



# **OVERLANDERS AND HOMESTEADER**

## NEIGHBOURHOOD RENEWAL

### URBAN DESIGN ANALYSIS | CHAPTER 1: BACKGROUND ANALYSIS

APRIL 2023 – FINAL VERSION



# TABLE OF CONTENTS

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|                                      |    |   |    |
|--------------------------------------|----|---|----|
| INTRODUCTION                         | 1  | NEIGHBOURHOOD ANALYSIS                            | 20 |
| 1.1 Project Background               | 1  | 3.1 Land Ownership and Development Opportunities  | 20 |
| 1.2 Project Approach and Process     | 2  | 3.2 Commercial Nodes and Community Destinations   | 25 |
| NEIGHBOURHOOD BACKGROUND AND CONTEXT | 4  | 3.3 Built Form and Character Areas                | 29 |
| 2.1 Neighbourhood Background         | 4  | 3.4 Open Space Network                            | 34 |
| 2.2 Neighbourhood Context            | 6  | 3.5 Complete Streets Analysis                     | 39 |
| 2.3 Neighbourhood Statistics         | 8  | 3.6 Mobility Network – Walking and Rolling        | 51 |
| 2.4 Policies and Standards           | 12 | 3.7 Mobility Network – Transit Network            | 59 |
|                                      |    | 3.8 Mobility Network – Biking Network             | 61 |
|                                      |    | 3.9 Mobility Network – Driving and Traffic Safety | 65 |
|                                      |    | 3.10 Infrastructure                               | 69 |



# SECTION 1

## INTRODUCTION

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### 1.1 Project Background

Overlanders and Homesteader are two side-by-side mature neighbourhoods in the Hermitage Area of northeast Edmonton. In 2022, the City of Edmonton began the Overlanders and Homesteader Neighbourhood Renewal project.

The City of Edmonton's Neighbourhood Renewal program outlines 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 Renewal typically includes the following elements:

- Replacement of sidewalks, local roadways and collector roadways.

- Upgrading street lights.
- Construction of curb ramps (drops in the curb at crosswalks) and other intersection improvements.
- Addressing missing links in the sidewalk and bike networks.
- Opportunities to improve other City-owned areas, such as green spaces and parks, will be reviewed.
- The Neighbourhood Renewal program also offers the opportunity for two types of cost-sharing local improvements: sidewalk reconstruction and decorative street lights.

The intention is to make desired upgrades and enhancements in coordination with the Neighbourhood Renewal program and leverage other funding sources.



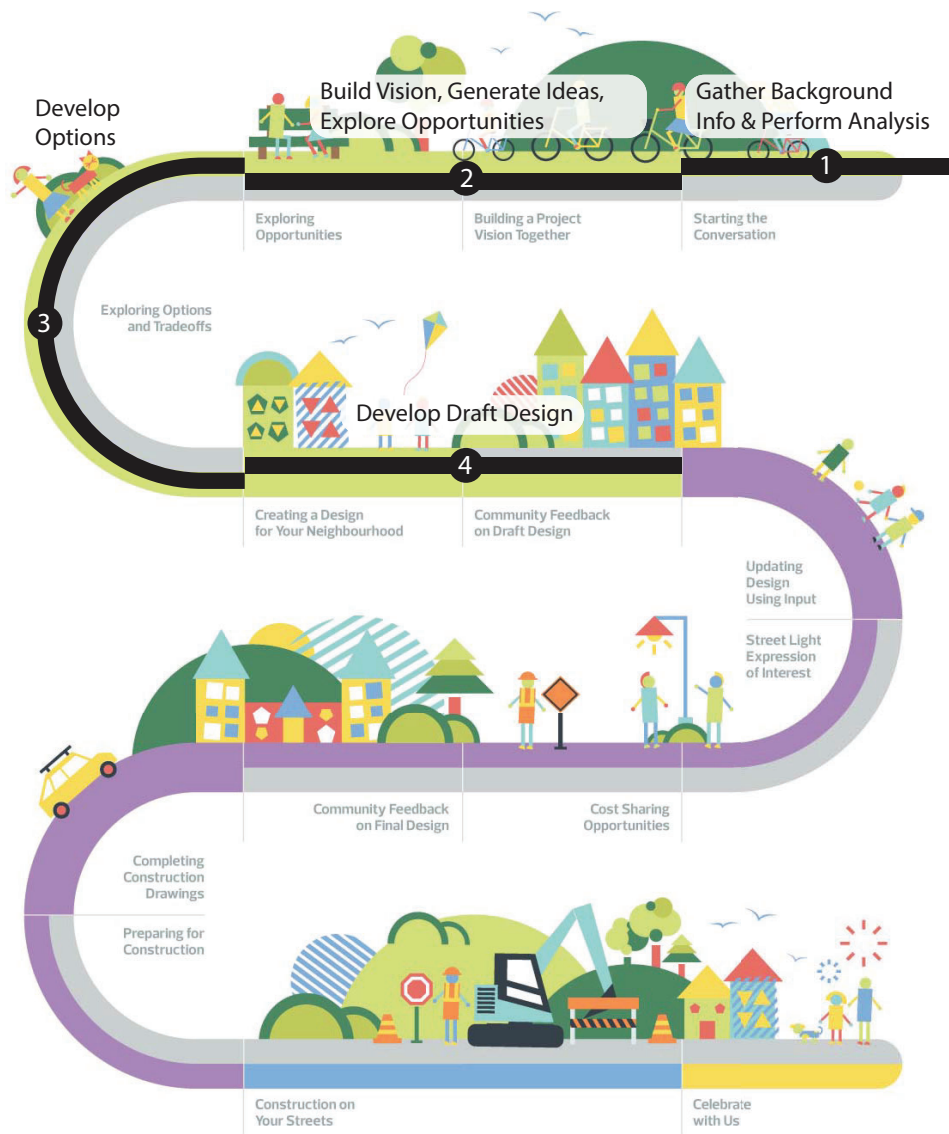


Illustration of Neighbourhood Renewal Process

## 1.2 Project Approach and Process

Designing the community's public spaces in a way that enhances the livability of the neighbourhood includes how public spaces function, look and feel. The Project Team will focus on how streets, parks, pathways and open spaces are organized, function and connect with larger citywide networks.

When conducting an Urban Design Analysis (UDA), the project team looks at the neighbourhood through the eyes of someone who lives there. The existing urban context, character areas, design aesthetics, access to day-to-day community destinations and connectivity with other parts of the city are all reviewed. The team also considers public safety, accessibility (the ease of all people to move or use spaces) and Crime Prevention Through Environmental Design (CPTED), a design practice focused on creating spaces that minimize crime and safety issues.

The key objectives of the UDA include:

- Identifying gaps and opportunities within the neighbourhood from different lenses, such as walkability, connectivity and universal design.
- Presenting concepts developed based on City policies and programs, and considerations for technical requirements and public input. Concepts will inform Neighbourhood Renewal efforts and develop a community plan to inform future City initiatives in the neighbourhood.

- Guiding future investment and redevelopment to enhance the overall quality of life.

The Project Team will use the UDA to support decision making throughout the Neighbourhood Renewal process (concept/design/build). Concepts selected for implementation will require detailed design before construction and consideration of appropriate funding sources.

The Overlanders and Homesteader UDA is part of the Concept Phase to align with the BGN Road Map (refer to previous page) and the public feedback collected. The key UDA steps in the Concept Phase are:

- Gathering background information, including initial outreach to community stakeholders and performing an analysis.
- Building a neighbourhood vision for livability and transportation with the community to support generating ideas and exploring opportunities.
- Developing options by analyzing neighbourhood urban design features to identify strengths and opportunities for renewal.
- Developing a draft design identifying priority projects that respond to the opportunities.

The draft design recommended within the UDA will inform the development of construction drawings. Funding could come from the public, private or community sectors. It is recognized that limited financial resources are available, so while some initiatives will be prioritized, others will likely be developed over longer time frames or reassessed in time.



*Overlanders Neighbourhood north of Hooke Road, looking south towards Overlanders Park*

## SECTION 2

# NEIGHBOURHOOD BACKGROUND AND CONTEXT

### 2.1 Neighbourhood Background

#### STUDY AREA

This Neighbourhood Renewal project area includes the side-by-side neighbourhoods of Overlanders and Homesteader. Both neighbourhoods are bordered by the Kennedale Ravine to the north and Yellowhead Trail to the south. Homesteader is bordered on the west by 50 Street and Overlanders is bordered by Victoria Trail on the east. The two communities share a common central boundary line.

The Kennedale Ravine is close to both neighbourhoods and is an important part of the greater study area. The opportunity for connections from the community to the ravine area will be considered.

The project scope includes the local and collector roads within the neighbourhoods except for Hermitage Road, 40 Street

and the portion of 126 Avenue from 127 Avenue to the former Domtar site. These out of scope streets are considered important to the community and connections across them will be considered even though full reconstruction is not part of this project.

Alleys are not included in the scope of the project, though they will provide important information for in-scope aspects of the project (i.e. local roads close to alleys) and have been reviewed as part of this document.

Yellowhead Trail and the CN Rail Line are located just within the south boundary of the neighbourhoods but are not included in the Neighbourhood Renewal project.



# Roads and Public Lands in Project Scope

This is a map showing the Overlanders and Homesteader roads that are within the Neighbourhood Renewal project. All public owned open space shown on map is also within the project scope.

## MAP LEGEND

-  Homesteader
  -  Overlanders
  -  Collector Road in Scope
  -  Local Road in Scope
  -  Alley - Out of Scope
  -  Roads Out of Scope
  -  Open Spaces in Scope
  -  CN Railway
  -  Former Domtar Site
-   Meters  
0 500



Location of Overlanders and Homesteader Neighbourhood Renewal Project



## 2.2 Neighbourhood Context

### HISTORY OF NEIGHBOURHOOD

The Overlanders and Homesteader neighbourhoods are part of the Hermitage area of Edmonton. This land is traditional Treaty 6 Territory and within the Metis Nation of Alberta Region 4. For centuries, the area has been home to many First Nations (including the Cree, Dene, Anishinaabe, Nakota Sioux and Blackfoot) as well as Metis and Inuit communities. Following European settlement, many of these peoples were displaced and the land was used for agricultural purposes. The original rail line located at the south boundary of the project area was part of the Grand Trunk Pacific Rail line, which reached Edmonton in 1909.

In the 1960s, the Hermitage area lands were sold to a land developer and annexed by the City of Edmonton. The land development process was rocky due to concerns about developing a residential community in proximity to industrial lands. In the 1970s, the concerns were resolved, and the development process proceeded to the neighbourhood outlining phase. The Hermitage General Outline Plan, approved in 1970, included three neighbourhoods: Homesteader, Overlanders and Canon Ridge. Homesteader was the first community to be developed. By the mid-1980s, most of Hermitage was developed, except for an industrial parcel, which was owned by Domtar, a treated wood manufacturer.





### THE FORMER DOMTAR SITE

The former Domtar parcel is in the southeast area of the Homesteader neighbourhood. This site was operated by Domtar between 1924 and 1987 as a wood treatment plant. The wood treatment process used creosote and other chemicals in its manufacturing process, which contaminated the site. Following the closure of the site, Domtar conducted remediation work and in 2010, sold the site to Cherokee Canada, a Toronto-based brownfield developer.

Work on contaminated soil removal began in September 2022 and was completed by late fall 2022. According to a recent letter from Cherokee to residents, the developer anticipates the development of new residential properties on the site in 2023. The site is currently in the rezoning phase of the development process.

In addition to the lands known as the former Domtar site, a long linear strip of City-owned greenspace, known as "the Greenbelt," is also included in the remediation and monitoring measures required by AEP. The area is currently fenced and residents who have gates backing the property no longer have access to it.

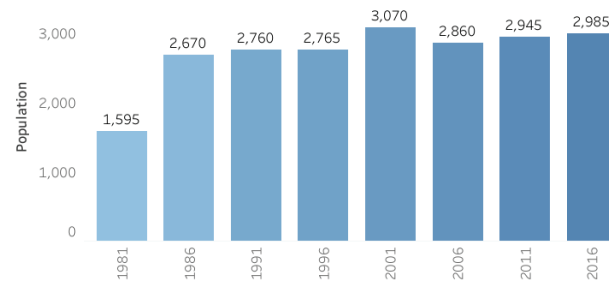
*Location of the Remaining Undeveloped Parcel from the Former Domtar Site and City-Owned "Greenbelt".*

## 2.3 Neighbourhood Statistics

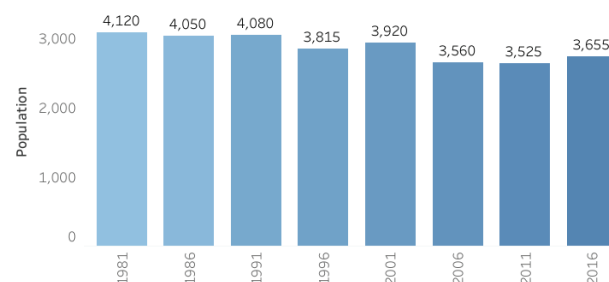
The following sections provide an abbreviated summary of the demographic statistics for the two neighbourhoods. Most data has been obtained from the 2016 Federal Census and the 2019 Edmonton Municipal Census.

### AGE DISTRIBUTION

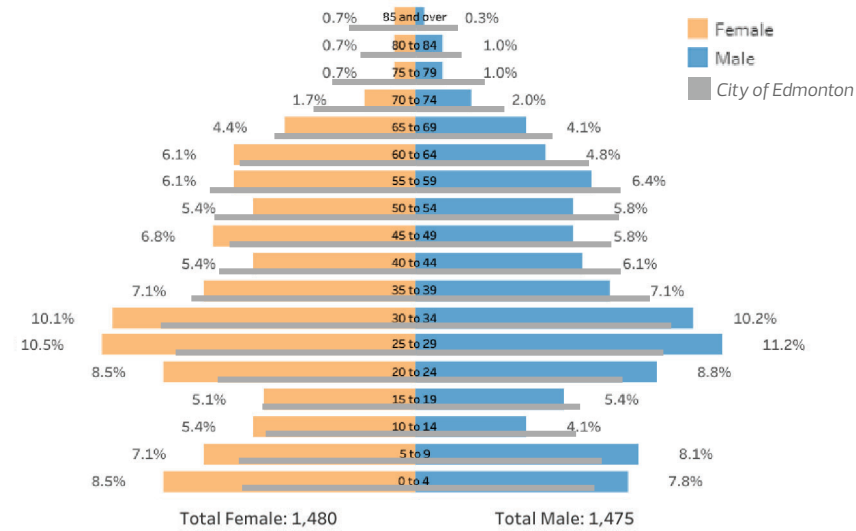
In both Overlanders and Homesteader, the largest demographic is working-aged people, between 25 and 54 years old. More than 40 per cent of the population in both neighbourhoods is in this age range. The next largest demographic is school aged children, with 20–25 per cent of the population between four and 14 years old.



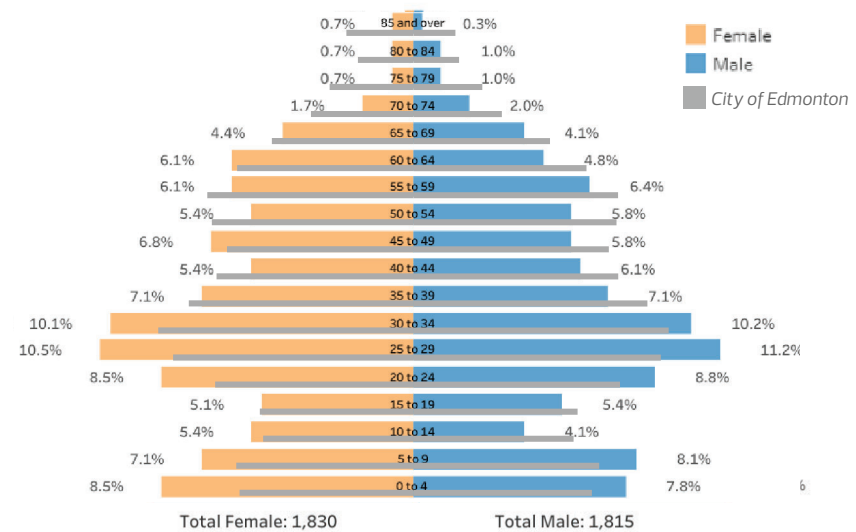
Overlanders Population Change Over Time



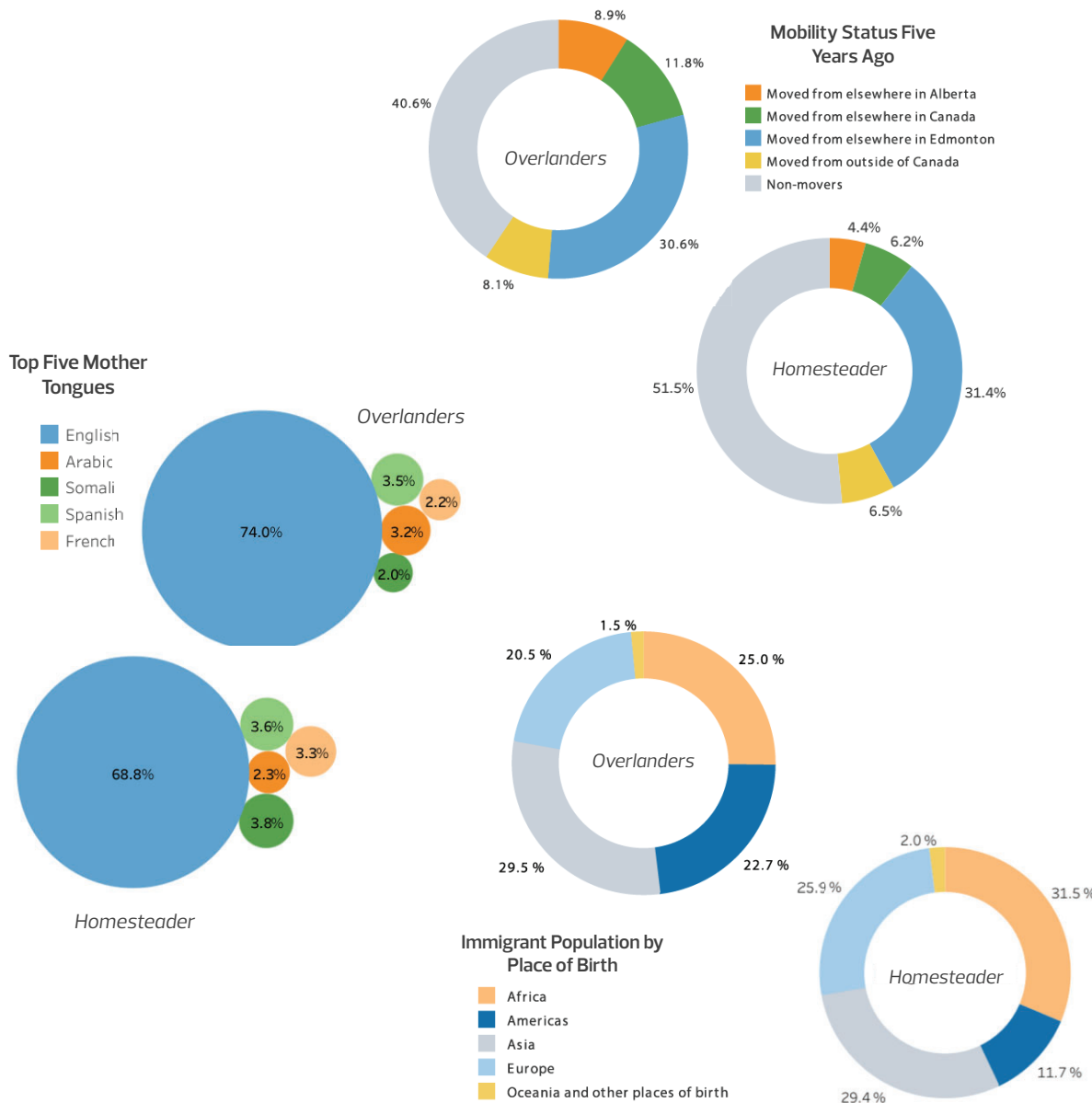
Homesteader Population Change Over Time



Overlanders Population by Age and Gender

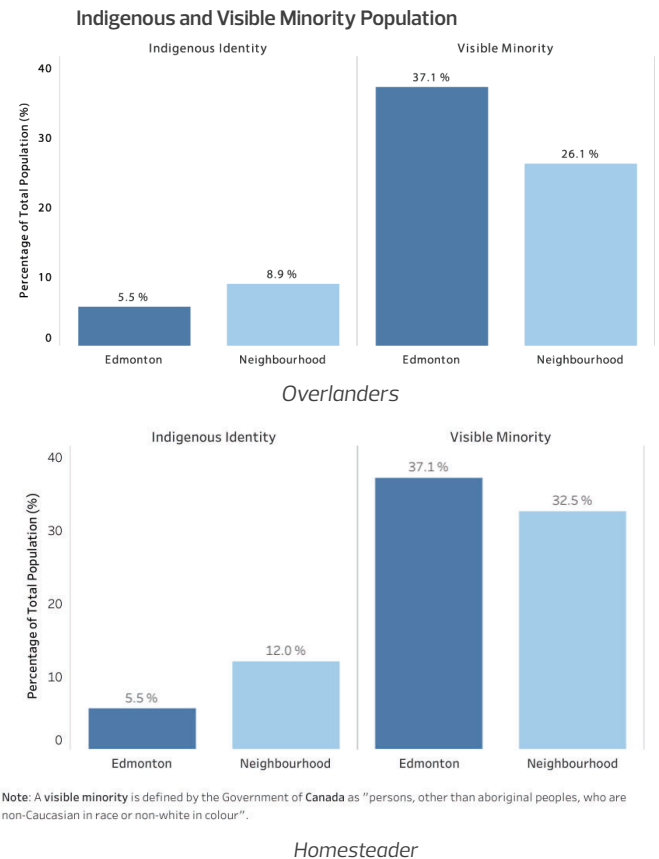


Homesteader Population by Age and Gender



## LANGUAGE AND MIGRATION

Both the Overlanders and Homesteader neighbourhoods have a large number of residents who use English as the language most spoken in the home. Ninety per cent of residents in both neighbourhoods know English, and approximately 75 per cent of residents in Overlanders and approximately 70 per cent of residents in Homesteader use English in the home.

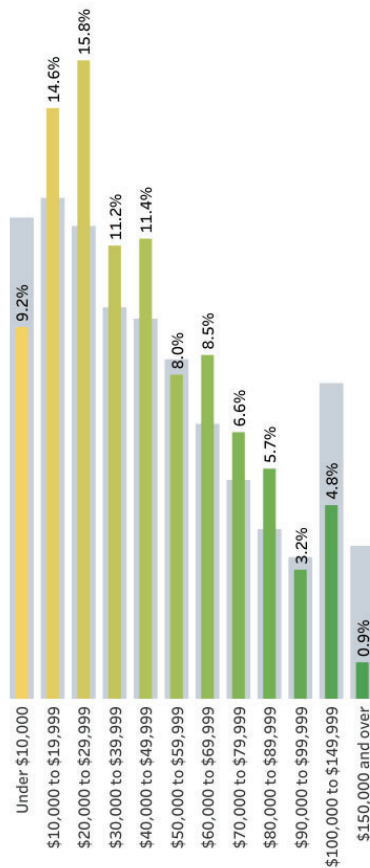


**Selected Neighbourhood**

Prevalence of Low Income measure, after tax **15.0%**  
(25% sample size: 2,185)

**City of Edmonton**

Prevalence of Low Income measure, after tax **10.9%**  
(25% sample size: 749,395)



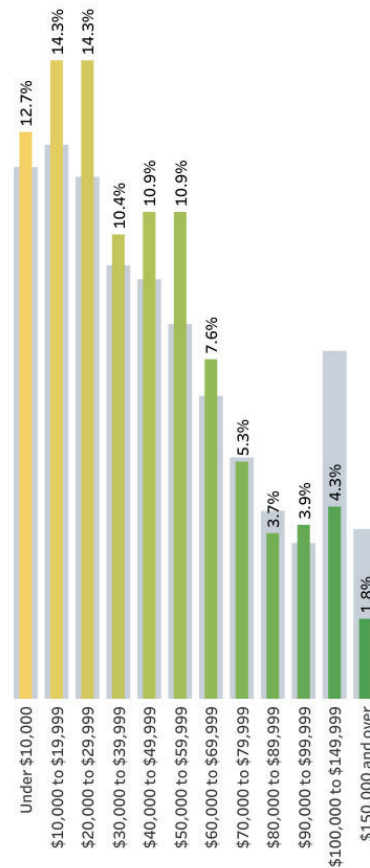
**Overlanders Household Income**  
(grey bars show city-wide income numbers)

**Selected Neighbourhood**

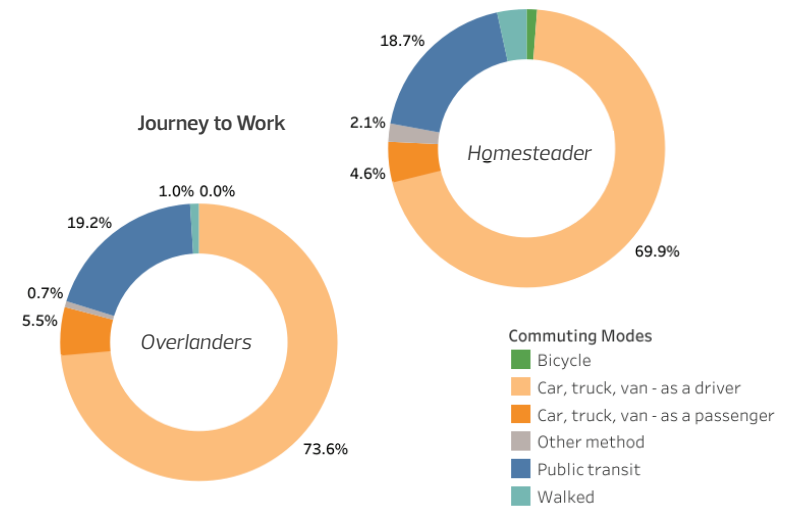
Prevalence of Low Income measure, after tax **18.2%**  
(25% sample size: 2,560)

**City of Edmonton**

Prevalence of Low Income measure, after tax **10.9%**  
(25% sample size: 749,395)



**Homesteader Household Income**



**TRANSIT**

These neighbourhoods are serviced by Edmonton Transit Service (ETS) with a single bus route operating both east and west along Hermitage and Hooke Roads. This route runs between the Clareview and Belvedere transit centres. Many residents, just under 20 per cent of each neighbourhood, use transit as part of their daily commute.

**EDUCATION AND EMPLOYMENT**

Based on federal census data from 2016, more than 70 per cent of household incomes for both Overlanders and Homesteader are below \$60,000 per year and most residents have either a high school diploma (33 per cent Overlanders and 30 per cent Homesteader) or a trades certificate/college diploma (32 per cent Overlanders and 40 per cent Homesteader) as the highest level of education. Only 12 per cent of residents in either neighbourhood have a university degree.

Approximately half of both neighbourhoods work full time (57 per cent in Overlanders and 49 per cent in Homesteader). Those who have identified as homemakers, unemployed,

retired or unable to work represent 16 per cent of people in both Homesteader and Overlanders. The remaining population are either students or part time workers (27 per cent in Overlanders and 35 per cent in Homesteader). The census data may not accurately reflect the retired population, as noted there is a growing number of pre-retirement and early retirement aged residents in these communities.

### DWELLING OWNERSHIP

Between the two neighbourhoods, more than half of the residences are rental properties. Row housing and semi-detached homes are the dominant housing types in Homesteader, while low-rise multi-family buildings are dominant in Overlanders.

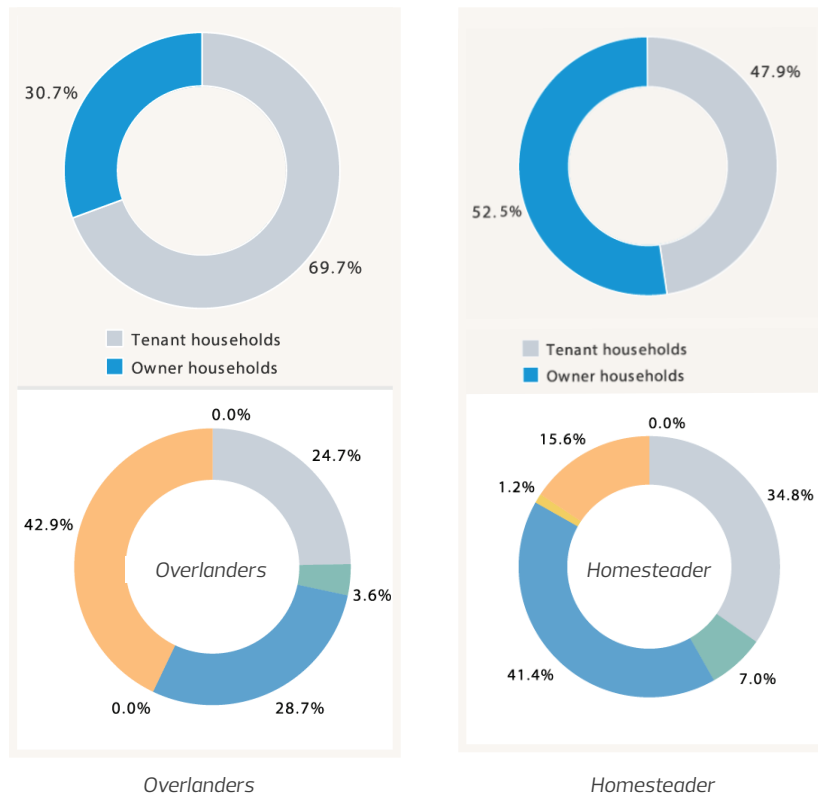
### SOCIAL VULNERABILITY

Both neighbourhoods were noted as having a high level of social vulnerability, based on data from the 2016 Federal Census. Social vulnerability is based on a composite score from nine factors including education level, unemployment rate, government transfer payments, home ownership, immigration, income level, language, single parent households and mobility. While specific factors may not necessarily be high, the composite score means that there are socially vulnerable individuals and families within both neighbourhoods that may experience marginalization and may face greater barriers to access resources.

For these socially vulnerable individuals, public open spaces can be of great value for leisure, social gatherings or family activities. Improving open space access, adding amenities (such as picnic tables or benches) and promoting safe gathering spaces can help improve the quality of life for more vulnerable community members.

#### Private Dwelling Type

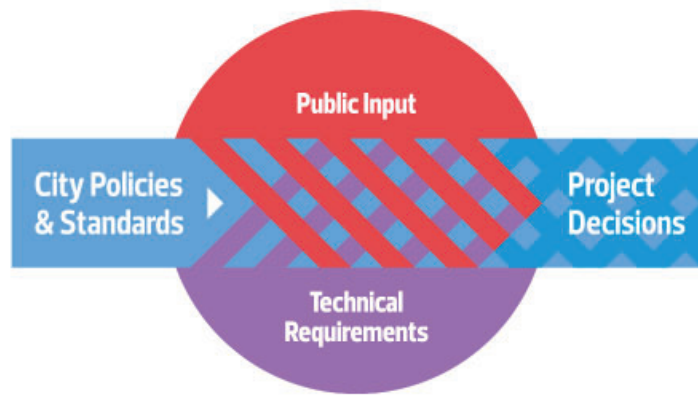
- Single-detached house
- Semi-detached house
- Row house
- Apartment or flat in a duplex
- Apartment (4 storeys and under)



## 2.4 Policies and Standards

As with all City projects, the Neighbourhood Renewal project is guided by City policies, standards and plans. An important part of the UDA process is a comprehensive review of relevant planning and policy documents. Throughout the project, these documents will be revisited to ensure that the resulting renewal plans are in line with the City's strategic vision. While these documents form the foundation of the design development, community input received through public engagement, technical requirements and existing constraints influence how the policies are applied in Overlanders and Homesteader.

*"Edmonton is many things,  
but first and foremost it is a  
gathering of people."  
~ City Plan, 2020*



*Building Great Neighbourhoods Decision-making Diagram*

The following provides an overview of relevant policies, plans and standards:

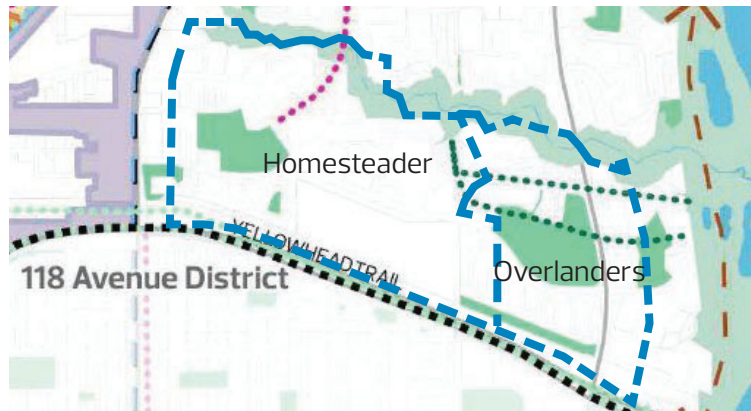
### CITY PLAN

The City Plan charts out how we will get to a future city of two million people, a city that has the benefits we enjoy today with new opportunities for the future. The City Plan is about our spaces and places and how we move around the city. It is about our community and what we need to do together to grow, adapt and succeed. The City Plan combines a Municipal Development Plan and Transportation Master Plan, and includes strategic direction in environmental planning, social planning and economic development.

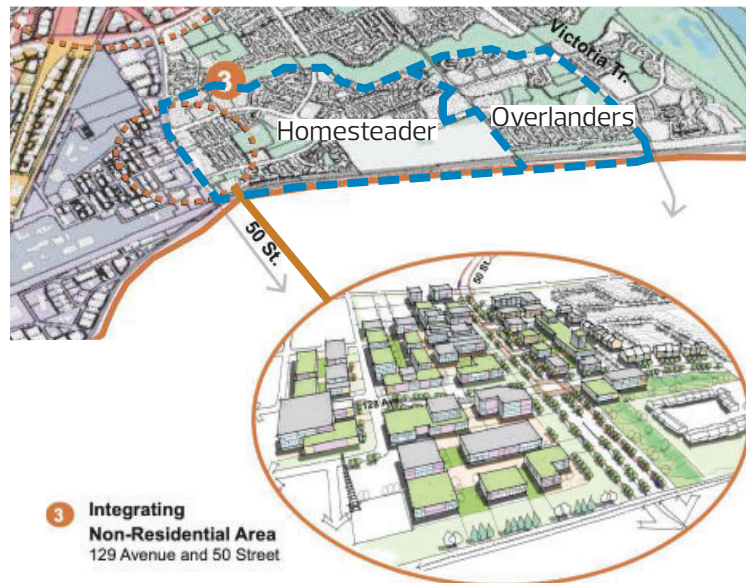
The City Plan, though it is a very high-level plan, still provides a framework for understanding the intent behind other more-specific planning documents, which are integral for work on this project. One of the cornerstone recommendations in City Plan is creating a livable City with 15-minute Districts, where people can easily complete their daily needs within a 15-minute travel time by walking, rolling, biking or transit. We can support this initiative by improving people's ability to move throughout the neighbourhood using the walking, rolling, biking and transit network to connect to destinations inside and outside of the community. We can make neighbourhood businesses more attractive and connected to residents by supporting the Corner Store Program.

*"A liveable city is one that allows people to easily complete their daily needs within their District and within a 15-minute travel time by walking, rolling, biking or transit."*

~ City Plan, 2020



Habitat Greenway shown as dotted green line on map above.



**3** Integrating Non-Residential Area 129 Avenue and 50 Street

### NORTHEAST DISTRICT PLAN (DRAFT)

The District Plans aim to create a “community of communities” in the city, improving connection, accessibility and quality of life at a local level. The goal is to create a “15-minute city”, where services and amenities exist closer to where people live and work. The Northeast District Plan provides high-level guidance on how to implement the direction of The City Plan as part of this project.

The items in the District Plan that will be considered include:

- Better urban fabric integration of Kennedale Industrial area across 50 Street from Homesteader, though diversification of land use and public realm improvements.
- Two “habitat greenways”, with one running through Overlanders Park and another in the utility right-of-way along Hooke Road. Habitat Greenways are naturalized or restored linear corridors that support ecological connectivity to and from the River Valley and Ravine System and/or from a district to major ecological connections.

### CONNECTEDMONTON (2019-2028)

ConnectEdmonton outlines a strategic vision for how the City and residents can work together in creating a healthy, vibrant, innovative City that is connected to the Metro Region and resilient to changes in climate. The guiding principle of the plan is to create as a community, to connect people to what matters to them, and to care about the impact of everyone's actions on Edmonton's social, economic, cultural, spiritual and environmental systems. The strategic goals of the plan are:

- **Healthy City** – Edmonton is a neighbourly city with community and personal wellness that embodies and promotes equity for all Edmontonians.
- **Urban Places** – Edmonton neighbourhoods are more vibrant as density increases, where people and businesses thrive and where housing and mobility options are plentiful.
- **Regional Prosperity** – Edmonton grows prosperity for our Metro Region by driving innovation, competitiveness and relevance for our businesses at the local and global level.
- **Climate Resilience** – Edmonton is a city transitioning to a low carbon future, has clean air and water and is adapting to a changing climate.

The Project will review decisions and opportunities based on the strategic goals listed above. Rather than focusing solely on creating an infrastructure improvement plan, the Project will take a systems approach to ensuring roadways, sidewalks and trails, landscaping and open space design create good community design.

*"We work together to create liveability for all, where everyone has what they need to succeed."*

*~ConnectEdmonton, 2019*

*"We take pride in our small businesses, our made-in-Edmonton success stories, and our leadership in regional collaboration."*

*~Action 10, 2021*

### ECONOMIC ACTION PLAN (ACTION 10)

The Edmonton Economic Action Plan (Action 10) 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 key locations for development.

The Neighbourhood Renewal program can support this action by partnering with the Corner Stores Program to incentivize the revitalization of neighbourhood commercial properties.

### NORTH SASKATCHEWAN RIVER VALLEY AREA REDEVELOPMENT AND PROTECTION OVERLAY

The North Saskatchewan River Valley Area Redevelopment Plan (adopted in 1985) identifies the boundary for the river valley and ravine system and a set of policies and development approval procedures for lands within this boundary. It helps to preserve the natural character, environment, and ecological network of the river valley and ravine system.

The purpose of the North Saskatchewan River Valley and Ravine System Protection Overlay is to identify which lands fall within the river valley and ravine system and provide a development setback from it.



The Overlanders and Homesteader neighbourhoods are not within the protection overlay, but the Kennedale Ravine is within it. Any proposed improvements within the ravine, top of bank or connections to the ravine will be subject to the restrictions within the overlay plan.

#### CITY DESIGN AND CONSTRUCTION STANDARDS / COMPLETE STREETS

*"Streets can connect people to their destination and can also be places themselves where people live, work, and play."*  
~Complete Streets, 2018

The City has a set of Design and Construction Standards that apply to various design disciplines. The volumes that are relevant to Neighbourhood Renewal include Complete Streets Design and Construction Standards (Roadways), Drainage, Landscaping, Street Lighting and Pavement Markings.

The Complete Streets Design and Construction Standards (CSDCS) have a significant impact on the development of design options for Neighbourhood Renewal. CSDCS is reflective of the City's Active Transportation Policy No. C544 and Community Traffic Management Policy No. C590. It integrates best practices in design guidance to support the planning, design and construction of complete streets in Edmonton. The intent is to develop streets that are safe, attractive, comfortable and welcoming to all users in all seasons, while also considering operations and maintenance challenges. The Standards include designing with a retrofit lens, specifically speaking to the challenges that may be encountered in a retrofit context, including the location of

*"A well designed city is inclusive, accessible, safe and considers the needs of everyone, regardless of age and ability."*  
~Access Design Guide, 2021

existing buildings, mature trees, utilities, private landscaping within the right-of-way and numerous other constraints within an existing right-of-way.

Wherever possible, the Neighbourhood Renewal design will be in adherence to the Complete Streets Design and Construction Standards, considering all modal options, as appropriate, in conjunction with community needs.

#### ACCESS DESIGN GUIDE / ACCESSIBILITY POLICY (C602)

Policy C602 ensures that people with disabilities are treated with respect and have equitable access and opportunity within the City. 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 that the guidelines will be incorporated into the design for Neighbourhood Renewal program projects. Accessibility is an important goal for this project and best design practices, including the Alberta Barrier-Free Design Guide, will be applied to the design of the sidewalk and pathway network to ensure ease of access by residents of all abilities.

#### ENERGY TRANSITION STRATEGY / CLIMATE RESILIENCE POLICY (C627)

The purpose of Policy C602 is to work towards achieving a climate resilient community. Related to this project, the policy notes a commitment to increase climate adaptation and minimize the exposure to and reduce the vulnerability

of people and assets to the impacts of climate change by adapting, preparing for and responding to a changing climate by being:

- Climate prepared and adapted infrastructure and urban form – Planning, developing, building and adapting Edmonton to be ready for the future climate reality.
- Prepared and adapted communities – Supporting communities, households, institutions, businesses and residents be more prepared for and able to respond to and recover from the impacts and opportunities of a changing climate.
- Climate resilient, adapted and healthy ecosystems – Investing in and protecting ecosystems to build resilience, protect communities, enhance environmental connection, and support and improve quality of life.
- Proactive risk management – Identifying and managing climate risks and vulnerabilities that could impact our cities long term livability.

The Project will review the existing context of the neighbourhood from the lens of climate change to discover and integrate solutions that enhance community resiliency and support resident and City transition to alternate forms of energy. Some opportunities may include improving non-vehicular movement (i.e. sidewalks and trails) throughout the neighbourhood, the inclusion of low-impact development design elements and enhancing the community's urban tree canopy.

*"Decisions made today about how we design and build our city, transportation systems, infrastructure and energy will set the course for our future greenhouse gas emissions."*

*~Energy Transition Strategy, 2021*

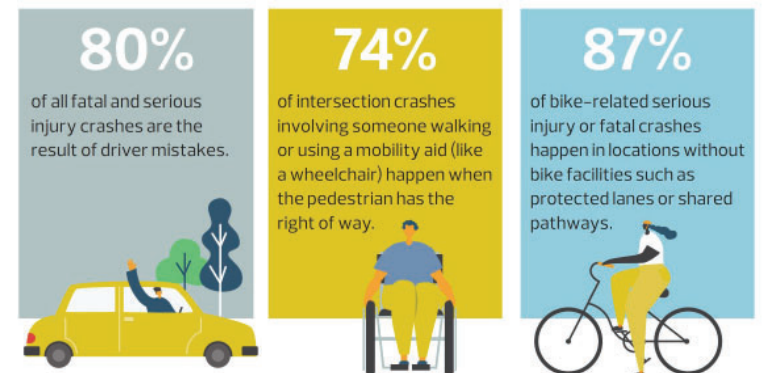
*"Edmonton's streets are for everyone no matter how they are moving, and the most vulnerable users need to be protected."*

*~Safe Mobility Strategy, 2021*

### SAFE MOBILITY STRATEGY (2021-2025)

This strategy continues Edmonton's work towards Vision Zero, an internationally endorsed long-term goal of zero traffic-related fatalities and serious injuries. To continue to grow into a city built for people, a combination of location-based and system-wide approaches is necessary to support safe and livable streets for all. With this approach, the City can tackle widespread issues that contribute to crashes, including street design and the deep-rooted cultural norms around traffic and mobility.

The project team is committed to making Vision Zero possible through Neighbourhood Renewal in Overlanders and Homesteader. This will involve viewing the current site conditions and all project decisions through the perspective of those who walk and roll and analyzing traffic collision data to understand the root of traffic safety challenges.



Graphic from the Safe Mobility Strategy (2021-2025)

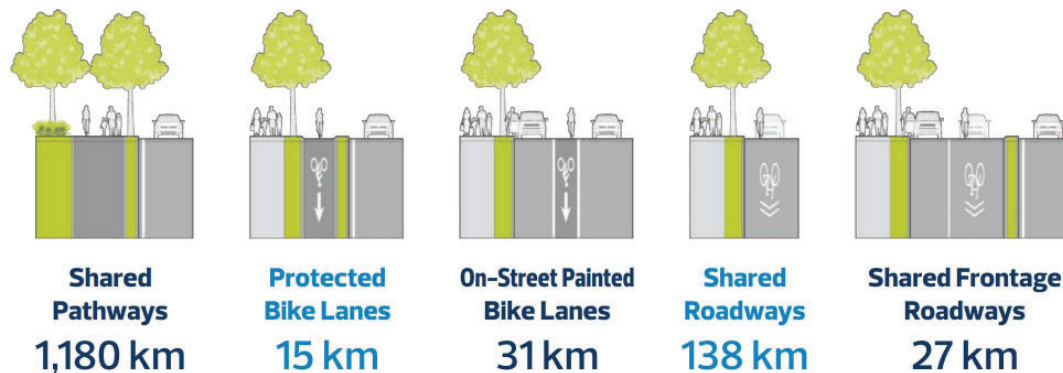
*"If Edmonton is to reach its full potential as a vibrant, smart and livable city, we need to do more to work with the climate and transform winter into an asset."*  
 ~Winter City Strategy, 2012

### THE BIKE PLAN (2020) AND THE BIKE PLAN IMPLEMENTATION GUIDE: 2021-2026

The Bike Plan (September 2020) provides strategic direction for how the City plans, designs, implements, operates and maintains items that support the use of bikes and programs related to biking. The Bike Plan Implementation Guide 2021-2026 continues to build on these directions, outlining the next steps and processes for building out the bike network and implementing support programs and initiatives. Bike Plan does not identify new neighbourhood bike routes for Overlanders and Homesteader; however, it provides the principles for identifying potential new routes. Expansion and upgrades to the bike network, such as increased pathway widths, should be considered as improvement to the citywide network.

### 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 plan complements



Graphic from the Bike Plan

the City's Open Space Policy C594 (2017) and Parkland Bylaw (Bylaw 2202). The main goal of the 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 Project Team can support Breathe by examining how Overlanders Park, Homesteader Park and other green spaces in the neighbourhoods can better serve residents and contribute to the citywide park network. Specifically, these green spaces can be reviewed for opportunities for new trail connections and amenities, such as benches, garbage cans and picnic tables. The current design of the park spaces can be reviewed for improvements and potential new recreation activity options in support of creating livable communities.

### FOR THE LOVE OF WINTER (WINTERCITY STRATEGY)

For the Love of Winter: Strategy for Transforming Edmonton into a World-Leading Winter City, builds on the Winter Design Policy, Policy No. C588 (2016) and envisions a city that embraces all seasons. The WinterCity Strategy is bold and visionary. It's about taking advantage of Edmonton's northerness; transforming the city into a more inviting, vibrant and prosperous place for residents, business, industry and tourists throughout the winter months. The document provides principles, goals and strategies for improving our city's outdoor spaces to be more welcoming and better used throughout the winter.

The Project Team will look for opportunities to make winter more hospitable and engaging for residents. Strategies, such as introducing sheltering or wind-blocking elements,

improving infrastructure that supports winter activities and enlivening the landscape through color, evergreen foliage and interesting forms. The improvement of walking, rolling, biking and transit access, will better encourage people move quickly, efficiently and safely in challenging weather conditions.

*"A healthy diverse urban forest is an irreplaceable asset that contributes to Edmonton's long-term livability."*  
 ~Urban Forestry Management Plan, 2012

### EDMONTON'S URBAN FOREST MANAGEMENT PLAN (UFMP)

UFMP is a strategy for sustainably managing and enhancing our diverse urban forest, with a goal to establish 20 per cent tree canopy coverage. The plan's main guiding principle includes promoting a healthy and sustainable urban forest,

engaging the community in protecting and managing the urban forest, thinking globally and regionally while planning and acting locally, and using best practices, innovation, science, information and technology.

The Project Team will consider how to protect and maintain existing trees while considering the addition of new trees, where possible. The diversity of tree species within the community will be reviewed to ensure that the urban forest is resilient and can adapt to changes in climate. The project will also adhere to the Corporate Tree Management Policy C456C (2020), which protects existing trees and provides compensation for the loss of existing trees.

### GENDER BASED ANALYSIS PLUS (GBA+)

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 that people are influenced by intersecting identity factors that are either marginalized or privileged and that change over time.

The City of Edmonton is committed to adopting the use of GBA+ across all its projects on an ongoing and permanent basis. Project teams will use the GBA+ process to recognize how their work impacts people differently by systems of power, privilege and marginalization. Reflection on perceptions and biases will encourage evidence-based project decisions and ensure that final designs are both inclusive and equitable. The Project Team will use a GBA+ lens to evaluate design options, design decisions, and the public engagement process.

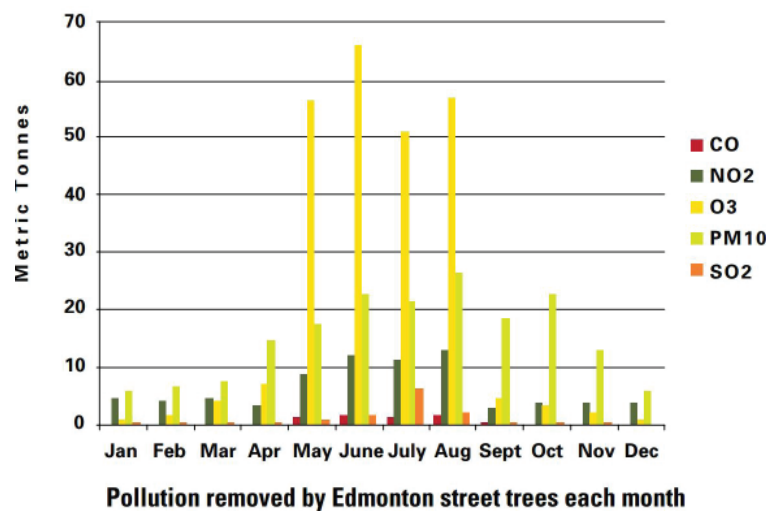
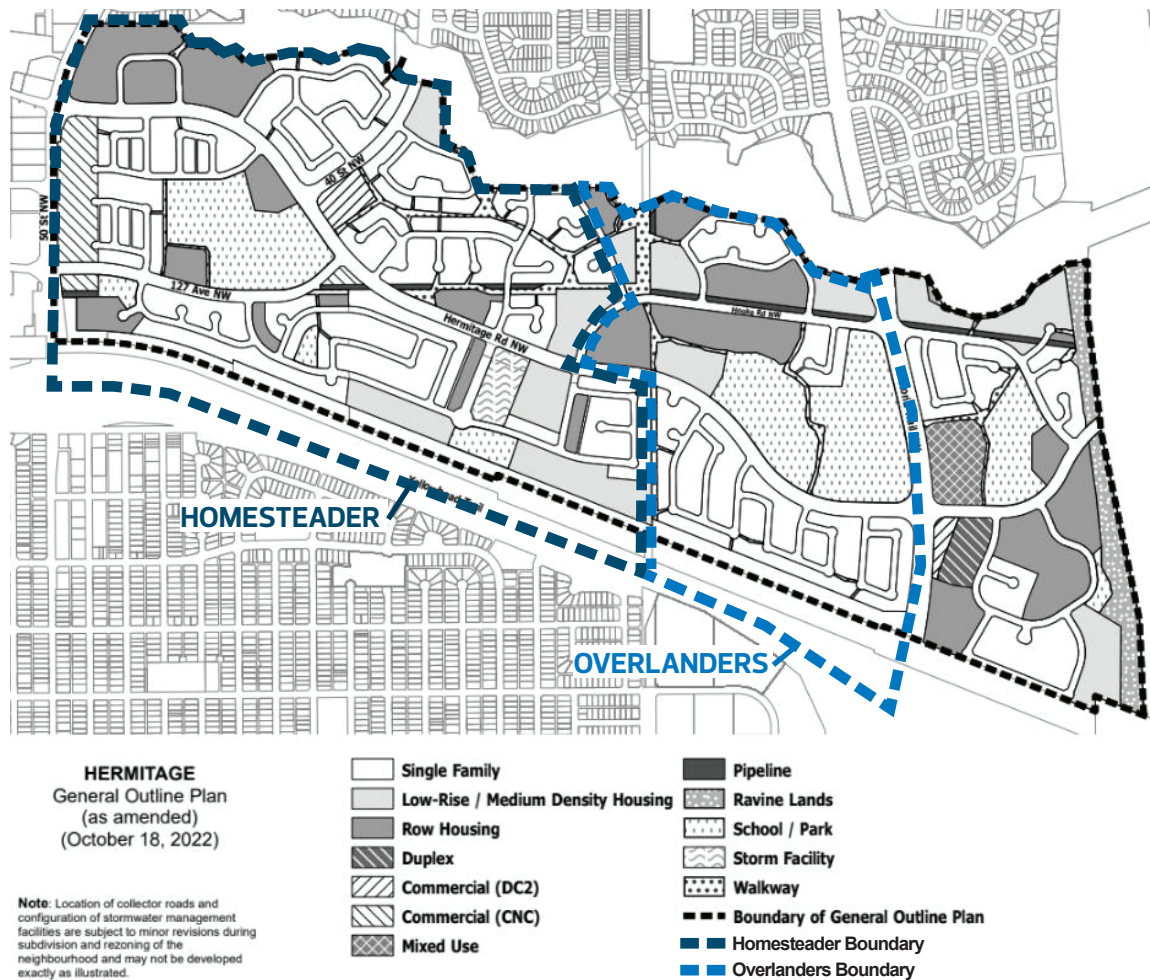


Figure from the Urban Forestry Management Plan

Calculated in metric tonnes using USDA Urban Forest Effects (UFORE) model, 2009



### THE HERMITAGE GENERAL OUTLINE PLAN

The Hermitage General Outline Plan is a framework land-use planning document that was established by the original land developer for the Hermitage area (Overlanders, Homesteader and Canon Ridge neighbourhoods) and approved by the City in 1970. The document describes the regional context, the neighbourhood site and the land-use pattern, the circulation network and the staged development of the neighbourhood. The document should be considered a “living” document that can be amended and modified over time as changes are required through rezoning, and/or lands are added or removed from the plan. The document provides important insight into the intent of the original neighbourhood design and layout of spaces. It also provides historical information about sites that have been rezoned or added/removed from the plan.

The outline plan, including roadways, has been built out with the exception of the Domtar site, which will be built out as Phase 2 Verte Homesteader residential community development.

## SECTION 3

# NEIGHBOURHOOD ANALYSIS

### 3.1 Land Ownership and Development Opportunities

#### LAND OWNERSHIP AND LAND USE

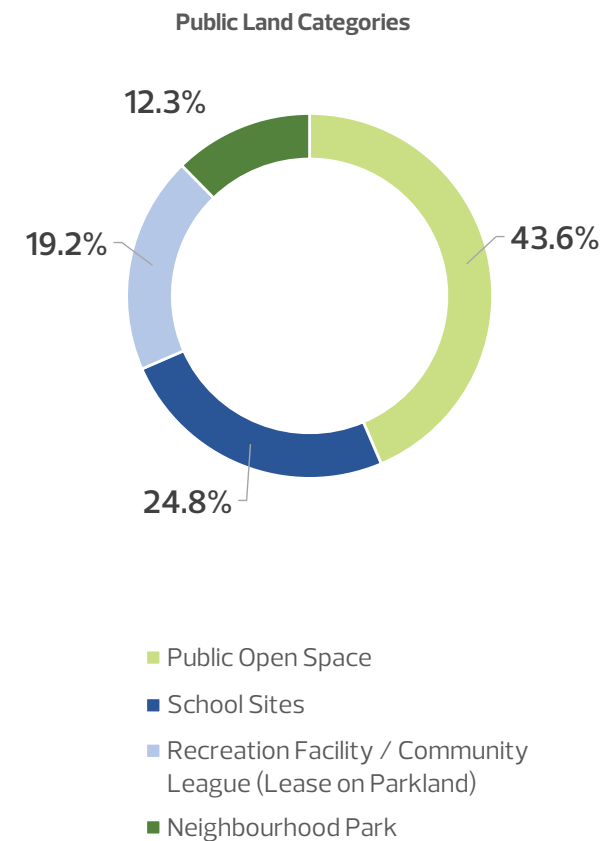
Overlanders and Homesteader neighbourhoods have a total land area of 242 hectares (Homesteader has 158 hectares and Overlanders has 84 hectares). Jointly, the neighbourhoods are made up of 57 per cent privately owned land, 16 per cent publicly owned properties and 26 per cent publicly owned road right-of-way.

The majority of public lands have land use categories that include open space, parks, school sites and a recreation facility/community league (see figure on this page).

#### JOINT-USE AGREEMENTS AND PUBLIC LEASES

Two public land sites are under a joint-use agreement: Homesteader Park and Overlanders Park. The joint land-use agreements in Homesteader Park are with the Edmonton Public School Board (EPSB) and the Edmonton Catholic School Division (ECSD). In Overlanders Park, the agreement is with EPSB. There is also a License Agreement in Homesteader Park for the Homesteader Community League.

In the southeast corner of Overlanders Park, the Edmonton Soccer Association holds a long-term lease agreement for the location of their east indoor soccer facility. The timeline for this lease is unknown, though it likely extends beyond the timeline of the Neighbourhood Renewal project.

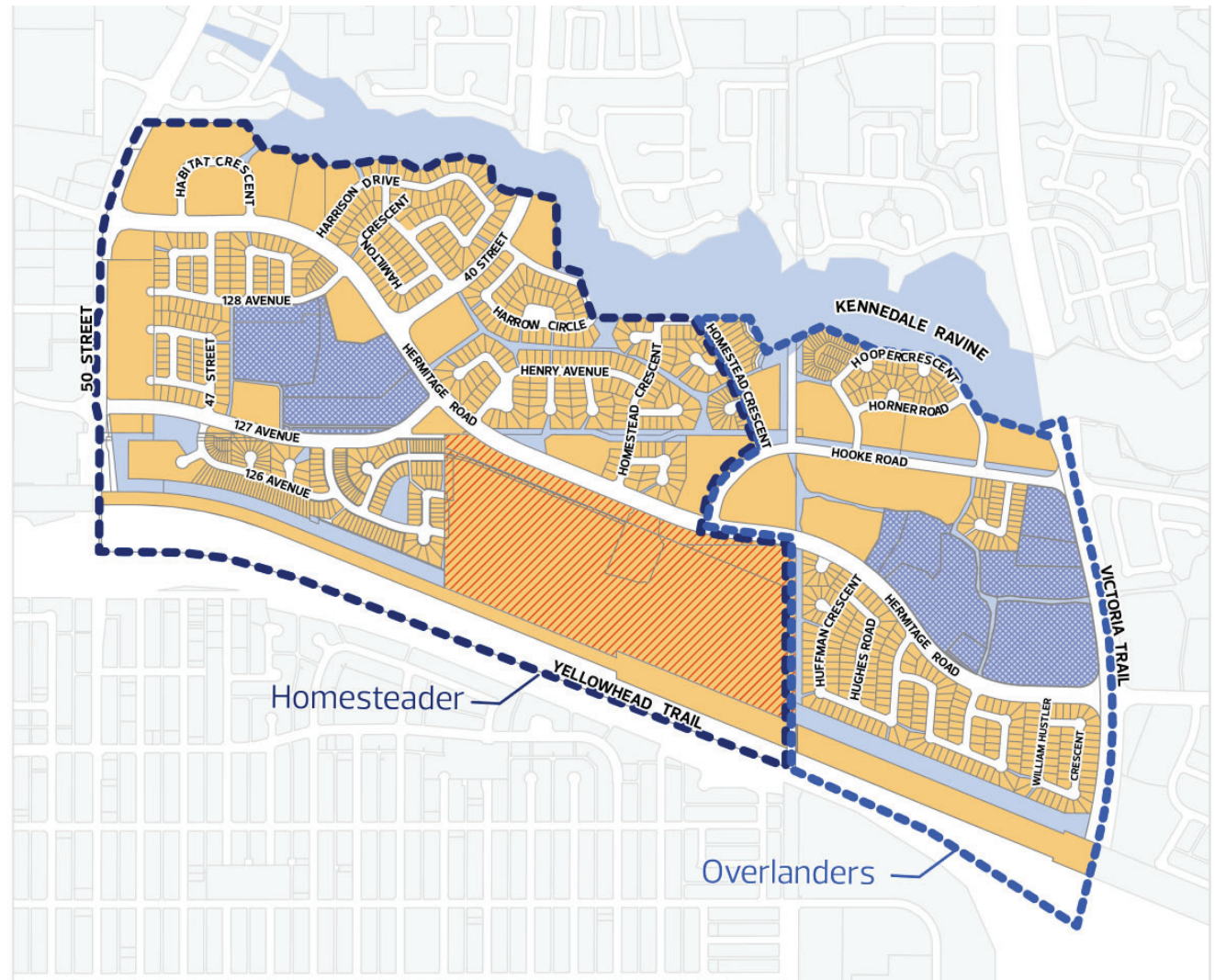
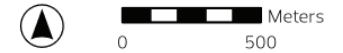
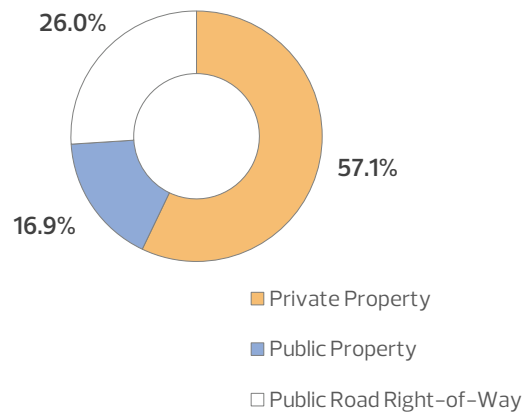


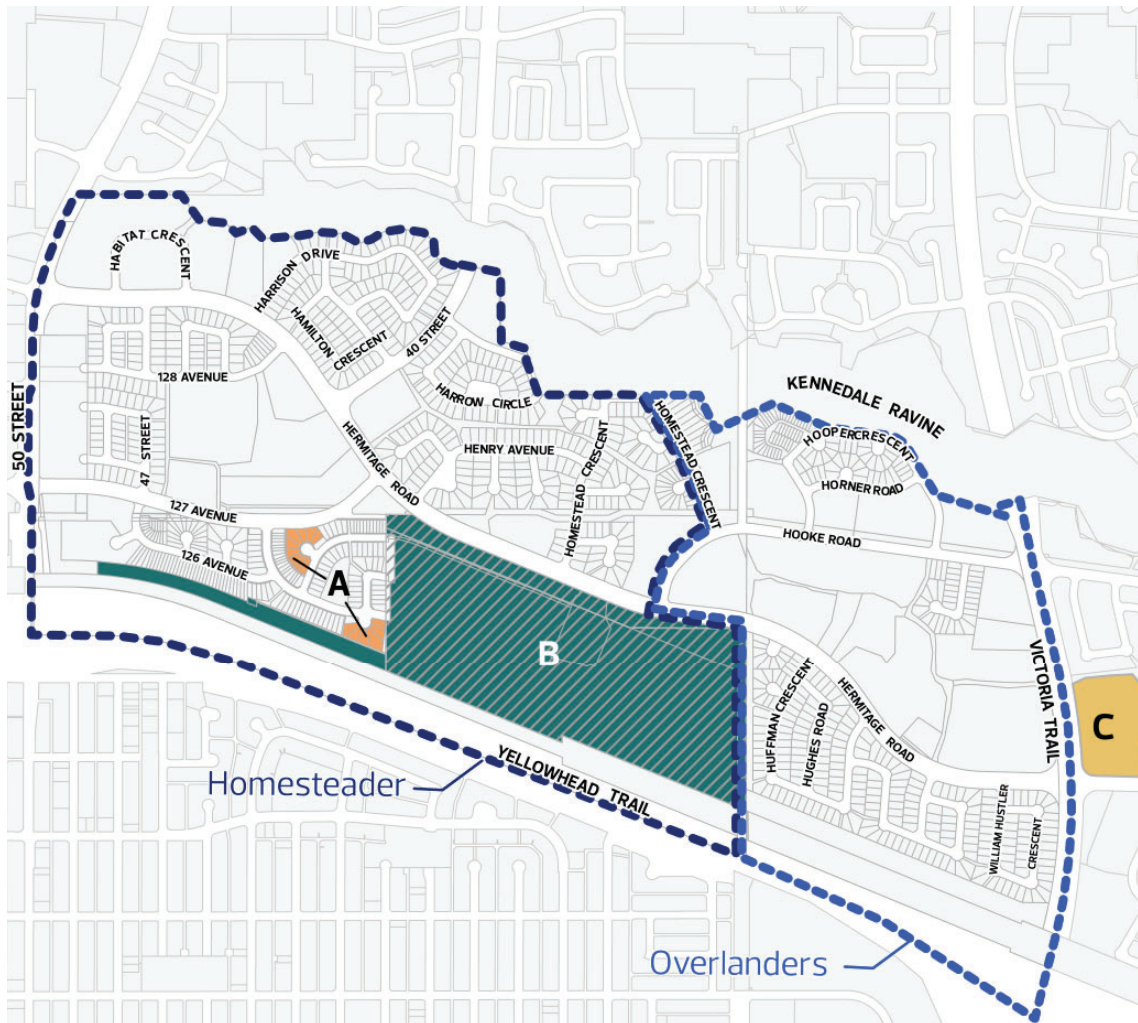
## Public and Private Land

This map shows the distribution of public and privately owned properties in the Overlanders and Homesteader neighbourhoods. This includes an overlay of public lands that have joint-use agreements.

### MAP LEGEND

-  Joint-Use Agreement
-  Former Domtar Site
-  Public Lands
-  Private Lands
-  Homesteader
-  Overlanders





Map of Rezoning Application Locations

## REZONING APPLICATIONS

Within the Homesteader neighbourhood, there are two rezoning applications currently active as of September 2022.

Application # 269519943-002 ("A" shown in orange on map), submitted in early 2018, is the rezoning of a small number of Residential Small Lot (RSL) parcels to Semi-Detached Residential (RF4) zoning. This application is not anticipated to have a significant bearing on this project.

Application # 432416671-003 ("B" shown in green on map), submitted in May 2022, is a large rezoning application for the remaining former Domtar site. The application includes AP, DC1, Public Utility (PU), RA7, RF4, RF5, RF6, RLD, RMD and RPL. This rezoning application may have a large bearing on the project, especially since the Developer has publicly indicated the intention to begin development of the site in 2023 if possible. Project implications may include:

- Depending on the review status of the rezoning application, the future of the development may be unknown for some time into the Neighbourhood Renewal timeline.
- The potential is that new neighbourhood construction may occur at the same time as Neighbourhood Renewal construction.
- Coordination of design elements, such as street lights, may integrate the new community with the established neighbourhood.



- Coordination of mobility network design (i.e. pathways and sidewalks) will be beneficial to the entire neighbourhood.

Just outside of the neighbourhood, there is a rezoning Application # 395518637-004 (“C” shown in yellow on preceding page’s map) for a neighbourhood commercial (CNC) parcel to be rezoned into DC2, which would allow for townhouse residential development, mid-rise residential housing, or stand-alone commercial development. This application is not anticipated to have a significant bearing on this project, though it may change the commercial offerings to Overlanders residents. The current sidewalk network connects to the parcel of land via the Hermitage Road and Victoria Trail intersection.

#### CONCURRENT CITY PROJECTS

- Yellowhead Trail: East Widening Project – The East Widening project upgraded Yellowhead Trail to six lanes, from 61 Street to the North Saskatchewan River. Construction is largely complete with minor work to be completed in 2022. There are no anticipated impacts of this project on the Neighbourhood Renewal project.
- The Community Parks Framework Project – The Community Parks Framework is a proposed new approach the City is considering developing, to increase equitable access to community park amenities, such as playgrounds, benches and picnic areas. The framework aims to ensure the City’s investment in the development and renewal

of amenities is providing the optimum long-term value through planning, operations and life cycle management. Approval of the Framework is anticipated and park improvements proposed as part of this project will seek to align with the Framework.

- River Valley Modernization Project – This project will renew the strategic planning for the River Valley and the processes and tools for evaluating and regulating development that is proposed within the system. It is currently in Phase 3 – Plan our Ribbon. If the Renewal Project ties into Kennedale Ravine, there may be opportunities for coordination.

#### FUTURE SENIORS HOUSING DEVELOPMENT

In the northwest corner of Overlanders Park, a 1.29 hectare parcel of land, currently occupied by a baseball diamond, has been earmarked for future redevelopment as senior’s housing. When the Overlanders community was initially developed, this site was placed under a joint-use agreement for a future junior high school, though it was never built. In 2009, the land was released back to the City for redevelopment. In 2013, the land title had its reserve dedication cancelled and the site was rezoned to low-rise apartment (RA7). In 2017, the City issued a “Pilot Invitation for Submissions” for the site. It is assumed that the site is still currently owned by the City, since the land title has not been updated since 2013. The status of the site is unknown so its potential bearing on this project is currently unknown.



Potential Corner Store Program Locations

### CORNER STORES PROGRAM OPPORTUNITIES

There are two neighbourhood commercial sites in Homesteader along Hermitage Road. These sites are potential candidates for the Corner Stores Program. Potential improvements may include:

- New or improved access for people who walk, roll or bike entering the commercial sites.
- New or improved access for people who walk, roll or bike through large parking lots to access stores.
- Increased landscaping and improved aesthetics for commercial properties close to major intersections and entrances into the neighbourhood.
- Improved pathway connections from the back of commercial properties into the community.
- Improved building aesthetics that are more appealing to the street front, especially at commercial sites where business frontage face inwards towards parking and the rear accesses are street-facing.
- The addition of seating areas and plazas to encourage people to spend time near businesses.

## 3.2 Commercial Nodes and Community Destinations

The following sections provide insight into commercial and community destinations residents may use.

### INTERNAL COMMERCIAL DESTINATIONS

There are three commercial areas in the Homesteader neighbourhood, though there are none located within Overlanders. There is a major commercial corridor that fronts 50 Street from 127 Avenue to Hermitage Road. The following bullets describe the developments and lettering corresponds to the map on the following page. This development includes (from south to north):

- A** A long strip mall complex (Hermitage Square) with over 20 businesses. A large parking area is located at the front of the site with businesses facing toward 50 Street. A single row of parking is provided at the back of the buildings.
- B** Two stand-alone fast-food sites (McDonald's and Arby's) with drive-through lanes.
- C** A four-storey mixed-use apartment building (Stella Place) with approximately five businesses on the ground floor. The building is L-shaped with parking right beside 50 Street.
- D** An L-shaped strip mall complex (Kennedale Shopping Mall) with approximately nine businesses. The businesses face inwards into an interior parking lot, with the rear accesses of the businesses facing 50 Street and Hermitage Road.

The other two Homesteader neighbourhood commercial areas are located along Hermitage Road:

- E** An L-shaped strip mall complex (Hermitage Road Shopping Centre) is located at Hermitage Road and 40 Street and has approximately 13 businesses. Most of the complex is single storey, though there is a portion of one building that is two-storey. A parking area is located near the intersection and the buildings face toward the roadways.
- F** A smaller strip mall building (Hermitage Plaza) is located at the intersection of 127 Avenue and Hermitage Road and has approximately seven businesses. The L-shaped building faces inwards into an interior parking lot, with the rear accesses of the businesses facing the roadways.

Within the neighbourhood commercial areas listed above, there are the following services available:

- Two public service destinations – a Service Canada outlet and a City of Edmonton office (Clareview Centre).
- Seven medical and paramedical centres.
- Three pharmacies.
- Five daycares.

A car dealership is located at 50 Street and 127 Avenue. It does not provide neighbourhood commercial services though it will be a commercial destination for the district.

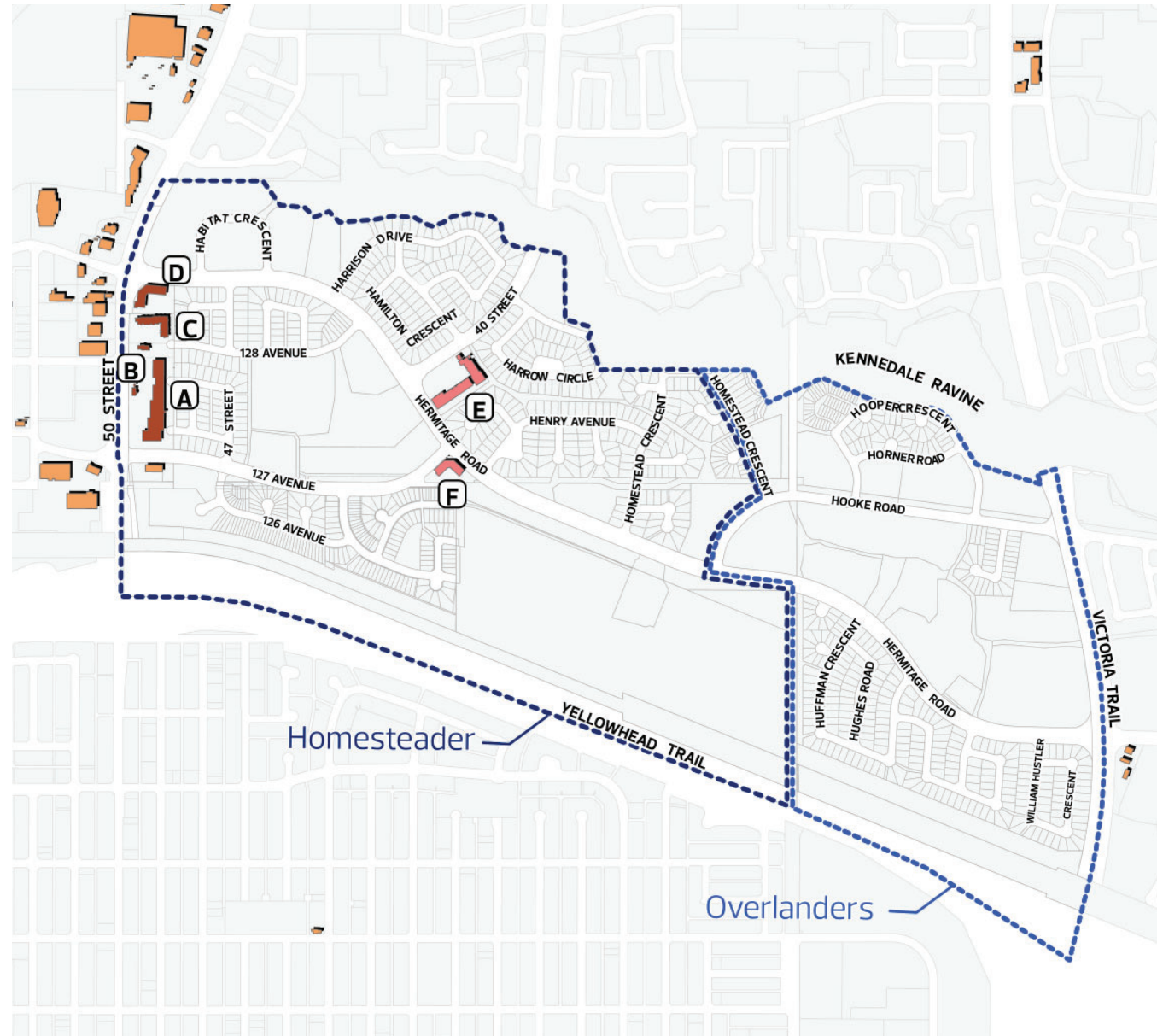
## Commercial Destinations

This map identified commercial properties in and adjacent to Overlanders and Homesteader. The letter labels on the maps correspond to the commercial site descriptions in Section 3.2 on the preceding page.

### MAP LEGEND

-  Homesteader
-  Overlanders
-  Arterial Commercial
-  Neighbourhood Commercial
-  Commercial - External

**A** Labels reference to site descriptions in Section 3.2 text.



### EXTERNAL COMMERCIAL DESTINATIONS

Most commercial destinations are located along 50 Street, including larger shopping complexes to the north. The larger shopping complexes contain big-box stores and retail chain businesses.

On the east side of the intersection of Hermitage Road and Victoria Trail, there is an existing commercial property with a gas station and Tim Hortons. A large parcel of land to the north of this site is currently undeveloped (former parkland) and zoned for neighbourhood convenience commercial (CNC). There is an active rezoning application (#395518637-004), which would redesignate it for Direct Control (DC2). The proposed DC2 zoning application states that the proposed zoning would allow for townhouse residential development, mid-rise residential housing and stand-alone commercial locations.



*Strip Mall at 40 Street and Hermitage Road*

The 118 Avenue business area is located south of the neighbourhood, separated by Yellowhead Trail. Access to this area would be via overpasses on 50 Street or Victoria Trail.

### INTERNAL RECREATION DESTINATIONS

There are two indoor recreational destinations in the community: the Homesteader Community League and the Edmonton Soccer Association East Centre. The Community League building is located at the centre of Homesteader Park and includes two outdoor hockey rinks. The soccer centre, which is a citywide recreation destination, is located at the southeast corner of Overlanders Park. Recreational destinations within the community are displayed on the Recreation Network map in Section 3.4 Open Space Network.



*Playground in Homesteader Park*

### EXTERNAL RECREATION DESTINATIONS

There are two recreation centres near the community including the large City-run Clareview Community Recreation Centre to the north and the smaller community-run Abbottsfield Recreation Centre, south of the Yellowhead.

To the east of Victoria Trail, Hermitage Park runs along the North Saskatchewan River and contains various outdoor recreation opportunities including a dog park, disc golf course, walking and biking pathways, and a stocked trout pond with a boat launch for fishing. Kennedale Ravine is often used as a recreational route for people to get to the North Saskatchewan River Valley and Hermitage Park.

There are also a series of smaller neighbourhood park sites within a five-minute walk of the neighbourhoods. These include Sifton Park and Belmont Park to the north, Canon Ridge Park to the east, and Bergman Park and Abbottsfield Park south of Yellowhead Trail. Recreational destinations external to the community are displayed on the Recreation Network map in Section 3.4 Open Space Network.

### INTERNAL COMMUNITY SERVICES DESTINATIONS

There are five childcare centres, a City of Edmonton Office and a Service Canada outlet located in the strip malls along 50 Street, 40 Street and 127 Avenue.

There are three elementary schools, Homesteader School, St Maria Goretti Catholic School and Overlanders School. Clareview Head Start is located beside Overlanders School on Hermitage Road.

Other than the Community League, are a few local community organizations that occasionally rent space within Homesteader's commercial areas to host meetings, but there aren't any community organizations that have permanent brick and mortar locations in the neighbourhoods. See Section 3.6 – Mobility Network – Walking and Rolling for walkability maps of community service locations.

### EXTERNAL COMMUNITY SERVICES DESTINATIONS

There are several schools in the neighbouring communities, though none of them are within a typical 5 minute walking distance of Overlanders or Homesteader. Since there are no junior high schools or high schools in the neighbourhood, students need to travel outside of their community once they are out of elementary school.

While there are no places of worship directly in the neighbourhoods, there are numerous churches, mosques and other places of worship in the neighbouring communities. See Section 3.6 – Mobility Network – Walking and Rolling for walkability maps of community service locations.

### 3.3 Built Form and Character Areas

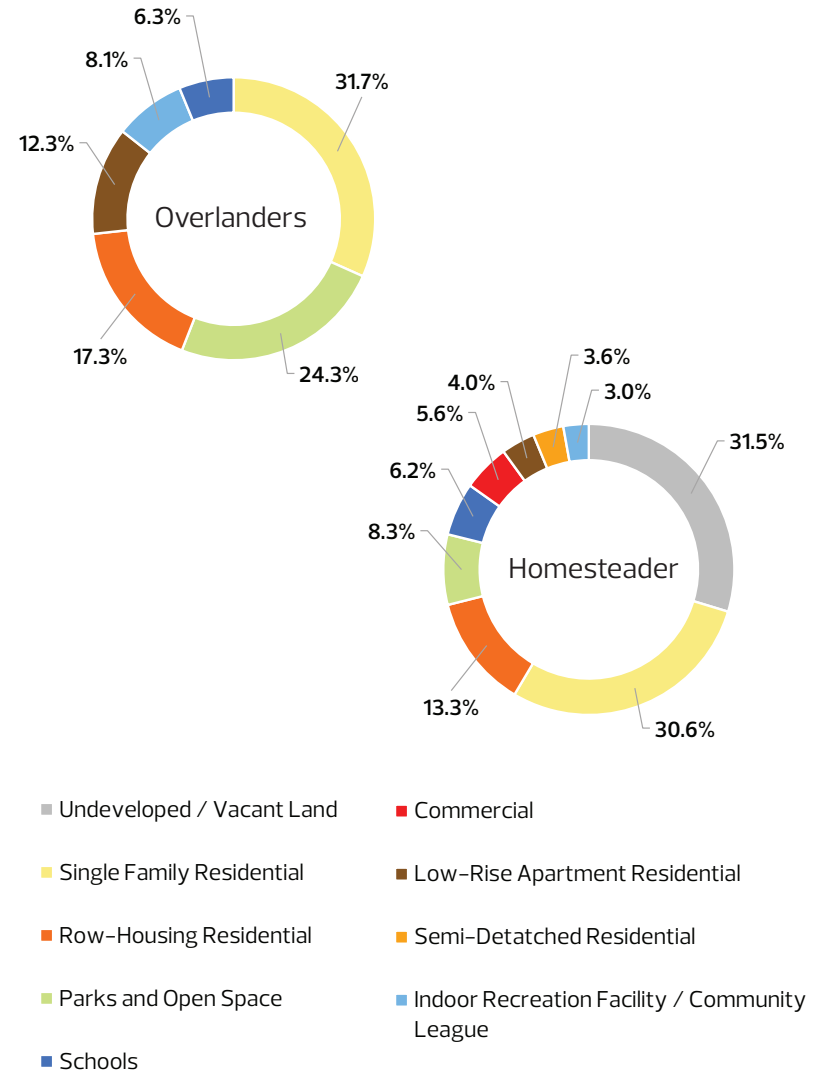
#### LAND USE MIX

Both Overlanders and Homesteader are mostly residential neighbourhoods with a range of different housing types. Additional land uses, such as neighbourhood commercial, schools and parks, support the residential character of the area. See figure on this page for the mix of land use categories Overlanders and Homesteader neighbourhoods.

#### LAND USE PATTERN

Local roads and residential land parcels are arranged in a loop and lollipop pattern, which was popular in the 1970s when the General Hermitage Outline Plan was created. There is also an extensive off-street pathway network, which runs through many of the residential areas in breezeways at the back of lots. As noted in the General Hermitage Outline Plan:

“Hermitage will feature Edmonton’s first comprehensive system of walkways, a network of pedestrian circulation focusing on centrally located community facilities and services...The walkway network is the dominant feature in the land use pattern. It will allow for the unimpeded flow of pedestrian traffic from every residential section of the Hermitage to all community facilities. These facilities, located along the central spine, will be equally accessible to all residents and their use will therefore be maximized.”



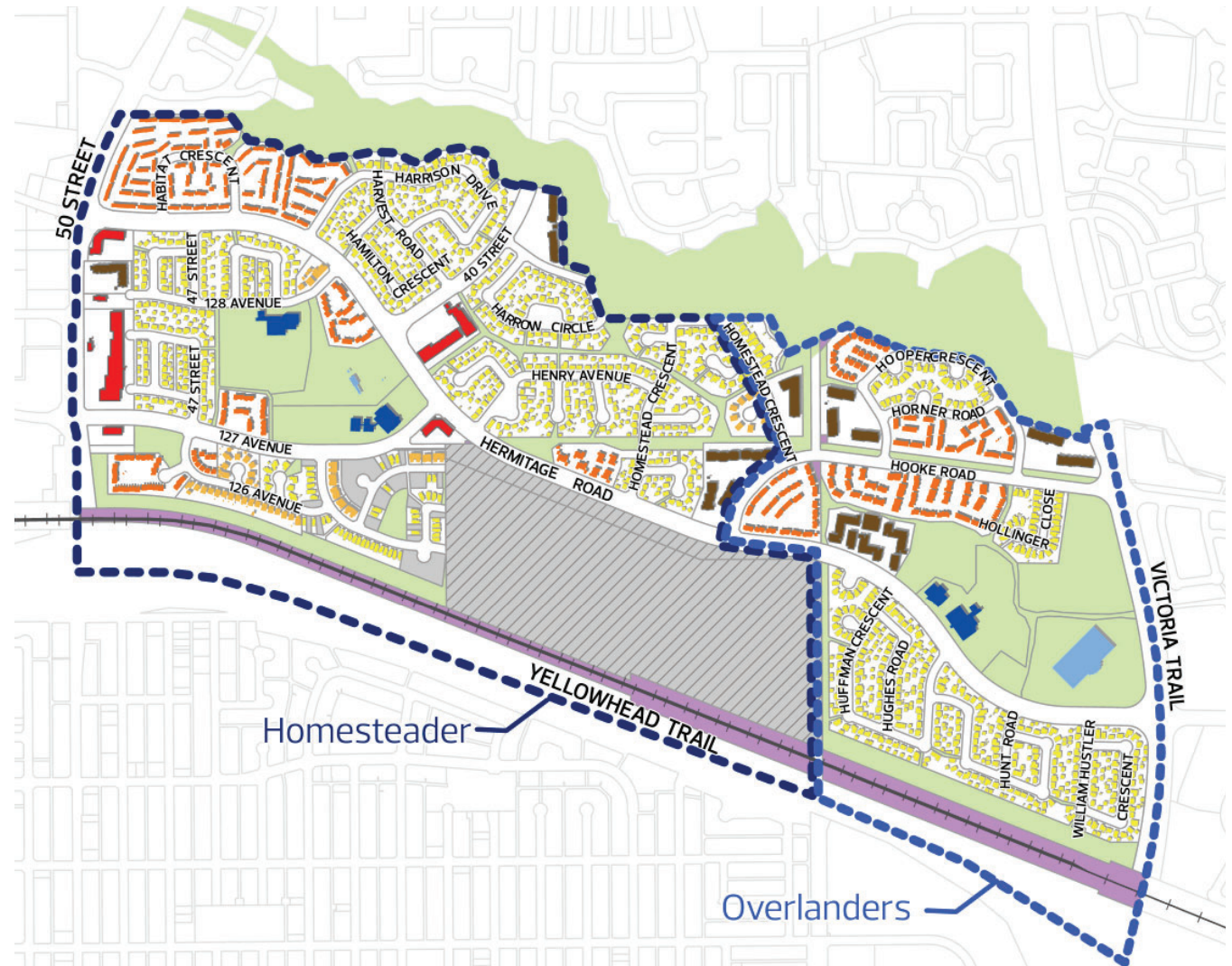
This chart shows the Distribution of Land-Use in the Overlanders and Homesteader Neighbourhoods. This does not include the land designated as Road Right-of-Way.

## Land-Use and Built Form

This map illustrates the land-use and built-form layout of the neighbourhood. The building footprints are colored according to their land-use.

### MAP LEGEND

-  Homesteader
-  Overlanders
-  Single Family Residential
-  Semi-Detached Residential
-  Row-Housing Residential
-  Low-Rise Apartment
-  Commercial
-  Indoor Recreation Facility / Community League
-  School
-  Parks and Open Spaces
-  Former Domtar Site
-  Undeveloped / Vacant Land
-  Utility Land / CN Land
-  CN Railway





Separated walkways along Hermitage Road, 127 Avenue, Hooke Road and 40 Street create the major walking network that works in tandem with the vehicle circulation network. This framework for people who walk / roll and people who drive forms the overall arrangement of neighbourhood land uses. Clustering of community services and multi-family housing along this walkway "spine" provides a greater share of the community with walkable access to services. Furthermore, the provision of a separate sidewalk on each side of these major roadways limits the number of crossings

required by people who walk and roll to move throughout the community.

Though the general intention was to focus on multi-family units closest to the sidewalk/pathway "spine," there are notable exceptions on the north side of the neighbourhood. Smaller, high density residential sites are also located along the edge of the Kennedale ravine to provide a greater number of people with access to the attractive natural space, though they have slightly longer routes to the major walking circulation network.

### BUILT FORM

The population density varies across the neighborhood and is largely related to the built form residential development. The areas with greatest density are in the northwest area of Homesteader and the northwest corner of Overlander. Understanding the population density of residential neighbourhoods is key to understanding where improvements, such as new walkways, are likely to impact the most people.

Low-density residential development includes single-family detached homes and duplex, triplex and fourplex semi-detached homes. Low density residential property accesses are from the street front with garages being either attached to the dwelling or detached and located towards the rear portion of the property. Just west of Homesteader Park, there is an area of single-family residential with rear detached garages accessed from alleys.



*Hooper Crescent, looking west towards Homesteader*

Medium-density multi-family residential takes the form of row-houses and low-rise apartments. Row houses are set back from roadways, with buildings organized along an internal driveway and parking lot network. Low-rise apartment parcels tend to have a small number of grouped buildings with surface parking lots on the interior or perimeter of property.

The commercial building form is predominantly single-floor strip malls with large surface parking lots. Descriptions of commercial properties noted in Section 3.2 – Commercial Nodes and Community Destinations.

Other building forms include one-storey school buildings, a small one-storey community league and a large two-storey recreational facility (the soccer centre).

### COMMUNITY CHARACTER

The wide grass medians, treed boulevards and separated sidewalks along the collector roadways provide a strong indication that the community is welcoming and attractive to people who walk. The prominent locations of the two neighbourhood park sites and schools reinforce the sense that the area is family-focused with a variety of recreational opportunities.

The short lengths of cul-de-sacs and crescents in single-family residential areas provide intimacy and encourage interaction with neighbours. The wider single-family lots with large front yards have allowed for an abundance of mature trees and vegetation.

The newly developed area of Homesteader (Verte Homesteader) located on the former Domtar lands has a distinctly different character than the more mature areas of the neighbourhood. These lots tend to be narrower with “snout houses” (garages attached at the front of the house). This form of development will limit the number of trees and vegetation in front yards. As the former Domtar site is developed and more of these house styles are built, the character shift will likely become more obvious.

The extensive pathway network that spiderwebs through the neighbourhoods provides connections for people who walk and roll away from roadways, linking residents with recreational and commercial developments. They also provide interesting, though often underutilized, small pockets of green space.



*Mature trees and landscaping on private properties*

The Kennedale Ravine just to the north of the neighbourhood and open space towards Hermitage Park and the North Saskatchewan River Valley is important to the general aesthetics and recreation-focused aspects of life within the community. Some residents have mentioned that they feel that the character of the ravine is currently threatened due to ongoing issues with encampments and other illicit activities.

The commercial areas are focused on providing local services and conveniences for residents. However, the buildings are set back from the street, are not always street facing and have substantial parking lots. These spaces feel disconnected from the overall sense of walkability within the neighbourhood.



*Inward facing commercial site at 127 Avenue and Hermitage Road*

## BUILT FORM ISSUES AND CONSTRAINTS

The following outlines some of the issues and constraints regarding the built form and neighbourhood layout:

- Most of the community was built decades ago, which has created a sense of community and character. Changes to the built form or land-use, including the redevelopment of the former Domtar site, may create a shift in the community character or a distinct difference between new and mature areas of the neighbourhood.
- The neighbourhood has a mix of different housing densities, which is positive. However, many of the multi-family residential sites are inward facing and do not feel connected to day-to-day activities on the streets.
- Many of the multi-family sites have internal sidewalk networks. Some of these connect to public sidewalks (i.e. on street boulevards or parks) and some do not. For the ones that connect, people walking, rolling or biking might not understand that they are entering private land. For ones that don't connect, residents in the multi-family homes may have challenges accessing the public sidewalk and pathway network.

## 3.4 Open Space Network

### PARKS

Homesteader Park is the large recreational open space hub of the Homesteader Neighbourhood. The site contains two elementary schools, a community league building, two outdoor rinks, three soccer fields, three baseball diamonds and three playgrounds. A large portion of the passive space within the park is bookable for events and contains amenities, such as benches and garbage cans.

There are two small pocket park parcels in the southern part of Homesteader. One is undeveloped and the other is a tot-lot developed as part of the Verte Homesteader development project.



Homesteader Park and  
Community League

Overlanders Park is the recreational hub of the Overlanders Neighbourhood. The site contains an elementary school, a head start learning program centre, an indoor soccer centre, four soccer fields, three baseball diamonds and one playground. A large portion of the passive space within the park is bookable for events and contains amenities, such as benches and garbage cans.

### PATHWAY CORRIDORS

Pathway corridors, which are narrow linear strips of land typically used for pathways and/or emergency access, are provided throughout the neighbourhoods and serve as vital connections for people who walk and roll. Most of these are developed with pathways, though there are a few that remain undeveloped.

Pathway corridors provide additional opportunities to connect open spaces to the public sidewalk and pathways network. Existing pathway corridors include connections along Homesteader Park and through Overlanders Park, as well as a pathway "spine" between houses.

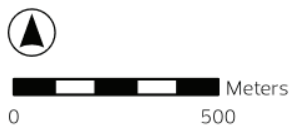
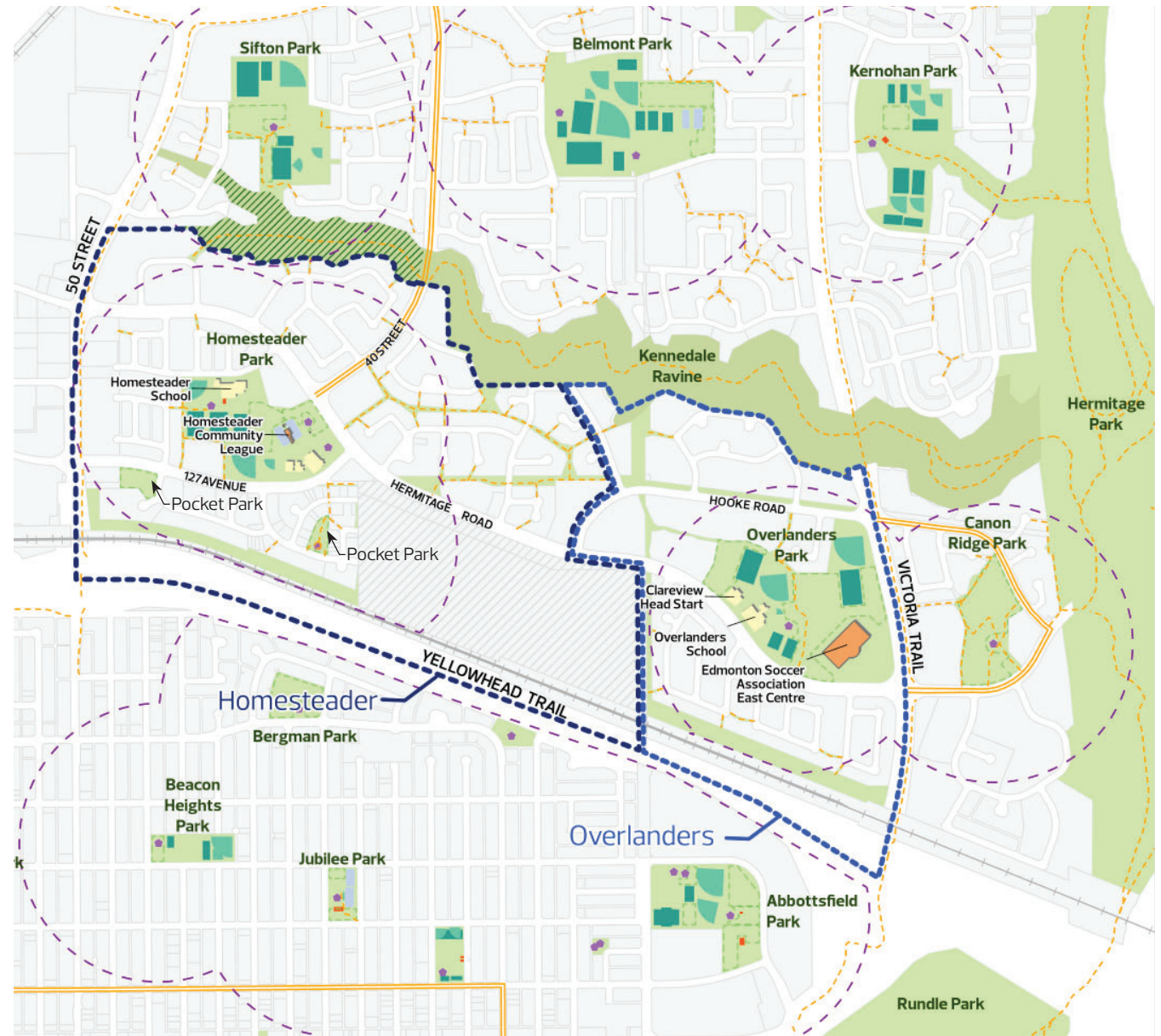
There is a long narrow parcel of land at the southern boundary of both Overlanders and Homesteader, which is known locally as "the Greenbelt". Until recently, this space was used casually by residents for walking, dog walking and playing. The space has been fenced and unused due to ongoing issues with the former Domtar site for about four years.

## Recreation Network

This map shows the layout of parks and open space sites in and adjacent to the Overlanders and Homesteader neighbourhoods. The 400m radius (dashed purple lines) indicated an approximately five-minute walking distance to playgrounds and neighbourhood parks. Actual walking and rolling times may vary.

### MAP LEGEND

- - - Off-Street Bike Route
- Painted Bike Lane
- Playgrounds
- Kennedale Ravine
- Open Space
- Off-Leash Area
- Bookable Open Space
- Soccer / Combo Field
- Baseball Diamond
- Outdoor Rinks and Ice
- Outdoor Courts
- Community League
- School
- Indoor Recreation Facility / Community League
- Former Domtar Site
- Five Minute Walk to Playgrounds
- Homesteader
- Overlanders



Missing links in the existing developed pathway corridor network include the Greenbelt and connections to the Greenbelt, and improving connections through Homesteader Park and Overlanders Park.

The pathway network connects into the Kennedale Ravine trail system which links up to Hermitage Park, Rundle Park and the rest of the River Valley trails and open space system. Formalized pathway connections into the Kennedale Ravine are located at Habitat Crescent, 40 Street and Victoria Trail. There is a steep informal trail connection into the ravine in the unused road right of way between Hooper Crescent and Homesteader Crescent; however, this connection is not part of the formalized pathway network.



*Kennedale Ravine, looking east towards 40 Street*

## KENNEDALE RAVINE

Kennedale Ravine is located just outside of the northern neighbourhood boundary and is an important part of the open space network. The area includes natural landscape vegetation to the east and transitions into naturalized and maintained vegetation to the west.

The portion of the ravine located to the west of 40 Street is a designated off-leash dog area. Some residents refer to the area as Sifton Park off-leash area, though the City officially calls it the Kennedale Ravine off-leash area.

The ravine includes an important shared pathway route to Hermitage Park and the North Saskatchewan River Valley. Accesses into the ravine are from Habitat Crescent, 40 Street and Victoria Trail. There are also informal trails worn through the grass indicating access points into the ravine, but the slopes are rather steep.

## PARKS WITHIN WALKING DISTANCE

There are four parks within a 400 m straight line radius (this radius is used to approximate a typical 5 minute walking distance) of the neighbourhood boundaries: Sifton Park, Canon Ridge Park, Bergman Park and Abbottsfield Park. However, it is important to note that the last two parks are located on the other side of Yellowhead Trail, so they are unlikely to be used often by residents in this neighbourhood. Sifton Park and Canon Ridge Park amenities include four sports fields, three baseball diamonds, two playgrounds and bookable open space areas.

## ECOLOGICAL NETWORK

The Environmental Sensitivity Project was initiated in 2015 and was designed to identify areas of significant ecological value (assets), threats to those valued resources and physical and cultural constraints to development. The resulting maps ranked those sensitivities and development constraints to identify areas that should be considered for protection, conservation or restoration, and zones in which development poses a low risk to the ecological network. This information was used along with a desktop study of the urban tree canopy to create a high-level framework for understanding potential ecologically sensitive areas within the neighbourhoods.

Areas of the Kennedale Ravine are considered to be of “extremely high” and “very high” environmental sensitivity compared to the developed areas of the neighbourhoods which are much lower in ranking. Though the developed areas are of less ecological value, it is important to recognize that areas at the top of the ravine bank and any future connections into the ravine will require careful consideration for potential environmental impacts.















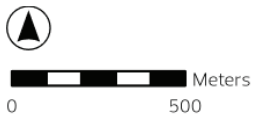
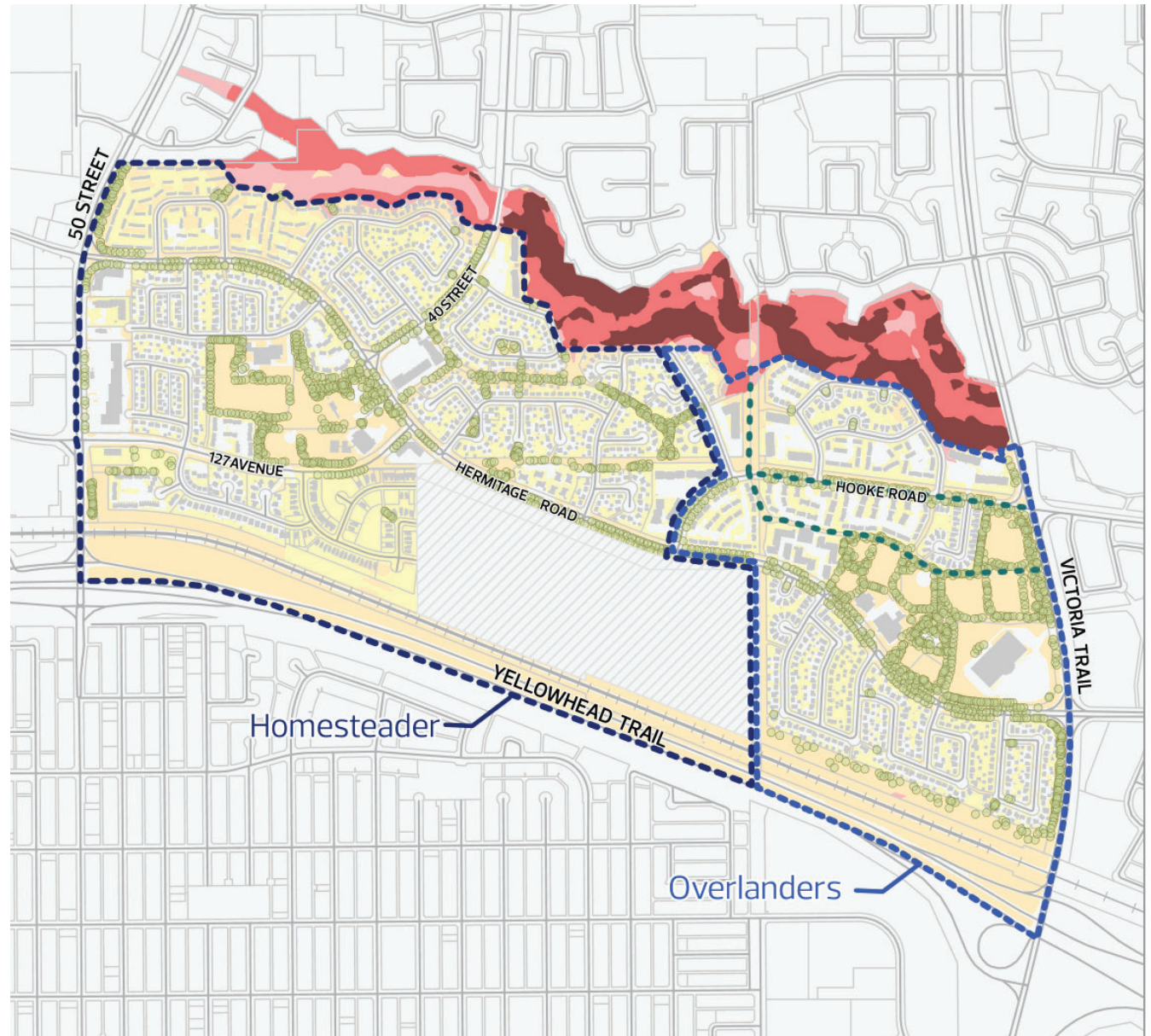
*Forested Areas in Kennedale Ravine with Extremely High Environmental Sensitivity*

## Ecological Network

This map shows a high-level ecological network analysis based on the City of Edmonton Environmental Sensitivity Project (2015).

### MAP LEGEND

-  Public Trees
-  Habitat Greenway (Northeast District Plan)
-  Low Environmental Value
-  Moderate Environmental Value
-  High Environmental Value
-  Very High Environmental Value
-  Extremely High Environmental Value
-  Developed Areas
-  Former Domtar Site
-  CN Railway
-  Homesteader
-  Overlanders





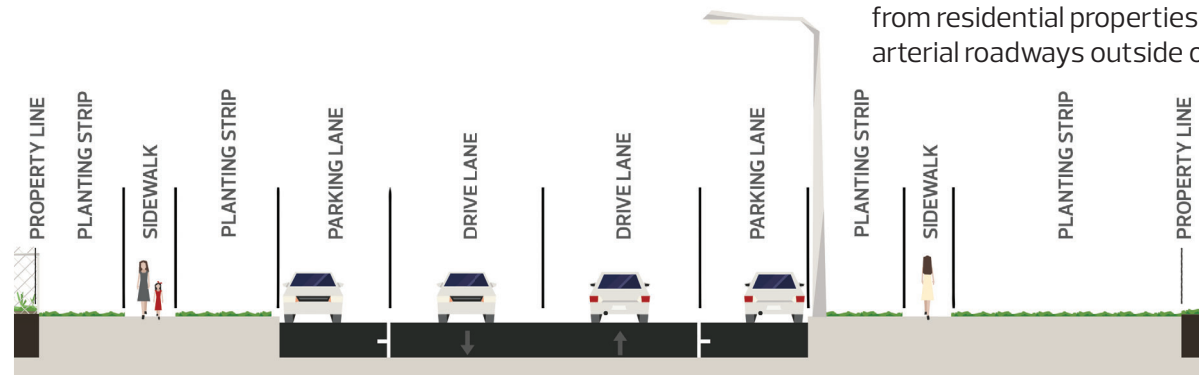
### 3.5 Complete Streets Analysis

The City of Edmonton uses the Complete Streets Design and Construction Standards (CSDCS) to govern roadway design. The Complete Streets approach provides direction for designing streets that reflect the surrounding context, land use and users. Complete Streets are designed to be safe, comfortable, attractive and welcoming to people of all ages and abilities. Neighbourhood Renewal projects apply a Complete Streets lens to neighbourhood analysis to identify opportunities to achieve these City goals.

#### COLLECTOR ROADS

There are two collector roads in the scope of the Neighbourhood Renewal project: 127 Avenue and Hooke Road. Hermitage Road, 40 Street and the collector road portion of 45 Street/126 Avenue (from 127 Avenue to the former Domtar site) are not within the scope of the project.

- 127 Avenue:
  - The right-of-way is 33.5 m wide.
  - The roadway is 16 m wide with two traffic lanes and parking lanes on either side.
  - 1.5 m wide separated sidewalks with 3 m wide grass boulevards. Only a short 120 m section of the boulevard has street trees.
  - No amenities for people walking or rolling are provided along the sidewalks.
  - No residential buildings front the roadway. All flanking properties are multifamily sites or back-facing single-family residential parcels.
  - Homesteader Park fronts onto a portion of the roadway.
  - This roadway provides an important direct connection from residential properties to commercial sites and arterial roadways outside of the community.



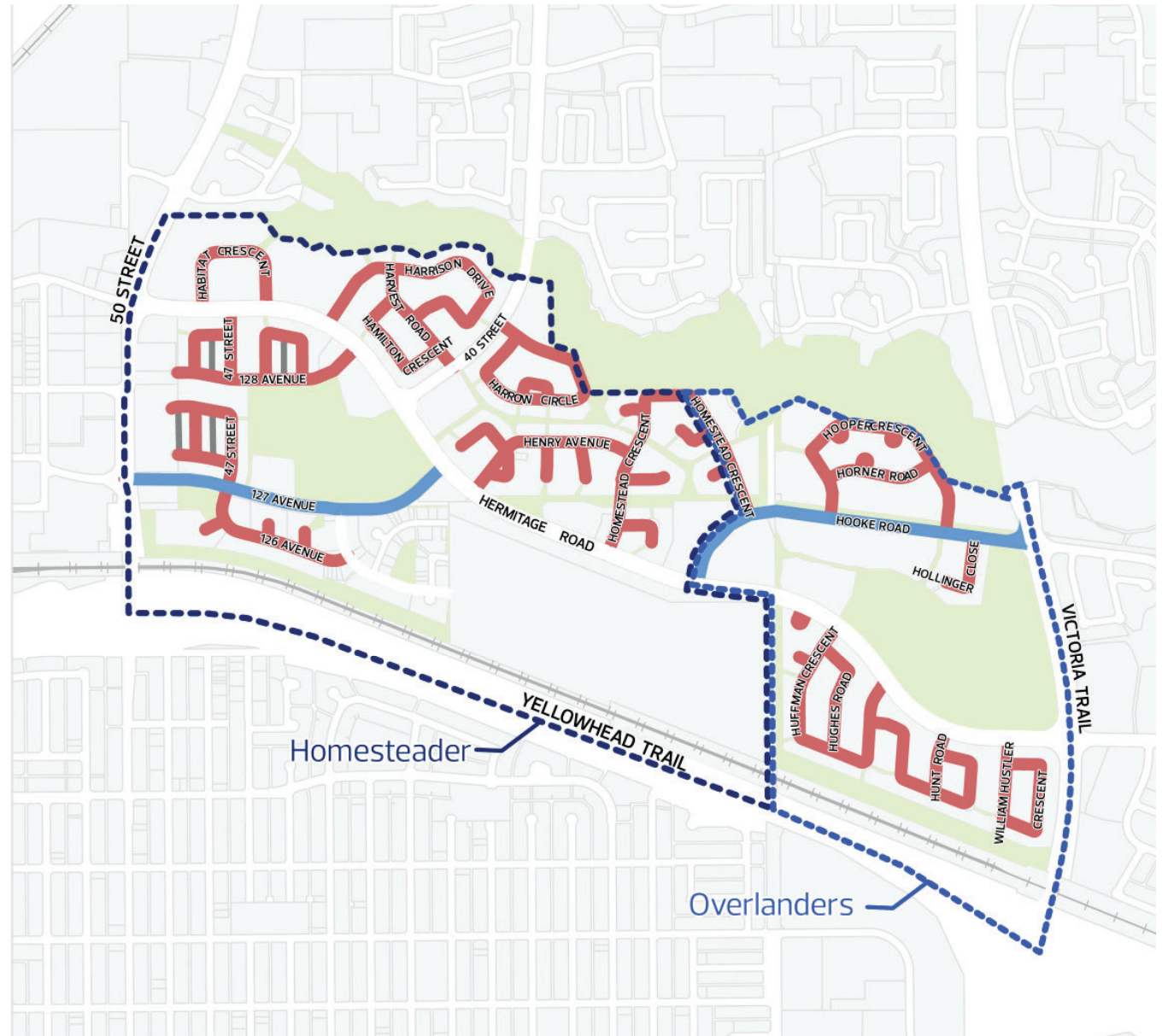
Typical cross-section of 127 Avenue (Collector Road) in Homesteader.

## Complete Streets Map

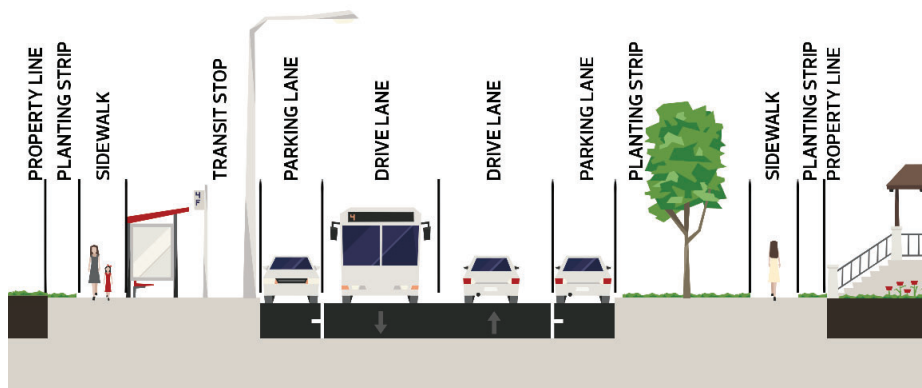
This map identifies the local and collector roads in the Neighbourhood Renewal project.

### MAP LEGEND

-  Homesteader
-  Overlanders
-  Collector Road
-  Local Road
-  Alley - Out of Scope
-  CN Railway
-  Open Spaces



- Hooke Road:
  - The right-of-way is 24.4 m wide.
  - The roadway is 11.6 m wide with two traffic lanes and parking lanes on either side.
  - 1.5 m wide separated sidewalks with 4 m wide grass boulevards. Most boulevards have street trees.
  - No amenities for people walking or rolling are provided along the sidewalks.
  - Bus stops are located within the roadway area.
  - Only three single-family residential properties with access driveways front the roadway. All other flanking properties are multifamily sites.

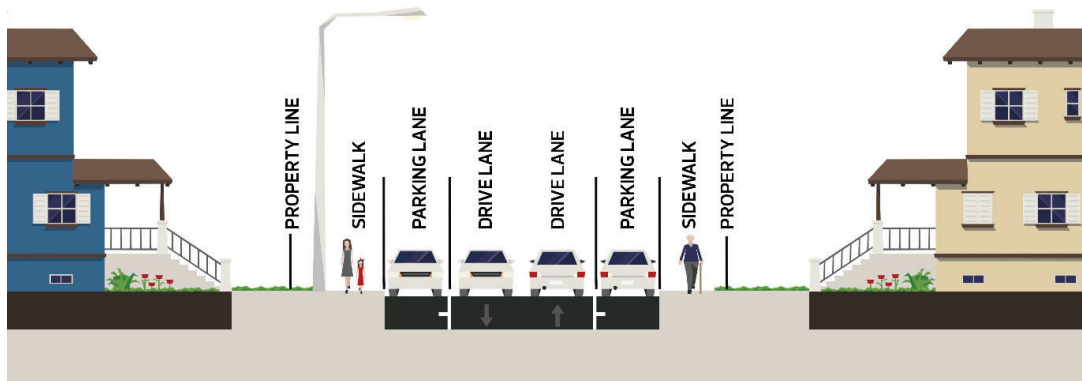


Typical cross-section of Hooke Road (Collector Road) in Overlanders. See following page for description

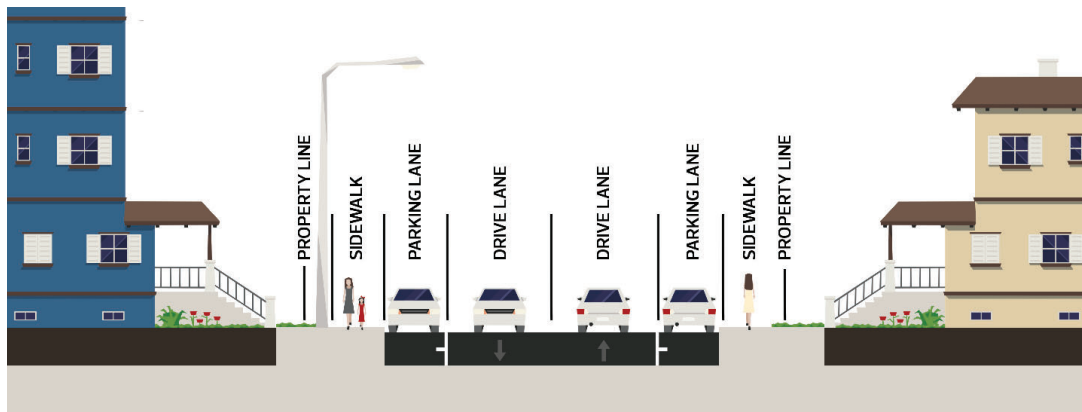
- A long, narrow, bermed strip of open space, that is used as an underground electrical and gas right-of-way, is located along an approximately 600 m stretch of roadway, making the right-of-way feel more spacious.
- A small section of Overlanders Park fronts the roadway. This parcel is dedicated as future land for a seniors housing complex.
- This roadway provides an important direct connection from residential properties to commercial sites and arterial roadways outside of the community.



Aerial view of Hooke Road,



Typical cross-section of local roads that are 9.2m wide in Overlanders and Homesteader.



Typical cross-section of local roads that are 11.6m wide in Overlanders and Homesteader.

## LOCAL ROADS

Local Roads are relatively consistent in their design and intent. The typical design parameters for local roads are:

- Typical right-of-way is 18.3 m wide (exception: Hollinger Close is the only area with 17 m ROW).
- Larger local roads are typically 11.6 m wide (range from 11.2 – 12 m) with two traffic lanes and parking lanes on either side.
- Smaller local roads are typically 9.2 m wide (range from 9.1 – 9.5 m) with parking allowed on either side and a wide lane for two-way traffic to share.
- 1.2 – 1.5 m wide sidewalks exist along local roads and are not separated from the curb. Not all local roads have sidewalks on both sides. Some only have a sidewalk on one side of the road and some cul-de-sacs do not have a sidewalk at all.
- No amenities for people walking or rolling are provided along the sidewalks.
- No bus stops are located within the roadway area.
- Single-family homes face the roadway. Multifamily developments have buildings that face the roadway and also face interior parking areas.
- Pathways tie into several of the local road sidewalks.

An exception to the typical design parameters exists for the local roads in the Verte Homesteader development (west side of the former Domtar site). This area was built more recently and follows newer design standards, including narrower roadways and wider sidewalks.

### ALLEYS

Alleys are not in the scope of the Neighbourhood Renewal project. This information is provided for additional context information.

There are four short alleys in the residential area between Homesteader Park and the commercial area along 50 Street. The alleys do not provide any convenient connections for active modes. They were previously reconstructed as part of the City of Edmonton Alley Renewal Program and are not included in the project scope.

- Right-of-way is 6 m wide.
- Alleys are paved with asphalt.
- Most, but not all, of the alleys have residential detached garages fronting onto them.

### EXISTING MODAL (MOVEMENT TYPE) PRIORITIES AND USER EXPERIENCE

The Complete Streets Design and Construction Standards outlines five different modes of movement for which priorities should be established: people on bikes, walking or rolling, taking transit, driving an automobile and moving goods and services.

The existing design and dimensions of pathways, sidewalks and roadways, and relationship to other roadways and transit routes in the neighbourhood, were used to determine the existing modal priorities for the collector and local roads. The relationship of commercial buildings to major external roadways were used to understand potential routes for moving goods and services.

#### MODAL PRIORITY CATEGORIES



**PEOPLE WALKING OR ROLLING**



**PEOPLE ON BIKES**



**PEOPLE DRIVING AN AUTOMOBILE**



**PEOPLE TAKING TRANSIT**



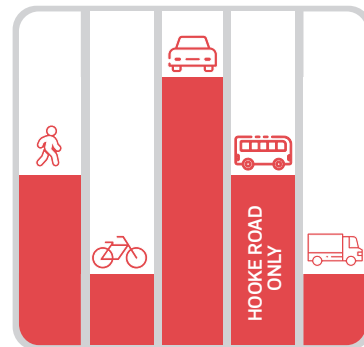
**PEOPLE MOVING GOODS AND SERVICES**

### COLLECTOR ROAD MODAL PRIORITIES

Hooke Road and 127 Avenue (collector roads), based on their current design, have the following modal priorities:

- Driving an automobile – High Priority
- Taking Transit – Moderate Priority (Hooke Road only)
- Moving goods and services – Low Priority
- Walking and Rolling – Moderate Priority
- Riding a Bike – Low Priority

#### HOOKE ROAD AND 127 AVENUE CURRENT MODAL PRIORITIES



The rationale for this modal priority classification includes:

- The roadway is rather wide with no design elements that promote traffic calming or slow driving. Except for transit stops, parking is permitted on both sides of the roadway, which increases the emphasis on automobiles.
- Though transit stops are located along Hooke Road, walking, rolling and biking connections to these stops are not ideal. There are few locations where marked crosswalks are provided near transit stops. This makes transit access challenging and promotes jaywalking across a wide roadway.
- Walking is a moderate priority based on the positive experience of sidewalks that are separated from the road by grass boulevards. However, a lack of convenient and well-marked crosswalks reduces the walking and rolling priority. Sidewalks are also too narrow for two people rolling to comfortably pass each other.
- Riding a bike is not well accommodated on these roadways. Narrow sidewalks are not designated as shared pathways. Bikes are supposed to share the roadway with vehicles. This can be a negative experience for less confident users, especially with noted instances of speeding along collector roads. Cars parked along the sides of the roadway force bikes further away from the curb and can create potential conflicts with car door swings. Transit buses also make frequent stops, so the experience of biking on these roadways is unlikely to be positive.

Based on the current land use of the neighbourhoods and adjacency to community destinations, the following shift in modal priorities may provide benefit to users of Hooke Road and 127 Avenue:

- Walking and Rolling – High Priority
- Taking Transit – High Priority (Hooke Road only)
- Riding a Bike – High Priority
- Driving an automobile – Moderate Priority
- Moving goods and services – Low Priority



**HOOKE ROAD AND 127 AVENUE  
PROPOSED MODAL PRIORITIES**

The rationale for this modal priority shift includes:

- Collector roads are an important part of the community's sidewalk and pathway network. They also link together important destinations, such as parks, schools and commercial areas. Without these collector road walkways, people who walk, roll and bike would have difficulty moving through the community easily and efficiently.
- Hooke Road provides the local transit route for the community. As a result, not only does transit need to be prioritized, access to transit by people who walk, roll and bike needs to be prioritized.
- Currently, these collector road cross sections are wide because they have both travel lanes and parking lanes. This visual width does not encourage vehicles to slow down. This is especially challenging on 127 Avenue since it also has a school zone. Reducing the priority of vehicles in the design of the roadway improves non-vehicle movement and encourages slower vehicle speeds.

The opportunities to upgrade the collector roads to support the preferred modal priority include:

- Upgrade sidewalk infrastructure so that walking, rolling and biking can be more safely accommodated.
- Provide crosswalks with a direct connection to all transit stop locations.
- Provide crosswalks on both sides of each intersection, not just on one side, to improve user convenience.
- Reduce crossing distances and improve sightlines at crossing locations.
- Consider a wide range of traffic calming measures (i.e. roundabouts, landscaping, mid-block crossings, curb extensions, raised elements) to reduce speeding.
- Provide amenities that support people walking, rolling and biking, such as benches and garbage/recycling bins at convenient locations.
- Add street trees, if possible, in grass boulevards to improve the experience and safety of people walking, rolling and biking.



*View of 127 Avenue*



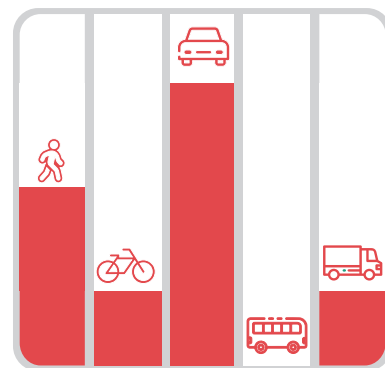
*View of Hooke Road*



### LOCAL ROAD MODAL PRIORITIES

Local roads, based on their current design, have the following modal priorities:

- Driving an automobile – High Priority
- Walking and Rolling – Moderate Priority (most local roads) and Low Priority (some local roads and many cul-de-sacs)
- Riding a Bike – Low Priority
- Moving goods and services – Low Priority
- Taking Transit – No Priority (no transit route)



**LOCAL ROADS  
CURRENT MODAL PRIORITIES**

The rationale for this modal priority classification includes:

- The roadway and parking lanes take up the majority of the road right-of-way.
- Wide roads with gradual curves and no traffic calming measures encourage speeding.
- Some local roads and many cul-de-sacs are missing sidewalks on one or both sides, forcing people to cross or use the roadway for access.
- Sidewalks are narrow and not separated from the curb by boulevards, which places users closer to traffic and reduces user experience.
- Crosswalks are not marked on local roads and vehicles parked too close to intersections reduce sightlines for people crossing.
- Not all sidewalk corners have curb ramps (drops in the curb at crosswalks) which limits accessibility for people walking and rolling.
- People who bike are expected to share the roadway with vehicles as there are no designated bike facilities. This creates a negative experience for those who may not feel comfortable biking alongside vehicles. The lack of snow clearing in the winter also limits the ability for people to bike on local roads in all seasons.

Based on the current land use of the neighbourhoods and adjacency to community destinations, the following shift in modal priorities may provide benefit to users of local roads:

- Walking and Rolling – High Priority
- Driving an automobile – Moderate Priority
- Riding a Bike – Moderate Priority
- Moving goods and services – Low Priority
- Taking Transit – No Priority (no transit route)



**LOCAL ROAD  
PROPOSED MODAL PRIORITIES**

The rationale for this modal priority shift includes:

- Local roads are important to the movement of people in residential areas and connect to the off-street pathway system. They also link together important destinations, such as parks, schools and commercial areas.
- Though there are no transit routes on local roads, local road sidewalks provide important connections to the transit network.
- Local road sidewalks allow for barrier-free access to residential properties and are important for community inclusion and aging-in-place. They are the primary route between houses and on-street parking.
- Local roadways are often shared by people in vehicles and people who bike. Both types of movement need to be equally prioritized and balanced.

The opportunities to upgrade the local roads to the preferred modal priority include:

- Identify key walking and biking routes and prioritize those for improvements.
- Review current traffic amounts and collision data on key local roads that may also have collector road functions. Consider a wide range of traffic-calming measures (i.e. landscaping, mid-block crossings, curb extensions, raised elements, narrowing wide roads) to reduce speeding and improve sightlines for people crossing.
- Upgrade the width of the sidewalks, wherever sidewalks are below the minimum Complete Streets Design and Construction Standards width.
- Identify locations for crosswalk improvements to improve connectivity, reduce crossing distances and improve sightlines.
- Though transit is not listed as a modal priority (local roads do not have transit stops), walking and rolling routes to transit stops should be identified as potential improvement opportunities. These sidewalks and pathways increase ease of access to the transit network.



*Local road with extensive repairs and patching.*





















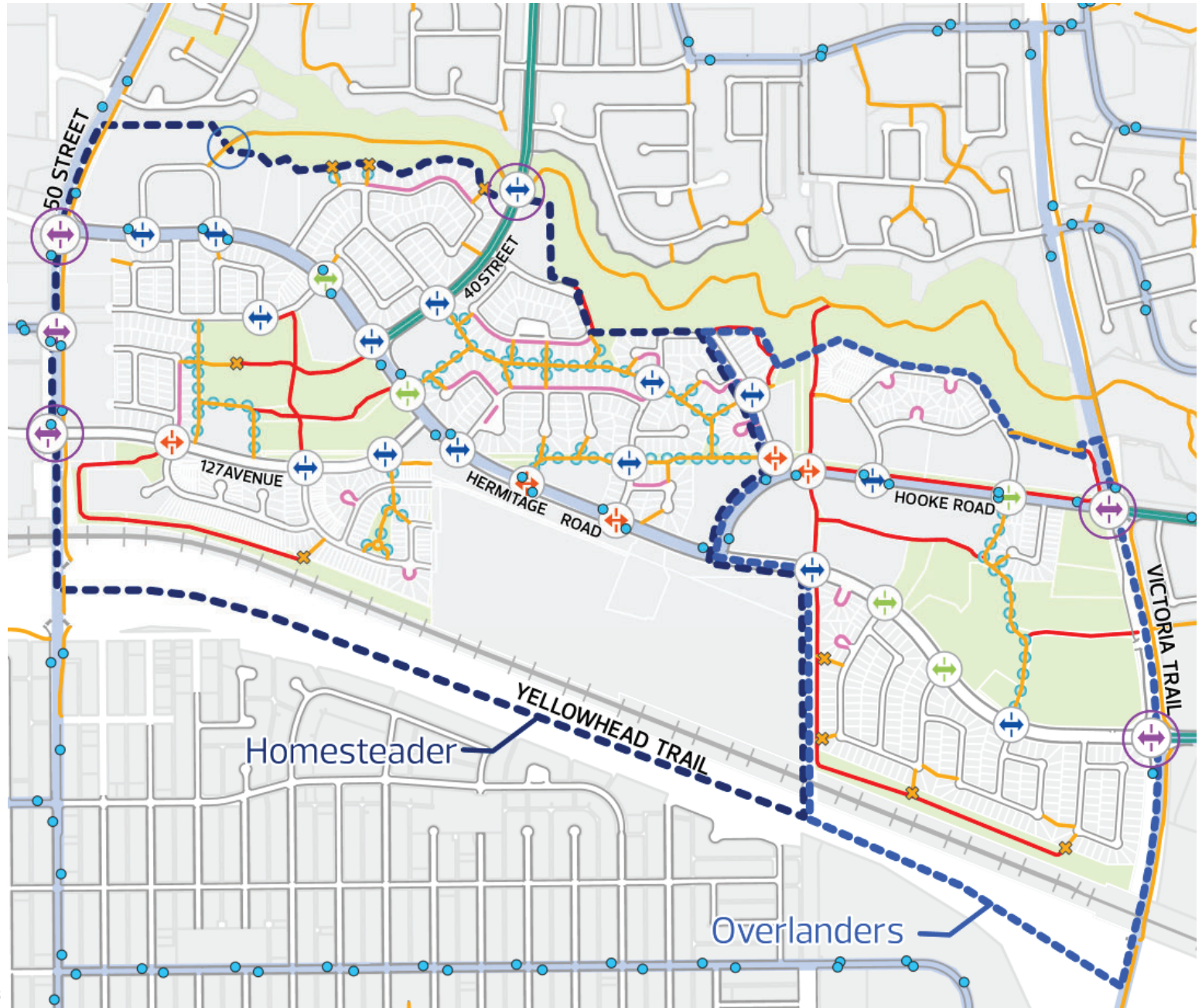
*Local road cul-de-sac without sidewalks.*

## Multimodal Network

This map shows the network of different types of movement available in the neighbourhoods. The multimodal network includes, walking and rolling, biking, taking transit, and driving.

### MAP LEGEND

-  Existing Sidewalk
-  Potential Missing Sidewalk
-  Potential Missing Off-Street Pathway
-  Off-Street Pathway
-  Painted Bike Lane
-  Trail Light
-  Existing Painted Crosswalk
-  Existing Signalized Crosswalk
-  Possible Future Crosswalk
-  Existing Traffic Light with Crosswalks
-  Transit Stop
-  Transit Local Route
-  Parks and Open Spaces
-  Homesteader
-  Overlanders
-  Dead-end Sidewalk or Trail
-  Major Neighbourhood Entrance
-  Non-Vehicular Entrance



### 3.6 Mobility Network – Walking and Rolling

The following sections provide a walkability analysis of the neighbourhoods. Walkability is defined as the ability for people who walk or roll to move through the neighbourhood safely, efficiently and enjoyably for recreation and to access services, transit or destinations.

#### WALKABILITY ANALYSIS

Overall, both neighbourhoods are well connected with sidewalks and pathways. The “loop and lollipop” arrangement of roadways (compared to a traditional grid layout of roads) does increase the amount of walking distance and time that people may need to reach destinations. This can be especially challenging for people who may find longer walks difficult or too demanding. However, the neighbourhood has an extensive off-street pathway network which provides “short cuts” in many areas to improve walkability in the community. This off-street network helps with connections where the on-street network is lacking, and in many cases provides more direct connections to neighbourhood destinations. Most residents can select a range of different route options to get to destinations, including numerous off-street pathways or sidewalks that are separated from the roadway by a landscaped boulevard. Most of the off-street pathway network includes pathway lighting, though some people have personal safety concerns using routes less visible from roadways.

Despite the various route options, there are still notable missing connections. In some locations, there are informal pathways worn through the grass through parks and open spaces. These may be preferred by some residents because they reduce walking distances. There are also locations throughout the neighbourhoods that only have sidewalks on one side of the roadway (mostly local roads and cul-de-sacs). This forces residents that do not have a front sidewalk to cross or walk along the roadway to access the sidewalk and pathway network.

The walkability analysis looked specifically at three types of internal and external destinations: commercial destinations, community service destinations, and recreational destinations.

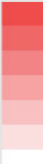









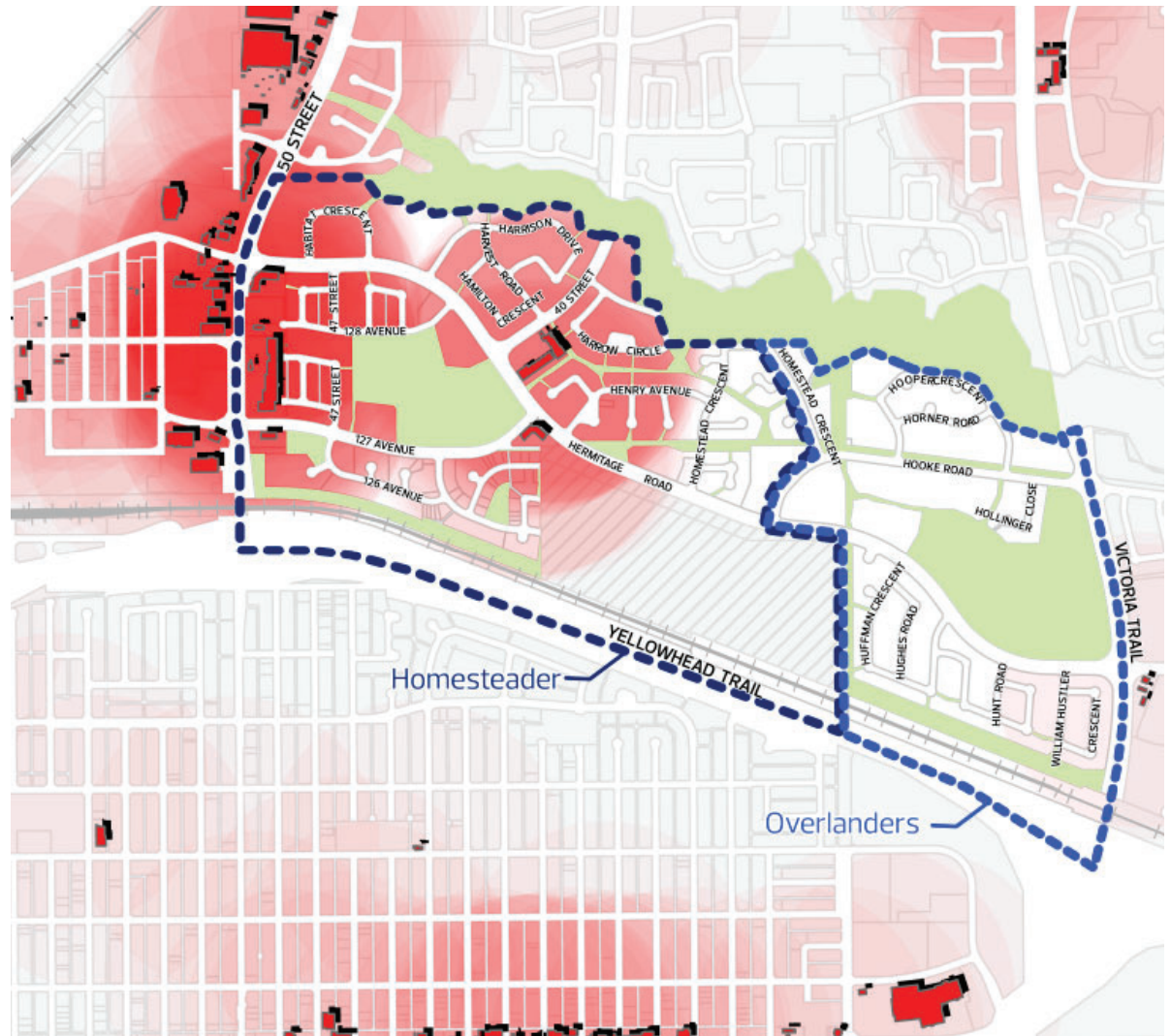
*Off-street pathway through Overlanders Park.*

## Walking/Rolling Access to Neighbourhood Businesses

This is a high-level walkability analysis and uses a 400m straight line radius (approximates a 5 minute walk) to show the number of commercial business options residents have within an approximately five-minute walking distance. Actual walking and rolling times may vary.

### MAP LEGEND














-  Most Neighbourhood Commercial Options
- ↓
-  Least Neighbourhood Commercial Options
-  Commercial Options
  
-  Commercial
-  Parks and Open Spaces
-  Former Domtar Site
-  Homesteader
-  Overlanders

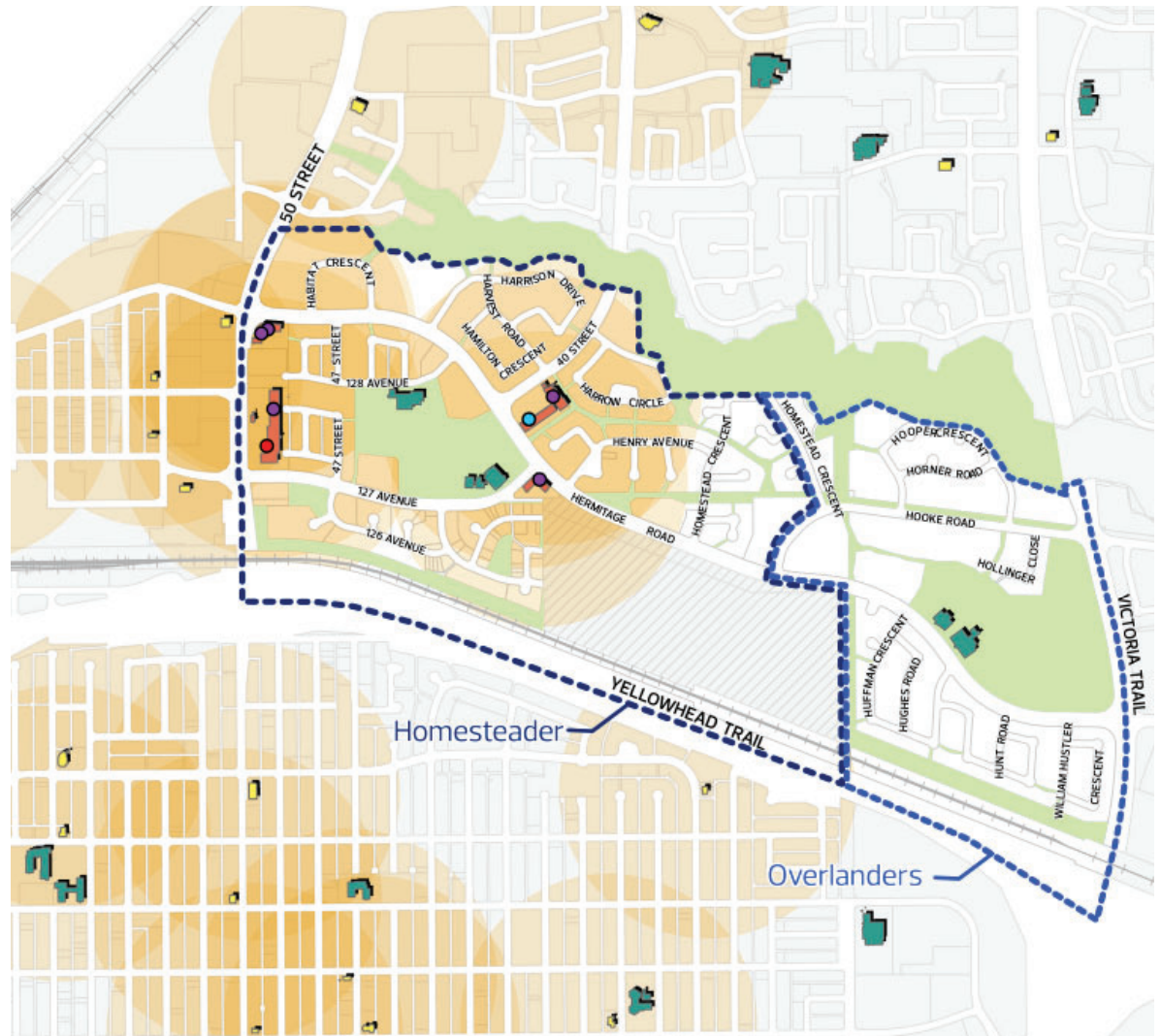


## Walking/Rolling Access to Community Services

This is a high-level walkability analysis and uses a 400m straight line radius (approximates a 5 minute walk) to show the number of community service options residents have within an approximately five-minute walking distance. Actual walking and rolling times may vary.

### MAP LEGEND

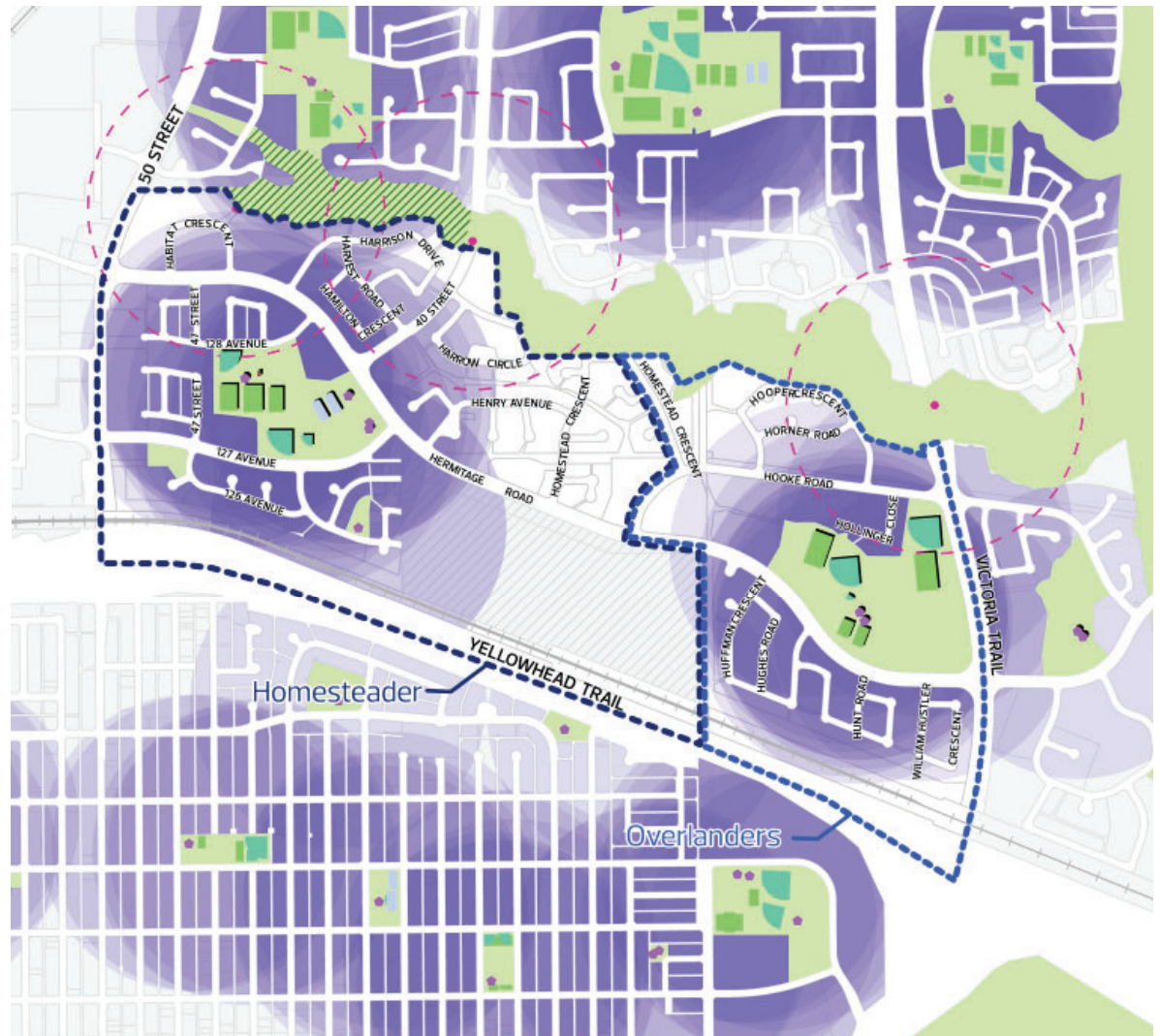
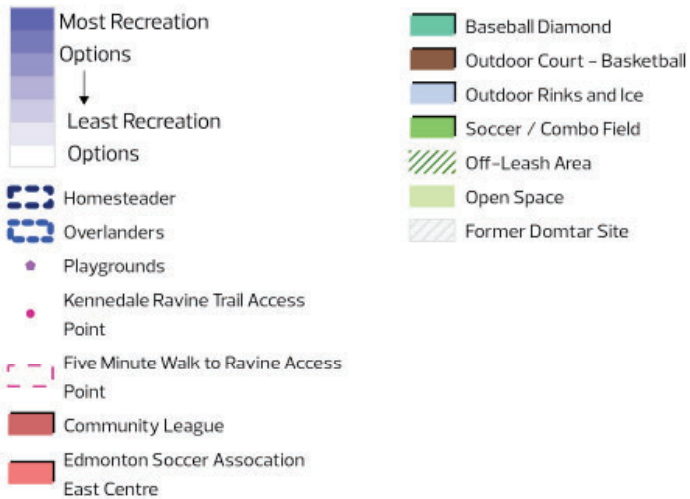
-  Most Community Services Options
-  ↓
-  Least Community Services Options
-  City of Edmonton Office
-  Childcare Centre
-  Service Canada
-  Commercial Building
-  Place of Worship
-  School
-  Parks and Open Spaces
-  Former Domtar Site
-  Homesteader
-  Overlanders



## Walking/Rolling Access to Recreation

This is a high-level walkability analysis and uses a 400m straight line radius (approximates a 5 minute walk) to show the number of recreation options residents have within an approximately five-minute walking distance. Actual walking and rolling times may vary.

### MAP LEGEND





### ACCESSIBILITY AND CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Pathways and sidewalks in the neighbourhoods are either concrete or pavement, which helps people who walk or roll, regardless of ability, to move through the neighbourhoods. However, in many places, the pathways or sidewalks are cracked or uneven, which can be difficult for some types of movement and pose trip hazards.

Many sidewalks are interrupted by driveway accesses into properties. This is most apparent on the local roads with single-family residential properties. Many sidewalks along local roads also lack curb ramps at the corners. In locations where the sidewalk continues around a cul-de-sac, people who roll are forced to follow the sidewalk around the cul-de-sac, increasing their travelling distance. In other locations where the sidewalk does not continue around a cul-de-sac, the only option is to roll over the curb, a major accessibility issue.



*Narrow pathway corridor at the back of residential properties*

There is an extensive off-street pathway network, but it can cause some CPTED challenges since many of these pathways are located in narrow spaces of land between the back fences of properties. This causes these pathways to be less visible from active public areas, such as roadways, and hinders passive surveillance from the community and other road users. In addition, these pathways have a limited number of exit points which limits a person's ability to leave the area if their exit is blocked. As a positive, these pathways are lit and there is little landscaping to block sightlines.

There are painted crosswalks at key crossing locations on Hermitage Road, 40 Street, Hooke Road, 127 Avenue and Homestead Crescent. Most of the painted crosswalks are on only one side of the intersection, rather than on both. This forces people who prefer to use a marked crosswalk to cross the local road before crossing the collector road and increases walking time. The only signalized intersection crosswalks are at major intersections on 50 Street and Victoria Trail. Crosswalks with either the rectangular rapid flashing beacons (RRFBs) or overhead yellow flashing lights exist in select locations along Hermitage Road and Hooke Road.

There are many corners along local roads that are missing curb ramps. Some local roads do have curb ramps, but the crossing locations are not painted or marked with signs. Because of cars parked close to the intersections, it may be difficult for people driving to see people starting to cross, especially if they are shorter or in wheelchairs or motorized scooters.

## PUBLIC / PRIVATE OWNED ROUTES

There are many locations where connector walkways from private apartment or row-housing sites do not connect to the public sidewalk/pathway network, which reduces the walkability from these sites. Some of these missing connections are on private property and some are on public property. There are also locations where these connector walkways dead end into parks and open spaces where there isn't a public sidewalk or pathway available.

## ROUTE PRIORITIZATION

Though Hermitage Road is not within the scope of the project, it is important to note that this is likely the most important route through the community for people who walk and roll, linking people across both neighbourhoods to schools, transit, parks and commercial sites. The success of the sidewalk and pathway improvements in the Neighbourhood Renewal project will be, in part, based on good connections to the Hermitage Road sidewalks.

For the Neighbourhood Renewal project, the sidewalks along Hooke Road are also of importance, since they provide the same value as those along Hermitage Road. The sidewalks on 127 Avenue are close to the same priority, though they do not have transit stops along them.

Of almost similar importance are the off-street pathway network and local road sidewalks. Though they are of similar priority, their primary functions and maintenance considerations are different.

## LOCAL ROAD SIDEWALKS

- Connections using a visible, well lit and active walking and rolling network.
- Connections between residences and access to transit stops, the ravine and various other local destinations.
- Access from private buildings and properties to parked cars along the street.
- Sidewalks that are maintained by property owners.



*Row-housing walkway connections to public sidewalk.*

### OFF-STREET PATHWAYS

- Provide convenient connections from one area of the neighbourhood to other areas of the neighbourhood.
- Provide access from some properties to the pathway network using backyard/sideyard gates.
- Connections are less visible from roadways but provide a lit walking and rolling network.
- Have a more recreational quality of experience because they are not next to roadways and are quieter.
- Accommodate walking, rolling and biking by the pathway network.
- Shared pathways are maintained by the City.

### OPPORTUNITIES AND CONSTRAINTS

The walking and rolling network on collector roads have the following opportunities and constraints:

- Addition of boulevard street trees in some locations to make the pathway experience more enjoyable, depending on the location of utility lines.
- Addition of benches and garbage/recycling bins in key locations to provide rest areas for pathway users and reduce potential littering.
- Widening sidewalks to current standards to improve mobility and accessibility for people who walk and roll.

- Considering wider shared pathways in select locations. This would allow people on bikes to use them safely with people who walk or roll. This option is dependent on the amount of space available in the road right-of way, the location of utilities and other constraints.
- Consider adding additional crosswalk line painting where the crosswalk is marked on only one side of the intersection. This will prevent people from having to cross a local road first and may limit jaywalking.
- Additional crosswalks may be beneficial on Hermitage Road, Hooke Road and 127 Avenue.



Mid-block crosswalk on 127 Avenue near Homesteader Park

According to Homesteader School administration, the number and locations of crosswalks near the school should be reviewed because of issues with congestion during school hours.

The sidewalks and crosswalks on local roads have the following opportunities and constraints:

- Consider adding missing sidewalks on local roads, especially where they will provide better connections for people walking and rolling and provide better access to residents with changing needs (i.e. aging populations).
- Widening sidewalks to current standards to improve mobility and accessibility for people who walk and roll.



*Pathway connection that terminates at Kennedale Ravine.*

- Review all unmarked crosswalk locations to see if improvements are needed. Criteria for the selection of crosswalk improvements should include known vehicle/person incidents, longer stretches of roadway where drivers may speed or may not pay attention and local road crossings near collector road crossings.

Pathways have the following opportunities and constraints:

- Consider adding new pathway connections in open spaces where more direct and convenient routes to destinations can be provided.
- Consider upgrading pathway lighting to newer LED, which reduces energy consumption and improves the quality of lighting. Ensure that the spacing of light poles is consistent with recommendations for even, consistent pathway lighting and dark-sky principles (i.e., reduces the amount of light directed to the sky).
- Consider adding mid-block crosswalks in key locations where new pathway development meets roadways.
- Upgrade narrow shared pathways to standard widths where space is available
- The pathways in Kennedale Ravine provide important connections to the greater recreation and pathway network. Additional connections from neighbourhood sidewalks and pathways to Kennedale Ravine may be valuable.

### 3.7 Mobility Network – Transit Network

The following sections provide an analysis of the transit network available to residents and their ability to access it efficiently, safely and easily.

#### TRANSIT NETWORK ANALYSIS

The Overlanders and Homesteader neighbourhoods have stops for one local bus route (Route 108), which runs east/west along Hermitage Road in Homesteader, and then along Hooke Road in Overlanders. Route 108 originates at the Belvedere LRT station, travels along 129 Avenue, jogs north up 50 Street and then along Hermitage Road and Hooke Road. The route then exits the neighbourhood travelling up Victoria Trail, through the Bannerman neighbourhood and eventually terminates at the Clareview LRT Station.

In addition to Route 108, residents can use local Route 116 through stops along Victoria Trail and local Route 104 through stops along 50 Street. The Belvedere LRT Station is located approximately 1000 m west of 50 Street.

#### WALKABILITY TO TRANSIT NETWORK

A transit walkability analysis has been conducted using a 400 m straight line radius to bus stops (this radius is used to approximate a typical 5 minute walking distance). The majority of the residents are within a 5-minute walk of a bus stop, except for an area near Huffman Crescent (approximately 75 residential properties) and 126 Avenue (approximately 12 residential properties). For these areas,

the walking time to a bus stop is likely closer to seven to ten minutes.

The walkability analysis has also been conducted using an 800 m walking radius to an LRT station or platform (this radius is used to approximate a typical 10 minute walking distance). Overlanders is just slightly outside of this radius, with the nearest point being 1000m (approximating a 13 minute walk).

It is important to note that this is a high-level analysis and that actual walk times can be more or less, depending on sidewalk and pathway connectivity, the number and type of road crossings and the speed of individual people.

#### SCHOOL BUS NETWORK








According to information provided by schools within the neighbourhoods, there are school bus routes that travel through the neighbourhoods and Canon Ridge. These buses are primarily used by elementary school children, who do not walk, roll or bike to school or do not get dropped off by vehicles. In addition to the school buses, there are at least three special needs school buses, whose routes change depending on ridership.

Bus drop-off zones for St. Maria Goretti Catholic School are along 127 Avenue and typically are used by three (full) school buses. At Homesteader School, the buses stop along 128 Avenue. At Overlanders School, buses stop along Hermitage Road. All bus drop-off zones have signage and are in effect from 7:00 am – 4:00 pm on school days.

## Transit Network

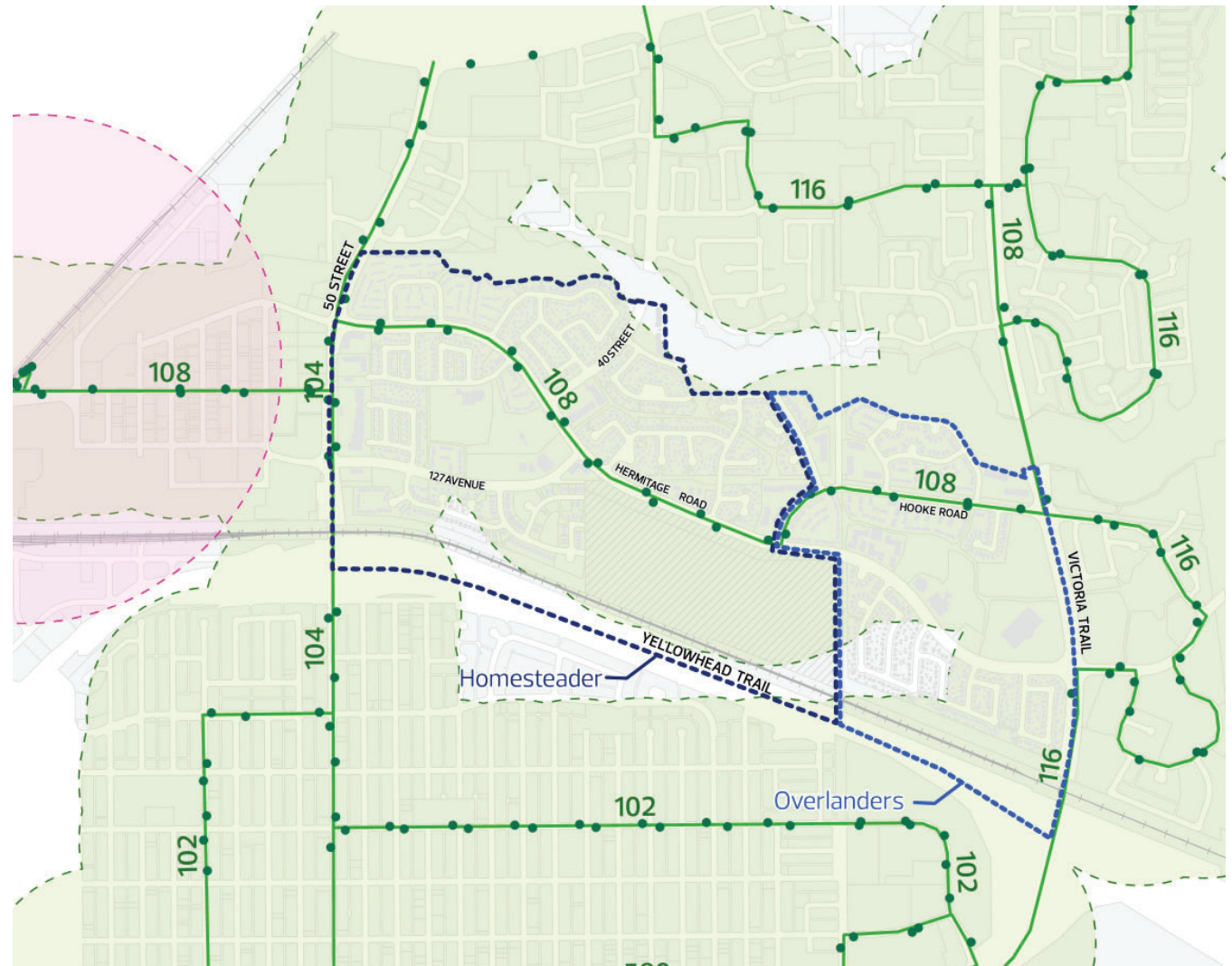
This map provides an overview of the transit network in the Overlanders and Homesteader neighbourhoods. The high-level walkability analysis uses a 400m straight line radius (approximates a 5 minute walk) to bus stops and a 800m straight line radius (approximates a 10 minute walk) to Belvedere LRT station. Actual walking and rolling times may vary.

### MAP LEGEND

-  Homesteader
-  Overlanders
-  Transit Stop
-  Local Bus Route
- 116** Bus Route Numbers
-  10-Minute Walking Radius to Belvedere LRT Station
-  Five-Minute Walking Radius to Bus Stop
-  Former Domtar Site



0  500 Meters



### OPPORTUNITIES AND CONSTRAINTS

- Homesteader School has noted that the school (yellow) bus drop-off area may be larger than needed to accommodate their current number of buses.
- The addition of pathways through large park sites should be considered as a way to reduce walking distances to bus stops.
- The pathway network is an important part of resident's movement through the neighbourhoods and these connections are critical for transit access. A review of pathway maintenance frequency should be conducted. Snow clearing priority for routes important to transit access should be considered when determining options for locations and types of connections (i.e. shared pathways).

## 3.8 Mobility Network – Biking Network

### BIKING CONNECTIVITY ANALYSIS

Biking routes in the neighbourhoods are provided mostly as off-street pathways. There are on-street painted bike lanes in Homesteader on 40 Street (the roadway is outside of the project's scope) and in Canon Ridge along Hermitage Road and Hooke Road. These are sub-standard facilities based on the City's current design guidelines for bike infrastructure and as noted in the City's Bike Plan. It is assumed that some people on bikes use the local and collector roads as needed for more direct routes and personal preference.

Though the off-street biking network is quite significant in this neighbourhood, there are gaps in the network where people who ride bikes will need to share the road with vehicles, use informal pathways or ride on sidewalks, where bikes are not permitted for adults.

Biking amenities, such as bike racks, are limited and seem to only be provided at schools and a few businesses.













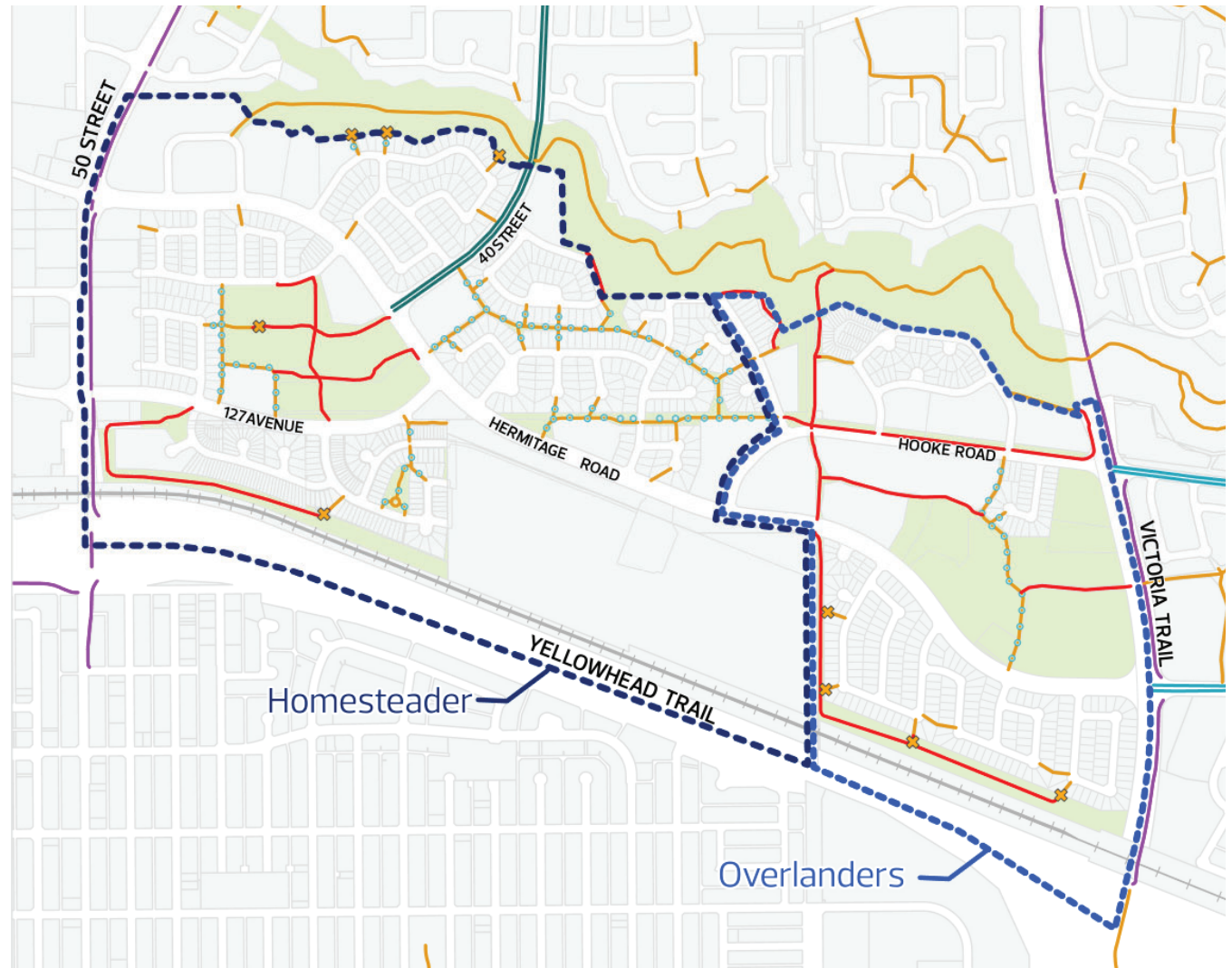
*Shared pathway connection into Kennedale Ravine (near Habitat Crescent)*

## Bike Connectivity Map

This map shows the existing shared pathways and bike lanes in Overlanders and Homesteader neighbourhoods and adjacent areas. Missing off-street bike route connections are identified to show potential improvements to the biking network.

### MAP LEGEND

-  Painted Bike Lane
-  Bike District Connector (Shared Pathway)
-  On-Street Biking - Shared Roadway
-  Shared Pathway or Trail
-  Potential Missing Shared Pathway Connections
-  Trail Light
-  Open Space
-  Homesteader
-  Overlanders
-  Dead-end Sidewalk or Trail





### CONNECTIONS TO CITY OF EDMONTON'S BIKE PLAN

The Bike Plan (2020) identifies existing and future routes in Overlanders and Homesteader neighbourhoods and in the Kennedale ravine:

There are existing district connectors on 50 Street and on Victoria Trail. Both of these district connectors are shared pathways (not bike lanes).

The bike lanes on 40 Street and an adjoining segment of off-street pathways directly to the east of 40 Street are identified as existing neighbourhood routes.

The section of Kennedale Ravine pathway west of 40 Street is identified as an existing shared pathway in the River Valley.

The section of Kennedale Ravine pathway east of 40 Street is identified as a future shared pathway in the River Valley.

In the Bike Plan, neighbourhoods were scored based on how accessible destinations are by way of low stress routes (off-street shared pathways or bike lanes). Bike Network Analysis (BNA) scoring ranges from 0 to 100, where neighbourhoods receiving a high BNA score are preferable over those with low scores. Overlander received a score between 40 and 60. Homesteader received a score between 60–80. These scores indicate that there is reasonable accessibility to destinations using low-stress bicycle routes; however, people biking need to use the roadway in order to reach these destinations.

Bicycle trip potential analysis determines which areas of a community are more likely to generate cycling trips for transportation, such as commuting, school or shopping. This analysis scores areas from Tier 1 to Tier 5, where low number tiers have a higher trip potential than high number tiers. The majority of Overlanders and Homesteader are in Tier 3, while the areas adjacent to 50 Street and Victoria Trail are in Tier 2.

Since the neighbourhoods are adjacent to district connector routes (50 Street and Victoria Trail) and a River Valley pathway (Kennedale Ravine), residents in the community have good access into the City's greater biking network. Improvements to the internal biking network will not only benefit Overlanders and Homesteader residents but will improve non-resident users of Edmonton's biking network.



Figure from the Bike Plan

## ROUTE PRIORITIZATION

Routes that are used to access school or transit should be prioritized for biking connections. In addition, areas where there are larger sections of off-street bike routes, should be prioritized over smaller connectors which service fewer residents, unless they provide a primary bike route connection.

## OPPORTUNITIES AND CONSTRAINTS

The following outlines suggested improvements to the biking network:

- Improve areas of deteriorating pathway conditions and pathway lighting of all off-street bike routes.
- Review 127 Avenue and Hooke Road to see if bike facilities can be incorporated into the design. Though Hermitage Road is not in the project scope, connectivity of the overall bike network should also be reviewed.
- Consider adding additional bike routes (pathways) through Overlanders Park and Homesteader Park to improve access to schools and transit.
- Consider adding additional pathways in the narrow strips of open space in Overlanders.
- Consider adding marked crosswalks or signalized crosswalks to pathway locations that are interrupted by roadways.

- Review the dimensions of all off-street bike routes to determine if they have enough room for people on bikes and people who walk and roll to safely pass each other.
- Identify pathways that should be cleared as part of a winter bike pathway network.
- Provide biking support amenities, such as bike racks and resting areas, to encourage longer use of the network and support users of diverse abilities and ages.



*Unprotected bike lanes and off-street pathway crossing on 40 Street.*

### 3.9 Mobility Network – Driving and Traffic Safety

#### DRIVING NETWORK ANALYSIS

Both Overlanders and Homesteader are easily accessible by vehicle, being situated between two major arterial roads and off the Yellowhead Trail Freeway. There are three vehicle access points to Homesteader and two to Overlanders. Hermitage Road is the main collector road that runs east-west through both neighbourhoods. Hooke Road in Overlanders and 127 Avenue and 40 Street in Homesteader are also residential collectors that connect to arterial roadways outside the neighbourhoods. These three collector roads all connect to Hermitage Road with T-intersections controlled by stop signs. ETS bus service runs along Hooke Road and continues along Hermitage Road heading west.

#### PARKING NETWORK ANALYSIS

There is both public and private parking in the Overlanders and Homesteader neighbourhoods. Public parking is in the form of on-street parking; there are no public parking surface lots or parkades. The following provides a summary of the parking network:

##### On-Street Parking

- Parking is allowed on the majority of neighbourhood streets.

##### On-Street Parking Restrictions

- Parking is not allowed on 40 Street, due to the on street painted bike lanes on both sides of the roadway.
- Parking restrictions exist for ETS bus stops, school bus drop-off zones and on either side of marked crosswalks.

##### On-Street Seasonal Parking

- Seasonal parking areas are in effect from November 5 to March 15 for snow clearing. On-street parking bans can be placed at the City's discretion with eight hours of notice.
- Seasonal parking bans exist along Hermitage Road and Hooke Road, both bus routes. There does not appear to be seasonal parking bans on 127 Avenue, even though it is a collector road.



*On-street parking on Hooper Crescent*

|  | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Percent |
|--|------|------|------|------|------|------|------|------|------|-------|---------|
| Parking Enforcement                              | 0    | 0    | 0    | 85   | 119  | 153  | 189  | 97   | 45   | 688   | 23.51%  |
| Roadway Maintenance (i.e. snow plowing)          | 68   | 19   | 13   | 34   | 54   | 33   | 65   | 76   | 60   | 422   | 14.42%  |
| Garbage and Littering                            | 13   | 17   | 30   | 28   | 44   | 36   | 64   | 68   | 43   | 343   | 11.72%  |
| Roadway Repairs (i.e. potholes)                  | 24   | 36   | 30   | 17   | 33   | 47   | 43   | 19   | 32   | 281   | 9.60%   |
| Signage and Signals Maintenance                  | 5    | 13   | 9    | 7    | 15   | 12   | 51   | 45   | 38   | 195   | 6.66%   |
| Encampments                                      | 0    | 0    | 0    | 0    | 3    | 26   | 52   | 51   | 40   | 172   | 5.88%   |
| Parks Maintenance                                | 11   | 6    | 10   | 24   | 12   | 38   | 44   | 10   | 14   | 169   | 5.78%   |
| Urban Forestry Maintenance                       | 7    | 18   | 11   | 36   | 30   | 22   | 21   | 15   | 9    | 169   | 5.78%   |
| Sidewalk/Trails Maintenance (i.e. snow clearing) | 10   | 10   | 8    | 3    | 12   | 15   | 30   | 21   | 22   | 131   | 4.48%   |
| Drainage Maintenance                             | 48   | 20   | 10   | 11   | 15   | 24   | 0    | 0    | 0    | 128   | 4.37%   |
| Sidewalk/Trails Repairs (i.e. sidewalk cracks)   | 11   | 17   | 9    | 6    | 8    | 16   | 21   | 3    | 0    | 91    | 3.11%   |
| Dead Animal Removal                              | 8    | 12   | 9    | 27   | 4    | 0    | 0    | 0    | 0    | 60    | 2.05%   |
| Graffiti/Vandalism                               | 1    | 0    | 4    | 7    | 12   | 13   | 1    | 1    | 0    | 39    | 1.33%   |
| Pest Management                                  | 2    | 2    | 1    | 3    | 2    | 1    | 3    | 1    | 5    | 20    | 0.68%   |
| Pedestrian Crossing/Signal Request               | 2    | 3    | 1    | 3    | 7    | 0    | 0    | 1    | 1    | 18    | 0.62%   |
|  | 210  | 173  | 145  | 291  | 370  | 436  | 584  | 408  | 309  | 2926  | 100.00% |

Data Source: City of Edmonton Open Data for "311 Requests" at <https://data.edmonton.ca/City-Administration/311-Requests/q7ua-agfg>

This table shows the classification for all 311 calls made about Overlanders and Homesteader neighbourhoods since 2014. Over 23% of the calls have been about parking enforcement

### Accessible Parking / Passenger Loading Zones

- Loading zones exist along Hermitage Road in front of the Clareview Headstart and for a short section along the St. Maria Goretti school field, NE of 127 Avenue.
- Residents and businesses can request the City of Edmonton to add an accessible parking zone in front of their home/business. These zones are typically 7.5 to 10 m long. Accessible parking zone locations will be identified through site visits.

### Private Parking Areas

- There are private parking lots at commercial properties, schools, the indoor soccer centre and multi-family residential properties
- Most single-family residential properties have driveways and many of them have attached or detached garages.

Parking enforcement and abandoned cars seem to be ongoing issues for residents based on the City's 311 data, though it is unclear if this is beyond that of other similar communities. According to call logs, over 23 per cent of all 311 calls from 2014 to 2022 have been related to parking enforcement.

## TRAFFIC SAFETY ANALYSIS

There are three automated speed enforcement sites in Overlanders and Homesteader where mobile speed enforcement (photo-radar) vehicles track speeding:

- Eastbound and Westbound on Hermitage Road between 40 Street and 127 Avenue (near St. Maria Goretti School). The speed limit is 30km/h from 7:30am–9:00pm and 50km/h otherwise. Ticketing events at this location are only during school hours.
- Eastbound and Westbound on Hermitage Road between Homestead Crescent and Henry Avenue (near the former Domtar Site). The speed limit is 50km/h.
- Eastbound and Westbound on Hermitage Road at Huffman Crescent (near Overlanders School). The speed limit is 30km/h from 7:30am–9:00pm and 50km/h otherwise. Ticketing events at this location are only during school hours.

Between 2019 and 2022, there were a total of 3,669 speeding tickets issued at these sites.

The City's Safe Mobility group has recorded vehicle collisions and crashes within both neighbourhoods from 2017 to 2021. During this time, 30 collisions have been recorded in the Overlanders neighbourhood with two minor injuries and no serious injuries reported. The most frequent collision location was along Hooke Road at Hooper Crescent. 95 collisions were recorded in Homesteader with ten minor injuries and

no serious injuries reported. The most frequent collision locations were along Hermitage Road at Habitat Crescent (both east and west) and 40 Street.

These counts do not include collisions at the neighbourhood boundaries on 50 Street or Victoria Trail or the associated intersections. Collisions in these areas are significantly higher with 80 incidents recorded at Victoria Trail intersections with Hermitage Road and Hooke Road and 121 incidents recorded at 50 Street intersections with 127 Avenue and Hermitage Road, including two serious injuries and/or fatalities.

## OPPORTUNITIES AND CONSTRAINTS

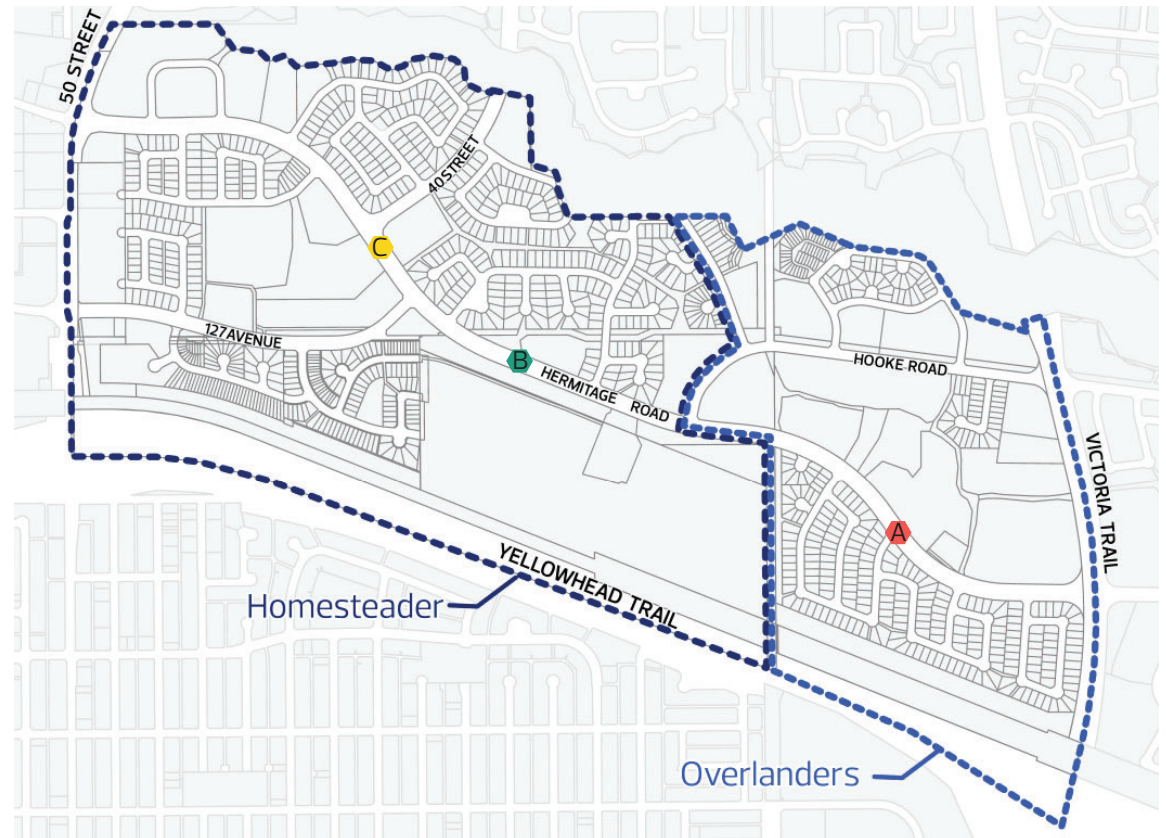
- Identify locations that may benefit from traffic calming measures to address speeding and shortcutting concerns.
- Review options to improve visibility of people who walk and roll, shorten crossing distances and enhance crosswalk visibility.
- Review safety concerns around the three neighbourhood school zones and identify improvement opportunities for all users, especially those who walk, roll and bike.
- Options to improve traffic safety may be limited on Hermitage Road and 40 Street since these streets are not in the renewal scope, but traffic safety issues on these two roads should be reviewed with short- and long-term safety measures identified.

## Photo-Enforced Speeding Tickets (2019 to 2022)

The map and table provide a summary of all photo-enforced (photo-radar) tickets issued for speeding between 2019 and 2022. The three enforcement locations are on Hermitage Road.

|          | 6-10 Over Speed Limit | 11-15 Over Speed Limit | 16-20 Over Speed Limit | 21-50 Over Speed Limit | Total Speeding Tickets | Number of Ticketing Events |
|----------|-----------------------|------------------------|------------------------|------------------------|------------------------|----------------------------|
| <b>A</b> | 495                   | 550                    | 185                    | 92                     | 1322                   | 58                         |
| <b>B</b> | 293                   | 408                    | 123                    | 34                     | 858                    | 22                         |
| <b>C</b> | 0                     | 1169                   | 210                    | 110                    | 1489                   | 43                         |
|          | 788                   | 2127                   | 518                    | 236                    | 3669                   | 123                        |

Data Source: City of Edmonton Open Data for "Mobile Automated Traffic Enforcement Tickets Issued (by Month)" at <https://data.edmonton.ca/Vehicle-Speed/Mobile-Automated-Traffic-Enforcement-Tickets-Issue/r53s-3xgt>



### MAP LEGEND

- A** Location A: Hermitage Road at Huffman Crescent (near Overlanders School)  
School Zone 30km/h Speed Limit
- B** Location B: Hermitage Road between Homestead Crescent and Henry Avenue (near the former Domtar Site)  
50km/h Speed Limit
- C** Location C: Hermitage Road between 40 Street and 127 Avenue (near St. Maria Goretti School)  
School Zone 30km/h Speed Limit



## 3.10 Infrastructure

### UTILITIES

There are both shallow and deep utilities in Overlanders and Homesteader:

- Shallow Utilities: ATCO Gas, EPCOR Power, Telecommunications (Telus, Shaw, Bell, Rogers), City Street Lights
- Deep Utilities: EPCOR Water, EPCOR Drainage (Storm and Sewer), ATCO Pipelines, EPCOR Power Transmission lines

There are two pipeline corridors that run through the neighbourhoods. One exists along the north side of Hooke Road, continuing straight west through the breezeway and crossing Hermitage Road and 127 Avenue. A second

corridor exists along the west side of Overlanders and runs north crossing the Kennedale Ravine. There is an ATCO valve station north of Hooke Road near the crossing of these two corridors.

### CROSSING AGREEMENTS

There are ATCO High Pressure Gas Pipelines and EPCOR Power Transmission lines running through the neighbourhoods. Both will require crossing agreements for any work that takes place directly over the utilities. Proximity agreements may also be required for potential work in nearby greenspaces. Coordination with both utility companies will need to start in the concept phase to ensure the agreements are in place before designs are finalized and construction begins. Requirements for all utility crossing agreements will be identified during preliminary design.

### ENCROACHMENT AGREEMENTS / LICENSES OF OCCUPATION

An encroachment agreement is a written confirmation between the City and a property owner that allows for the private use of the public right-of-way. Often, encroachment agreements within residential areas are used to extend private yards onto public rights-of-way. Throughout design development, existing agreements will be reviewed for impacts to the project and adjustments to the design will be made accommodate them. Impacts to design resulting from encroachment agreements could include shifting new infrastructure outside of the affected agreement area,



Pipeline access facilities  
near Hooke Road

initiating discussion between the City and land owner to adjust the agreement, and keeping all parties informed of the opportunities and trade offs for these changes.

A License of Occupation is an agreement by the City allowing someone to have temporary use of a portion of road right-of-way for a determined period. Since these licenses are temporary, the impact of these licenses is unknown until the project is closer to the time of construction. There currently are no known licenses of occupation for Overlanders or Homesteader. As project progresses towards construction, the status of License of Occupation will be reviewed.

### LAND ACQUISITION

During Neighbourhood Renewal, the City may need to acquire portions of private lands to accommodate proposed improvements. Small land acquisitions are occasionally needed for new signal placements, installation of traffic-calming measures, or new sidewalks within narrow public rights-of-way. Land acquisitions are typically rare but will be reviewed during the concept phase to identify any impacts to design decisions.

### OPPORTUNITIES AND CONSTRAINTS

The addition of trees throughout the project will in part be influenced by the location of utilities and pipelines. The project will use the City's standards for planting distances from utilities as its guideline for determining the locations of new trees. Other vegetation options will be explored in locations where utility conflicts limit tree planting options.










Widening of sidewalks and pathways will also have to consider the location of utilities. Underground utilities can be located beneath sidewalks and pathways, but this is not the preference of utility providers or the City as it creates accessibility issues during future utility maintenance. Above ground utility structures, such as electrical transformers and light poles, may need to be relocated if the widening or construction of a high priority sidewalk or pathway conflicts.

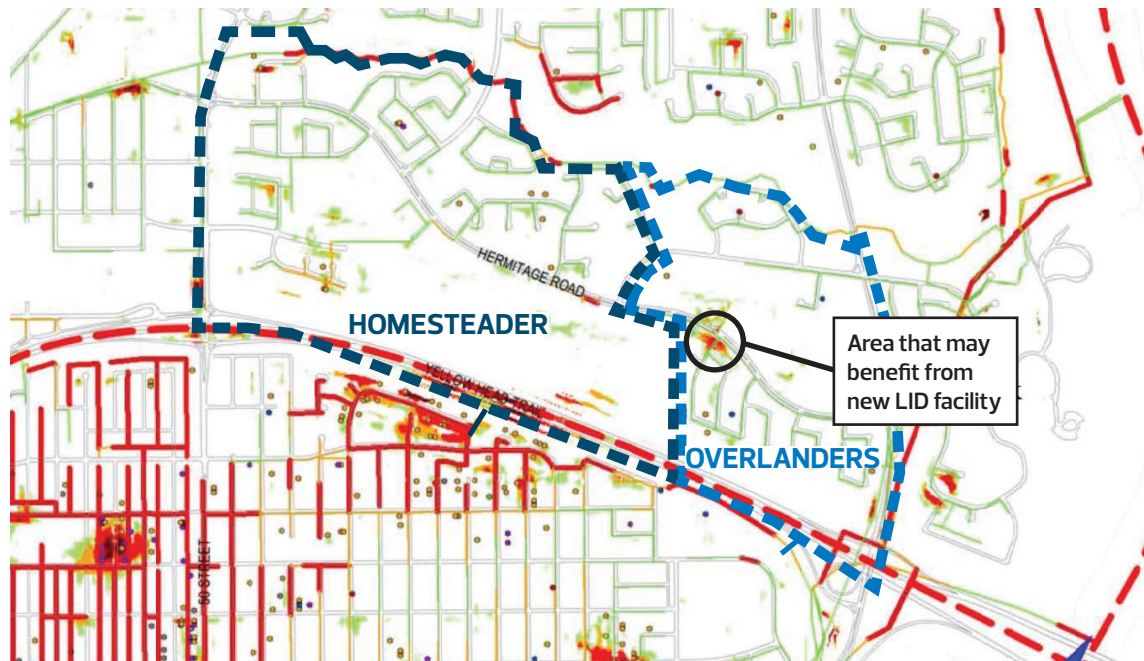


*Breezeway with walkway and pipeline corridor*



**MAP LEGEND**

| FLOOD RECORDS YEAR | SURFACE PONDING DEPTHS   | SURCHARGE DEPTHS  |
|--------------------|--|---|
| ● 2012-2013        |  <0.35m               |  >2.5M BELOW GROUND        |
| ● 2006             |  0.35m to 0.50m       |  1.5m TO 2.5m BELOW GROUND |
| ● 2004             |  0.50m to 0.75m       |  <1.5m BELOW GROUND        |
| ● 1987-2003        |  >0.75m               |   |
| ● 1979-1986        |  Homesteader Boundary |   |
| ● 1978             |  Overlanders Boundary |   |
| ● 1946-1977        |  |   |



**LOW IMPACT DEVELOPMENT OPPORTUNITIES**

Based on a high-level review of EPCOR's 2014 City-Wide Flood Mitigation Study, there are very few locations with potential surface ponding risks. There is a small area near Hermitage Road and Huffman Crescent where potential ponding has been identified by EPCOR. This area of ponding is rather small and it is unclear if there is a need to manage the stormwater through a low impact development facility (landscaped features that are used to capture storm water and slowly release into the storm system network). The decision to include low impact development would be at the discretion of EPCOR and determined during preliminary design. The boulevard areas (area between curb and property line) may be wide enough to accommodate a narrow low impact development feature should it be needed. However, a review of utilities and trees in the location would need to be completed to identify potential conflicts. There are existing boulevard trees in some of these proposed locations. Depending on the design of the LID facility, these trees may be retained, removed or replaced. All public tree removals are subject to compensation through the City of Edmonton Corporate Tree Management Policy (C456C).

EPCOR's City-Wide Flood Mitigation Study (2014) Map



Highlights locations where there may be the potential for surface ponding and sanitary line surcharging (where the capacity of lines is below what is needed for a major storm event)