



# What We Decided Report Inglewood Neighbourhood Renewal

April 2019

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**SHAPE** OUR CITY

**Edmonton**

# What We Decided Report: Inglewood Neighbourhood Renewal

## Purpose

This report shares how the City of Edmonton arrived at final designs for Inglewood's neighbourhood renewal.

It describes when and how the City used policy and program information, public engagement input and technical requirements to make its design decisions.

## Inglewood's design decisions are presented within six topics that were explored through neighbourhood renewal:

- |  |  |
|--|--|
| <b>1 ACTIVE CONNECTIONS</b> , including sidewalks, shared use paths and bike lanes   | <b>4 SHOWCASING</b> heritage and character                                     |
| <b>2 ROADS AND INTERSECTIONS</b> , including the introduction of traffic calming measures and changes along roads and at intersections | <b>5 WAYFINDING</b> signage and gateway features                               |
| <b>3 CITY-OWNED OUTDOOR SPACES</b> , including updates to parks and green spaces   | <b>6 DECORATIVE</b> street lights and sidewalk Local Improvement opportunities |

## Message from the Project Manager

On behalf of the City of Edmonton, I am pleased and excited to share that Inglewood's neighbourhood renewal construction will begin this spring, with completion scheduled for 2021.

The Neighbourhood Renewal program is delivered through the City's Building Great Neighbourhoods and Open Spaces branch. The program is a commitment to support our mature neighbourhoods, and ensure that we take a cost-effective, long-term and strategic approach to addressing their infrastructure needs.

To honour this commitment, the City takes time to get to know the neighbourhood as well as people's vision of it for the future. We work to understand what people like about living in Inglewood as well as where there are opportunities for enhancements, and we turn these ideas into concepts and then plans. The concepts and plans are created to reflect a combination of City policies and programs, public engagement input and technical requirements (e.g., current standards and best practices, limitations presented by existing and planned infrastructure and assets, such as mature trees). They also consider available funding and identify ideas that can be explored outside of neighbourhood renewal as part of community partnerships or other City programs.

Our planning journey in Inglewood began in the winter of 2017, where we initiated community conversations with business associations, nonprofit organizations, schools, youth groups and people with an interest in the neighbourhood. During a fifteen month process, we asked people for their neighbourhood renewal ideas, and then came back to them with concepts and plans for their feedback. We held public engagement sessions and community conversations, invited survey input and, to help showcase different possibilities, installed a variety of example traffic

calming measures and invited input on them. We've walked the neighbourhood, completed traffic studies and collaborated with infrastructure service providers, such as under and over-ground utilities, to learn as much as we can about Inglewood's infrastructure and how people interact with it.

Our learning and public engagement journey culminated in January 2019, when we presented the preliminary plan for Inglewood's neighbourhood renewal to hear your feedback. The designs within this plan reflected what we learned through our 15 months, and we invited people to tell us anything else that we should consider before moving to construction. We received a lot of positive feedback, and also some important information that prompted us to adjust some of the designs. Through this report, I am able to share what will be constructed in Inglewood and how we made these decisions. I'm proud to say that much of what we decided is based on public input and, when presented to the public, 100 per cent of the people who responded believe it will help to achieve Inglewood's neighbourhood renewal vision:

*Inglewood is a safe and walkable neighbourhood. It is welcoming to everyone, and brings people together through fun, community-building activities. It reflects its diversity and connection to Indigenous history.*

As a City, we undertake these projects to support the needs and quality of life of our residents. As a City project manager, I am grateful to everyone for sharing their ideas and feedback, and helping us evolve our plan to where it is today. It is an honour to be a steward of Inglewood's infrastructure improvements and to help bring your and your neighbours' vision for a great neighbourhood to life.

Thank you.  
Cassie Kupsch, Project Manager, Inglewood  
Building Great Neighbourhoods

## **Building Great Neighbourhoods Working Together to Make the Most Out of Your Neighbourhood.**

Great neighbourhoods are the building blocks of a great city, and the City of Edmonton is committed to building great neighbourhoods by investing taxpayer dollars in reconstructing neighbourhoods to enhance their livability and longevity.

Building Great Neighbourhoods is designed to increase vibrancy and improve infrastructure in Edmonton's mature neighbourhoods. It is a cost-effective, long-term, strategic approach to address infrastructure needs such as rebuilding and renewing roads, sidewalks and street lights.

### **Neighbourhood Renewal in Inglewood**

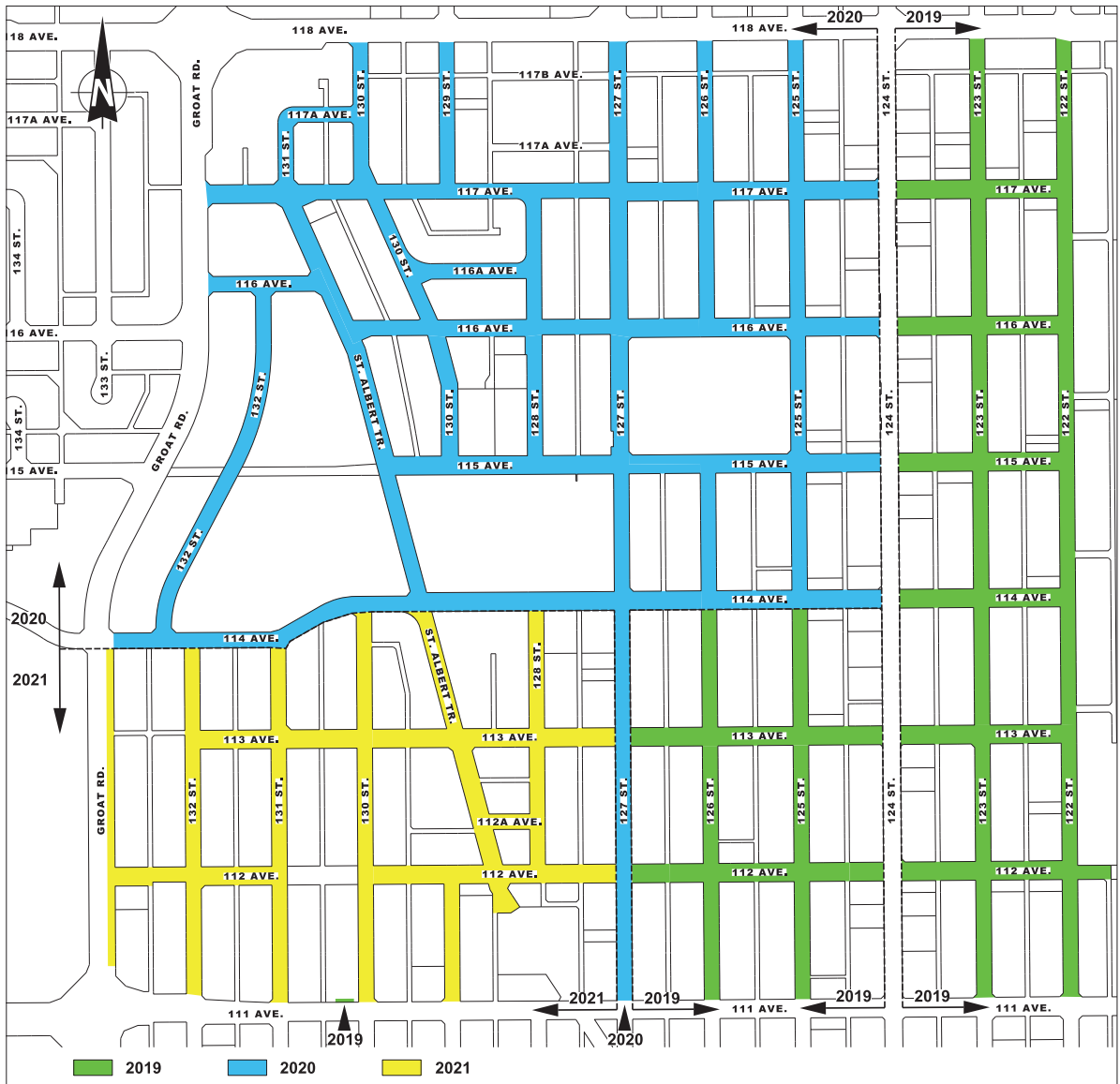
In spring 2019, neighbourhood renewal construction will begin in Inglewood.

It will include upgrades to:

- + Make additional improvements to manage traffic speeding, shortcutting, and congestion
- + Protect the mature trees
- + Focus on better ongoing maintenance and cleanliness in the neighbourhood
- + Add naming and historical signage
- + Reduce crime
- + Maintain access, including along 57 Street and by ensuring connections in and out of Highlands from other neighbourhoods

**The reconstruction will be completed in three phases, with the work happening in 2019, 2020 and 2021. All construction decisions are subject to final approvals and funding.**

## Planned Construction Staging for Roads and Sidewalks



The planned construction staging is subject to change. The staging of park/open space improvements has not been determined yet.

## Making Neighbourhood Renewal Decisions

### *Policy and program information, public engagement input and technical requirements*

The City makes decisions using a combination of policy and program information, public engagement input and technical requirements.

City policy and programs, including funding, and technical requirements help to ensure that the City's decisions get the best outcomes for our city, are fiscally responsible, align with best practices, and consider the existing public and private infrastructure, land uses and activities in the neighbourhood.

The role of public engagement input is to help the City consider what is important to people with an interest in Inglewood as well as how the neighbourhood renewal construction decisions will affect them.

The City policies and programs, technical requirements and public engagement input include:

#### City Policies and Programs

- + City's Strategic Plans – The “Ways”
- + Active Transportation Policy (Sidewalk Strategy: Bicycle Transportation Plan)
- + Local Improvement Policy
- + Public Engagement Policy
- + Breathe – Green Network Strategy
- + Winter City Guidelines
- + Vision Zero
- + Community Traffic Management Policy

#### Public Engagement Input

- + **ADVISE** on approach to public engagement
- + **ADVISE** on Neighbourhood Renewal Vision and Important Elements
- + **REFINE** Vision and Important Elements and **ADVISE** on neighbourhood assets, opportunities, and priorities
- + **ADVISE** on bicycle facility and traffic calming options
- + **REFINE** concept designs and **ADVISE** on neighbourhood priorities
- + **ADVISE** on preliminary plans
- + **DECIDE** on Local Improvements

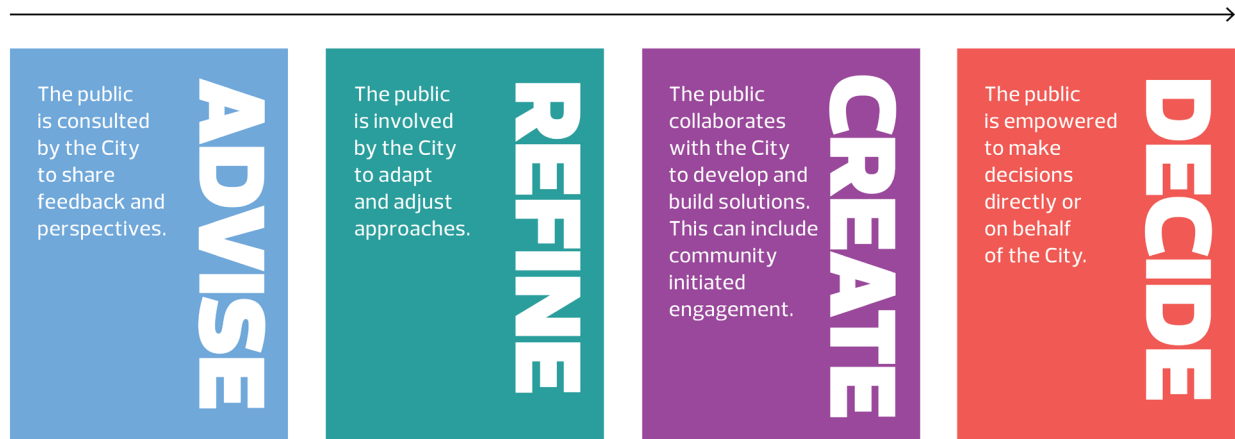
#### Technical Requirements

- + Infrastructure Assessments
- + Complete Streets Design and Construction Standards
- + Universal Design
- + Crime Prevention through Environmental Design
- + Urban Design Framework

## The City's approach to public engagement input

People living in and with an interest in Inglewood were invited to provide input into the City's neighbourhood renewal decision-making process starting from project initiation and then at key milestones through to the creation of final designs.

### Increasing influence of the public



### The public engagement opportunities included:

Timeline	Steps	Public Engagement	Number of Participants	Outcome
Fall/winter 2017	Share information about the project and invite input into the approach to public engagement	Meetings with representatives from local organizations and associations to <b>ADVISE</b> on the approach to public engagement	27 representatives	Creation of a public engagement plan
March 2018	Share information about the project and invite input to draft a Vision and set of Important Elements	Stakeholder workshop to <b>ADVISE</b> on Vision and Important Elements	15 stakeholder group representatives	A draft Vision that describes what infrastructure improvements should achieve for Inglewood and draft Important Elements that describe the work to prioritize to achieve the Vision



Timeline	Steps	Public Engagement	Number of Participants	Outcome
April 2018	<p>Invite input to make enhancements to the Vision and set of Important Elements</p> <p>Use public input and information about the neighbourhood to develop an Urban Design Analysis report and create concept designs</p>	Two drop-in public engagement sessions, two community conversations and online and hard copy surveys to <b>REFINE</b> the draft Vision and Important Elements and <b>ADVISE</b> on what's working well and what needs attention	More than 195 participants	<p>A final Vision and set of Important Elements</p> <p>An Urban Design Analysis report</p> <p>The creation of concept designs</p>
August 2018	Invite input on: bicycle facilities, traffic calming options and related benefits and trade-offs	One drop-in public engagement event, in-neighbourhood trial example traffic calming measures tour with supporting online and hard copy surveys to <b>ADVISE</b> on bicycle facility and traffic calming options	More than 245 participants	<p>Prioritization of the benefits and trade-offs most acceptable to participants for each bicycle facility and traffic calming measure</p> <p>Refined concept designs</p>
October 2018	Present concept designs for public input	One drop-in public engagement event and an online survey to <b>REFINE</b> the concept designs and <b>ADVISE</b> on priorities	More than 105 participants	Revised concept designs and creation of preliminary plans that present a draft of what the City is planning to construct in the neighbourhood
January 2019	Present preliminary designs for public input	One drop-in public engagement event to <b>ADVISE</b> on the preliminary designs and <b>DECIDE</b> on Local Improvements	More than 195 participants	Creation of a public engagement plan



Timeline	Steps	Public Engagement	Number of Participants	Outcome
March 2018	Share information about the project and invite input to draft a Vision and set of Important Elements	Stakeholder workshop to <b>ADVISE</b> on Vision and Important Elements	15 stakeholder group representatives	The creation of a final designs that showcase details about what the City is intending to construct in the neighbourhood, which will be shared with the public at an information session on April 27

Public engagement also incorporates input that the City of Edmonton project manager received via email, letters and phone calls. The project email list includes 165 subscribers.

## Inglewood's Neighbourhood Renewal Vision and Important Elements

In early 2018, the City invited members of the public to **ADVISE** on and then help **REFINE** a Vision to describe what infrastructure improvements should achieve for Inglewood and draft Important Elements that describe the work that should be prioritized to help achieve the Vision.

When the City presented concept designs for public input in October, it asked participants whether the designs align with the Vision and Important Elements. One hundred percent of participants agreed that the designs align with the Vision and the majority of participants said the same about the Important Elements.

Final Vision	Yes, the concepts support the Vision	No, the concepts do not support the Vision
Inglewood is a safe and walkable neighbourhood. It is welcoming to everyone, and brings people together through fun, community-building activities. It reflects its diversity and connection to Indigenous history.	25 people	0 people

Final Important Elements	Yes, the concepts support the Important Element	No, the concepts do not support the Important Element
A safe neighbourhood supported by lighting and visibility	24 people	8 people
A walkable neighbourhood, supported by accessibility, traffic management and safe crossings and pathways	25 people	3 people
Common spaces that are functional and have amenities to support fun and community building activity for people of all ages and backgrounds	23 people	0 people
Visual representation of the neighbourhood's diversity, including Indigenous heritage	17 people	5 people

## What We Heard Along The Way

Following key public engagement input activities, the Inglewood Neighbourhood Renewal project team published two What We Heard reports and a Community Update report.

The reports are created to keep people apprised of what the City hears through public input. The public input helps to inform the creation of concepts and plans, which are presented at public input sessions and can be viewed at [edmonton.ca/buildinglewood](http://edmonton.ca/buildinglewood).

We shared each **What We Heard** and **Community Update** report through our project email list (i.e., 165 subscribers), on the City website at [edmonton.ca/buildinglewood](http://edmonton.ca/buildinglewood)

and at in-person public engagement sessions following their development.

**The first report, What We Heard (April 2018)**, describes what the City heard was working well and needs attention during its April public engagement activities.

**The second report, What We Heard (October 2018)**, describes what the City heard about the concept designs that were shared in October.

**The third report, Community Update (January 2019)**, describes what the City heard about the designs for the preliminary plan that were shared in January and the Inglewood Local Improvement results.

## What We Decided

This session presents the final design decisions as they relate to six Neighbourhood Renewal topics:

- + Active connections, including sidewalks, shared use paths and bike lanes
- + Roads and intersections, including the introduction of traffic calming measures and changes along roads and at intersections
- + City-owned outdoor spaces, including updates to parks and green spaces
- + Heritage and character
- + Wayfinding signage and gateway features
- + Decorative street lights and sidewalk Local Improvement opportunities

It also describes key City policies and programs, public engagement input and technical requirements that informed the City's decisions related to each topic.

**Note:** All design decisions are subject to final approvals and funding. To view the final designs in a visual format visit [edmonton.ca/buildinglewood](http://edmonton.ca/buildinglewood).

### Legend for “What We Accounted For To Make Our Decisions”

The City uses Policies and Programs, Public Engagement Input and Technical Requirements to make neighbourhood renewal decisions.

This report uses three coloured icons to illustrate which decision-making criteria is a policy or program, public engagement input, or a technical requirement. You will see these icons attached to each bullet point in the “What We Accounted For To Make Our Decisions” column in each table on the following page:

**The decision making criteria are:**



City Policies and Programs



Technical Requirements



Public Engagement Input

## Inglewood Active Connections: Sidewalks and Shared Use Path

### What We Decided

#### To add new sidewalks where:

- + there are missing links
- + it is technically feasible

#### To add 1.8 meter sidewalks in high pedestrian areas, including:

- + enroute to Westmount School
- + enroute to MAC Islamic School
- + enroute to Inglewood School and Inglewood Community League
- + 127 Street
- + 114 Avenue
- + The commercial area between 123 and 124 Streets on 113 Avenue
- + 112 Avenue

### What We Accounted For To Make Our Decisions



In alignment with the project vision, adding sidewalks ensures that Inglewood is a safe and walkable community



The City pays for construction of missing sidewalks  
Edmonton's Complete Streets Design and Construction Standards requires sidewalks on both sides of a street, where possible



1.8 meter sidewalks help to accommodate more people and mobility aids (e.g., walkers, strollers, wheelchairs) along high pedestrian routes, including for vulnerable populations (e.g., children near schools)



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities



Locations were chosen to fit within existing conditions on the streets (i.e., to avoid conflicts with existing trees, utilities, etc.)

#### No new sidewalks along:

##### 112 Avenue

- + South side between 125 and 126 Streets
- + 129 and 130 Streets



Each exempt location has local conflicts, where the City needs to accommodate mature trees, power poles, landscaping and/or fencing



The City of Edmonton's 2010 Corporate Tree Policy requires the protection of Edmonton's tree canopy



People told us to protect Inglewood's mature trees

##### 113 Avenue

- + South side between 122 and 124 Streets

#### Construct a shared use path on the northside of 114 Avenue between 122 Street and Groat Road and the east side of 122 Street from 114 Ave to the alley to the north



In alignment with the project important elements, a shared use path helps with accessibility and, as per the project vision, ensures that Inglewood is a safe and walkable community



114 Avenue is a high-use pedestrian corridor that is close to transit; it also provides a direct east-west connection to other neighbourhoods across Groat Road and through Linear Park

There is a need to provide bike route connectivity east-west through Inglewood



People told us that they are more comfortable with people who walk and bike sharing infrastructure than having bikes on the road with vehicles

## Inglewood Active Connections: Sidewalks and Shared Use Path (con't)

### What We Decided

**Construct a shared use path** on the northside of 114 Avenue between 122 Street and Groat Road and the east side of 122 Street from 114 Ave to the alley to the north



The existing sidewalk on the northside of 114 Avenue is more desirable to convert to a shared use path compared to other east-west routes

The road is not wide enough to accommodate on-street protected bike lanes while retaining transit access and mature trees



Shared use paths are maintained year-round by the City for people who bike and walk



People told us that they prefer a shared use path to on-street bike infrastructure because it helps to preserve on-street parking and two-way traffic



114 Avenue is fairly central within Inglewood, providing as many people as possible with access to the neighbourhood's east-west cycling infrastructure

## Inglewood Active Connections: 127 Street Bike Route

### What We Decided

- + Allow one-way northbound traffic with parking and a two-way protected bike lane along 127 Street between Stony Plain Road and 118 Avenue
- + Adopt a consistent design to build a two-way protected bike lane along the corridor
- + Construct concrete medians to create a protected bike lane, and help the community explore partnerships to add landscaping to them
- + Tie north-south bike infrastructure along 127 Street into:
  - + the east-west protected bike lane along 102 Avenue
  - + the service road that serves as bike infrastructure between 118 Avenue and Yellowhead Trail



127 Street was identified as an important transportation corridor with "missing" bike infrastructure between 102 Avenue and 118 Avenue

Protected bike infrastructure helps to achieve the long-term goal of the City's Vision Zero: zero traffic fatalities and serious injuries.



People told us that they want a consistent design, with standardized bike and road lane widths



Concepts to improve the corridor were developed in 2015 for inclusion with Westmount's 2017 and Inglewood's 2019 Neighbourhood Renewal projects; construction through the Westmount neighbourhood is now complete



The width of the protected bike lane median varies to achieve consistent bike and road lane widths

The existing contraflow bike lane can be widened into a two-lane protected bike lane without impacting northbound traffic flow and on-street parking

## Inglewood Active Connections: 127 Street Bike Route (con't)

### What We Decided

- + Install on-street white squares at the 118 Avenue and 127 Street crosswalk to indicate where cyclists may ride across the intersection without dismounting their bike
- + Discussions with the Office of Traffic Safety about the timing of the traffic signal at 118 Avenue at 127 Street

### What We Accounted For To Make Our Decisions



People told us that they want better connections to walk and bike to destinations north of 118 Avenue



There is existing bike infrastructure east-west along 102 Avenue and north of 118 Avenue; the changes to 127 Street and the 118 Avenue crossing connect these routes and address a missing link in the bike network

The introduction of on-street white squares alongside the 118 Avenue and 127 Street crosswalk will allow for cyclist movement



People told us they appreciate landscaped medians

There may be options, through community partnerships, to landscape the wider sections of the median

## Inglewood Roads and Intersections: 122 Street Traffic Calming

### What We Decided

- + Add curb extensions:
  - + east side of the street, mid-block at the alley north of 117 Avenue
  - + west side of the street, north of 116 Avenue
  - + west side of the street, north of 114 Avenue
- + Adopt a consistent design to build a two-way protected bike lane along the corridor
  - + across the 115 Avenue intersection
  - + Across the 112 Avenue intersection



A full traffic signal was recommended as part of the 2017 Prince Charles Community Traffic Management Plan to support safe pedestrian crossings at 118 Avenue and 122 Street and to address access concerns to the 121A Street business area



In alignment with the project vision, traffic calming measures help ensure a safe and walkable community

In alignment with the project important element focused on a walkable neighbourhood, traffic calming measures help to achieve accessibility, traffic management and safe crossings and pathways

People told us that drivers use 122 Street as a shortcutting route

People told us that drivers are speeding along 122 Street



The two types of traffic calming measures, curb extensions and raised crosswalks, are effective at reducing driver speed

## Inglewood Roads and Intersections: 122 Street Traffic Calming (con't)

### What We Decided

- + Add curb extensions:
  - + east side of the street, mid-block at the alley north of 117 Avenue
  - + west side of the street, north of 116 Avenue
  - + west side of the street, north of 114 Avenue
- + Adopt a consistent design to build a two-way protected bike lane along the corridor
  - + across the 115 Avenue intersection
  - + Across the 112 Avenue intersection

### What We Accounted For To Make Our Decisions



Both curb extensions and raised crosswalks help to support safe pedestrian crossings

- + Curb extensions improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians
- + Raised crosswalks draw attention to pedestrian crossing locations, reduce driver speeds and may deter shortcutting

There are other Edmonton neighbourhoods demonstrating that well-designed raised crosswalks used in combination with curb extensions successfully limit speeding and shortcutting



People told us that they are comfortable with curb extensions and raised crosswalks

## Inglewood Roads and Intersections: 117 Avenue Traffic Calming

### What We Decided

- + Narrow the road along 117 Avenue between Groat Road and 131 Street
- + Adjust the alignment at the 130 Street intersection
- + Add a series of curb extensions along 117 Avenue between 123 Street and Groat Road



In alignment with the project vision, intersection improvements and traffic calming measures help ensure a safe and walkable community

In alignment with the project important element focused on a walkable neighbourhood, intersection improvements and traffic calming measures help to achieve accessibility, traffic management and safe crossings and pathways

People told us that the shape of the intersection creates driver confusion, making it less safe for people who walk

People told us drivers speed along 117 Avenue, and use it as a shortcutting route



117 Avenue runs straight through Inglewood (i.e., east-west); this means speeding and shortcutting are not confined to one specific stretch of road

Realigning the intersection reduces the crossing distance for people who walk and increases visibility for both people who walk and drive



## Inglewood Roads and Intersections: 117 Avenue Traffic Calming (con't)

### What We Decided

- + Narrow the road along 117 Avenue between Groat Road and 131 Street
- + Adjust the alignment at the 130 Street intersection
- + Add a series of curb extensions along 117 Avenue between 123 Street and Groat Road

### What We Accounted For To Make Our Decisions



People told us that they are comfortable with curb extensions



Narrowing the road and adding curb extensions deter speeding and shortcutting; curb extensions also improve visibility by ensuring that parked cars maintain a distance from the intersection and reduce the crossing distance for people who walk



117 Avenue can be narrowed, following the City's Complete Streets Design and Construction Standards, to help reduce speeding and shortcutting while maintaining two-way traffic flow and on-street parking on one side of the road

## Inglewood Roads and Intersections: 116A Avenue and 130 Street Intersection Improvement

### What We Decided

- + Adjust the alignment at the 130 Street intersection
- + Add a new sidewalk connection on the northeast side



In alignment with the project vision, intersection improvements help ensure a safe and walkable community

In alignment with the project important element focused on a walkable neighbourhood, intersection improvements help to achieve accessibility, traffic management and safe crossings and pathways

People told us that the shape of the intersection creates driver confusion, making it less safe for people who walk



Realigning the intersection reduces the crossing distance for people who walk and increases visibility for both people who walk and drive

A new sidewalk connection is required on the northeast side to tie into and align with the accessible curb ramps on the northwest and southeast sides of the intersection

## Inglewood Roads and Intersections: 115 Avenue Road Narrowing

### What We Decided

- + Narrow the road along 115 Avenue between 127 Street and St. Albert Trail
- + Add a new sidewalk on the south side of 115 Avenue

### What We Accounted For To Make Our Decisions



In alignment with the project vision, adding sidewalks and traffic calming ensures that Inglewood is a safe and walkable community



The City pays for construction of missing sidewalks  
Edmonton's Complete Streets Design and Construction Standards requires sidewalks on both sides of a street



115 Avenue has a wider than usual cross-section; the road can be narrowed to accommodate a sidewalk and landscaped boulevard with trees

115 Avenue will still be able to accommodate two-way traffic and on-street parking

## Inglewood Roads and Intersections: 114 Avenue between 127 Street and Groat Road

### What We Decided

- + Maintain Edmonton Transit Service's bus-only access between 128 Street and St. Albert Trail
- + Remove the median along 114 Avenue between 128 Street and St. Albert Trail
- + Add a mini roundabout at the 114 Avenue and St. Albert Trail intersection, with pedestrian crossing markings and landscaping in the centre
- + Adjust the alignment at the 114 Avenue and St. Albert Trail intersection
- + Add a shared use path on the north side of 114 Avenue

### What We Accounted For To Make Our Decisions



In alignment with the project vision, adding traffic calming and a shared use path ensures that Inglewood is a safe and walkable community



114 Avenue runs east-west through Inglewood; bus-only access helps to reduce speeding and shortcutting by restricting access directly through the neighbourhood

114 Avenue is a high-use pedestrian corridor that is close to transit; the new shared use path provides people who walk and bike with a direct connection to other neighbourhoods across Groat Road and through Linear Park

Removing the centred median along 114 Avenue between 128 Street and St. Albert Trail helps create a wide enough cross-section to accommodate the shared use path

## Inglewood Roads and Intersections: 114 Avenue between 127 Street and Groat Road (con't)

### What We Decided

(con't)

### What We Accounted For To Make Our Decisions



People told us that they are comfortable interacting with mini roundabouts

People told us that they prefer roundabouts that feature low-level landscaping to maintain visibility



Mini roundabouts help to reduce speeding

Clear, consistent pedestrian markings help to prioritize people who walk and ensure they are visible to people who drive

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## Inglewood Roads and Intersections: Improvements Near Inglewood School and Community League

### What We Decided

- + Add a curb extension on the southeast corner of the intersection at 116 Avenue and 126 Street (i.e., northeast of the Inglewood Community League)
- + Add a raised crosswalk where 126 Street intersects with 115 Avenue (i.e., south of the Inglewood School)



In alignment with the project vision, adding traffic calming ensures that Inglewood is a safe and walkable community

People told us that the 116 Avenue and 126 Street intersection is a high-use pedestrian access point to the school, where the safety of the student population should be prioritized

People told us that there is a natural flow of pedestrians into and through the Inglewood School yard, and that 126 Street, across 115 Avenue, is a high-use pedestrian access point, where the safety of the student population should be prioritized

People told us that they are comfortable with curb extensions and raised crosswalks



The two types of traffic calming measures, curb extensions and raised crosswalks, are effective at reducing driver speed

Curb extensions and raised crosswalks help to support safe pedestrian crossings

- + Curb extensions improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians
- + Raised crosswalks draw attention to pedestrian crossing locations, reduce driver speeds and may deter shortcutting

## Inglewood Roads and Intersections: Improvements Near the Commercial Area Adjacent to 124 Street

### What We Decided

- + Add curb extensions on both sides of 112 Avenue west of 124 Street
- + Add curb extensions on both sides of 113 Avenue east of 124 Street
- + Straighten curb alignment for 115 Avenue east of 124 Street and add curb extensions on the northwest, southwest and southeast sides of the intersection

### What We Accounted For To Make Our Decisions



Drivers park too close to 124 Street, making it difficult for vehicles to turn onto 112, 113 and 115 Avenues from 124 Street and onto 124 Street from 112, 113 and 115 Avenues safely



Curb extensions:

- + Improve pedestrian safety by reducing the crossing distances across the avenues
- + Help define parking and create a parking setback from 124 Street

## Inglewood Roads and Intersections: Improvements Near Westmount School

### What We Decided

- + Add curb extensions on:
  - + the southeast side of 113 Avenue on 130 Street
  - + the southeast side of 113 Avenue on 131 Street
  - + the northeast side of 112 Avenue on 130 Street
  - + the southeast and southwest side of 112 Avenue on 131 Street



In alignment with the project vision, adding traffic calming ensures that Inglewood is a safe and walkable community

People told us that the intersections around Westmount School, in all directions, are high-use pedestrian access points to the school and safety of the student population should be a priority

People told us that they are comfortable interacting with curb extensions



Curb extensions are effective at reducing driver speed

Curb extensions improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians



A bus drop-off area was considered in front of Westmount School on 131 Street; the school has since confirmed the existing infrastructure supports buses to safely pick up and drop off students

## Inglewood City-owned Outdoor Spaces: Linear Park

### What We Decided

- + Renew the north-south shared use path
- + Add new shared use path connections into the park from the 113, 115 and 116 Avenue alleys to the west
- + Add lighting (i.e., new light standards) along the north-south shared use path through the park
- + Add naturalized planting areas along the east fence
- + Add new trees along the north-south shared use path
- + Add seating areas (i.e., benches) along the north-south shared use path
- + Add waste receptacles and dog bag dispensers
- + Add interpretative signage along the shared use path at 112 Avenue
- + Explore funding for other improvements as part of future community partnerships

### What We Accounted For To Make Our Decisions



The north-south shared use path through Linear Park would benefit from renewal



In alignment with the project vision:

- + Curb extensions improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians
- + Raised crosswalks draw attention to pedestrian crossing locations, reduce driver speeds and may deter shortcutting

People told us that Linear Park is the number one priority as a green space to improve in Inglewood

People told us that:

- + they value the north-south shared use path and want more and better connections to reach it
- + they appreciate the off-leash area and prefer this as open space without formal boundaries or barriers to separate it from other areas in the park
- + they would feel safer and use the park more if there was more lighting
- + the park would be more functional with seating, shade features, waste receptacles, and the availability of doggie waste bags for the off-leash area
- + they appreciate the natural beauty of the park, and naturalized landscaping can help differentiate the park from the business area to the east



The back alleys along each avenue create natural entry points into the park space

The shared use path is an active transportation route for commuters and recreational users; additional lighting alongside the path will support safety, security and additional use

Linear Park is a high-use active transportation and recreation space where interpretative signage will be accessible to many people

## Inglewood City-owned Outdoor Spaces: Linear Park (con't)

### What We Decided

(con't)

### What We Accounted For To Make Our Decisions



The City has partners to facilitate the addition of naturalized landscaping in parks



The City budget for neighbourhood renewal cannot accommodate all of the proposed park improvements; the City will explore other programs and partnerships to fund and support other potential improvements

## Inglewood City-owned Outdoor Spaces: John A. Norris Park

### What We Decided

- + Add a shelter with benches, picnic tables and a waste receptacle
- + Add trees alongside the shelter
- + Add additional picnic tables in the open space
- + Add a hard surface path through the park, connecting to the shelter
- + Add edible landscaping (i.e., bushes that produce fruit)
- + Add new sidewalks along the east and south sides of the park
- + Add interpretative sign, that tells the story of the park, near the hard surface path and shelter
- + Explore funding for other improvements as part of future community partnerships



The City pays for construction of missing sidewalks

Edmonton's Complete Streets Design and Construction Standards requires sidewalks on both sides of a street



In alignment with the project vision:

- + adding new sidewalks through and on the perimeter of the park helps ensure that Inglewood is a safe and walkable community
- + adding functionality and beauty to the park helps make it welcoming to everyone and facilitates people gathering for fun, community-building activities
- + adding interpretative signage to the park helps reflect Inglewood's diversity and connection to Indigenous history

People told us that John A. Norris Park is the second priority as a green space to improve in Inglewood

People told us that the park is in a great location to bring people together (e.g., church across the street, seniors residence and school near-by), and that better access (i.e., pathways) and amenities (i.e., places to gather) are required



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities



People told us that edible shrubs (i.e., shrubs that produce berries) add natural beauty and fill a need



The proposed location for the hard surface path through the park is close to the bus stop on St. Albert Trail

## Inglewood City-owned Outdoor Spaces: John A. Norris Park (con't)

### What We Decided

(con't)

### What We Accounted For To Make Our Decisions



Park namesake, John A. Norris, and the area share Indigenous connections, where the story of the founder and the history of the area can be shared through the interpretive sign in the park

Adding trees near the shelter will help to provide shade; adding shrubs along the path provides good visibility and safety along the hard surface path through the park

The park is large enough to accommodate new amenities and maintain sufficient open space

The City has partners to facilitate the addition of naturalized landscaping in parks



The City budget for neighbourhood renewal cannot accommodate all of the proposed park improvements; the City will explore other programs and partnerships to fund and support other potential improvements

## Inglewood City-owned Outdoor Spaces: Former Trolley Turn-around Open Space

### What We Decided

- + Renew the sidewalk on the south side of 112 Avenue



In alignment with the project vision, adding sidewalks ensures that Inglewood is a safe and walkable community

People told us that they prefer to see infrastructure that supports programming in the park (e.g., markets, festivals)



The park is located next to an arterial road (i.e., 124 Street), which is not ideal for people to make use of the green space



The local community groups have other priorities to manage and are unable to support programming



The property is likely to be sold for redevelopment

Even if the property is sold for redevelopment, the sidewalk along 112 Avenue will continue to be used



## Inglewood City-owned Outdoor Spaces: Winnifred Stewart Park

### What We Decided

- + Add new sidewalk connections on the east and west sides of the park
- + Explore funding for other improvements as part of future community partnerships

### What We Accounted For To Make Our Decisions



In alignment with the project vision, adding sidewalks ensures that Inglewood is a safe and walkable community



The City pays for construction of missing sidewalks



Edmonton's Complete Streets Design and Construction Standards requires sidewalks on both sides of a street



People told us that improvements to Winnifred Stewart Park are low priority because this space was recently renewed and works well for the community



The City budget for neighbourhood renewal cannot accommodate all of the proposed park improvements; the City will explore other programs and communication partnerships to fund and support other potential improvements

## Inglewood Heritage and Character

### What We Decided

- + Update the monument on 127 Street (south of 115 Avenue)
- + Install interpretative signage in:
  - + Linear Park
  - + John A. Norris Park
- + Replace historic street name bricks with decorative street blades
- + Explore funding for other improvements as part of future community partnerships



In alignment with the project vision, updating the monument, adding interpretative signage and adding decorative street blades help reflect Inglewood's diversity and connection to Indigenous history

People told us that they want to see visual representation of Inglewood's history, heritage and people



The 127 Street monument is in good condition, however the content is dated



Linear Park and John A. Norris Park were identified as the highest priority City-owned spaces to undergo updates

John A. Norris is an important figure in the neighbourhood's history, and has local Indigenous ties



Linear Park is a high-use active transportation and recreation area where interpretative signage will be accessible to many people

Decorative street blades are highly durable and visible year-round



The City budget for neighbourhood renewal cannot accommodate all of the proposed heritage and character improvements; the City will explore other programs and communication partnerships to fund and support other potential improvements

## Inglewood Wayfinding Signage and Gateway Features

### What We Decided

- + Maintain the Inglewood and Park Street Bikeway gateway features along 127 Street at 118 Avenue and 111 Avenue
- + Explore funding for other improvements as part of future community partnerships

### What We Accounted For To Make Our Decisions



People told us that gateway features and wayfinding are a lesser priority for the neighbourhood than other improvements



Wayfinding can be installed at any time



The City budget for neighbourhood renewal cannot accommodate all of the proposed heritage and character improvements; the City will explore other programs and communication partnerships to fund and support other potential improvements

## Inglewood Local Improvements

In Inglewood, enough residents supported both the sidewalk and street lighting upgrades for them to proceed.

Sidewalk replacements will be completed wherever feasible, at a 50/50 shared-cost to the property owner and City of Edmonton.

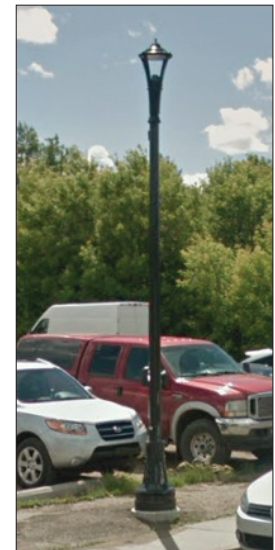
Decorative street lighting will be installed throughout the neighbourhood, and the cost to residents will be the incremental cost of decorative street lights above the standard City-funded streetlights.

The preferred decorative street light option in Inglewood is a black fluted pole with heritage arm.

The only exception is along 125 and 126 Streets from 111 to 113 Avenues. This is an identified heritage area and, to differentiate it, a black, fluted post-top pole with a shroud at the base and the metroscape luminaire as selected.



*Black fluted pole with heritage arm.*



*Fluted post-top pole*

## Understanding Local Improvements

At the same time the City of Edmonton undertakes neighbourhood renewal, it also offers the opportunity for two Local Improvement opportunities: sidewalks and decorative street lights.

A Local Improvement is a project that creates greater benefit to a localized area than to the municipality as a whole. It is typically undertaken near or adjacent to your property and is paid, in part, by property owners through a Local Improvement tax, which is assessed and added to your tax notice after construction is completed.

As part of Inglewood's neighbourhood renewal, both sidewalk reconstruction and decorative street lighting will be constructed through the Local Improvement program.

Sidewalk Local Improvement is a City-initiated program. It is efficient for us to replace aging infrastructure, such as sidewalks, when we are already intending to do infrastructure work in Inglewood. We provide property owners with a cost sharing opportunity (50% property owner, 50% City) to do the replacement work, and they **DECIDE** through a Local Improvement process if they would like to proceed with the improvement. If 50%+1 of a designated project construction area within the neighbourhood petitions against the sidewalk Local Improvement, the City will undertake regular sidewalk maintenance (grinding, asphalt patching or mudjacking) for the safety of pedestrians.

Decorative street light upgrading is a community-initiated Local Improvement. The community selects their preferred type of upgraded decorative lighting, and if there is enough community support demonstrated through an Expression of Interest process, it proceeds to a Local Improvement decision. In Inglewood, this Local Improvement was led by

the Inglewood Community League's Decorative Streetlight Committee. For decorative street light upgrading, the City still contributes the equivalent cost of standard galvanized street lights, and property owners share the incremental cost of decorative lights above the standard street lights.

The Local Improvement decision process requires that property owners receive information about the proposed upgrades, including a cost estimate and payment options. If they do not support the Local Improvement, they must petition against it within a 30-day time period. A majority of property owners need to sign the petition to defeat the Local Improvement.

## Inglewood Neighbourhood Renewal Pre-Construction Information

**Construction is scheduled in Inglewood over three years starting in spring 2019. You may see a few activities in your neighbourhood prior to construction, including:**

- + Utility companies completing their work before construction begins. This minimizes cutting into the road after it is reconstructed
- + Trees being pruned if they are in the way of the construction equipment. If a tree on private property requires pruning, the City will notify the property owner
- + Existing street lights being removed and installation of new pole bases and streetlights typically occur prior to construction. The underground cabling system is also replaced at this time

## Ways the City Will Communicate With You

Before construction starts in your neighbourhood, construction bulletins will be distributed to all residents.

The City's Delivery Project Manager will be your point of contact during construction.

The Delivery Project Manager can assist you with answering questions or addressing specific needs or concerns about construction.

## Preparing for Construction in Front of My House

Now that the designs and cost sharing opportunities have been finalized, we ask that you start to prepare for construction. There are many things you can do to help prepare your property to make it easier for the City's contractor and you during this time. The construction consists of removal and replacement of sidewalks, curbs and gutters and reconstruction and paving of the road.

### You can prepare your property for construction by:

- + Marking all underground sprinkler systems
- + Removing landscaping from road right-of-way
- + Removing plants and flowers before construction so they do not get damaged
- + Pulling back any mulch or rocks

If you have special access requirements, such as DATS, please advise your Delivery Project Manager during construction as soon as possible. Their contact information may be found on the construction bulletin, at [edmonton.ca/BuildingInglewood](http://edmonton.ca/BuildingInglewood), or by calling 311.

### For more information:

**Web:** [edmonton.ca/BuildingInglewood](http://edmonton.ca/BuildingInglewood)

**Email:** [buildinggreatneighbourhoods@edmonton.ca](mailto:buildinggreatneighbourhoods@edmonton.ca)

**Call:** 311

**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 input on what we might do to make it better.

We will engage and work with you on the renewal of roads, 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 input is used. Let's make the most out of your neighbourhood.

**SHARE** YOUR VOICE  
**SHAPE** OUR CITY

Edmonton