



What We Decided Report

Glenwood (163 Street West)
Neighbourhood and Alley
Renewal

September 2025

| **SHARE** YOUR VOICE
SHAPE OUR CITY



Edmonton



What We Decided Report: Glenwood (163 Street West) Neighbourhood and Alley Renewal

What is Neighbourhood and Alley Renewal?

The Neighbourhood Renewal program rehabilitates roads, replaces street lights, sidewalks, curbs and gutters and adds missing sidewalk links where possible. Other opportunities to improve how people walk, bike, roll and drive in the neighbourhood, and how they enjoy City-owned parks and open spaces, are also explored. Alley Renewal is also included as part of this project and involves rebuilding alleys and improvements to surface drainage.

Purpose

This report shares how the Project Team arrived at the final design for the Glenwood (163 Street West) Neighbourhood and Alley Renewal.

It describes when and how the City used policy and program information, public engagement feedback and technical requirements to make project decisions. The report also illustrates how the project decisions align with the co-created community Vision for Neighbourhood and Alley Renewal in Glenwood (163 Street West).

What is in the What We Decided Report?

The report provides information on four main topics:

NEIGHBOURHOOD RENEWAL PROGRAM

- + Information about Neighbourhood Renewal and how decisions are made

DESIGN FOR WALKING, BIKING AND ROLLING

- + Final design to enhance walking, biking and rolling connections on neighbourhood streets

DESIGN FOR TRAFFIC SAFETY AND STREET CROSSINGS

- + Measures to make it safer to walk, bike, roll and drive through the neighbourhood, including near schools

DESIGN FOR PARKS AND OPEN SPACES

- + Final design for City-owned open spaces



Neighbourhood Renewal Program

Neighbourhood and Alley Renewal in Glenwood (163 Street West)

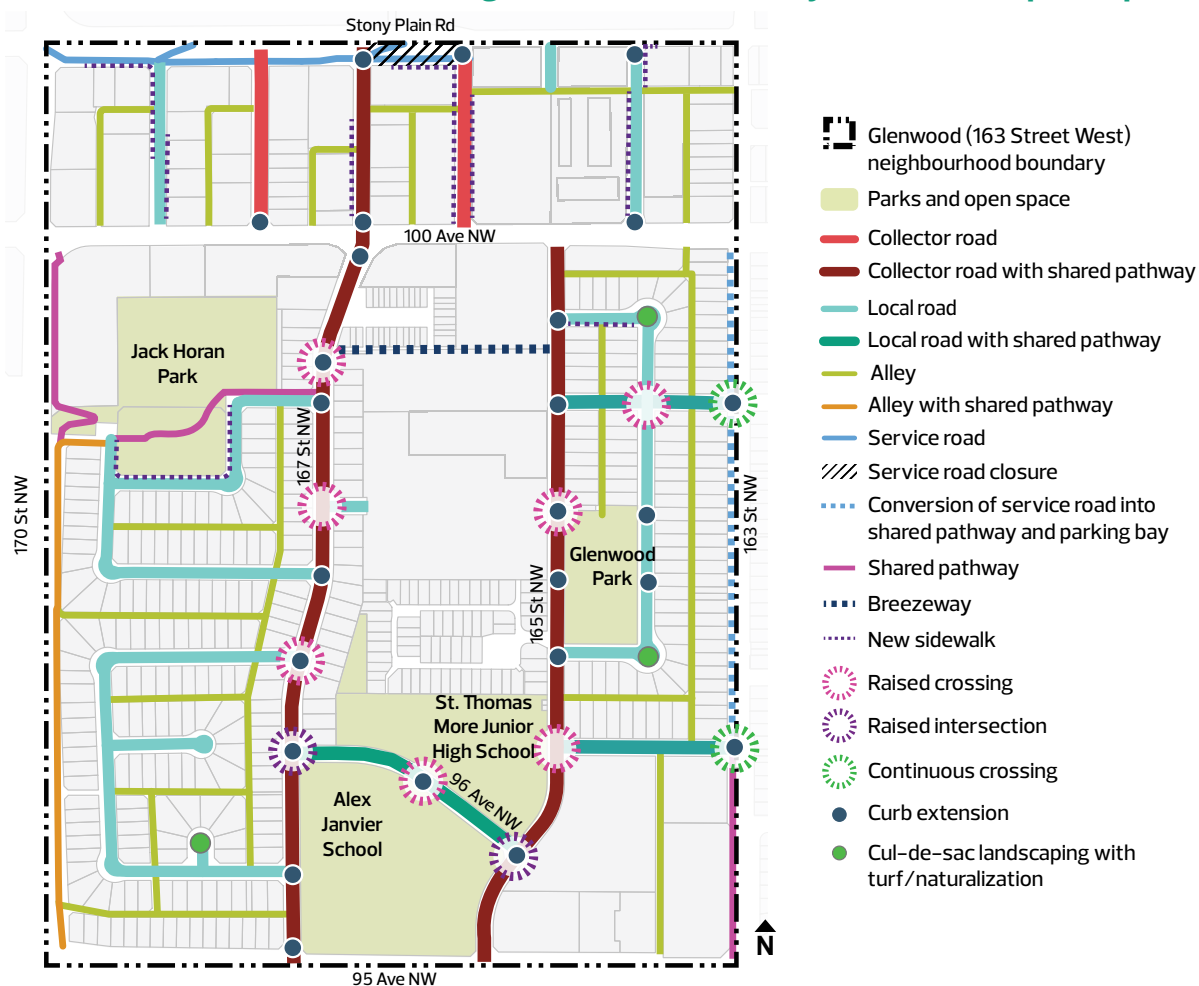
Neighbourhood and Alley Renewal construction is anticipated to start in 2025 in Glenwood (163 Street West). It will include the following:

- + Improvements to all local and collector roads
- + Reconstruction of alleys
- + Reconstruction of sidewalks and addition of new sidewalks* and curb ramps where missing
- + Measures to slow traffic and improve street crossings
- + Improved connections for people of all ages and abilities who walk, roll, bike or move by other active modes
- + Widened and new shared pathways
- + Upgrades to existing and adding new lighting
- + Enhancements to park spaces and existing breezeway
- + Addition of amenity space in the commercial area
- + Addition of absorbent landscaping to reduce local flooding

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

The addition of new sidewalks and curb ramps where missing is included in the cost of the project and is not part of the sidewalk reconstruction Local Improvement cost share.

Glenwood (163 Street West) Neighbourhood and Alley Renewal scope map



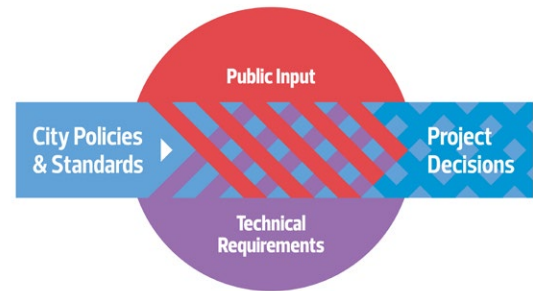
How decisions are made

Decision making process

City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Neighbourhood Renewal design. As each neighbourhood is unique, the Project Team asks for feedback from residents who live, work and play in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the design.

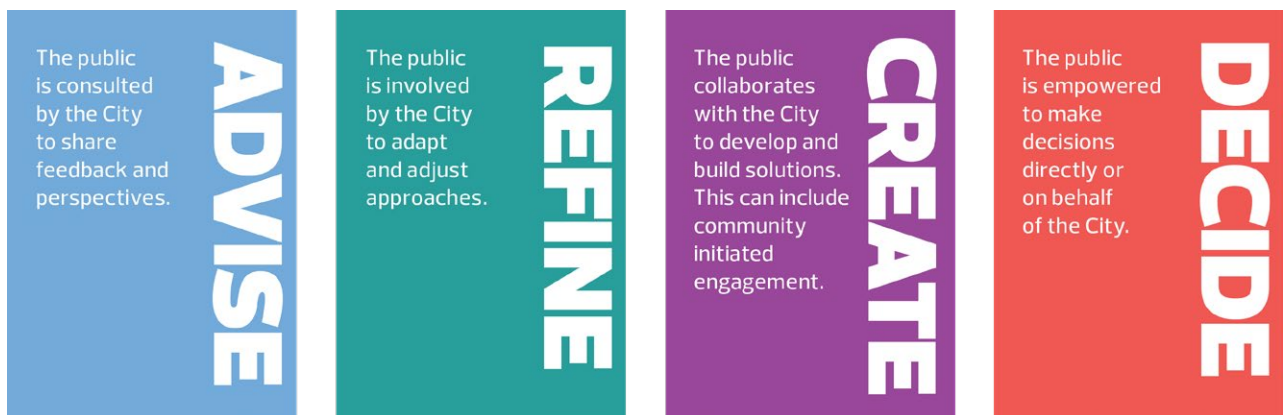
The City makes decisions using a combination of policy and program information, public feedback, technical requirements and available funding. This process helps to ensure the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for your neighbourhood and our city.

Feedback received through Neighbourhood Renewal public engagement cannot change City policy direction.



Public Engagement Spectrum

The City of Edmonton asked for feedback from residents to help guide the project. The City's Public Engagement Spectrum shows the four distinct levels of influence the public had on decisions made by the City throughout the project.



How decisions are made

City policies and programs

There are over 40 different City policies and programs that inform the renewal design. Some of the most influential ones are listed below and can be found at edmonton.ca and searching using the policy title. When making a project decision, we take into account city policies, technical considerations and public engagement. This list of policies we considered here is not exhaustive.

The City Plan

- + Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities

Neighbourhood Renewal Program

- + Funds the renewal of existing infrastructure and the construction of new/missing elements such as sidewalks, shared pathways and public open space enhancements.

Local Improvement Policy

- + Follows the Municipal Government Act of Alberta to outline the process to pay for improvements that are of a larger benefit to those near them than to the city as a whole

Public Engagement Policy

- + Directs the creation of specific public engagement and best practices to hear from the diverse groups impacted by the project

Active Transportation Policy

- + Includes opportunities for people to walk, roll and bike and promotes the inclusion of shared pathways
- + Encourages active transportation in the neighbourhood and beyond

The Bike Plan

- + Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons

Safe Mobility Strategy

- + Supports initiatives to manage driver speeds and shortcutting to increase safety for all road users
- + Supports bike routes and facilities that prevent injuries and encourage more people to bike and use active modes of transportation

Community Traffic Management Policy

- + Supports curb extensions to improve visibility and shorten the crossing distance for people walking; enforce parking offsets from crosswalks and intersections; and to reduce driver speeds
- + Supports marked crossings to draw attention to people crossing the street

Accessibility for People with Disabilities Policy

- + Supports accessibility as fundamental to good public engagement and design for all ages and abilities to use neighbourhood infrastructure for the next 50 years

Open Space Policy

- + Outlines the importance of connected, multifunctional and equitable green, open space networks to Edmonton's environmental and community wellness

Corporate Tree Management Policy

- + Encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction the value of the trees removed will be replaced with new tree plantings in or nearby the neighbourhood
- + Requires any work for open space upgrades that includes work around existing trees or removal of existing trees be reviewed by the City of Edmonton's Urban Forester

Breathe: Edmonton's Green Network Strategy

- + Ensures each neighbourhood will be supported by an adequate supply, quality and distribution of open space that is accessible to people of all ages and abilities

Snow and Ice Control Policy

- + The City provides year-round maintenance, including snow removal, of protected bike lanes and most shared pathways to support all-season access and use

Winter Design Guidelines

- + Includes design standards to create an inviting and vibrant community during the winter months that are accessible, safe and enjoyable for people of all ages and abilities

Economic Action Plan

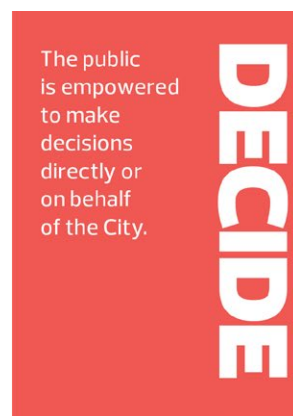
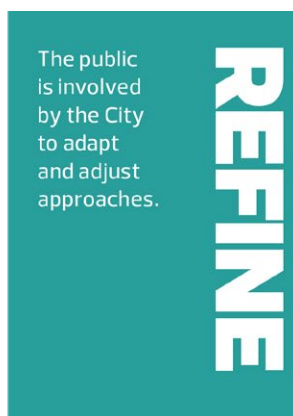
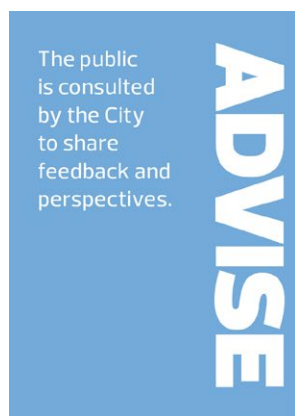
- + Directs strategies to attract and revitalize neighbourhood commercial areas with the Corner Store Program
- + Includes investing in public places that provide enhanced economic and social connection

How decisions are made

Public engagement feedback

The role of public engagement feedback is to help the City understand what is important to community members in the neighbourhood, as well as how the Neighbourhood and Alley Renewal design decisions will affect them. Community members are invited to:

- + **CREATE** the Neighbourhood Vision and Guiding Principles
- + **REFINE** our understanding of neighbourhood assets, opportunities and priorities
- + **REFINE** the Neighbourhood and Alley Renewal options
- + **REFINE** the draft design
- + **ADVISE** on the final design
- + **ADVISE** on potential impacts you may experience during construction for Neighbourhood and Alley Renewal
- + **DECIDE** on decorative street lights and sidewalk reconstruction as Local Improvements



Technical Requirements

Technical requirements ensure changes to the neighbourhood follow current standards and best practices, while taking into account constraints such as existing public and private infrastructure, land uses and activities in the neighbourhood.

Infrastructure Assessments, including Utilities

- + Prioritizes when city infrastructure will be renewed based on current conditions

Complete Streets Design and Construction Standards

- + Provides direction for the design and construction of roads, sidewalks and shared pathways, measures to slow traffic, and enhance intersections

Drainage Design and Construction Standards

- + Documents key low impact development (LID) principles, such as preserving natural site features, using small-scale, dispersed features throughout the site, creating multi-functional landscapes and prolonging stormwater runoff flow paths
- + LID is a form of stormwater management that mimics natural hydrology by using landscape features to manage frequent, low-volume storm events close to their source

Access Design Guidelines

- + Supports access and use for people of all ages and abilities, and was used to inform the design of wider and new sidewalks*, seating along pathways and picnic table and bench selections

Urban Design Framework

- + Outlines opportunities in the neighbourhood to improve how people move through the neighbourhood, experience open spaces and gather

Crime Prevention Through Environmental Design (CPTED)

- + Encourages designing infrastructure to reduce crime by making spaces visible, inviting, connected, and including natural deterrents such as plant selection and placement

Public engagement feedback opportunities

Neighbourhood Renewal Road Map

People living in and with an interest in Glenwood (163 Street West) were invited to provide feedback into the City's decision making process for Neighbourhood and Alley Renewal at various stages along the road map shown below. A detailed list of all public engagement feedback opportunities is provided on the next pages.



LEGEND

Public Engagement and Communications Opportunities	Concept Phase	Design Phase	Build Phase	Operate Phase

Public engagement feedback opportunities

The Glenwood (163 Street West) Neighbourhood and Alley Renewal public engagement feedback opportunities included:

Timeline	Road map stage	Public Engagement	Participation	Outcome
September 2022	Starting the Conversation	Survey A survey was conducted to ask for feedback on the key factors that make Glenwood (163 Street West) a great place to live, work and play.	62 participants	Created a Public Engagement and Communications Plan.
		Project web page Community members could visit the project web page to access information about the project.	221 visits to project web page	
		Community conversations The Project Team held in-person events at the Glenwood Community League and St. Thomas More Junior High School to gather feedback on engagement and communications approaches, on what makes Glenwood (163 Street West) great today and what could make it even greater for tomorrow and to answer questions about the project.	105 conversations	
September - November 2022	Building a Project Vision Together and Exploring Opportunities	Survey A survey was conducted to ask residents and interested parties to provide feedback on the key factors that make Glenwood (163 Street West) a great place to live, work and play.	71 participants	Created a draft Vision and Guiding Principles.
		Project web page Community members could visit the project web page to access information about the project.	384 visits to project web page	
		Self-guided walking tour The Project Team invited community members to complete a self-guided walking tour to provide opportunities for improvement in Glenwood (163 Street West).	140 opportunities and ideas	
		Community conversations The Project Team held in-person events at the Glenwood Community League, Benevolence Care Centre, St. Thomas More Junior High School, Alex Janvier School and Stony Plain Business Improvement Area to gather feedback on opportunities for improvement in the neighbourhood, to create a Vision and Guiding Principles for the neighbourhood and to answer questions about the project.	126 conversations	

August-September 2023	Exploring Options and Tradeoffs	Survey A survey was conducted to ask residents and interested parties to provide feedback on the proposed options for Glenwood (163 Street West). We also asked participants to confirm the draft Vision and Guiding Principles for Glenwood (163 Street West).	64 participants	Confirmed the Vision and Guiding Principles. Identified the priorities to guide the decision making process to create a draft design for the project.
		Project web page Community members could visit the project web page to access information about the project.	1,423 visits to project web page	
		Community conversations The Project Team held in-person events at the Glenwood Community League, Benevolence Care Centre, Stony Plain Business Improvement Area and St. Thomas More Junior High School, as well as a virtual public workshop, to gather feedback on the proposed design options and to confirm the draft Vision and Guiding Principles, as well as answer questions about the project.	140 conversations	
April 2024	Community Feedback on Draft Design	Survey A survey was conducted to ask residents and interested parties to provide feedback on how the draft design reflected the Vision and Guiding Principles.	92 participants	Refined the design for Glenwood (163 Street West).
		Project web page Community members could visit the project web page to access information about the project.	2,364 visits to project web page	
		Community conversations The Project Team held in-person events at the Glenwood Community League and a virtual event with the Stony Plain Business Improvement Association to gather feedback on the draft design and answer questions about the project.	94 conversations	
October - November 2024	Community Feedback on Final Design	Survey A survey was conducted to ask residents and interested parties to provide feedback on how well the final design for Glenwood (163 Street West) reflected the Vision and Guiding Principles.	89 participants	Refined the design for Glenwood (163 Street West).
		Project web page Community members could visit the project web page to access information about the project.	1,568 visits to the project web page	
		Community conversations The Project Team held in-person events at the Glenwood Community League and pop-up events at Alex Janvier and St. Thomas More Schools, Villa Marguerite Seniors Community and the Stony Plain Business Improvement Area to gather feedback on the final design and answer questions about the project.	203 conversations	

Throughout the project we communicated opportunities for community members and other interested parties to provide feedback through:

- + Targeted social media ads through Facebook and Instagram
- + Door hangers delivered to addresses in Glenwood (163 Street West) and at community events
- + Newsletters delivered to each address in the neighbourhood
- + Postcards delivered to each address in the neighbourhood
- + Targeted letters to residents and owners
- + Signage: Road signs, posters and yard signs
- + Emails to list subscribers and groups like the community league and business improvement area

Engagement Summaries and What We Heard reports from each stage can be found posted in the project history at edmonton.ca/BuildingGlenwoodWest

Neighbourhood Vision and Guiding Principles

Vision and Guiding Principles

Glenwood (163 Street West) Vision

"Glenwood (163 Street West) is proud to be a safe, quiet, multi-generational and close-knit neighbourhood. Full of accessible connections to our City's services, amenities and attractions, Glenwood (163 Street West) will continue to provide opportunities for families to plant roots and enjoy all stages of their lives. Glenwood (163 Street West) is a growing neighbourhood, expanding to include new and diverse neighbours with many open spaces to play, gather and enhance its distinct sense of community."

Glenwood (163 Street West) Guiding Principles



Safe

Residents feel comfortable walking and rolling throughout the neighbourhood at any time of day.



Welcoming

Glenwood has many greenspaces to play, gather and enhance the distinct sense of community through all seasons.



Community Driven

Residents look out for one another, have fun together and build meaningful relationships while enjoying Glenwood's many amenities.



Proud

The community honours the past while evolving to meet the future needs and interests of a diverse community.



Accessible

Residents and visitors of all ages and abilities can walk, run and roll here with ease along well-maintained streets and pathways.

Final design

What we heard

The following summary has been developed to reflect the relevancy, frequency and diversity of the responses we received based on the questions to community members. It is important to note that while this is what we heard from residents, public engagement is not the sole deciding factor in creating the neighbourhood design. City policies and technical requirements provide the primary direction for Neighbourhood Renewal and public feedback is considered and incorporated when possible.

Note: All project decisions, including final design and construction are subject to final approvals and funding.

For each question, participants were asked to share to what extent the design element reflected the Glenwood (West 163 Street) Vision and Guiding Principles.

Roadways and crossings

Design elements highlighted for roadways and crosswalks included:

- + New crossings and raised crossings at key intersections
- + New raised intersections and continuous crossings to connect pathways
- + Cul-de-sac landscaping elements
- + Curb extensions to slow traffic
- + Narrow collector streets to slow traffic
- + Retain existing trees where possible

What we heard: roadways and crossings

- + Many participants support sidewalks and roads being reconstructed in the neighbourhood
- + Some participants expressed concerns about narrowing roadways and noted the importance of reducing congestion where possible
- + A few participants noted they saw the benefit of adding raised intersections and traffic control measures around school zones

"I like the inclusion of shared paths and the raised intersections/ crosswalks around the school to enhance safety."

Walking, rolling and biking connections

Design elements highlighted for walking, rolling and biking connections included:

- + Widening existing sidewalks to meet City of Edmonton Complete Streets Design and Construction Standards
- + Addition of missing sidewalks
- + Addition of shared pathways north-south along 165 Street, 167 Street, 170 Street alley and 163 Street, connecting to 95 Avenue shared pathway
- + Addition of shared pathways along 99 Avenue and 96A Avenue, connecting 165 Street to 163 Street
- + Addition of shared pathway along 99 Avenue, connecting Jack Horan Park to 167 Street
- + Addition of shared pathway along 96 Avenue, connecting 167 Street to 165 Street

What we heard: walking, rolling and biking

- + Many participants support sidewalks and roads being reconstructed in the neighbourhood
- + A number of participants were pleased to see the addition of new shared pathways, citing increased safety for those who walk, bike, or roll throughout Glenwood
- + Some participants noted that the addition of new shared pathways was not balanced with the potential use

"It's great to have shared use pathways but they need to allow people to go elsewhere and not just around our neighbourhood."

Commercial areas and alleys

Design elements highlighted for commercial areas and alleys included:

- + Maintained vehicle access to nearby businesses and residential areas
- + Improved access for people walking, rolling and biking
- + Creation of a community gathering space
- + Maintained vehicle access to the commercial area from Stony Plain Road and from 100 Avenue
- + Maintained vehicle access to alleys
- + Surplus road space repurposed to add new sidewalk*, green space and trees
- + Upgraded intersection at 167 Street and Stony Plain Road, shortening crossing distances and changing the corner shape while improving crossings and sightlines for people walking, rolling and driving
- + Addition of a new shared pathway on 167 Street
- + Addition of a new shared pathway on the west side of the 170 Street alley
- + Addition of new trees and native plants on the slope next to the 170 Street alley to add visual appeal and reduce urban heat island effect** where possible
- + Improved alley drainage
- + Reduction of speed limit to default 40 km/hr as outlined in Safe Mobility Strategy

**** The urban heat island effect happens when buildings, roads and other city structures soak up and release more heat from the sun.**

What we heard: commercial areas and alleys

- + Most participants support alleys being reconstructed in the neighbourhood
- + A few participants expressed the desire to see more lighting in alleys
- + A few participants were pleased to see improved accessibility to commercial areas

"I am in favour of the back alley improvement, (improving and paving)"

Parks and open space

Design elements highlighted for parks and open space included:

- + Approximately 546 new trees will be planted on city property throughout the Glenwood neighbourhood helping to increase tree canopy coverage
- + Retain mature trees where possible and plant new trees along new shared pathway in Jack Horan Park
- + Addition of new amenities such as benches and bike parking in the park spaces
- + Naturalize the dry pond at Jack Horan Park
- + Shared pathways in Jack Horan Park to connect people and the commercial area
- + Addition of missing sidewalks around Jack Horan Park

Note: Proposed dog park shown in the draft design has been removed from the final design due to available funding.

What we heard: parks and open space

- + Several respondents supported reconstructed pathways and additional amenities within the community parks
- + Some participants shared concerns about landscaping elements and maintenance of green spaces

"This future design and plan looks perfect especially in adding more green spaces for people and planting trees."

Final design

What we decided

This section presents the final project decisions for Glenwood (163 Street West) Neighbourhood and Alley Renewal, including the key City policies and programs, public engagement feedback and technical requirements that informed the City's decisions related to each topic. As the project progresses into construction, some elements may be adjusted due to technical constraints and available funding.

Note: All project decisions, including final design and construction are subject to final approvals and funding.

The tables presented in the next pages are a summary of the main policies and programs, technical requirements and public engagement feedback reviewed when making design decisions.

Legend for "What we accounted for to make our decisions"

This report uses three icons to illustrate which decision making criteria are a policy or program, public engagement feedback or technical requirement. You will see these icons in the "What we used to make decisions" tables in the following pages.

The decision making criteria are:



City Policies and Programs



Technical Requirements



Public Engagement Feedback

What we decided for roadways and crossings

Overview of what we decided

- + New crossings and raised crossings at key intersections
- + New raised intersections and continuous crossings to connect shared pathways
- + Cul-de-sac landscaping elements
- + Curb extensions to slow traffic
- + Collector and local street upgrades
- + Narrow collector streets to slow traffic
- + Retain existing trees where possible



Roadways and crossings

Overview



Roadways and crossings

165 Street

Key map



What we decided

- + Raised crossings and intersections added to improve conditions for people who walk, roll and bike
- + Wider sidewalk added on the east side, separated from traffic with a boulevard in most places
- + A shared pathway on the west side, separated from traffic with a boulevard in most places
- + Curb extensions landscaped with turf/naturalization, except for locations where sidewalks, driveways and shared pathways cross
- + Traffic calming measures added to slow traffic along 165 Street
- + On-street parking maintained where possible on the east side. Parking is removed on the west side except near St. Thomas More School
- + New trees added to boulevards

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Active Transportation Policy
- + The Bike Plan
- + Safe Mobility Strategy
- + Winter Design Guidelines
- + Urban Tree Canopy Expansion Program



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework
- + Consideration of existing trees and landscaping, grading, drainage patterns and underground utilities
- + Crime Prevention Through Environmental Design (CPTED) principles



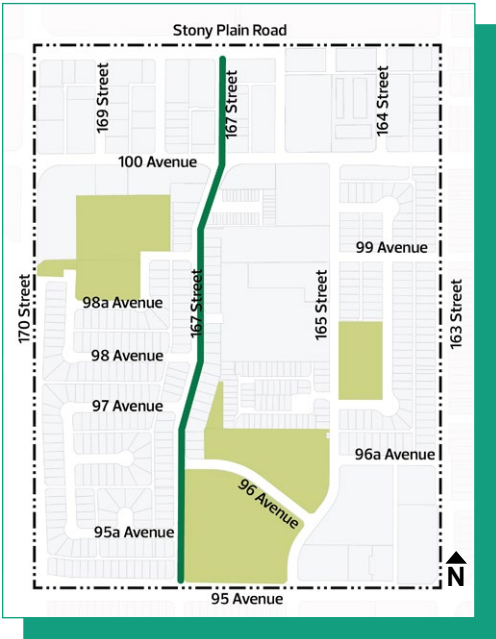
Public Engagement Feedback

- + Several participants made positive comments about the traffic calming measures in the community
- + Some participants shared concerns about narrowing roadways and noted the importance of maintaining parking in the neighbourhood

Roadways and crossings

167 Street

Key map



What we decided

- + Raised crossings and intersections added to improve conditions for people who walk, roll and bike
- + Wider sidewalk added on the west side, separated from traffic with a boulevard in most places
- + A shared pathway added on the east side, separated from traffic with a boulevard in most places
- + Curb extensions landscaped with turf/naturalization, except for locations where sidewalks, driveways and shared pathways cross
- + Traffic calming measures added to slow traffic along 167 Street
- + On-street parking maintained where possible
- + New trees added to boulevards

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community Driven



Accessible



Welcoming



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Active Transportation Policy
- + The Bike Plan
- + Safe Mobility Strategy
- + Winter Design Guidelines
- + Urban Tree Canopy Expansion Program



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Raised Crossings Design Technical Memo
- + Urban Design Framework
- + Consideration of existing trees and landscaping, grading, drainage patterns and underground utilities



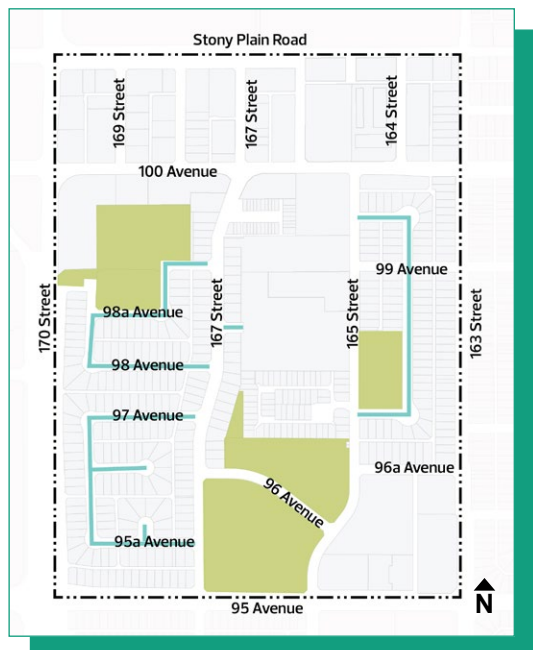
Public Engagement Feedback

- + Several participants made positive comments about the traffic calming measures in the community
- + Most participants shared concerns about narrowing roadways and noted the importance of maintaining parking throughout the neighbourhood

Roadways and crossings

Local streets

Key map



Key map legend

— Local streets

What we decided

- + Wider sidewalk added to improve accessibility for people walking and rolling
- + Roadway widths maintained
- + Parking maintained on both sides of the streets
- + New trees added behind curbside sidewalks along key walking and rolling routes within the road right-of-way where possible

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community Driven



Accessible



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Active Transportation Policy
- + The Bike Plan
- + Safe Mobility Strategy
- + Winter Design Guidelines
- + Urban Tree Canopy Expansion Program



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework
- + Consideration of existing trees and landscaping, grading, drainage patterns and underground utilities



Public Engagement Feedback

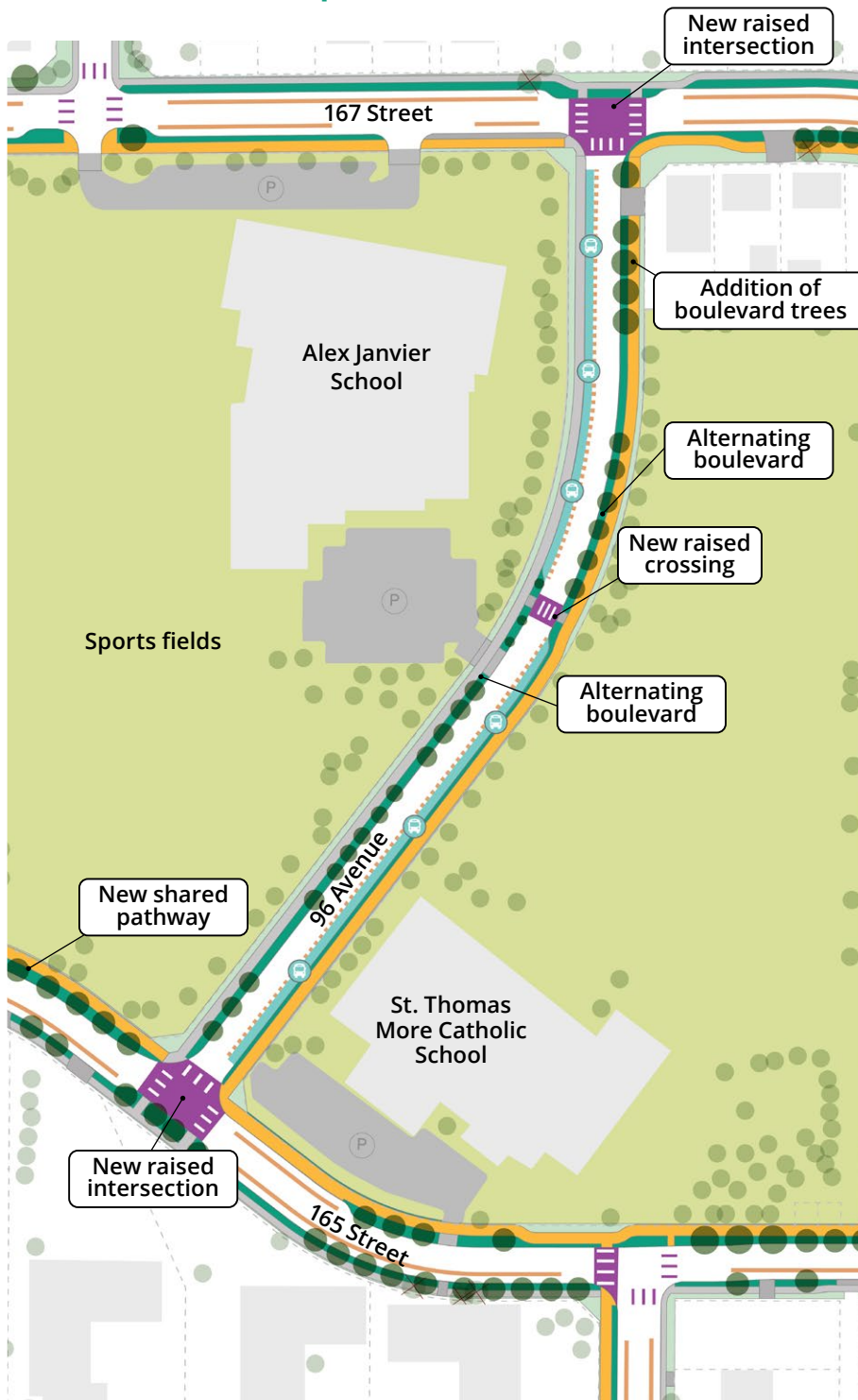
- + Many participants support sidewalks and roads being reconstructed in the neighbourhood
- + Participants shared their desire to preserve mature trees in the neighbourhood



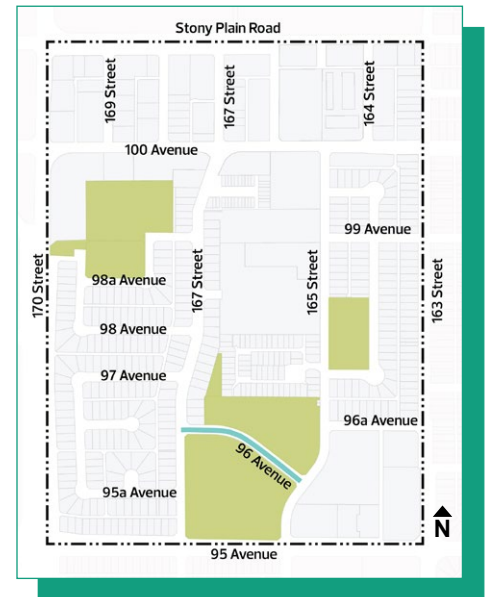
Roadways and crossings

School drop-off area

96 Avenue school drop-off zone



Key map



Legend

- New tree
- Existing tree
- ✕ Tree removed
- Existing sidewalk
- New grass or boulevard
- Existing grass or boulevard
- New shared pathway
- New raised crossing
- New crossing
- 🚌 Bus drop-off zone
- Existing school yard open space
- Parking
- - - Off-peak parking

School drop-off area

What we decided

- + Alternating boulevards and trees along the street to improve tree canopy, separate people who walk, roll and bike from traffic and create opportunities for snow storage
- + School bus drop-off zones maintained near the school entrances
- + Narrow roadway widths and add alternating boulevards to slow traffic, shorten crossing distances and improve sightlines to enhance the feeling of safety around the schools and for people who walk, roll and bike
- + Raised intersections at 96 Avenue and 165 Street and at 96 Avenue and 167 Street
- + Raised crossing added mid-block along 96 Avenue to provide drivers with a physical cue to slow down and create a level surface for people crossing the street
- + A shared pathway on the north side, separated from traffic with a boulevard in most places
- + The existing sidewalk adjacent to Alex Janvier School is maintained. A wider sidewalk is provided on the south side and is separated from traffic with a boulevard in most places.

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Active Transportation Policy
- + The Bike Plan
- + Safe Mobility Strategy
- + Winter Design Guidelines
- + Urban Tree Canopy Expansion Program



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework
- + Consideration of existing trees and landscaping, grading, drainage patterns and underground utilities



Public Engagement Feedback

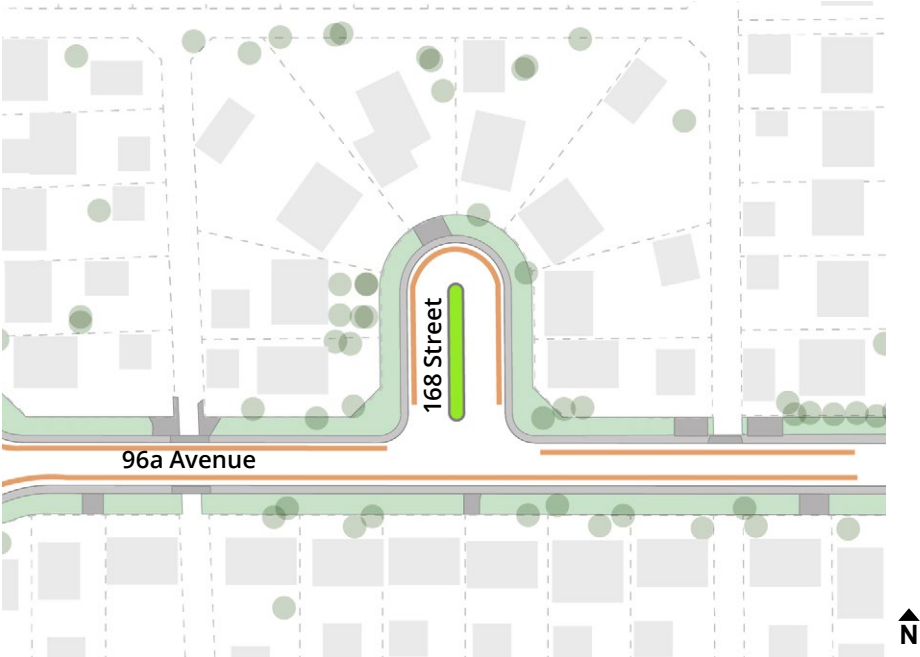
- + Many participants expressed the importance of maintaining parking near school drop-off zones to reduce traffic congestion
- + A few participants were supportive of raised intersections and crosswalks to improve safety for people who walk roll and bike



Roadways and crossings

Cul-de-sac landscaping

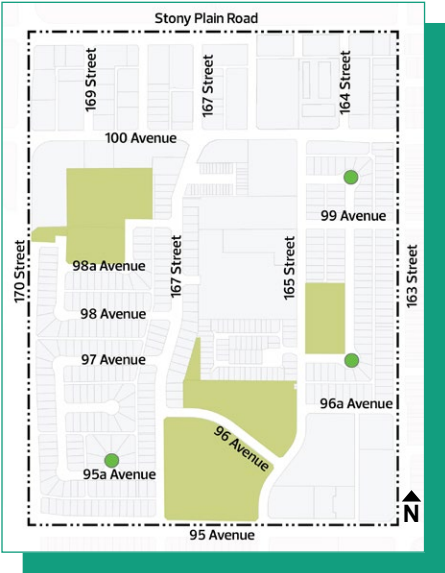
95a Avenue at 168 Street



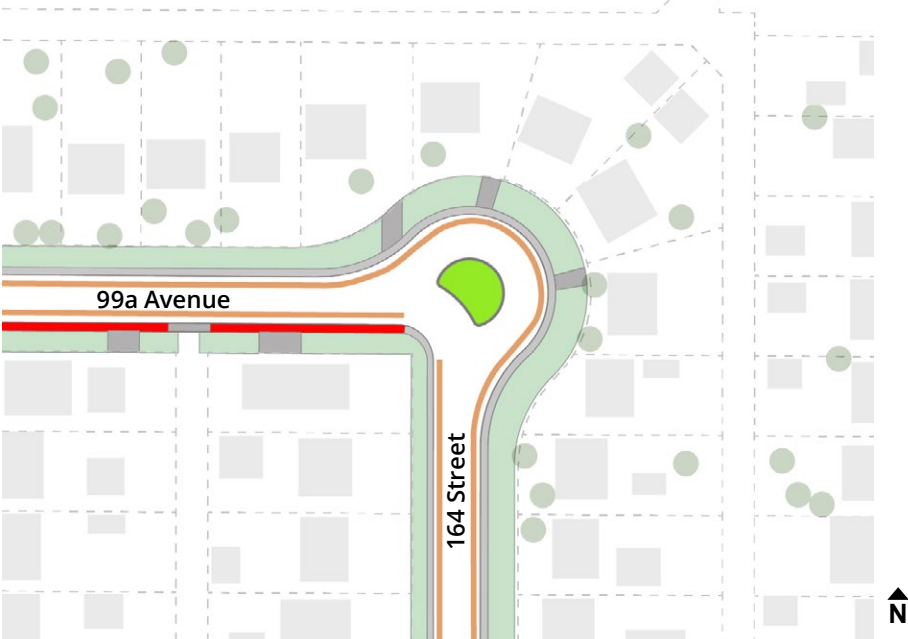
Legend

- New landscaped median
- Existing tree
- Wider sidewalk
- Existing grass or boulevard
- Parking

Key map



99A Avenue and 164 Street



Legend

- New landscaped median
- Existing tree
- Wider sidewalk
- Existing grass or boulevard
- Parking
- New sidewalk

97 Avenue at 164 Street



Legend

- | | |
|-----------------------|-----------------------------|
| New landscaped median | Existing grass or boulevard |
| New tree | New grass or boulevard |
| Existing tree | Existing pathway |
| Tree removed | New crossing |
| Existing open space | Parking |
| Wider sidewalk | Bus stop |
| | Existing bench |

Cul-de-sac landscaping

What we decided

- + Wider cul-de-sacs landscaped with turf/ naturalization to increase visual appeal, help stormwater drain more efficiently and reduce the urban heat island effect** where possible
- + Landscaped cul-de-sacs added to improve traffic flow and define parking areas

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Winter Design Guidelines



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



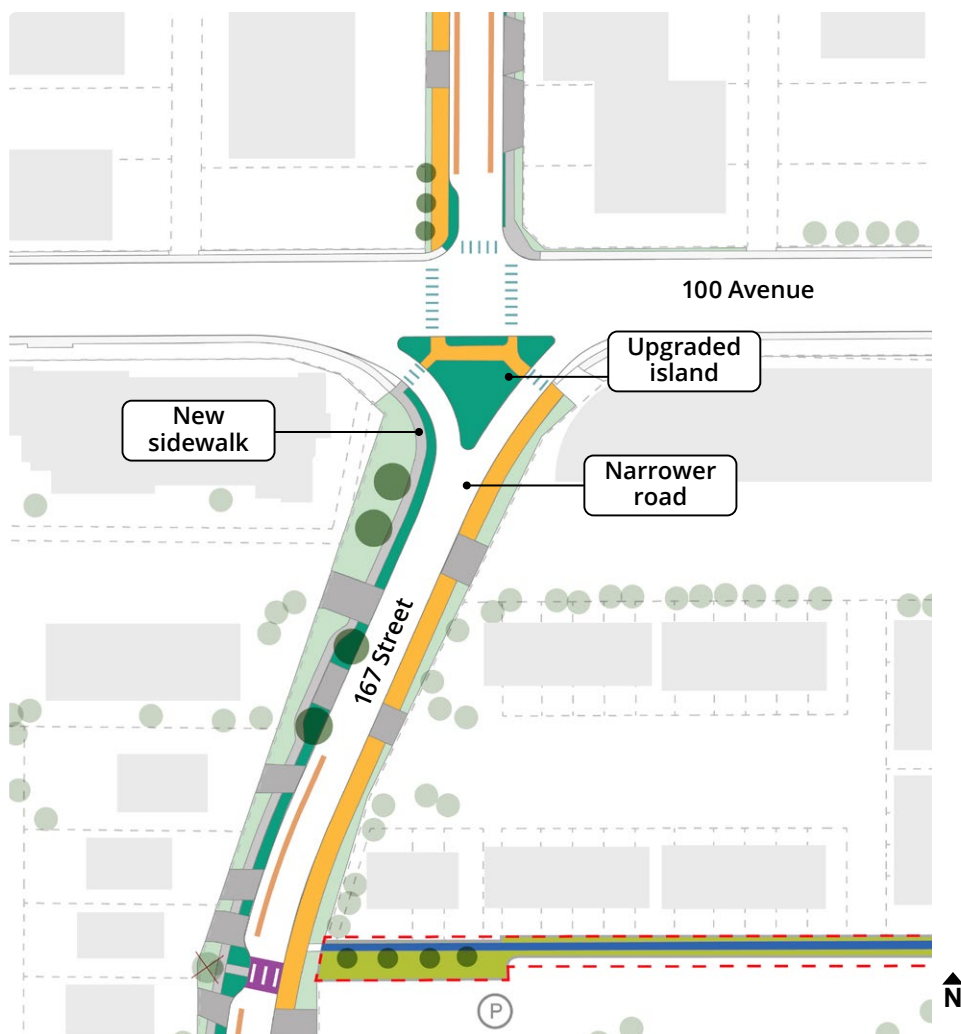
Public Engagement Feedback

- + Some participants shared concerns about the maintenance requirements of landscaping in cul-de-sacs
- + A few participants expressed the importance of maintaining parking within cul-de-sacs

Roadways and crossings

Crossings - 167 Street

100 Avenue at 167 Street



Legend

- | | |
|-----------------------------|---------------------|
| New tree | New raised crossing |
| Existing tree | New crossing |
| Tree removed | Existing crossing |
| Wider sidewalk | Parking |
| Existing grass or boulevard | Breezeway |
| New grass or boulevard | Existing open space |
| New shared pathway | |

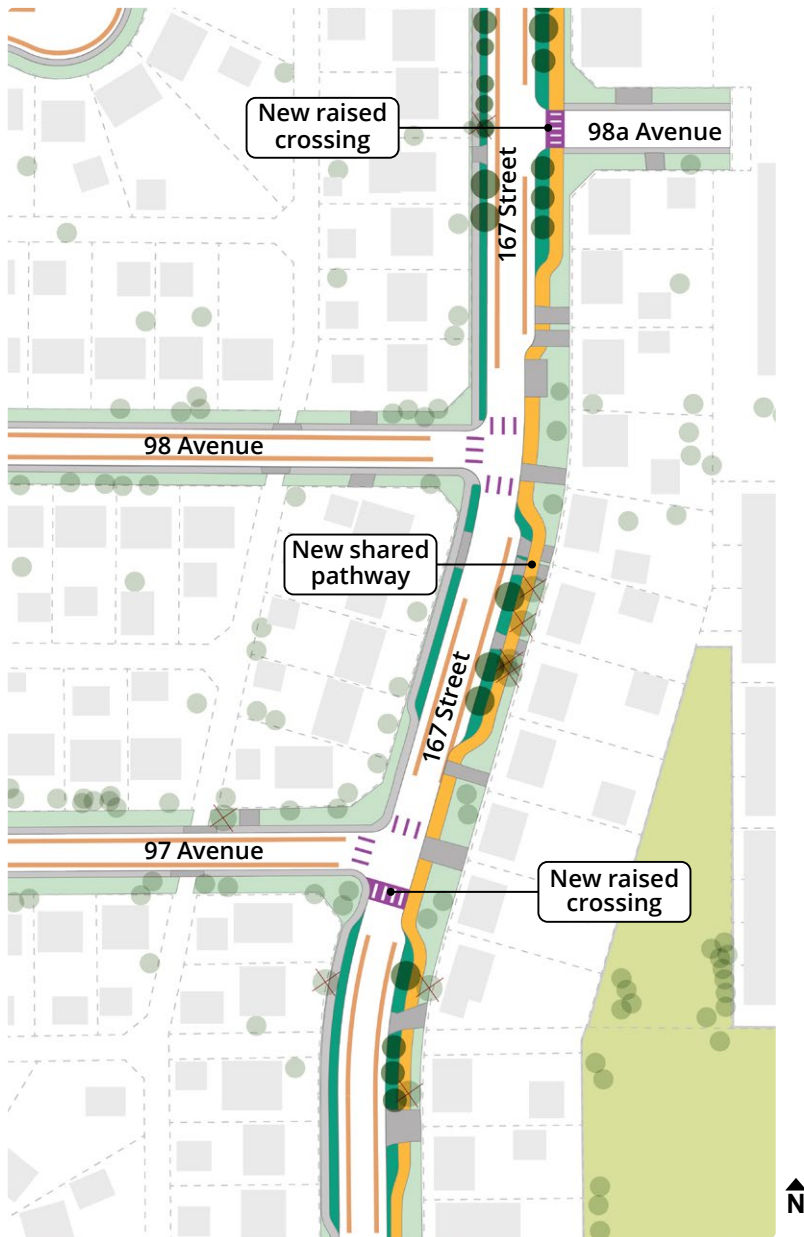
Key map



Key map legend

- Raised crossing
- Raised intersection
- Continuous crossing
- Curb extensions
- 167 Street

167 Street at 98 Avenue



Legend

- | | |
|---|---|
|  New tree |  New raised crossing |
|  Existing tree |  New crossing |
|  Tree removed |  Existing crossing |
|  Wider sidewalk |  Parking |
|  Existing grass or boulevard |  Existing open space |
|  New grass or boulevard | |
|  New shared pathway | |

Key map

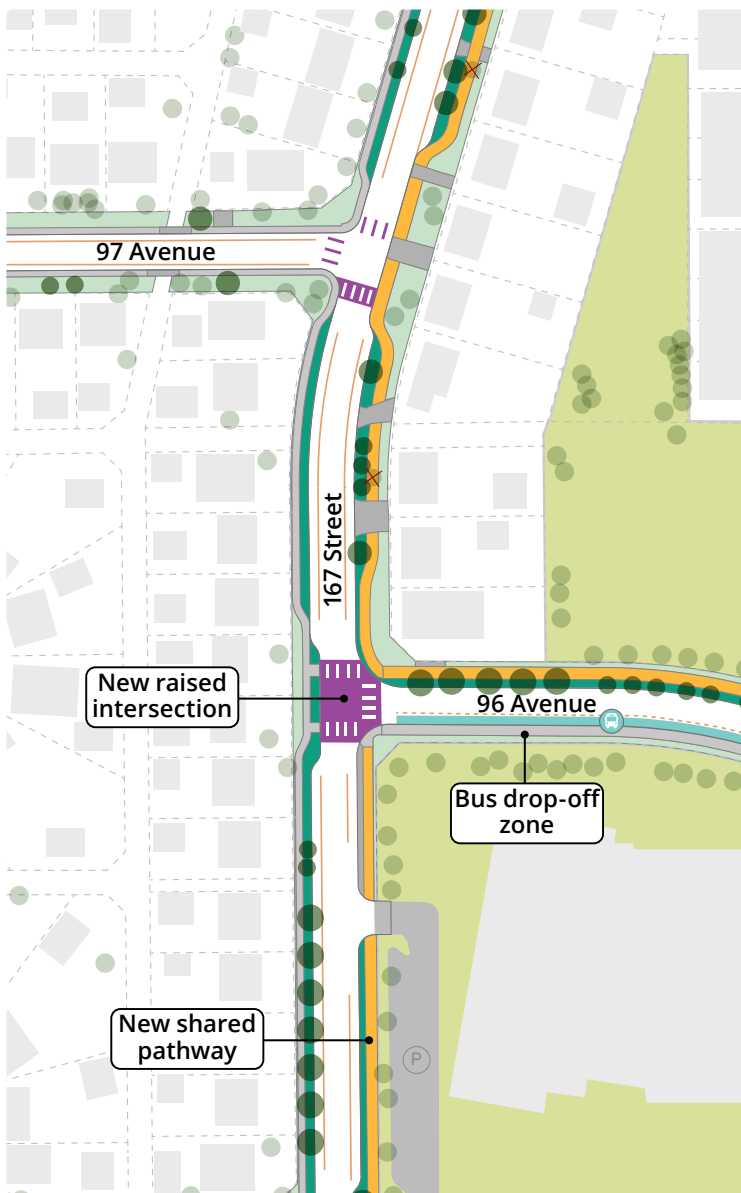


Key map legend

-  Raised crossing
-  Raised intersection
-  Continuous crossing
-  Curb extensions
-  167 Street



167 Street at 96 Avenue



Legend

- | | |
|-----------------------------|---------------------|
| New tree | New raised crossing |
| Existing tree | New crossing |
| Tree removed | Existing crossing |
| Wider sidewalk | Parking |
| Existing grass or boulevard | Bus drop-off zone |
| New grass or boulevard | Existing open space |
| New shared pathway | |

Key map



Key map legend

- Raised crossing
- Raised intersection
- Continuous crossing
- Curb extensions
- 167 Street



Crossings - 167 Street

What we decided

- + Curb extensions and raised crossings added at intersections to help slow traffic and enhance the feeling of safety for people who walk, roll and bike by improving sightlines and a shorter crossing distance
- + New crossings added to improve awareness and visibility for people driving and crossing
- + Raised intersections added along 167 Street and 96 Avenue to provide drivers with a physical cue to slow down and create a level surface for people crossing the street
- + Raised crossing and curb extensions added at three locations
 - + Mid-block crossing north of 99 Avenue near the breezeway***
 - + South side of intersection at 97 Avenue and 167 Street
 - + South side of intersection at 98a Avenue and 167 Street
- + A raised crossing added to 98a Avenue to create a level surface for the shared pathway crossing the street
- + New crossings added at five locations
 - + 100 Avenue
 - + 99 Avenue
 - + 98 Avenue
 - + 97 Avenue
 - + 95a Avenue

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

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Winter Design Guidelines



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



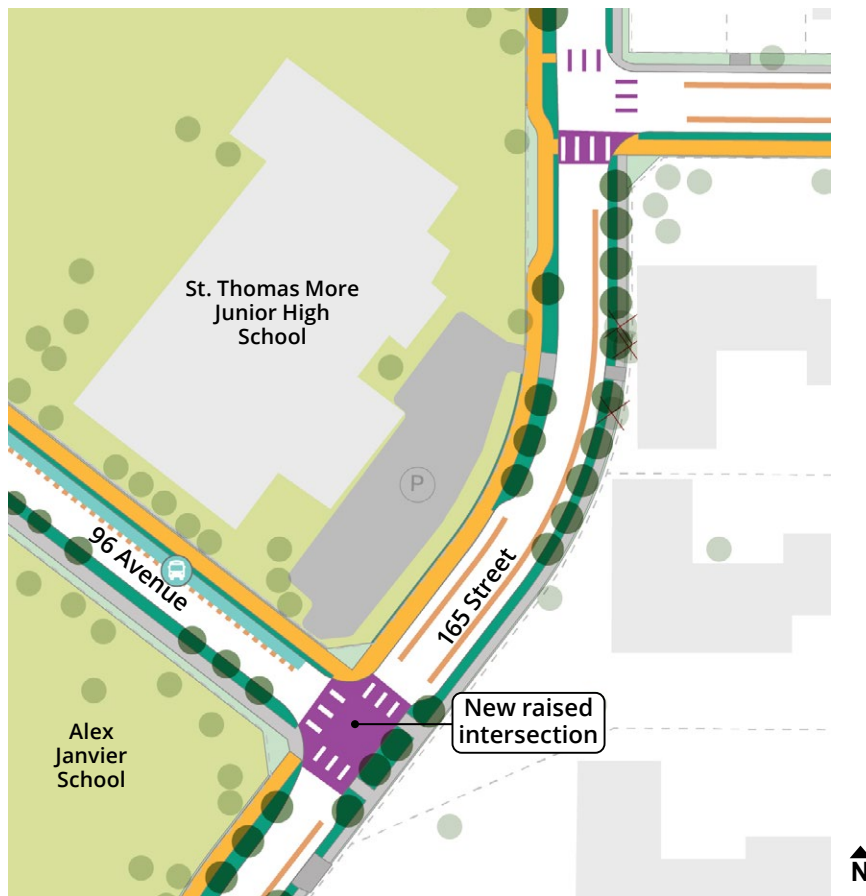
Public Engagement Feedback

- + Several participants supported traffic calming measures in the community
- + Some participants shared concerns about narrowing roadways and noted the importance of maintaining parking availability throughout the neighbourhood
- + A few participants were supportive of raised intersections and crosswalks to improve safety for people who walk, roll and bike

Roadways and crossings

Crossings - 165 Street

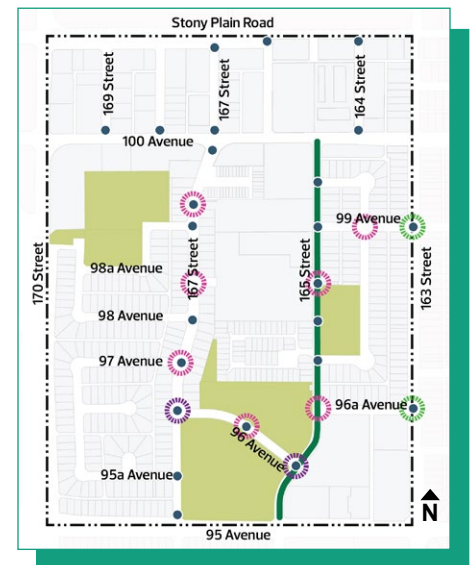
165 Street at 96 Avenue



Legend

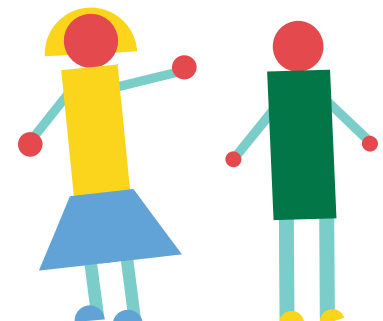
- | | |
|-----------------------------|---------------------|
| Existing tree | New crossing |
| New tree | New raised crossing |
| Tree removed | Bus drop-off zone |
| Wider sidewalk | Existing open space |
| Existing grass or boulevard | Parking |
| New grass or boulevard | Off-peak parking |
| New shared pathway | |

Key map



Key map legend

- Raised crossing
- Raised intersection
- Continuous crossing
- Curb extensions
- 165 Street



165 Street at Glenwood Park



Legend

- New tree
- Existing tree
- Tree removed
- Existing bench
- Wider sidewalk
- Existing grass or boulevard
- New grass or boulevard
- New landscaped median
- Existing park pathway
- New shared pathway
- Crossing
- New raised crossing
- Bus stop
- Existing open space
- Parking

Crossings - 165 Street

What we decided

- + Curb extensions added at intersections and raised crossings to help slow traffic and enhance the feeling of safety for people who walk, roll and bike by improving sightlines and a shorter crossing distance
- + New crossings added to act as a visual cue for drivers and improve visibility of people who walk, roll and bike
- + Raised crossings and raised intersections added along 165 Street to provide drivers with a physical cue to slow down and create a level surface for people crossing the street
- + Raised crossing and curb extensions added at two locations
 - + Near the north end of Glenwood Park
 - + South side of intersection at 165 Street and 96A Avenue
- + A raised crossing added to 98a Avenue to create a level surface for the shared pathway crossing the street
- + New crossings added at four locations
 - + 99a Avenue
 - + 99 Avenue
 - + 97 Avenue
 - + 96a Avenue
- + Mid-block crossing centrally located at Glenwood Park
- + Raised intersection at 165 Street and 96 Avenue

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Winter Design Guidelines



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



Public Engagement Feedback

- + Several participants supported traffic calming measures in the community
- + Some participants shared concerns about narrowing roadways and noted the importance of maintaining parking availability throughout the neighbourhood
- + A few participants were supportive of raised intersections and crosswalks to improve safety for people who walk, roll and bike

Roadways and crossings

Crossings - 164 Street

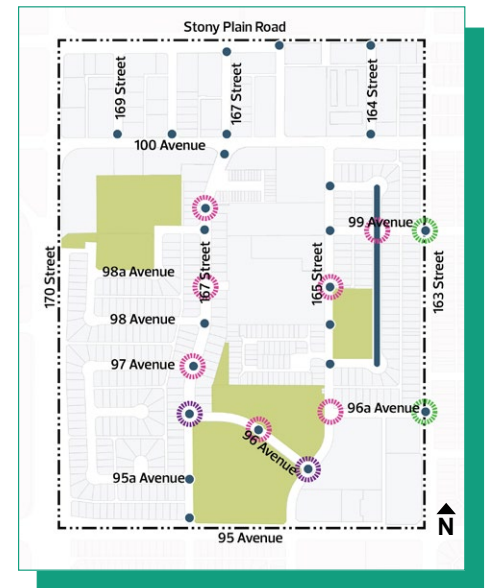
164 Street



Legend

- New tree
- Existing tree
- Tree removed
- Wider sidewalk
- Existing grass or boulevard
- New grass or boulevard
- Existing park pathway
- New shared pathway
- Crossing
- New raised crossing
- New landscaped median
- Existing open space
- Parking
- Existing bench

Key map



Key map legend

- Raised crossing
- Raised intersection
- Continuous crossing
- Curb extensions
- 164 Street



Crossings - 164 Street

What we decided

- + New crossings added to to act as a visual cue for drivers and improve visibility of people who walk, roll and bike
- + Raised crossing added along the south side of intersection at 164 Street and 99 Avenue
- + New crossing added at intersection at 164 Street and 99 Avenue
- + Two mid-block curb extensions and new crossings at 164 Street between 97 Avenue and 99 Avenue, next to Glenwood Park

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Winter Design Guidelines



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



Public Engagement Feedback

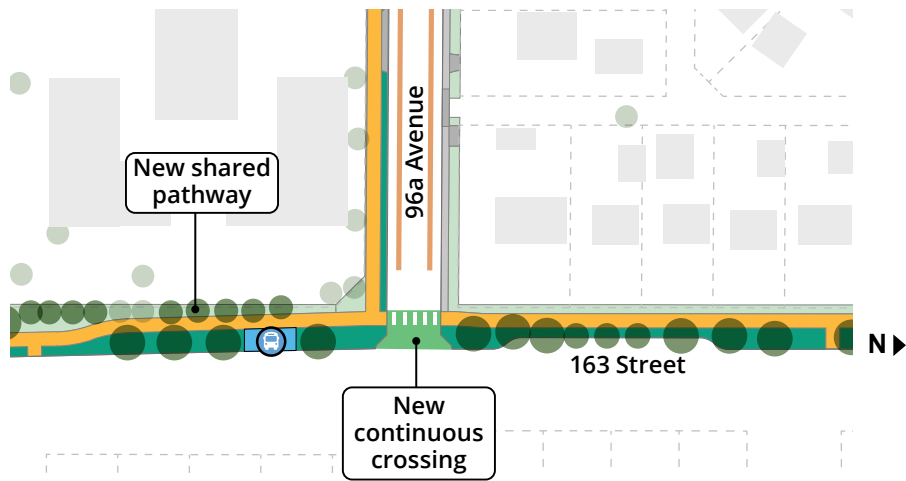
- + Several participants supported traffic calming measures in the community
- + A few participants were supportive of raised intersections and crosswalks to improve safety for people who walk, roll and bike



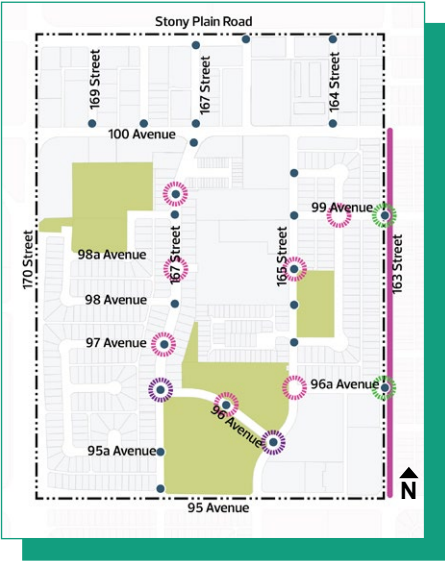
Roadways and crossings

Crossings - 163 Street

163 Street at 96a Avenue



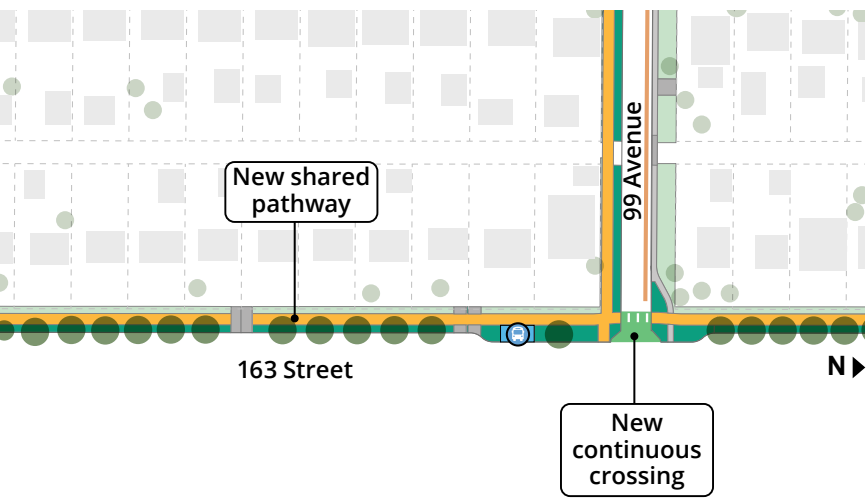
Key map



Key map legend

- Raised crossing
- Raised intersection
- Continuous crossing
- Curb extension
- 163 street

163 Street at 99 Avenue



Legend

- Existing tree
- New tree
- Wider sidewalk
- Existing grass or boulevard
- New grass or boulevard
- New shared pathway
- New continuous crossing
- Bus stop
- Parking

Crossings - 163 Street

What we decided

- + Continuous crossings added along 163 Street to provide drivers with a physical cue to slow down and create a level surface for people crossing the street at the following intersections:
 - + 163 Street and 99 Avenue
 - + 163 Street and 96a Avenue
- + Adding boulevards and trees adjacent to the shared pathway along 163 Street

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + The Bike Plan
- + Safe Mobility Strategy
- + Winter Design Guidelines



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework

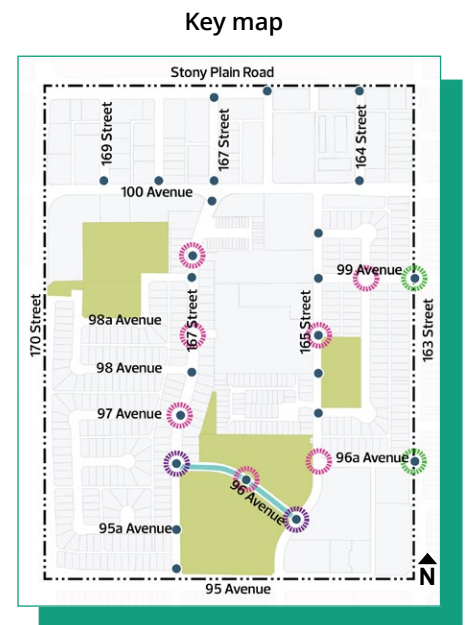
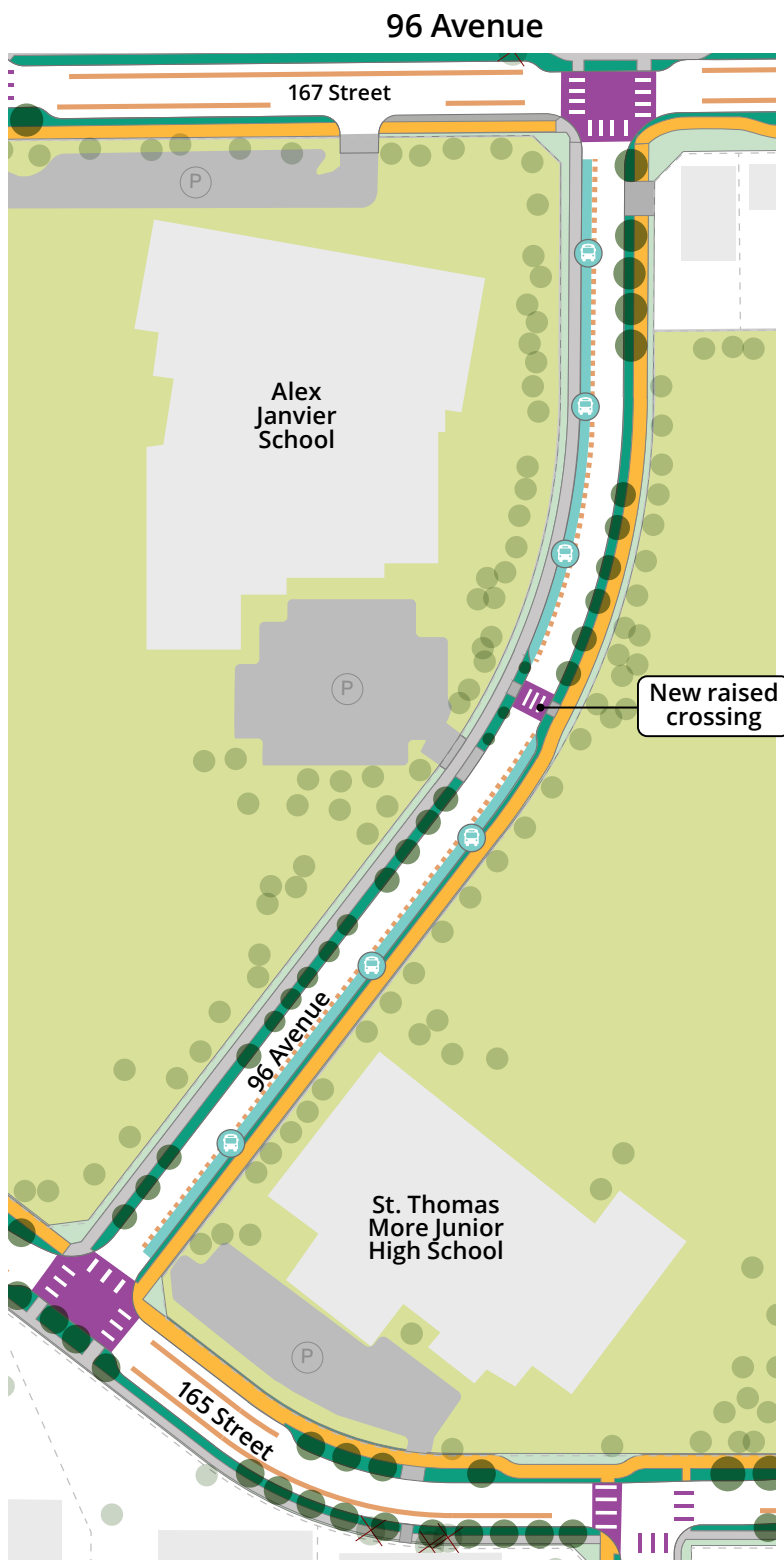


Public Engagement Feedback

- + A few participants suggested the removal of the service road along 163 Street may reduce parking availability

Roadways and crossings

Crossings - 96 Avenue



Key map legend

- Raised crossing
- Raised intersection
- Continuous crossing
- Curb extensions
- 96 Avenue

Legend

- New tree
- Existing tree
- Tree removed
- Existing sidewalk
- New grass or boulevard
- Existing grass or boulevard
- New shared pathway
- New raised crossing
- New crossing
- Bus drop-off zone
- Existing school yard open space
- Parking
- Off-peak parking

Crossings - 96 Avenue

What we decided

- + New raised mid-block crossing
- + Raised intersections added at 167 Street and 165 Street
- + Parking removed along 96 Avenue, outside of new bus drop-off zones
- + Parking maintained in bus drop-off zones outside of school hours

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Winter Design Guidelines
- + Winter Design Guidelines



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



Public Engagement Feedback

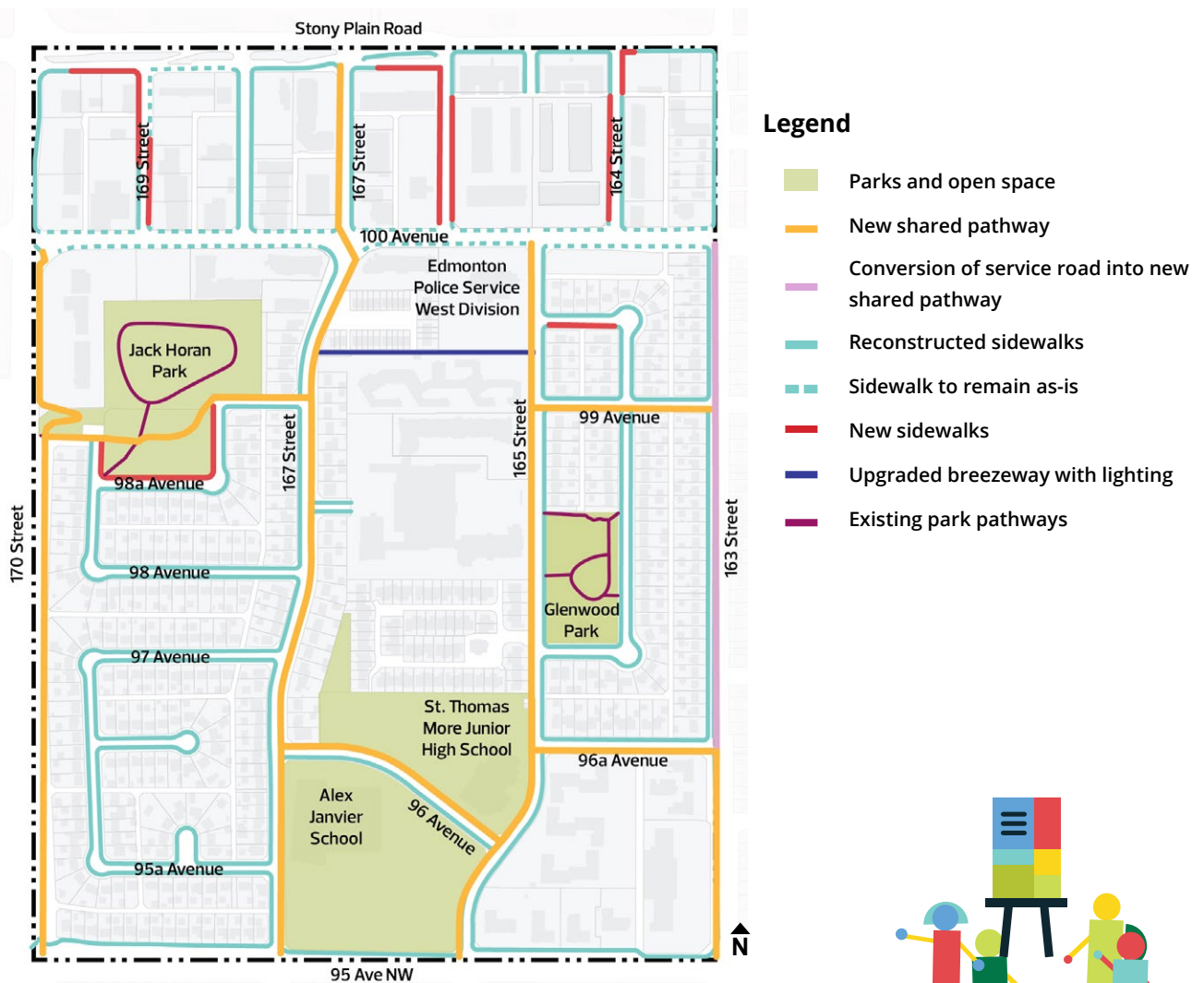
- + Several participants were pleased to see traffic calming measures in the community
- + A few participants were supportive of raised intersections and crosswalks to improve safety for people who walk, roll and bike

What we decided for walking, rolling and biking

Overview of what we decided

- + Widen existing sidewalks to meet City of Edmonton Complete Streets Design and Construction Standards
- + Addition of new sidewalks*, where missing
- + Addition of shared pathways along 165 Street, 167 Street, 170 Street alley, 170 Street along the commercial site and 163 Street
- + Addition of shared pathways along 99 Avenue and 96a Avenue connecting to 163 Street

Walking, rolling and biking overview map



Walking, rolling and biking - new sidewalk connections

What we decided

- + New sidewalks* added to meet current standards
 - + Next to Jack Horan Park along 98a Avenue, 168 Street and 169 Street
 - + Along 99a Avenue between 164 Street and 165 Street
 - + North of 100 Avenue in the commercial area
- + A shared pathway on 167 Street to connect to commercial destinations north of Stony Plain Road
- + Roadway narrowed on 164 Street, 165 Street and 167 Street to add sidewalks on both sides and increase opportunities for tree planting

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework
- + Consideration of existing trees and landscaping, grading, drainage patterns and underground utilities



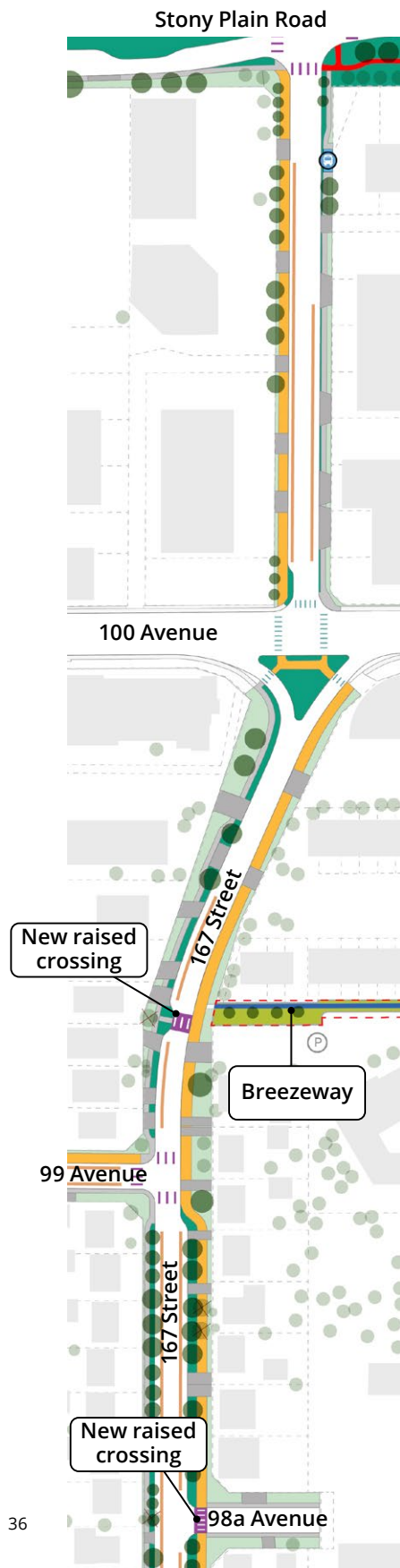
Public Engagement Feedback

- + A number of participants support new or reconstructed sidewalks throughout the neighbourhood
- + A number of participants were supportive of the addition of new shared pathways
- + A few participants were pleased to see improved accessibility to commercial areas

Walking, rolling and biking

Wider sidewalks and shared pathways - 167 Street (north section)

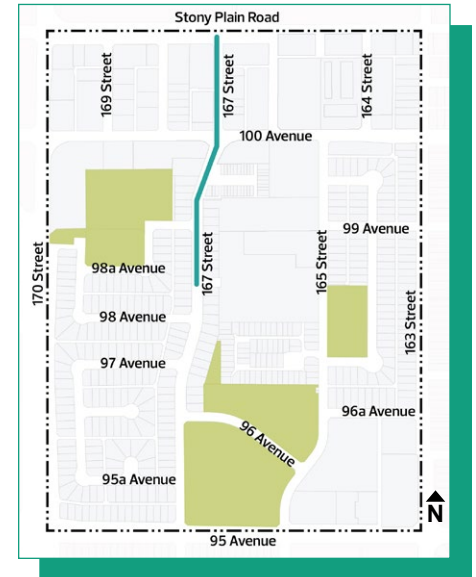
167 Street north section



Legend

- | | | | |
|--|-----------------------------|--|---------------------|
| | Existing tree | | New shared pathway |
| | New tree | | New crossing |
| | Tree removed | | New raised crossing |
| | Wider sidewalk | | Existing crossing |
| | New sidewalk | | Breezeway |
| | Existing grass or boulevard | | Parking |
| | New grass or boulevard | | Bus stop |

Key map



Wider sidewalks and shared pathways - 167 Street (north section)

What we decided

- + Sidewalks widened to meet current City standards and improve how people walk, roll and bike through Glenwood
- + Widening the sidewalk may impact private landscaping on public road rights-of-way in some locations; considerations have been made to reduce impacts to existing landscaping and trees where possible
- + Boulevard trees added on both sides of the street to reduce the urban heat island effect** where possible
- + A shared pathway added on the east side of 167 Street to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood. The shared pathway is separated from traffic with a boulevard in most places
- + Parking maintained on both sides of the road with the exception of some areas between 99 Avenue to 100 Avenue

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework
- + Consideration of existing trees and landscaping, grading, drainage patterns and underground utilities



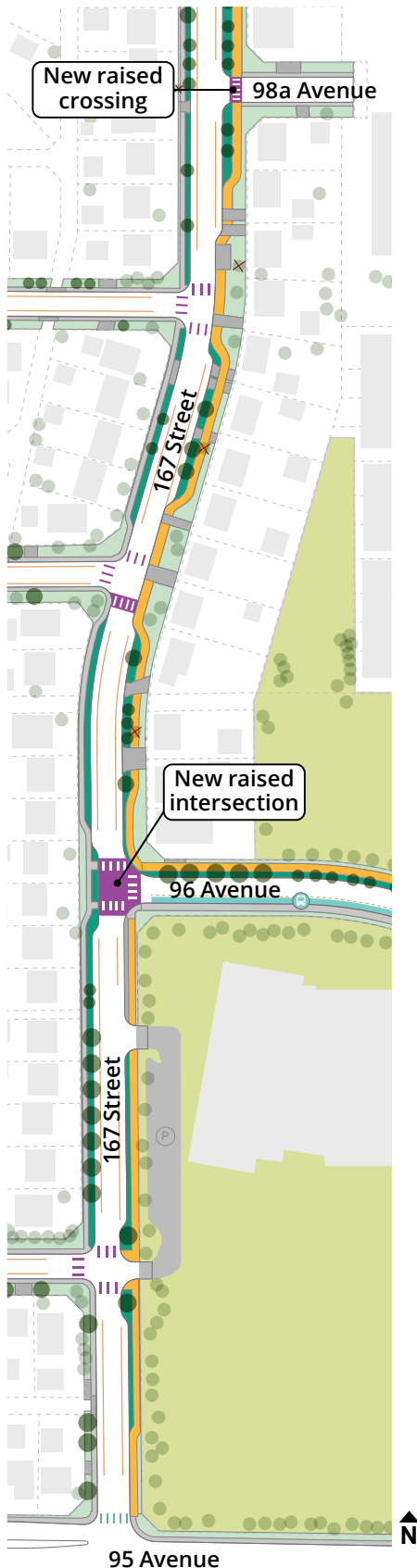
Public Engagement Feedback

- + A number of participants expressed the desire to have new or reconstructed sidewalks throughout the neighbourhood
- + A number of participants supported the addition of new shared pathways
- + Some participants noted the importance of maintaining parking throughout the neighbourhood

Walking, rolling and biking

Wider sidewalks and shared pathways - 167 Street (south section)

167 Street south section



Legend

- Existing tree
- New tree
- ✕ Tree removed
- Wider sidewalk
- Existing grass or boulevard
- New grass or boulevard
- Bus drop-off zone
- New shared pathway
- New crossing
- New raised crossing
- Existing crossing
- Parking
- Off-peak parking

Key map



Wider sidewalks and shared pathways - 167 Street (south section)

What we decided

- + Sidewalks widened to meet current City standards and improve how people walk and roll in Glenwood
- + Widening the sidewalk may impact private landscaping on public road rights-of-way in some locations; considerations have been made to reduce impacts to existing landscaping and trees where possible
- + Boulevard trees added on both sides of the street to reduce the urban heat island effect** where possible
- + A shared pathway added along the east side of 167 Street to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood. The shared pathway is separated from traffic with a boulevard in most places
- + Parking maintained on both sides of the road

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework
- + Consideration of existing trees and landscaping, grading, drainage patterns and underground utilities



Public Engagement Feedback

- + A number of participants expressed the desire to have new or reconstructed sidewalks throughout the neighbourhood
- + A number of participants supported the addition of new shared pathways
- + Some participants noted the importance of maintaining parking throughout the neighbourhood

Walking, rolling and biking

Wider sidewalks and shared pathways - 165 Street (north section)

165 Street north section



Legend

- Existing tree
- New tree
- Tree removed
- Wider sidewalk
- New sidewalk
- Existing grass or boulevard
- New grass or boulevard
- Bus stop
- New shared pathway
- Existing park pathways
- Breezeway
- Existing crossing
- New crossing
- New raised crossing
- Parking

Key map



Wider sidewalks and shared pathways - 165 Street (north section)

What we decided

- + Sidewalks widened to meet current City standards and improve how people walk and roll in Glenwood
 - + Widening the sidewalk along the east side may impact private landscaping on public road rights-of-way in some locations; considerations have been made to reduce impacts to existing landscaping and trees where possible
- + Boulevard trees added on both sides of the street to reduce the urban heat island effect** where possible
- + A shared pathway added along the west side of 165 Street to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood. The shared pathway is separated from traffic with a boulevard in most places
- + On-street parking retained on the east side of the street where possible

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework
- + Consideration of existing trees and landscaping, grading, drainage patterns and underground utilities



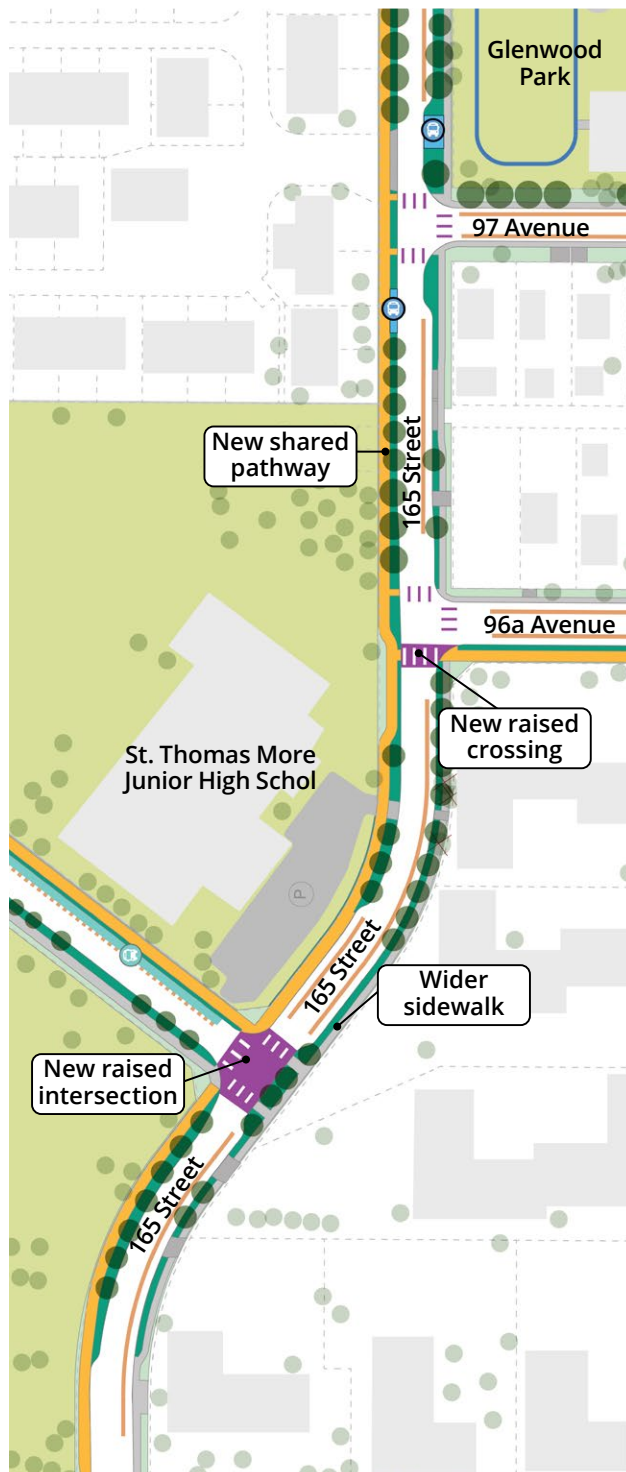
Public Engagement Feedback

- + A number of participants expressed the desire to have new or reconstructed sidewalks throughout the neighbourhood
- + A number of participants supported the addition of new shared pathways
- + Some participants noted the importance of maintaining parking throughout the neighbourhood

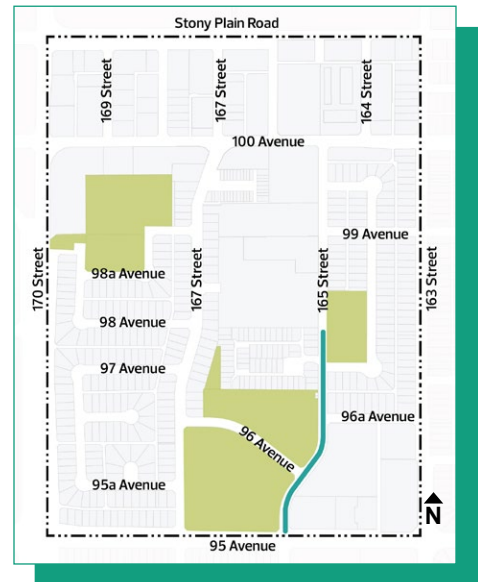
Walking, rolling and biking

Wider sidewalks and shared pathways - 165 Street (south section)

165 Street south section



Key map



Legend

- Existing tree
- New tree
- Tree removed
- Wider sidewalk
- Existing grass or boulevard
- New grass or boulevard
- Bus drop-off zone
- Bus stop
- New shared pathway
- Existing park pathways
- Existing crossing
- New crossing
- New raised crossing
- Parking

Wider sidewalks and shared pathways - 165 Street (south section)

What we decided

- + Sidewalks widened to meet current City standards and improve how people walk and roll in Glenwood
 - + Widening the sidewalk along the east side may impact private landscaping on public road rights-of-way in some locations; considerations have been made to reduce impacts to existing landscaping and trees where possible
- + Boulevard trees added on both sides of the street to reduce the urban heat island effect** where possible
- + A shared pathway added along the west side of 165 Street to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood. The shared pathway is separated from traffic with a boulevard in most places
- + Parking removed on west side of street, except near 96 Avenue. Parking retained on the east side of the street where possible

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework
- + Consideration of existing trees and landscaping, grading, drainage patterns and underground utilities



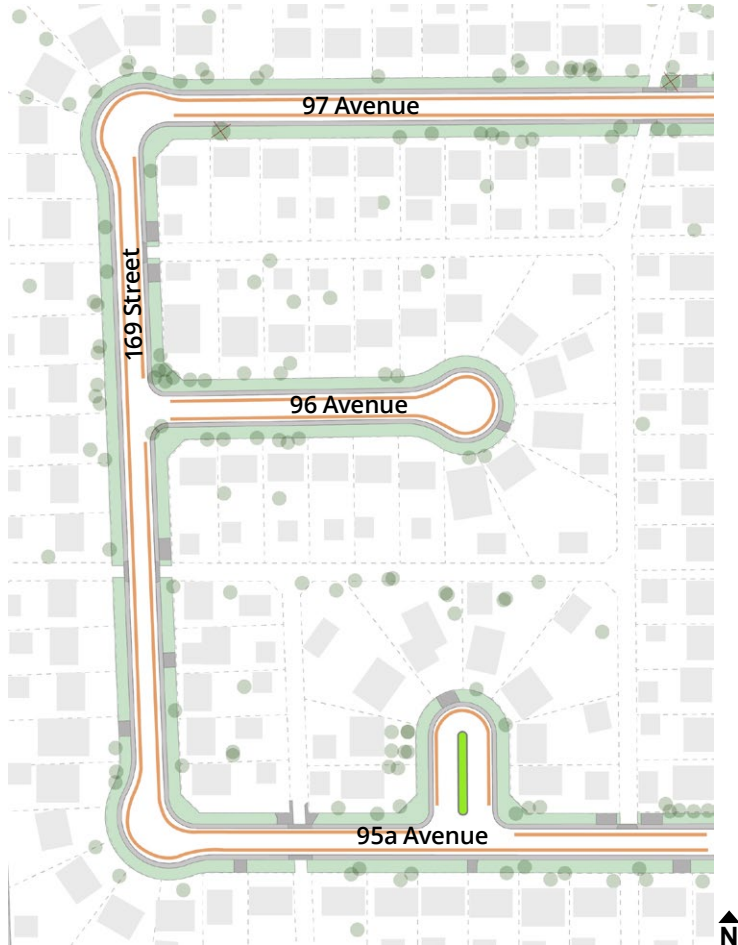
Public Engagement Feedback

- + A number of participants expressed the desire to have new or reconstructed sidewalks throughout the neighbourhood
- + A number of participants were supportive of the addition of new shared pathways
- + Several participants supported the addition of new trees and expressed the desire to preserve mature trees where possible

Walking, rolling and biking

Wider sidewalks and shared pathways -
95a Avenue, 96 Avenue, 97 Avenue, 169 Street

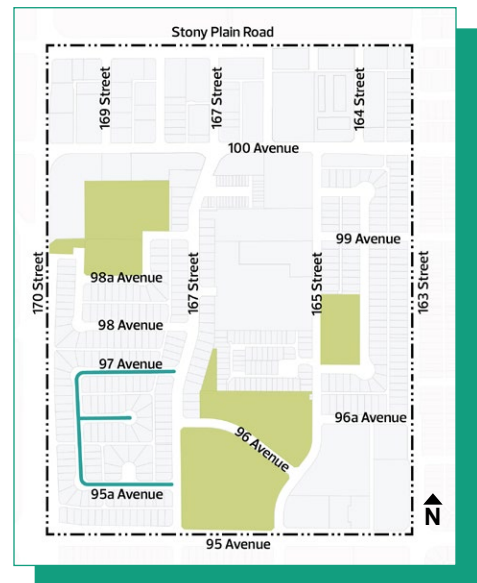
95a Avenue, 97 Avenue, 169 Street



Legend

- Existing tree
- New tree
- Tree removed
- Wider sidewalk
- Existing grass or boulevard
- New landscaped median
- Parking

Key map



What we decided

- + Curbside sidewalks widened on both sides of street
- + Parking maintained on both sides of street

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



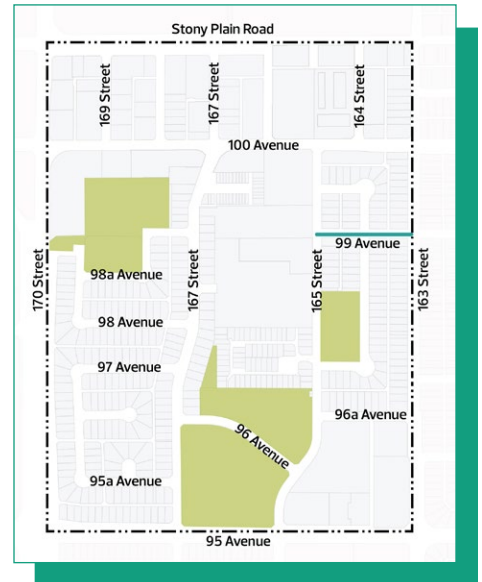
Public Engagement Feedback

- + A number of participants supported new sidewalks* throughout the neighbourhood

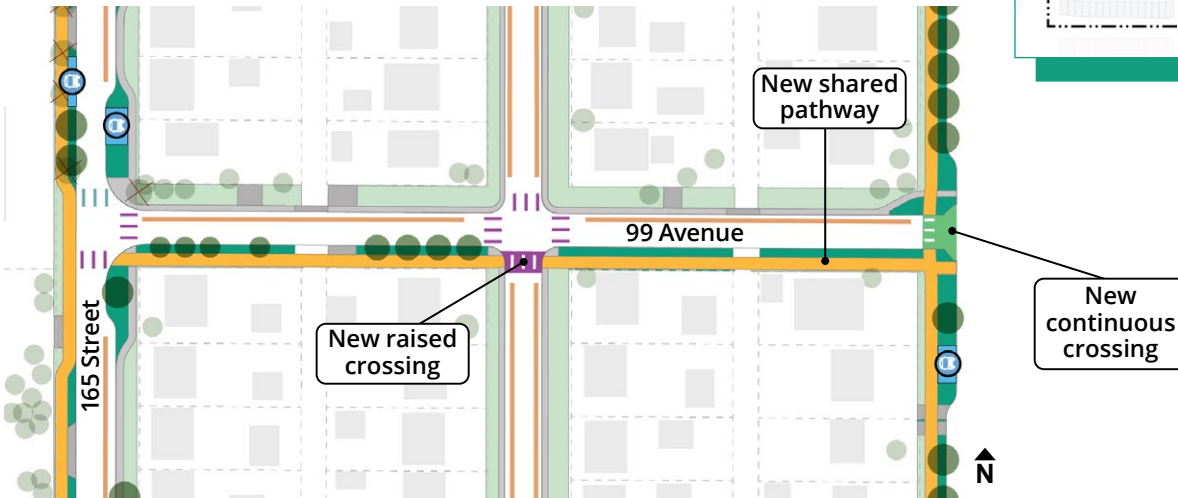
Walking, rolling and biking

Wider sidewalks and shared pathways - 99 Avenue

Key map

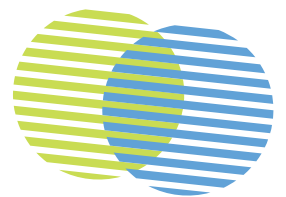


99 Avenue



Legend

- Existing tree
- New tree
- Tree removed
- Wider sidewalk
- Existing grass or boulevard
- New grass or boulevard
- New shared pathway
- Existing crossing
- New crossing
- New raised crossing
- New continuous crossing
- Bus stop
- Parking



Wider sidewalks and shared pathways - 99 Avenue

What we decided

- + A shared pathway added along the south side of 99 Avenue to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood
- + Sidewalk widened on north side
- + Parking removed on south side

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + The Bike Plan
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



Public Engagement Feedback

- + A number of participants supported new or reconstructed sidewalks throughout the neighbourhood
- + A number of participants were pleased to see the addition of new shared pathways

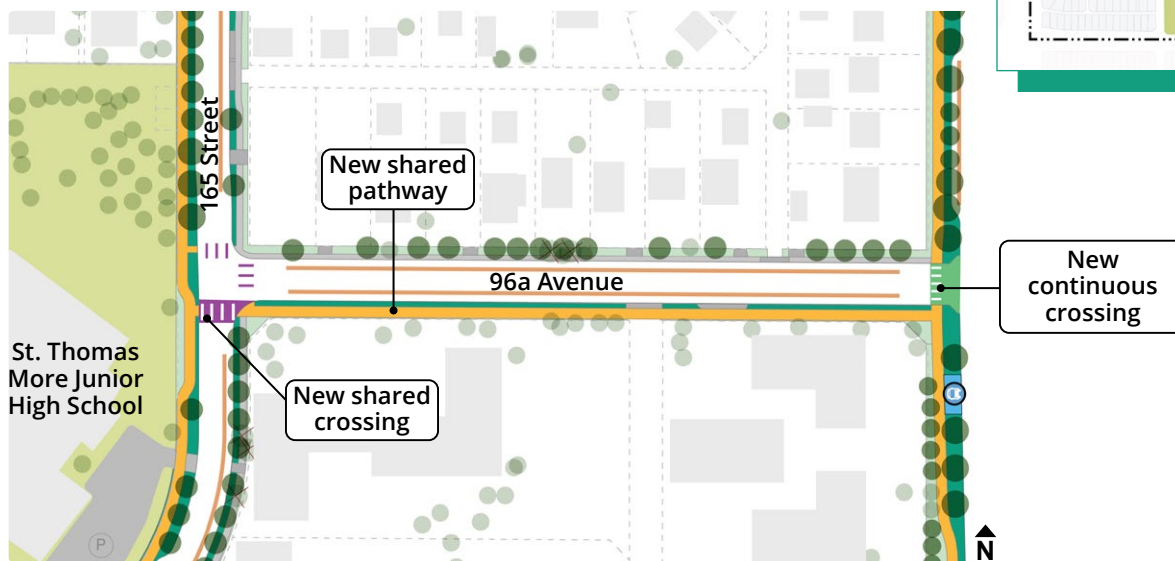
Walking, rolling and biking

Wider sidewalks and shared pathways - 96a Avenue

Key map



96a Avenue



Legend

- | | |
|-----------------------------|-------------------------|
| Existing tree | New shared pathway |
| New tree | New crossing |
| Tree removed | New raised crossing |
| Wider sidewalk | New continuous crossing |
| Existing grass or boulevard | Bus stop |
| New grass or boulevard | Existing open space |
| | Parking |

Wider sidewalks and shared pathways - 96a Avenue

What we decided

- + A shared pathway added along the south side to separate people who walk, roll and bike from traffic and to improve how people move throughout Glenwood
- + Sidewalk widened on north side
- + Parking maintained on both sides of street
- + Boulevard and new trees added

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



Public Engagement Feedback

- + A number of participants expressed the desire to have new or reconstructed sidewalks throughout the neighbourhood
- + A number of participants were pleased to see the addition of new shared pathways
- + Some participants noted the importance of maintaining available parking throughout the neighbourhood

Walking, rolling and biking

Wider sidewalks and shared pathways - 98 Avenue

Key map



98 Avenue



Legend

- | | |
|--|---|
|  Existing tree |  Existing grass or boulevard |
|  New tree |  New grass or boulevard |
|  Tree removed |  New crossing |
|  New shared pathway |  New raised crossing |
|  Wider sidewalk |  Parking |

Wider sidewalks and shared pathways - 98 Avenue

What we decided

- + Curbside sidewalks widened on both sides
- + Parking maintained on both sides

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



Public Engagement Feedback

- + A number of participants expressed the desire to have new or reconstructed sidewalks throughout the neighbourhood
- + A number of participants were pleased to see the addition of new shared pathways
- + Some participants noted the importance of maintaining available parking throughout the neighbourhood



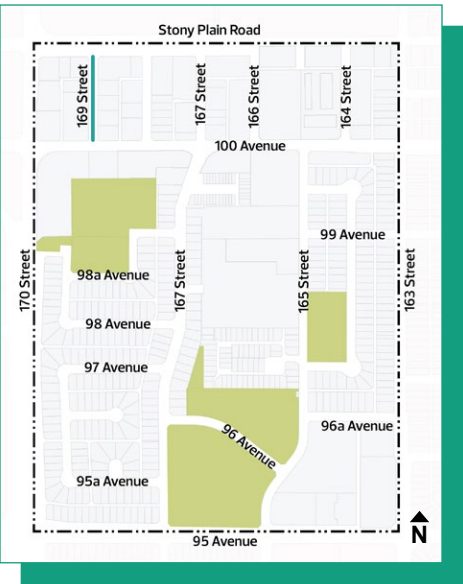
Walking, rolling and biking

Wider sidewalks and shared pathways - 169 Street

169 Street



Key map



Legend

- Existing tree
- New tree
- Tree removed
- Wider sidewalk
- New sidewalk
- Existing grass or boulevard
- New grass or boulevard
- New crossing
- Parking

Wider sidewalks and shared pathways - 169 Street

What we decided

- + Sidewalks widened and new sidewalks* added where missing to improve how people walk, roll and bike through Glenwood
- + Existing sidewalk retained
- + Trees added on both sides of the street to reduce the urban heat island effect** where possible

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy
- + Breathe: Edmonton's Green Network Strategy
- + Corporate Tree Management Policy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



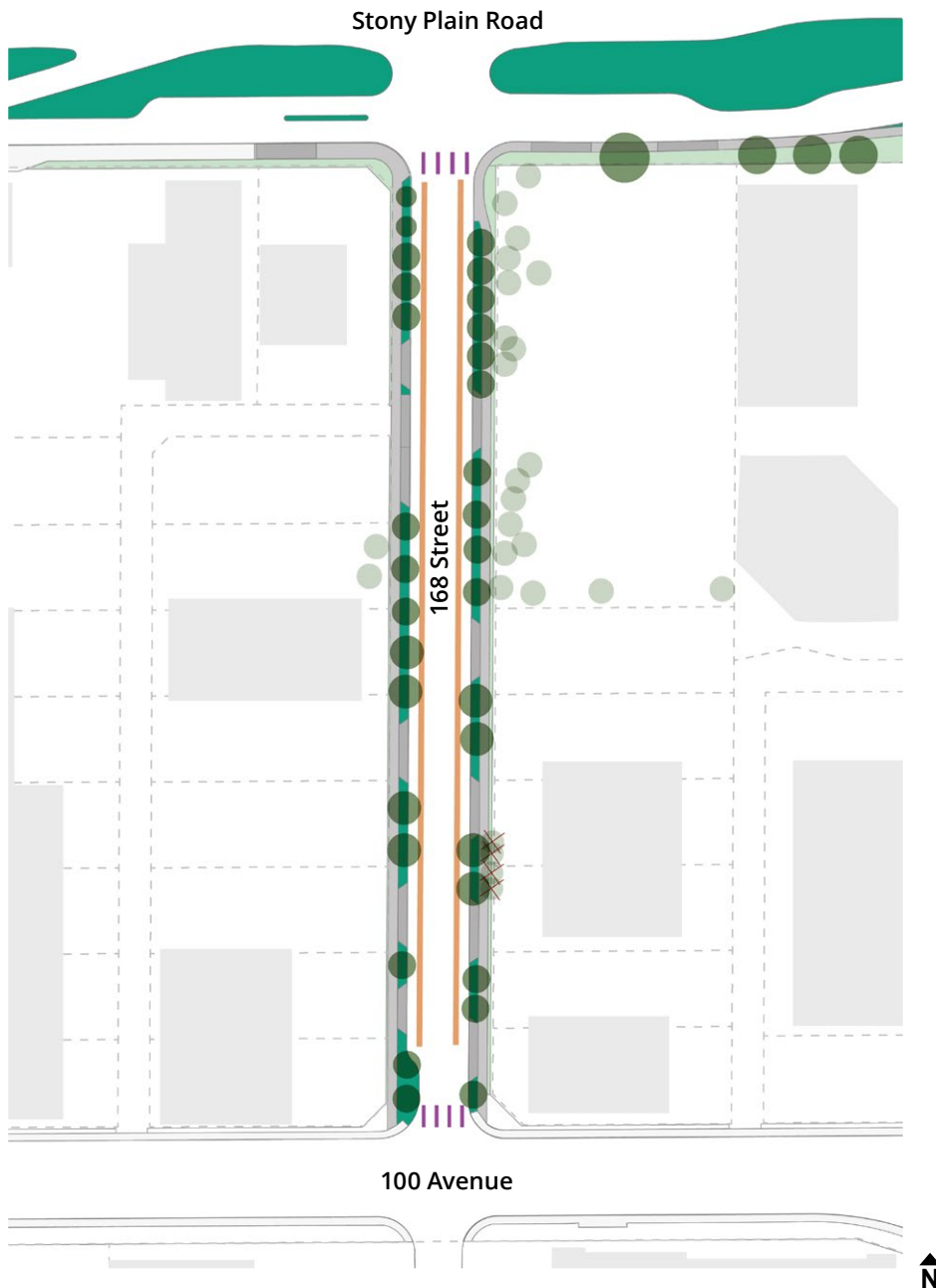
Public Engagement Feedback

- + A number of participants expressed the desire to have new or reconstructed sidewalks throughout the neighbourhood
- + Several participants were pleased to see more trees and expressed the desire to preserve mature trees where possible

Walking, rolling and biking

Wider sidewalks and shared pathways - 168 Street

168 Street



Key map



Legend

- Existing tree
- New tree
- Tree removed
- Wider sidewalk
- Existing grass or boulevard
- New grass or boulevard
- New crossing
- Parking

Wider sidewalks and shared pathways - 168 Street

What we decided

- + Sidewalks widened to improve how people walk, roll and bike through Glenwood
- + Boulevard trees added on both sides of the street to reduce the urban heat island effect** where possible

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



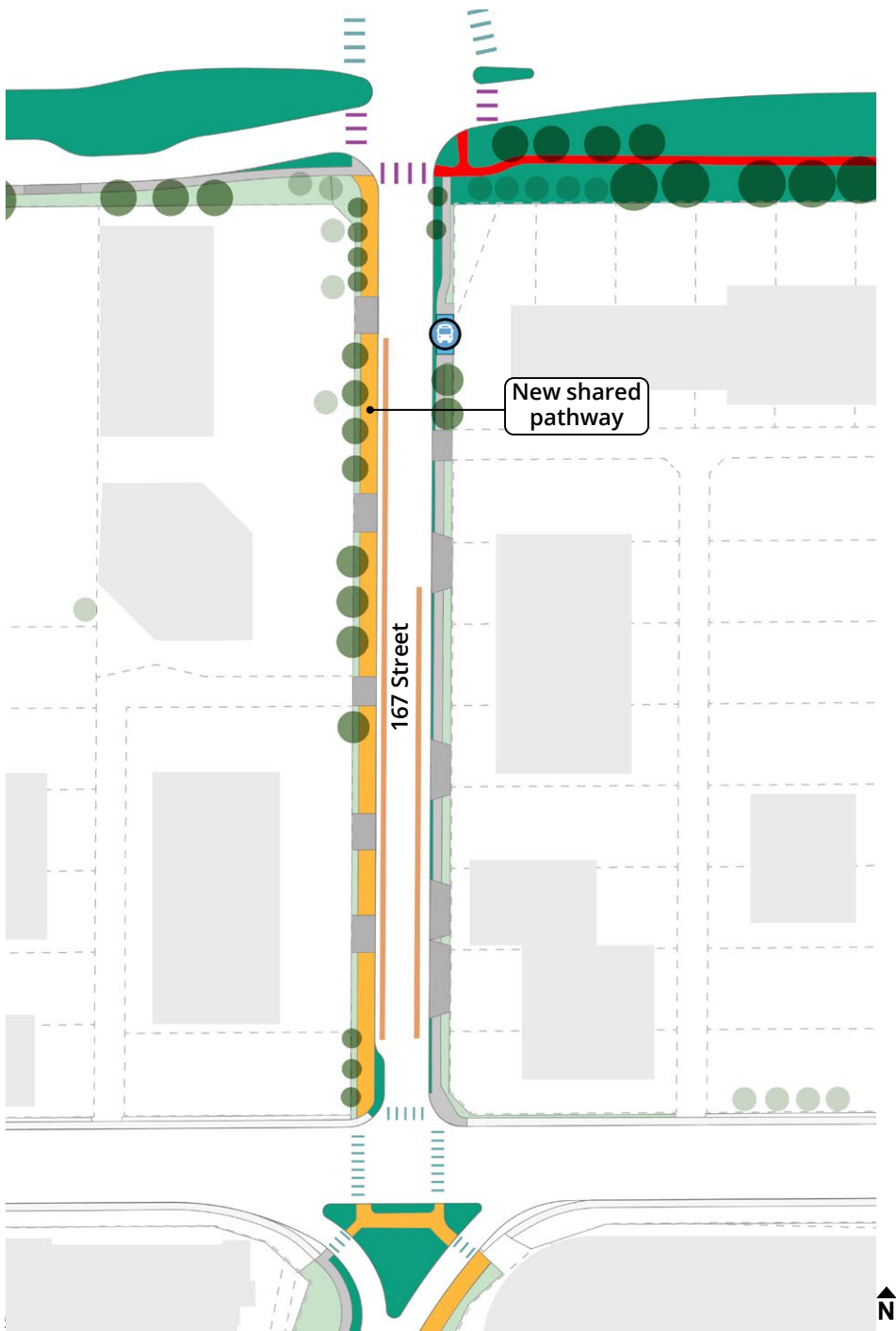
Public Engagement Feedback

- + A number of participants expressed the desire to have new or reconstructed sidewalks throughout the neighbourhood
- + Several participants were pleased to see more trees and expressed the desire to preserve mature trees where possible

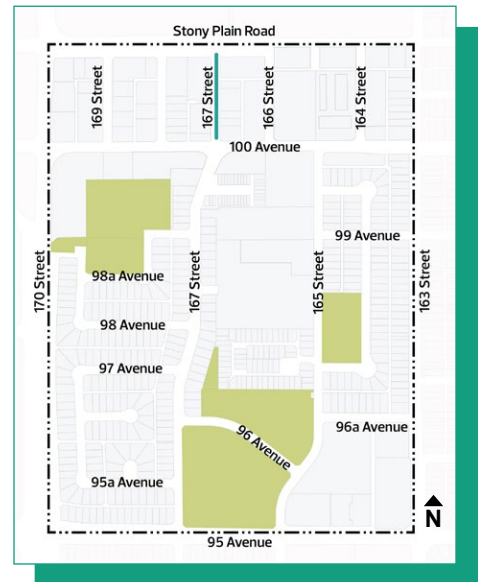
Walking, rolling and biking

Wider sidewalks and shared pathways - 167 Street

167 Street



Key map



Legend

- Existing tree
- New tree
- Wider sidewalk
- New sidewalk
- New shared pathway
- Existing grass or boulevard
- New grass or boulevard
- Existing crossing
- New crossing
- Parking
- Bus stop

Wider sidewalks and shared pathways - 167 Street

What we decided

- + Widen sidewalks and add new sidewalks* where they are missing to improve how people walk, roll and bike in Glenwood (163 Street West) and through the commercial area
- + Trees will be added to the east side of the street where possible
- + Shared pathway to be added on the west side to connect to the commercial destinations north of Stony Plain Road

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



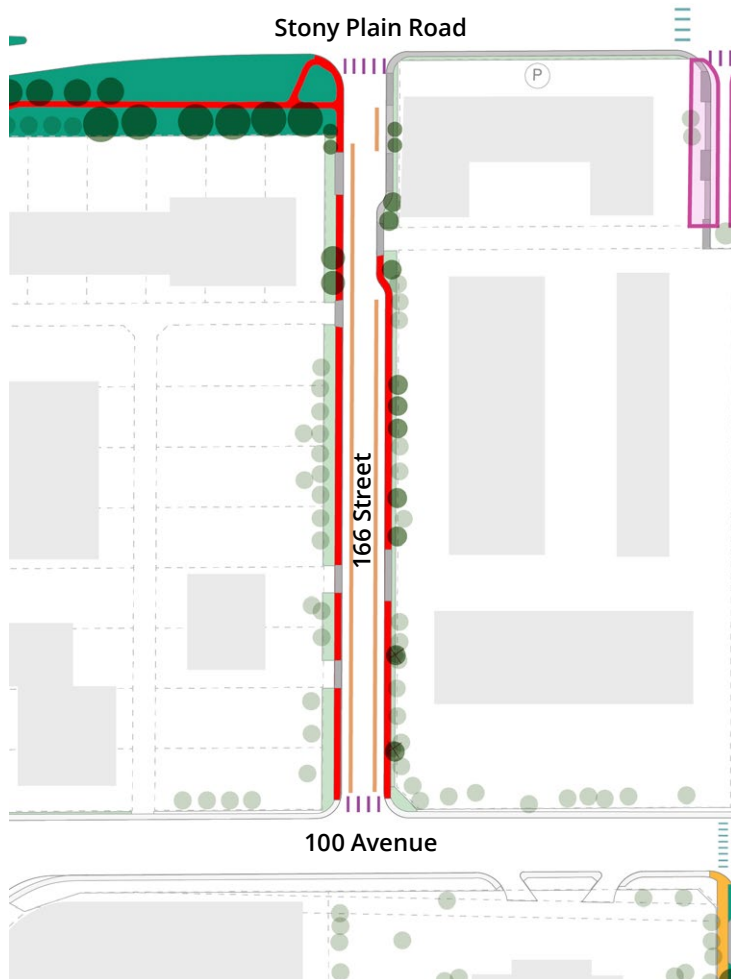
Public Engagement Feedback

- + A number of participants expressed the desire to have new or reconstructed sidewalks throughout the neighbourhood
- + A number of participants supported the addition of new shared pathways
- + A few participants were pleased to see improved accessibility to commercial areas
- + Several participants supported the addition of more trees and expressed the desire to preserve mature trees where possible

Walking, rolling and biking

Wider sidewalks and shared pathways - 166 Street

166 Street



Legend

- Existing tree
- New tree
- ✕ Tree removed
- Wider sidewalk
- New sidewalk
- New shared pathway
- Existing grass or boulevard
- New grass or boulevard
- ||| Existing crossing
- ||| New crossing
- Repurposed road for amenity space
- Parking

Key map



What we decided

- + Sidewalks widened to improve how people walk, roll and bike through Glenwood (163 Street West) and the commercial area

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community Driven



Accessible



Welcoming



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



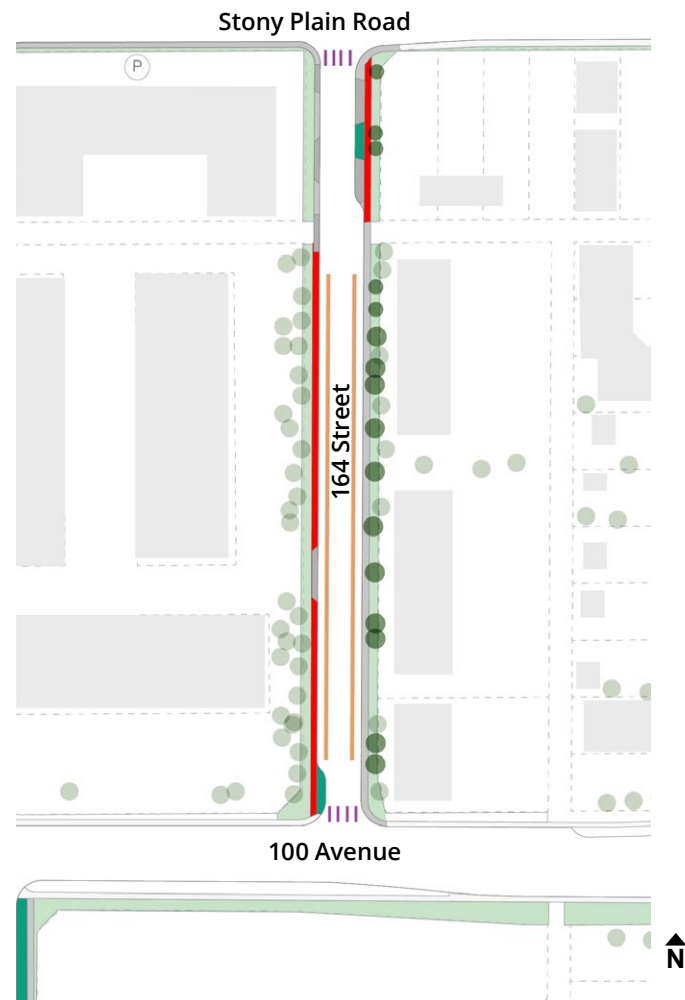
Public Engagement Feedback

- + A number of participants expressed the desire to have new sidewalks* throughout the neighbourhood
- + A number of participants supported the addition of new shared pathways

Walking, rolling and biking

Wider sidewalks and shared pathways - 164 Street

164 Street



Legend

- Existing tree
- New tree
- Wider sidewalk
- New sidewalk
- Existing grass or boulevard
- New grass or boulevard
- |||| Existing crossing
- |||| New crossing
- Parking

Key map



What we decided

- + Sidewalks widened to improve how people walk, roll and bike through Glenwood (163 Street West) and the commercial area
- + Trees added to both sides of the street to reduce the urban heat island effect** where possible

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community Driven



Accessible



Welcoming



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



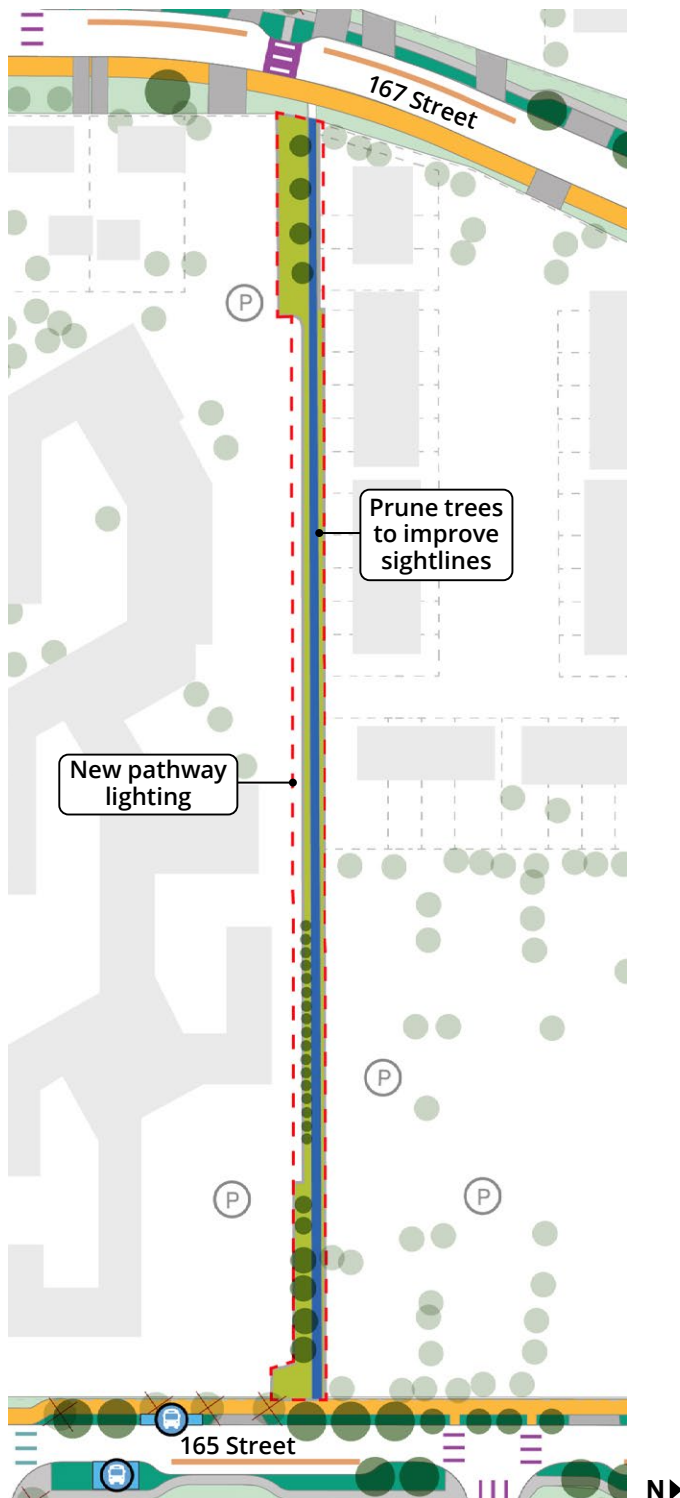
Public Engagement Feedback

- + A number of participants expressed the desire to have new or reconstructed sidewalks throughout the neighbourhood
- + Several participants supported the addition of more trees and expressed the desire to preserve mature trees where possible

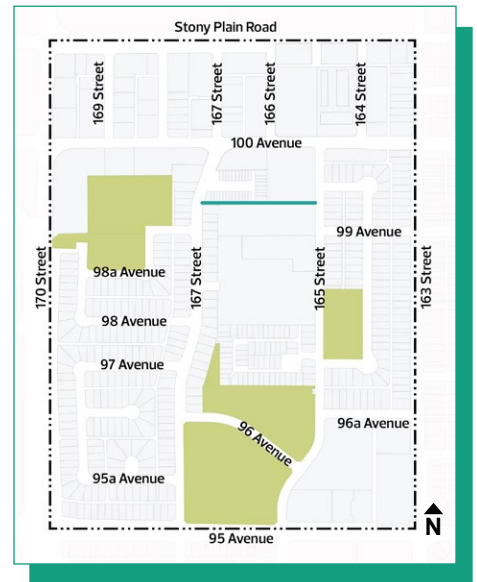
Walking, rolling and biking

Breezeway

Breezeway



Key map



Legend

	Breezeway boundary		New grass or boulevard
	Existing tree		New shared pathway
	New tree		Reconstructed breezeway
	Tree removed		Existing crossing
	Existing parking		New crossing
	Wider sidewalk		New raised crossing
	Existing grass or boulevard		Existing open space
			Bus stop

Breezeway

What we decided

- + Sightlines improved for safety
- + Additional lighting to increase safety while walking and rolling in the winter and evenings
- + Breezeway sidewalk replaced to improve accessibility

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



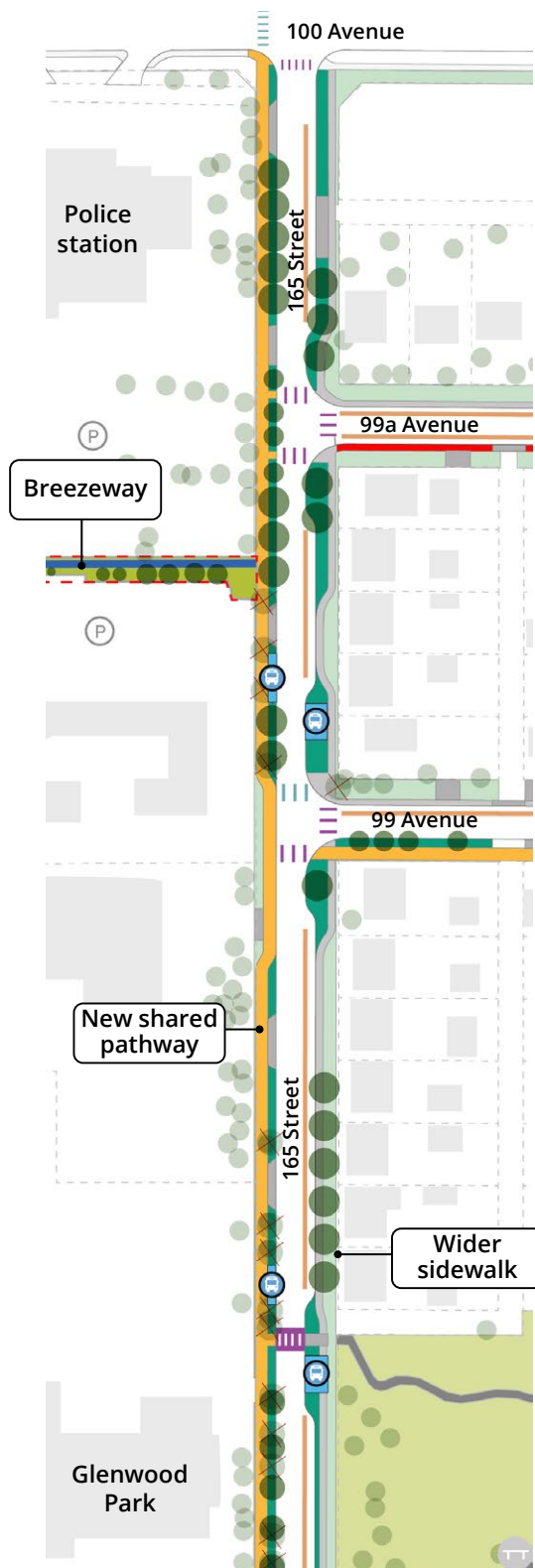
Public Engagement Feedback

- + A number of participants supported new or reconstructed sidewalks and noted that additional lighting would improve the feeling of safety

Walking, rolling and biking

Biking routes - 165 Street

165 Street



Legend

- Existing tree
- New tree
- Tree removed
- Wider sidewalk
- New sidewalk
- Existing grass or boulevard
- New grass or boulevard

- Bus stop
- New shared pathway
- Existing park pathways
- Existing crossing
- New crossing
- New raised crossing
- Parking

Key map



Biking routes - 165 Street

What we decided

- + Sightlines improved for safety
- + Additional lighting to increase safety and walking and rolling usage in the winter and evenings
- + New shared pathway added to improve accessibility

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



Public Engagement Feedback

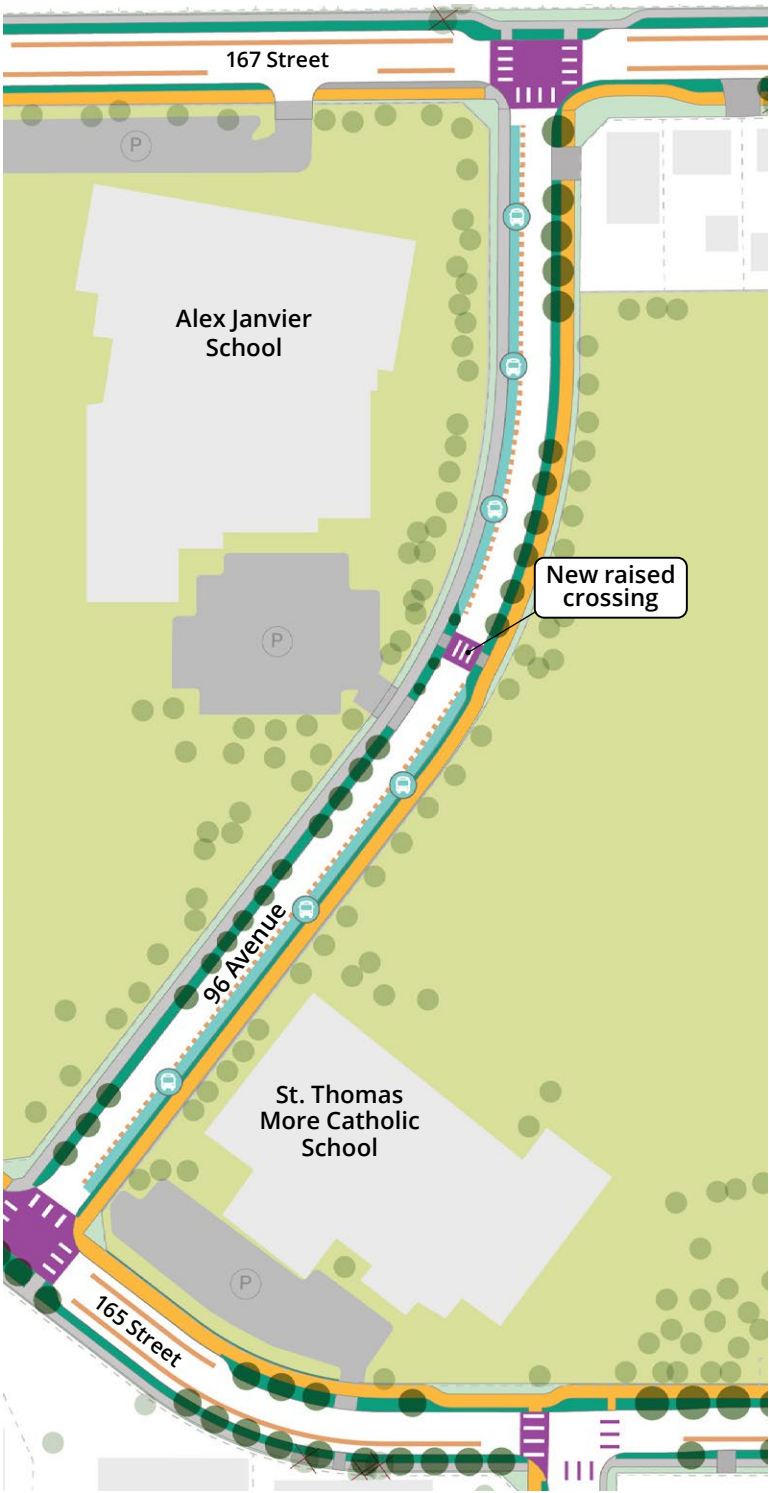
- + A number of participants supported the addition of new shared pathways
- + Some participants noted the importance of maintaining available parking throughout the neighbourhood



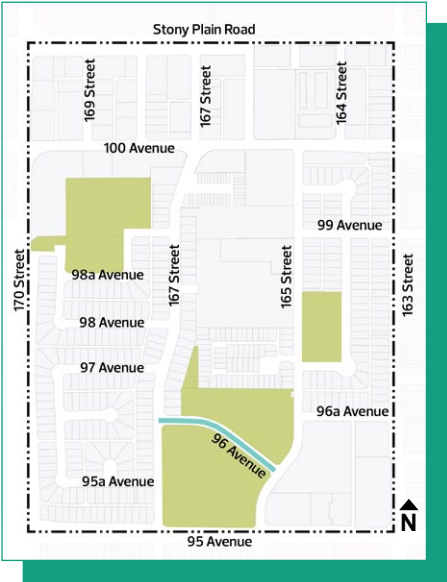
Walking, rolling and biking

Biking routes - 96 Avenue

96 Avenue



Key map



Legend

- Existing tree
- New tree
- Tree removed
- Wider sidewalk
- Existing grass or boulevard
- New grass or boulevard
- New shared pathway
- Crossing
- New raised crossing
- Bus drop-off zone
- Existing open space
- Parking
- Off peak school hour parking

Biking routes - 96 Avenue

What we decided

- + A shared pathway on north side of street to improve safety and access to schools
- + Sidewalks widened on 96 Avenue
- + Parking removed on 96 Avenue to accommodate new bus drop-off zones

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



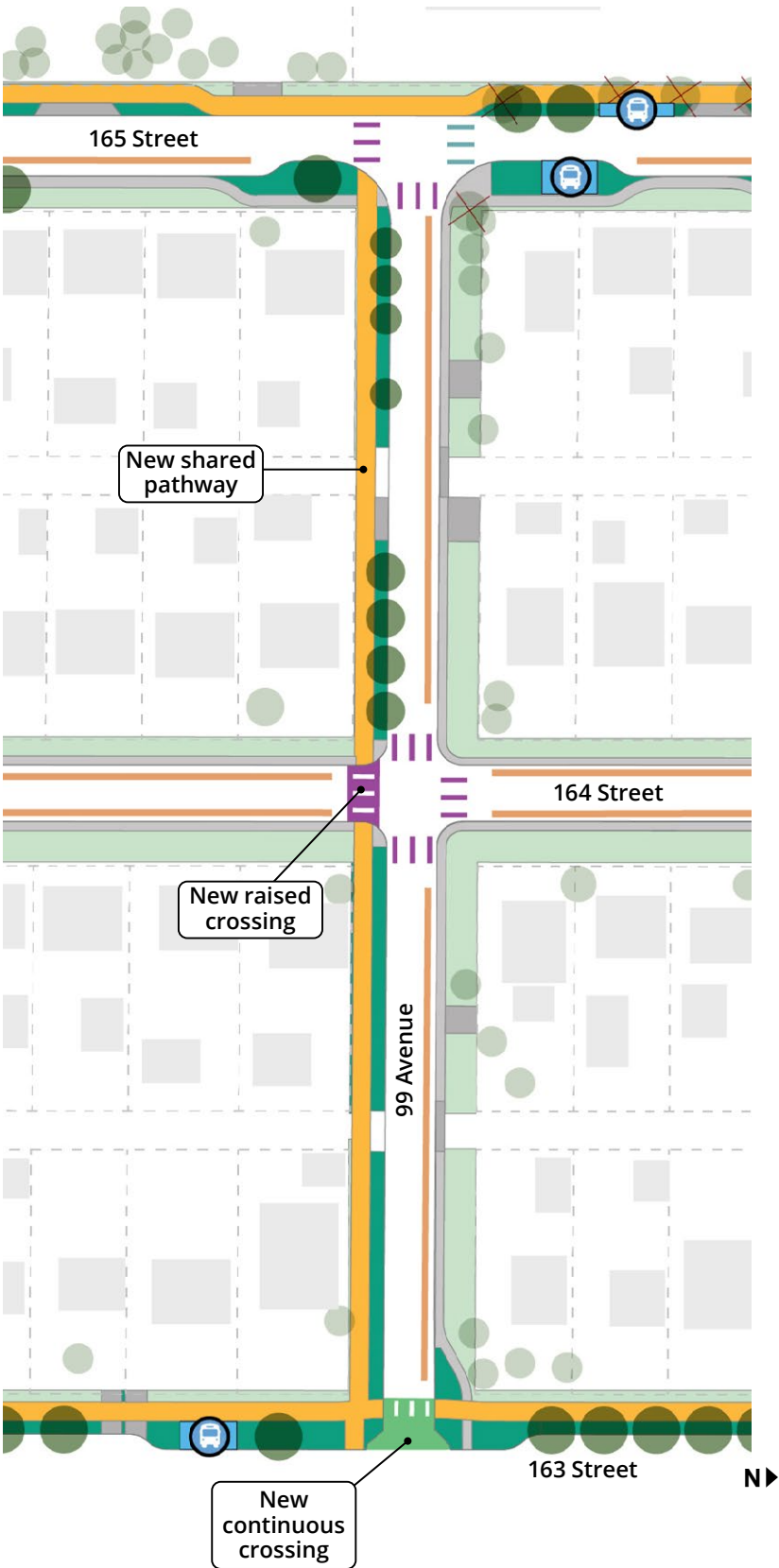
Public Engagement Feedback

- + A number of participants supported the addition of new shared pathways
- + Some participants noted the importance of maintaining available parking throughout the neighbourhood

Walking, rolling and biking

Biking routes - 99 Avenue

99 Avenue



Key map



Legend

- Existing tree
- New tree
- Tree removed
- Wider sidewalk
- Existing grass or boulevard
- New grass or boulevard
- New shared pathway
- Existing crossing
- New crossing
- New raised crossing
- New continuous crossing
- Bus stop
- Parking

Biking routes - 99 Avenue

What we decided

- + Shared pathway on south side of street to improve east-west connection
- + Parking removed on south side of street
- + Parking maintained on north side of street

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



Public Engagement Feedback

- + A number of participants supported the addition of new shared pathways
- + Some participants noted the importance of maintaining available parking throughout the neighbourhood



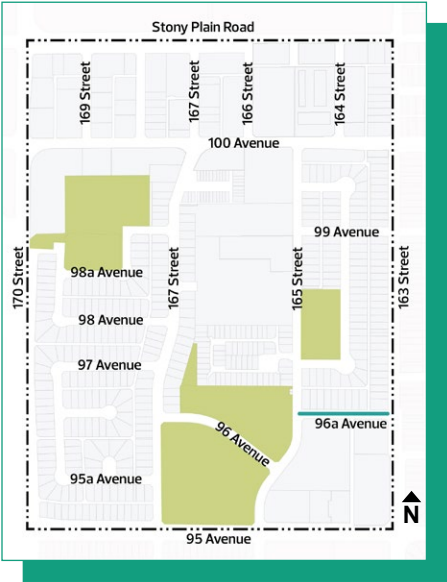
Walking, rolling and biking

Biking routes - 96 Avenue

96a Avenue



Key map



Legend

- Existing tree
- New tree
- Tree removed
- Wider sidewalk
- Existing grass or boulevard
- New grass or boulevard
- New shared pathway
- New crossing
- New raised crossing
- New continuous crossing
- Bus stop
- Existing open space
- Parking



Biking routes - 96a Avenue

What we decided

- + Shared pathway on south side of street to improve east-west connection
- + Parking maintained on both sides of street
- + Adding boulevards and trees on the south side of 96a Avenue
- + Add trees on the north side of 96a Avenue where possible

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



Public Engagement Feedback

- + A number of participants supported the addition of new shared pathways
- + Some participants noted the importance of maintaining available parking throughout the neighbourhood

Walking, rolling and biking

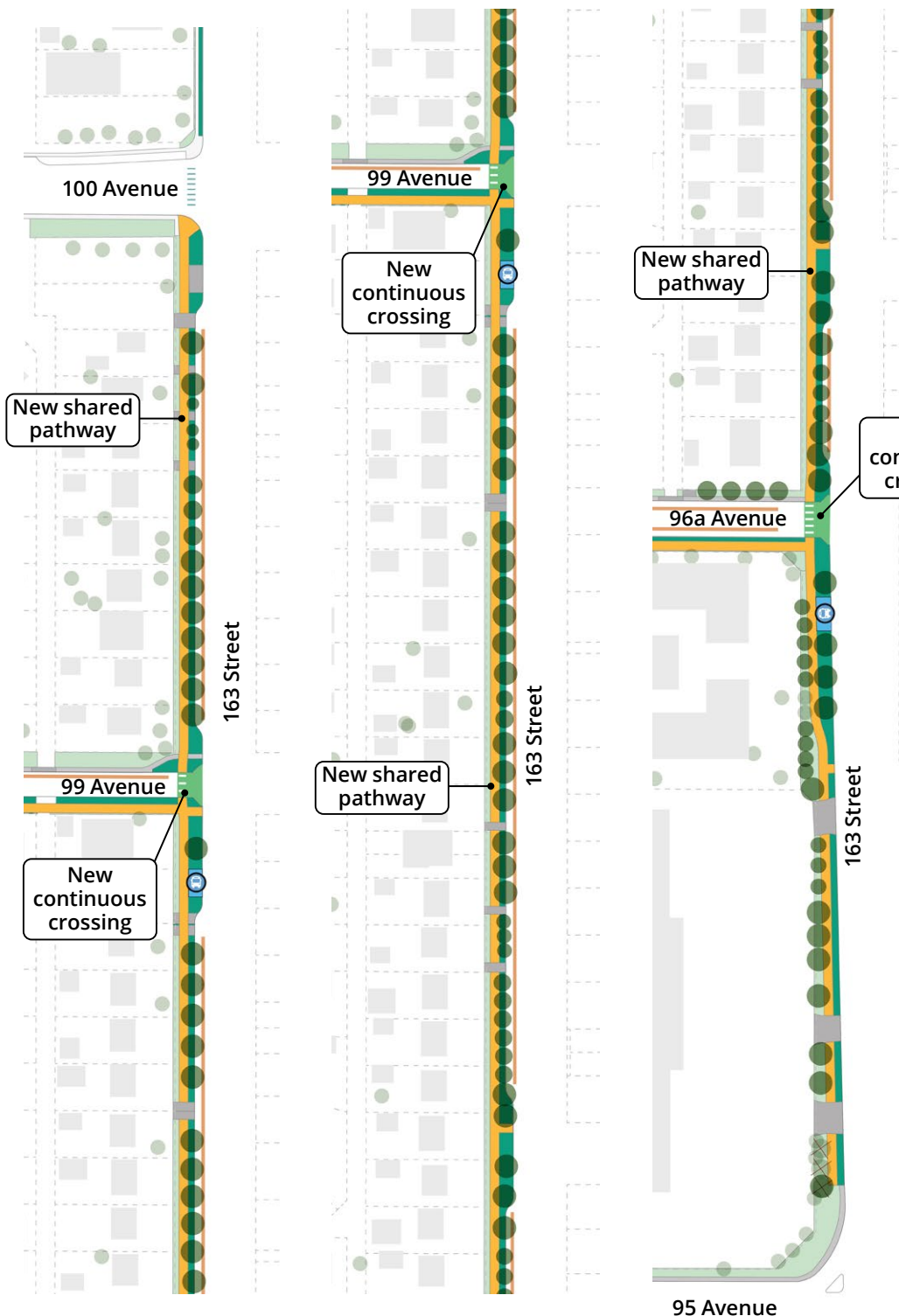
Biking routes - 163 Street service road

163 Street

1) 100 Ave to 99 Ave

2) 99 Ave to 96a Ave

3) 96a Ave to 95 Ave



Key map



Legend

- Existing tree
- New tree
- Tree removed
- Wider sidewalk
- Existing grass or boulevard
- New grass or boulevard
- New shared pathway
- New continuous crossing
- Bus stop
- Parking

Biking routes - 163 Street service road

What we decided

- + Service road converted to shared pathway to improve north-south connection
- + Parking shifted next to 163 Street
- + Bus pad and curb extensions added at bus stops
- + New trees planted adjacent to the shared pathway along 163 St between 99 Ave and 100 Ave

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework



Public Engagement Feedback

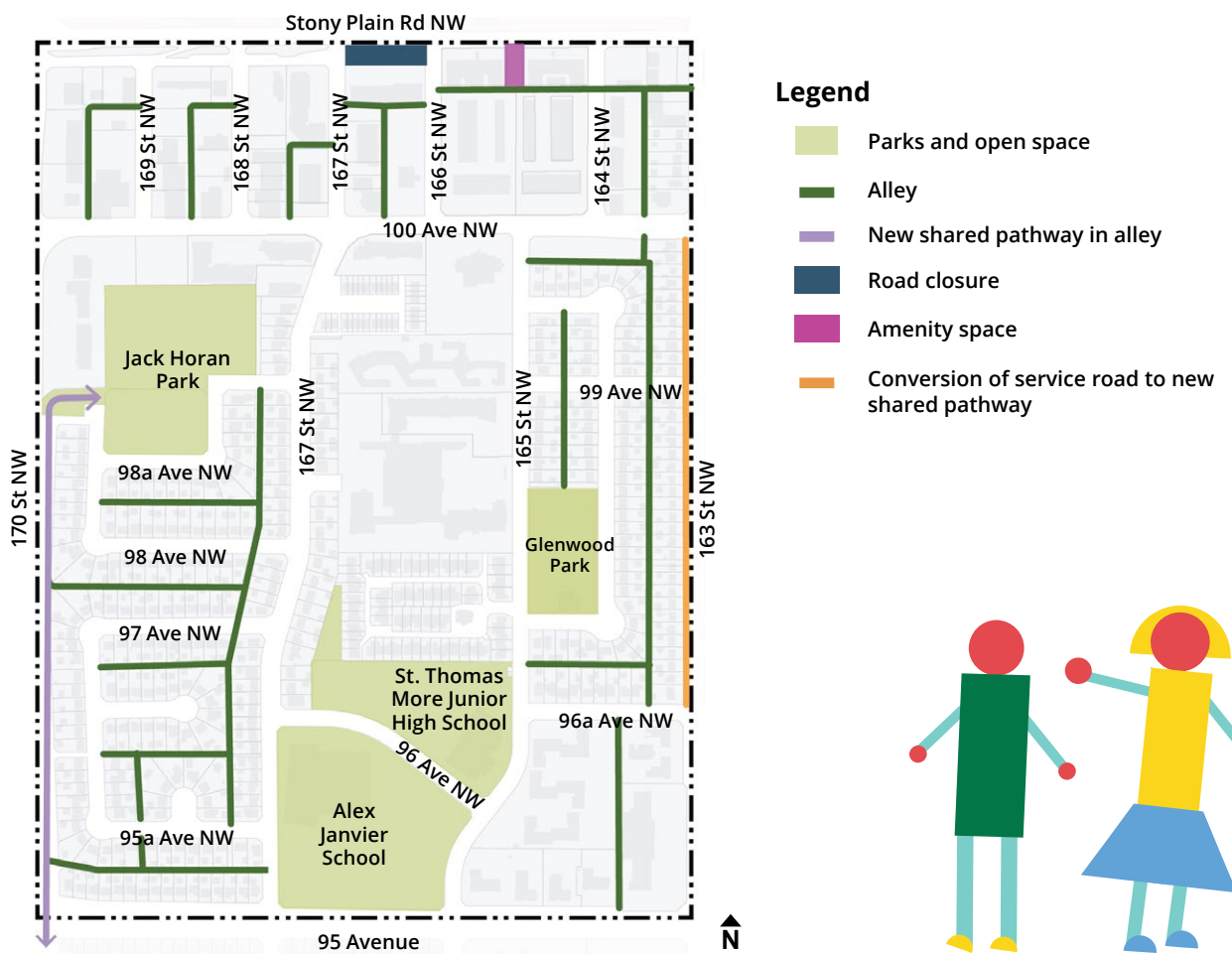
- + A few participants noted the importance of connecting the new 163 Street shared pathway to amenities outside of the neighbourhood
- + A few participants shared the desire for safe mobility for people who walk, roll and bike and were pleased to see the service road turned into a shared pathway with raised crossings

Commercial areas and alleys

Overview of what we decided

- + Maintained vehicle access to nearby businesses and residential areas
- + Improved access for people walking, rolling and biking
- + Creation of a community gathering space along 165 Street
- + Maintained vehicle access to the commercial area from Stony Plain Road and from 100 Avenue
- + Maintained vehicle access
- + Surplus road space repurposed to widen existing sidewalks, add new sidewalks* and shared pathways, green space and trees
- + Improvements to intersection at 167 Street and Stony Plain Road
- + Addition of a new shared pathway on the west side of the 170 Street alley
- + Addition of new trees and native plants on the slope next to the 170 Street alley
- + Improved alley drainage
- + Reduction of speed limit to default 40 km/hr as outlined in Safe Mobility Strategy

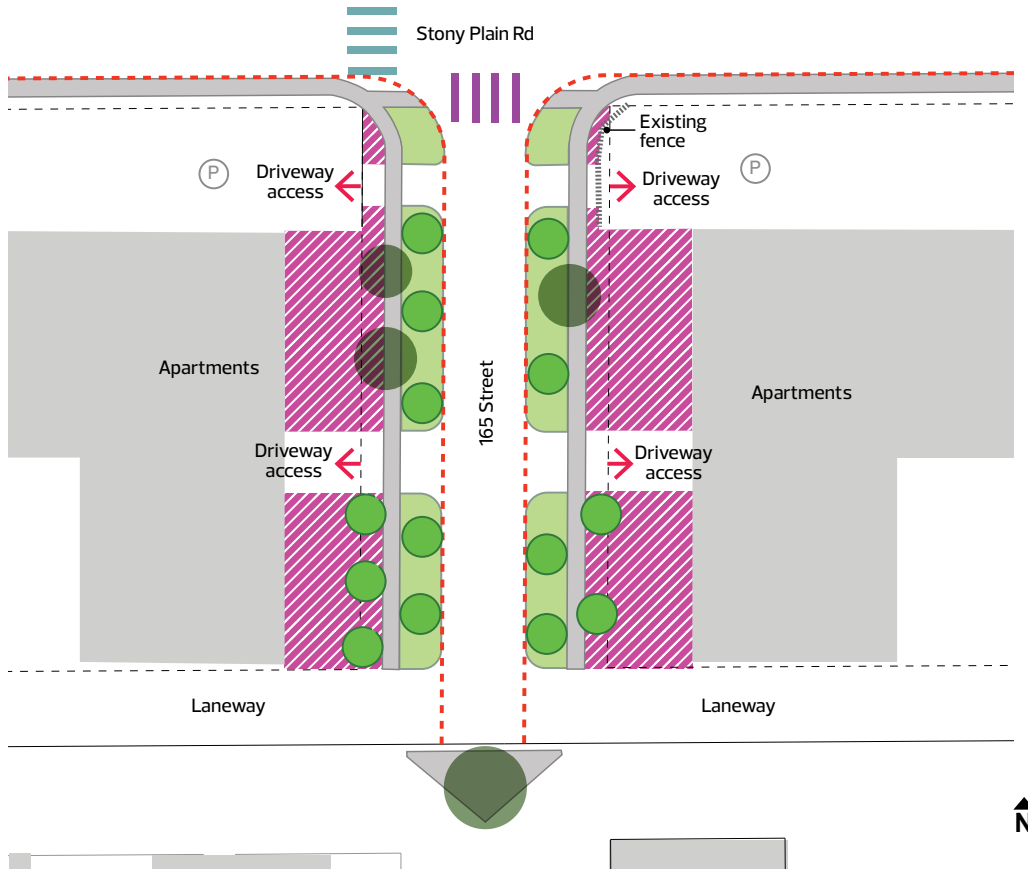
Commercial areas and alleys overview



Commercial areas and alleys

Amenity space

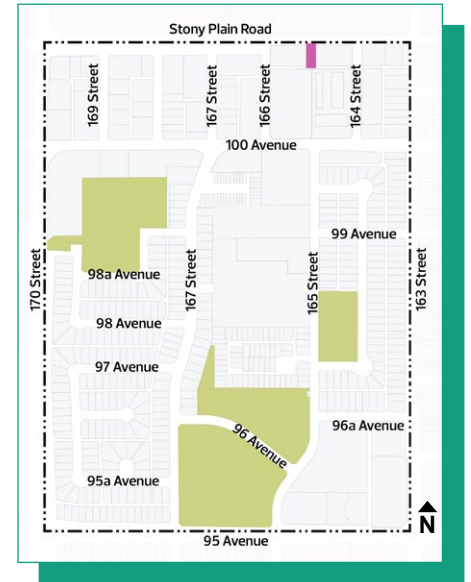
165 Street at Stony Plain Road



Legend

- Adjusted road boundary
- Existing tree
- New proposed tree
- Softscaped programming space
- Hardscaped programming space
- ||| Existing crossing
- ||| New crossing

Key map



Amenity space

What we decided

- + Vehicle access to nearby businesses and residential areas maintained
- + Access improved for people walking and rolling
- + Space along surplus road area held for future community-led projects such as boulevard gardening, sidewalk games and pop-up events

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework
- + Crime Prevention Through Environmental Design (CPTED) principles



Public Engagement Feedback

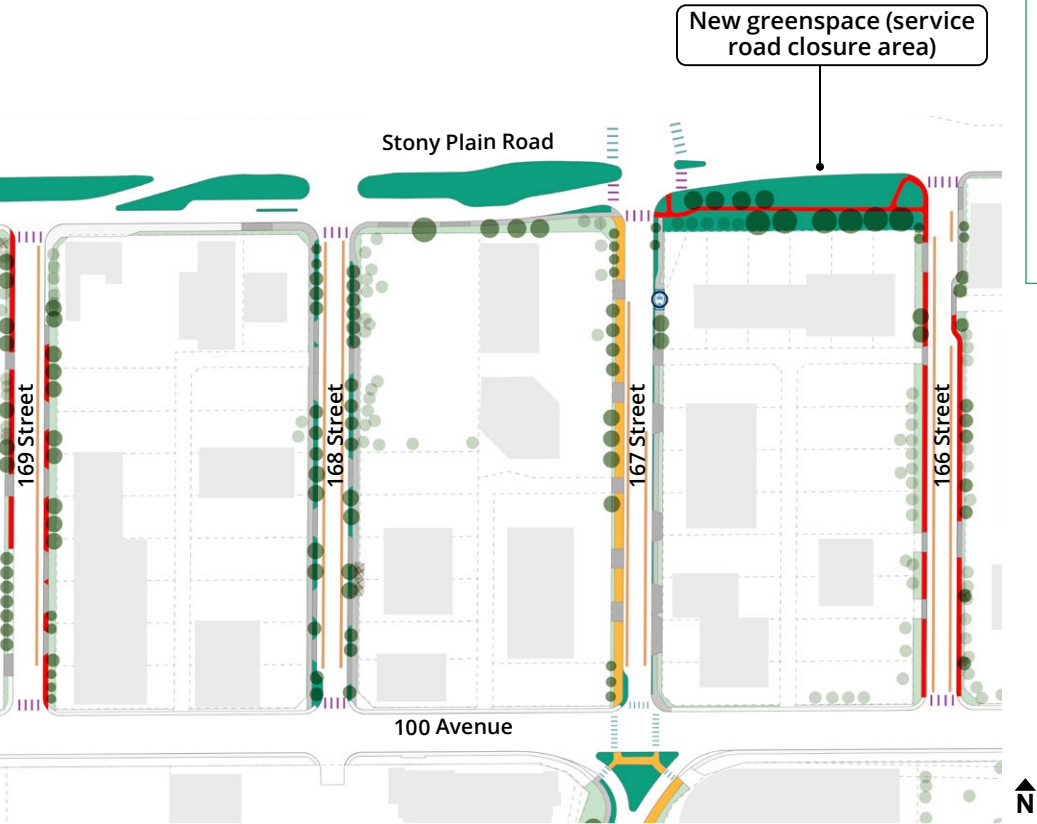
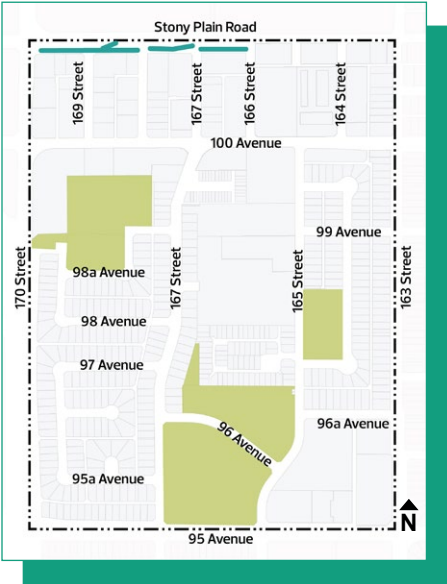
- + A few participants were pleased to see improved accessibility to commercial areas
- + Several participants were supportive of the proposed changes and additional amenities within the community



Commercial areas and alleys

Service road

Key map



Legend

- | | |
|----------------|-----------------------------|
| Existing tree | Existing grass or boulevard |
| New tree | New grass or boulevard |
| Tree removed | New shared pathway |
| Wider sidewalk | Existing crossing |
| New sidewalk | New crossing |
| Bus stop | Parking |

Service road

What we decided

- + Access to commercial area from Stony Plain Road maintained
- + Surplus road space repurposed for additional green space and additional green space and trees
- + Intersection at 167 Street and Stony Plain Road upgraded by shortening crossing distances and changing the corner shape to improve crossings and sightlines for people walking and rolling

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework
- + Crime Prevention Through Environmental Design (CPTED) principles



Public Engagement Feedback

- + A few participants were supportive of raised intersections and crosswalks to improve safety for people who walk, roll and bike
- + A few participants were pleased to see improved accessibility to commercial areas

Commercial areas and alleys

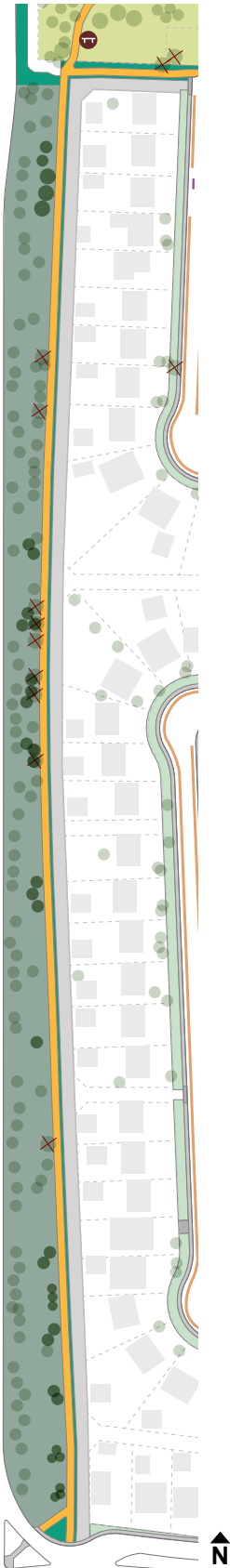
Active mode alley

170 Street alley

Legend

-  Existing tree
-  New tree
-  Tree removed
-  New bench
-  New shared pathway
-  Wider sidewalk
-  Existing grass or boulevard
-  New grass or boulevard
-  Existing naturalization
-  Parking

170 Street



Key map



What we decided

- + A shared pathway on the west side of the existing alley for people who walk, roll and bike
- + Added new trees and native plants on the slope next to the alley to improve biodiversity, stabilize slope, increase visual appeal and reduce the urban heat island effect* where possible
- + Alley drainage improved
- + Vehicle access to alley maintained

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community Driven



Accessible



Welcoming



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework
- + Crime Prevention Through Environmental Design (CPTED) principles



Public Engagement Feedback

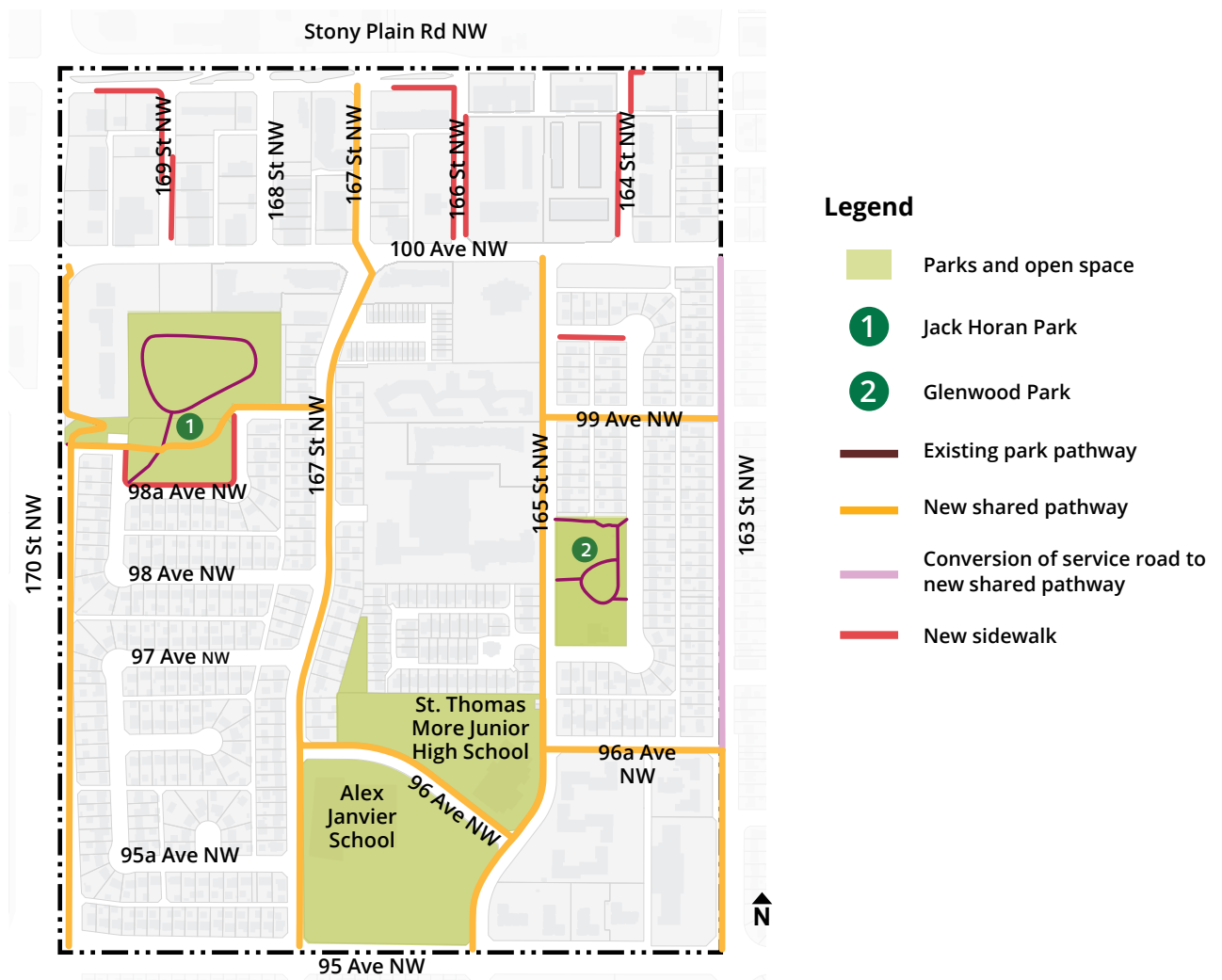
- + A number of participants were supportive of the addition of new shared pathways
- + Some participants identified that they would like to see additional lighting to improve the feeling of safety in the active mode alley

Parks and open space

Overview of what we decided

- + Retain mature trees where possible and plant new trees throughout Jack Horan Park and Glenwood Park
- + Add features such as seating and bike parking in the park spaces
- + Naturalize the dry pond at Jack Horan Park
- + Add pathways to connect people to the commercial area

Parks and open space overview



Parks and open space

Jack Horan Park



Key map



Legend

	Existing tree		New grass or boulevard
	New tree		Existing park pathway
	Tree removed		New shared pathway
	New bike parking		New sidewalk
	New bench		Existing grass or boulevard
	Existing bench		Existing crossing
	Existing open space		New crossing
	Naturalized area		Parking

Jack Horan Park

What we decided

- + Shared pathways enhanced to improve sightlines and safety
- + A shared pathway added to improve access and connections to the commercial area and surrounding network
- + New trees planted and kept mature trees where possible
- + New seating locations added
- + New naturalized dry pond area added
- + New bike racks added

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community
Driven



Accessible



Welcoming



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework
- + Crime Prevention Through Environmental Design (CPTED) principles

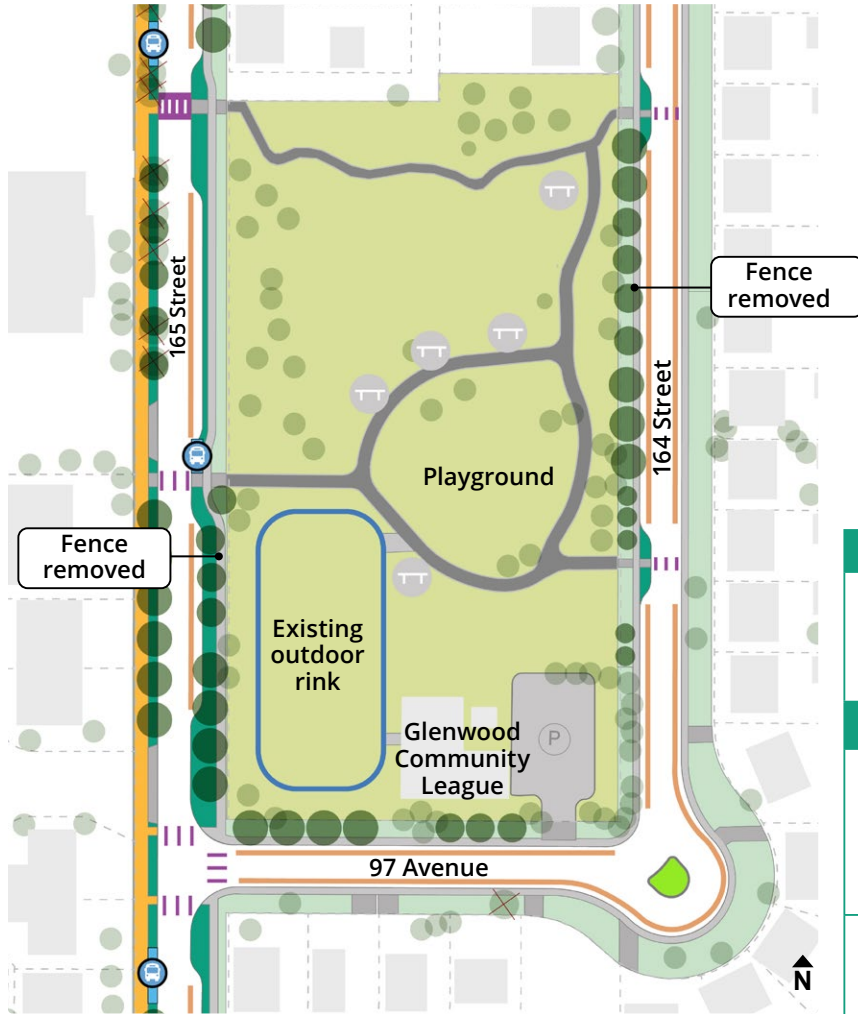


Public Engagement Feedback

- + Several participants were pleased to see additional seating amenities and picnic tables within the community parks
- + Participants support sidewalk improvements near the parks and expressed the desire to preserve existing trees and the addition of new trees in parks and open spaces

Parks and open space

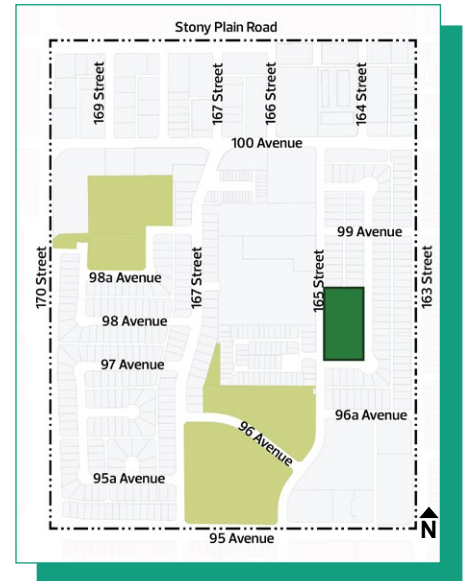
Glenwood Park



Legend

- Existing tree
- New tree
- Tree removed
- Existing bench
- Bus stop
- Existing park pathway
- New shared pathway
- Wider sidewalk
- Existing open space
- Existing grass or boulevard
- New grass or boulevard
- New landscaped median
- New crossing
- New raised crossing
- Parking

Key map



What we decided

- + Remove fence around Glenwood Park
- + Replace benches as well as waste and recycling bins

What we used to make decisions

Vision and Guiding Principles considered:



Safe



Community Driven



Accessible



Welcoming



Proud



Policies and Programs

- + The City Plan
- + Complete Streets Design and Construction Standards
- + Safe Mobility Strategy
- + Accessibility for People with Disabilities Policy
- + Sidewalk Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Urban Design Framework
- + Crime Prevention Through Environmental Design (CPTED) principles



Public Engagement Feedback

- + Several participants were supportive of adding seating and picnic tables within the community parks
- + Participants support sidewalk improvements near the parks and expressed the desire to preserve existing trees and the addition of new trees in parks and open spaces

Construction and Local Improvement Timeline

SPRING TO FALL 2025

Neighbourhood and Alley Renewal Year 1 (Alleys)

JANUARY/FEBRUARY 2026

Local Improvement Notices mailed from City

FEBRUARY/MARCH 2026

30 day petition period **against** the Local Improvement

SPRING TO FALL 2026

Neighbourhood and Alley Renewal Year 2 (Front Streets)

SPRING 2027

Local Improvement charge on property tax notice for **2026 area of Neighbourhood Renewal construction**

SPRING TO FALL 2027

Neighbourhood and Alley Renewal Year 3 (Front Streets)

SPRING 2028

Local Improvement charge on property tax notice for **2027 area of Neighbourhood Renewal construction**

Next steps

Local Improvements in Glenwood (163 Street West)

The Neighbourhood Renewal Program has been paid for through City-wide property taxes by creating a reserve fund dedicated to the program. In conjunction with the program, the City offers cost-sharing opportunities between the City and property owners of Glenwood (163 Street West) for three Local Improvement options – decorative street light upgrades, sidewalk reconstruction and alley lighting. Local Improvements and the cost-sharing opportunities offered by the City were part of the Neighbourhood Renewal discussion with you and your neighbours.

A Local Improvement is a construction project undertaken near or adjacent to residents' property which is considered more beneficial to the property owner and local area than to the City as a whole. All property owners have the right to petition against any Local Improvement. The petition process is guided by the provincial Municipal Government Act as well as City policies and procedures.

Decorative street light upgrades

New galvanized street lights are included in the neighbourhood renewal process at no additional cost. Some communities choose to pay for decorative street light upgrades. The cost of the upgrade is charged to the property owners as a Local Improvement. The community did not submit a decorative street light choice to the City. The decorative street light will not move forward. All street lights will be replaced in the neighbourhood with a standard, galvanized steel pole with LED lighting at no additional cost to the community.

Sidewalk Local Improvement

Sidewalk reconstruction is a City-initiated Local Improvement which is done along with Neighbourhood Renewal. The process for property owners to decide whether they want to proceed with sidewalk reconstruction includes:

- + The City will send out Local Improvement Notices to registered property owners in January/February 2026
- + Petitions against the Local Improvement must be received within 30 days of the notice being sent

Neighbourhoods are divided into sidewalk renewal "project areas", which will be defined in the Local Improvement Notice. If at least 50 per cent plus one vote of all registered property owners in a given project area petition against sidewalk reconstruction, the Local Improvement is defeated and sidewalk reconstruction will not proceed in that project area. If the petition against the Local Improvement is unsuccessful, City Council will pass a Local Improvement Bylaw and sidewalk reconstruction will proceed.

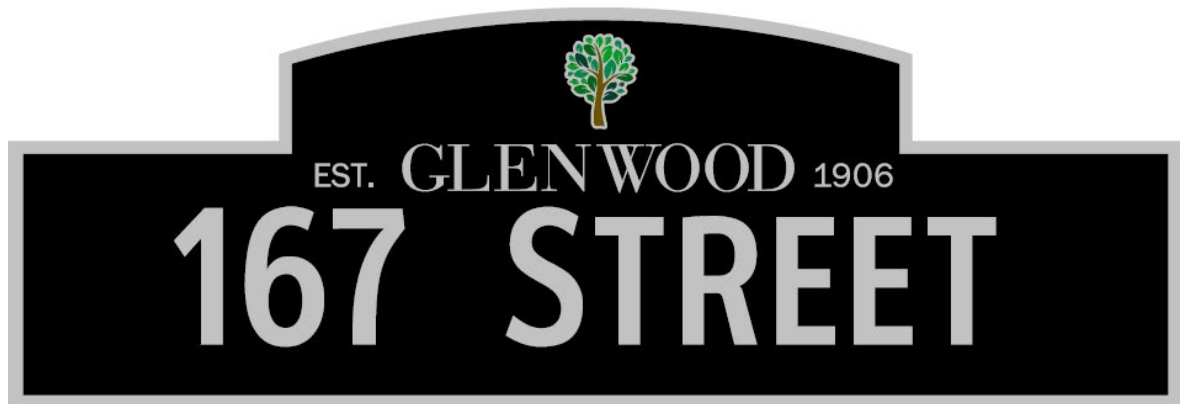
The City will post the results of the petition process on edmonton.ca/BuildingGlenwoodWest

Learn more about the sidewalk reconstruction Local Improvement: edmonton.ca/SidewalkReconstruction

Decorative street blades

As part of Neighbourhood Renewal, the community has the option to receive decorative street blades at no additional cost to property owners. Street blades can contain a community logo, historic street name and the year the neighbourhood was established. During previous public engagement, the City provided support by collecting feedback from residents on the options available for decorative street blades.

This is the decorative street blade colour and design selected by residents during the November 2024 engagement event in Glenwood. The design elements chosen by residents includes the community logo along with the year that the neighbourhood was established.



Preparing for construction

We're almost there! Thank you for your continued interest and engagement in the Glenwood (163 Street West) Neighbourhood and Alley Renewal process. In 2025, Glenwood (163 Street West) will see its alleys be reconstructed first. Once complete, renewal on the front streets will start in 2026, with an anticipated completion in 2027.

Thank you for those who attended our **Preparing for Construction** event on February 25, 2025. Information about what you can expect during construction and proposed construction staging is available on the project website and will be updated as construction progresses.

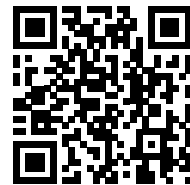




Working together to make the most out of your neighbourhood.

This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your perspectives on what we might do to make it better. We will engage and work with you on the renewal of streets, sidewalks, street lights and park spaces, and promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your feedback is used. Let's make the most out of your neighbourhood.

Visit edmonton.ca/BuildingGlenwoodWest for more information on the project and to subscribe for project updates.



SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton