

AUGUST 2024

Edmonton

GLENWOOD (163 Street West)

Neighbourhood and alley renewal

URBAN DESIGN ANALYSIS

Chapter 3: Draft design

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1.0 Introduction

What is Neighbourhood Renewal?

- + The Neighbourhood Renewal program has been developed to rehabilitate roads, replace street lights, repair sidewalks and connect missing sidewalk links where possible. Other opportunities to improve parks and public spaces are also explored.

Alley Renewal

- + Alley Renewal will be included as part of the Baturyn neighbourhood renewal. Alley Renewal involves alley reconstruction and repaving, improvements to surface drainage where feasible, and upgrading of existing alley lighting to LED fixtures. Utility assessments and repairs, along with removals and pruning of trees and shrubs, are also completed

Based on the opportunities identified, options were developed then refined into a single draft design based on policy, existing conditions and community feedback.

The purpose of the Draft Design stage is to:

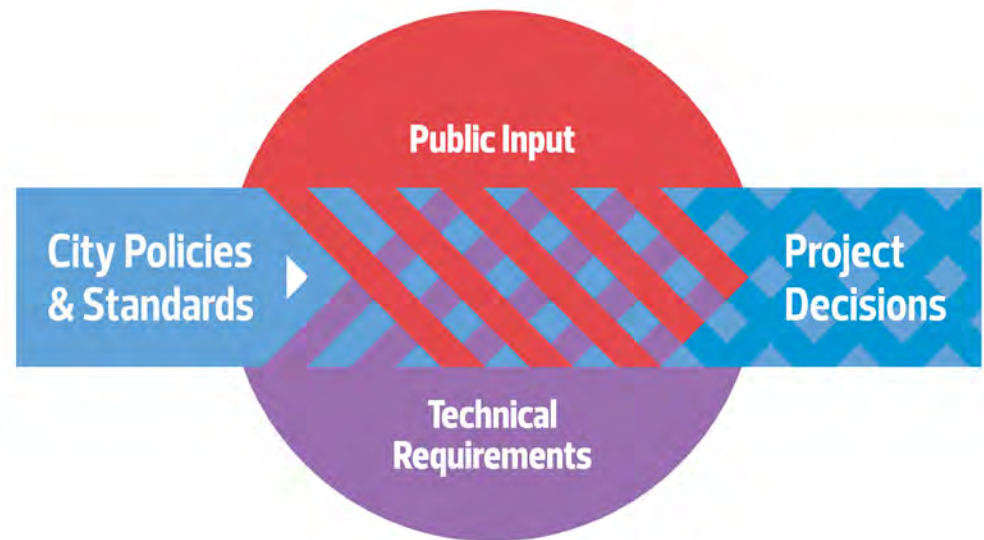
- + Develop a refined set of draft designs that bring the community vision to life
- + Verify the feasibility of the design options and select those that best incorporate the input provided by the community, addresses technical requirements and aligns with existing strategies, policies and guidelines
- + Identify any constraints to implementing the improvements, and develop strategies to address them
- + Gain insight from project team members/key business partners and build understanding and knowledge of the project
- + Identify the steps required to advance the Draft Design to the Preliminary Design stage, including coordination with City business partners such as operations and maintenance

1.1 Decision making process

For Neighbourhood and Alley 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 and Alley 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.



1.2 Public engagement process

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

In the **Community Feedback on Draft Design** stage, we are sharing the draft design for your neighbourhood. We are seeking your feedback to help **REFINE** it to ensure it aligns with the Vision and Guiding Principles that we co-created at the beginning of the project.

City of Edmonton Public Engagement Spectrum:

Increasing influence of the public →



We are here

Neighbourhood Renewal Road Map:



1.3 City Policies and Programs

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:

City Plan

- + **Overview:** Provides direction to improve spaces and places and how people move around the city
- + **Guidance:** Prioritize and enable green infrastructure including low impact development 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 Streets 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

Dogs in Open Spaces Strategy

- + **Overview:** Guidelines to help shape and update the City of Edmonton's current planning, design and management practices regarding off-leash areas
- + **Guidance:** Where appropriate design quality off-leash dog areas within the community

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

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

1.4 Technical Requirements

Complete Streets 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

1.5 Draft design overview of sections

Roadways & crossings

Walking, rolling & biking

Commercial areas & alleys

Parks & open space



1.6 Vision and Guiding Principles

Vision

Glenwood (163 Street West) is proud to be a safe, quiet, multi-generational and close-knit neighbourhood. Full of accessible connections to our City's services, amenities and attractions, the neighbourhood will continue to provide opportunities for families to plant roots and enjoy all stages of their lives.

Glenwood (163 Street West) is a growing neighbourhood, expanding to include new and diverse neighbours with many open spaces to play, gather and enhance its distinct sense of community.

Guiding Principles

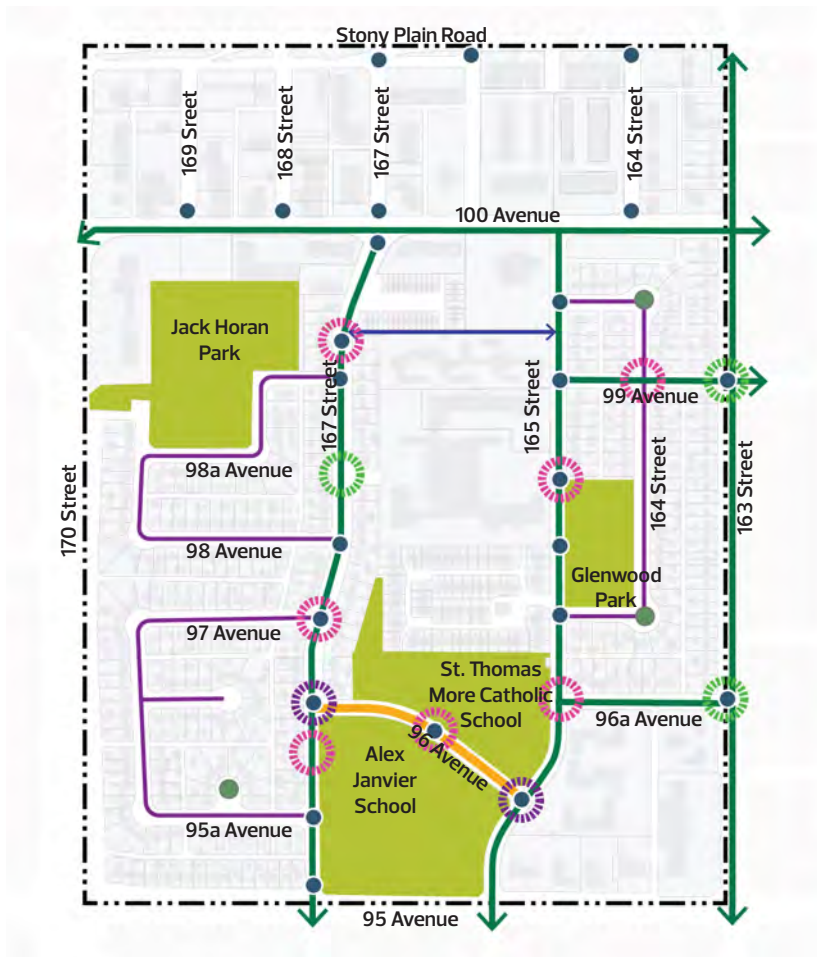
Glenwood (163 Street West) is:

- + **Safe:** Residents feel comfortable walking and rolling throughout the neighbourhood at any time of day
- + **Community Driven:** Residents look out for one another, have fun together and build meaningful relationships while enjoying Glenwood's many amenities
- + **Accessible:** Residents and visitors of all ages and abilities can walk and roll here with ease along well-maintained streets and pathways
- + **Welcoming:** Glenwood has many greenspaces to play, gather and enhance the distinct sense of community through all seasons
- + **Proud:** The community honours the past while evolving to meet the future needs and interests of a diverse community

2.0 Roadways and crossings

Roadways and crossings overview

Map 1. Roadways and crossings overview map



What we heard

- + Some participants believe the draft design reflects the community's current and future needs
- + Participants shared their desire to preserve mature trees in the neighbourhood
- + Participants strongly support sidewalks and roads being repaired in the neighbourhood
- + Participants shared their desire to maintain current landscaping and driveways when referring to the addition of boulevards
- + Participants were excited to see traffic slowing measures in the community
- + A few respondents were concerned that raised crosswalks and curb extensions would result in a loss of parking

Legend

- Parks and open space
- Main connector upgrades
- Local road upgrades
- School drop-off zone upgrades
- Cul-de-sac landscaping
- Raised crosswalk*
- Raised intersection
- Continuous crosswalk**
- Curb extensions

***Raised crosswalks** raise the roadway through the crosswalk to near sidewalk height. They reduce vehicle speeds that allows people driving to be more aware of people crossing the street.

****Continuous crosswalks** create an unbroken elevation from the sidewalk, giving priority to people walking and rolling. This forms a ramp over which vehicles must cross.

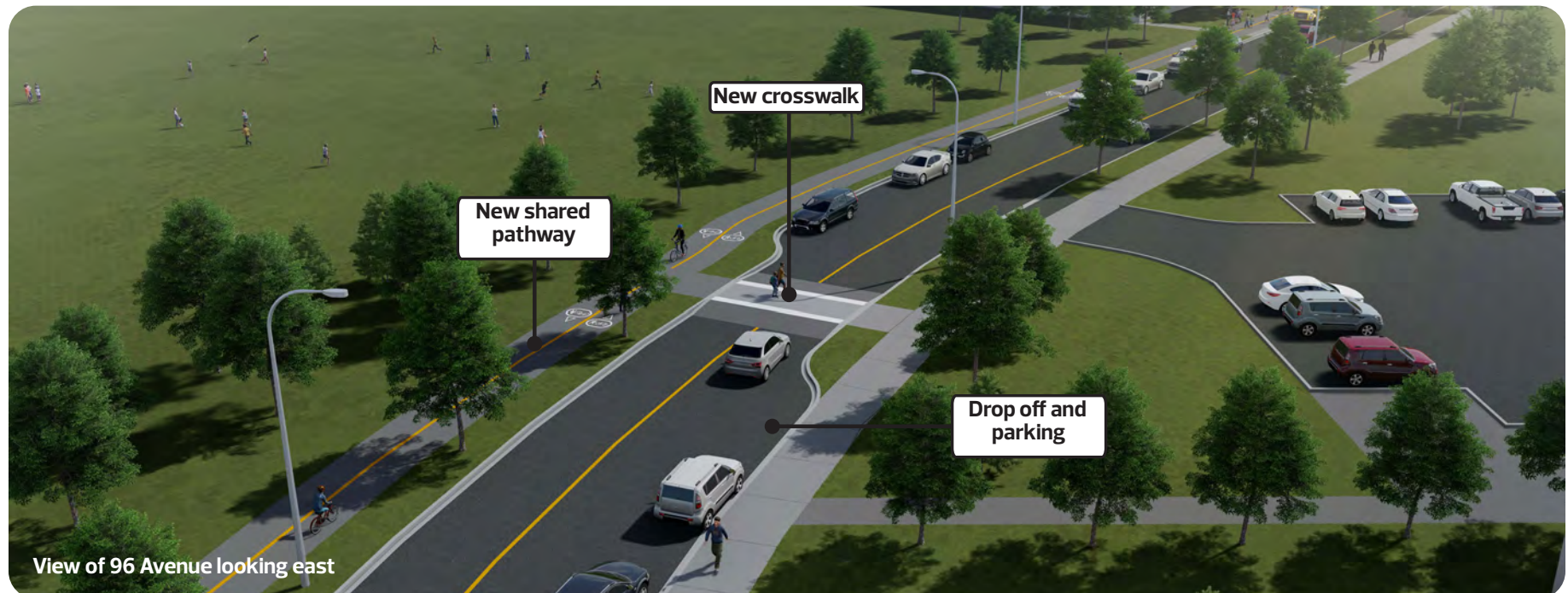
Guiding Principles

Aligns with the following principles:

- + **Glenwood is safe:** Residents feel comfortable walking and rolling throughout the neighbourhood at any time of day
- + **Glenwood is accessible:** Residents and visitors of all ages and abilities can walk and roll with ease along well-maintained streets and pathways, connecting to the larger City of Edmonton network

City policies and programs

- + City Plan
- + Complete Streets Policy
- + Active Transportation Policy
- + Access Design Guide
- + Bike Plan
- + Safe Mobility Strategy

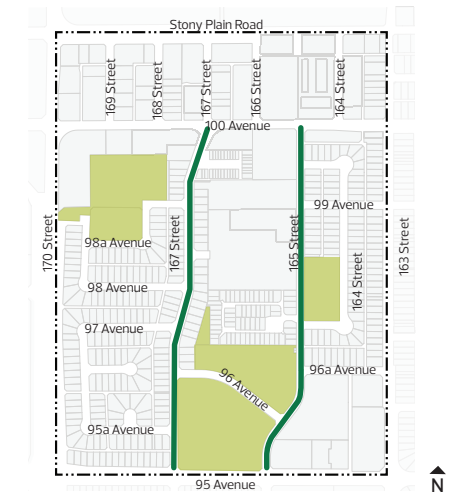


2.1 Major connectors redesign

Design considerations and technical requirements

- + The Project Team considered location of existing buildings, mature trees, utility infrastructure, and private landscaping within the public right-of-way
- + 165 Street and 167 Street are a major north-south connectors
- + Widen sidewalks and added raised crossings and raised intersections to improve conditions for people who walk and roll on 165 Street and 167 Street
- + Curb extensions will be landscaped except for where sidewalks, driveways and pathways cross
- + The Project Team looked for opportunities to reduce speeding where possible
- + The Project Team looked for opportunities to maintain on-street parking where possible

Key Map



Key map legend

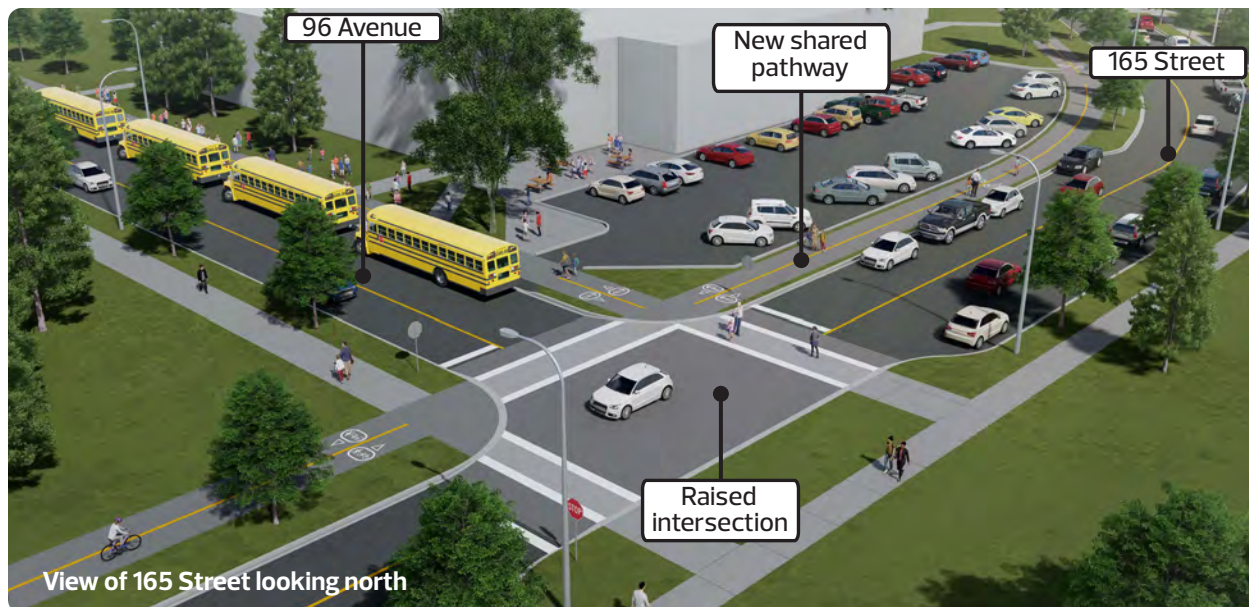
— Major connector



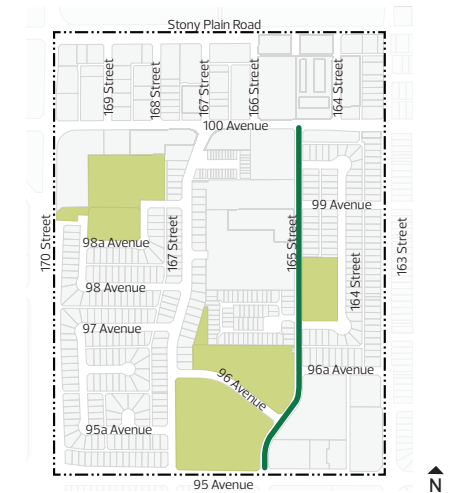
What we propose

Location 1 – 165 Street

- + Add curb extensions and narrow the road, slowing traffic and enhancing the feeling of safety for people who walk and roll by improving sightlines and providing a shorter crossing distance
- + Add new zebra marked crosswalks to add a visual cue for drivers and to enhance the visibility of people crossing
- + Boulevard trees along both sides of the street will be added to improve tree cover, separate people who walk and roll from traffic and create opportunities for snow storage, where possible
- + A shared pathway will be added along the west side of the street to increase connectivity to the school area and separate people walking and rolling from drivers
- + Raised crosswalks and raised intersections will be added along the street to add a physical cue for drivers to slow down and create a level surface for people crossing the street



Key Map

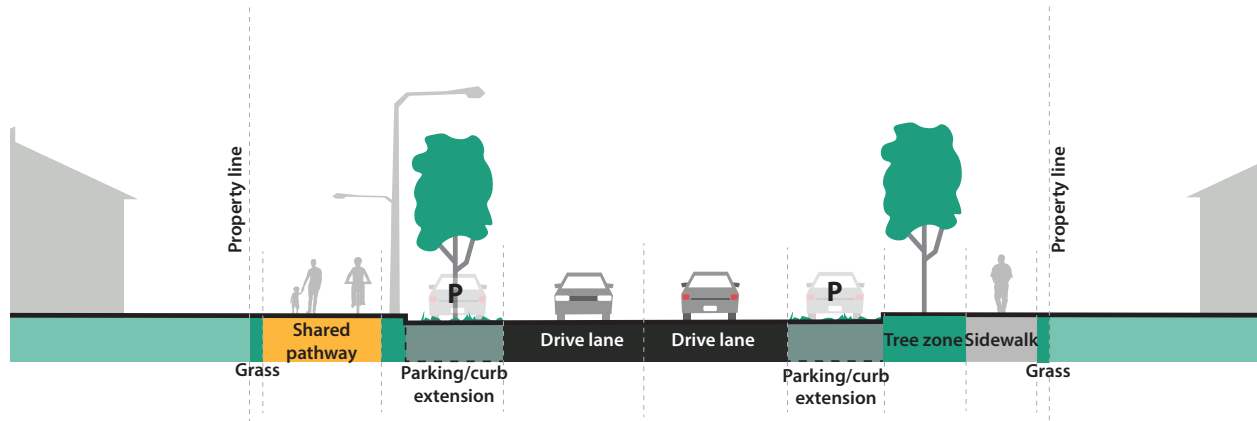


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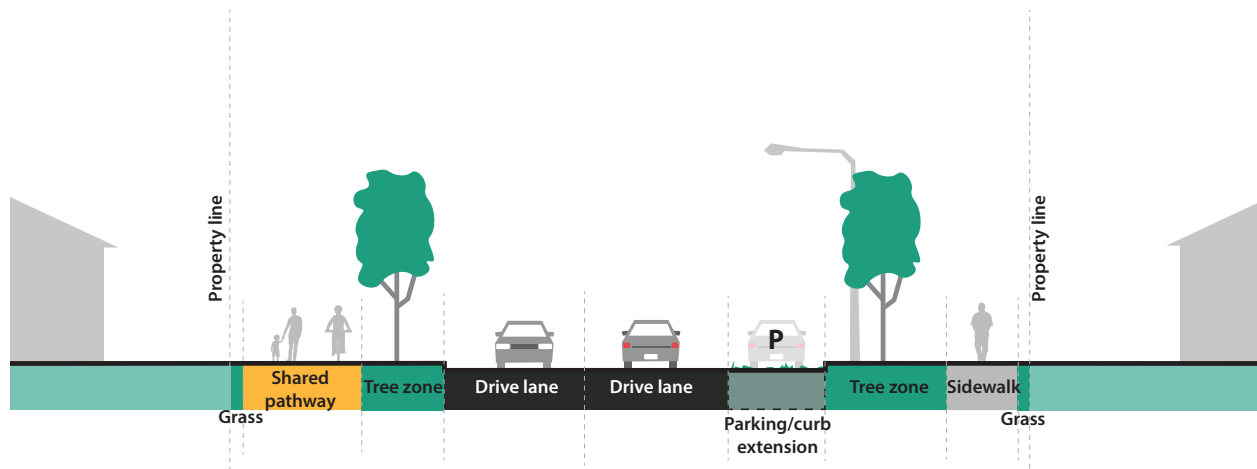
— Major connector

Location 1 – 165 Street

A 165 Street – North of 96a Avenue



B 165 Street – South of 96a Avenue



Key Map



Key map legend

— Major connector

What we propose

Location 1 – 167 Street

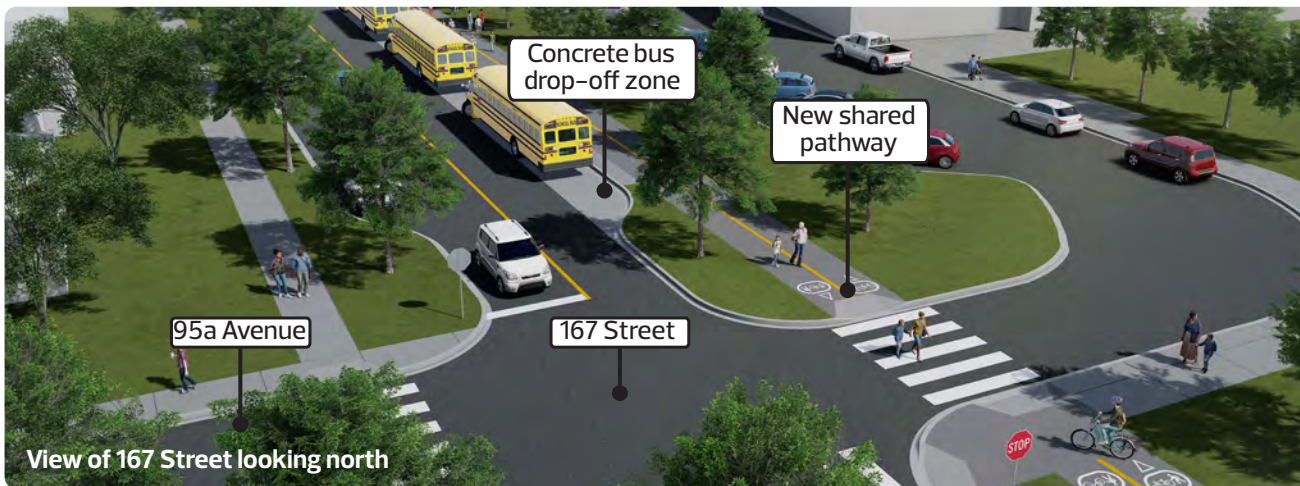
- + Adding curb extensions will narrow the road and provide a shorter crossing distance. This will slow traffic, enhance visibility and improve sightlines of people crossing
- + Adding a new zebra marked crosswalk will enhance the feeling of safety for people who walk and roll and add a visual cue for people driving
- + Boulevard trees along both sides of the street will be added to improve tree cover, separate people who walk and roll from traffic and create opportunities for snow storage, where possible
- + A shared pathway will be added along the east side of the street to increase connectivity to the school area and separate people walking and rolling from people driving
- + Wider sidewalks will be added along the west side of street to meet City of Edmonton Standards and to improve accessibility for people walking and rolling
- + Raised crosswalks and raised intersections will be added along the street to add a physical cue for drivers to slow down and create a level surface for people crossing the street

Key Map



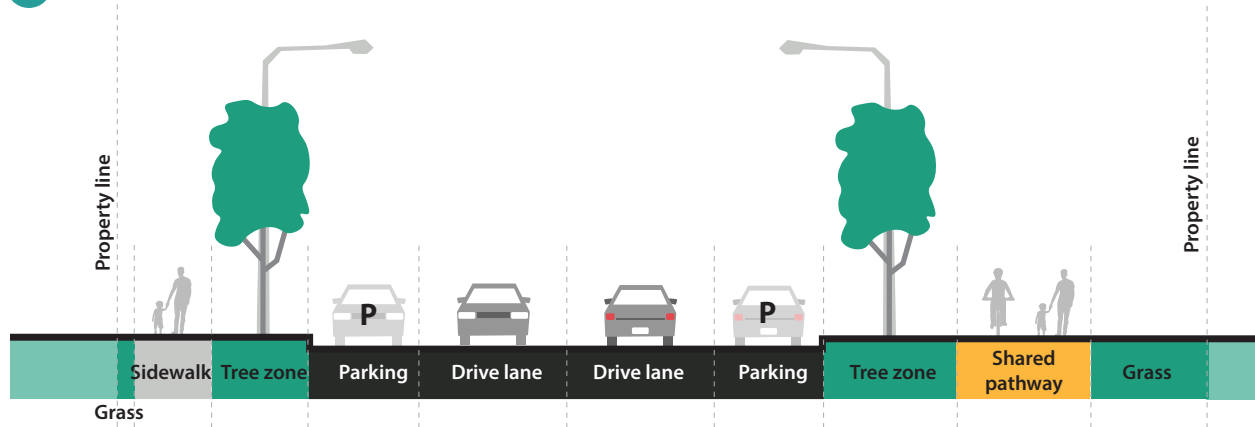
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- Major connector

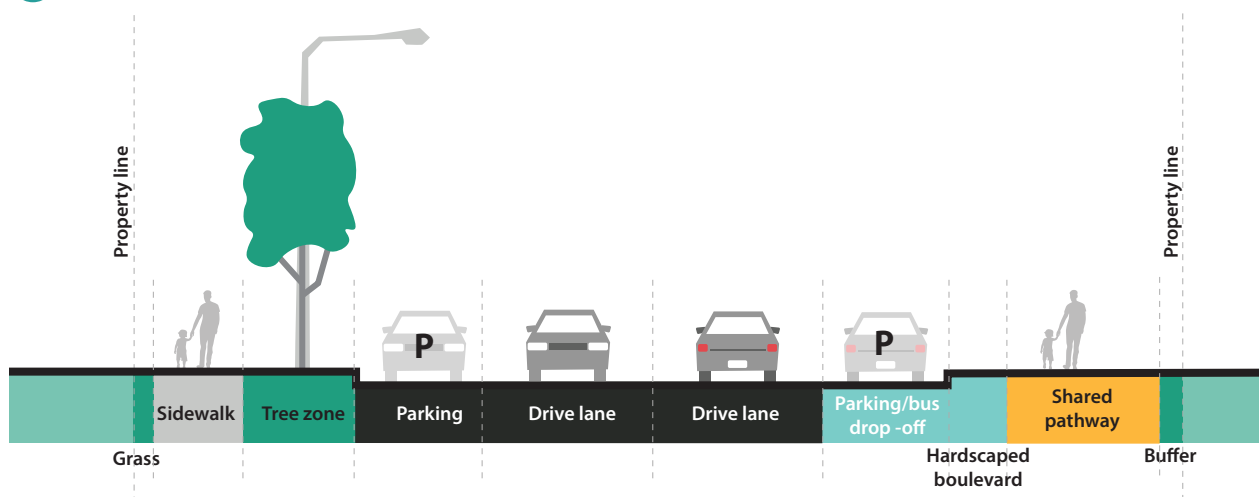


Location 1 – 165 Street

A 167 Street – North of 96a Avenue



B 167 Street – South of 96a Avenue



Key Map



Key map legend

— Major connector

2.2 Local streets redesign

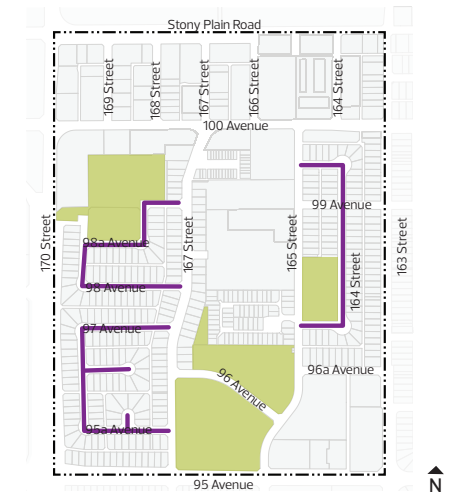
Design considerations and technical requirements

- + In a retrofit context such as renewal, designs 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
- + The Project Team heard that on-street parking is often used on local streets and we looked for opportunities to maintain on-street parking where possible

What we propose

- + Boulevard trees along both sides of the street will be added to increase tree cover, separate people who walk and roll from traffic and create opportunities for snow storage using City owned road right of way, where possible
- + Wider sidewalks will be added along west side of street to meet City of Edmonton standards and to improve accessibility for people walking and rolling
- + Road widths will be maintained
- + Parking will be maintained on both sides of the streets

Key Map

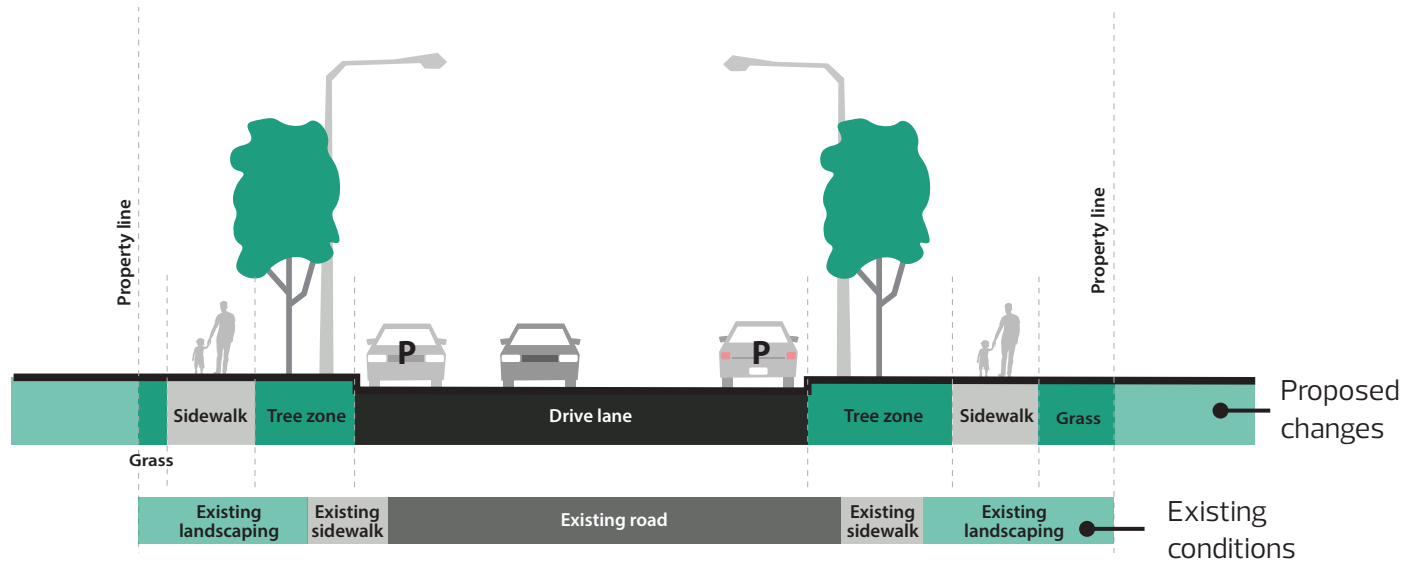


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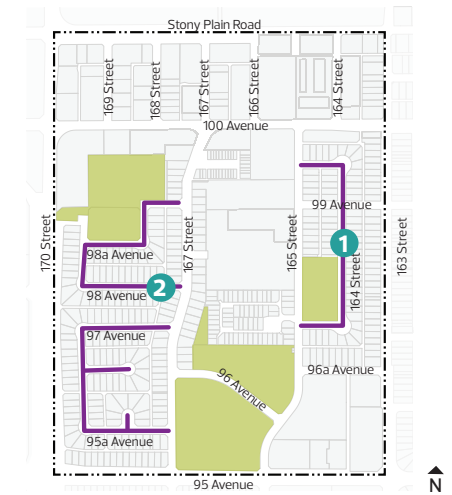
— Local streets

Local streets

Location 1 - 164 Street



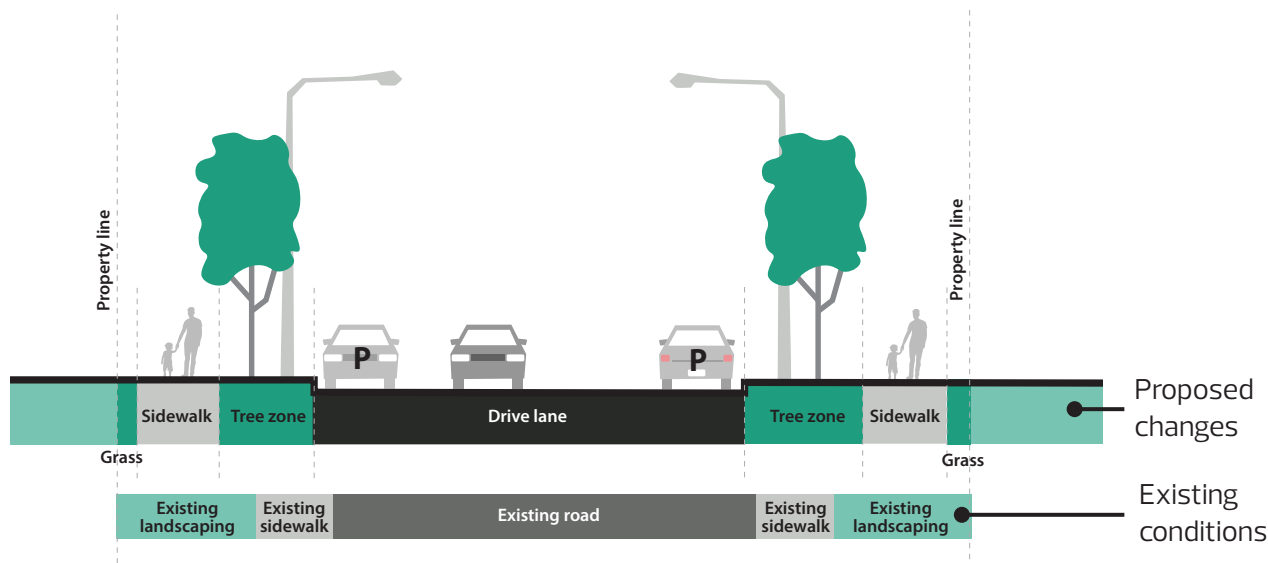
Key Map



Key map legend

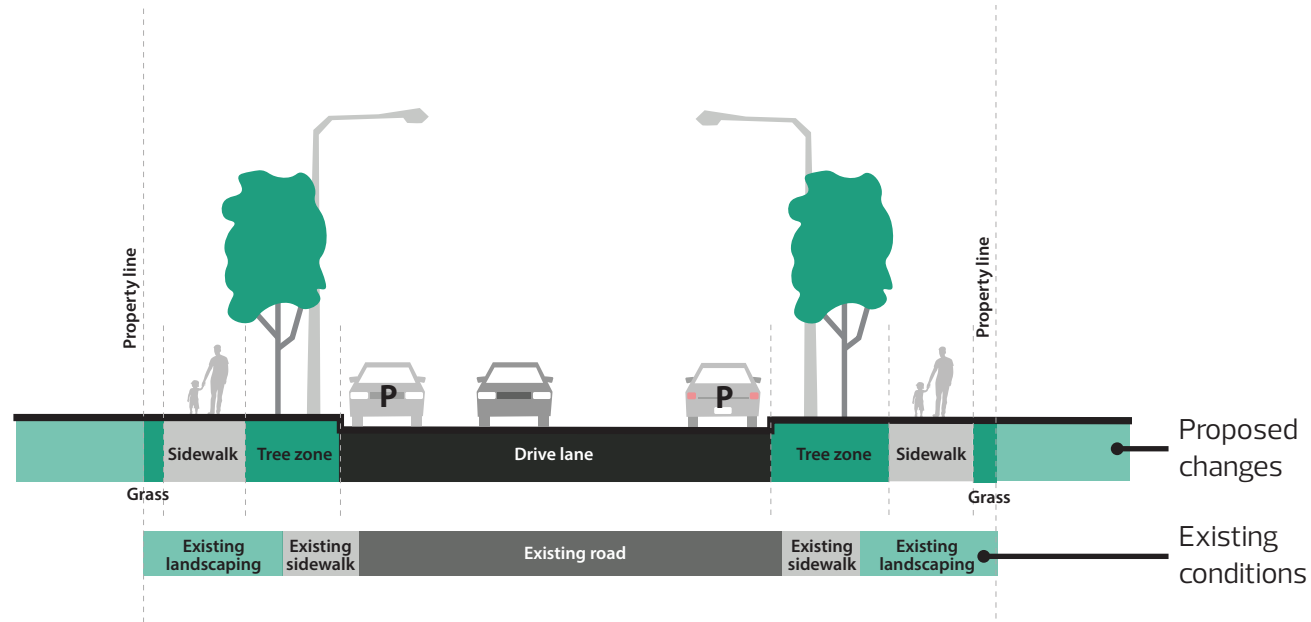
— Local streets

Location 2 - 98 Avenue

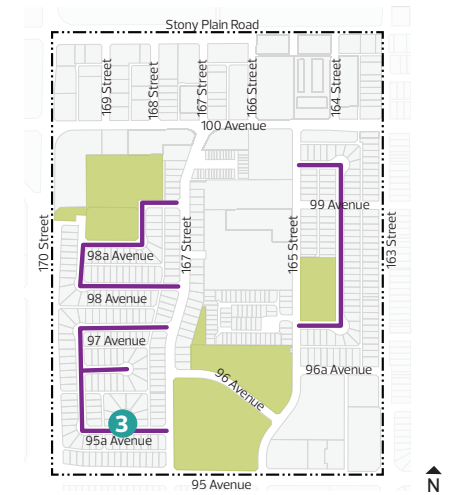


Local streets

Location 3 – 95a Avenue



Key Map



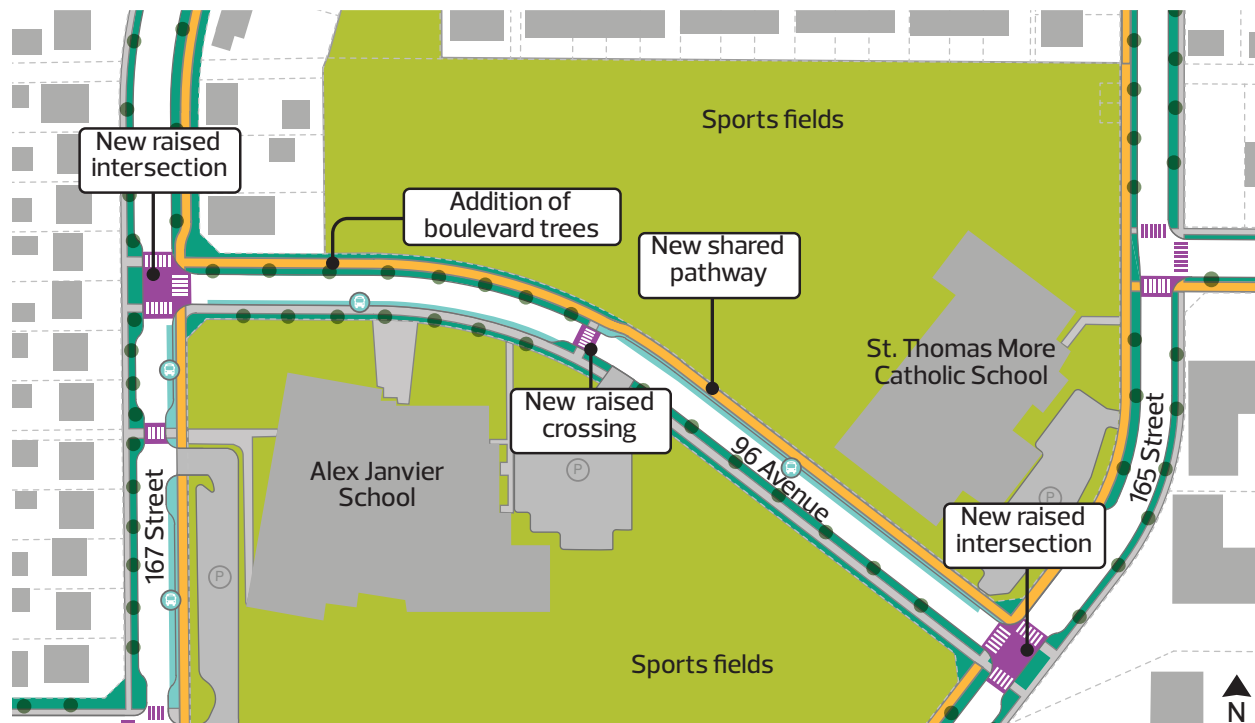
Key map legend

— Local streets

2.3 School drop-off upgrades

Design considerations and technical requirements

- + The Project Team looked for ways to reduce congestion that is experienced at the school drop-off areas during school drop-off times
- + Safety for people walking and rolling along 96 Avenue to access the school grounds may be improved through crossing upgrades



Key Map



Key map legend

— School drop-off zone

Legend

- Tree
- Existing sidewalk
- New boulevard
- New shared pathway
- New crosswalk
- Bus drop-off zone
- Existing school yard open space

What we propose

Location 1 – 96 Avenue

- + Alternating treed boulevards along the street will be added to improve tree cover, separate people who walk and roll from traffic and create opportunities for snow storage
- + New school bus drop-off pads added near the school entrances for all season accessibility for students taking the bus
- + New shared pathway on north side of 96 Avenue connecting 165 Street and 167 Street shared pathway connections
- + Alternating treed boulevards and curb extensions added to slow traffic, shorten crossing distances and improve sightlines to enhance the feeling of safety for people who walk and roll
- + Road narrowed and new boulevard trees added to slow traffic and improve safety around the schools, where possible
- + Raised intersections at 96 Avenue and 165 Street and at 96 Avenue and 167 Street
- + Raised crosswalk will be added mid-block along 96 Avenue to add a physical cue for drivers to slow down and create a level surface for people crossing the street
- + Boulevard trees along both sides of the street will be added to increase tree cover, separate people who walk and roll from traffic and create opportunities for snow storage using City owned road right of way, where possible



View of 96 Avenue looking west

Key Map



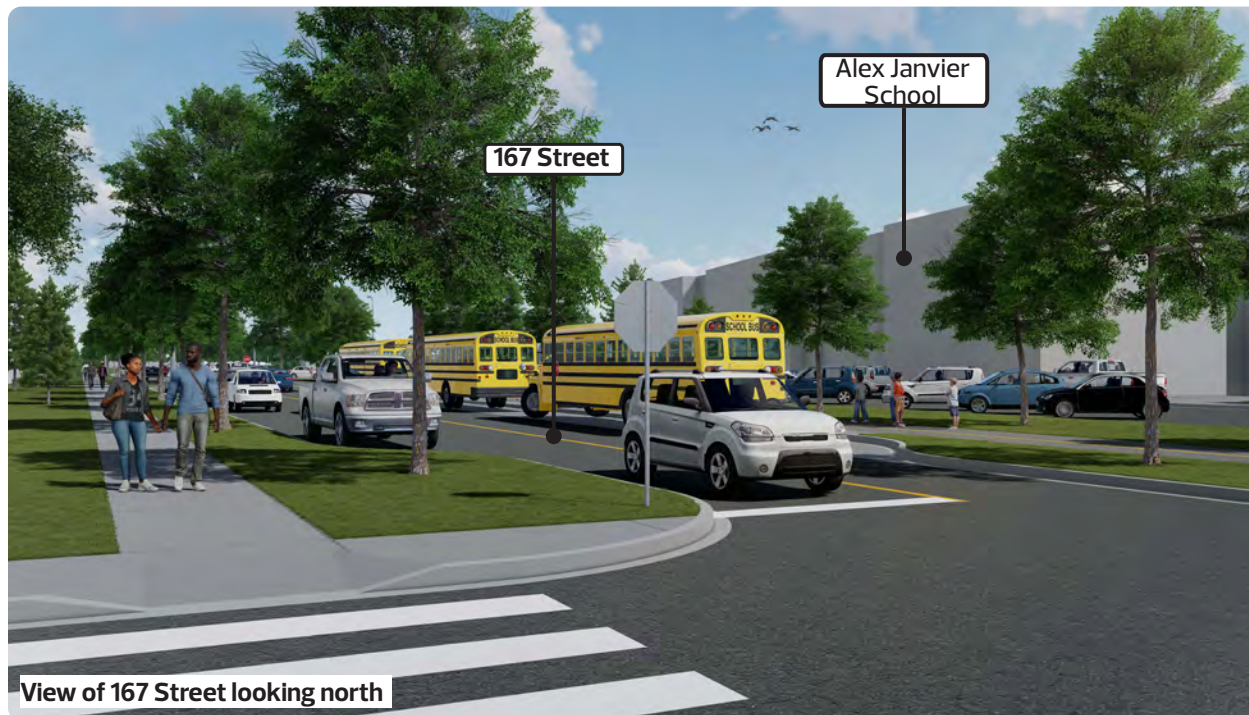
Key map legend

— School drop-off zone

What we propose

Location 2 – 167 Street


- + Additional drop-off area next to Alex Janvier School along 167 Street to supplement 96 Avenue (Note: Additional drop-off areas may be used for parent and or bus drop-off)
- + Shared pathway along the east side 167 Street to improve access to Alex Janvier School for people walking, rolling, and biking
- + A raised intersection at 167 Street and 96 Avenue will be added along the street to add a physical cue for drivers to slow down and create a level surface for people crossing the street.



Key Map



Key map legend

 School drop-off zone

2.4 Cul-de-sac landscaping

Design considerations and technical requirements

- + There are three wide cul-de-sacs that have space for further landscaping which can slow traffic and improve safety
- + The Project Team considered required vehicle turning radius' within cul-de-sacs to ensure people can still safely drive with a landscaped median

What we propose

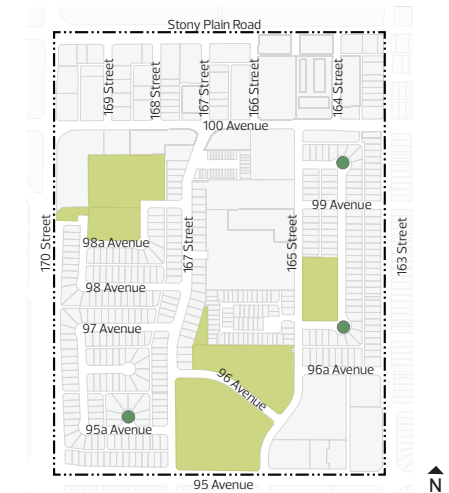
- + Landscaping added to wider cul-de-sacs to add visual appeal and add low impact development (LID*) to help stormwater drain more efficiently and reduce urban heat island effect**
- + Landscaping can help to improve traffic flow and clearly define parking in the areas



Examples of LID



Key Map



Key map legend

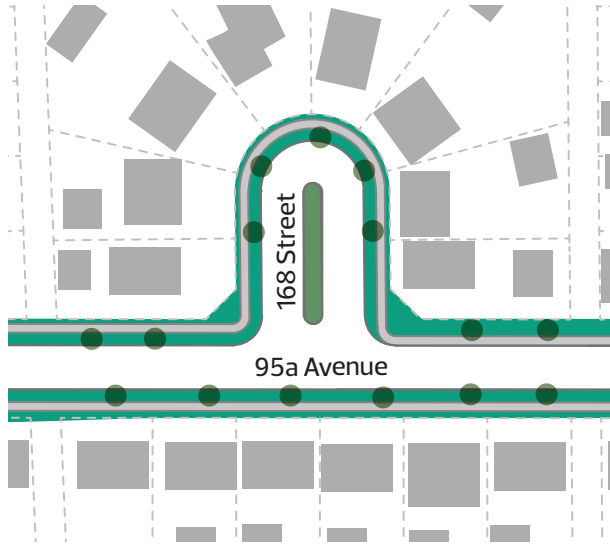
- New landscaped median

*Low impact development is an approach to land development that works with nature to manage stormwater runoff where it falls

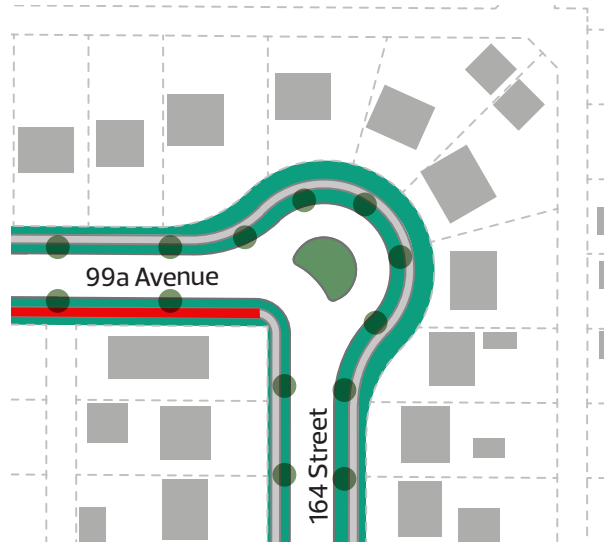
**The urban heat island effect happens when buildings, roads, and other hard surfaces soak up and release more heat from the sun compared to places like forests and lakes, making cities hotter than surrounding areas

Cul-de-sac landscaping

1 95a Avenue at 168 Street



2 99a Avenue at 164 Street



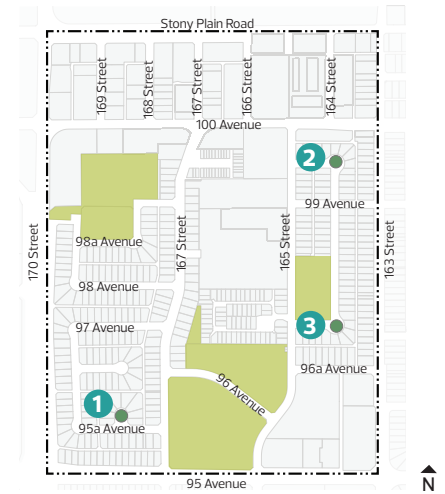
3 95a Avenue at 168 Street



Legend

- New landscaped median
- New tree
- Wider sidewalk
- New boulevard
- New sidewalk

Key Map



Key map legend

- New landscaped median

2.5 Crosswalks

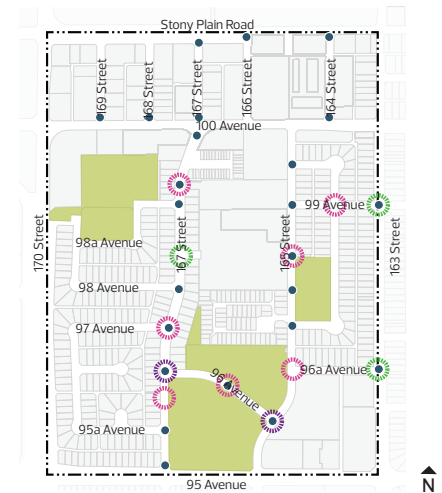
Design considerations and technical requirements

- + The Project Team heard speeding was a concern along 165 Street and 167 Street
- + City policy emphasizes the importance of reducing vehicle speeds and improving safety for people walking and rolling
- + Turning radius for buses around curb extensions
- + Design standards for relocated bus stops in new curb extensions





What we propose

- + Curb extensions will be added to help slow traffic and enhance the feeling of safety for people who walk and roll by improving sightlines and a shorter crossing distance
- + New marked crosswalks will be added to act as a visual cue for drivers to slow down and enhance the feeling of safety for people who walk and roll
- + Raised crosswalks and raised intersections will be added along 167 Street, 165 Street and 96 Avenue to add a physical cue for drivers to slow down and create a level surface for people crossing the street
- + Continuous crossings will be added along 167 Street and 163 Street to act as a physical cue for drivers to slow down and create a level surface for people crossing the street

Key Map



Key map legend

-  Raised crosswalk
-  Raised intersection
-  Continuous crosswalk
-  Curb extensions



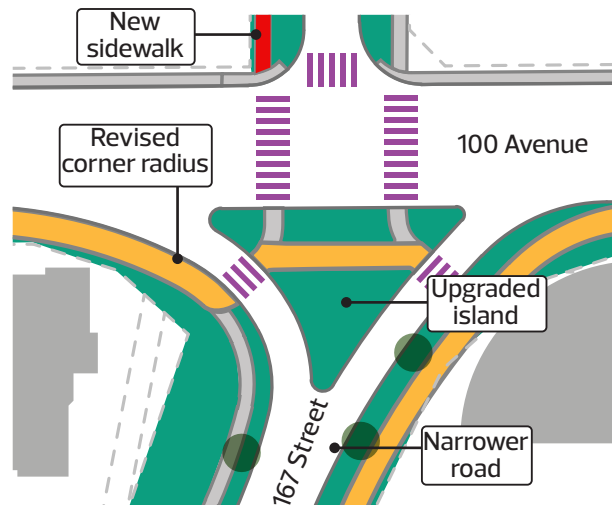
View of mid-block crossing on 96 Avenue looking west

Crosswalks by location

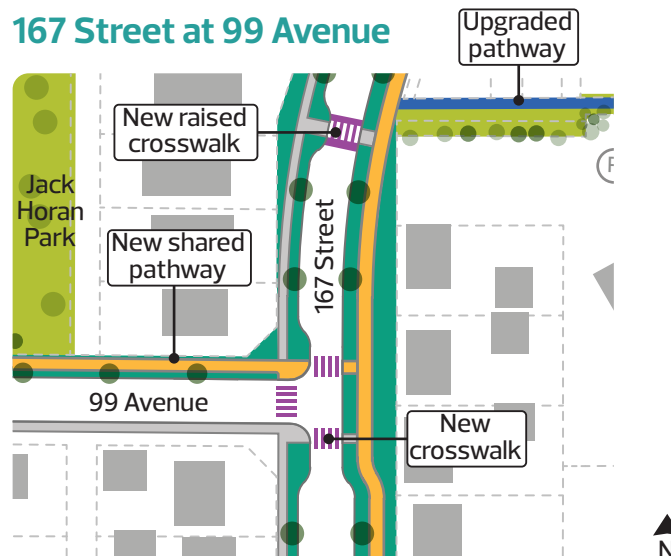
Location 1 – 167 Street

- + Three locations for raised crosswalks and curb extensions:
 - + Mid-block crossing north of 99 Avenue near the breezeway*
 - + South side of intersection where 97 Avenue and 167 Street meet
 - + Near Alex Janvier School
- + New zebra marked crosswalks (5 intersection locations)
 - + 100 Avenue, 99 Avenue, 98 Avenue, 97 Avenue, 95a Avenue
- + Raised intersection at 96 Avenue and 167 Street
- + Continuous crosswalk at 96A Avenue and 167 Street

167 Street at 100 Avenue



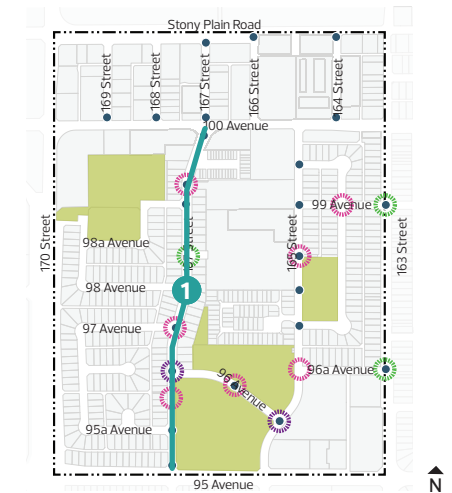
167 Street at 99 Avenue



Legend

- | | | | |
|----------------|---------------|--------------------|---------------------|
| New tree | New boulevard | New shared pathway | Breezeway |
| Wider sidewalk | New sidewalk | Crosswalk | Existing open space |

Key Map



Key map legend

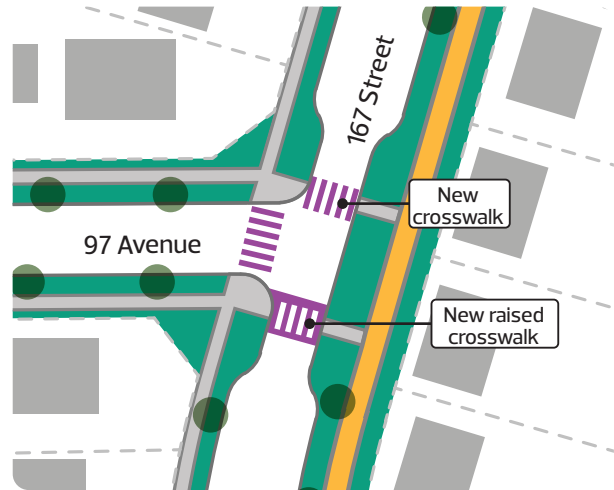
- Raised crosswalk
- Raised intersection
- Continuous crosswalk
- Curb extensions

***Breezeway – 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.**

Crosswalks by location

Location 1 – 167 Street

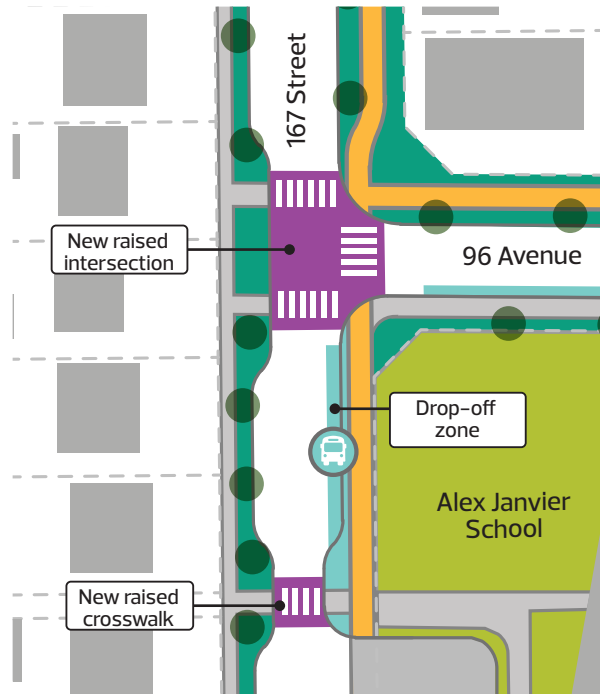
167 Street at 97 Avenue



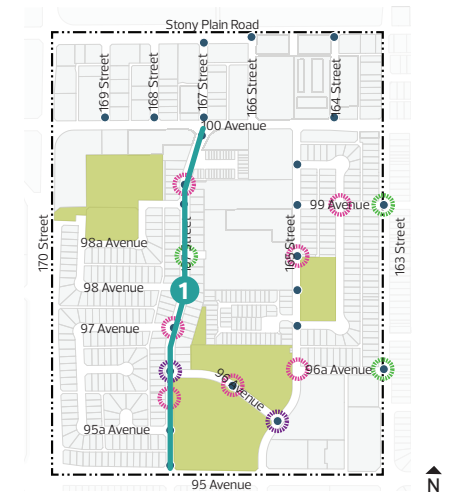
Legend

- New tree
- Wider sidewalk
- New boulevard
- New shared pathway
- Crosswalk
- Bus drop-off zone
- Breezeway
- Existing open space

167 Street at 96 Avenue



Key Map



Key map legend

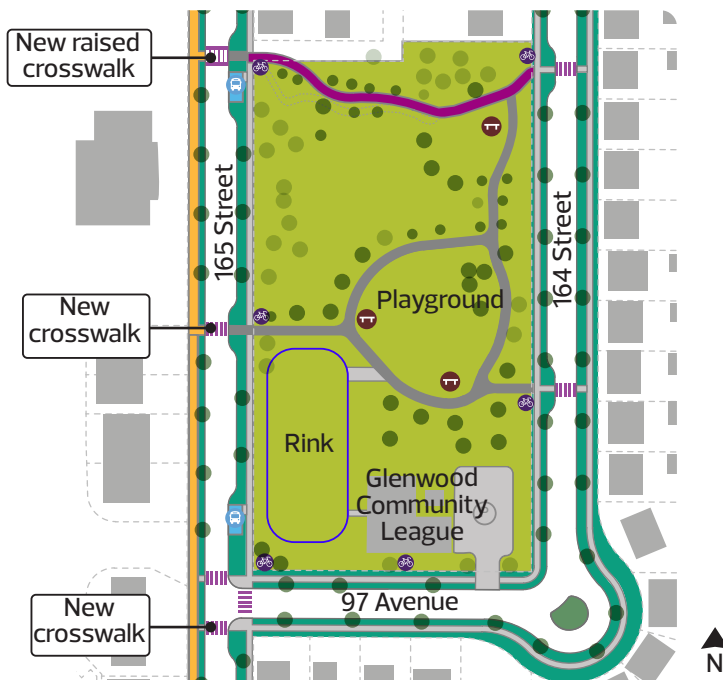
- Raised crosswalk
- Raised intersection
- Continuous crosswalk
- Curb extensions

Crosswalks by location

Location 2 – 165 Street

- + Two locations for raised crosswalks and curb extensions:
 - + Near the north end of Glenwood Park
 - + South side of intersection at 165 Street and 96a Avenue
- + New zebra marked crosswalks and curb extensions
 - + 4 intersection locations: 99a Avenue, 99 Avenue, 97 Avenue, 96a Avenue
 - + Mid-block crossing centrally located near Glenwood Park
- + Raised intersection at 165 Street and 96 Avenue

165 Street at Glenwood Park



Legend

- Existing tree
- New tree
- Wider sidewalk
- New boulevard
- Wider park pathway
- New park pathway
- New shared pathway
- Crosswalk
- Bus stop
- Existing open space

Key Map



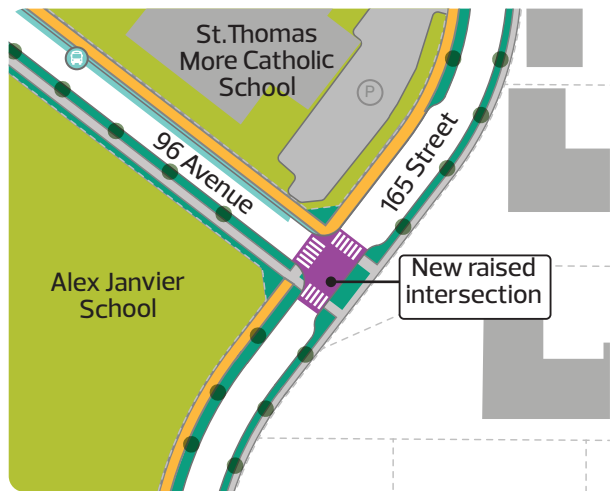
Key map legend

- ⊗ Raised crosswalk
- ⊕ Raised intersection
- ⊗ Continuous crosswalk
- Curb extensions

Crosswalks by location

Location 2 – 165 Street

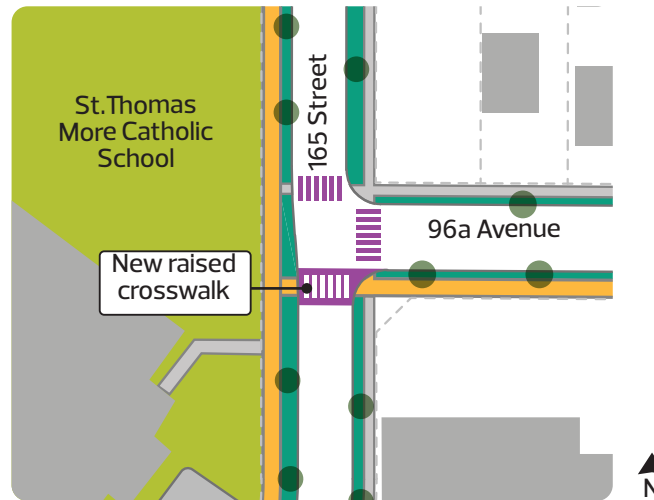
165 Street at 96 Avenue



Legend

- New tree
- Wider sidewalk
- New boulevard
- New shared pathway
- Crosswalk
- Bus drop-off zone
- Existing open space

165 Street at 96a Avenue



Key Map



Key map legend

- Raised crosswalk
- Raised intersection
- Continuous crosswalk
- Curb extensions

Crosswalks by location

Location 3 – 164 Street

- + Raised crosswalk south side of intersection at 164 Street and 99 Avenue
- + New zebra marked crosswalk at intersection at 164 Street and 99 Avenue
- + Mid-block curb extensions and new zebra marked crosswalk at 165 Street and 97 Avenue and at 165 Street between 97 Avenue and 99 Avenue, next to Glenwood Park

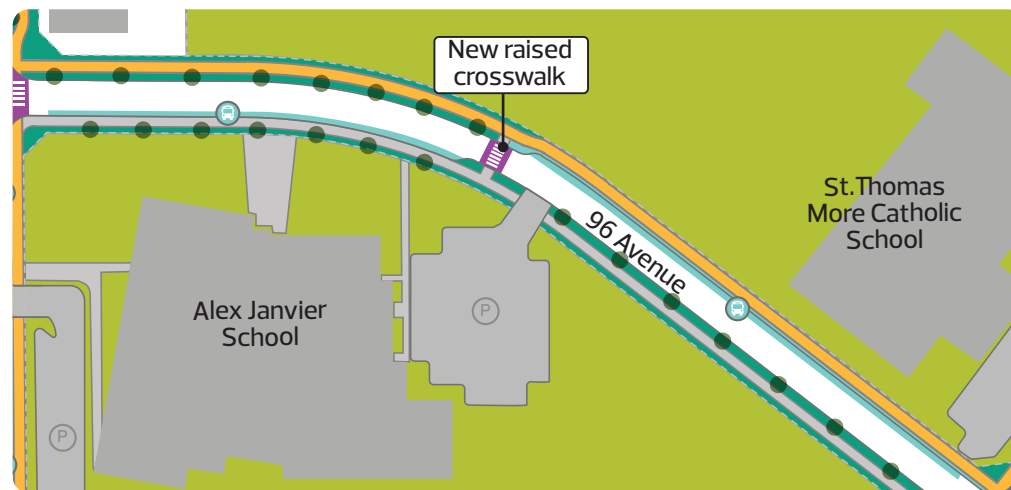
Location 4 – 163 Street

- + Continuous crosswalk at intersection at 163 Street and 99 Avenue
- + Continuous crosswalk at intersection at 163 Street and 96a Avenue

Location 5 – 96 Avenue

- + Midblock crossing on 96 Avenue

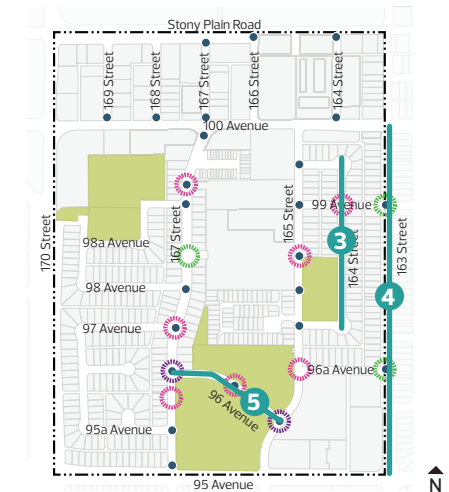
96 Avenue midblock crossing



Legend

- New tree
- ▭ Wider sidewalk
- ▭ New boulevard
- ▭ New shared pathway
- ▨ Crosswalk
- ▭ Bus drop-off zone
- ▭ Existing open space

Key Map



Key map legend

- ⊗ Raised crosswalk
- ⊗ Raised intersection
- ⊗ Continuous crosswalk
- Curb extensions