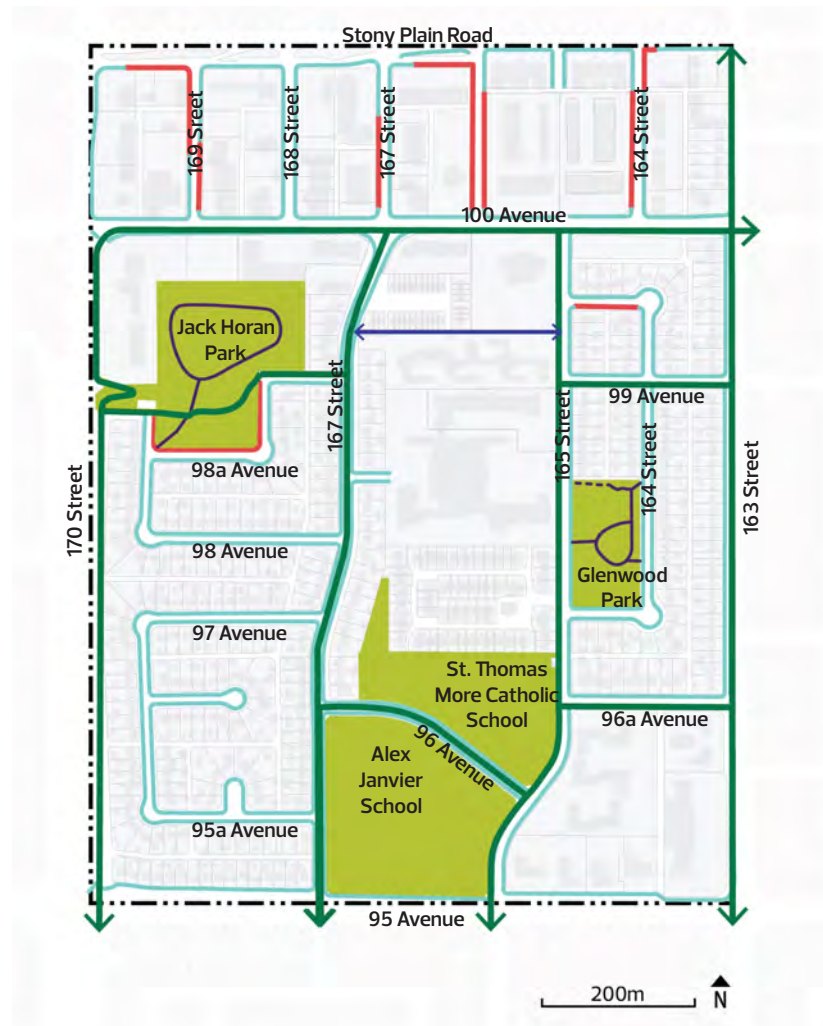


3.0 Walking, rolling and biking

Walking, rolling and biking overview

Map 2. Walking, rolling and biking overview map



There are several opportunities to improve the experience for people who walk and roll in Glenwood (163 Street West) by enhancing existing sidewalk and pathway connections and adding new connections. Extending sidewalks that are missing will improve accessibility throughout the neighbourhood and create better connections throughout Glenwood.

What we heard

- + Some participants believe the draft design reflects the community's current and future needs
- + Participants were supportive of the sidewalk repairs saying the changes were much needed in the neighbourhood
- + Participants expressed their desire to maintain current landscaping and mature trees when referring to the addition of boulevards and wider sidewalks
- + Participants shared that the neighbourhood bike paths currently do not experience much biking traffic

Legend

- Parks and open space
- New shared pathway
- Wider existing sidewalks
- New sidewalks
- Upgraded breezeway with lighting
- Wider existing park pathways
- New park pathways

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 community driven:** Residents look out for one another, have fun together and build meaningful relationships while enjoying Glenwood's many amenities
- + **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 Design and Construction Standards
- + Active Transportation Policy
- + Access Design Guide
- + Bike Plan
- + Safe Mobility Strategy
- + Urban Forest Management Plan

3.1 New sidewalks*

Design considerations and technical requirements

- + Roads will be narrowed in some areas to create opportunities for landscaping and sidewalk construction where sidewalks do not currently exist. Parking is retained where possible.
- + Sidewalks may vary in width to avoid existing landscaping and utilities
- + City standards require a minimum buffer width between sidewalks and utility boxes

What we propose

- + Add new sidewalks where they do not currently exist to meet current standards and improve the experience of people walking

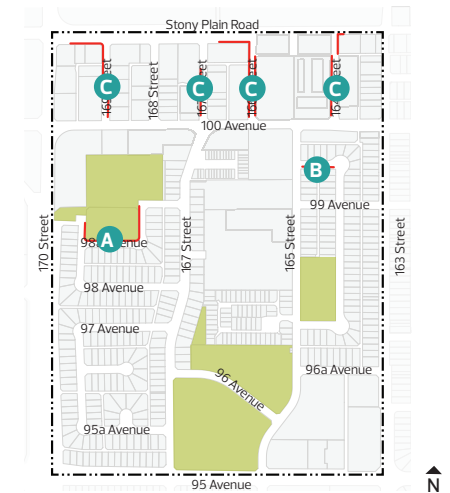
The draft design includes new sidewalk connections in the following locations:

- A** Next to Jack Horan Park along 98a Avenue
- B** Along 99a Avenue at 164 Street
- C** North of 100 Avenue in the commercial area



Typical improved sidewalk experience

Key Map



Key map legend

— New sidewalks

*New sidewalks refer to sidewalks that do not exist today and these will be paid for by the City of Edmonton

A New sidewalk locations: local roads

Location 1 – 168 Street

- + Boulevard trees along the east side of 168 Street to increase tree cover, where possible
- + New sidewalk on west side along Jack Horan Park to add a connections for people who walk and roll and separate them from traffic

Location 2 – 98a Avenue

- + Boulevard trees along the north side of 98a Avenue next to Jack Horan Park to increase tree cover, where possible
- + New sidewalk on south side along Jack Horan Park to add a connections for people who walk and roll and separate them from traffic

Location 3 – 98 Avenue

- + Boulevard trees along the north side of 98a Avenue next to Jack Horan Park to increase tree cover, where possible
- + New sidewalk on south side along Jack Horan Park to add a connections for people who walk and roll and separate them from traffic

Key Map

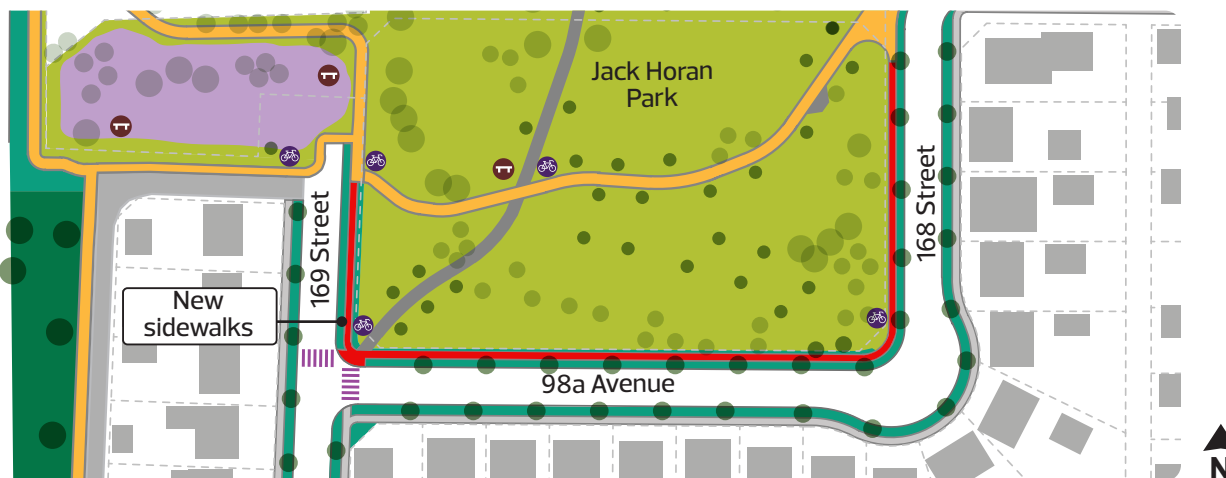


Key map legend

- New sidewalks

Legend

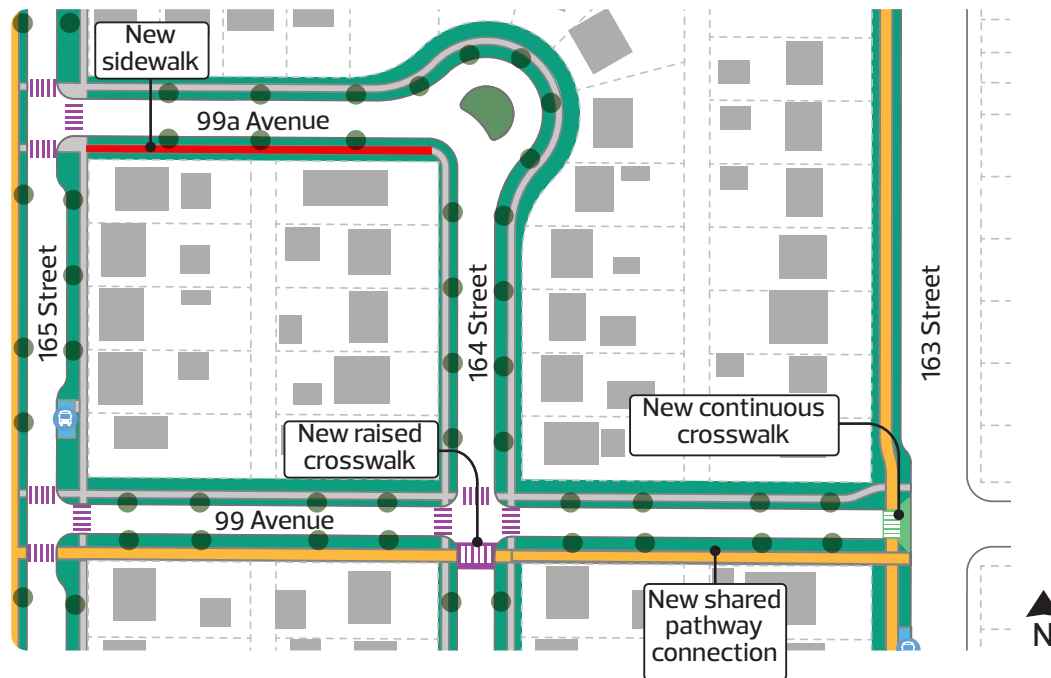
- Existing tree
- New tree
- Wider sidewalk
- New sidewalk
- New boulevard
- New shared pathway
- Wider existing park pathways
- New crosswalk
- Existing open space



B New sidewalk locations: local roads

Location 4 – 99a Avenue

- + Boulevard trees along both sides of the street will be added to increase tree cover, where possible
- + Sidewalk separates people who walk and roll from traffic and creates opportunities for snow storage using City owned road right of way



Legend

- | | |
|----------------|--------------------------|
| New tree | New shared pathway |
| Wider sidewalk | New continuous crosswalk |
| New sidewalk | New raised crosswalk |
| New boulevard | New crosswalk |

Key Map



Key map legend

- New sidewalks

G New sidewalk locations: commercial area

Location 1 – 164 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
- + Narrow roadway to add wider sidewalks and boulevards to improve how people who walk and roll in Glenwood, reduce the urban heat island effect and to improve accessibility within the commercial area

Location 2 – 166 Street

- + New sidewalks on both sides to improve connectivity within the commercial area
- + Narrow roadway to add wider sidewalks and boulevards to improve how people who walk and roll in Glenwood and to improve accessibility within the commercial area

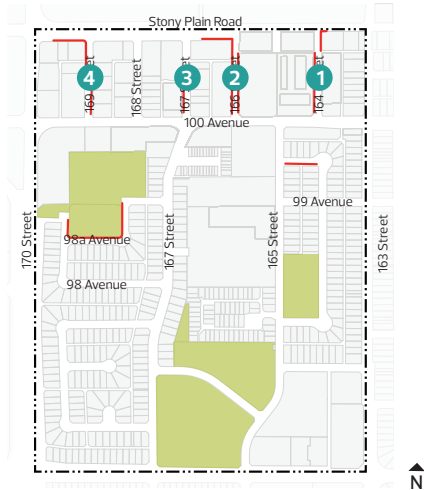
Location 3 – 167 Street

- + New boulevard trees will be added to increase tree cover, where possible
- + Separate sidewalk will be added to separate people who walk and roll from traffic
- + Narrow roadway to add wider sidewalks and boulevards to improve how people who walk and roll in Glenwood, reduce the urban heat island effect and to improve accessibility within the commercial area

Location 4 – 169 Street

- + New boulevard trees along the east side of the street will be added to increase tree cover, where possible
- + Separate sidewalk will be added on the east side to separate people who walk and roll from traffic
- + New curbside sidewalk will be added on the west side to provide a connection where the sidewalk has a missing link

Key Map



Key map legend

— New sidewalks

C New sidewalk locations: commercial area



Legend

- New tree
- Wider sidewalk
- New sidewalk
- New boulevard
- New shared pathway
- New community amenity space
- ||| New crosswalk



3.2 Wider sidewalks and new shared pathway

Design considerations and technical requirements

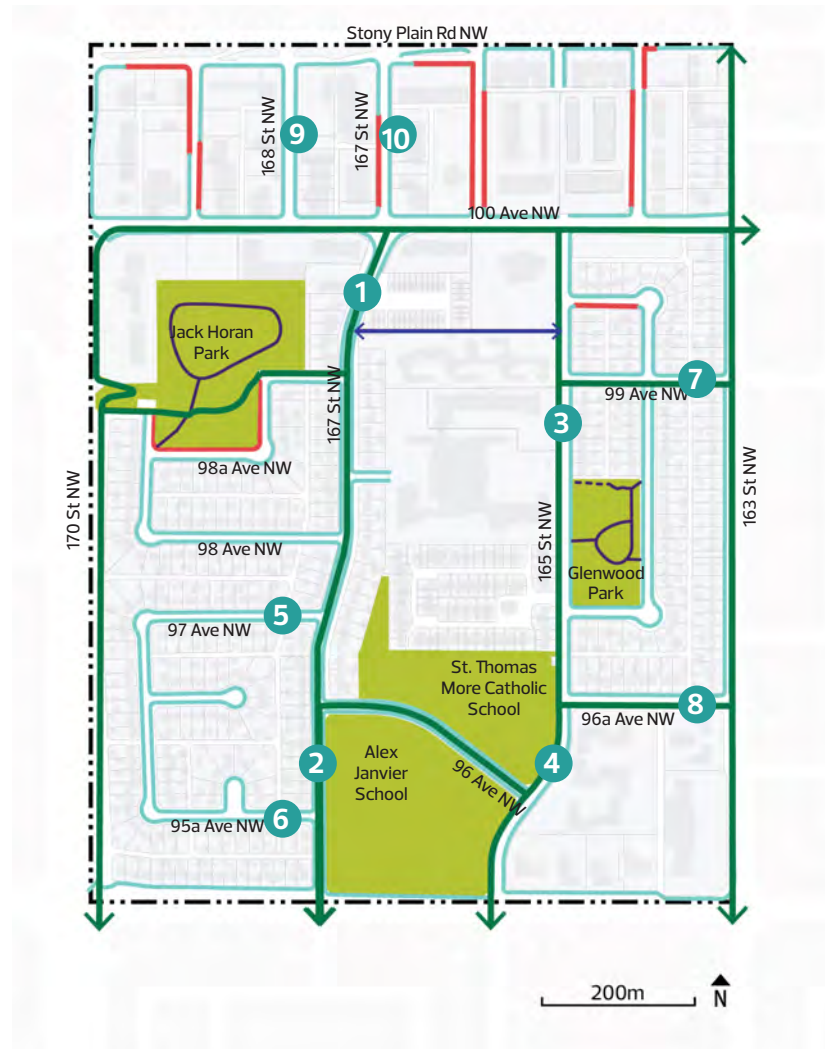
- + Space within the road right-of-way can be reallocated to add wider sidewalks and boulevards to improve how people who walk and roll in Glenwood, reduce the urban heat island effect and to improve accessibility
- + Widening the sidewalk may impact landscaping in some locations. Considerations have been made, including sidewalk alignment to reduce impacts to existing landscaping and trees, where possible
- + To avoid impacts on existing landscaping and utilities, sidewalks may vary in width
- + City standards require a minimum buffer width between sidewalks and utility boxes
- + Sidewalk widths may vary to accommodate drainage and grading impacts
- + Sidewalk widths and boulevard may vary to retain driveway access length

What we propose

- + Sidewalks will be widened to meet existing City standards and to improve how people who walk and roll in Glenwood
- + Shared pathways will be added along 167 Street, 165 Street and 96 Avenue to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood



Map 3. Wider sidewalks and new shared pathway



The draft design includes wider sidewalk connections in the following locations:

Major connectors

- 1 167 Street north section
- 2 167 Street south section
- 3 165 Street north section
- 4 165 Street south section

Residential streets

- 5 97 Avenue
- 6 95a Avenue
- 7 99 Avenue
- 8 96a Avenue

Commercial streets

- 9 168 Street
- 10 167 Street

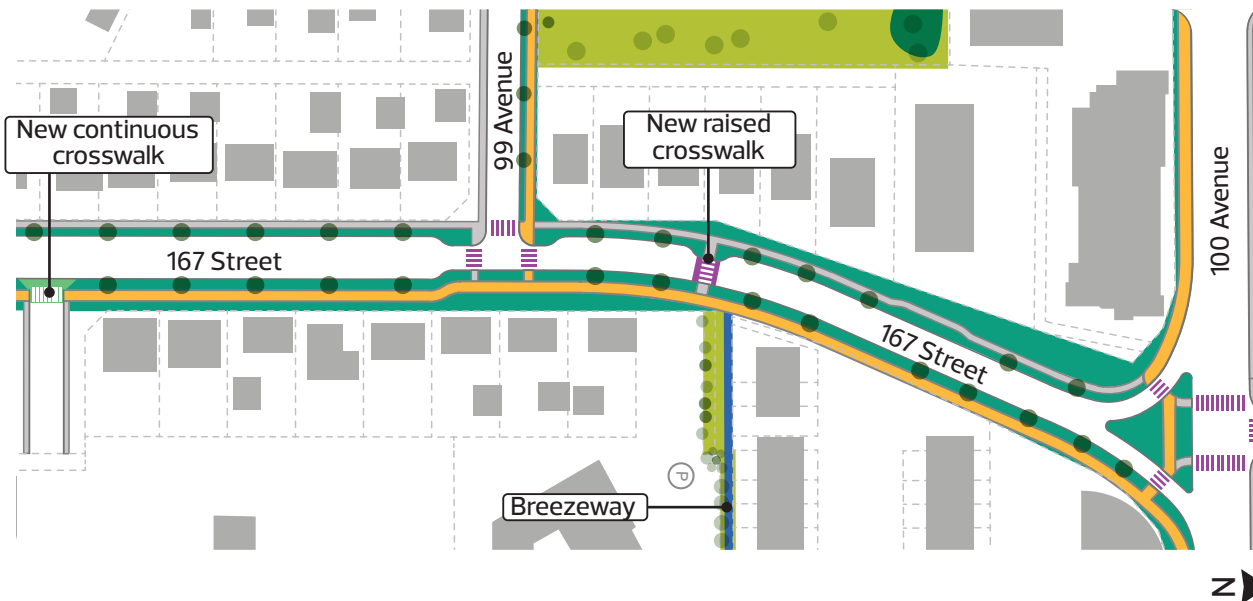
Legend

- Parks and open space
- New shared pathway
- Wider existing sidewalks
- New sidewalks
- Upgraded breezeway with lighting
- Wider existing park pathways
- New park pathways

Major connectors

Location 1 – 167 Street (North section)

- + Space within the road right-of-way can be reallocated to add wider sidewalks on west side and boulevards to improve how people who walk and roll in Glenwood, reduce the urban heat island effect and to improve accessibility
- + Widening the sidewalk may impact landscaping in some locations. Sidewalk alignment varies to reduce impacts to existing landscaping and trees, where possible
- + A shared pathway will be added along the west side of 167 Street to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood



Key Map



Key map legend

— 167 Street north

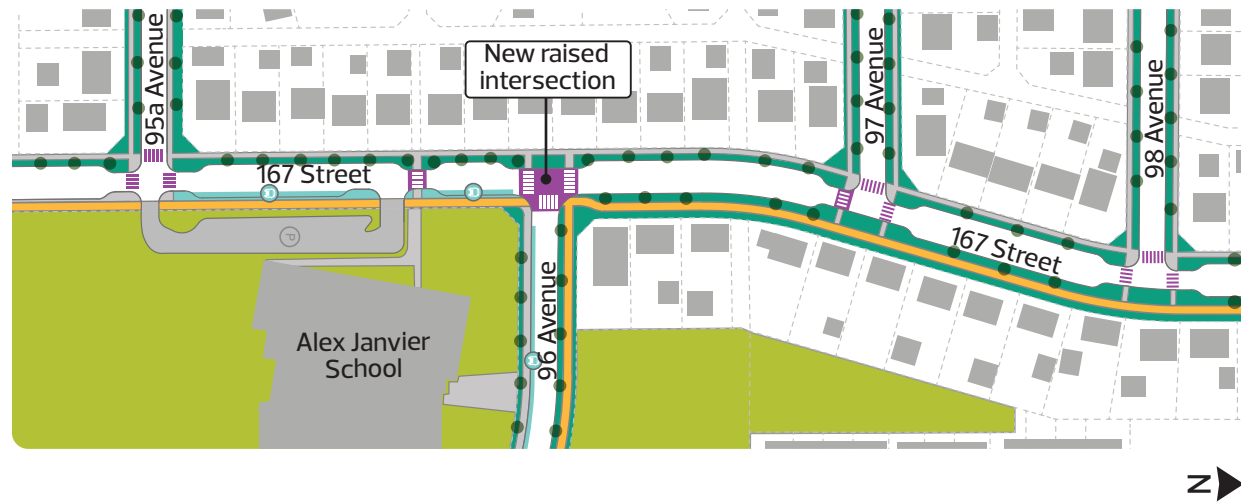
Legend

- Existing tree
- New tree
- Wider sidewalk
- New sidewalk
- New boulevard
- New shared pathway
- Wider existing park pathways
- ▨ New crosswalk
- Existing open space

Major connectors

Location 2 – 167 Street (South section)

- + Space within the road right-of-way can be reallocated to add wider sidewalks on west side and boulevards to improve how people who walk and roll in Glenwood, reduce the urban heat island effect and to improve accessibility
- + Widening the sidewalk may impact landscaping in some locations. Sidewalk alignment varies to reduce impacts to existing landscaping and trees, where possible
- + A shared pathway will be added along the west side of 167 Street to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood
- + A bus drop-off zone will be added on the west side of 167 Street next to Alex Janvier School to improve safety at school drop-off times along 96 Avenue



Key Map



Key map legend

— 167 Street south

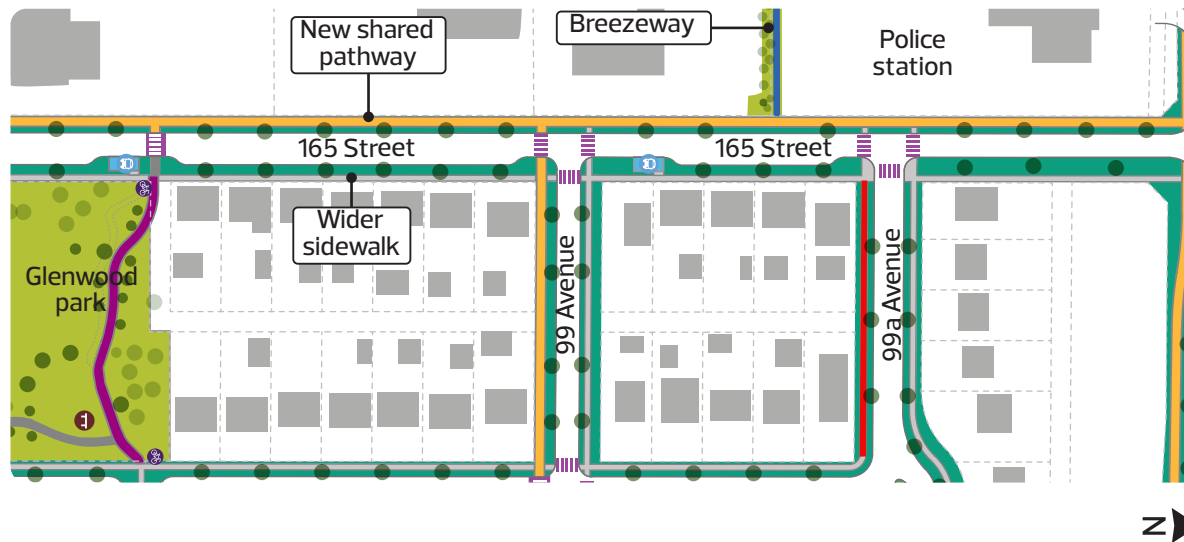
Legend

- New tree
- Wider sidewalk
- New boulevard
- New shared pathway
- ⊙ Bus drop-off zone
- ▬ New crosswalk
- ▬ New raised intersection

Major connectors

Location 3 – 165 Street (North section)

- + Space within the road right-of-way can be reallocated to add wider sidewalks on west side and boulevards to improve how people who walk and roll in Glenwood, reduce the urban heat island effect and to improve accessibility
- + Widening the sidewalk along the west side may impact landscaping in some locations. Sidewalk alignment varies to reduce impacts to existing landscaping and trees, where possible
- + A shared pathway will be added along the east side of 165 Street to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood
- + On street parking is retained where possible



Key Map



Key map legend

— 165 Street north

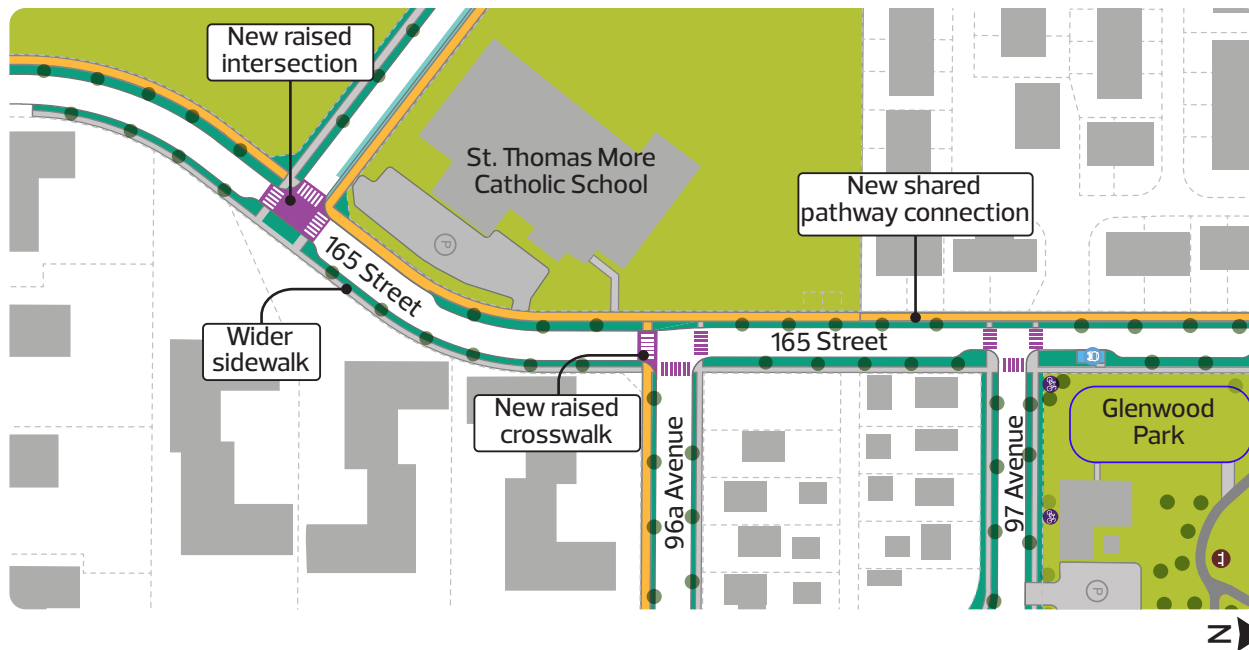
Legend

- Existing tree
- New tree
- Wider sidewalk
- New sidewalk
- New boulevard
- New shared pathway
- Wider existing park pathways
- ▨ New crosswalk
- ▨ New raised crosswalk
- Existing open space
- Upgraded breezeway
- Bus stop

Major connectors

Location 4 – 165 Street (South section)

- + Space within the road right-of-way can be reallocated to add wider sidewalks on west side and boulevards to improve how people who walk and roll in Glenwood, reduce the urban heat island effect and to improve accessibility
- + Widening the sidewalk along the west side may impact landscaping in some locations. Sidewalk alignment varies to reduce impacts to existing landscaping and trees, where possible
- + A shared pathway is added along the east side of 165 Street to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood
- + On street parking is retained where possible



Key Map



Key map legend

— 165 Street south

Legend

- New tree
- Wider sidewalk
- New sidewalk
- New boulevard
- New shared pathway
- Wider existing park pathways
- New crosswalk
- New raised crosswalk
- Existing open space
- Bus stop



165 Street sidewalk experience looking south

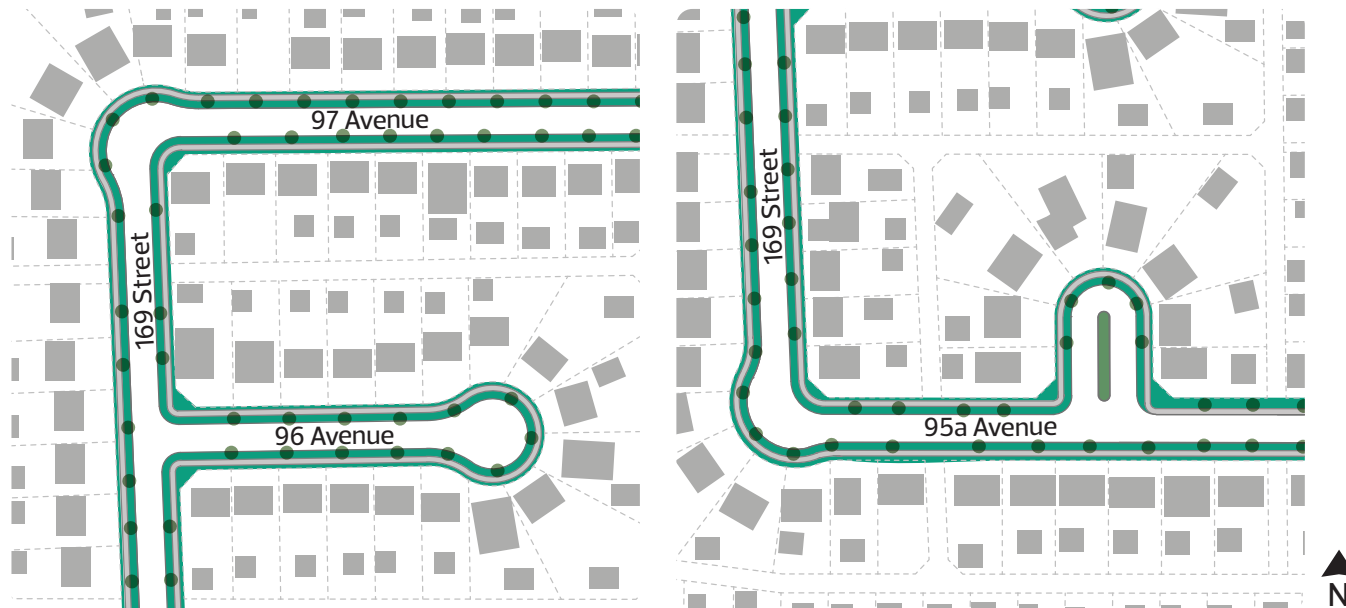
Local streets

Location 5 – 97 Avenue

- + Widen sidewalk and add boulevard trees on both sides of street, where possible

Location 6 – 95a Avenue

- + Widen sidewalk and add boulevard trees on both sides of street, where possible
- + Widen existing curbside sidewalk on north side of street between cul-de-sac and 167 Street to maintain driveway access length



Key Map



Key map legend

- Local streets

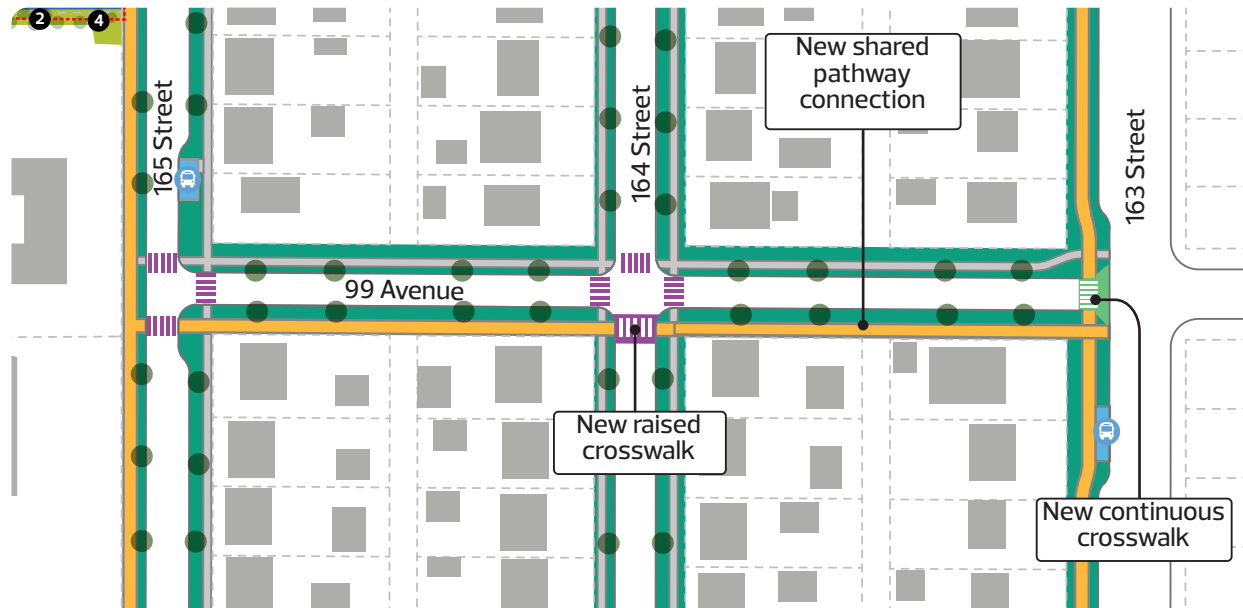
Legend

- New tree
- Wider sidewalk
- New boulevard

Local streets

Location 7 – 99 Avenue

- + A shared pathway will be added along the south side of 99 Avenue to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood
- + Widen sidewalk and add boulevard trees on north side of 99 Avenue, where possible, to improve how people who walk and roll in Glenwood and reduce the urban heat island effect



Key Map



Key map legend

— Local streets

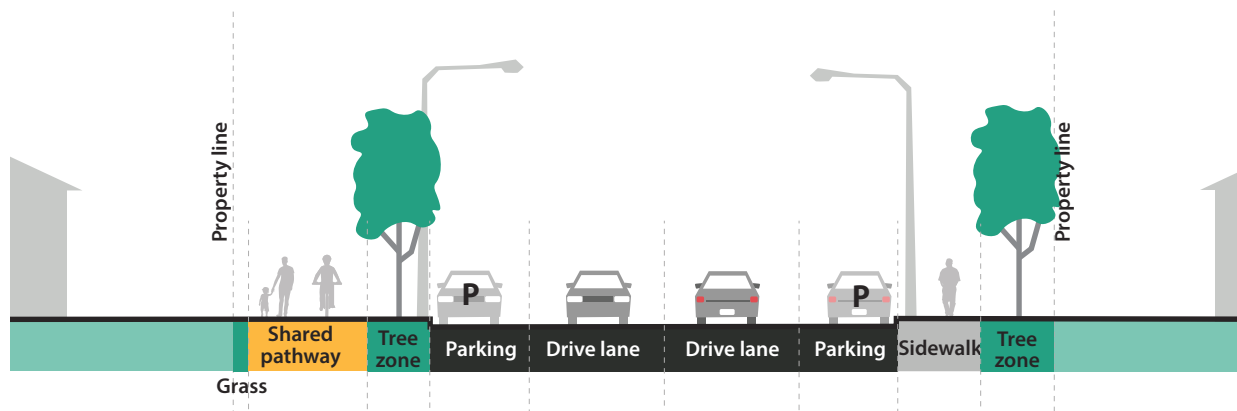
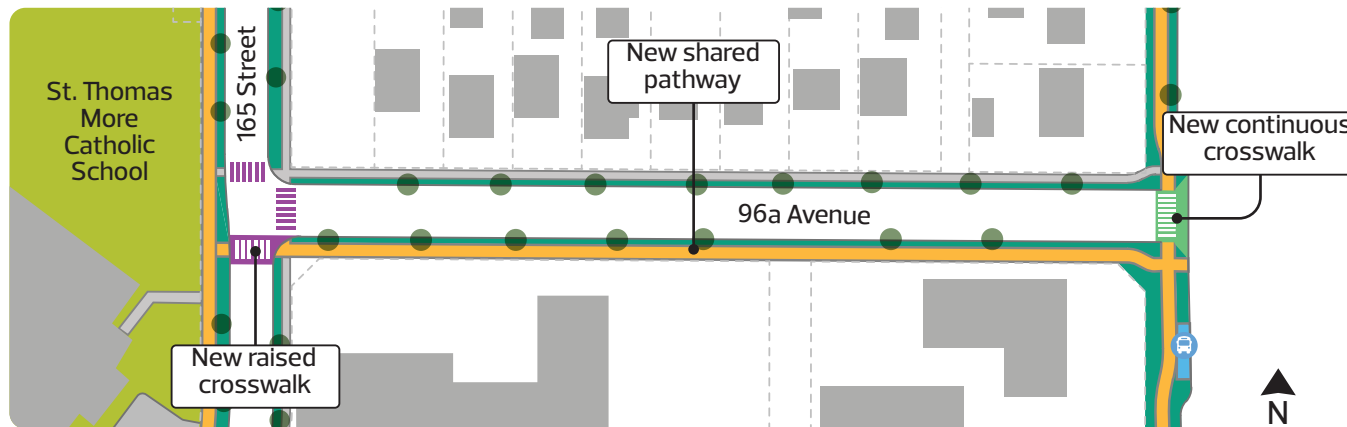
Legend

- New tree
- Wider sidewalk
- New boulevard
- New shared pathway
- New crosswalk
- New raised crosswalk
- New continuous crosswalk
- Bus stop

Local streets

Location 8 – 96a Avenue

- + A shared pathway will be added along the south side of 96a Avenue to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood
- + Widen sidewalk and add boulevard trees on north side of 96a Avenue, where possible, to improve how people walk and roll in Glenwood and reduce the urban heat island effect



Key Map



Key map legend

— Local streets

Legend

- New tree
- Wider sidewalk
- New boulevard
- New shared pathway
- ▤ New crosswalk
- ▤ New raised crosswalk
- ▤ New continuous crosswalk
- 🚏 Bus stop

Local streets

Location 9 – 98 Avenue

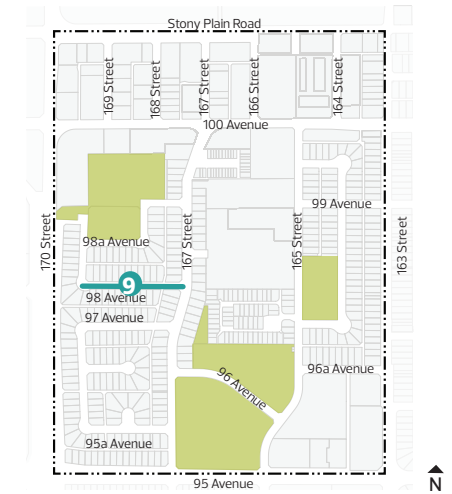
- + Widen sidewalk and add boulevard trees on both sides of 98 Avenue, where possible, to improve how people who walk and roll in Glenwood and reduce the urban heat island effect



Legend

- New tree
- Wider sidewalk
- New boulevard

Key Map



Key map legend

- Local streets

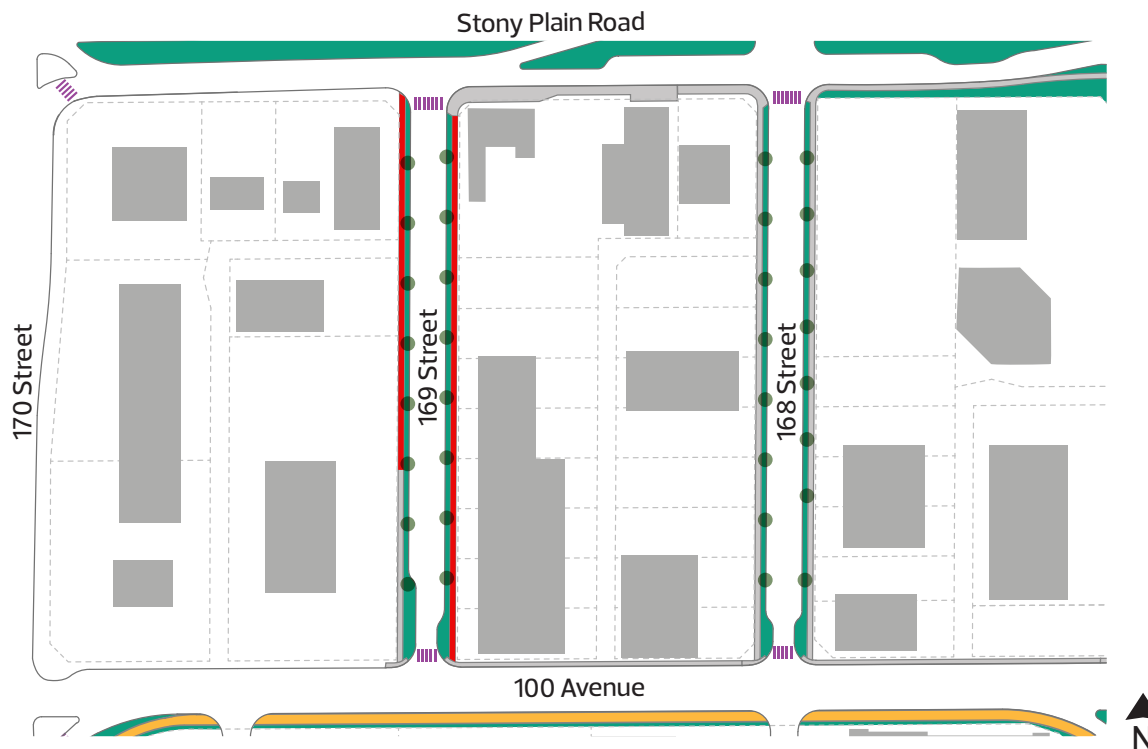
Commercial streets

Location 10 – 169 Street

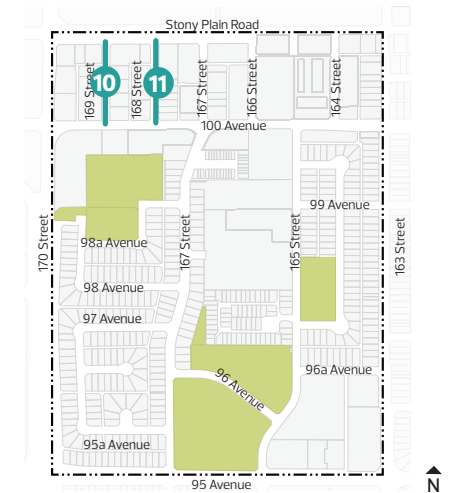
- + Widen sidewalks and add new sidewalks where they are missing to improve how people walk and roll in Glenwood and through the commercial area. Boulevard trees will be added on both sides of the street to reduce urban heat island effect, where possible

Location 11 – 168 Street

- + Widen sidewalks to improve how people walk and roll in Glenwood and through the commercial area. Boulevard trees will be added on both sides of the street to reduce urban heat island effect, where possible



Key Map



Key map legend

— Commercial streets

Legend

- New tree
- Wider sidewalk
- New sidewalk
- New boulevard
- New shared pathway
- New crosswalk

Commercial streets

Location 12 – 167 Street

- + Widen sidewalks and add new sidewalks where they are missing to improve how people walk and roll in Glenwood and through the commercial area. Boulevard trees will be added on both sides of the street to reduce urban heat island effect, where possible

Location 13 – 166 Street

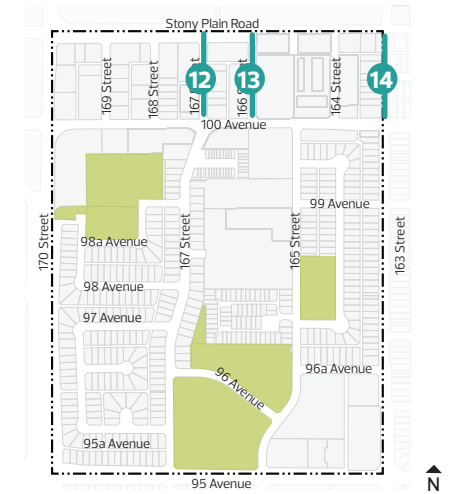
- + Widen sidewalks and add new sidewalks where they are missing to improve how people walk and roll in Glenwood and through the commercial area. Boulevard trees will be added on both sides of the street to reduce urban heat island effect, where possible

Location 14 – 163 Street (west section)

- + A shared pathway will be added along the west side of 163 Street to separate people who walk, roll and bike from traffic



Key Map



Key map legend

— Commercial streets

Legend

- New tree
- Wider sidewalk
- New sidewalk
- New boulevard
- New shared pathway
- New crosswalk
- Community amenity space

3.3 Breezeway

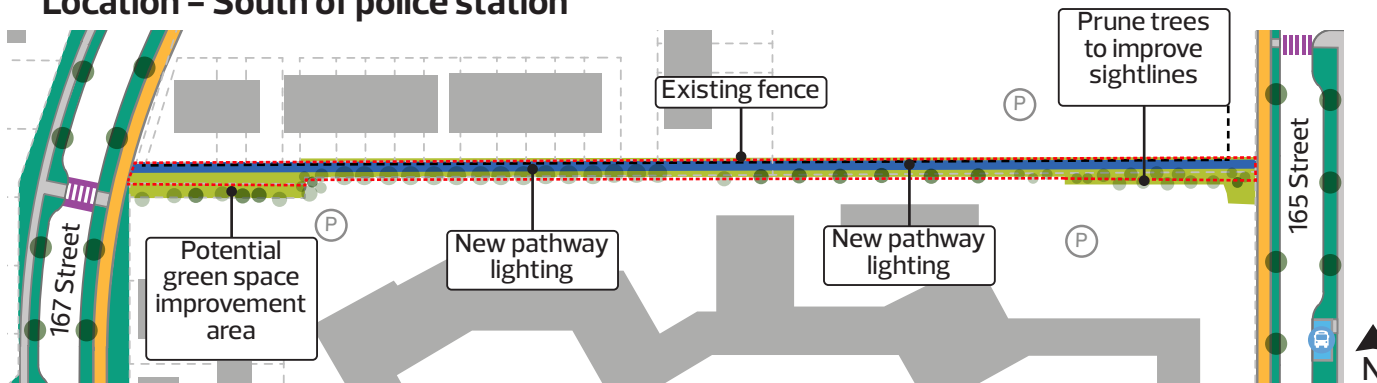
Design considerations and technical requirements

- + The existing breezeway is narrow and there is constrained space
- + A portion of the open area at either end are privately owned which limits where this project can make improvements
- + There is opportunity for seating or gathering areas at the entrances
- + The Project Team heard that there is an opportunity to enhance the space for use by the nearby residents, including the Westlawn Court Seniors Housing

What we propose

- + Improved sightlines for safety
- + Additional lighting to increase walking and rolling safety and use in winter and evenings
- + Repaved pathway to improve accessibility
- + Added seating to provide breaks along the pathway for people of all ages and abilities to enjoy
- + A potential opportunity to improve the green space at the entrances of the pathway in partnership with the nearby property owners. Ideas include a new seating area, a Low impact Development (LID) feature, a pollinator garden and additional lighting

Location – South of police station



Key Map



Key map legend

- Breezeway

Legend

- ⬜ Breezeway boundary
- Existing tree
- New tree
- Existing fence
- Ⓟ Existing parking
- ▭ Wider sidewalk
- ▭ New sidewalk
- ▭ New boulevard
- ▭ New shared pathway
- ▭ Upgraded pathway (repaved)
- ▭ New raised crosswalk
- ▭ Existing open space

3.4 Biking routes

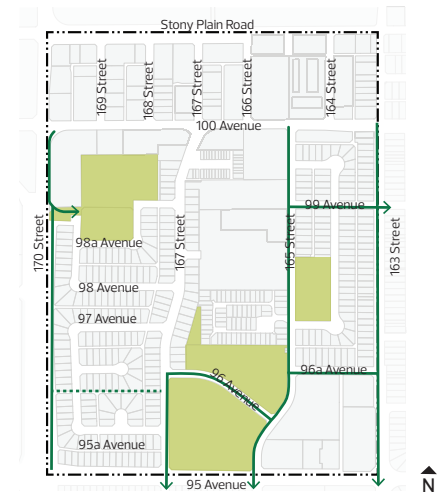
Design considerations and technical requirements

- + There are no dedicated biking routes in Glenwood to provide safe and accessible connections for people of all ages and abilities
- + There is potential to connect to the greater bike network around the neighbourhood on 163 Street, 100 Avenue and 95 Avenue
- + There are limited east-west connections for walking, rolling and biking within the community

What we propose

- + Adding shared pathways with boulevards to create dedicated biking routes throughout the neighbourhood that provide safe and more accessible connections for people of all ages and abilities
- + Improving safety and connectivity for people along 96 Avenue with a dedicated shared pathway, separation from traffic, and mid-block crossings
- + Adding connections to the greater bike network around the neighbourhood on 163 Street and 95 Avenue

Key Map



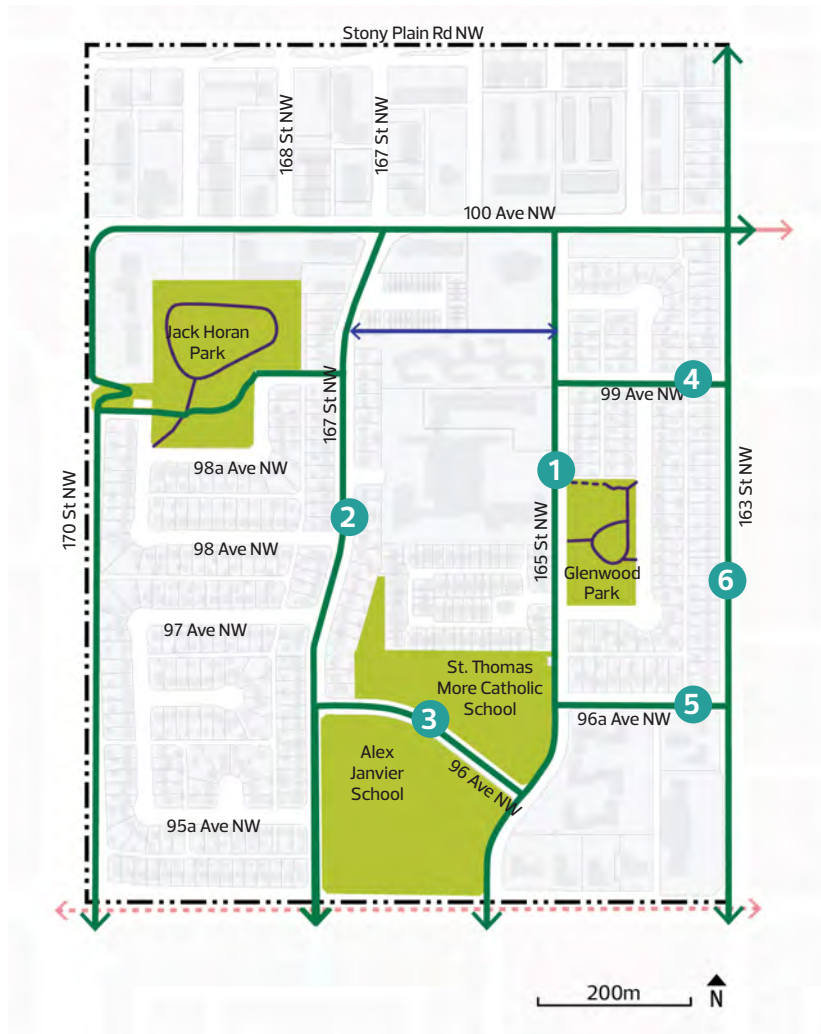
Key map legend

— Biking routes



View of 165 Street at 96 Avenue looking north west

Map 4. Biking routes



The draft design includes proposed biking connections in the following locations:

Major connectors

- 1 165 Street
- 2 167 Street
- 3 96 Avenue

Residential streets

- 4 99 Avenue
- 5 96a Avenue
- 6 163 Street service road

Legend

- Parks and open space
- New shared pathway
- Wider existing park pathways
- New park pathways
- Existing shared pathway
- 95 Avenue planned shared pathway

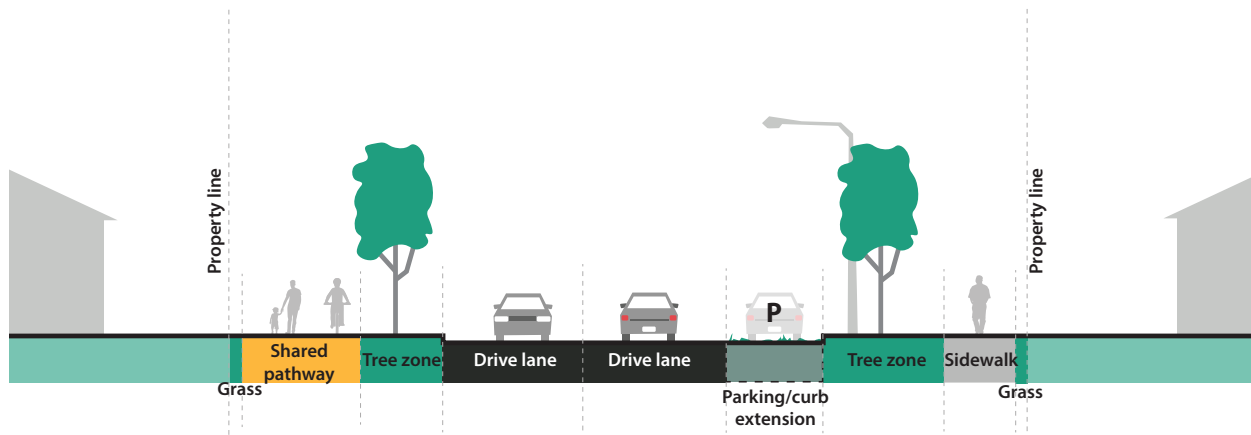


Jack Horan Park shared pathway

Biking routes

Location 1 – 165 Street

- + Shared pathway on west side of street

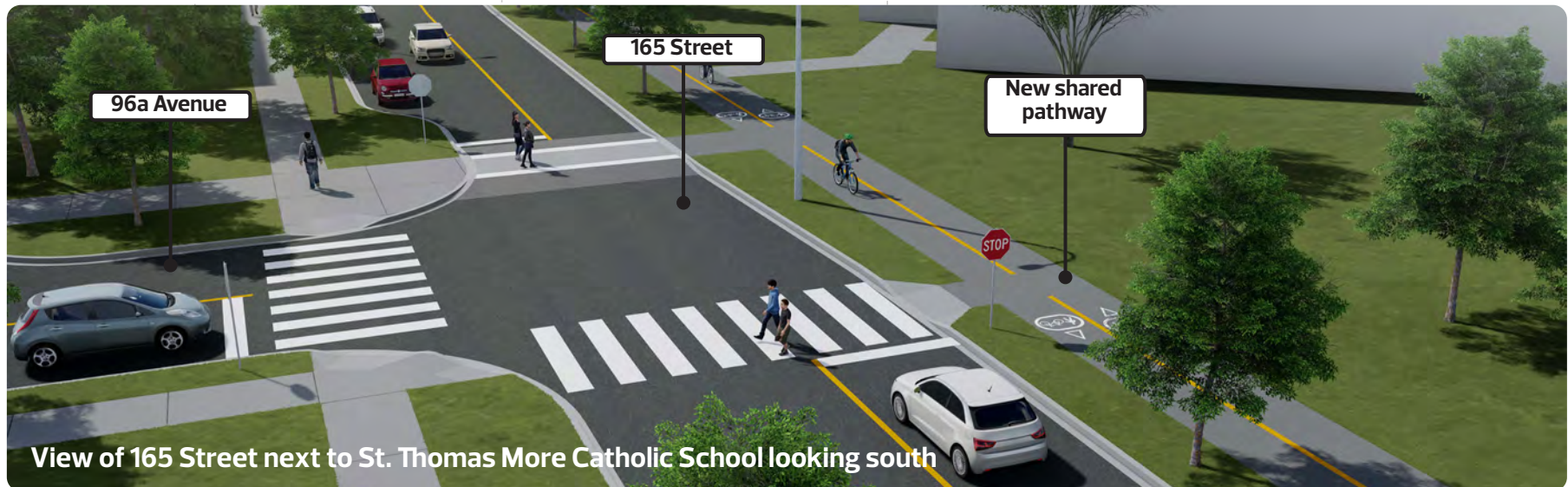


Key Map



Key map legend

— 165 Street

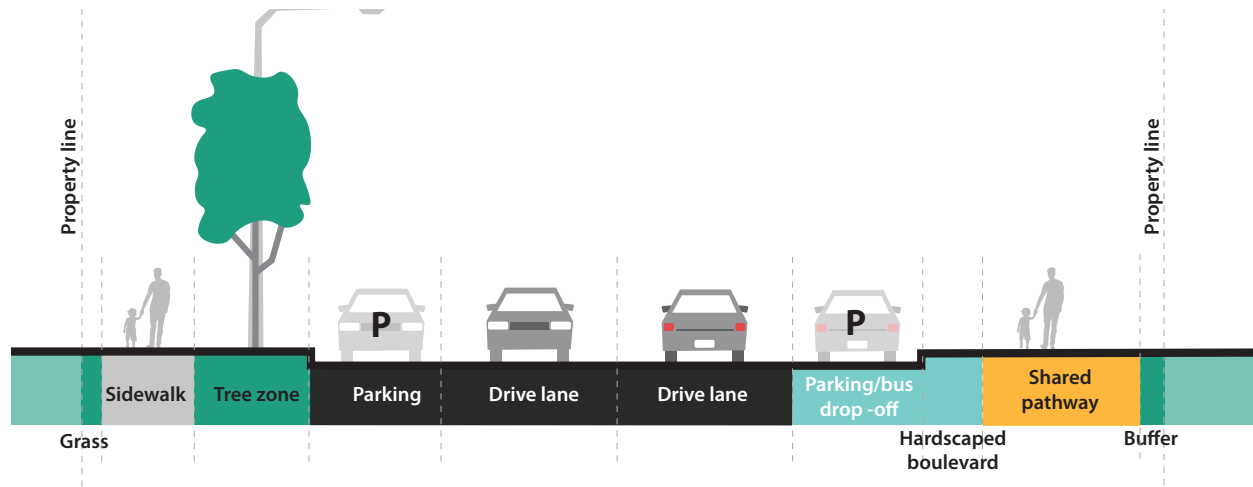


View of 165 Street next to St. Thomas More Catholic School looking south

Biking routes

Location 2 – 167 Street

- + Shared pathway on east side of street



Key Map



Key map legend

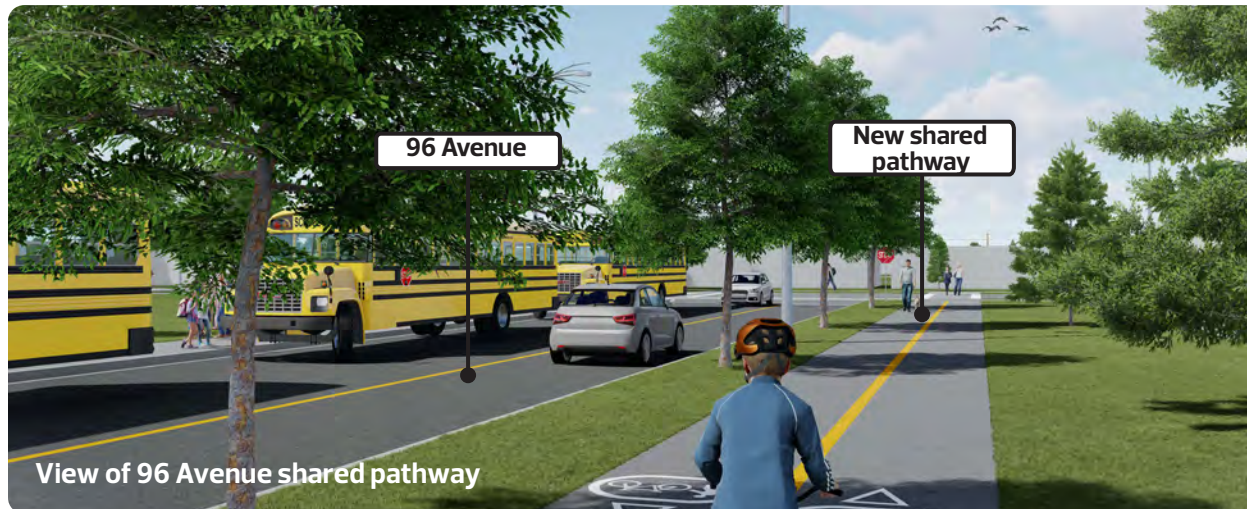
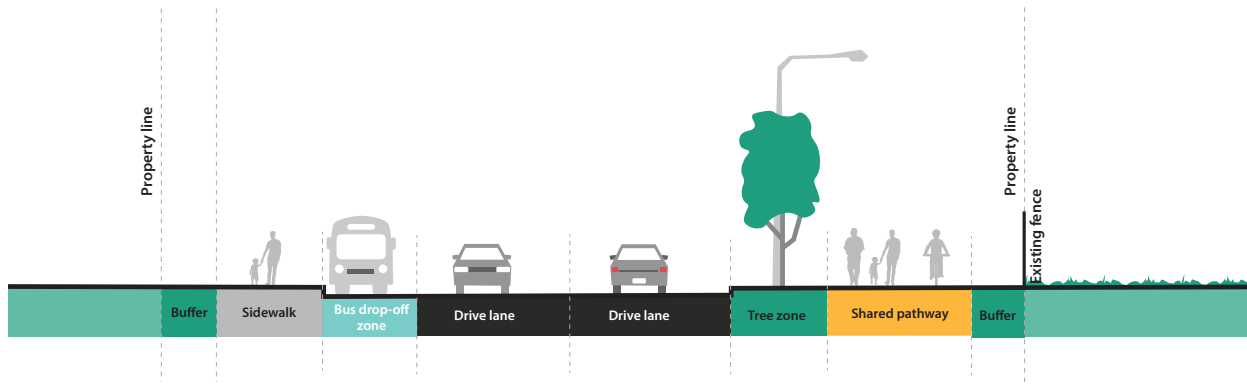
— 167 Street



Biking routes

Location 3 – 96 Avenue

- + Shared pathway on north side of street to improve safety and access to schools



Key Map



Key map legend

— 96 Avenue

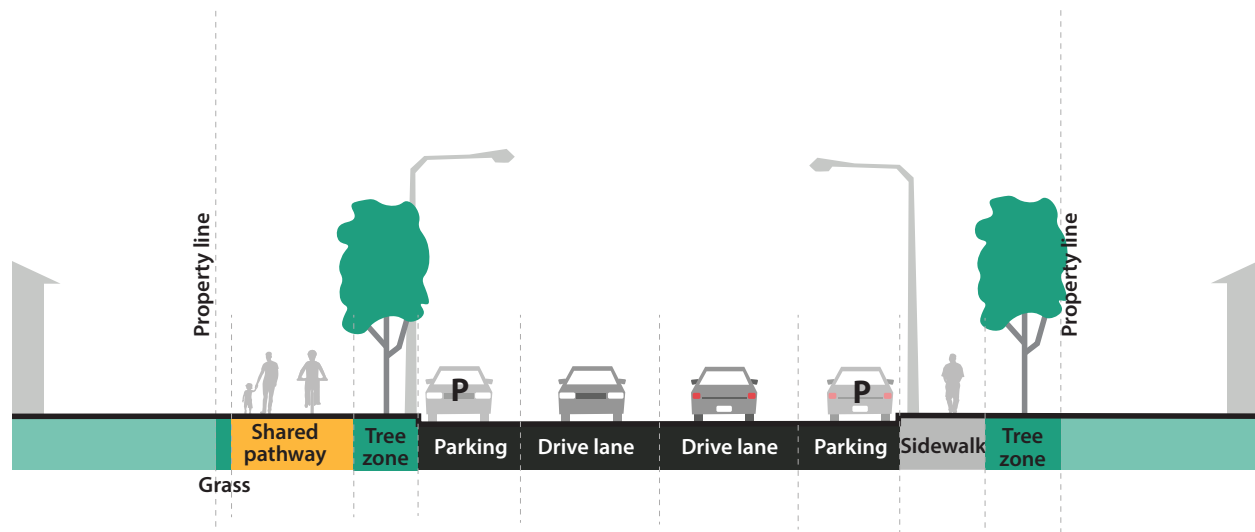
Biking routes

Location 4 – 99 Avenue

- + Shared pathway on south side of street to improve east-west connection

Location 5 – 96a Avenue

- + Shared pathway on south side of street to improve east-west connection



Key Map



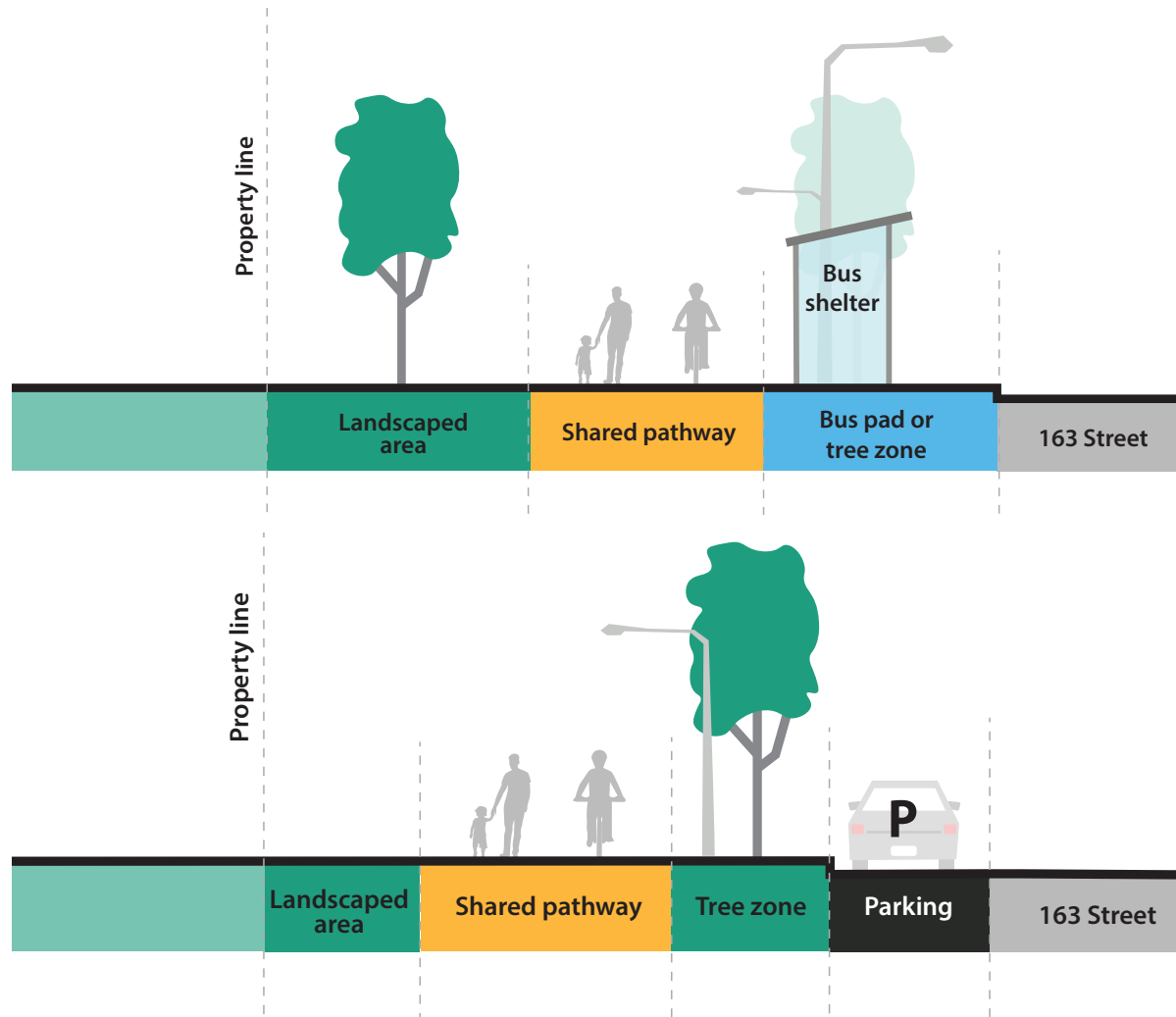
Key map legend

- Local roads

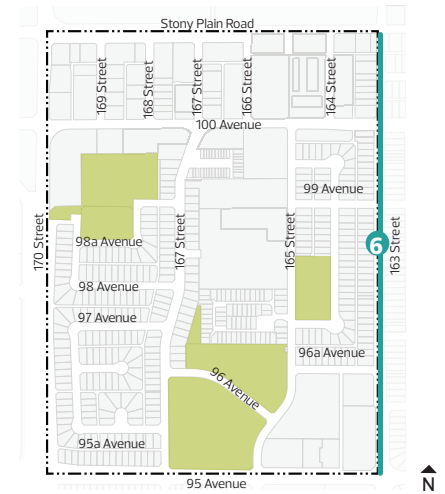
Biking routes

Location 6 – 163 Street service road

- + Shared pathway on east side of street to improve north-south connection



Key Map

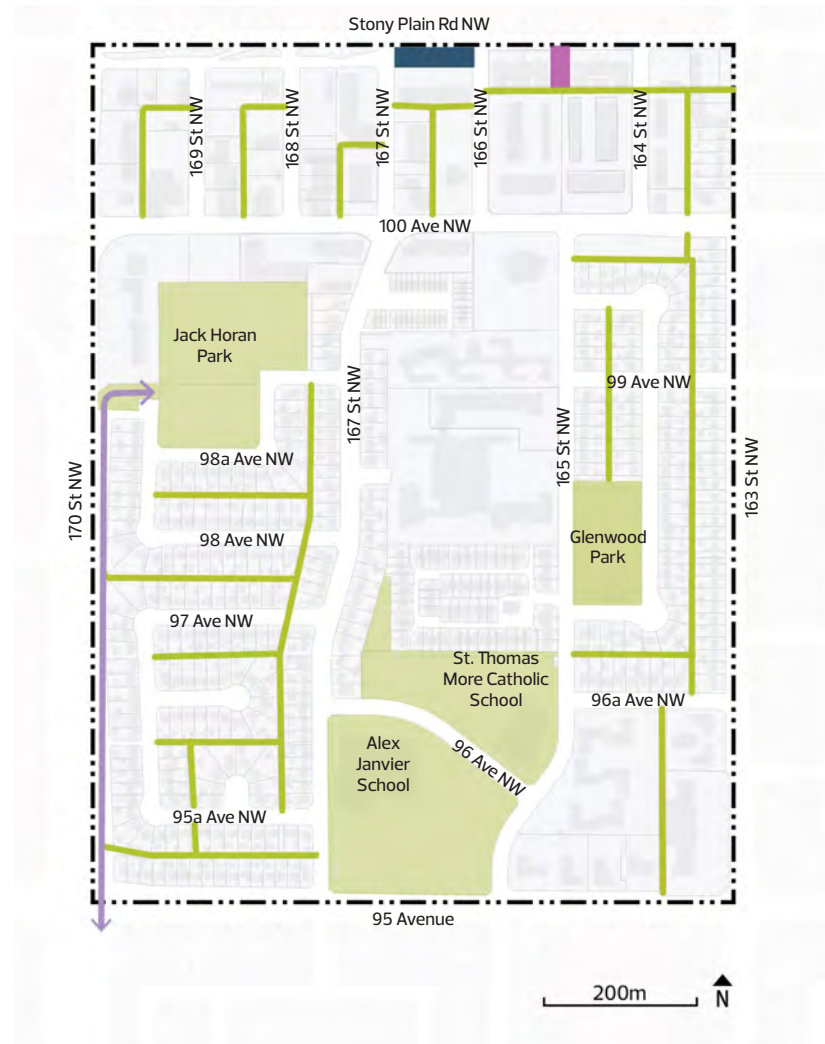


Key map legend

— 163 Street

4.0 Commercial areas and alleys

Map 5. Commercial areas and alleys overview map



What we heard

- + Participants were excited to see repairs to roads and alleys near the commercial areas, especially the repaving of roads and removal of potholes
- + Participants shared that they would like to see enhancements to create a more welcoming commercial area to attract more people to businesses
- + Participants were supportive of the draft design for a new shared pathway in the alley along 170 Street, with some participants indicating that the alleys are already used primarily for walking and rolling and not vehicles
- + Participants shared that additional lighting measures could improve feelings of safety and traffic to the area

Legend

- Parks and open space
- Alley
- New shared pathway in alley
- Proposed road closure
- Proposed redesign of amenity space

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 community driven:** Residents look out for one another, have fun together and build meaningful relationships while enjoying Glenwood's many amenities
- + **Glenwood is accessible:** Residents and visitors of all ages and abilities can walk and roll here with ease along well-maintained streets and pathways
- + **Glenwood is welcoming:** Glenwood has many greenspaces to play, gather and enhance the distinct sense of community through all seasons
- + **Glenwood is proud:** The community honours the past while evolving to meet the future needs and interests of a diverse community

City policies and programs

- + City Plan
- + Complete Streets Design and Construction Standards
- + Active Transportation Policy
- + Access Design Guide
- + Bike Plan
- + Safe Mobility Strategy
- + Urban Forest Management Plan

4.1 Amenity space

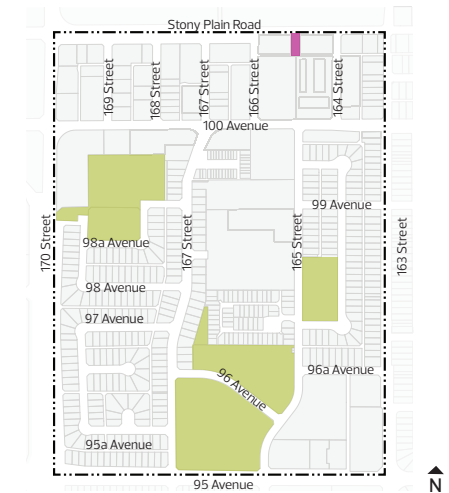
Design considerations and technical requirements

- + 165 Street (south of Stony Plain Road) ends in a dead-end before the commercial area
- + This space presents an opportunity to provide the community with more access to green space and gathering areas

What we propose

- + Maintained vehicle access to nearby businesses and residential areas
- + Improved access for people walking and rolling
- + Re-purposing the area as a community gathering space
- + A new open space that is easily accessible by residents. Uses may include pop-up seating, boulevard gardening or sidewalk games
- + The road is proposed to be narrowed to allow for additional amenity space to be added

Key Map



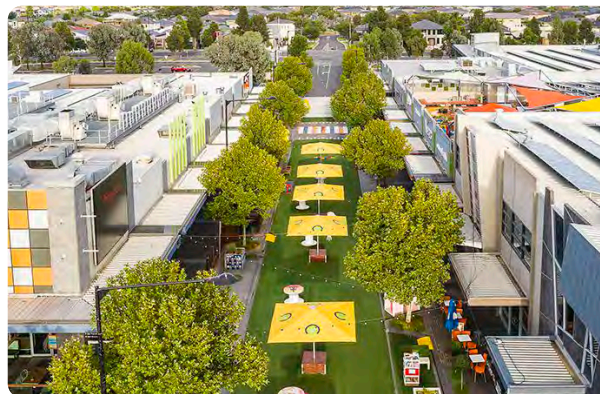
Key map legend

- Amenity space

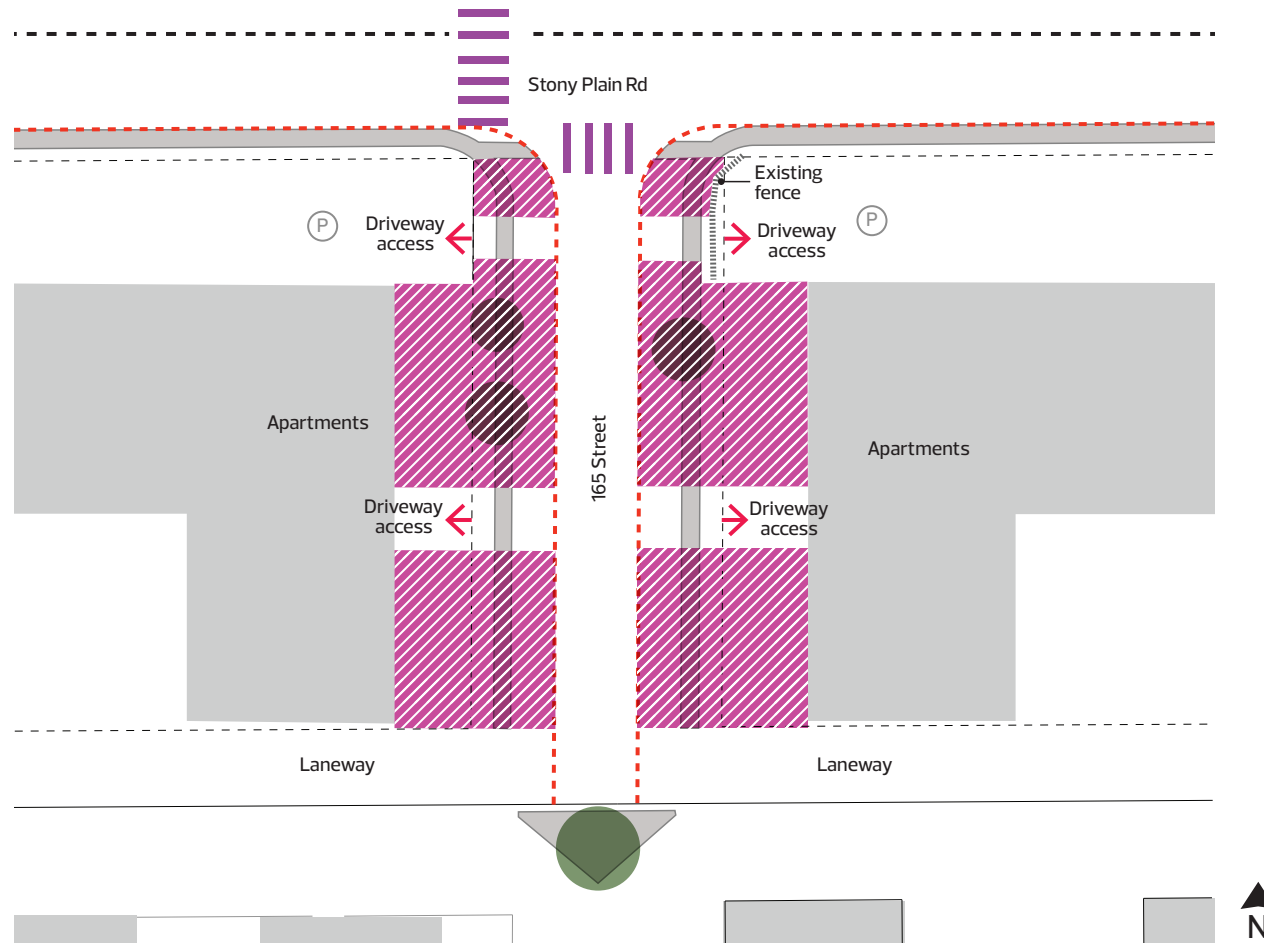
Potential opportunities for amenity space



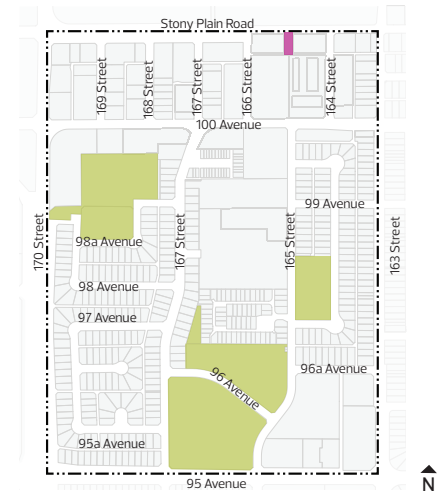
Seating area with trees and lighting



Location – 165 Street at Stony Plain Road



Key Map



Key map legend

Amenity space

Legend

- Adjusted road boundary
- Existing tree
- Opportunity for community-led programming
- Existing upgraded crosswalk

4.2 Service road closure on Stony Plain Road

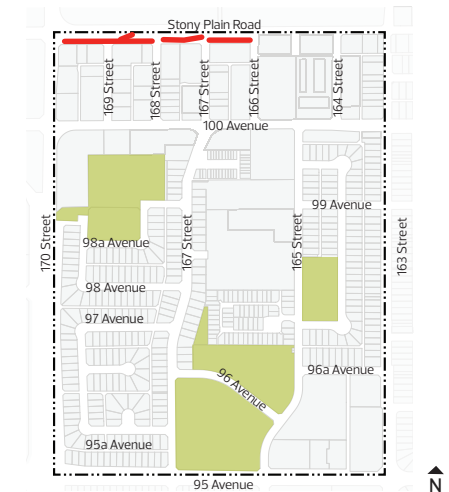
Design considerations and technical requirements

- + The service roads along the south side of Stony Plain Road (between 170 Street and 167 Street) function well for traffic moving to and from Stony Plain Road
- + The service road between 166 Street and 167 Street has traffic safety concerns from lack of visibility, lack of places to walk and roll, and confusion over traffic direction

What we propose

- + Maintained access to the commercial area from Stony Plain Road
- + Reallocated surplus road space for additional green space and tree planting
- + Upgraded intersection at 167 Street and Stony Plain Road by shortening crossing distances and changing the corner shape to improve crossings and sightlines for people walking and rolling
- + Road closure between 167 Street and 166 Street will not impact traffic flow

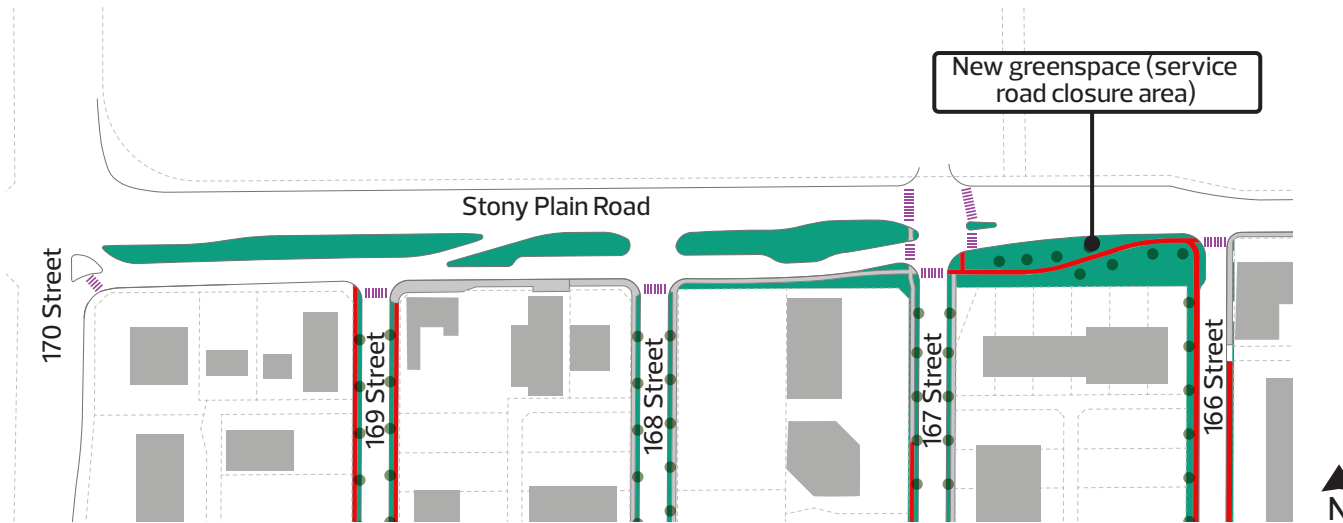
Key Map



Key map legend

- Stony Plain Road
- service roads

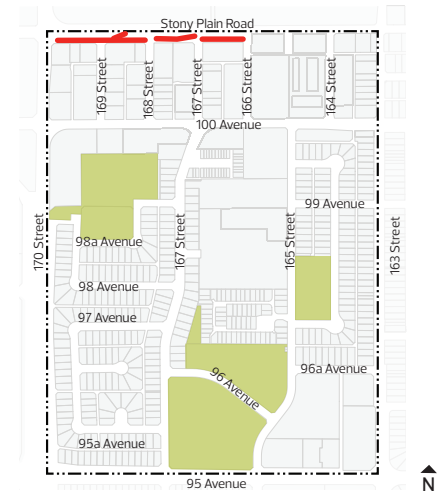
Location – Stony Plain Road between 167 Street and 166 Street



Legend

- New tree
- Wider sidewalk
- New sidewalk
- New boulevard
- New crosswalk

Key Map



Key map legend

- Stony Plain Road service roads

4.3 Active mode alley

Design considerations and technical requirements

- + The 170 Street alley is a convenient north-south connection along the west side of the community and was identified as an active mode route that can be used by people who walk, roll and bike
- + Existing trees and drainage requirements in the alley informed the design, as well as potential utility conflicts

What we propose

- + A new shared pathway on the west side of the existing alley will be added for people who walk, roll and bike
- + New planting such as trees and native plants will be incorporated on the slope next to the alley to add visual appeal and improve habitat for wildlife
- + Alley drainage will be improved to reduce any flooding
- + Access for vehicles to the alley will be maintained



View of shared pathway in alley, looking north

Key Map

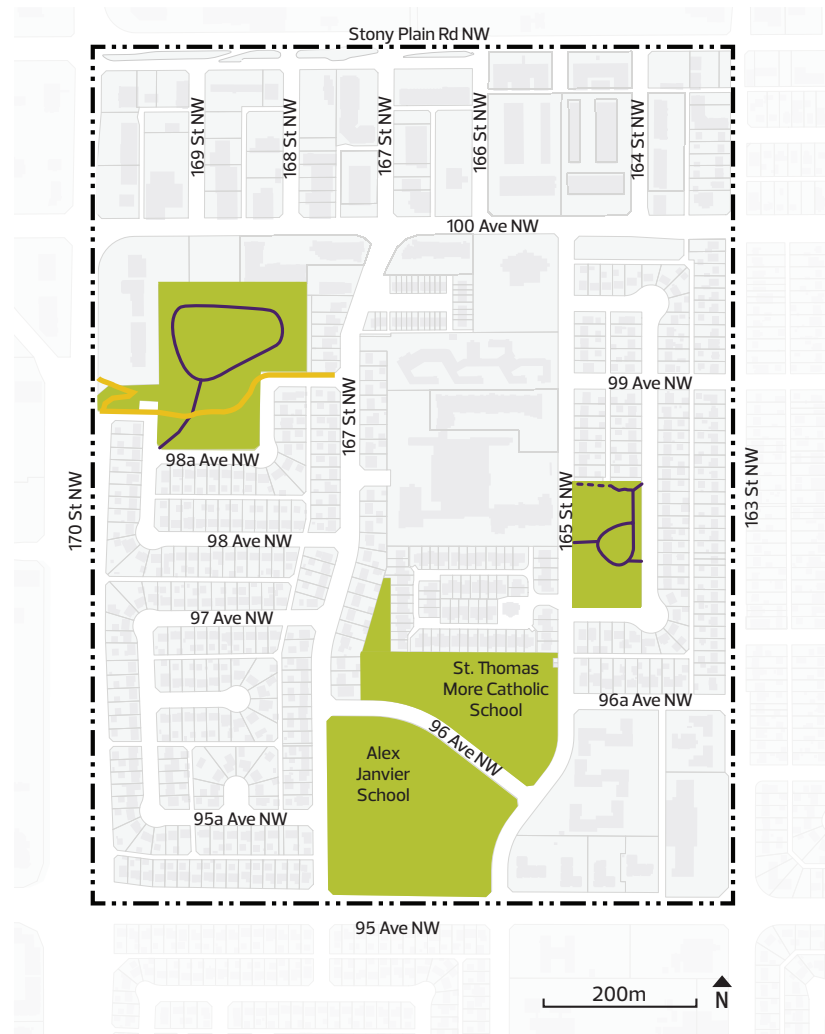


Key map legend

- 170 Street alley

5.0 Parks and open space

Map 6. Parks and open space overview map



What we heard

- + Many participants believe the draft design reflects the community's current and future needs
- + Participants shared a desire to see additional features such as seating and picnic tables in the park space
- + Participants were excited to see naturalized spaces and trees
- + Participants were excited to see sidewalk upgrades near the parks

Legend

- Parks and open space
- 1 Jack Horan Park
- 2 Glenwood Park
- Wider existing park pathway
- New park pathway

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 community driven:** Residents look out for one another, have fun together and build meaningful relationships while enjoying Glenwood's many amenities
- + **Glenwood is accessible:** Residents and visitors of all ages and abilities can walk and roll here with ease along well-maintained streets and pathways
- + **Glenwood is welcoming:** Glenwood has many greenspaces to play, gather and enhance the distinct sense of community through all seasons
- + **Glenwood is proud:** The community honours the past while evolving to meet the future needs and interests of a diverse community

City policies and programs

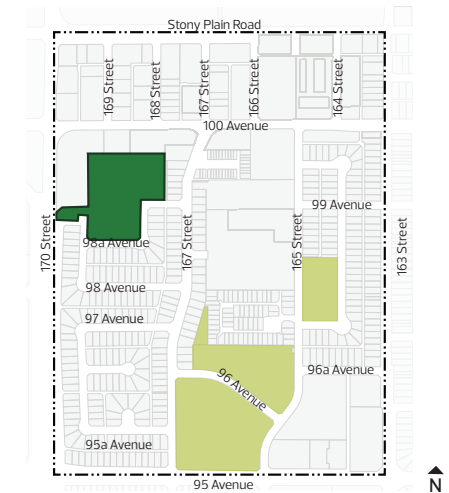
- + City Plan
- + Active Transportation Policy
- + Access Design Guide
- + BREATHE
- + Urban Forest Management Plan

5.1 Jack Horan Park

Design considerations and technical requirements

- + Pathways throughout the park can be widened to align with current standards
- + The park could benefit from naturalized planting to increase biodiversity in the neighbourhood
- + Jack Horan Park currently has several mature trees that contribute to the urban tree canopy
- + The east side of the park is often used as a sledding hill in the winter months
- + The concrete basin is aging and has potential for LID and naturalization to make it more visually appealing and functional
- + Connect the park to shared pathways throughout the community and City
- + New benches, waste and recycling bins
- + The Project Team heard from the community that there was support for a fenced off-leash dog park
- + The Project Team heard that there were opportunities and support to create a gathering space for community events

Key Map



Key map legend

Jack Horan Park

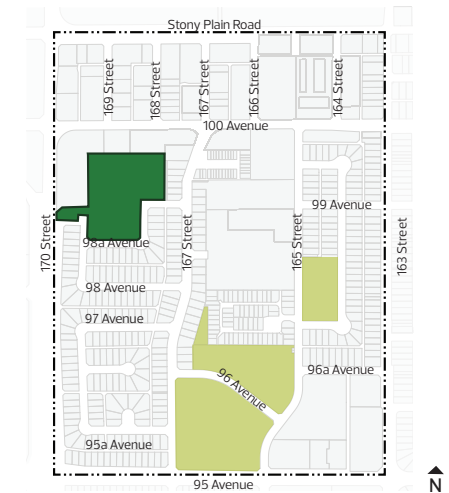


Tree planting may be done to ensure there are trees / shrubs at different stages of their life cycle throughout an area

What we propose

- + Enhancing pathway connections to improve access, sightlines and safety
- + Creating a central focal point for the community
- + Wider existing pathways
- + Establishing new pathway connections to the commercial area to the north west of Jack Horan Park
- + New pathway connections to the surrounding shared pathway network
- + Keeping existing trees and planting new trees, where possible
- + New seating locations
- + Naturalized planting
- + New fenced off-leash dog park on west side of park
- + Adding bike racks

Key Map

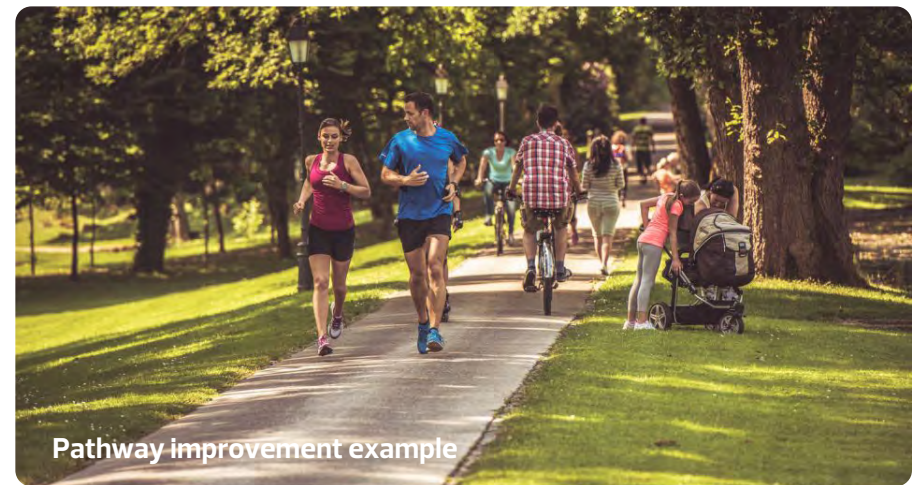


Key map legend

Jack Horan Park



Naturalization of dry pond example

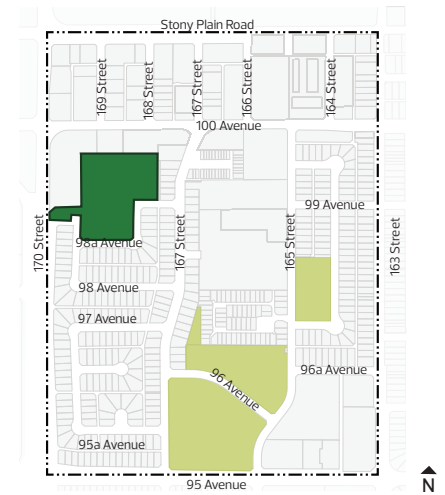


Pathway improvement example

Map 7. Jack Horan Park upgrades



Key Map



Key map legend

■ Jack Horan Park

Legend

- Existing tree
- New tree
- 🚲 New bike parking
- ⊕ New benches
- Naturalized area
- Wider existing park pathway
- New shared pathway
- New sidewalk
- Wider sidewalk
- New off-leash dog park

5.2 Glenwood Park

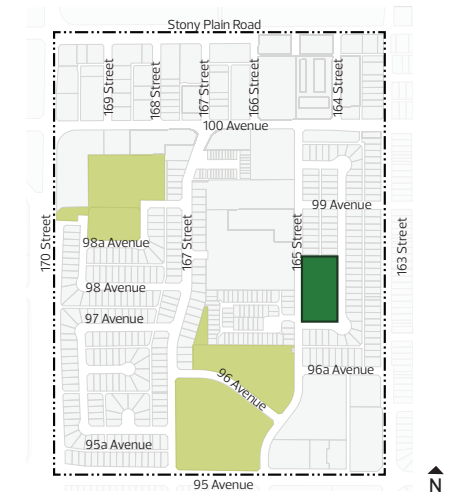
Design considerations and technical requirements

- + Community members value adding shade and natural beauty to parks, helping all ages and abilities access the parks and supporting all-season enjoyment and movement
- + The fence surrounding Glenwood Park limits access to the greenspace
- + Pathways and furniture are due for upgrades

What we propose

- + Widen and repave existing pathways
- + New pathway connections within Glenwood Park
- + Remove fence boundary around the perimeter of Glenwood Park
- + Replace benches, waste and recycling bins
- + Add bike racks

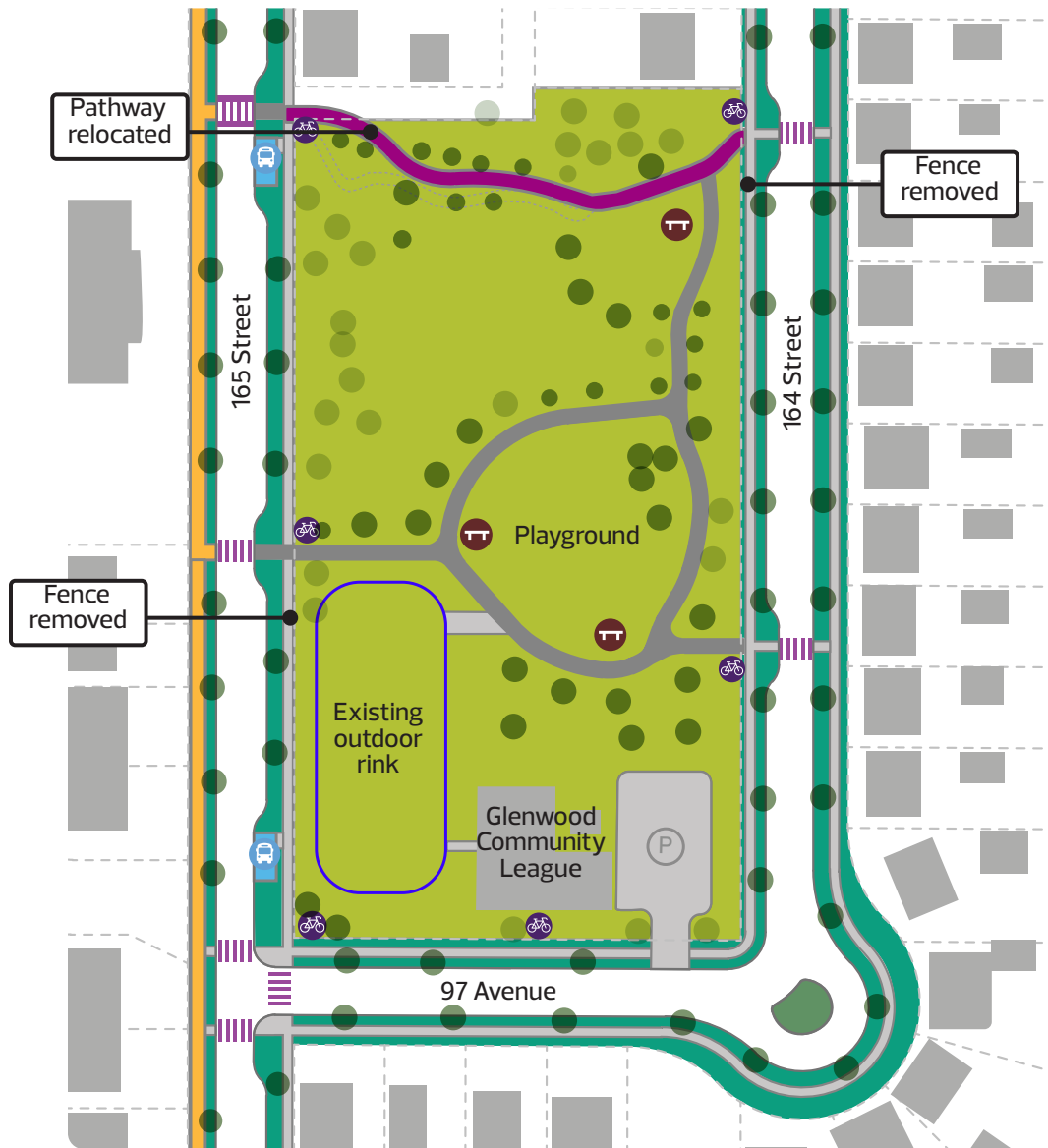
Key Map



Key map legend

- Glenwood Park

Map 8. Glenwood Park upgrades



Key Map



Key map legend

Glenwood Park

Legend

- Existing tree
- New tree
- New bike parking
- New benches
- Bus stop
- Wider existing park pathway
- New park pathway
- New shared pathway
- New sidewalk
- Wider sidewalk
- Existing open space
- New crosswalk
- New raised crosswalk

The Edmonton logo, consisting of the word "Edmonton" in a white, sans-serif font, is positioned in the upper right corner of the image. It is set against a solid blue square background.The background of the slide is a photograph of a residential landscape in Glenwood, Edmonton. The scene is dominated by a large, well-maintained lawn in the foreground. In the middle ground, there is a paved area with a few trees and a street lamp. The background shows a line of trees and a multi-story residential building under a cloudy sky. The entire image has a teal color overlay.

GLENWOOD (163 Street West)
Neighbourhood and Alley Renewal