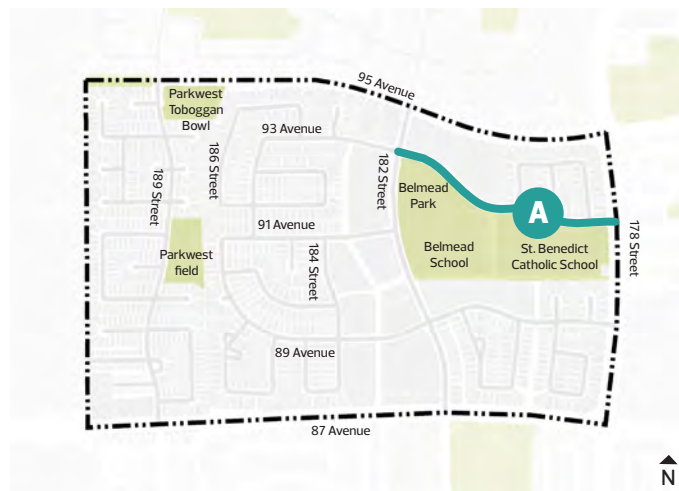


### LOCAL ROAD

#### What we propose:

- New shared pathway will be added on the south side of the street, providing safe and convenient movement along Belmead Park and school sites
- On-street parking will be maintained on both sides of the street to provide additional parking space and allow convenient access to school sites, parks and residential area
- Raised crosswalks will be added at key intersections and shared pathway connection. These will act as physical cue for people driving while providing a level surface for people of all ages and abilities
- Curb extensions will be added at key intersections to slow down traffic and allow shorter crossing distances
- New painted crosswalks will be added to improve connections for people walking, rolling and biking
- Sidewalks will be replaced and repaired on the north side to align with City standards (pending Local Improvement decision)

#### Key map



#### A 93 Avenue looking east



## 93 Avenue east of 182 Street

### LOCAL ROAD

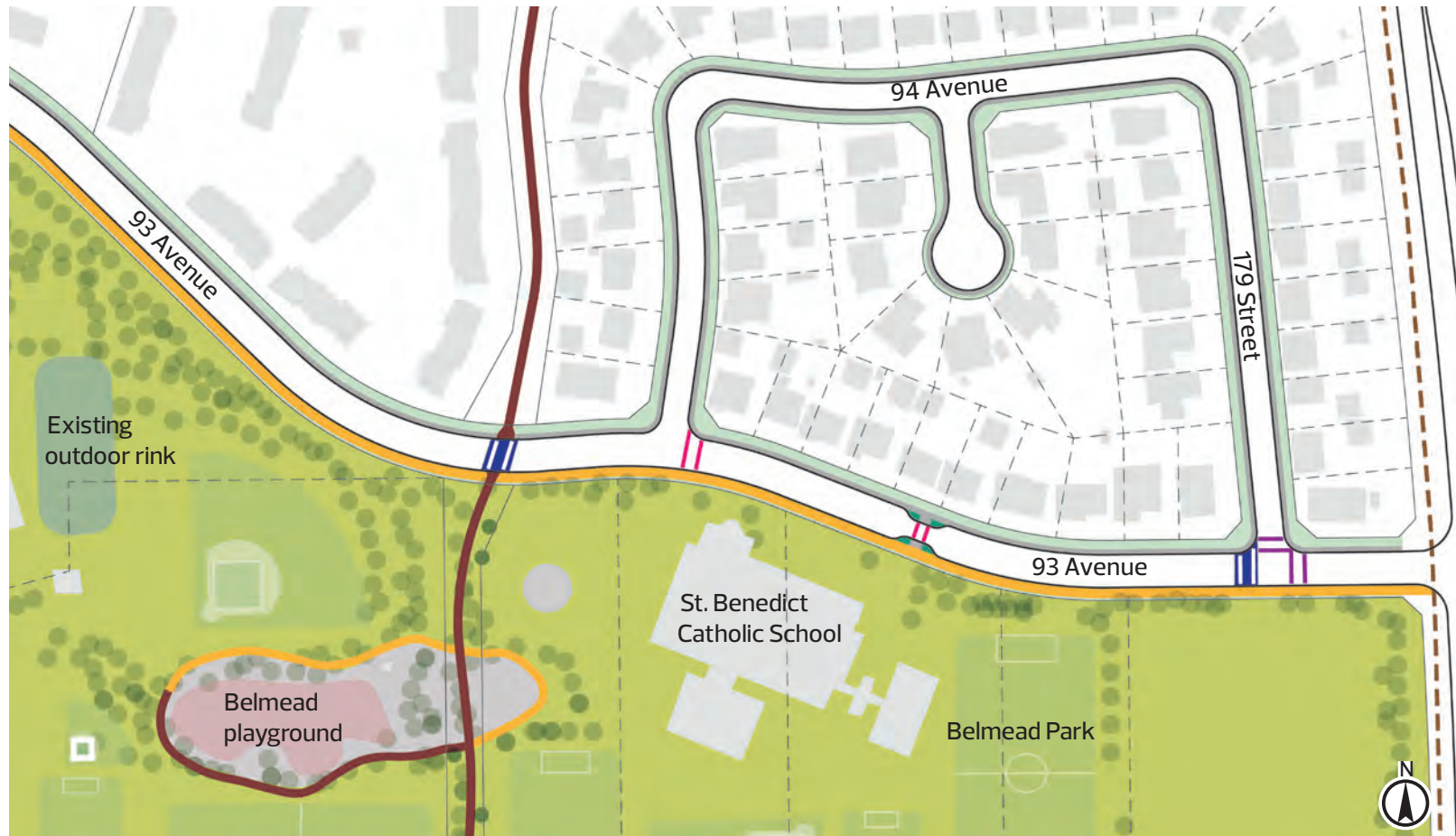


#### Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing painted crosswalk	Parks and open space	Existing trees
Existing grass/boulevards	New shared pathway	New painted crosswalk	Road and sidewalk renewed in 2017	New trees
New boulevards	Future district connector	New raised crosswalk		

## 93 Avenue east of 182 Street

### LOCAL ROAD



#### Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing painted crosswalk	Parks and open space	Existing trees
Existing grass/boulevards	New shared pathway	New painted crosswalk	Existing playground	New trees
New boulevards	Future district connector	New raised crosswalk		



## 89 Avenue east of 182 Street

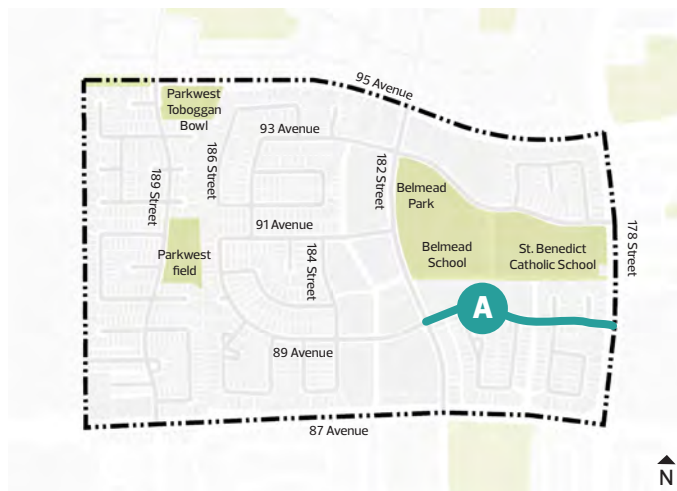


### LOCAL ROAD

#### What we propose:

- Road width will be narrowed to align with current City standards
- On-street parking will be maintained on both sides of the street to provide additional parking spaces and allow convenient access to businesses and residential area
- New treed boulevard will be incorporated on the north side of the street. This will act as a buffer between traffic and people walking, rolling and biking, while creating space for new trees and snow storage
- Sidewalks will be replaced and repaired on both sides of the street to align with City standards (pending Local Improvement decision)
- Curb extensions will be added where the street connects with the shared pathway, to slow down traffic and allow shorter crossing distances

#### Key map



#### A 89 Avenue looking east





## 89 Avenue east of 182 Street

### LOCAL ROAD



#### Legend

Reconstruct sidewalks	Reconstruct shared pathway	Parks and open space	Road and sidewalk renewed in 2017
Existing grass/boulevards	Existing painted crosswalk	Existing trees	
New boulevards	New raised crosswalk	New trees	

## 6.0 Placemaking and open spaces



### Key design influences:

- Improving connectivity to and through the parks and open space is essential to provide accessibility for all ages and abilities
- Additional amenities and enhanced spaces will offer more recreational opportunities
- Facilitating gathering spaces within parks will encourage people to spend time outdoors and improve social connections
- Neighbourhood activation and **Placemaking**<sup>11</sup> projects will enhance community aesthetics and appeal, attracting visitors and supporting local businesses. Additionally, these initiatives will build a sense of community
- **Naturalization**<sup>12</sup> efforts will provide habitat for wildlife and support local flora and fauna, while an increased street tree canopy will offer shade and improve the aesthetic value of urban areas
- Low Impact Development (LID) will reduce risk of local flooding by increasing adsorption and slowing runoff



### Placemaking and open space example

**Note 11: Placemaking** is the process of creating quality places that people want to live, work, play and learn in.

**Note 12: Naturalization** is a process that transforms a manicured landscape into one reflective of the natural region. Naturalization helps preserve and celebrate the natural plant and animal species found in our region.

## What we considered



### WHAT WE HEARD

Residents:

- Were supportive and welcoming of the proposed draft design ideas of parks and open space
- Enjoy the green spaces and mature trees in their neighbourhood and are supportive of measures to preserve and improve parks and open space
- Support the idea of upgrade existing pathways and add new shared pathways in the parks
- Shared a desire to see additional programming such as seating, picnic tables, splash park and gazebo in the parks
- Were excited for naturalized landscaping and new trees in parks and open spaces
- Shared a positive response for activation projects such as corner store improvements, street blades, decorative lighting, public art, plaza and patio seating
- Expressed a desire to have more programming in community nodes and gathering spaces
- Support the idea of having more trees and Low Impact Development (LID) in the neighbourhood
- Shared a desire to retain and maintain existing mature trees in the neighbourhood
- Support the idea of adding landscaping and planter boxes in and around community gathering spaces

### GUIDING PRINCIPLES

- **Welcoming:** Belmead is a vibrant and welcoming community with diverse parks, open spaces, recreational opportunities, and local amenities that foster connection and engagement among neighbours
- **Inclusive:** In Belmead, people of all ages and abilities can safely and comfortably navigate the community using various transportation methods to enjoy the diverse parks, open spaces, recreational opportunities, and gathering spaces
- **Access to parks and open spaces:** Belmead has beautiful parks and open spaces that are well-connected, offering easy access and creating opportunities for families, visitors, and neighbours to come together
- **Local amenities:** The neighborhood's amenities offer opportunities for residents and visitors of all ages and abilities to enjoy, with easy access to local destinations through breezeways, paths, sidewalks, and roads

## What we considered (continued)



### DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Access Design Guide
- Urban Design Manual
- City Design and Construction Standards
- Select resilient and low maintenance plantings
- Review path alignments and widths to minimize impacts on existing trees
- Design with CPTED principles in mind to create safe, inviting and visible seating areas
- Existing infrastructure assessments
- Utilities and tree constraints near commercial areas to define locations for additional connections
- Parking reduction and assessment prior finalizing areas for street furniture, parklets and patio seating
- Drainage and utilities assessment for additional tree plantation in front of commercial areas
- Public art consultation and approval
- Decorative lighting and street sign design approval
- Utilities constraints or existing vegetation will require coordination with green infrastructure features
- Adding green infrastructure or LID features may need relocating or removing private landscaping on public land to integrate additional trees, bioswales, etc
- Considering locations for additional landscaping and planter boxes to enhance aesthetics of community nodes

### CITY POLICIES AND PROGRAMS

- Accessibility for People with Disabilities Policy (C602)
- Active Transportation Policy (C544)
- Open Space Policy (C594) and BREATHE – Green Network Strategy
- The City Plan
- ConnectEdmonton
- Bike Plan
- Snow and Ice Control Policy (C409K)
- Winter Design Policy (C588)
- Corporate Tree Management Policy
- Corner Store Program
- BREATHE – Green Network Strategy
- Urban Forest Management Plan
- Climate Change Adaptation and Resilience Strategy



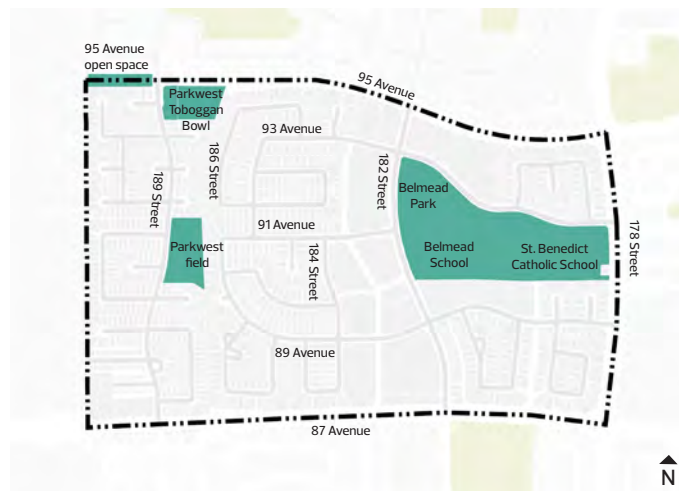
## 6.1 Parks



### What we propose:

- All existing pathways will be upgraded to shared pathway standards
- New shared pathways will be added to improve connections and provide accessibility for people of all ages and abilities
- Improvements to seating areas will be implemented along key walking and biking routes to offer spaces for rest, play and social connections
- Additional amenities such as bike parking and waste bins will be incorporated along existing gathering spaces
- Lighting will be improved where identified as missing or needing replacement
- Existing trees will be maintained, and new trees will be added along key walking routes and seating areas. This will provide shaded, comfortable social spaces while improving biodiversity

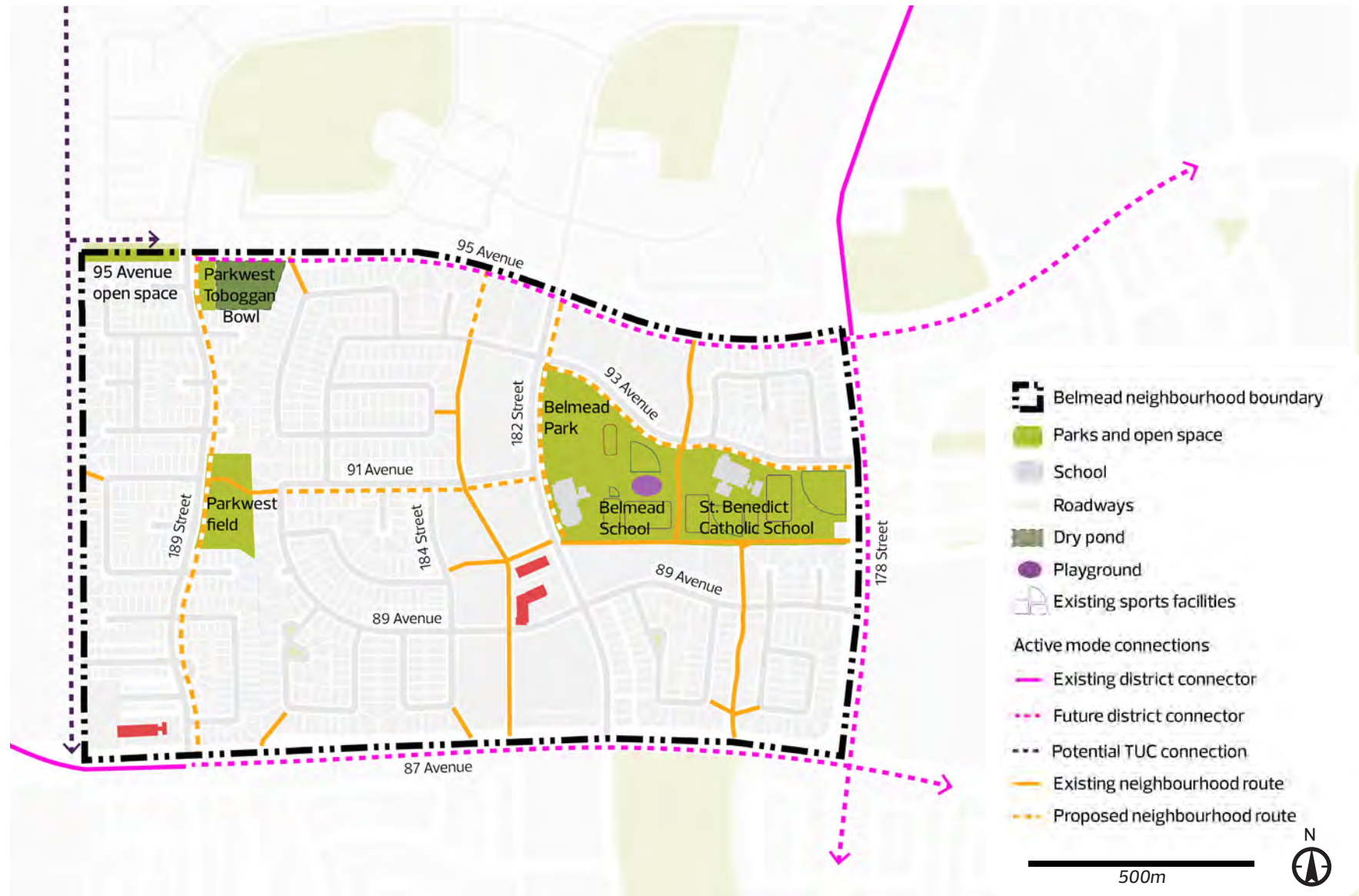
### Key map



### Parks improvement example



## 6.1.1 Parks overview map



# Belmead Park

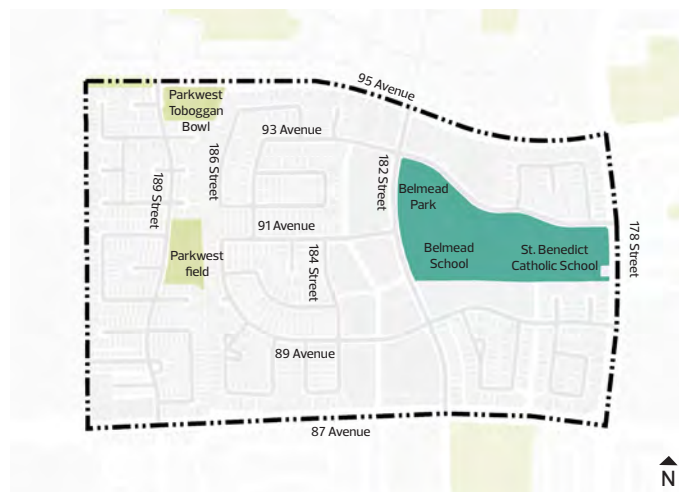


## PARKS AND OPEN SPACE

### What we propose:

- Existing shared pathways will be repaired and upgraded to align with current City standards
- New shared pathways will be added to improve connectivity and accessibility for people of all ages and abilities throughout the park
- Additional seating areas will be added around existing playground area to create spaces for rest, play and social interactions
- Additional bike racks will be incorporated at key biking routes through the park
- Lighting improvements will be implemented to enhance safety and visibility in the parks and open space
- Waste collectible will be added to keep the space clean and well-maintained
- New trees will be planted in missing areas to improve biodiversity while providing shaded and comfortable spaces

### Key map



### Belmead Park existing condition





## Belmead Park



### Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing painted crosswalk	Existing seating area	Existing trees
Existing grass/boulevards	New shared pathway	New painted crosswalk	New seating area	New trees
New boulevards	Parks and open space	New raised crosswalk	New bike parking	
No on-street parking	Road and sidewalk renewed in 2017	Future district connector		



# Parkwest field

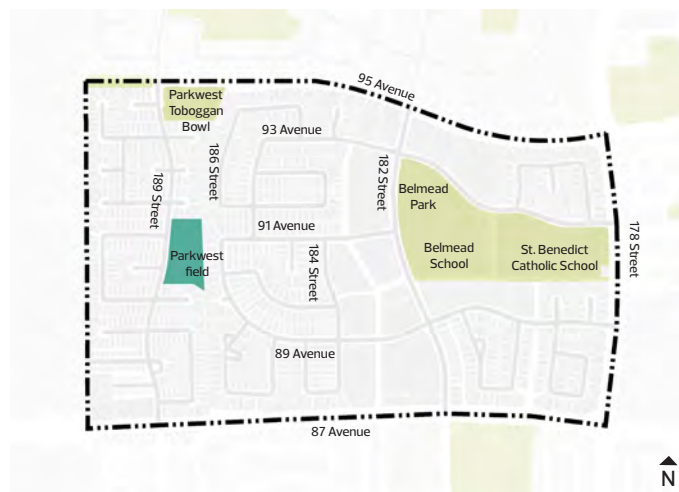


## PARKS AND OPEN SPACE

### What we propose:

- Existing shared pathways will be repaired and upgraded to align with current City standards
- New shared pathways will be added to improve connectivity and accessibility for people of all ages and abilities throughout the park
- Additional seating areas will be added along shared pathway to create spaces for rest, play and social interactions
- Lighting improvements will be implemented to enhance safety and visibility in the parks and open space
- Waste collectible will be added to keep the space clean and well-maintained
- New trees will be planted in missing areas to improve biodiversity while providing shaded and comfortable spaces

### Key map



### Parkwest field existing condition



## Parkwest field



### Legend

Reconstruct sidewalks	Reconstruct shared pathway	Parks and open space	No on-street parking
New sidewalks	New shared pathway	Existing trees	New seating area
Existing grass/boulevards	New painted crosswalk	New trees	
New boulevards	New raised crosswalk		

# Parkwest Toboggan Bowl

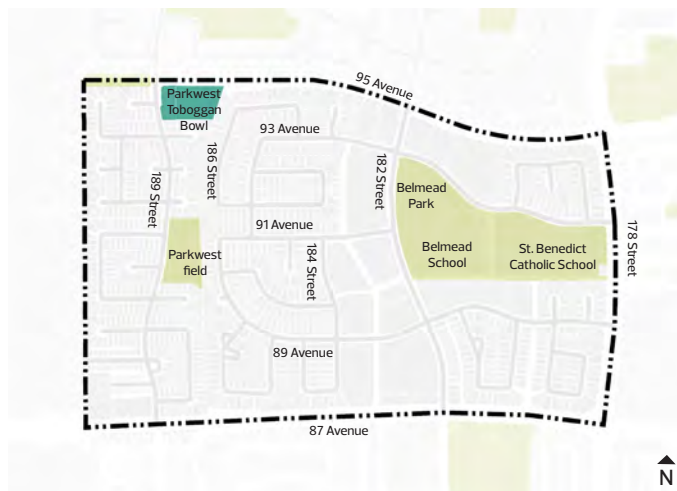


## PARKS AND OPEN SPACE

### What we propose:

- Improvements to adjacent area such as shared pathway connections will be implemented to bring people to this park

### Key map



### Parkwest Toboggan Bowl existing condition





## Parkwest Toboggan Bowl



### Legend

Reconstruct sidewalks	Reconstruct shared pathway	New painted crosswalk	Parks and open space	Existing trees
New sidewalks	New shared pathway	New raised crosswalk	Existing seating area	New trees
Existing grass/boulevards	Future district connector	New raised intersection		
New boulevards	No on-street parking			



# 95 Avenue open space

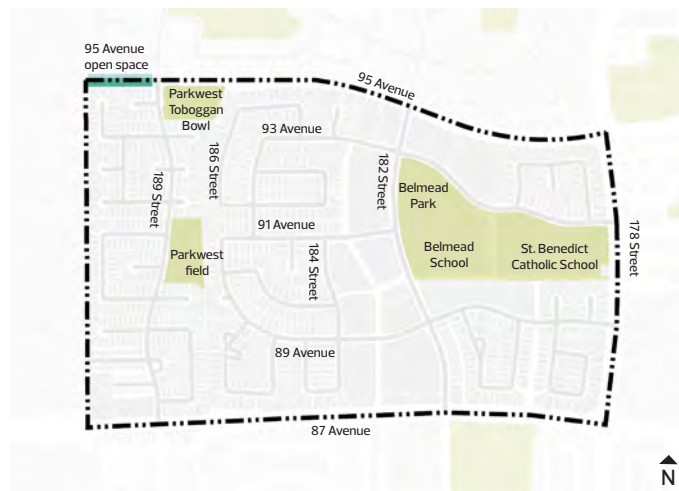


## PARKS AND OPEN SPACE

### What we propose:

- Missing sidewalk will be added on the open space edge along 189 Street to allow access to the space
- Proposed pathway connection through the park to the proposed district connector will create additional link to overall neighbourhood active routes
- New trees will be planted in missing areas to improve biodiversity while providing shaded and comfortable spaces

### Key map



### 95 Avenue open space existing condition



## 95 Avenue open space



### Legend

- |                           |                           |                         |
|---------------------------|---------------------------|-------------------------|
| Reconstruct sidewalks     | New shared pathway        | New raised intersection |
| New sidewalks             | Future district connector | Parks and open space    |
| Existing grass/boulevards | Potential TUC connection  | Existing trees          |
| New boulevards            | No on-street parking      | New trees               |

*\* Subject to funding and approval.*

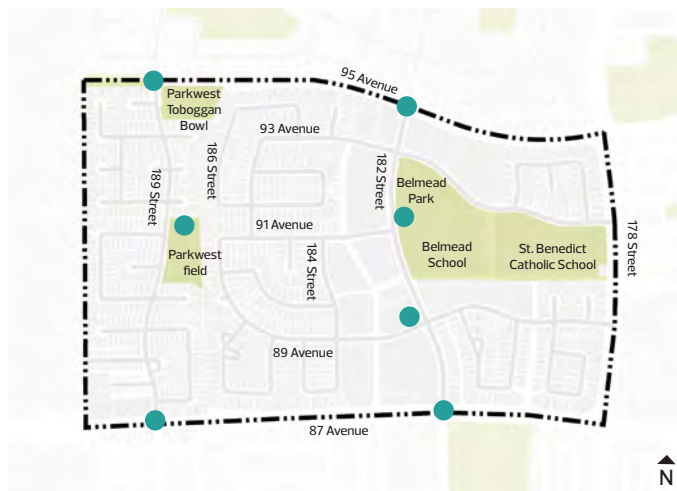
## 6.2 Neighbourhood activation



### What we propose:

- Safe and comfortable connections to commercial areas will be explored to provide easy access for people, and support local businesses
- Street furniture, parklets and patio spaces will be added at key commercial businesses and community nodes
- Decorative lighting will be incorporated to beautify public spaces and add a unique character
- Street blades and public art will be added to create visual interest and a sense of place
- Tree canopy and planter boxes will be added to enhance landscaping, facilitate storm water management and increase biodiversity within public spaces

### Key map

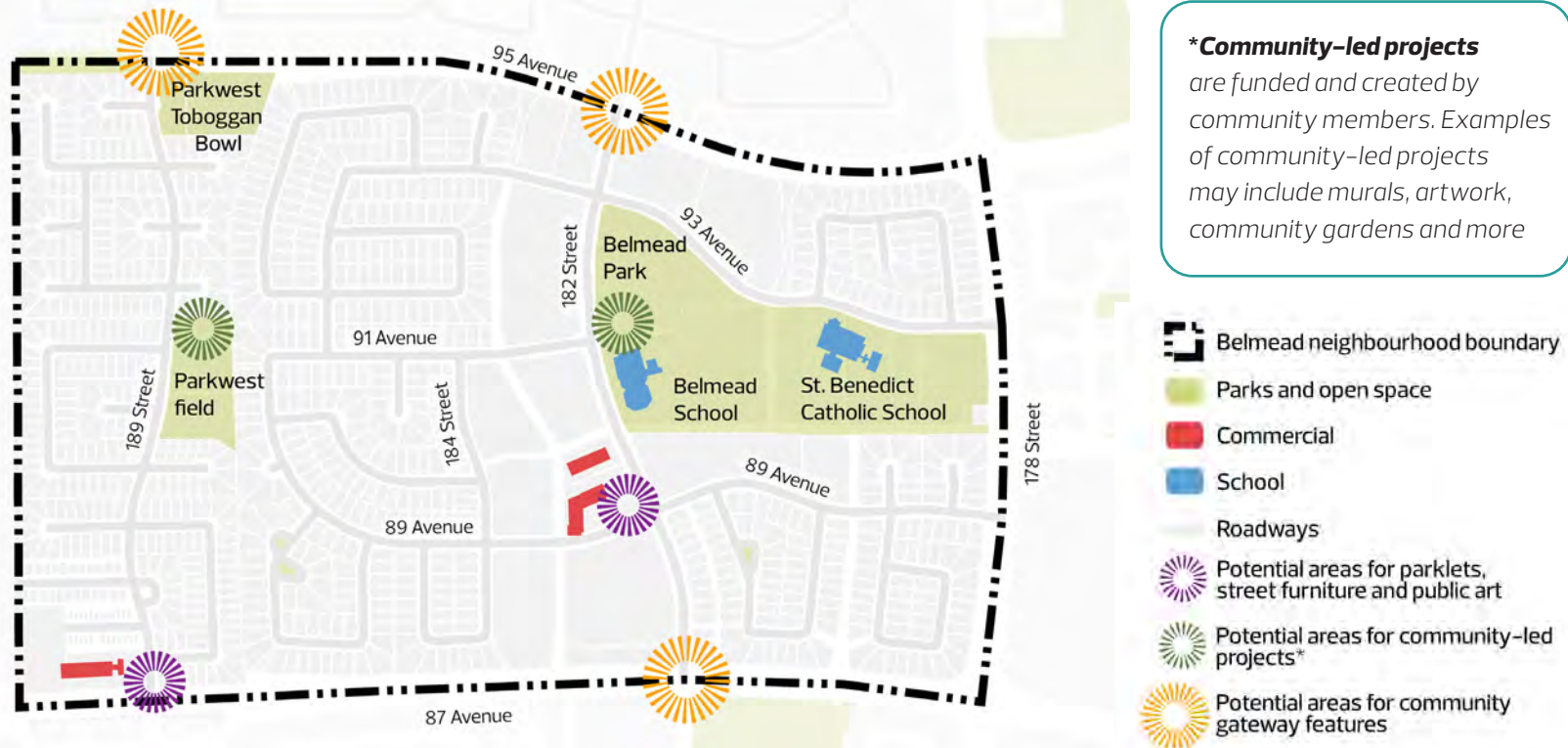


### Neighbourhood activation example





## 6.2.1 Neighbourhood activation overview map



## Neighbourhood activation examples



The neighbourhood can benefit from activation projects including corner store improvements, public seating, decorative street blades, gateway signs, public art and community gardens\*.



### Corner store improvements

Corner store improvements can add value to a neighbourhood by attracting more customers and businesses, while also fostering a stronger sense of community and local pride.



### Public seating

Public seating can benefit a neighbourhood by creating inviting social areas that encourage community interaction, boost aesthetic appeal, and attract foot traffic to local businesses.



### Entry feature

Entry feature enhances a community by creating a strong first impression, fostering a sense of identity and pride, and welcoming visitors.



### Public art/mural

Public art enriches a community by reflecting its culture and values, sparking dialogue, and transforming shared spaces into vibrant, inspiring environments.



### Decorative street blades

Decorative street signs improve a community by adding visual charm, reinforcing local identity, and making navigation more engaging and memorable.



### Community gardens\*

Community gardens support a neighbourhood by fostering environmental stewardship, providing fresh produce, and creating space for social interaction and collective well-being.

\* Community-led project



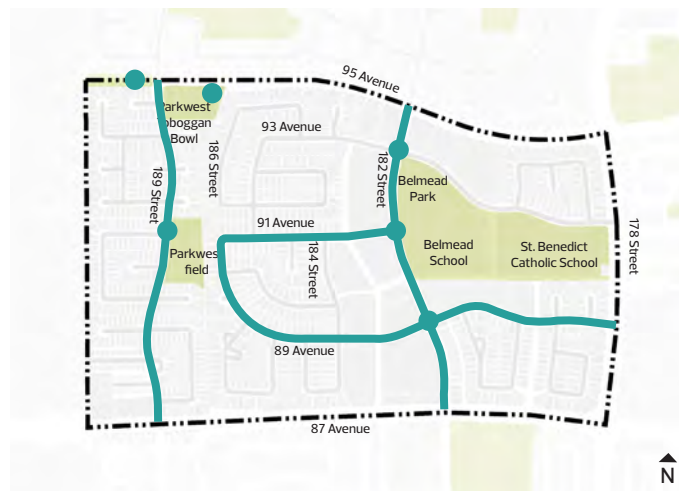
## 6.3 Green infrastructure



### What we propose:

- New trees will be planted throughout the neighbourhood to improved overall tree canopy as per the City targets
- Low Impact Development (LID) measures will be implemented in areas with the risk of local flooding and run-off. Examples could include permeable pavers, soil cells, box planters, bio retention, bioswales and absorbent landscapes
- Natural vegetation will be added to streetscape and open space

### Key map

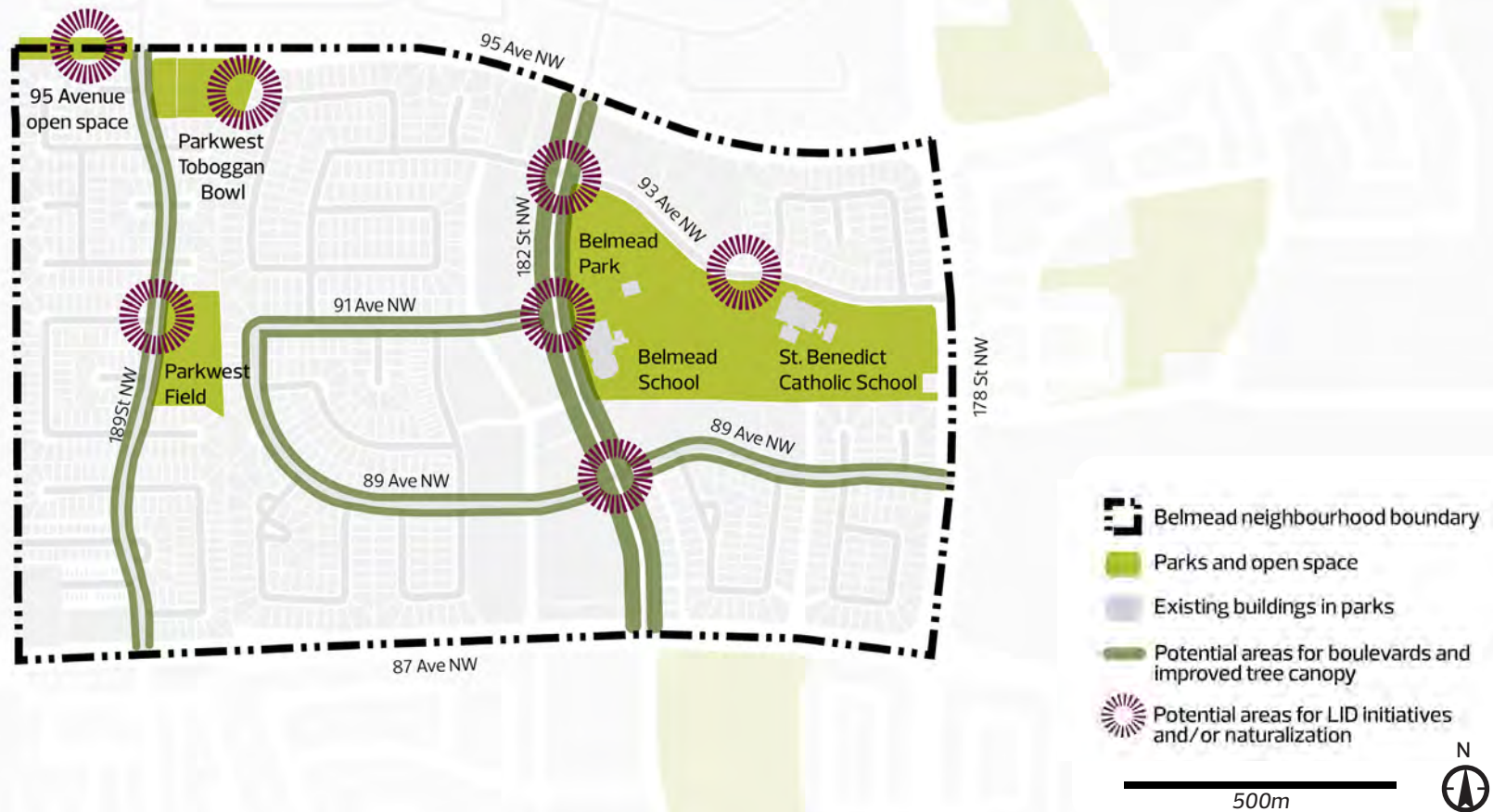


### Green infrastructure example





## 6.3.1 Green infrastructure overview map



## Green infrastructure examples



The neighbourhood can benefit from green infrastructure initiatives and an increased tree canopy. These improvements will support sustainable practices and create a more comfortable microclimate in the area.



### Tree canopy improvements

Improving urban tree canopy coverage in retrofit areas improves air quality, reduces the urban heat island effect, and mitigates stormwater runoff by absorbing rainwater.

Additionally, it supports mental well-being, boosts biodiversity, and contributes to energy savings by providing natural shade—all of which enhance the quality of life for residents.



### Low impact development

Incorporating low impact development (LID) features into existing communities helps adapt to the city's variable climate.

These features effectively reduce stormwater runoff, enhance water quality, and promote groundwater recharge, particularly during spring thaws and summer rainfall.



### Naturalization

Adding naturalization areas boosts urban biodiversity by creating green spaces that support native plant and animal species.

These areas also improve stormwater management, reduce urban heat island effects, and contribute to Edmonton's climate adaptation efforts.



A wide-angle photograph of a snowy landscape under a dramatic, cloudy sky. A large, leafless tree stands on the left. In the background, a line of evergreen trees and a building are visible. The foreground is covered in snow with some tracks.

# **BELMEAD**

## Neighbourhood Renewal