

Urban Design Analysis

Dunluce Neighbourhood Renewal

Chapter 1 Background Report



October 2022



Land acknowledgment

The City of Edmonton acknowledges the traditional land on which we reside, is in Treaty Six Territory. We would like to thank the diverse Indigenous Peoples whose ancestors' footsteps have marked this territory for centuries, such as nêhiyaw (Cree), Anishinaabe (Saulteaux), Nakota Isga (Nakota Sioux), Niitsitapi (Blackfoot), and Dené peoples. We also acknowledge this as the Métis' homeland and the home of one of the largest communities of Inuit south of the 60th parallel. It is a welcoming place for all people who come from around the world to share Edmonton as a home. Together we call upon all of our collective, honoured traditions and spirits to work in building a great city for today and future generations.



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Chapter 1

Gather background information and perform



1 Introduction

1.1 Background

Dunluce is a mature neighbourhood in north Edmonton. The sidewalks, streets, alleys and infrastructure in Dunluce are in need of repair. The timelines for Neighbourhood Renewal construction will be determined in early 2023.

Neighbourhood Renewal Program

The purpose of the Neighbourhood Renewal Program is to outline cost-effective and long-term strategic approaches to renew and rebuild infrastructure within mature neighbourhoods and along collector roadways. The scope of work for neighbourhood reconstruction typically includes the following elements:

- + Replacement of sidewalks*, local roadways and collector roadways
- + Replacement of street light poles and upgrading street lights to LED luminaires and an opportunity for neighbourhoods to consider options for a decorative street light upgrade*
- + Construction of curb ramps and other intersection improvements
- + Addressing missing links in the active transportation network

The Neighbourhood Renewal Program also offers the opportunity for three types of cost-sharing Local Improvements: sidewalk reconstruction, decorative street lights and alley lighting. Opportunities to improve other City-owned areas, such as green spaces and parks, will also be reviewed with neighbourhood renewal. The intention is to make desired upgrades and enhancements in coordination with the Neighbourhood Renewal Program and leverage other funding sources.

Alley Renewal Program

The Alley Renewal Program outlines a cost effective, long-term strategic approach to renew and rebuild alleys across the city over the next 25 years. Alley Renewal will also be included as part of the Dunluce Neighbourhood Renewal Project. The alleys in Dunluce will be reconstructed and, where possible, see improvements to drainage.



Cracked sidewalk along 157 Avenue

*Note: Subject to Local Improvement process

1.3 Project approach and process

The Dunluce UDA is part of the Concept Phase set out in the Building Great Neighbourhoods (BGN) Road Map. The key steps in the Concept Phase (see Figure 1) are:

- + Sharing information about the Neighbourhood Renewal Program with the community
- + Establishing a neighbourhood vision for livability and transportation
- + Analyzing neighbourhood urban design features to identify strengths and opportunities for renewal
- + Developing a draft design that prioritizes the opportunities identified

UDA steps in the Concept Phase are:

- + Gather Background Info & Perform Analysis
- + Build Vision, Generate Ideas, Explore Opportunities
- + Develop Options
- + Develop Draft Design

The draft design recommended within the UDA will inform the development of the final design and construction drawings.



Figure 1. Road Map to Building Great Neighbourhoods

2 Neighbourhood background and context

2.1 Study area

The scope of neighbourhood renewal in Dunluce includes the areas of the neighbourhood shown in **Map 1** (alleys, local roads, collector roads and City-owned lands). The arterial roads surrounding Dunluce such as 167 Avenue, Castle Downs Road, 153 Avenue and 127 Street are not part of the neighbourhood and alley renewal scope. However, these surrounding roadways and neighbourhood areas of influence are included in the UDA to help examine connections and destinations within and around the neighbourhood.

2.2 Neighbourhood context

The following are key characteristics of Dunluce that the Project Team will consider when preparing design concepts.

Ward

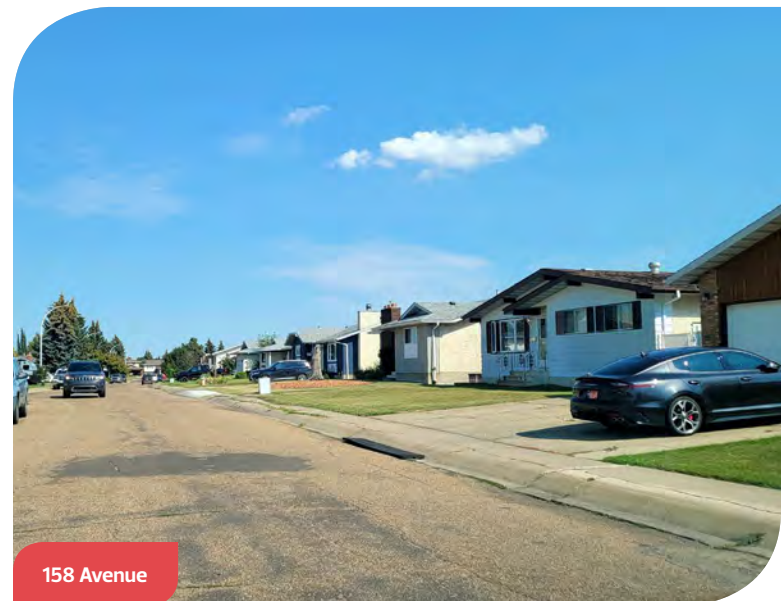
Dunluce is in the Anirniq Ward. Anirniq is from the Indigenous language of Inuktun and means 'Breath of Life,' or spirit. The Inuit – Inuktitut (ᐃᓄᓐᓂᓐ) for "the people" – are the northernmost Indigenous people in Canada. Their traditional homeland is known as Inuit Nunangat.

In the 1950s and 60s, about one-third of Inuit were infected with tuberculosis. Most were flown south for treatment in sanitariums like the Charles Camsell Indian Hospital in Edmonton, where they stayed for an average of two and a half years.

Those who survived returned home, but many Inuit passed away, often without their families being notified, and were buried in cemeteries in Edmonton, far from their homeland. The name Anirniq (ᐃᓄᓐᓂᓐ) was recommended by Inuit Elders because tuberculosis took the breath and spirit of many Indigenous people¹.

Development

- + Annexed in 1971 by the City of Edmonton, the entirety of Castle Downs and Lake District was planned to be developed per the Castle Downs Outline Plan (approved in 1971)
- + The neighbourhood is named after a historical castle in Northern Ireland, UK
- + The majority of residential construction was completed during the 1980s
- + Dunluce is home to approximately 6,356 residents (2019 Municipal Census)
- + Dunluce features a mix of single-detached and multi-unit housing



¹City of Edmonton, Indigenous Ward Naming Knowledge Committee

Streets

- + The road network in Dunluce is comprised of curvilinear collector and local roads with some rear alleys and cul-de-sacs
- + Majority of sidewalks on local roads are narrow curbside sidewalks with rolled faces
- + Several cul-de-sacs have no sidewalks and some have sidewalks on one or both sides
- + Most collector roads have boulevards with trees and separate sidewalks
- + Many multi-unit developments have private internal sidewalks and roads
- + There are five vehicular access points into the neighbourhood from the nearby arterial roads
- + Various breezeways create connections between different cul-de-sacs throughout the neighbourhood for people who walk and roll
- + A manufactured home park is located in the southwest corner of the neighbourhood. The roads and pathways within the manufactured home park are private and are not within the scope of Neighbourhood and Alley Renewal

Parks and open spaces

- + Dunluce is significantly above the city average for parkland space due to the district park and natural area located within the neighbourhood
- + Castle Downs Park acts as a hub for both Dunluce residents and those in nearby neighbourhoods
- + Park amenities in Castle Downs Park include sports fields, spray park, playground, skatepark, pavilion, city-operated arena and YMCA
- + Open space around Dunluce School and St. Lucy Catholic School includes sports fields, two playgrounds and the Dunluce Community League building and outdoor ice rink
- + Herb Link Park is located in the northwest corner of Dunluce and includes soccer fields and baseball diamonds
- + The Orval Allen Park is located along the west edge of Dunluce and has both an on and off leash area for dogs and an EPCOR building
- + A naturalized 5.7 hectares wooded area that includes a pathway is centrally located along 121 Street/162 Avenue and is known as the Dunluce Natural Area
- + The parks and open spaces of Dunluce are connected by a network of pathways and utility corridors



Schools

- + Dunluce School is a public school with Grades 1 to 6 or Grades 1 to 3 French immersion program with a total student population of 361
- + St. Lucy Catholic School has Grades 1 to 6 and a student population of 365. The consolidation of St. Lucy and Katherine Therrien Catholic Schools is being considered by the Edmonton Catholic School District to create a new K-9 school in the Oxford neighbourhood.
- + Both schools are located on the 162 Avenue collector road
- + The majority of students from both schools either walk, bike or are driven to school
- + Twelve per cent of Dunluce School students take the bus to school along four fixed routes
- + Under half of St. Lucy School students take the bus to school on three full-size buses and one special needs bus

Commercial amenities

- + A commercial area located at the intersection of 161 Avenue and 121 Street includes restaurants, pharmacy, car wash, daycare, medical clinic, convenience store and gas station
- + Large scale commercial anchors along nearby arterial roads offer amenities such as grocery stores, gas stations, fast-food restaurants, professional and medical services, banks and clothing stores

Transportation

- + The neighbourhood is serviced by ETS bus routes and stops
- + The Castle Downs Transit Centre is located outside Dunluce across from Castle Downs Park
- + The Metro Line Northwest LRT Expansion route and station is planned along 153 Avenue

Utilities and services

- + EPCOR's Castle Downs Reservoir backs onto the Orval Allen Park
- + An overhead power line runs centrally north-south, transitioning to an east-west direction north of St. Lucy Catholic School
- + Street lights throughout Dunluce are mounted on utility box pedestals on local roads and on concrete bases on the collector roads. The alleys have no lighting
- + Telus Fibre Optic vaults are located behind existing sidewalks

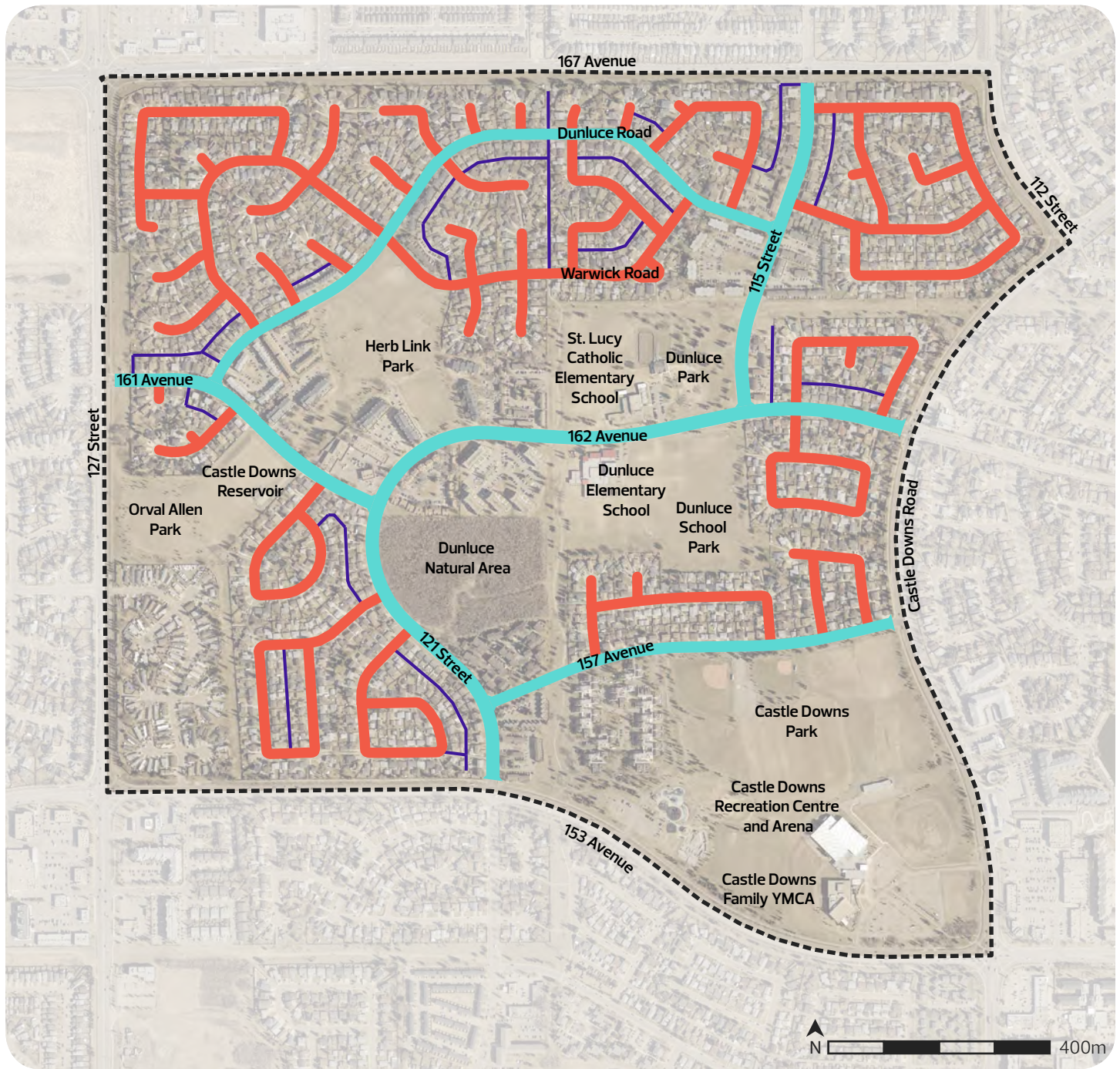


Dunluce Elementary School



EPCOR's Castle Downs Reservoir

Map 1. Study area



 Dunluce neighbourhood boundary

Roads in scope

-  Collector road
-  Local road
-  Alley

2.3 Neighbourhood statistics

The following are key statistics about the Dunluce neighbourhood.

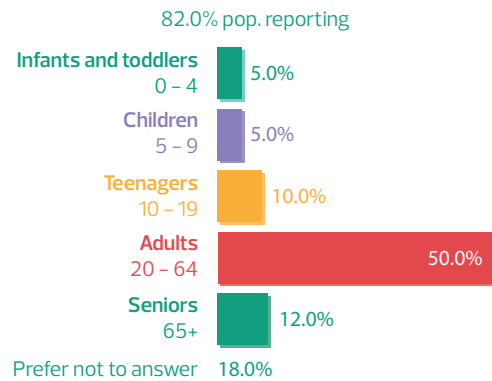
Population²

Dunluce

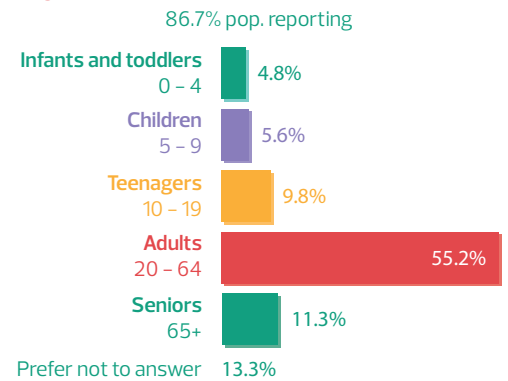


Age range²

Dunluce



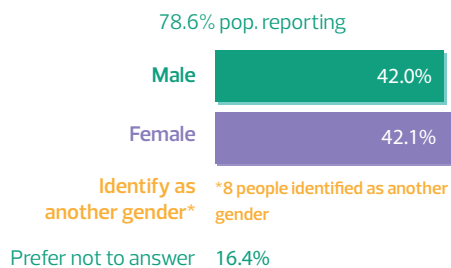
City of Edmonton



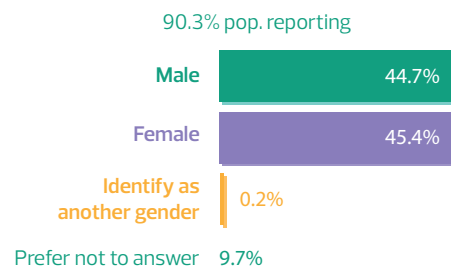
- + The majority of residents in Dunluce are adults aged 20–64 years
- + Dunluce has a low to average percentage of seniors when compared to the city average
- + Percentage of teenagers in Dunluce is comparable to the city average
- + The presence of teenagers in Dunluce during the day is expected to increase with the addition of a new Catholic high school. It will be important to design the function of nearby roads with the future school in mind
- + During public engagement, it will be important to include the perspectives of residents of varying ages

Gender²

Dunluce



City of Edmonton



- + There is approximately an equal number of females and males in Dunluce
- + Nearly 16 per cent responded as other or prefer not to answer

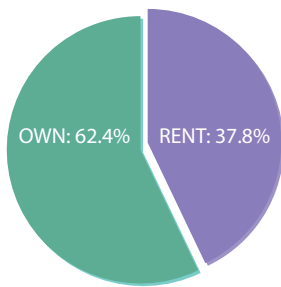
¹2016 Municipal Census

²2019 Municipal Census

Home ownership¹

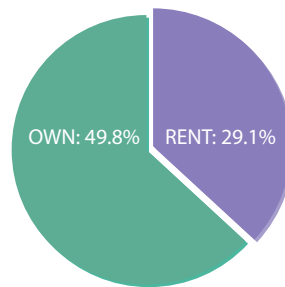
Dunluce

88.8% pop. reporting



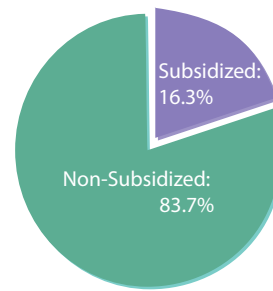
City of Edmonton

78.8% pop. reporting

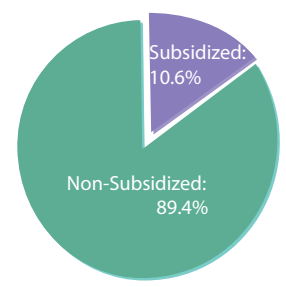


Subsidized housing¹

Dunluce



City of Edmonton



- + Two thirds of Dunluce residents own their homes and one third rent
- + During public engagement, it will be important to hear the voices of both residents who own and rent in Dunluce

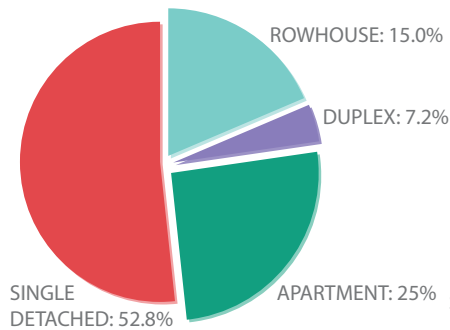
- + A higher percentage of residents reside in subsidized housing (16 per cent) when compared to the city average (10 per cent)* 2016 Federal Census



Dwelling types¹

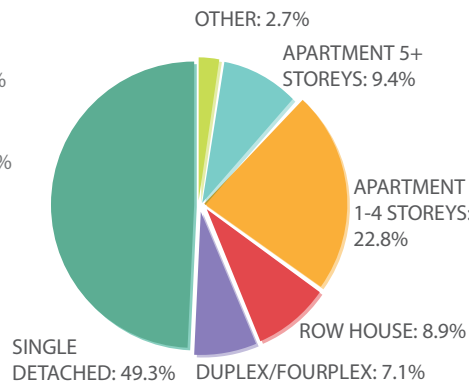
Dunluce

100% pop. reporting



City of Edmonton

100% pop. reporting

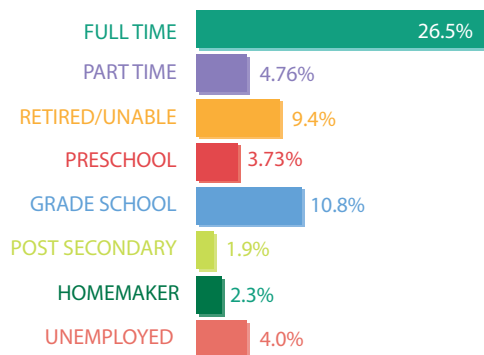


- + The majority of residential properties in Dunluce are single-detached houses (53 per cent)
- + Multi-unit apartments account for a quarter of residential properties in Dunluce
- + Semi-detached houses and row houses account for just under a quarter of residential properties in Dunluce
- + Design concepts should consider how private walkways and roads within the multi-unit apartment areas in Dunluce connect to the overall network
- + Roadway design concepts should consider private walkway and driveway accesses

Employment¹

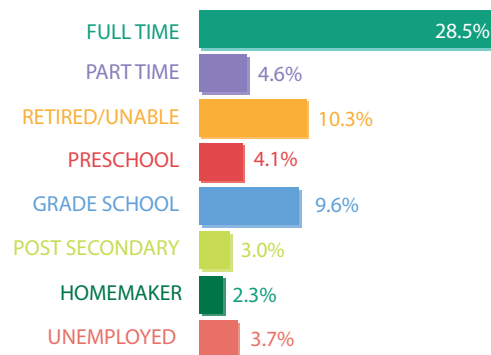
Dunluce

63.4% pop. reporting



City of Edmonton

66.0% pop. reporting



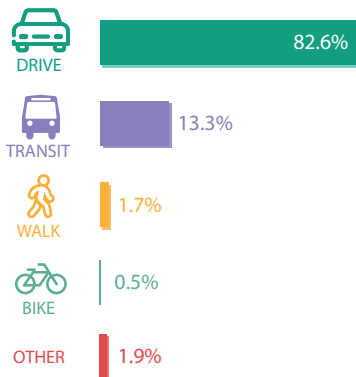
- + Public engagement events should be offered during both evenings and weekends to capture a wide range of input



Mode of transportation from home and work¹

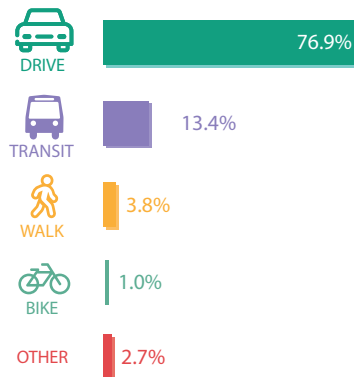
Dunluce

99.3% pop. reporting



City of Edmonton

97.7% pop. reporting



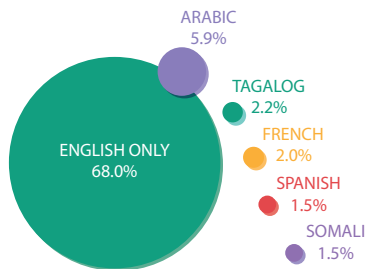
- + The majority of Dunluce residents drive to work
- + The same percentage of Dunluce residents take public transit when compared to the City average
- + A lower than average population bikes to work when compared to the City average
- + The project team will need to consider connectivity to public transit stops and the future Metro Line Northwest LRT as well as improvements to, and around transit facilities
- + Explore design concepts to encourage more people to bike, walk and take transit

¹2016 Municipal Census

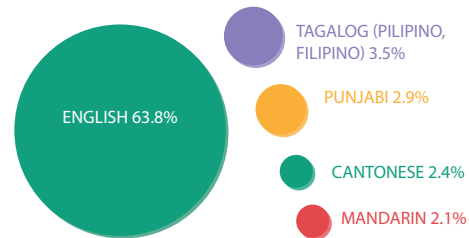
²2019 Municipal Census

Top five mother tongue languages¹

Dunluce



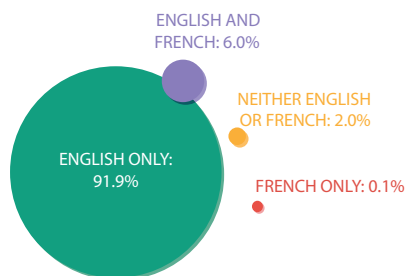
City of Edmonton



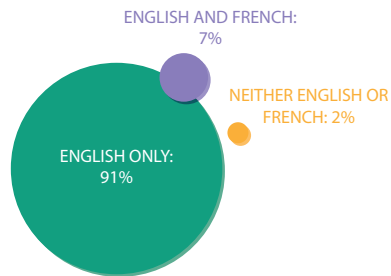
- + Top five mother tongue languages other than English include Arabic, Tagalog, French, Spanish and Somali
- + This will be important to consider during public engagement activities, ensuring these residents can effectively engage with and communicate with the Project Team

Knowledge of official language¹

Dunluce



City of Edmonton

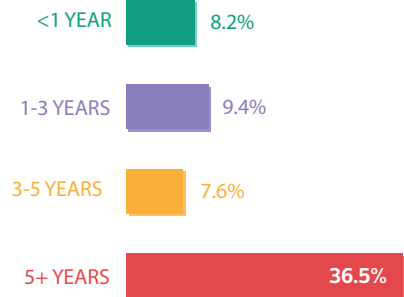


- + Comparable knowledge of the official language between the neighbourhood and city average
- + During public engagement activities, the project team will develop relationships with local businesses and community leaders serving ethnic community members who are new to the neighbourhood

Years in the neighbourhood¹

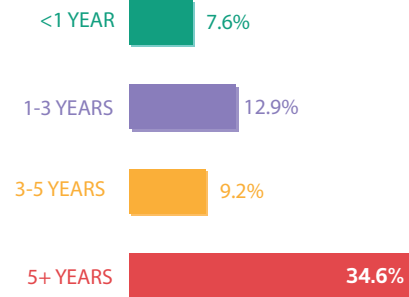
Dunluce

61.7% pop. reporting



City of Edmonton

64.3% pop. reporting



- + A large proportion of the population has called Dunluce home for more than five years
- + Public engagement events should capture the input of both long-term and new residents as they may have different perspectives. Bringing engagement activities and opportunities for input to where people naturally gather will help achieve this



¹2016 Municipal Census

²2019 Municipal Census

2.4 Policy and standards review

City policies and programs provide the overall direction for Neighbourhood and Alley Renewal designs. Public input and technical constraints will help guide how City policies and programs are applied in Dunluce.

The City's **Neighbourhood Renewal Program – Policy Review** document will be used to guide the development of urban design concepts. Public input, through public engagement activities, and technical requirements will also help guide the development of urban design concepts in conjunction with statutory plans, policies, and standards. Several plans, policies and standards identified in the Neighbourhood Renewal Program – Policy Review document that are uniquely applicable to Dunluce are identified below.

Area-specific plans

A review of plans in effect was undertaken and no area-specific plans were identified for Dunluce.

Economic Action Plan (Action 10)

The Edmonton Economic Action Plan (Action Plan) is a 10-year roadmap to building a vibrant, inclusive and sustainable economy. This Action Plan is one of the key elements of the City Plan and aims to create jobs, attract investment and strengthen our economy. Action 10 in the plan aims to develop tools and strategies to attract commercial, residential and mixed-use development in nodes and corridors. The Neighbourhood Renewal program can support this action by partnering with the Corner Stores Program to incentivize the revitalization of the commercial area in Dunluce.

The Bike Plan (2020)

The Bike Plan provides a strategic framework to support the implementation of The City Plan into an all ages, abilities and seasons bike network. Currently, there are no dedicated bike routes within the Dunluce neighbourhood, with the exception of a shared pathway running north/south along the west side of Dunluce and Dunluce School Park. Several District Connector Routes surround the neighbourhood.

The project team will identify opportunities to leverage Dunluce's pathway network to improve mobility and alignment with the Bike Plan. In particular, there is an opportunity to enhance bike connections to local destinations and for recreation through the implementation of neighbourhood routes.

Access Design Guide

The Access Design Guide is intended for use when planning, designing, building and maintaining facilities, parks and open spaces owned or leased by the City of Edmonton. This includes transportation and open space infrastructure, and it is expected the guidelines will be incorporated into the designs for Neighbourhood Renewal Program projects.

In Dunluce, the project should include design considerations to improve access in the neighbourhood for older residents and a younger population. This may include ensuring open spaces are designed for all ages and abilities and parks are accessible by a barrier-free path of travel from adjacent communities.

Gender-Based Analysis Plus (2017)

Gender-Based Analysis Plus (GBA+) is a process where policies, programs, initiatives or services are evaluated for their diverse impacts on various groups of individuals. A GBA+ approach recognizes people are influenced by intersecting identity factors that are either marginalized or privileged and that change over time. Although there is no City of Edmonton guide for applying GBA+ to projects, there are best practices that project teams can follow. Applying GBA+ requires ongoing research, reflection, sharing and evaluation. The Dunluce project team will use a GBA+ Tracking Tool to monitor progress/gaps when evaluating and engaging the neighbourhood to include diverse perspectives. Within Dunluce, there is a notable population of residents that speak Arabic, when compared to the city average. As a result, the project team should consider engagement opportunities that are inclusive of this, and other diverse community groups, to ensure their voices are heard.



Breathe: Edmonton's Green Network Strategy

Breathe: Edmonton's Green Network Strategy is a long-range strategic plan to support a network of high-quality, accessible, and connected open spaces for the next 30 years, as Edmonton continues to grow. The main goal of breathe strategy is to plan and sustain a healthy city by encouraging connection and integration of open space at the site, neighbourhood, city and regional levels. It aligns with the City's strategic goals and provides 10 strategic directions with accompanying policies to guide open space planning, design, (re)development, management and use as the city grows and changes.

The breathe strategy classifies parks in Dunluce as follows:

Orval Allen Park

- + Ecological - Moderate
- + Celebration - Moderate
- + Wellness - Low

Herb Link Park

- + Ecological - Moderate
- + Celebration - Moderate
- + Wellness - Low

Dunluce Park

- + Ecological - Moderate
- + Celebration - Moderate
- + Wellness - High

Dunluce School Park

- + Ecological - Moderate
- + Celebration - Moderate
- + Wellness - Low

Dunluce Natural Area

- + Ecological - High
- + Celebration - Moderate
- + Wellness - Low

Castle Downs Park

- + Ecological - Moderate
- + Celebration - Low
- + Wellness - High

By using the analysis framework, the Project Team can support the breathe strategy by examining how Dunluce's parks can better serve residents and contribute to the city-wide park network.

Urban Forest Management Plan

Edmonton's Urban Forest Management Plan (UFMP) is a strategy for sustainably managing and enhancing our diverse urban forest. The plan is rooted in four guiding principles:

- + Promote a healthy and sustainable urban forest
- + Engage the community in protecting and managing the urban forest
- + Think globally and regionally; plan and act locally
- + Use best practices, innovation, science, information and technology

An important strategy of the UFMP is to develop and implement programs that will lead to the establishment of a 20% tree canopy coverage. The opportunity exists in Dunluce to explore adding trees to boulevards of collector roads. This would help increase the tree canopy.

In addition to the UFMP, the City manages natural areas through the **Natural Connections Strategic Plan** and the Natural Area Systems Policy (**Policy C531**).

Natural areas offer many amazing benefits for our city and its ecosystems, such as:

- + Provide habitat for animals and other plants
- + Capture carbon and release oxygen
- + Reduce the urban heat-island effect by keeping the city cooler on hot days
- + Filter water runoff
- + Control erosion
- + Provide areas for recreation as well as physical and mental wellness
- + Increase property values

The project team will consider how to maintain existing trees and add new trees, where possible, to align with UFMP, Natural Connections Strategic Plan and Natural Area Systems Policy. This will include the Dunluce Natural Area, which is largely forested.



3 Neighbourhood analysis

3.1 Land ownership and development opportunities

Land ownership is an important consideration for Neighbourhood and Alley Renewal. Different parcels of land are associated with different organizations, such as the City of Edmonton, the public and Catholic school boards and other privately owned land. These lands may be subject to different land governance requirements, and require different types of approvals in order to build improvements. Land ownership within the Dunluce neighbourhood is identified on **Map 2**.

Walkway lots (Transportation Holding)

- + Used for breezeways (see Section 3.7 for more information on breezeways)
- + Walkway lots are Transportation Holdings and are treated as road right-of-way

Public-utility lots (PUL) (Municipal Use Properties)

- + PULs provide land to be used for public use or benefit for utilities, infrastructure and transportation
- + Similar to walkway lots, PULs in Dunluce are typically used for breezeways
- + The PUL along the west side of Dunluce is for a sanitary pump station and an underground drainage tank with manholes
- + PULs are part of the City's Municipal Use Properties Holdings and do not need easements for public access or utilities

Land ownership and leases

- + The City of Edmonton has established joint-use agreements with public and Catholic school boards for respective school sites
- + **Map 2** shows the lands owned by the City of Edmonton, lands under the Joint Use Agreement with the Edmonton public and Catholic school boards, and lands leased to the Dunluce Community League

Potential Corner Store Program site

- + The commercial area located on 161 Avenue and 121 Street has been identified as a potential candidate for the Corner Store Program. Planning, design and construction will be coordinated with Dunluce Neighbourhood and Alley Renewal

Planned and in-progress projects

- + The future Metro Line Northwest LRT Extension will run along the south edge of Dunluce on 153 Avenue
- + Construction of a new Catholic high school in Castle Downs Park. Upon completion, the school will have a capacity of 1,315 students in Grades 10 to 12

Community Housing Holding

- + Cvida (formerly Capital Region Housing Corporation) facilitates the development, provision, operation and maintenance of affordable housing accommodation throughout Edmonton
- + There are four community housing properties managed by Cvida located in Dunluce that include row-house-style developments with internal pathways and roads

Surplus school sites

- + There are two surplus school sites in Herb Link Park for future community housing development
 - + Site 1: Building Housing Choices Mixed Affordable housing
 - + Site 2: First Place Program

Opportunities

- + Explore opportunities to enhance connections through Dunluce by widening existing pathways, adding new pathways, connecting to private walkways of multi-family developments, adding/upgrading lighting and adding landscaping
- + Coordinate with Edmonton's public and Catholic school boards to explore opportunities near schools such as new pathways and seating areas
- + Create pathway and biking connections to the future Metro Line Northwest LRT and Catholic high school site
- + Where possible, coordinate public engagement activities with other ongoing City and community-led projects
- + Coordinate the development and construction of the potential Corner Store Program site as part of the project

Map 2. Land ownership and development



Dunluce neighbourhood boundary

Dunluce Community League Agreement area

Community housing holding

Parks and school playground

Utility lot (PUL) (Municipal Use Property)

Walkway lot (Transportation Holding)

Joint-use Agreement area

Utility corridor (Alta Link)

Potential Corner Store Program site

Future Catholic high school

Future Metro Line Northwest LRT Extension

LRT route

LRT station

Surplus school site

Building Housing Choices Mixed Affordable Housing

First Place Program

3.2 Commercial nodes and community destinations

Existing commercial nodes and community destinations in and surrounding Dunluce are identified on **Map 3**. The City Plan promotes 15-minute districts where people can easily complete their daily needs in a 15-minute walk, bike ride or transit trip. The following are either in Dunluce or within a 15-minute walk from the edge of Dunluce.

Public facilities

- + Castle Downs Recreation Centre, Arena and pavilion
- + Castle Downs Family YMCA
- + Dunluce Community League
- + Castle Downs Transit Centre
- + Castle Downs Public Library
- + Caernarvon Community League

Neighbourhood commercial area

- + The small scale commercial area in Dunluce at the intersection of 161 Avenue and 121 Street includes restaurants, pharmacy, car wash, daycare, medical clinic, convenience store and gas station
- + Other small scale commercial areas with similar uses exist in the nearby neighbourhoods of Canossa, Baturyn, Lorelei, Beaumaris, Griesbach and Caernarvon

Large format commercial development

- + Large scale commercial anchors along nearby arterials include Albany Market Square, New Castle Centre, Oxford Park Centre and Lakeside Landings
- + Commercial uses include grocery stores, gas stations, fast-food restaurants, professional and medical services, banks and clothing stores

Places of worship

- + Good Shepherd Anglican Church
- + Castledowns Baptist Church
- + The Church of Jesus Christ of Latter-Day Saints
- + Chin Yin Buddhist Society

Schools

- + Dunluce Elementary School
- + St. Lucy Catholic Elementary School
- + Future Catholic high school - location within Castle Downs Park is to be determined
- + Schools nearby:
 - + Mary Butterworth Jr. High School
 - + Katherine Therrien Catholic Elementary School
 - + Caernarvon Elementary School
 - + Bishop Savaryn Catholic Elementary School
 - + Edmonton Islamic Academy (Preschool to Grade 12)

Parks and open spaces

- + Castle Downs Park
- + Dunluce Park
- + Herb Link Park
- + Orval Allen Park
- + Dunluce Natural Area
- + Parks nearby:
 - + Lorelei Park
 - + Beaumaris Lake
 - + Caernarvon Park
 - + Cumberland Park
 - + Oxford Park
 - + Oxford Park 2
 - + Rapperswill Park 1
 - + Canossa Park 2
 - + Baturyn Park




















Opportunities

- + Concentrate improvements to the public realm around key nodes and community destinations in Dunluce
- + Explore opportunities to enhance the experience of people walking along key walking routes
- + Explore opportunities to enhance connections within the neighbourhood to and from surrounding destinations

Map 3. Commercial nodes and community destinations



- | | | | | | |
|--|---|---|---|---|-----------------------------|
|  | Dunluce neighbourhood boundary | Destinations |  | Place of worship | |
|  | Parks and school playground |  | Recreation Centre |  | School |
|  | Surrounding neighbourhood |  | Library |  | Castle Downs Transit Centre |
|  | Off-leash dog area |  | Community League building |  | Grocery store |
|  | 15 minute walk from the edge of Dunluce |  | Neighbourhood commercial area |  | Drug store |
| | |  | Large format commercial development |  | Cafe |
| | | | |  | Medical clinic |

3.3 Built form and character areas

The general built form types and character areas within Dunluce are identified on **Map 4**.

Built form

Low-density residential

- + One- to two-storey single-detached homes set back from roads with front yards
- + Homes are accessed by rear alleys or front driveways and have detached or attached garages
- + A manufactured home park is located in the southwest corner of Dunluce with private internal roadways, pathways and a private playground



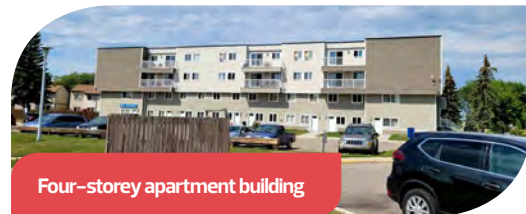
Low-density multi-family residential

- + Two-storey row houses set back from roads, with ground-oriented units, internal roads, pathways and fenced yards
- + Some row houses have front yards with walkways and others have fenced front yards that function as back yards



Medium-density multi-family residential

- + Three- to four-storey apartment buildings with grassed front yards, balconies and parking lots positioned centrally or at the front of the buildings
- + These developments are internally oriented with private internal roads and pathways



Commercial

- + Three one-storey, auto-oriented commercial buildings that are setback from roads, with an internal parking lot and serviced by a rear alley
- + Trees and a patio are located in the green space between the nearby sidewalks and the parking lot
- + There are four vehicle accesses from the nearby collector roads (121 Street and 161 Avenue)



Institutional

- + Dunluce Elementary School and St. Lucy Catholic Elementary School are centrally located in Dunluce along the 162 Avenue collector road
- + The structure of the EPCOR Castle Downs Reservoir, located in the west of Dunluce, is elevated and covered in sod



Character areas

District recreation hub

- + Castle Downs Park serves as a district hub of recreation for Dunluce and nearby communities
- + Amenities include the Castle Downs Arena, Castle Downs Family YMCA, a pavilion, sports fields, playground, spray park, skatepark, basketball court, picnic area and public washrooms

Mature residential

- + Mostly single-family detached homes set back from roads with front yards
- + Most single-family detached homes have front driveways with garages or rear alleys with detached garages
- + Several multi-family developments are set back from roads with private internal roads and pathways
- + Most local roads have narrow curbside sidewalks and on-street parking along both sides
- + Some cul-de-sacs have sidewalks and others do not
- + There are a few trees located in front yards
- + A number of breezeways provide walking connections throughout the neighbourhood

Travel corridor

- + Four of the five collector roads serve as main travel corridors for people who drive within the neighbourhood to all local roads and the nearby arterial roads
- + The roads of 161 Avenue, 121 Street / 162 Avenue, 115 Street and 157 Avenue provide access through Dunluce to key destinations such as the two schools and the neighbourhood commercial area
- + These roads have separate sidewalks lined with grassed boulevards and intermittent trees
- + The two schools, neighbourhood commercial area and low-density and multi-family developments are located along these roads



Mature residential character area

Open space corridor

- + In the middle of Dunluce is an 'L-shaped' open space corridor for overhead utility lines
- + A north-south pathway lined with lights and trees is located in this corridor and creates a connection between the north and south edges of Dunluce
- + The east-west portion of the corridor includes trees but no pathway
- + A wooded area is located between 121 Street and the north-south portion of the utility corridor and includes an east-west pathway



Open space corridor

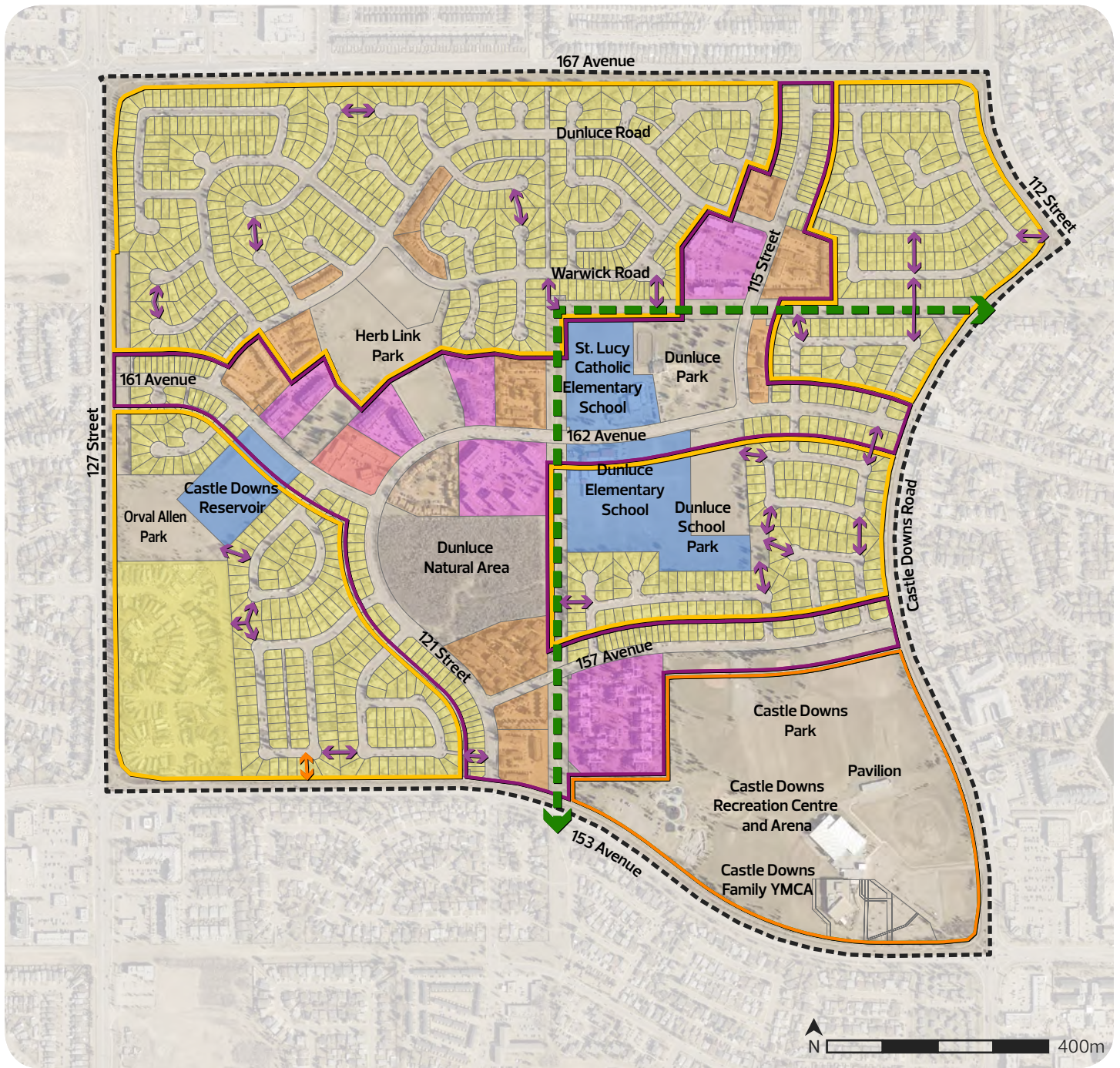


District recreation hub

Opportunities

- + Consider planting more street trees
- + Examine opportunities to improve the character and functionality of the travel corridor for all users
- + Strengthen walking and biking connections within the neighbourhood by exploring new pathway connections such as along the east-west portion of the open space corridor
- + Better connect the neighbourhood to the district recreation hub (Castle Downs Park) and the Castle Downs Transit Centre through direct pathways
- + Consider seating areas at the intersection of pathway to create opportunities for neighbours to meet and gather
- + Collaborate with the Corner Store Program and business owners to explore placemaking opportunities on public and private land

Map 4. Built form and character areas



- Dunluce neighbourhood boundary
- Breezeway with existing pathway
- Breezeway without pathway

Built form

- Low-density residential
- Low-density multi-family residential
- Medium-density multi-family residential
- Commercial
- Institutional

Character areas

- District recreation hub
- Mature residential
- Travel corridor
- Open space corridor

3.4 Surrounding open space network

It is important to analyze the surrounding context of a neighbourhood to understand the availability of various types of open spaces and the amenities within them. By doing so, insights can be gathered to identify opportunities and gaps within the open space network. Various parks and amenities in the neighbourhoods surrounding Dunluce are identified on **Map 5**. The following are within a 15-minute walk from the edge of Dunluce.

Parks and sports uses

The following parks are within a 15-minute walk from the edge of Dunluce and include sports uses such as soccer fields, baseball diamonds, hockey rinks, playgrounds, baseball courts and a no-fixture sports field

- + Baturyn Park
- + Lorelei Park
- + Beaumaris Lake
- + Caernarvon Park
- + Cumberland Park
- + Oxford Park

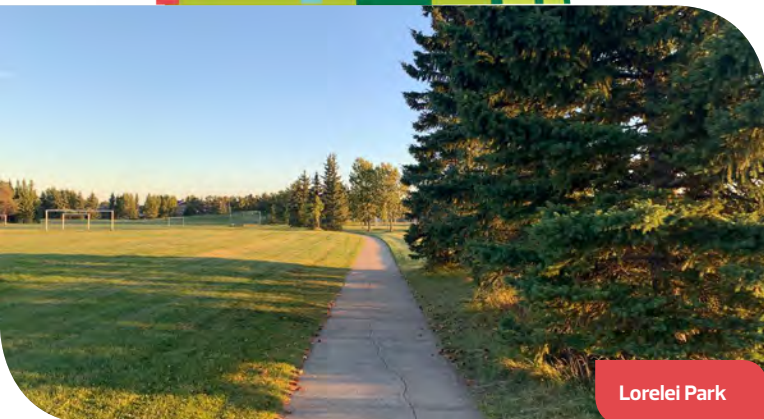
Beaumaris Park is a notable park destinations further than a 15-minute walk from the edge of Dunluce. The park includes a popular toboggan hill.

15-minute walk and bike ride from Dunluce

- + The City Plan promotes 15-minute districts where people can easily complete their daily needs in a 15-minute walk, bike ride or transit trip
- + **Map 5** shows what parks and amenities surrounding Dunluce are within a 15-minute walk from the edge of Dunluce (average walking speed of 5 km/h)
- + All parks and amenities shown in **Map 5** are less than a 15-minute bike ride from the edge of Dunluce (average speed of 15 km/h)

Opportunities

- + Identify missing amenities that may benefit current and future residents of Dunluce and nearby neighbourhoods
- + Improve connections for people who walk, roll and bike between Dunluce and surrounding open space destinations such as Beaumaris Lake and Park
- + Explore opportunities for non-sport recreation uses

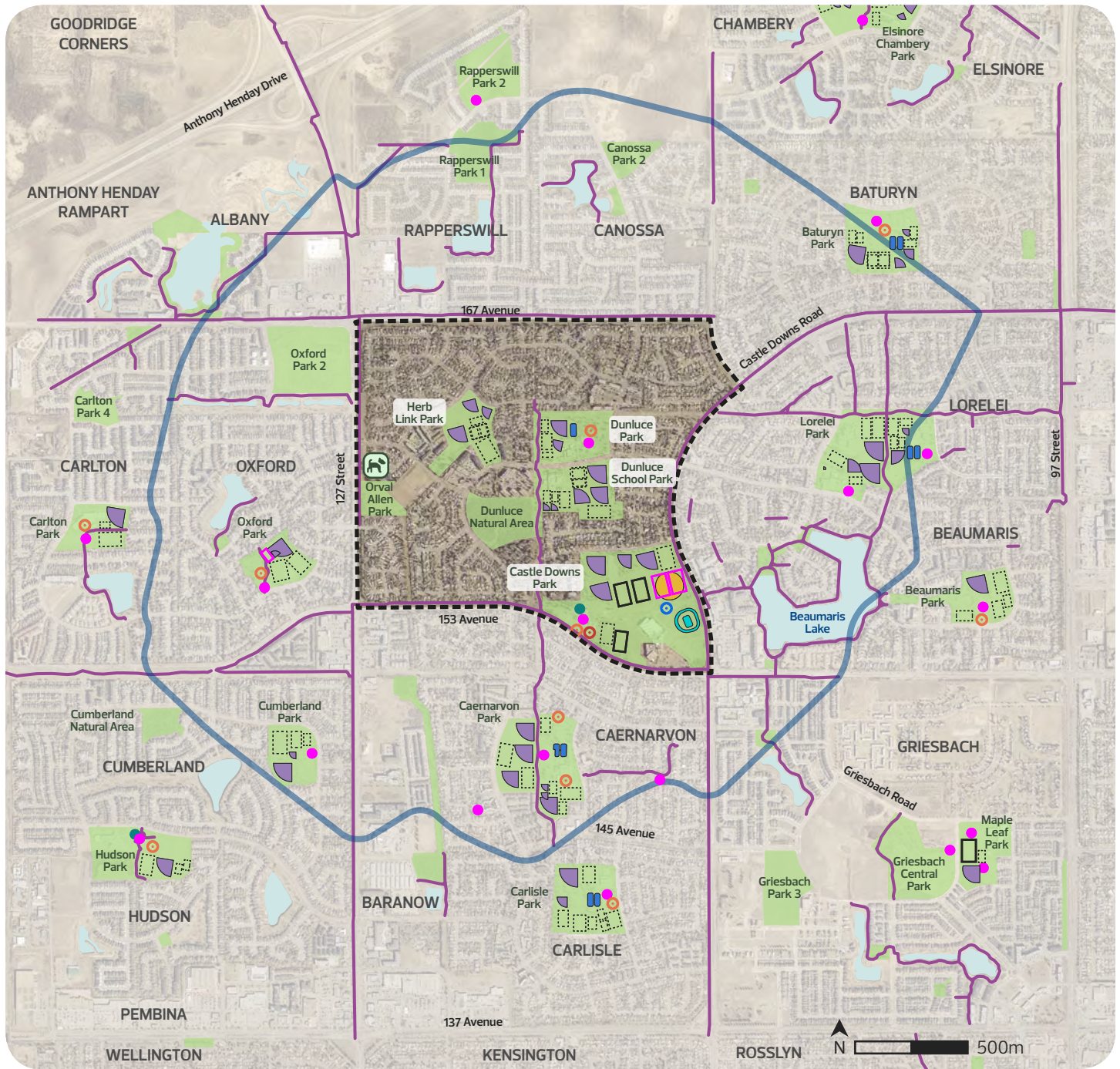


Lorelei Park



Baturyn Park

Map 5. Surrounding open space network



- | | | |
|---|--------------------------|----------------------------|
| Dunluce Neighbourhood boundary | Baseball diamond | Skating rink |
| Parks and school playground | Soccer field | Playground |
| Off-leash dog area | Combination field | Spray park |
| 15 minute walk from the edge of Dunluce | No-fixture sports field* | Skatepark |
| Shared pathway | Cricket pitch | Castle Downs Park pavilion |
| Basketball court | Hockey rink | |

*Note: No-fixture sports fields do not contain goal posts and can be used for a variety of sports

3.5 Dunluce open space network

The public open spaces and amenities in Dunluce are identified on **Map 6** and summarized below. Any improvements to titled property (for example park spaces) will require a Development Permit. Typically construction needs to start within a year of the Development Permit being issued.

Castle Downs Park

- + Located in the southeast corner of Dunluce and connected to the neighbourhood by shared pathways in the west portion and sidewalks along the edges
- + Largest open space in Dunluce with an approximate area of 26.4 hectares and acts as a District Activity Park servicing the larger area
- + A pavilion acts as a homebase and storage facility for the North Edmonton Minor Football Association (Edmonton Seahawks)
- + The Edmonton Seahawks and the Community Park Little League have home base agreements with the city and are responsible for maintaining some sports fields in Castle Downs Park
- + The pavilion also provides amenities such as washrooms for those who use the sports fields in the summer months and the Castle Downs skating oval in the winter
- + A landscaped mound near the playground includes dirt paths likely used for biking and tobogganing in winter
- + The park is home to the Castle Downs Arena and Recreation Centre as well as the Castle Downs Family YMCA
- + A series of apartments (Lancaster Terrace Condominiums) back onto the edge of the park
- + Park amenities include:
 - + Baseball diamond: 4
 - + Soccer field: 2
 - + Combination field: 3
 - + No-fixture sports field: 2
 - + Cricket pitch: 1
 - + Basketball court: 2
 - + Outdoor skating oval: 1
 - + Outdoor skating rink: 1
 - + Playground: 1
 - + Spray park: 1
 - + Skatepark: 1
 - + Gazebo: 1
 - + Public washroom: 1
 - + Picnic area: 1
 - + Pavilion: 1

Orval Allen Park

- + The park has an area of approximately 2.5 hectares
- + Located along the western edge of the Dunluce and connected to the neighbourhood by one breezeway
- + The park is near a berm created by the EPCOR Castle Downs Reservoir along 161 Avenue
- + The park has an off-leash area where that people use to play with and walk their dogs
- + Groupings of trees are scattered throughout the park
- + There are no identifiable amenities in the park except for a waste bin and dog waste dispenser
- + Previously there were temporary picnic tables in the park

Herb Link Park

- + The park has an approximate area of 6.6 hectares
- + The park is connected to the neighbourhood by sidewalks along the park edges of 162 Avenue, Dunluce Road and Warwick Road
- + Single-family homes and a series of apartments and row houses back onto the edges of the park as well as a commercial site at the corner of 161 Avenue and 121 Street
- + Park amenities include:
 - + Baseball diamond: 3
 - + Soccer field: 5
- + Location of two surplus schools sites:
 - + Future community housing site through the First Place Program
 - + Building Housing Choices Mixed Affordable Housing



Dunluce Park

- + Second largest open space in Dunluce with an approximate area of 17.0 hectares
- + Centrally located and connected to the neighbourhood by sidewalks along the edges and breezeways
- + The park contains several informal walking paths
- + The park is shared with Dunluce Elementary School, St. Lucy Catholic Elementary School and the Dunluce Community League building
- + Low density residential homes back onto the edge of the park
- + A utility corridor with overhead power lines borders the northern and western edge of the park
- + Park amenities include:
 - + Baseball diamond: 7
 - + Soccer field: 10
 - + Basketball court: 1
 - + Hockey rink (maintained by the Dunluce Community League): 1
 - + Playground: 1
 - + Picnic table area: 2

Dunluce Natural Area

- + One of the largest remaining patches of natural forest within the developed areas of Edmonton with an approximate area of 6.1 hectares
- + Located between 121 Street and the north-south portion of the overhead utility corridor
- + The natural area provides interesting nature viewing opportunities such as migrating birds during spring and fall and nesting birds during the summer
- + A lit east-west granular pathway runs through the natural area and connects 121 Street to the north-south pathway along the overhead utility corridor
- + Natural areas across Edmonton are key pieces of the ecological network providing biodiversity and a natural connection for wildlife through the city
- + The City's natural areas planning and operations teams coordinate biodiversity protection for the City. These teams work with other departments to ensure that natural areas are protected, restored and preserved, and that opportunities exist for community members to get engaged in the stewardship of natural areas.

North-south overhead utility corridor

- + A narrow north-south pathway lined with trees and lights creates a connection stretching most of the neighbourhood
- + Three breezeways connect the pathway to nearby roads and the broader neighbourhood

East-west overhead utility corridor

- + Groupings of trees line the corridor and walking desire lines are visible through the grass due to the lack of a pathway
- + Three breezeways provide walking access to utility corridor

Breezeways

- + Dunluce contains 21 breezeways with pathways that provide additional access points for people who walk, roll and bike
- + One breezeway in the southwest corner of Dunluce does not include a pathway and is fenced, preventing access to 153 Avenue
- + Elements that vary in each breezeway include trees, lighting and waste bins

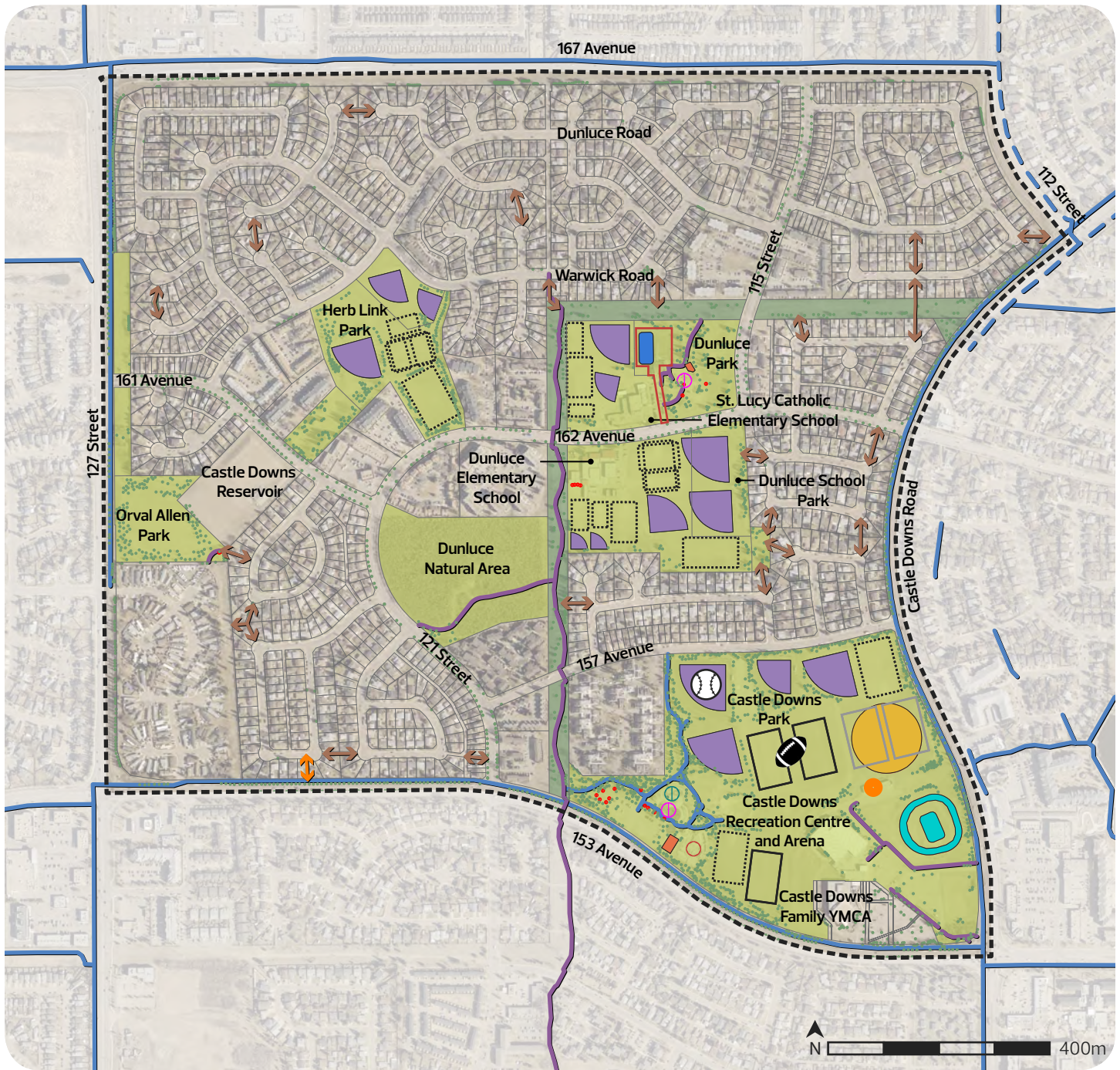


Dunluce Natural Area

Opportunities

- + Explore a new pathway along the east-west overhead utility corridor to address missing connections
- + Widen existing pathways to improve accessibility for people who walk, roll and bike
- + Preserve and enhance the Dunluce Natural Area
- + Plant trees throughout parks and open spaces and along roadway boulevards
- + Add fruit bearing trees and shrubs to parks
- + Explore opportunities to include winter-oriented open space design elements like tree lighting and amenities such as cross-country ski trails and warming areas
- + Explore opportunities for seating areas in parks and open spaces
- + Enhance breezeways to strengthen connections for people who walk and bike

Map 6. Dunluce open space network



- | | | | |
|---|--------------------------|--------------|------------------------------|
| Dunluce neighbourhood boundary | Baseball diamond | Hockey rink | Shared pathway |
| Public park/school playground | Soccer field | Skating rink | Shared pathway planned |
| Overhead utility corridor | Combination field | Playground | Pathway |
| Dunluce Community League Agreement area | No-fixture sports field* | Spray park | Castle Downs Park pavilion |
| Breezeway with existing pathway | Cricket pitch | Skatepark | Community Park Little League |
| Breezeway without pathway | Basketball court | Picnic table | Edmonton Seahawks |
| Trees | | | |
- *Note: No-fixture sports fields do not contain goal posts and can be used for a variety of sports

3.6 Complete Streets analysis

The City of Edmonton uses the Complete Streets Design and Construction Standards (CSDCS) for roadway design. The CSDCS approach provides direction for designing streets that reflect the surrounding context, land use and users. Complete streets are designed to be:

- + Safe
- + Attractive
- + Comfortable
- + Welcoming to people of all ages and abilities

In a retrofit context such as Neighbourhood and Alley Renewal, design must consider the location of existing buildings, mature trees, utility infrastructure, private landscaping within the public right-of-way and numerous other constraints within an existing right-of-way. These constraints must be addressed while striving to balance the needs of all street users and incorporating input from public engagement as well as City standards and policies. Strategic tradeoffs may need to be explored to balance costs, technical feasibility and other constraints.

CSDCS acknowledges it may not be feasible or possible to completely align with the standards in a retrofit context. In these instances, it should be clearly identified where there is a variation from the standards and the rationale for the deviation should be documented using a design exception.



Complete Streets Review

Roadway classifications in Dunluce that are part of the project scope are identified on **Map 7** and include:

- + Alley
- + Local residential
- + Collector residential

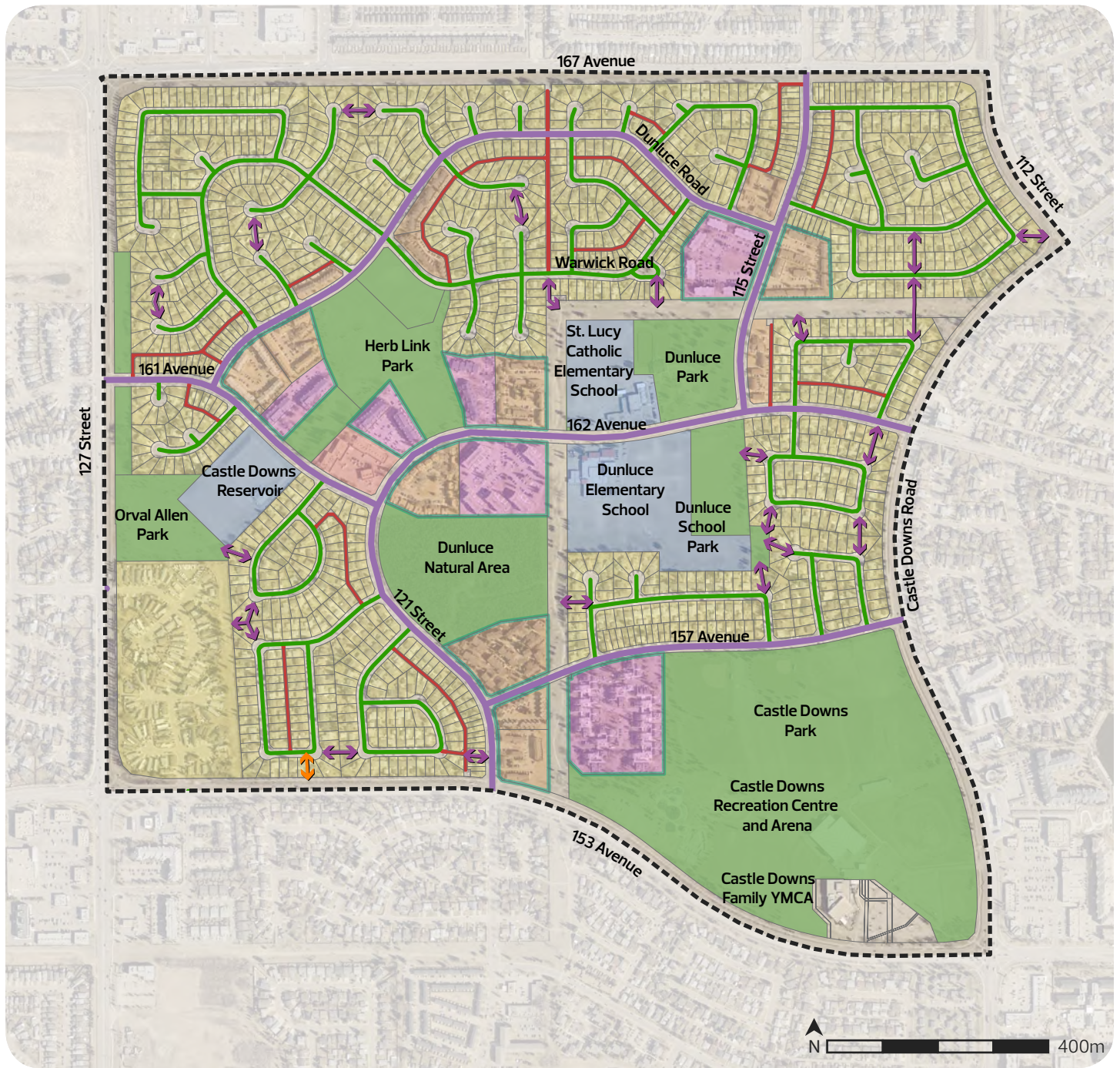
The table below ranks the user experience of people who walk or roll, bike, ride public transit and drive in Dunluce along with different roadway types as:

- + High: Mode facilities provide the user with a high level of comfort with no or few barriers or challenges for all ages and abilities H
- + Medium: Mode facilities provide the user with a medium level of comfort with minor barriers or challenges for all ages and abilities M
- + Low: Mode facilities provide the user with a low level of comfort and many barriers or challenges for all ages and abilities L

Table 1. User experience rankings of roadway types

| | Walking | Biking | Transit | Driving |
|-----------------------|--|---|---|--|
| Local residential | L | M | + NA | H |
| Collector residential | L | L | M | H |

Map 7. Complete Streets analysis



- Dunluce neighbourhood boundary
- Breezeway with existing pathway
- Breezeway without pathway

Built form

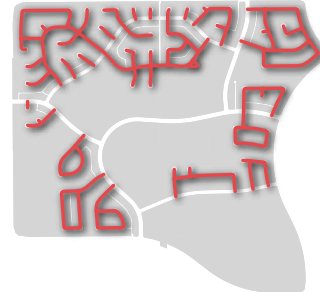
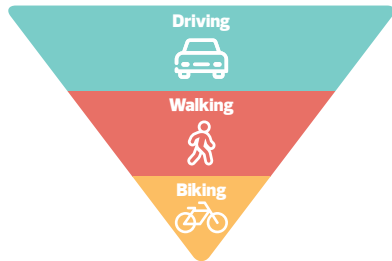
- Low-density residential
- Low-density multi-family residential
- Medium-density multi-family residential
- Non-street oriented commercial
- Non-street oriented institutional
- Public park/school playground
- Non-street oriented residential

Road classification

- Alley
- Local residential
- Collector residential

Local residential roads

Current modal priority



User experiences

Driving – High

- + Roads with minimal on-street parking restrictions, some are 11.1 m and are wider than the typical standard
- + Mostly front private driveway accesses with some alley accesses
- + High-profile rolled-face curbs have resulted in some residents using ramps at driveways for smoother access

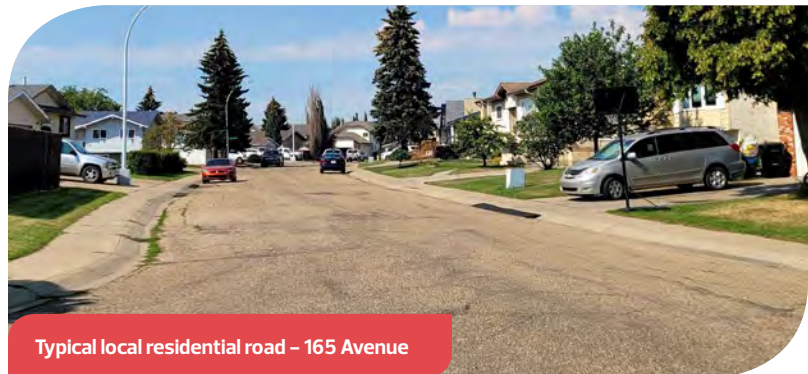
Nearby land uses and frontages

- + Street oriented homes (single-family and row houses) with front yards and private driveway accesses line both sides of most local residential roads
- + Multi-family developments contain private internal pathways and roads that connect to public roads



Walking – Low

- + No boulevard trees to provide shade protection for people walking and rolling, only a few trees behind the curbside sidewalk
- + Narrow curbside sidewalks make it difficult for two people to walk side-by-side or for two people in wheelchairs/scooters or strollers/walkers to pass each other
- + No separation between the narrow curbside sidewalks and on-street parking/traffic
- + Front driveways frequently cross the sidewalk, which increases potential conflicts between people who walk and drive and may impact safety/comfort for people walking in the winter



Typical local residential road – 165 Avenue



Biking – Medium

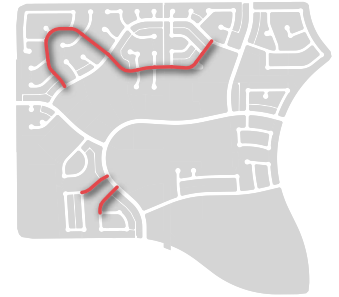
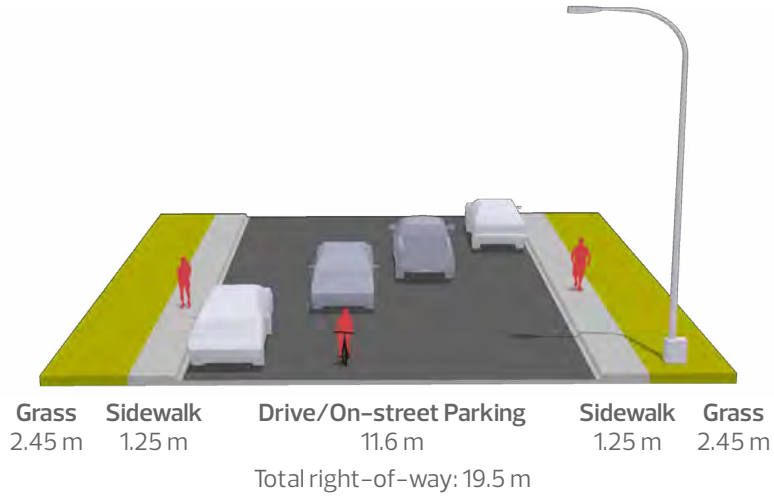
- + Bikes and vehicles share the same space on low traffic local roads
- + People who drive backing out of their driveways may be a concern for people who bike on local roads
- + Low traffic volumes, speeds of vehicles and connections to nearby bike facilities may increase the comfort of and desire for people who bike
- + The user experience during winter would be considered low

Local residential road opportunities

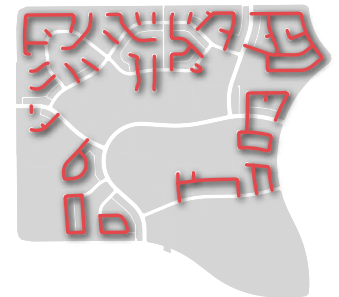
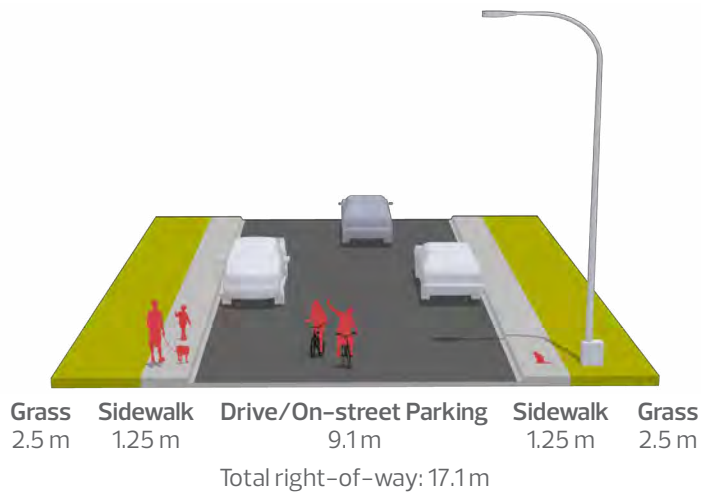
- + Explore widening sidewalks along all local roads to increase user comfort for people who walk or roll
- + Explore the feasibility of planting trees and adding boulevard sidewalks along local streets
- + Change high-profile rolled-face curbs to low-profile rolled-face curbs to improve accessibility for people who walk and drive
- + Explore the feasibility of changing high-profile rolled-face curbs to straight-faced curbs to separate roads and sidewalks
- + Add curb ramps at crossings for people who walk or roll
- + Explore creating bike connections on local roads that connect to the bike network

Local residential roads

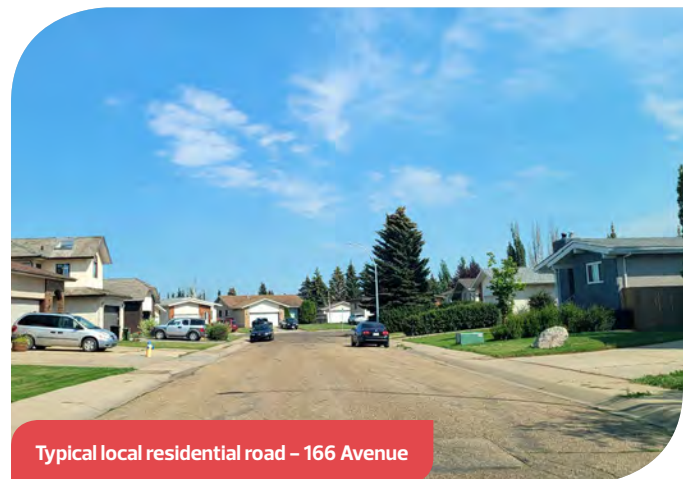
Typical local residential road cross section | 19.5 m right-of-way



Typical local residential road cross section | 17.1 m right-of-way



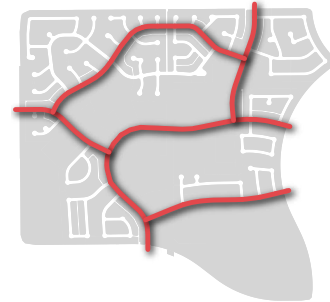
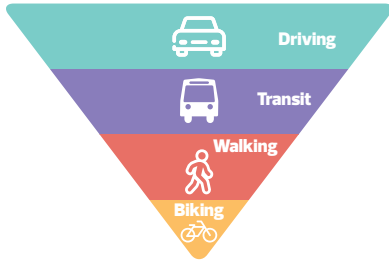
Typical local residential road – 158 Avenue



Typical local residential road – 166 Avenue

Collector residential roads

Current modal priority



M

User experiences

Driving – Medium

- + Wide roads with plenty of on-street parking
- + Few private driveway accesses
- + Long distances between intersections
- + Speeding concerns along collector roads
- + Lack of measures to slow traffic



M

Transit – Medium

- + Several bus stops are located along the collector residential roads
- + Bus stop amenities (shelter, bench, waste bins, etc.) vary between bus stops
 - + 24 bus stops without a shelter
 - + 11 bus stops with a shelter
- + Bus stops are accessible by sidewalks from the nearby local residential roads



L

Walking – Low

- + Except for Dunluce Road, all collector roads have separate sidewalks lined with grassed boulevards and intermittent groupings of trees
- + Narrow 1.5m separate sidewalks along all collector roads makes it difficult for two people to walk side-by-side or for two people in wheelchairs, pushing strollers or walkers to pass each other
- + No separation between the narrow curbside sidewalks along Dunluce Road and on-street parking/traffic
- + The cleared sidewalk width in winter may be narrowed due to nearby snow banks

Biking – Low

- + No bike facilities exist on collector residential roads
- + Bikes share the road with vehicles which may result in some people biking on sidewalks as no alternative that feels safe
- + High traffic volumes and speeds of vehicles may decrease the comfort of people who bike.



L

Nearby land uses and frontages

- + Single-detached and row housing with front yards and walkways
- + Both street oriented and internal facing row houses and four-storey apartment buildings with front yards and private internal walkways and roads
- + Park spaces and schools with internal walkways and parking lots
- + Commercial area with a parking lot separating the sidewalk and the building

Collector residential road opportunities

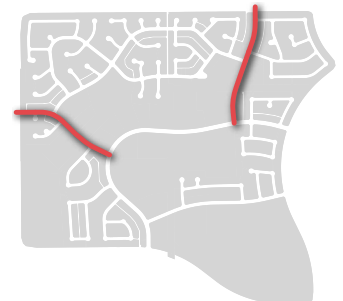
- + Plant trees in grassed boulevards to provide shade protection for people walking and rolling
- + Explore measures to address any speeding and shortcutting
- + Explore widening sidewalks to improve connectivity to key destinations in the neighbourhood
- + Identify bus stops where improved amenities would have the greatest impact
- + Improve crossings for people who walk, roll and bike

Collector residential roads

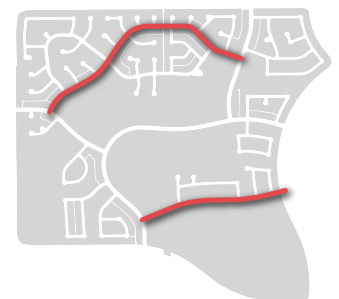
Typical collector residential road cross section | 162 Avenue + 121 Street



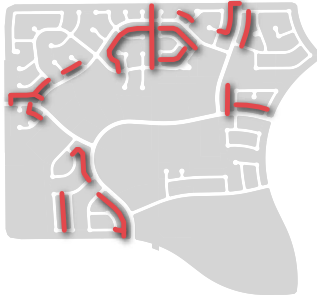
Typical collector residential road cross section | 161 Avenue + 115 Street



Typical collector residential road cross section | 157 Avenue + Dunluce Road



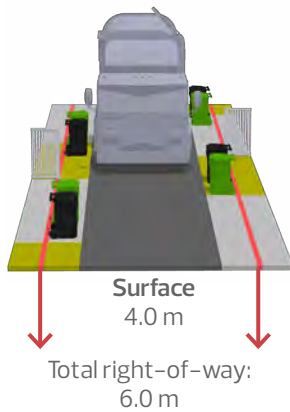
Alleys



Neighbourhood wide opportunities

- + Where possible, retrofit streets to meet the CSDCS
- + Improve roadway conditions to shift the modal priority to align with CSDCS and other policies and standards
- + Identify roadways with speeding and shortcutting issues and explore measures to ensure the safety of all road users throughout the neighbourhood, specifically around destinations
- + Identify popular walking connections to inform where to widen sidewalks
- + Explore alley improvements along key walking and biking connections
- + Identify key bike routes and connections and create safe and comfortable bike facilities to encourage people to bike

Typical alley cross section



- + Alley Renewal will be included as part of the project
- + The alleys in Dunluce will be reconstructed and see improvements to drainage



Typical alley – off of 162 Avenue

3.7 Mobility network – walking and wheeling

Existing walking and rolling infrastructure within the Dunluce is identified on **Map 8**.

Sidewalks

- + Most local residential roads have 1.2 m wide curbside sidewalks with rolled-face curbs along both sides
- + Collector residential roads have 1.5 m wide separate sidewalks with grassed boulevards and intermittent groupings of trees with straight-face curbs (except for Dunluce Road, which has 1.2 m wide curbside sidewalks with rolled-face curbs)

Missing sidewalks

- + There are 15 cul-de-sacs missing sidewalks either along one or both sides of the road (refer to **Map 8** for the locations of missing sidewalks)

Missing pathways

- + Both Dunluce Park and Castle Downs Park contain pathways with deadends
- + The east-west portion of the overhead utility corridor lacks a pathway
- + Desire lines exist in Orval Allen Park due to the lack of pathways

Breezeways

Breezeways are connections within or between neighbourhoods, available for active modes (walking, rolling or biking). Many are located at the end of cul-de-sacs or streets and are designed to connect to local parks, schools and other amenities. Some breezeways are used by utility and emergency vehicles.

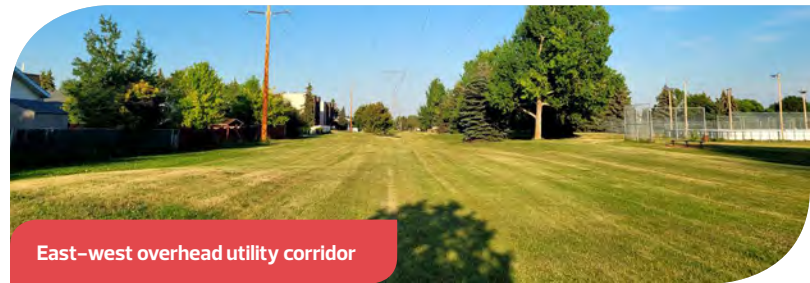
Refer to **Map 8** for the location of breezeways in Dunluce

- + 26 breezeway locations in Dunluce
- + Breezeways create a network of connections between roads and park spaces
- + Breezeway and walkway widths vary
- + Walkway surface material is typically concrete with grass on either side

Pedestrian crossings

The following crosswalk types and control devices are in Dunluce (refer to **Map 8** for exact locations):

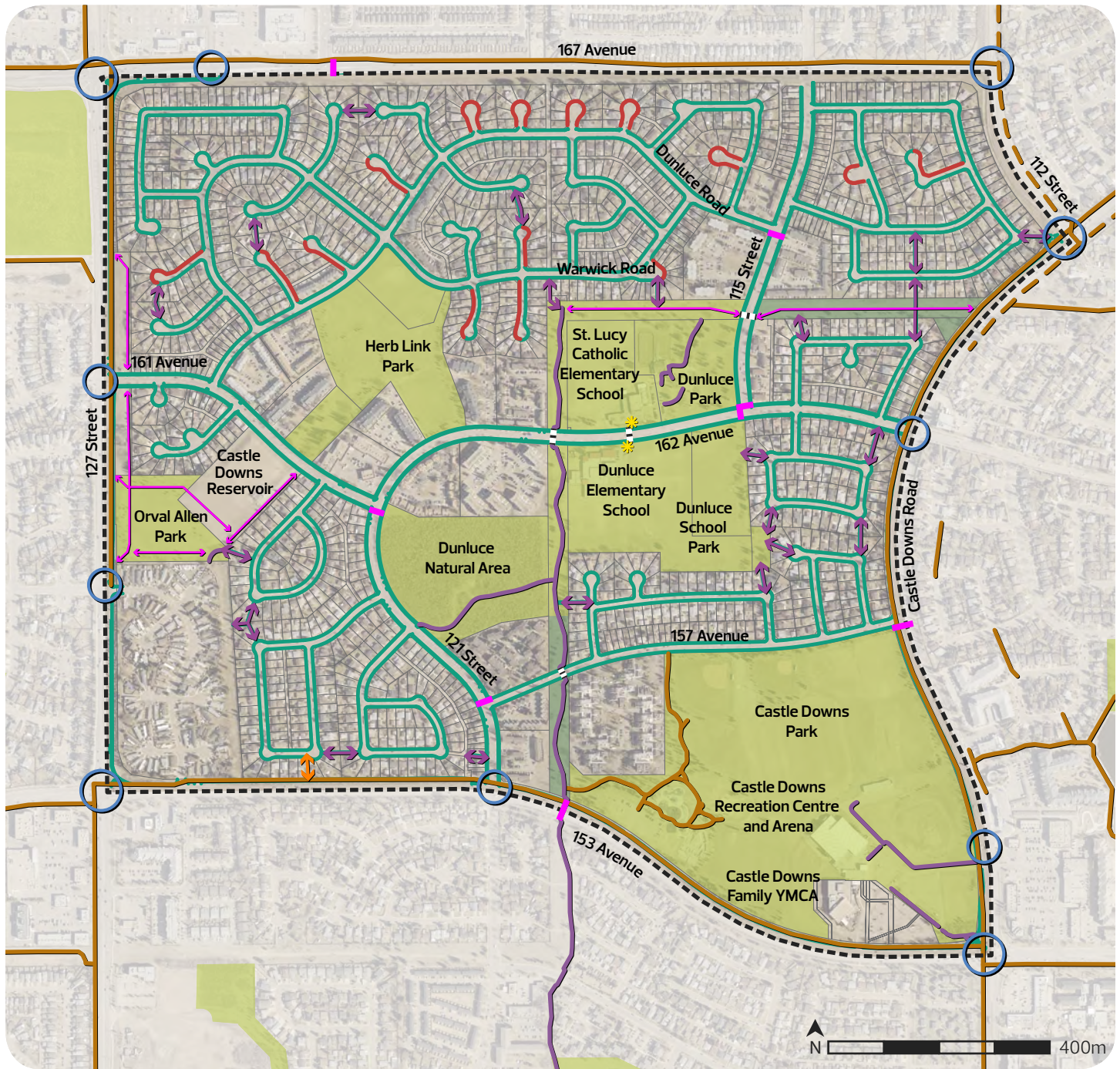
- + Marked and zebra marked crosswalks
- + Pedestrian activated amber flashers
- + Traffic signal-controlled intersections



Opportunities

- + Consider adding more trees to the boulevards along collector roads
- + Create walking, rolling and biking connections through Dunluce Park, Castle Downs Park and the east-west portion of the overhead utility corridor
- + Add new sidewalks at missing locations
- + Examine the functionality of existing crosswalk locations and make improvements
- + Add curb extensions, raised crosswalks, raised medians or speed tables to improve visibility of all people walking, rolling, biking or driving
- + Increase accessibility for people walking and rolling to parks through wider and continuous sidewalk connections
- + Add amenities such as benches and lighting to support people who walk, roll and bike
- + Consider adding new crossings/connections across arterial roadways to connect to the greater network

Map 8. Mobility network - walking and wheeling



- | | | |
|--------------------------------|------------------------------------|--|
| Dunluce neighbourhood boundary | Breezeway with pathway | Zebra marked crosswalk |
| Public park/school playground | Breezeway without pathway | Marked crosswalk |
| Overhead utility corridor | Sidewalk | Pedestrian activated amber flasher |
| Shared pathway | Missing sidewalk | Traffic signal-controlled intersection |
| Shared pathway planned | Desire line/worn path in the grass | |
| Pathway | | |

3.8 Mobility network – transit

Dunluce is serviced by Edmonton Transit Service (ETS) in the form of bus service. Existing bus routes and stops in Dunluce are identified on **Map 9**.

The bus network redesign was implemented in spring 2021. There are now five types of routes including:

- + Frequent routes, which arrive every 15 minutes or better at most times of the day and most days of the week
- + Rapid (express) routes, which have limited stops and quickly connect the suburbs with central locations
- + Crosstown routes, which directly connect key suburban destinations without going through downtown
- + Local routes, which connect neighbourhoods to local destinations and other routes
- + Community routes, which connect seniors' residences with nearby services

Within the neighbourhood

Bus Route 150X

- + Rapid Route
- + Connects Dunluce residents to and from Government Centre
- + Travels along Dunluce Road, 115 Street, 161 Avenue and 162 Avenue
- + Destinations: Castle Downs Park and Transit Centre, Dunluce Park, Killarney, NAIT, Royal Alexandra Hospital, Churchill Square and Government Centre

Bus Route 124

- + Local/Community Route
- + Connects Dunluce residents to and from the Westmount Transit Centre and Eaux Claires Transit Centre
- + Travels along 121 Street, 157 Avenue and 161 Avenue
- + Destinations: Namao Shopping Centre, Beaumaris, Castle Downs Park and Transit Centre, Dunluce Park, Kensington Crossing, Sherbrook, Woodcroft and Westmount Shopping Centre

Bus Route 109

- + Local/Community Route and late-night service
- + Connects Dunluce residents to and from the Castle Downs Transit Centre and Northgate Transit Centre
- + Travels along Dunluce Road and 161 Avenue
- + Destinations: Northgate Mall, Carlisle, Hudson, Cumberland, Carlton, Oxford, Castle Downs Park and Transit Centre

Transit stop conditions

- + 24 bus stops are within the project scope located along 115 Street, 121 Street, Dunluce Road, 157 Avenue, 161 Avenue and 162 Avenue
- + Amenities such as shelters, benches, waste bins and concrete pads vary at bus stop locations
- + Only eight bus stops within the project scope have shelters (see **Map 9** for locations)



Bus stop along Dunluce Road

Outside the neighbourhood

The following routes service arterial roads along the neighbourhood boundary

Bus Route 112

- + Local/Community Route
- + Connects Dunluce residents to and from the Castle Downs Transit Centre and Eaux Claires Transit Centre
- + Travels along 127 Street and 153 Avenue
- + Destinations: Castle Downs Park and Transit Centre, Albany Market Square Shopping Centre, Newcastle Shopping Centre and Namao Shopping Centre

Bus Route 127

- + Local/Community Route
- + Connects Dunluce residents to and from the Castle Downs Transit Centre and Namao Shopping Centre
- + Travels along 153 Avenue
- + Destinations: Castle Downs Park and Transit Centre, Kensington Crossing Shopping Centre, Skyview Power Centre and Northgate Mall

Castle Downs Transit Centre

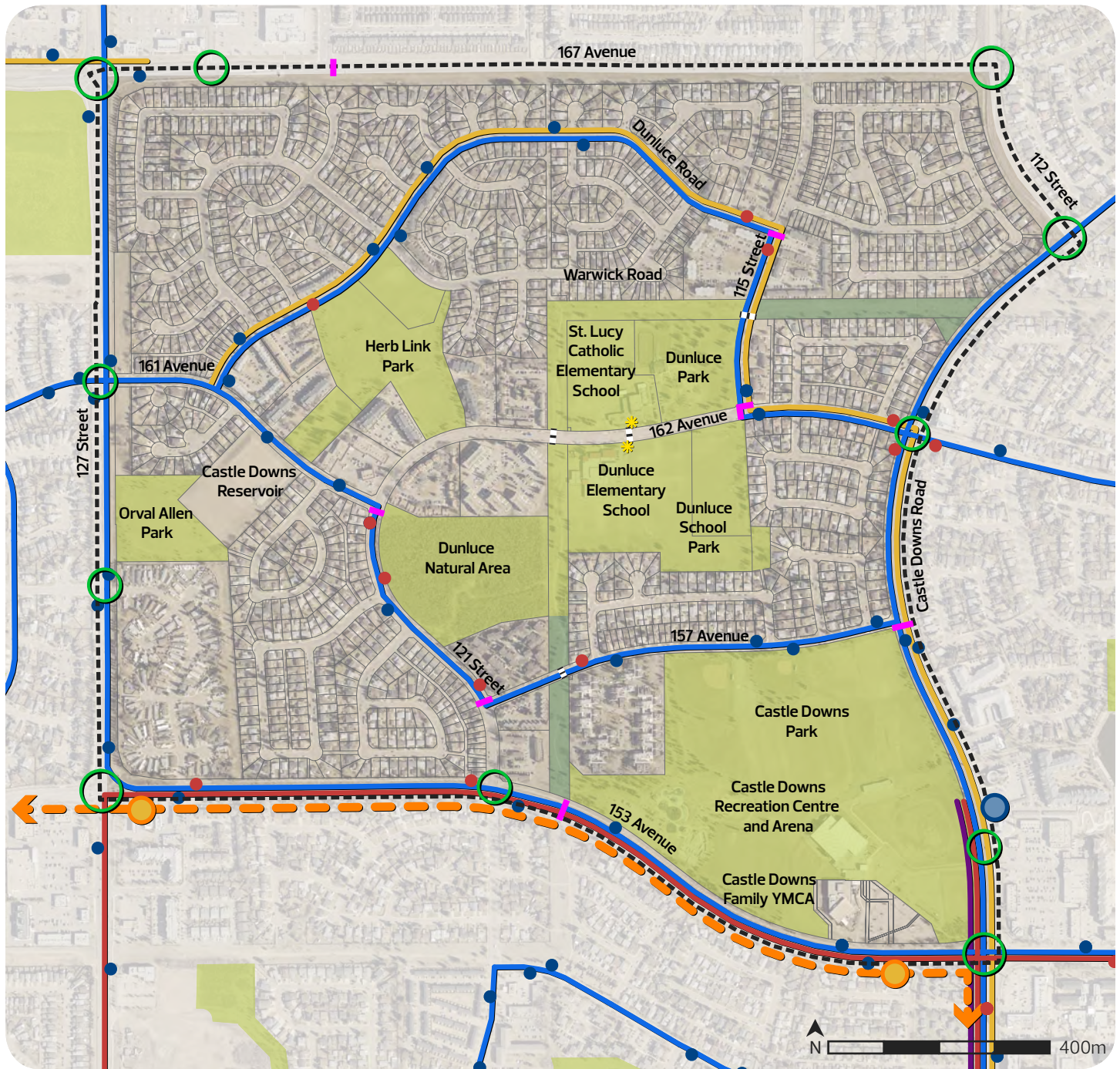
- + The Castle Downs Transit Centre is east of Dunluce on Castle Downs Road
- + Current transit centre services multiple ETS routes that connect to various locations in north Edmonton and downtown
- + Future LRT stop as part of the Metro Line (Blatchford extension)

Opportunities

- + Enhance connections for people who walk to bus stops
- + Identify priority bus stops for additional bus stop amenities
- + Widen sidewalks and create bike connections to the future Castle Downs LRT Station for people who walk or bike
- + Coordinate with ETS to review and optimize the number and location of bus stops within Dunluce



Map 9. Mobility network - transit



- | | | |
|--|---------------------------------|--|
| Dunluce neighbourhood boundary | ETS bus stops and routes | Future Metro Line Northwest LRT Extension |
| Public park/school playground | Bus stop | LRT route |
| Overhead utility corridor | Bus stop with shelter | LRT station |
| Zebra marked crosswalk | Castle Downs Transit Centre | |
| Marked crosswalk | Rapid route | |
| Pedestrian activated amber flasher | Crosstown route | |
| Traffic signal-controlled intersection | Local route | |
| | Community route | |

3.9 Mobility network – biking

The bike network surrounding Dunluce is identified on **Map 10**.

Existing bike infrastructure

- + The only designated bike route in Dunluce is the shared pathway in the centrally located utility corridor
- + Breezeway connections in Dunluce provide through-block connections for people who walk, roll and bike
- + Nearby shared pathways:
 - + North side of 153 Avenue
 - + East side of 127 Street north of intersection with 126 Street
 - + South side of 167 Avenue
 - + West side of Castle Downs Road
- + Nearby bike routes connect Dunluce to destinations such as Albany Market Square, Newcastle Shopping Centre, Beaumaris Lake, Lakeside Landing Shopping Centre and Griesbach

Edmonton Bike Plan

The City of Edmonton's Bike Plan establishes a high-level strategic plan to guide the continued improvement and growth of the bike network and supporting programs. The following are highlights of the Bike Plan in relation to Dunluce and the surrounding bike network:

- + District Connector Routes (existing):
 - + 153 Avenue
 - + 127 Street
 - + Castle Downs Road

- + Neighbourhood Routes (existing):
 - + 167 Avenue
 - + North/south pathway connection through Dunluce School Park and Dunluce Park from 153 Avenue to Warwick Road
- + Missing links:
 - + North-south alley connection between 167 Avenue and Warwick Road (not identified in the Bike Plan)
 - + Outside of the project scope along 112 Street between 167 Avenue and Castle Downs Road
- + Route Spacing and Bike Trip Potential:
 - + Much of Dunluce is considered Tier 3, meaning bike route spacing should be between 1,600 to 2,000 metres
 - + The central part of the neighbourhood, including Dunluce Park, and surrounding 153 Avenue and Castle Downs Road is considered Tier 2: meaning bike route spacing should be between 800 to 1,000 metres
 - + Bike routes exist along all edges of Dunluce (except for a portion along the east side of 127 Street) and along the north-south overhead utility corridor



Neighbourhood route along the north-south overhead utility corridor in Dunluce

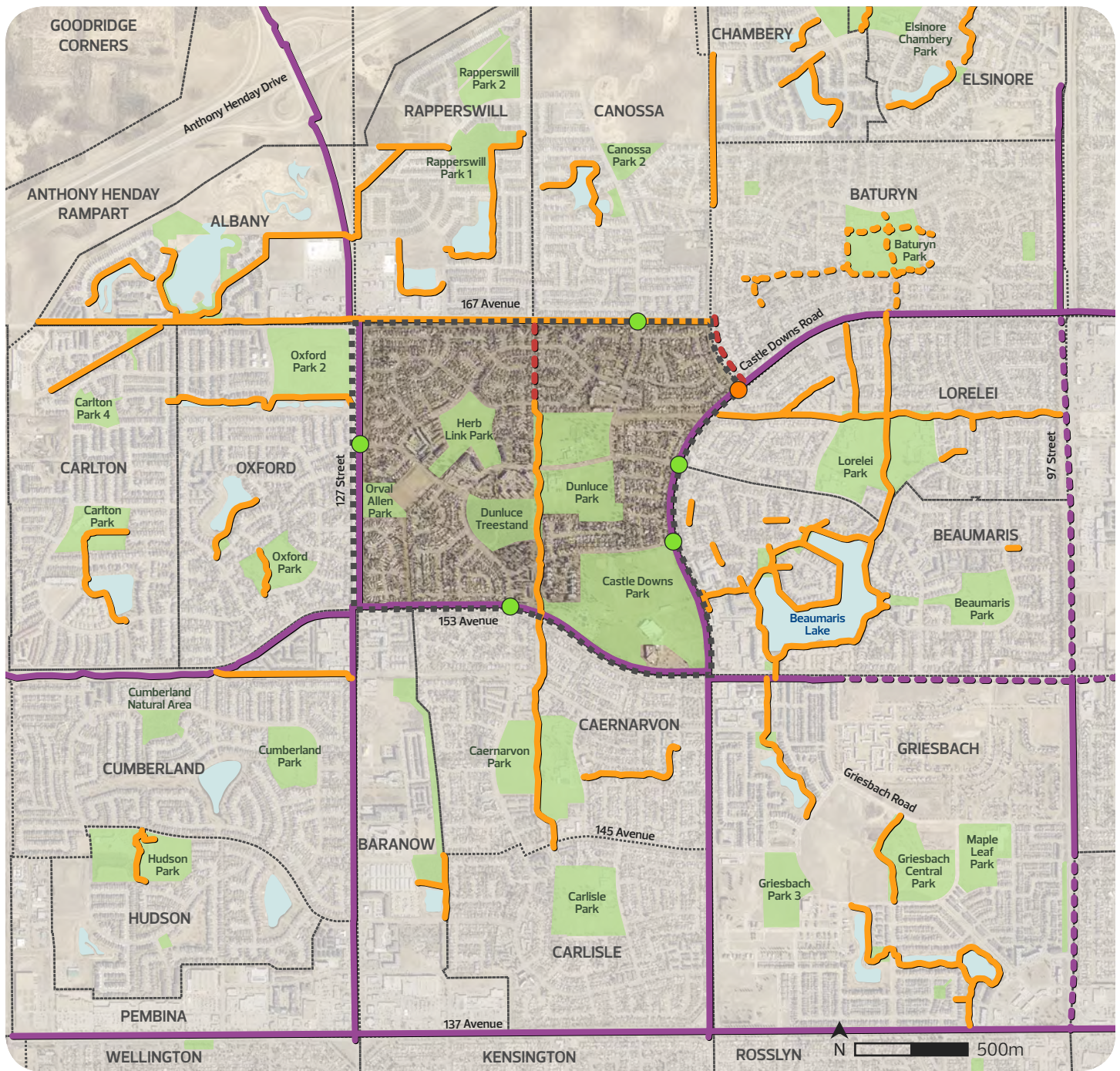


Opportunities

- + Enhance bike connectivity to the overall network and within the neighbourhood
- + Enhance user safety and comfort
- + Widen shared pathways to minimum 3.0 m where possible
- + Explore opportunities to address the missing link along 112 Street
- + Increase the network density of neighbourhood routes
- + Improve crossings of busy roadways



Map 10. Mobility network - biking



- Dunluce neighbourhood boundary
- Parks and school playground
- Surrounding neighbourhood
- Dunluce breezeway access point
- Dunluce road access points
- District Connector Route - existing
- District Connector Route - future
- Neighbourhood Route - existing
- Neighbourhood Route - future
- Missing link

3.10 Mobility network – driving and traffic safety

The road hierarchy in and surrounding Dunluce is shown on **Map 11**.

Parking

On-street parking

- + On-street parking is allowed along both sides of most local residential roads in Dunluce

On-street parking restrictions

- + On-street parking is restricted in Dunluce (to align with Bylaw restrictions), at intersections, marked crosswalks (5.0 m), ETS bus stop locations, driveways and private accesses (2.0 m) for multi-unit row-housing and apartments

School Bus Zones

- + Traffic increases around schools at certain times of the day such as morning drop-off and afternoon pick up
- + School bus zones provide buses with priority access to drop-off areas next to schools
- + School bus zones in Dunluce are identified by signage on both sides of 162 Avenue at the Dunluce Elementary and St. Lucy Catholic Elementary school sites; temporary cones and markings are placed by staff at these sites to signify bus zones

On-street seasonal parking

- + From November 5 to March 15, on-street seasonal parking ban areas are in effect to allow for snow clearing
- + On-street seasonal parking ban areas occur along collector roads and bus routes and are subject to bans with eight hours of notice
- + In Dunluce, an on-street seasonal parking ban exists along both sides of all collector roads

Accessible parking

- + Residents can request the City of Edmonton to install accessible parking/passenger loading zones on public property in front of residences and businesses
- + Parking zones are typically 7.5 to 10 metres long and able to accommodate one vehicle
- + Roadway concepts should take into consideration existing accessible parking zones in Dunluce where possible

Traffic safety

The locations of pedestrian, cyclist and vehicle collisions from 2017 – 2021 are shown on **Map 11**.

Vehicle access points

- + There are five vehicle access points into Dunluce from the nearby arterial roads
- + The residential collector roads of 121 Street/162 Avenue, 115 Street and 161 Avenue provide direct access through the neighbourhood and ETS bus service

Collisions

- + A number of vehicle collisions with people who walk and bike have occurred along roads in Dunluce

Speeding and measures to slow traffic

- + Speeding and collisions with pedestrians are issues along the collector road of 162 Avenue/121 Street as shown on **Map 11**
- + Measures used to slow traffic could be explored along collector roads















Opportunities [update once the data is received]

- + Identify if measures to slow traffic are needed along roadways to address speeding and shortcutting as well as enhance the safety of people who walk, roll and bike
- + Evaluate traffic safety around important destinations (schools, parks, etc.) and along key routes to destinations for people who walk, roll and bike
- + Opportunity for new measures to slow traffic and redesign drop-off areas at the Dunluce Elementary and St. Lucy Catholic Elementary school sites
- + Create infrastructure to help encourage other modes of travel to and from destinations
- + Create space for snow storage along roadways and pathways
- + Explore measures to slow traffic and improve pedestrian visibility along the collector road of 162 Avenue/121 Street

Map 11. Mobility network - driving and traffic safety



- | | | |
|--|---|--|
|  Dunluce neighbourhood boundary | Road classification |  School bus zone |
|  Breezeway with existing pathway |  Alley |  Location of reported pedestrian collision* |
|  Breezeway without pathway |  Local residential |  Location of reported cyclist collision* |
| |  Collector residential |  Vehicle collision locations* |
| |  Arterial |  Speeding locations |

Note: Traffic data is from 2017 – 2021

3.11 Infrastructure

Utility considerations

- + The relocation of street lighting infrastructure may be required. Pedestal based street lighting is typically time and cost prohibitive to relocate
- + The relocation of existing catch basins will be minimized, however, new catch basins and associated grading design will be identified and addressed at the preliminary design phase
- + Hydrants may require relocating
- + Utility pedestals such as power owned by EPCOR Distribution and Technologies are typically time and cost prohibitive to relocate
- + Coordination with all utilities (AltaLink, ATCO Gas, ATCO Pipelines, EPCOR Drainage, EPCOR Water Services, TELUS Communications, Shaw Cable, Zayo Canada, etc.) will commence during the circulation of the draft design to identify any potential existing and planned utility conflicts with the proposed new neighbourhood infrastructure
- + Any potential conflicts will be addressed during the preliminary design
- + Telus Fibre Optic vaults are located behind existing sidewalks
- + Fibre optic vaults are difficult to move and may require the neighbourhood design to accommodate their current locations while property connection points to the lines can be relocated
- + With any proposed infrastructure changes, emphasis should be placed on protecting existing mature street trees where possible

Crossing agreements

- + Crossing agreements must be obtained from EPCOR/AltaLink to cross the utility corridor with overhead power lines located centrally in the neighbourhood
- + Crossing agreements are typically valid for one year
- + Applications should be made during the detailed design phase, several months before the anticipated construction and renewed annually until construction is completed
- + Requirements for utility crossing agreements will be identified as needed

Encroachment Agreements/Licenses of Occupation

- + An Encroachment Agreement/License of Occupation is a written confirmation between the City and an owner of a property that allows for private use of a public right-of-way
- + Encroachment Agreements/Licenses of Occupation within residential areas may be used to extend private yards onto public right-of-ways
- + Encroachment Agreements can also exist for City infrastructure on private property, such as school board land
- + Consideration should be given to any potential impact to an existing Encroachment Agreement/License of Occupation

Land acquisition

- + During Neighbourhood and Alley Renewal, the City may need to acquire portions of private land to accommodate proposed improvements
- + Small land acquisitions are occasionally needed for new signal placements, installation of measures to slow traffic, and new sidewalks within narrow public right-of ways
- + An assumption is made that all traffic signal replacements will be at their existing locations
- + Land acquisitions and related requirements will be identified and may impact design decisions during the concept phase

Absorbent landscaping

- + During Neighbourhood and Alley Renewal, the City may explore opportunities for new absorbent landscaping areas to help mitigate surface flooding in Dunluce

