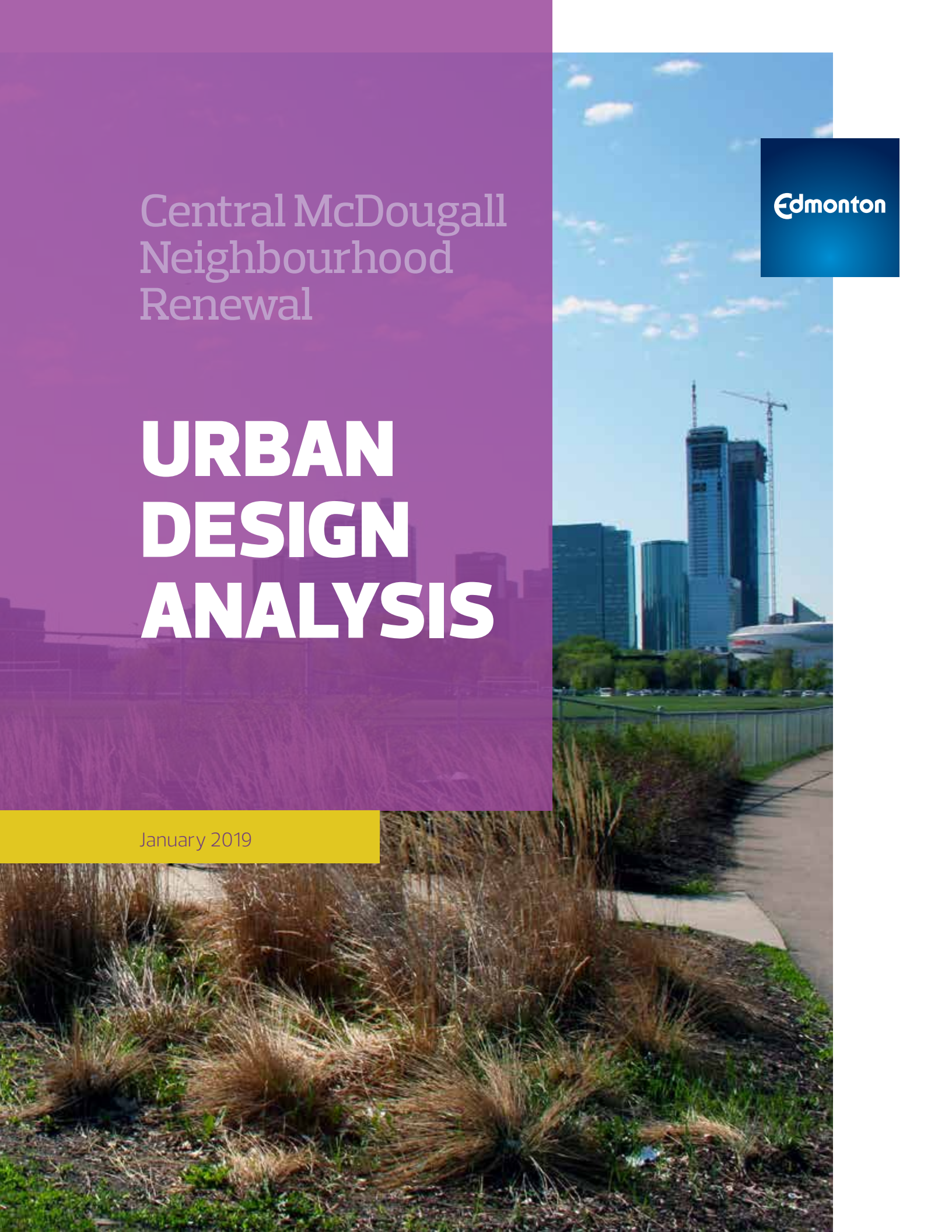


Central McDougall  
Neighbourhood  
Renewal

# URBAN DESIGN ANALYSIS

January 2019

Edmonton





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# 1 Background Information and Policy Review

## Photo

The Prince of Whales Armoury, an iconic historical feature in Central McDougall.

## 1.1 Neighbourhood Renewal Background

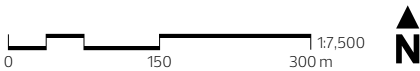
This Urban Design Analysis (UDA) for Central McDougall neighbourhood is a component of the Neighbourhood Renewal Program as outlined by the Building Great Neighbourhoods (BGN) initiative by the City of Edmonton. The City of Edmonton created Building Great Neighbourhoods not only to refresh aging neighbourhood infrastructure, but to use renewal as an opportunity to increase vibrancy and sustainability in the neighbourhood. The Branch takes a holistic and integrated City of Edmonton approach to make changes beyond infrastructure improvements, working in partnership with neighbourhoods to develop a vision of the renewed state that considers the special flavour of the neighbourhood alongside the necessary City of Edmonton renewal requirements.

Every year, this program identifies Edmonton neighbourhoods that need renewal and delineates a cost-effective, long-term strategic approach. Following comprehensive public engagement and infrastructure analysis, the City will proceed with reconstruction and repaving of roads, renovation of sidewalks, sidewalk connections, streetlights, curbs and gutters in mature neighbourhoods. The City will also explore opportunities for the redevelopment of City-owned green spaces and parks within the neighbourhood. Alleys and arterial roads are not part of the project scope. The streets and open spaces subject to this UDA are shown on **MAP 1 – Study Area**.

The purpose of this UDA report is to inform the designs for neighbourhood renewal. Through public engagement, along with technical and policy considerations, the UDA investigates the existing urban environment, its functionality, connectivity, aesthetics and the overall urban experiences within the neighbourhood. The analysis looks at elements required to renew the neighbourhood's infrastructure, and considers how people live, work, and visit in them. This report will inform City Staff and community members about the neighbourhood characteristics and identifies ways that infrastructure improvements can benefit the community. This report does not reflect the final designs and decisions made for the neighbourhood renewal.



MAP 1 – Study Area



--- Central McDougall Neighbourhood Boundary      — Roadways Included in Project Scope



## 1.2 Neighbourhood Context

The Central McDougall Neighbourhood is located north of downtown and consists of a mix of residential forms, with a significant amount of institutional organizations and commercial businesses as shown in **MAP 2 – Urban Form & Land Use**. The boundaries of the neighbourhood are 111 Avenue on the north, 105 Avenue on the south, 101 Street on the east and 109 Street on the west. Kingsway is a major arterial road that carries traffic through the neighbourhood and 107 Avenue is an arterial road that houses many businesses and retail stores within Central McDougall.

Some notable businesses and organizations in the neighbourhood include the Royal Alexandra Hospital, Boyle Street Community Service building, the Prince of Wales Armory, the Victoria School of Performing and Visual Arts, the Alberta Arts Branch, John A. McDougall School, and the Centre of Education (administrative offices of the Edmonton Public School System). The Neighbourhood has an active community league, which organizes community events, beautification projects, and organized the redevelopment of the Central McDougall Park, which is considered an exceptional neighbourhood playground and splash park within the City.

With its central location in the City, the recent development of Rogers Place, the associated Ice District, and the north extension of the Metro Line LRT, Central McDougall is a neighbourhood with lots of activity. Just outside its south border is Grant MacEwan University, which enrolls nearly 20,000 part-time and full-time students a year. Next door to the University is the Rogers Place arena, which is a state of the art facility built in 2016 for concerts and events, along with being the home venue of the Edmonton Oilers and Oil Kings hockey teams. The Ice District is a mix of business, residential and entertainment redevelopment and is planned to extend into Central McDougall up to 106 Avenue in the next few years. This area is excluded from the scope of this study.

The Grant MacEwan LRT Station was added in recent years to service Rogers Place and Grant MacEwan University, which greatly benefits the neighbourhood by connecting to the regional light rail transit system. The rail line travels north/south through the middle of Central McDougall and another stop, the Royal Alexandra LRT Station, is located on the north boundary of the neighbourhood to service the Royal Alexandra Hospital and Kingsway Mall. With all of this activity and infrastructure, Central McDougall is uniquely situated as an important hub where people live, work, play and commute.

The Downtown North Edge Study was completed in the early 2000's, which reviewed redevelopment opportunities and design guidelines for an area characterized by older industrial and business uses, low-rise apartments, along with vacant lots. The design of this area is reviewed in the UDA to assess its connections between downtown and the residential areas of the neighbourhood, while still accommodating the businesses that use its streets for access and parking. There is a vacant park space located within the North Edge that is reviewed to help integrate the business and residential uses in the area.

There are several streets excluded from the project scope due to separate renewal activities occurring including:

- 105 Avenue, 106 Avenue, 107 Avenue and Kingsway.
- 105 Street, 101 Street, 109 Street.
- 102, 103, and 104 Streets between 105 Avenue and 106 Avenue.

The urban design study excludes these streets from specific analysis, but they are considered in the context of connectivity for the neighbourhood renewal of subject roadways.





## 1.3 Demographics

Central McDougall is one of Edmonton's oldest neighbourhood. Some defining characteristics are its central location, historical buildings, rental housing, access to primary transit services and several schools. These characteristics may contribute to the following trends identified by the neighbourhood demographics as presented from the 2016 Census.

Central McDougall is a neighbourhood that is relatively young, with the highest proportion of residents (37.3%) between the ages of 25 and 39 years of age. Comparatively, the City as a whole has 24.2% of residents within that age range. 91.6% of dwellings are rented compared to only 36.8% City-wide, which likely contributes to the low percentage of residents (45.3%) that have lived within the neighbourhood for more than 3 years compared to 67.3% City-wide.

For mobility, Central McDougall residents have a higher proportion of residents that commute using transit or walking at 26.5% and 10.0% respectively compared to only 13.7% transit and 3.8% pedestrian commuters City-wide. This could be attributed to convenient access to LRT and bus routes, as well as, proximity to employment areas downtown and higher unemployment and lower car ownership than the City average.

The unemployment rate in Central McDougall was reported at 11.5% in 2016 vs. 5.6% for the City. Boyle Street Community Services is located in the southeast corner of the neighbourhood and provides daily support to people experiencing poverty and barriers to inclusion in society.

**FIGURE 1 – Central McDougall Neighbourhood Profile** on the facing page depicts some major demographic statistics in the neighbourhood.

### Photo

John Alexander McDougall

FIGURE 1 — Central McDougall Neighbourhood Profile

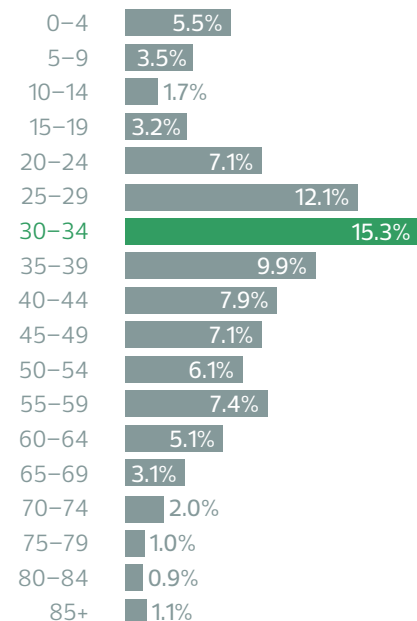
## POPULATION

# 4,911

Source: 2016 Municipal Census

## AGE RANGE

68.2% pop. reported

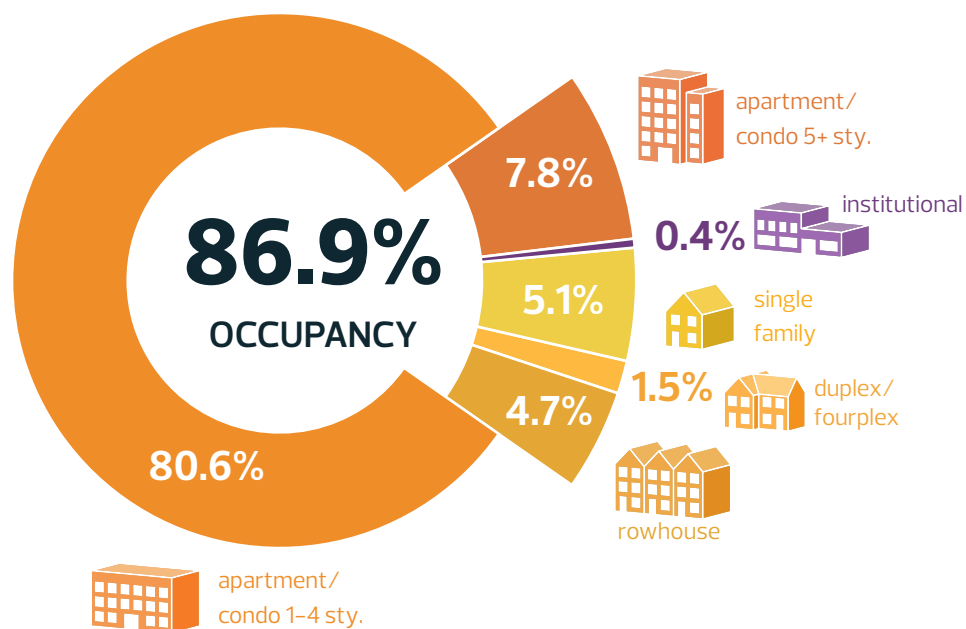


OWN  
8.4%

RENT 91.6%

OWNERSHIP  
90.1% pop. reported

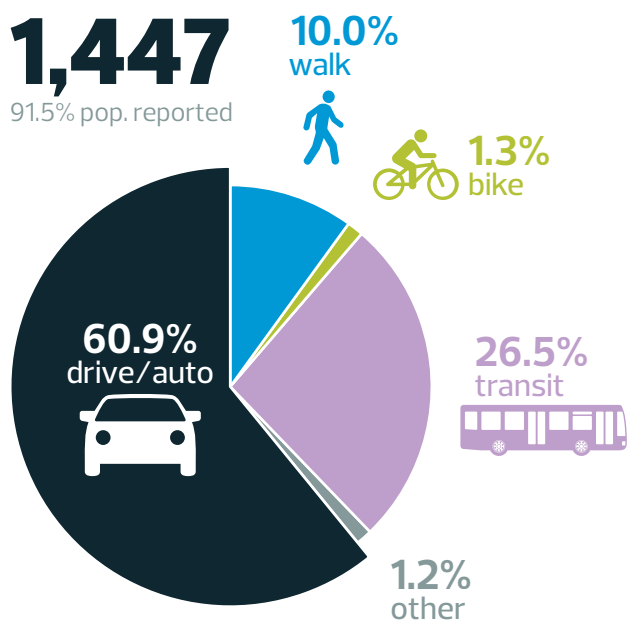
## DWELLING TYPE



## COMMUTERS

# 1,447

91.5% pop. reported



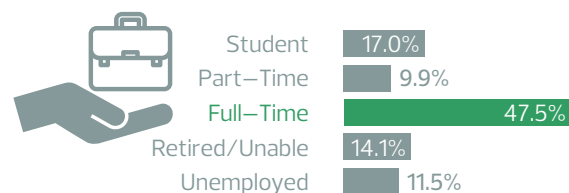
## LENGTH OF RESIDENCE

53.8% pop. reported



## EMPLOYMENT

57.4% pop. reported



## 1.4 Neighbourhood History

The following excerpt from the Queen Mary Park and Central McDougall ARP Bylaw 17893 is a summary of the history and events that have helped to shape Central McDougall Neighbourhood over the years.

*"Central McDougall is one of the oldest neighbourhoods in Edmonton. It is named after John A. McDougall, a prominent Edmonton pioneer who opened one of the City's first stores, and later served as Mayor and Liberal member of the Provincial legislature. Central McDougall is part of the original landholdings formerly owned by the Hudson's Bay Company. In 1870, the Hudson's Bay was given 1000 acres of land stretching north of the river valley to 118 Avenue, between 101 and 121 Streets, in exchange for building a trading fort in Edmonton. In 1912, the Hudson's Bay put its land holdings up for sale. This was one of the biggest and most exciting sale of lots in Edmonton's history. Two thousand people waited in line through the night. Land around Kingsway in Central McDougall was some of the most sought after property during this boom. In 1923, the Central Community League, as it was then known, was formed. It was one of the first community leagues in the City. In its early days, the primary focus of the League was on beautifying the area and improving local roads. Its motto was "Better streets, more beautiful gardens and boulevards". The League was successful in lobbying the City to pave Nelson Avenue, today known as 107 Avenue, and to build sidewalks, erect traffic signs, and create a boulevard along 105 Street. In 1928, the Hudson's Bay Company applied a caveat to its unsold lots, restricting development to single family homes. This was reinforced in 1933, when the first*

*City zoning was applied to Central McDougall. Most of the neighbourhood was zoned as "low density residential". Despite the initial flurry of real estate activity and enthusiasm, residential development in Central McDougall proceeded quite slowly through the Depression up to the end of World War II. Development then gathered momentum in the 1950's to meet the pent-up postwar demand for housing. The 1960's introduced an era of rapid change in Central McDougall. In 1962, the City rezoned the area between 108 and 111 Avenue for low rise apartments. Two years later, the area between 106 and 108 Avenue was rezoned for medium rise apartments. Many of the single family homes south of 108 Avenue were demolished during this decade to make way for walk-up apartments. This attracted a younger clientele who rented, were more transient, and had less of a stake in the neighbourhood." "In 1982, "City Council approved a new Area Redevelopment Plan for Central McDougall. This Plan, which was prepared during the oil boom, provided for the expansion of high-rise, high density commercial development from the downtown into the southernmost part of the neighbourhood. The northern part of the neighbourhood was rezoned for a special type of low-rise apartment development, where 25% of the units had to have two or more bedrooms, as well as their own private entrance and yard. It was intended to be more family-oriented than a traditional apartment."*



*"Central McDougall contains many buildings of historical significance to Edmonton. These include:*

**McDougall School**, built in 1913, and one of the area's more colorful landmarks. History was made in 1914 when Kate Chegwin was appointed its principal, the first female principal of a large urban school in Alberta. The school's third floor gymnasium was also where the world's greatest women's basketball team, the Edmonton Grads, held their practices.

**Edmonton High School** (1910), renamed Victoria High in 1913, and considered a "crowning showpiece", according to newspaper headlines of the time. It was rebuilt in 1948 to accommodate the school's ever growing population. When it re-opened, the school was widely regarded as one of Canada's most complete teaching institutions. It offered vocational and academic programs, night school courses and had a stunning new 750 seat auditorium/theatre. Today, Victoria School is a well-respected fine arts school drawing students from all over the City.

**MacDonald Building** (1913/14), considered one of the most attractively designed of Edmonton's warehouses and serving as a major food distribution centre to the residents of the City in the early 1900's.

**Prince of Wales Armoury Building** (1915), designated a provincial historic resource in 1979, and first known as the Edmonton Drill Hall. Built in traditional military fortress style with corner towers and turrets, it has housed a number of regiments over the years. Recently, it was extensively refurbished and has a new lease on life as the City Archives.

**St. John Cathedral** (1953), among Alberta's youngest historic buildings, it is considered Alberta's best example of the Prairie Cathedral architectural style. Frescoes painted inside the Church show parishioners who were used as models for the saints and prophet.



Photo  
St. John Cathedral



Photo  
Edmonton High School (renamed  
Victoria School in 1913)

## 1.5 Policy and Strategic Plan Review

The following City of Edmonton policies and statutory plans are used to guide the UDA, in conjunction with public input identified through the public engagement and City of Edmonton standards.

### The Way Ahead

*The Way Ahead* was approved by Council in 2008 to provide a vision for Edmonton in 2040. To achieve this vision it establishes six strategic goals. The six goals include transforming Edmonton's urban form, utilizing public transportation, improving livability, environmental preservation, financial sustainability, and diversifying the economy, which lay the foundation that guides the city to enhance the quality of life for all Edmontonians. The following directional plans termed the "Way" documents guide the development of the vision and the policies that guide this neighbourhood renewal.

### The Way We Move

*The Way We Move* is the City's *Transportation Master Plan*. This strategic plan works closely with the *Municipal Development Plan* providing the framework for the city's current and future transportation needs. The *Transportation Master Plan* is the guiding statutory document for transportation within the City of Edmonton. It defines the hierarchy of streets and identifies plans for future high level connections for roadways and transit. This Plan promotes increased use and access to transit and active modes of transportation.

### The Way We Grow

*The Way We Grow* is the City's *Municipal Development Plan* that identifies current development and identifies City needs for future growth and development. This document guides the development of more detailed statutory plans. One of the guiding initiatives of *the Way We Grow* is a focus on urban design, which aligns with the goals of neighbourhood renewal to reflect good urban design principles in our neighbourhood streets and public spaces.

### The Way We Live

*The Way We Live* is known as "Edmonton's People Plan" which acknowledges the municipal government's role in bringing people together to create a civil, socially sustainable and caring society with opportunities for a safe and attractive city for everyone. The Urban Design of a neighbourhood has direct impacts on the way people live and this plan sets priorities for creating vibrant neighbourhoods that are connected, engaging, welcoming, attractive and safe.

### The Way We Green

*The Way We Green* is the City of Edmonton's 30-year environmental plan that emphasizes resilience and sustainability. This strategic plan identifies 12 goals that if reached, will achieve a sustainable and resilient future. These goals include Healthy Ecosystems, Climate Change, Food, and Waste.

The City of Edmonton utilizes “The Way” strategic plans, as well as, the following policies to help guide the Central McDougall Neighbourhood renewal Project:

## Active Transportation Policy

The *Active Transportation Policy* (Sidewalk Strategy and Bicycle Transportation Plan) was adopted by Council in November of 2009. This policy applies to any form of human-powered transportation such as walking, skateboarding or biking. The policy intends to optimize these opportunities throughout the City and to enhance safety, inclusivity, and diversity of communities. The policy supports active transportation through enhancing infrastructure, raising awareness, education about transportation systems, enacting bylaws and sharing responsibility for infrastructure, programs, facilities and initiatives through partnerships.

## Community Traffic Management Policy

*Community Traffic Management* includes measures to minimize traffic shortcutting and speeding to enhance safety and community liveability for residents and all road users in accordance with *The Way We Move* and *Vision Zero*. Adopted by council in 2017 it includes initiatives that raise awareness about appropriate and safe driver behaviour in residential communities.

## Vision Zero

*Vision Zero* is part of Edmonton's *Road and Safety Strategy 2016–2020* that was approved by Council in 2015. *Vision Zero* is the City's long term goal of achieving zero traffic fatalities and serious injuries. Edmonton is the first major Canadian City to officially adopt *Vision Zero*. This strategic plan incorporates *The Way Ahead*, *The Way We Live* and *The Way We Move* to identify targets and supports a long-term commitment to road safety. This strategy intends to improve road safety by following the five E's of traffic safety (Engineering, Enforcement, Evaluation, Education and Engagement.)

## Winter City Design Guidelines

The Winter City Design Guidelines were formulated and approved by the City of Edmonton in 2016 to provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions. The policy was formulated with the goals of making the City more accessible, safe, aesthetically pleasing and enjoyable year round.

- Incorporate design strategies to block wind;
- Maximize exposure to sunshine through orientation and design;
- Use colour to enliven the cityscape;
- Create visual interest with strategic use of creative lighting;
- Provide infrastructure that supports the desired winter life.

This Urban Design Analysis considers the Winter City Principles above in its recommendations for urban design solutions for neighbourhood renewal.

## Breathe – Green Network Strategy

Edmonton's Green Network Strategy, Breathe was created as an inventory of green spaces within the City of Edmonton and to guide and sustain a healthy City by providing a network of open space within neighbourhoods. This Strategy applies to sites, neighbourhoods, the City and the region and follows three major themes which are ecology, celebration, and wellness.

This strategy aligns with the neighbourhood renewal by promoting livability, sustainability, and encouraging use of public transit, walking and biking. An implementation plan for the Breathe strategy has yet to be produced.

## Elevate

*Elevate – The Report of the Community Sustainability Task Force* was approved in February 2012 and focuses on helping neighbourhoods become more vibrant, sustainable and livable. The City works with citizens, community partners, school boards and all orders of government to support and challenge our City to be better and stronger by providing recommendations and proposed actions to create solutions for Edmonton's mature neighbourhoods.

The neighbourhood renewal project particularly aligns with recommendation 3: Create a template for the development of an asset-based development plan for every mature neighbourhood (which will change over time), to understand strengths and areas of need, to engage the community directly, and to ensure that community goals and input are prioritized, particularly when development is being pursued and/or advocated.

## Complete Streets Design and Construction Standards

The City of Edmonton's *Complete Streets Design and Construction Standards* (June 2018) have been finalized and published. These were created to provide a holistic approach to streetscape design and to create streets that are safe, comfortable and convenient for everyone, regardless of age, ability, or form of transportation. The holistic nature of the standards requires assessing how to balance the needs of a number of users and to consider sustainability, efficiency, beauty and safety in the design of streets. In the case of neighbourhood renewals the City assesses existing functions of streets and looks for ways to improve the street infrastructure to support multi-modal movement and achieve the stated goals.

## Checklist for Accessibility and Universal Design

This checklist is intended for use in projects to help meet the minimum standards for barrier free accessibility. Accessibility applies to all people with particular focus on those with disabilities and mobility challenges. The document includes guidelines for, parking, entranceways, building design and most applicable to neighbourhood renewal is signage, location of street furniture, and ramps.

## Crime Prevention Through Environmental Design (CPTED)

*Crime Prevention Through Environmental Design* (CPTED) is a set of principles that are used to discourage criminal activity and promote a feeling of safety through the design of places and streets. The Urban Design Analysis considers these principles in the development of urban design solutions for the streets and public spaces within the Central McDougall neighbourhood. Several recommendations that can be applied to Neighbourhood renewal include improved sightlines, passive surveillance, lighting, and escape routes.

The following documents are also considered in preparation of this urban design analysis:

- Public Engagement Policy C593.
- Percent for Art Policy C458A to Provide and Encourage Art in Public Places.
- Edmonton Urban Design Framework.
- Bicycle Transportation Plan Update.
- Queen Mary Park and Central McDougall Urban Design Analysis (2012).
- Queen Mary Park and Central McDougall Area Redevelopment Plan.
- Queen Mary Park and Central McDougall Revitalization Strategy.
- Local Improvement Policy C433D.
- Live Active Strategy.





## 2 Neighbourhood Assessment

### Photo

Aerial view of Central McDougall Neighbourhood.  
'Local 92' by Jason Woodhead

Using a combination of the City of Edmonton open data portal, public input and on-site observation, the project team compiled information regarding existing infrastructure and neighbourhood features, such as, sidewalks, trees, streetlights, and open spaces to create plans showing the existing conditions in the neighbourhood. These plans were presented to residents and stakeholders at the workshops in April 2018 to gather information on what improvements to infrastructure, connectivity and amenities residents believe would improve their experience living in the neighbourhood. The plans are presented as Figures 2, 3, 4, 5, 6, and 7 in this report and were used at individual work stations during the public workshops to gather input on the important elements identified for consideration in the renewal of the neighbourhood.

## 2.1 Urban Form

**MAP 2 – Urban Form & Land Use** identifies the general building forms and land uses within the neighbourhood.

The northeast quadrant is primarily institutional and commercial grouped around Kingsway including Royal Alexandra Hospital, Victoria High School, the Prince of Wales Armory, Polish Hall, and Kingsway Mews. The hospital area includes large buildings varying in height from 4 to 8 storeys and is split from the rest of the neighbourhood by Kingsway, but patrons use the neighbourhood streets for parking. A two hour parking limit was added to help maintain parking availability for residents and was noted as a positive aspect of the neighbourhood by residents. There is a triangular commercial site called Kingsway Mews which turns its back with blank walls facing the surrounding roadways and storefronts focused on the central parking lot. This site provides some nearby convenience for residents with a Medicentre, fast food restaurants, fitness gym, physiotherapy and acupuncture, retail and a bakery.

Most single-family housing is located in the northwest around John A. McDougall School and Central McDougall Park. 2–4 storey mid-rise condominium apartments form a transition in height and density to the 107 Avenue commercial mixed-use corridor. A business commercial sector is located in the North Edge district south of 106 Avenue and is formed of mainly 2 storey plain buildings with blank walls flanking onto 106 Avenue across from residential. The area is lacking in street presence without store fronts or large windows providing a sense of passive surveillance and safety. Adding to this transition from residential to commercial industrial is a powerline running down the south side of 106 Avenue.

In general, the neighbourhood increases in density and height from north to south with residential streets lined with mature boulevard trees and the south commercial streets generally lacking in green space or pedestrian scale facilities. There are several vacant parcels located north of Rogers Place that are being used as parking lots or open space that are out of scope of this neighbourhood renewal project. They are part of the future redevelopment envisioned for Ice District with planned modern commercial and residential buildings. There is some infill taking place sporadically through the neighbourhood, but most apartments were built in the 1960s and 70s with no defining architectural characteristics.


There is a proposed zoning for a new residential development of 4 storey apartments on land currently used as a parking lot south of the Polish Hall. The project is called Polish Heritage Manor and includes a master plan with over 300 residential units and a central park space for ages 50 plus. This modern development on underutilized land could help add some activity and new vibrancy to the area.

### LEGEND – Urban Form & Land Use

#### URBAN FORM

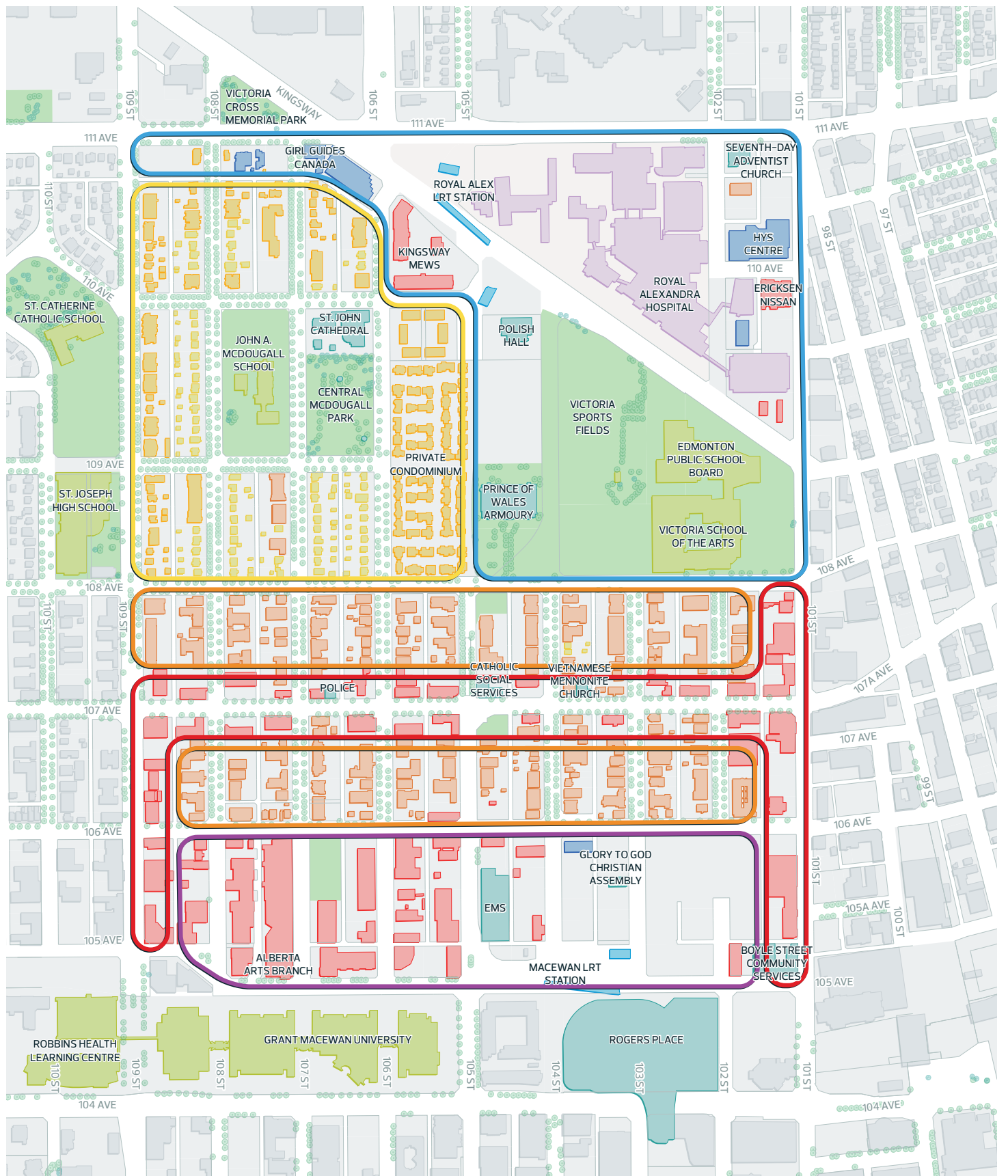
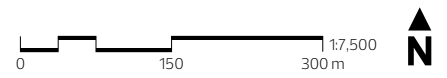
	Open Space
	2–6 Storeys: Institutional/Business
	2–4 Storeys: Business/Commercial
	2–4 Storeys: Commercial Mixed Use
	2–4 Storeys: Mid–Rise Residential
	1–2 Storeys: Residential Neighbourhood

#### LAND USE

	Transit
	Commercial
	Office
	Health Services
	Culture/Worship/ Community/Entertainment
	Education
	Medium/High Density Residential
	Medium Density Residential
	Low Density Residential



# MAP 2 – Urban Form & Land Use



# 2.2 Vehicular Transportation

**MAP 3 – Vehicular Transportation** shows that most roadways throughout the neighbourhood are classified as residential locals with on-street parking permitted. 107 Avenue, Kingsway and 101 Streets are arterial roadways, which carry heavy traffic from outside the neighbourhood. 105 Street is also an arterial road that carries traffic into the neighbourhood from the south and ends at 107 Avenue. 105 Street was once a through road to 108 Avenue, but the Metro Line LRT has replaced the road between 107 and 108 Avenue. All-directional access north to 111 Avenue and Kingsway is located at 105 Street. Right-in/right-out accesses to Kingsway are located at 108, 107 and 106 Streets.

The commercial streets at 108, 107 and 106 south of 106 Avenue are wide with angle parking on-street. Parking appears to be heavily used by local businesses and possibly students from Grant MacEwan University. Design for people who walk and bike along these streets should be considered as they provide a direct linkage between the residential neighbourhood and Grant MacEwan University, as well as downtown. In providing improved facilities for people who walk, trade-offs such as reducing on-street parking should be considered. Recent projects on similar commercial streets in the City have replaced angle parking with parallel, but this reduces the number of available spaces, which could be a detriment to local users. Opportunity exists to improve these streets by widening the sidewalks, introducing boulevards for vegetation, and maintaining adequate parking for daily users. Vehicular access to the south is restricted to 109 Street, 105 Street and 101 Street due to the length of the facilities for Grant MacEwan University and Rogers Place.

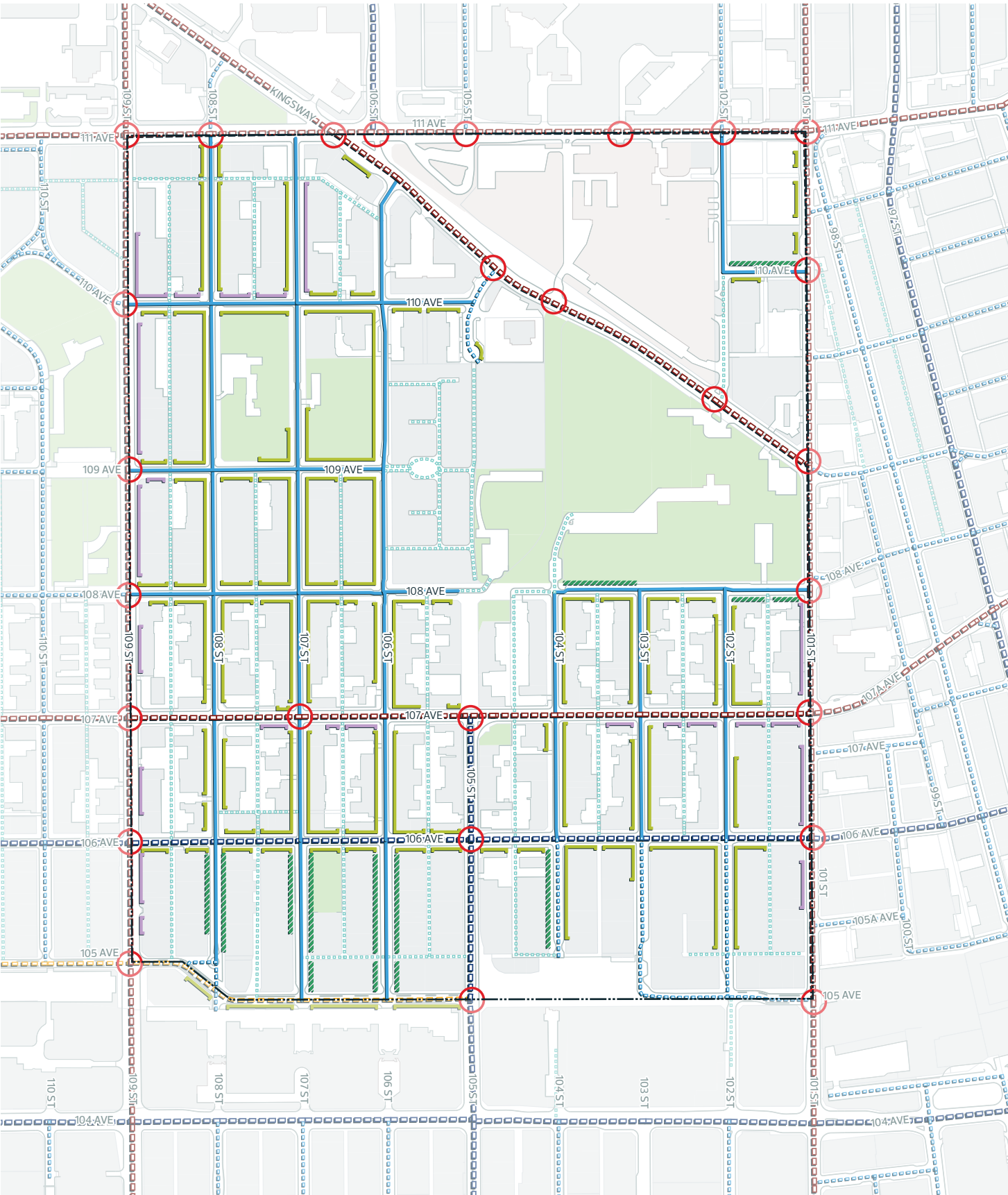
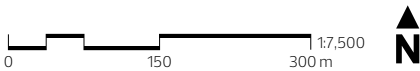
Since the construction of the Metroline LRT there has been a disruption to east/west vehicle connectivity where there is no crossing of the tracks north of 107 Avenue. Wayfinding signage for those traveling to Prince of Wales Armory or Victoria school from the west could help reduce confusion by visitor traveling to those destinations.

Public input identified instances of neighbourhood vehicle shortcutting to help drivers avoid delays at intersections and at the LRT crossing on Kingsway and a general lack of parking for residents with perceived all-day usage by users from nearby major facilities. Other issues identified through public input include residential streets with parking both sides create narrow roadways and that cars parked too close to intersections inhibit visibility of people to drivers.

## LEGEND – Vehicular Transportation

- Central McDougall Neighbourhood
- Roads Not in Project (dashed)
- Roads in Project (solid)
- Arterial Class C (Truck Route)
- Arterial Class D (Non-Truck Route)
- Collector Road
- Local Road
- Alley/Service Road
- Signalized Intersection
- On-Street Angle Parking (where permitted)
- On-Street Parking (where permitted)
- Off Peak Hour On-Street Parking

MAP 3 – Vehicular Transportation
















## 2.3 Active Transportation and Transit

**MAP 4 – Active Transportation & Transit** shows the existing transit routes and bike facilities within the neighbourhood. The neighbourhood provides major transit services in the form of buses along 107 Avenue, 109 Street and 101 Street and LRT stations located on the north and south boundaries of the neighbourhood. This allows all residents access within 400m of major transit routes.

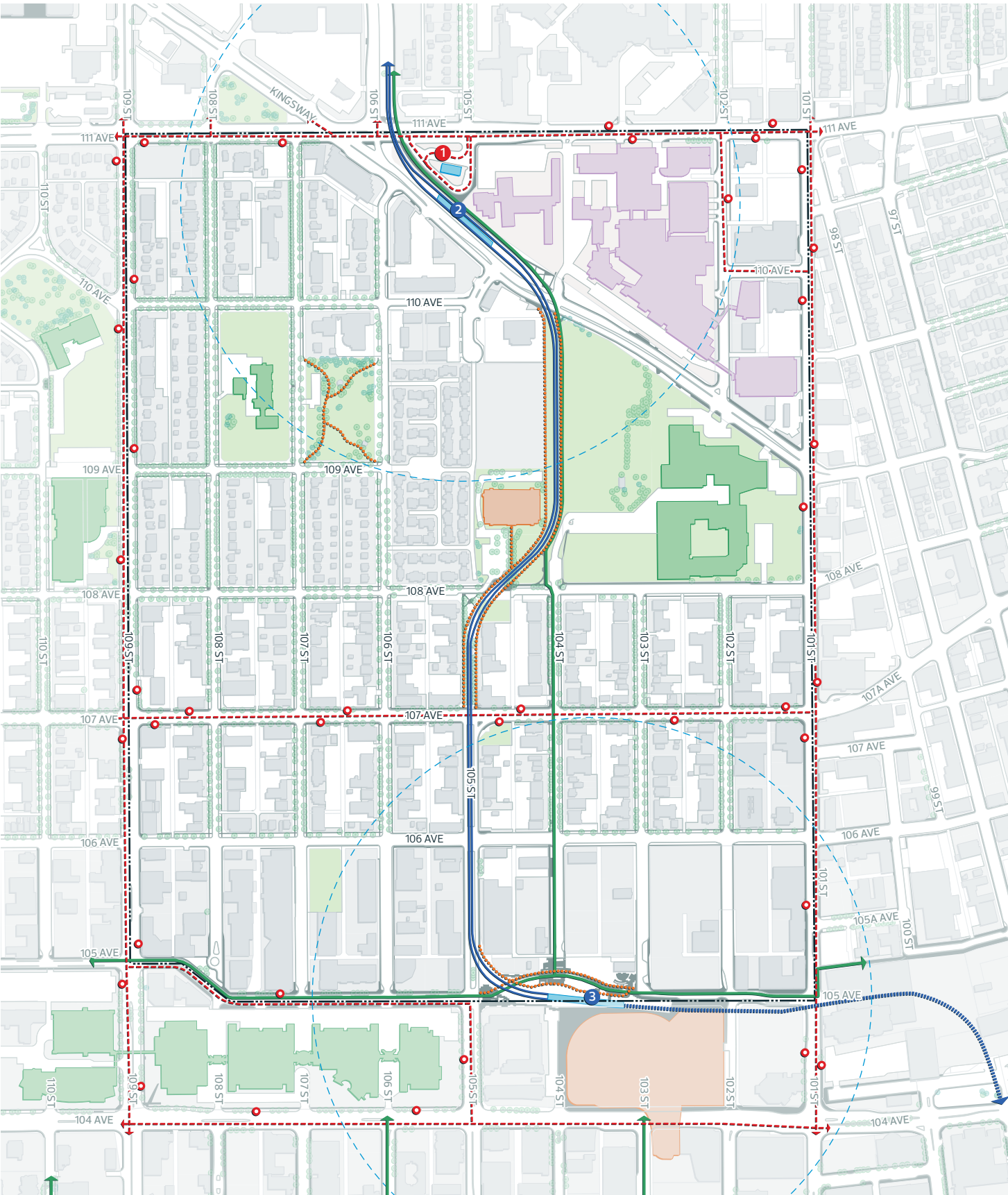
There is a north/south shared use path (SUP) made of 3m wide asphalt located in the boulevard along 104 Street and will connect to the planned 105 Avenue (Columbia Avenue) project. It continues north along the east side of the LRT right-of-way with chain link fencing on both sides to separate it from the LRT tracks and the Victoria School. There are limitations to connectivity caused by the fencing and LRT with the only accesses from Kingsway and 108 Street. Openings in the fencing along the school grounds would provide access in and out of the public space and make the active play areas more inviting to users. The school fields are labeled district park, but with high fencing all the way along, the perception would be that they are private and not for public use. The plan for 105 Avenue is to include a bike lane along the east/west corridor. This bikeway is located along the south edge of the neighbourhood and will continue through the neighbouring communities. There is a planned shared street bike route on 109 Avenue through Queen Mary Park Neighbourhood. It terminates at the parking lot for St. Joseph High School, therefore there may be informal bike traffic crossing through the parking lot to the lighted pedestrian crossing at 109 Street.

Typical residential streets in Central McDougall have 1.5m concrete sidewalks, although several were covered with asphalt as a temporary repair. There are several missing sidewalk connections in the neighbourhood, most notably along the two sides of Central McDougall Park and east of St. John's Cultural Centre. Most resident concerns about walking related to safety and accessibility, with lack of good lighting along the streets and LRT corridor path, lack of curb ramps at intersections, and needing wider sidewalks for accessibility in busy walking areas, such as, 108 Avenue.

### LEGEND – Active Transportation

	Central McDougall Neighbourhood
	Open Area
	Sidewalk
	Off Street Path
	Bike Route
	Bus Route
	Bus Stop
	Kingsway Transit Centre
	Metro Line LRT (at grade)
	Metro Line LRT (below grade)
	400 m LRT Station Radius
	Royal Alex Hospital LRT Station
	MacEwan LRT Station







### 3 Public Engagement Process/ Results

#### Photo

Community members providing input at the ideas workshop in April 2018.

The City of Edmonton's public engagement leading up to the UDA has involved a stakeholder workshop, two identical public workshops, and an on-line and hard copy survey in March/April 2018. The project team used this input to inform this analysis.

As presented in the associated "What We Heard" report, a vision and important principles were identified and refined by residents to guide the renewal efforts for their neighbourhood streets and public spaces. The workshops also helped identify perceived strengths, issues and opportunities for improvement of the neighbourhood streets and public open spaces.

Following is the Vision and Important Elements developed with input from Central McDougall's stakeholder and interested members of the public to guide the urban design of the neighbourhood.

## 3.1 Vision

*Central McDougall is a safe neighbourhood. People feel comfortable walking and crossing roads, driving routes focus on providing access to local organizations and gathering spaces, and everyone has opportunities to make use of outdoor parks and green spaces.*
























## 3.2 Public Input

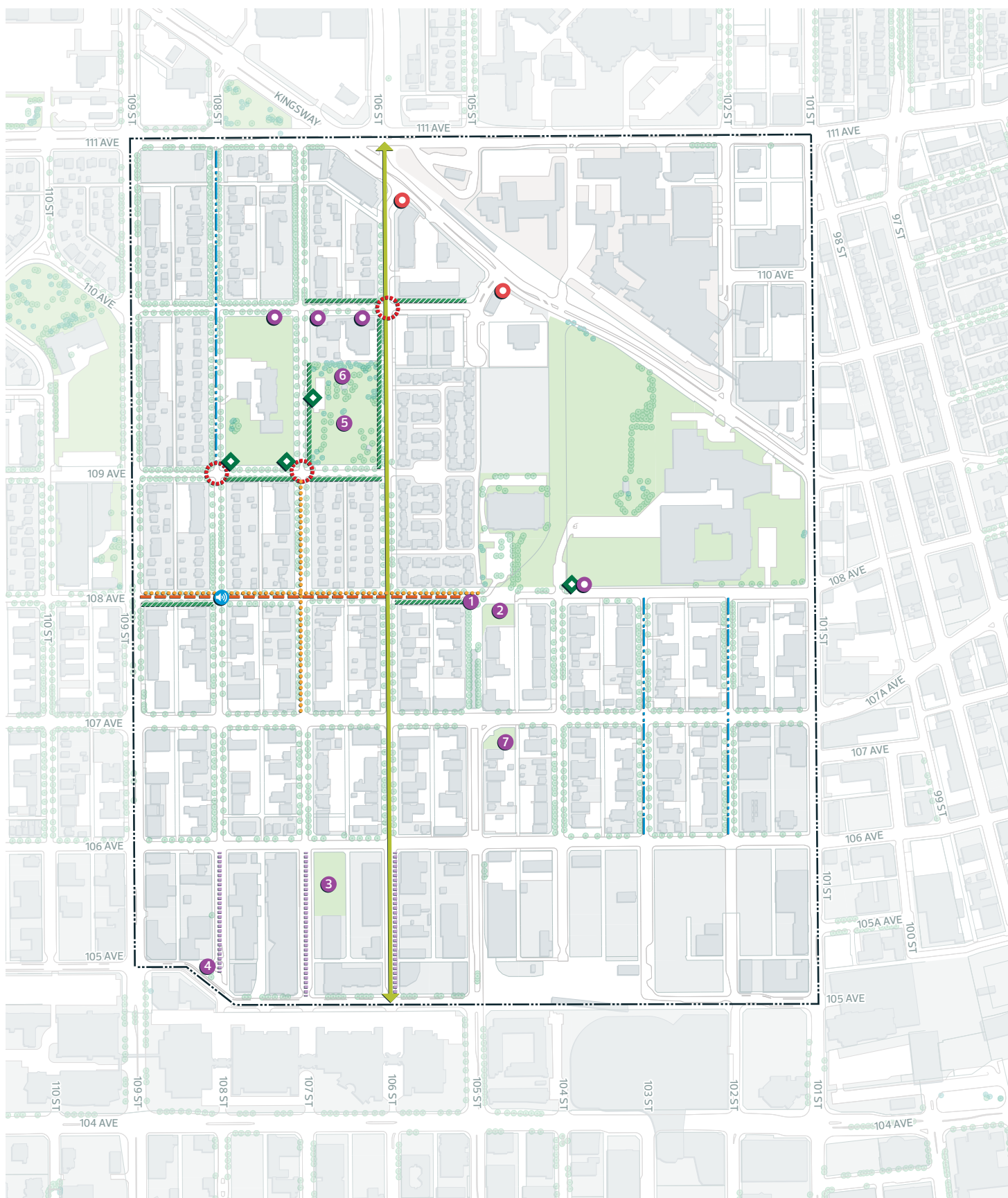
**MAP 5 – Public Workshop Input** visually represents some of the locational issues and opportunities that was heard through public engagement.

- Several streets were identified as too narrow including 108 Street north of 109 Avenue, and 102 and 103 Streets between 108 and 106 Avenues.
- Poor street lighting due to streetlights spaced too far apart, lights not being bright enough and lights being hidden by tree canopies was identified as an issue over the entire neighbourhood, and specifically along 108 Avenue and 107 Street.
- Several missing sidewalk links were identified and general poor conditions of sidewalks and drainage were noted along with a lack of curb ramps at intersections and some potholes on streets.
- The intersections along 109 Avenue south of the school and park were identified as needing special treatment as high priority crossing.
- A roundabout was suggested as a possible traffic calming measure at 109 Avenue and 107 Street.
- Additional wayfinding signage to direct people to neighbourhood features and entryway signage at entry points to the neighbourhood were requested.
- There were few comments about bike routes, but one respondent identified 106 Avenue as a potential route, which would connect to the route into downtown.
- Historical and interpretive signage and public art were identified as important with suggested locations in Central McDougall Park and at the John A. McDougall School.
- Suggestions for park site improvements included exercise equipment, public art, additional playground equipment, and provision of barbecues.
- There were also comments requesting audible signals to help the visually impaired at intersections, bus stops and along paths through green spaces.

### LEGEND – Public Workshop Input

	Central McDougall Neighbourhood
	Potential Bike Route
	Pedestrian Greenway Potential
	Roads Seem Too Narrow
	Improve Lighting
	Commercial Side Street Improvement
	Add Sidewalk
	Intersection Improvement
	Potential Gateway Feature
	Need for Historical or Wayfinding Signage
	Connection issue or opportunity
	Audible Signal
	1 Add Benches and Trees
	2 Improve Community Garden
	3 North Edge Park Development
	4 Open Space Created by Turnaround
	5 Central McDougall Park Improvements
	6 Add Art and/or Historical Displays
	7 Open Space Improvements

The public input from the workshops is considered and reflected in the proposed urban design solutions in this report.

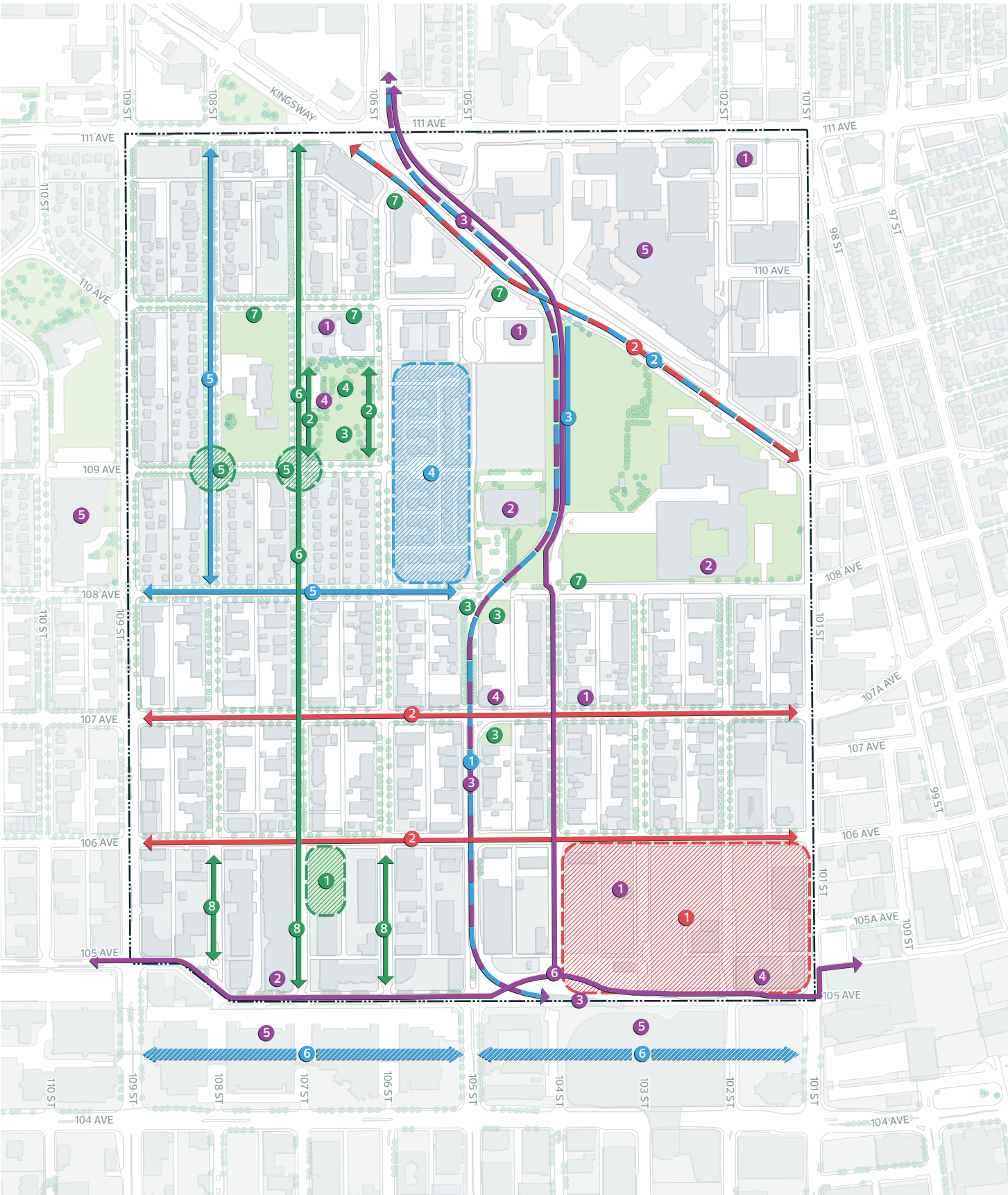


### 3.3 SWOT Analysis

The table below depicts the strengths, weaknesses, opportunities and threats (SWOT) for the neighbourhood and the neighbourhood renewal project. These were identified through the background document review, assessment of existing conditions, and project public engagement.

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>➊ Multicultural with a diverse range of churches.</li> <li>➋ History &amp; arts (Prince of Wales Armoury/Victoria School of the Arts).</li> <li>➌ LRT/transit access.</li> <li>➍ Variety of community services with an active community league.</li> <li>➎ Access to local and regional focal points (Royal Alexandra Hospital, Rogers Place, Grant MacEwan, Victoria School of the Arts, downtown business sector).</li> <li>➏ Existing bike routes (104 Street, district park).</li> <li>– Mature trees.</li> <li>– City has a budget allocated for neighbourhood renewal.</li> <li>– Invested stakeholders.</li> <li>– Central McDougall Park and LRT has started some of the renewal in the neighbourhood.</li> <li>– Ice District revitalization brings attention and investment.</li> </ul>	<ul style="list-style-type: none"> <li>➊ LRT divides neighbourhood with limited crossings along corridor. LRT noise could discourage use of public space.</li> <li>➋ Kingsway isolates Royal Alexandra Hospital and NE corner from neighbourhood.</li> <li>➌ Fence along Victoria Sports Fields has no access points removing the park from the public realm.</li> <li>➍ Private condo site restricts access and connectivity between Prince of Wales Armoury and Central McDougall Park.</li> <li>➎ Poor street and pedestrian lighting.</li> <li>➏ Connection from 104 Avenue is disrupted by Rogers Place and Grant MacEwan University.</li> <li>– Perception that rental units are typically poorly maintained, impacting the character of the community.</li> <li>– Transient population, crime rates and drugs are perceived to be deterrents to attracting and retaining people.</li> <li>– Large number of low rise apartments built in the 1970s that have low design quality and do not interface with the public realm. Unmaintained buildings and streetscapes.</li> <li>– Lack of definable gateway features and wayfinding.</li> </ul>
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>➊ North Edge Park undeveloped, like a blank canvas.</li> <li>➋ Improve connections along Central McDougall Park.</li> <li>➌ Develop key community nodes and strengthen connections.</li> <li>➍ Central McDougall Park upgrades (interpretive history &amp; art, BBQ area, screen temporary toilets, etc.).</li> <li>➎ Intersection improvements for traffic calming.</li> <li>➏ Develop additional bike routes.</li> <li>➐ Implement wayfinding and gateway signage.</li> <li>➑ Improve commercial side streets for accessibility.</li> <li>– Draw on Victoria School talents (e.g. painting utility boxes).</li> <li>– Enhance street and pedestrian lighting.</li> <li>– Improve linkages from LRT stations for people who walk and bike through the neighbourhood.</li> <li>– Add waste receptacles at strategic locations to help reduce litter.</li> <li>– Traffic calming (particularly along pedestrian priority roads).</li> <li>– Identify potential infill/redevelopment projects.</li> <li>– Benefit from increased investment in Ice District.</li> </ul>	<ul style="list-style-type: none"> <li>➊ ICE District phase 2 redevelopment may be discontinuous with neighbourhood renewal program.</li> <li>➋ Arterial roads not in scope of neighbourhood renewal that have already been updated (or will be as part of another project) may feel discontinuous. Some workshop input received focused on out of scope arterial roads.</li> <li>– Different land uses have varying infrastructure needs (traffic movements &amp; volume, design considerations, etc.).</li> <li>– Mature trees may limit roadway redesign potential and may be damaged during construction.</li> <li>– Budget restrictions could limit urban design potential.</li> <li>– Potential contamination in North Edge Park.</li> </ul>





## 3.4 On–Site Urban Design Walk

Prior to preparing the concept plans for urban design improvements, the project team performed an on-site analysis through a neighbourhood walk in June 2018, followed by several more site visits. The following table identifies observations and initial design considerations from the walk.

- 1 South of Prince of Wales Armory at bend in LRT** – 3 Benches and pedestrian lighting from recent renewal. There is room for another bench on concrete pad and more along the sidewalk. Also potential for benches along trail adjacent to LRT. Garbage was on ground outside of receptacle. Potential one-way waste can designed to discourage rummaging where garbage is put in, but cannot be removed by hand. LRT has blocked east/west traffic.
- 2 Community garden** – Flagstone blocks disconnected from walkway at entrance. Potential to extend or replace with poured concrete or turfstone. Lacks signage identifying the community garden or any contact information for plots. Water tanks are exposed and could be dressed up or screened. Jersey barrier along parking lot unattractive. Benches have no shade. Planted trees or pergola could add shade and visual interest. No gateway or sense of surveillance or ownership to the garden.
- 3 Shared use path on 104 Street between 108 Ave and 107 Ave.** – Shared use path is recently renewed with pedestrian lighting. Already some cracking of the pathway. General feeling is the street is inviting with mature tree canopy. Standard streetlights on east side of street could have dual heads for pedestrian and vehicle lighting. Lights currently located at front of curb, focusing light on the street and not the sidewalk, but avoiding tree canopy. Carriageway width seems adequate even with parking on both sides and two lanes of traffic. Do not want to reduce amount of on-street parking but there is potential to have staggered no parking areas to allow traffic to pass easier.
- 4 Neighbourhood entry signage** – Potential for signage to be added at intersection northwest of Polish Hall where decorative wall exists.  
  
Also potential in boulevards of 106, 107 or 108 Streets near Kingsway.
- 5 Shared use path along Victoria Sports Fields** – No opportunity to change the east path or add benches as it is framed by a large chainlink fence and shrubs along the LRT line. May be space to add benches along walking path west of LRT line. Victoria Sports Fields are chained off.
- 6 Polish Hall** – Sign erected advertising planned Polish Heritage Manor residential project. Art feature surrounded by chainlink fence.  
  
There is potential to move the Art Feature associated with the Polish Hall from its current tucked away location to a more prominent location at the intersection of Kingsway and the LRT; however further study and consultation are required.
- 7 110 Avenue** – Sidewalk missing on north side. No boulevard trees planted on south side. Commercial Loading zone has straight face curb, there is potential to improve access.
- 8 108 Street** – Comment that road is too narrow. General assessment that road is standard width, but parking on two sides slows traffic. Removing parking could encourage speeding.
- 9 106 Street** – Intersection alignment at 110 Avenue can be addressed to improve crossings. Very limited distance between face of curb and property line (commercial business and apartments encroachment – i.e. waste receptacles & parking)



FIGURE 2 – Urban Design Walk Context

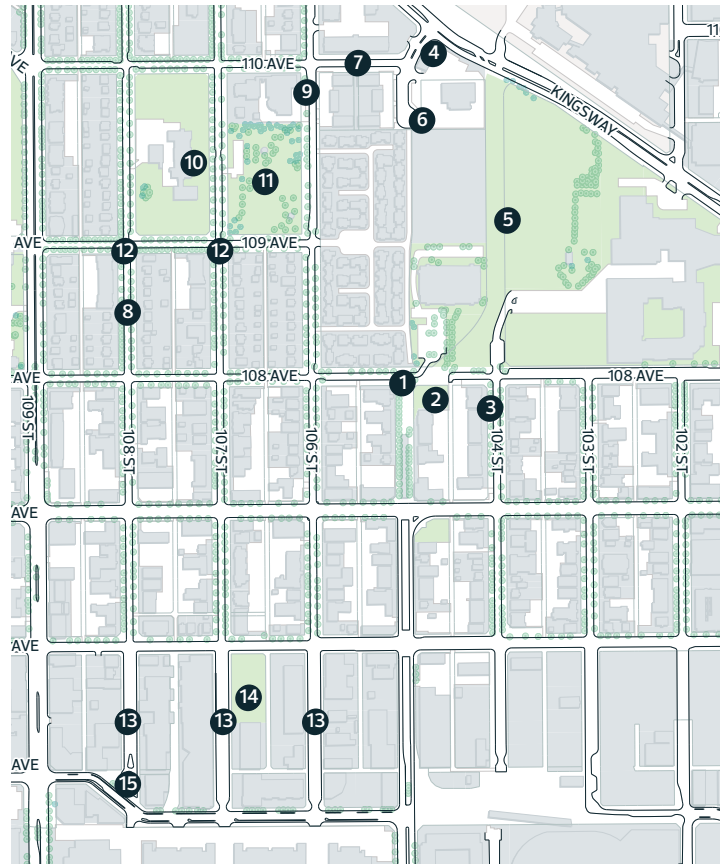
**10 John A. McDougall School** – Bus drop-off on west side. No parking signs on east side of road. Missing links (goat trails) from sidewalk to fence openings into school grounds from 109 Ave (both east and west corners). Raised boulevard will have to be addressed with new sidewalks and back-grading.

**11 Central McDougall Park** – Several key observations were made in and around Central McDougall Park:

- Missing sidewalks on both sides. Opportunity for shared use path or promenade along 106 Street.
- Community League parking lot blocked off and unused.
- Gazebo empty. Possible benches or tables designed to be uncomfortable for sleeping.
- Possible interpretive signage communicating neighbourhood history.
- Opportunity for public art.
- Overall a beautiful park in good condition and an important neighbourhood asset.
- Potential to add screening for temporary toilets.
- Lighting along new path could continue use of two bulb and blue colour used in the park, lights similar to those on the 104 Street shared use path or new streetlights chosen by Community.

**12 Intersections at 109 Avenue and 107 and 108 Streets.** – Potential for raised cross walks and curb extensions to slow traffic and provide safer crossings for people. City to test out with temporary measures. Roundabout was suggested at workshop, but does not adequately address pedestrian crossing.

**13 Commercial streets at 108, 107 and 106.** – Narrow monolithic sidewalk with angled parking. Parking was full. It should be clear that parking is for businesses and not students. There may be opportunity to extend a shared use path down 108 or 107 Street and through Grant MacEwan. Opportunity for boulevard sidewalks that serve residents and potential area redevelopment.



**14 Open park space at 106 Avenue and 107 Street. (North Edge Park)** – Potential contamination requires Phase 1 Environmental Study. Open grass area with no trees or park infrastructure. Narrow sidewalk where angled parking bumpers encroach. Potential for dog park/community space. Previous concept may have been created by City. Needs better connectivity to neighbourhood to be used as a park space. Sidewalks to be reviewed and separated from parked vehicles.

**15 Triangle terminating road on 105 Avenue.** – Out of scope. Concept for cul-de-sac from the north included in 105 Avenue (Columbia Avenue) concept plan.



## 4 Urban Design Concept and Enhancements

Streetscape urban design affects the daily experiences of people who walk, bike and drive and can also enhance the quality of their daily interactions, recreational activities, and commutes. Improved connections, aesthetics, and amenities can help support and encourage use of public spaces and social interaction within the neighbourhood.

In general, the neighbourhood renewal program will replace existing sidewalks, street pavement, curbs and gutters, add curb ramps, and replace streetlights. This Urban Design Analysis identifies opportunities to further enhance the renewal by identifying missing connections, needs for wayfinding and identification signage, potential traffic calming measures, opportunities for beautification and reflection of history and character, along with concepts to improve public open spaces.

Based on public input, the neighbourhood assessment and site observations, the project team identified the following opportunities for urban design improvements in the Central McDougall Neighbourhood as summarized on **MAP 8 – Urban Design Concept**. The concept identifies possible locations for intersection improvements, gateway features, wayfinding signage, existing and proposed bike routes, open space improvements, missing connections and street typologies. These concept features are explained in detail in the following sections.

**Photo Above**  
LRT Crossing at 108 Avenue,  
near the Prince of Whales  
Armoury.

## 4.1 Active Connections, Walkway Improvements and Access to Transit

### Biking

Central McDougall benefits from an already established bike system, as shown on **MAP 4 – Active Transportation & Transit**.

Although there are strong designated bike connections, there is an opportunity to enhance the biking experience and safety within the neighbourhood by adding additional routes as shown on **MAP 7 – Active Connections & Walkway Improvements**. With an on-street shared bikeway planned through Queen Mary Park on 109 Avenue, there is opportunity to add a connection through St. Joseph High School grounds, either as a designated route through the parking lot, or north of the parking lot. This connection will need to be determined through discussion with Edmonton Catholic School Board on what works best for the operation of their facility, as well as, what is best for the safety of people who walk and bike. A bike connection through a parking lot is not ideal with school buses and traffic before and after school, but with a bikeway ending on 109 Avenue east of the school people on bikes may use the parking lot informally as a shortcut connection to the pedestrian crossing for 109 Street on the other side. An additional bike connection along 109 Avenue in Central McDougall would help promote biking for students to John A. McDougall School and users of Central McDougall Park. The east/west link would continue east and connect to the existing shared use path on 104 Street via 108 Avenue.

In addition to the existing shared use path on 104 Street and adjacent to the Victoria Sports Fields along the LRT corridor, an additional north/south bike route could be added along 107 Street. This route would connect from 109 Avenue between John A. McDougall School and Central McDougall Park down past the North Edge Park to the bike route on 105 Avenue (Columbia Avenue). At this point people on bikes could choose to continue south to downtown through gateways at Grant MacEwan University on 108 Street where Capital Boulevard has specialized pavement connecting down to the Legislature or 106 Street which has a protected bike lane connecting into downtown. This proposed route on 107 Street connects the neighbourhood open spaces and provides a designated bike link to downtown.

A bike connection on 108 Avenue was considered to extend further east to 101 Street, but angle parking and buses for Victoria School along 108 Avenue create a lot of on-street activity, which could reduce bicycle visibility to people driving. Adding a designated on-street bike route at that location is not recommended due to visibility and safety. Further, there is no bike connection east of 101 Street at 108 Avenue, therefore there is less need for a connection. 105 Avenue bike route provides a strong linkage across 101 Street further south, which could be accessed from the 104 Street shared use path. The sidewalk on the north side of 108 Avenue near 101 Street is currently narrow but could be widened to accommodate people who walk and bike. There are also connections through the school grounds that bikes could use to access the lighted pedestrian crossing at this intersection.

## Walking

Walkway connections are reviewed as part of this project and are important to provide accessibility to and from neighbourhood places. The community identified safe walking as one of the important elements for their neighbourhood through provision of good lighting, accessible design and safe road crossings.
















Overall, existing sidewalks are 1.5m wide, have been cracked over time, disturbed by tree roots and there are several streets where sidewalks are missing. Where feasible, these missing sidewalk links can be added and all other sidewalks could be removed and replaced as part of the neighbourhood renewal program. Where possible, sidewalks could be widened and curb ramps can be added to all street corners to allow for better accessibility. Wider sidewalk widths are suggested near the schools for parent drop-off and anticipated high pedestrian activity. In order to widen sidewalks, the proximity to the existing mature trees will be maintained and sidewalks widened towards the private property line. This is to avoid causing any damage to tree roots that could ultimately damage the tree itself. Where tree roots are causing heaving of existing sidewalks or it is anticipated this could happen to renewed sidewalk, it is recommended to add short breaks in the concrete to allow for even heaving as the tree roots grow without cracking the concrete and avoiding tripping hazards. Another option is to curve the sidewalk around trees to maintain a minimum distance required by the City's Urban Forester.

Walkability is enhanced through widening sidewalks from 1.5m to 1.8m where possible, shortening crossing distances and slowing traffic through curb extensions, narrowing roadways and exploring use of chicanes on select roadways. Further detail on intersection design improvements and walkability is included with the street plans in section 4.3.

## Transit

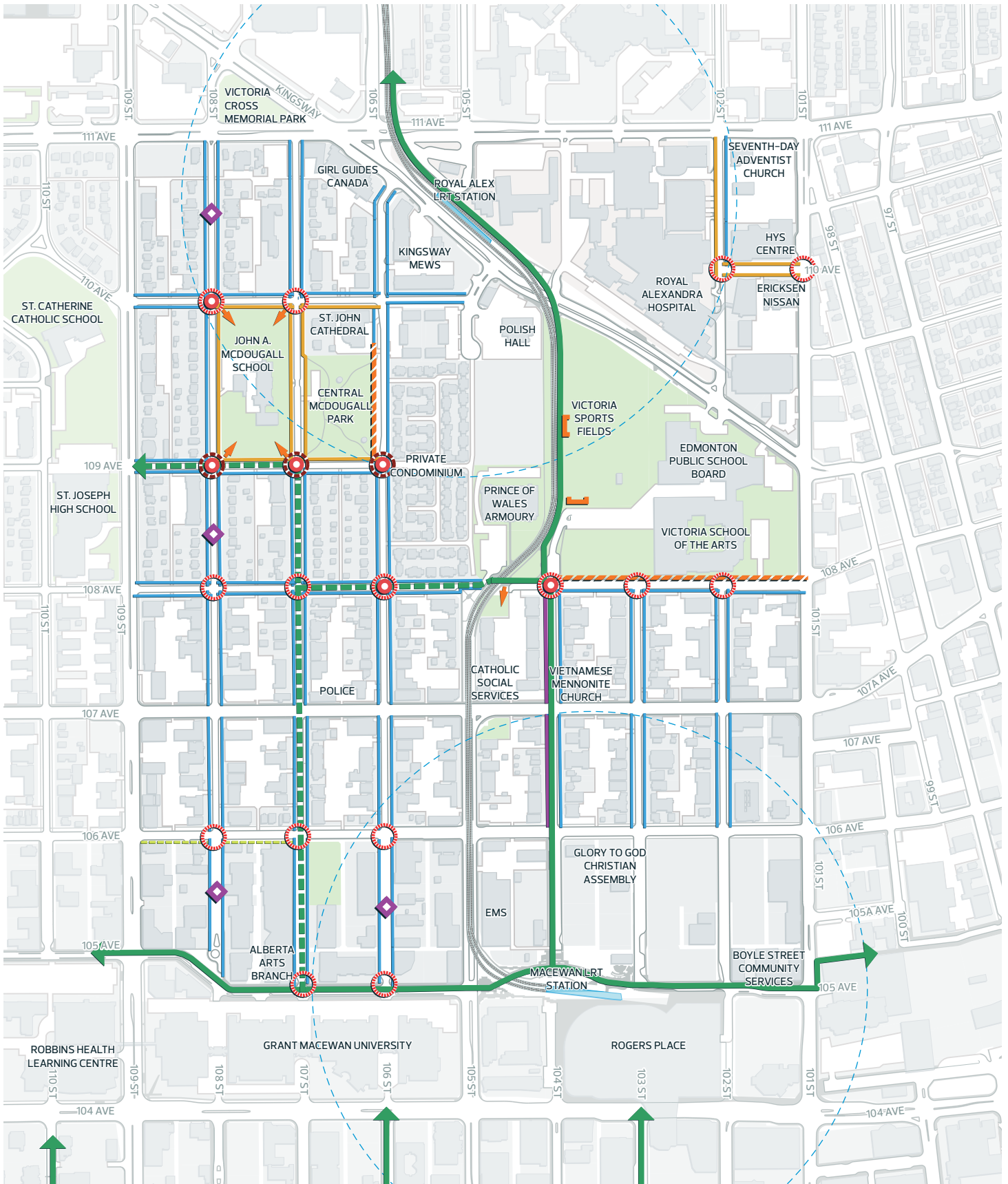
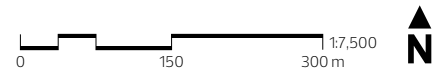
There was very little public input from residents related to accessing transit. With major bus and LRT routes available on the perimeter and through the middle of the neighbourhood, there is ample opportunity for residents to use transit. A 400m radius around the LRT stations is shown on **MAP 7 – Active Connections & Walkway Improvements** to depict the walking distance to the stations. The residences outside this radius have access to the 107 Avenue transit route or buses along 101 and 109 Streets.

### LEGEND – Active Connections & Walkway Improvements

	Central McDougall Neighbourhood
	400 m LRT Station Radius
	Existing Bike Route
	Proposed Bike Route
	Existing Curb Extensions
	Proposed Traffic Calming
	Add or Renew Sidewalk to a 1.8 m Width (where feasible)
	Add or Renew Sidewalk to a 2.4 m Width (where feasible)
	Promenade Walk (3.0 m)
	Shared Use Path or Other Bike Facility
	Recommended Connection Out of Scope
	Add Hard Surface Connection
	Provide Entry/Access to District Park
	Proposed Curb Extensions
	Proposed Raised Crosswalks



# MAP 7 – Active Connections & Walkway Improvements



## 4.2 Streetscape and Intersection Improvements

There are several features that can be added to typical streetscapes within the neighbourhood to help address public input and to achieve the transportation goals of the City of Edmonton. *Complete Streets Design and Construction Standards* defines streetscapes holistically to balance the needs of people who walk, bike and drive.




Several streets in the neighbourhood could benefit from a specialized treatment to improve aesthetics and function which reflect their primary users and the locational context. The community expressed that accessibility for all is important for the neighbourhood and specific comments were received requesting audible signals and tactile cues for visually impaired to navigate streets and crossings. These are typically located on major roadways, but the City could consider specialized treatment if there is a local need. Several features that could be used are:

- Audible crossing signal at lighted intersections.
- Tactile variation in advance of the curb ramp.
- Braille on signage.

The coloured streets on **MAP 8 – Urban Design Concept** correspond to street types on the following pages. The typical residential street in Central McDougall has a 20m wide right-of-way, including 9m pavement and 1.5m sidewalks. In general, sidewalks could be widened to prioritize walking in the neighbourhood over vehicle traffic. This is consistent with the public input that identified a neighbourhood vision of safety and accessibility for people in the neighbourhood and a reduction of shortcutting and speeding by cars. Protection of mature trees was also identified as important therefore widening sidewalks will need to consider methods to avoid damage to tree roots. Biking was not identified as a major concern or priority by residents, but the City is improving the bicycle network for all residents and commuters. Central McDougall is an important link to and from downtown and to nearby regional facilities.

Aesthetic treatments to streets can include a surface treatment, such as concrete pavers or stamped concrete that can be coloured and arranged to form specialized designs on the streets or sidewalks. These treatments can define entryways to the neighbourhood, provide a sense of place, define special places, or can highlight important pedestrian crossings to slow down traffic. The Community League provides planters along the boulevards of residential streets that include colourful flowers in the summer. This is an effective way to bring colour and beauty to the neighbourhood streets and also shows that the residents act as stewards that invest time and money into their community well-being.

### LEGEND – Urban Design Concept

	Central McDougall Neighbourhood
	Potential Gateway Feature
	Wayfinding Signage
	Specialized Intersection Treatment
	Existing Bike Route
	Residential Street Renewal
	Commercial Street Renewal
	Bike Route Street Renewal
	Customized Street Renewal
	Special Area Treatments:
	Central McDougall Park Area
	Armoury Garden Park Area
	North Edge Park Area
	Royal Alexandra Hospital Area
	Victoria School (108 Avenue) Area



**Photos**  
Examples of braille wayfinding and tactile curb ramps.



## 4.3 Residential Street Renewal Concept

The letters (A, B, C) next to the following descriptions correspond to the streetscape plans in

**FIGURE 3 – Potential Residential Street Renewal** on the following pages.

**A Retain existing roadway.** Several streets have existing curb extensions at the intersection, such as along 108 Street near the school and park to shorten crossing distances and slow down traffic. The curb extensions can also restrict parking near the corners to improve visibility. Use of curb extensions is recommended at high pedestrian priority intersections to allow for safe crossings and to slow traffic. Curb extensions also restrict parking near the corner, which helps maintain visibility for turning vehicles.

**Benefits** include:

- Shortened crossing distances are safer for people.
- Additional space for aesthetical improvement and plants.
- Wider sidewalk for better walkability.
- Slower traffic at the street corners.
- Better visibility by restricting parking near the street corners.
- Existing mature trees retained.

**Trade-offs** include:

- Additional maintenance of planting beds.
- No change to vehicle speeds along the length of the street.

**B Road narrowing.** On roadways where speeding or shortcutting are identified as issues, one option to slow down traffic is to narrow the road. Reduce the carriageway from 9m to 8m and allow parking on both sides. This would result in a narrow carriageway for two-way traffic and cars would pull over when passing. To allow for passing at certain points, short half meter curb extensions at the mid-block could restrict parking, allowing for 6.5m two-way passing. Planting beds could be added to the curb extensions to improve the aesthetics of the street.

**Benefits** include:

- Narrowed roads slow down traffic.
- Accessible street parking.
- Mid-block curb extensions further slows down vehicles moving along street.
- Additional space to improve aesthetics of the street.
- Wide sidewalk for better walkability.
- Designated area for two cars to pass.
- Existing mature trees retained.

**Trade-offs** include:

- A narrower road with parking both sides could cause traffic back-up.
- People may think the mid-block curb extension is for crossing, but it is not a legal crossing unless marked.





#### Photo

Residential street character in Central McDougall

- C Mid–block chicane.** A chicane is another form of traffic management that could be used to slow traffic. Using this at the beginning of a street slows traffic, especially when turning off of a faster road. On a street with parking on one side, it can be used to switch the parking to the other side, so that northbound traffic can use half of the block for parking and southbound traffic can use the other side of the block for parking.

#### Benefits include:

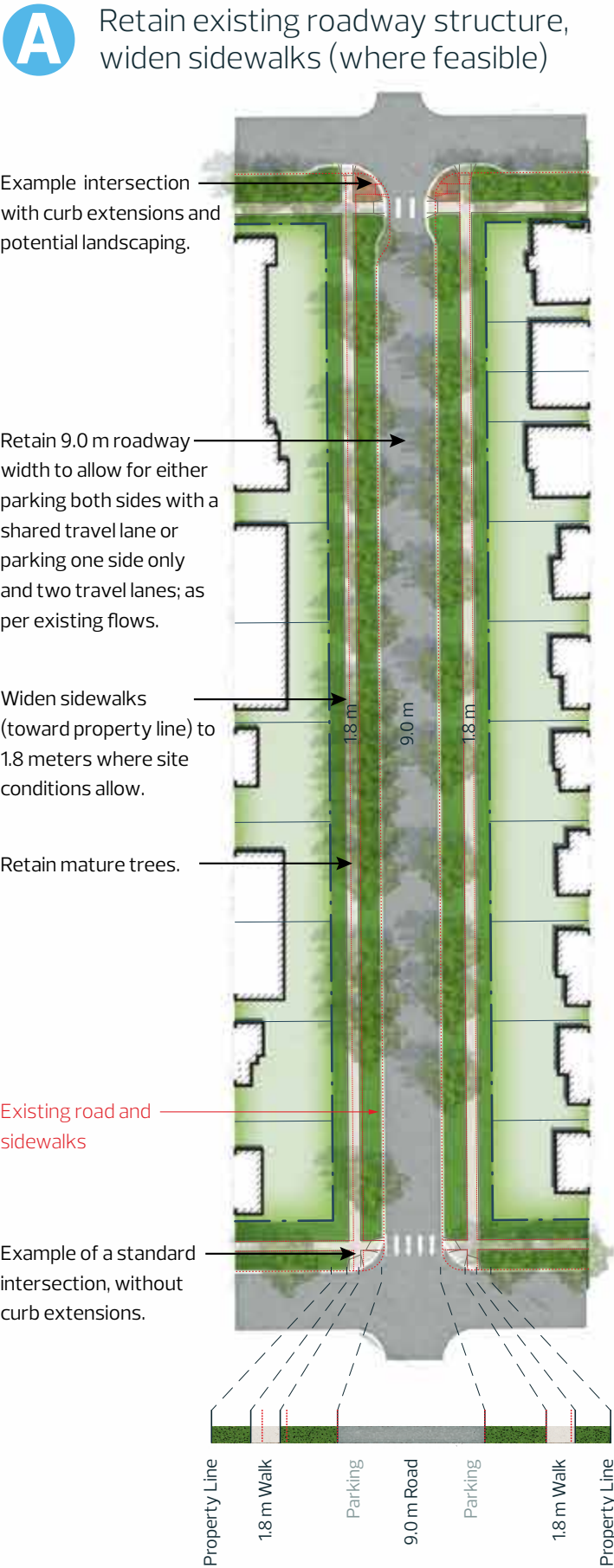
- Chicane provides traffic calming effect.
- Wider sidewalk for better walkability.
- Existing mature trees retained.

#### Trade–offs include:

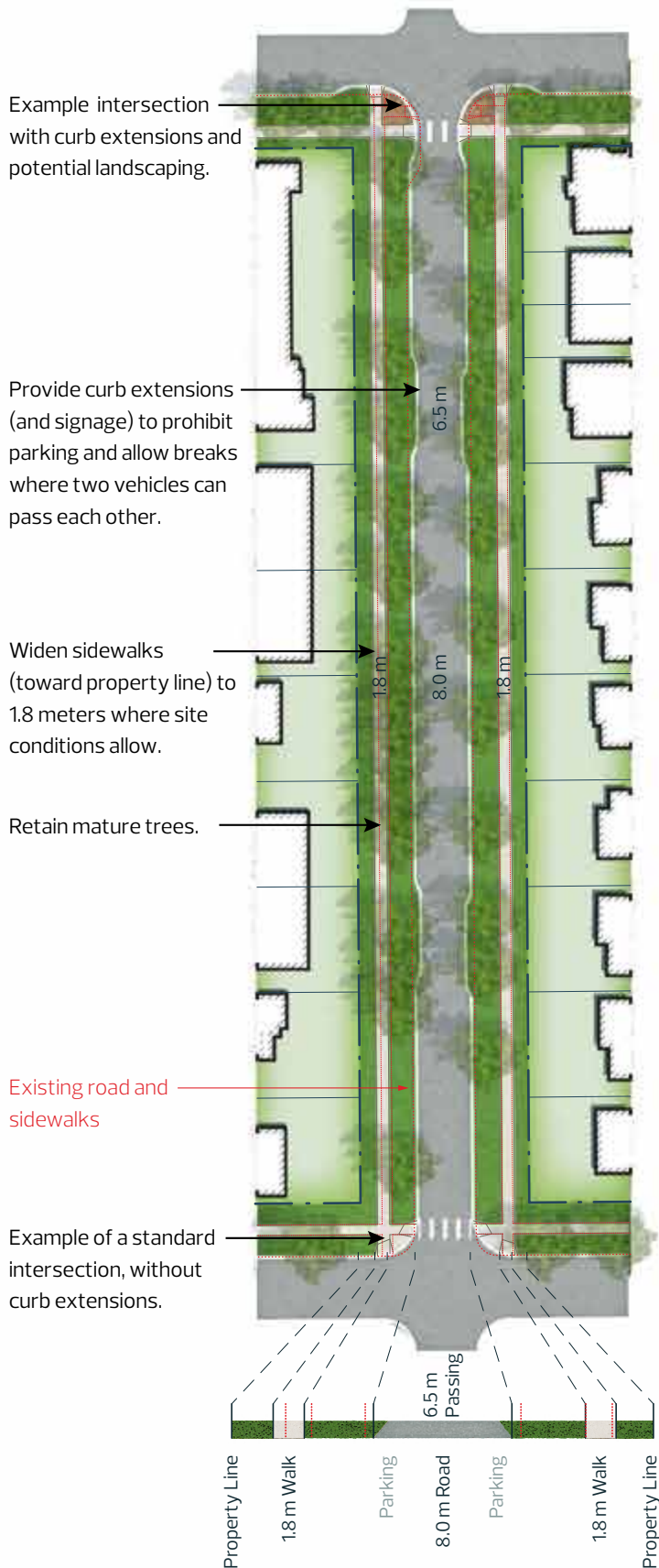
- Loss of parking space for the chicane infrastructure.
- Lack of familiarity with a rare form of traffic calming.

FIGURE 3 — Potential Residential Street Renewal

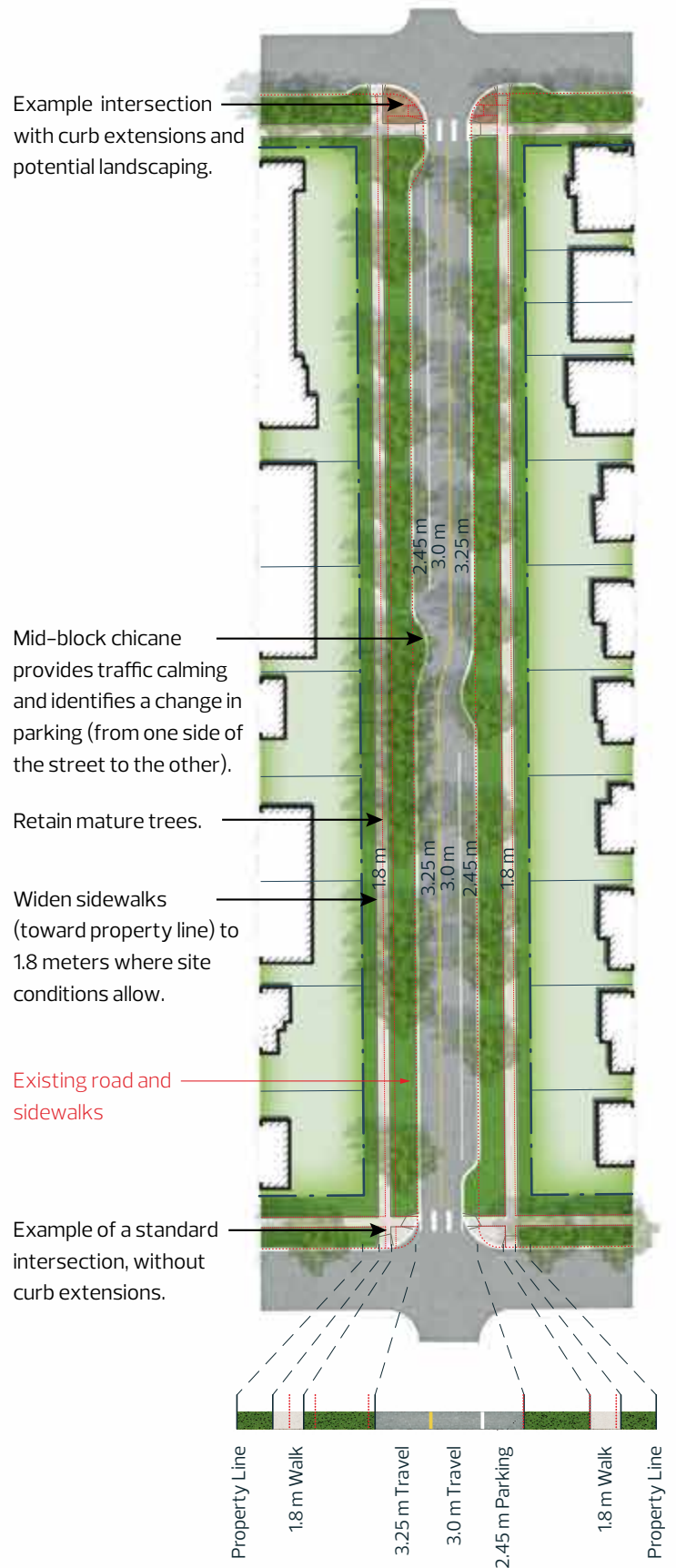
The streetscape plans shown here correspond to descriptions on the previous page.



## B Road narrowing, 8.0 m travel way with parking on both sides



## C Parking one side, with potential mid-block chicane to switch parking side





## 4.4 Bike Facility Street Renewal Concepts

There are several options for bike facilities to improve safety and visibility on neighbourhood streets. The proposed routes are local roads with mature trees that are to be protected, therefore trade-offs must be considered when deciding which facility is most appropriate.

**FIGURE 4 – Potential Bike Facility Street Renewal** on the following pages shows examples of bike facilities that may be appropriate in Central McDougall.



Shared use path

**A Shared use path.** This option includes a 3.0m shared use path on one side, which replaces an existing 1.5m sidewalk. The additional 1.5m would be widened toward the property line to avoid any disruption to the mature trees.

The **benefits** of this type of trail include:

- Separates people on bikes from the road.
- Does not require reduction of existing road space.
- Safer route.
- City crews clear the snow for year-round use.

**Trade-offs** include:

- Possible disruption to private landscaping in front yards that extend into City-owned right-of-way.
- People who walk share the space with people on bikes.
- May change the character of the street.

### **Inset Concept Images Above**

From left to right, examples of: shared use path, shared street and protected bike facilities.





Shared street bikeway



Protected two-way bike lane

- B Shared street bikeway.** This option includes shared on-street bikeway with painted markings indicating a priority route for bikes. This type of bikeway is efficient because it only requires painted markings, which creates awareness for drivers to watch for bikers and to share the road. Regular sidewalks would remain on both sides of the road.

**Benefits** of this type of bikeway include:

- People on bike and people who walk have separate paths.
- Uses existing road space.
- No disruption to private landscaping or sidewalks in front of housing.

**Trade-offs** include:

- People on bikes share the road with motor vehicles.
- Painted markings can be covered by snow in winter.

- C Protected bike lane.** The third option is for a protected bike lane where a narrow concrete median separates the bike route from the car lanes; a raised bike lane is an alternate solution. This option uses up 3.3m of the road way, requiring a reduction to one-way traffic and parking on one side. The 9m road space is maintained to avoid disruption to trees.

**Benefits** of this option include:

- Physical separation of people on bikes from cars for a safer environment.
- Encourages active modes of travel with enhanced safety.
- Cleared by City maintenance for year-round use.

**Trade-offs** include:

- Any existing front access driveways could require breaks in bike lane for vehicular access.
- Reduction to one-way road traffic disrupts existing traffic patterns.
- Reduction to available on-street parking.

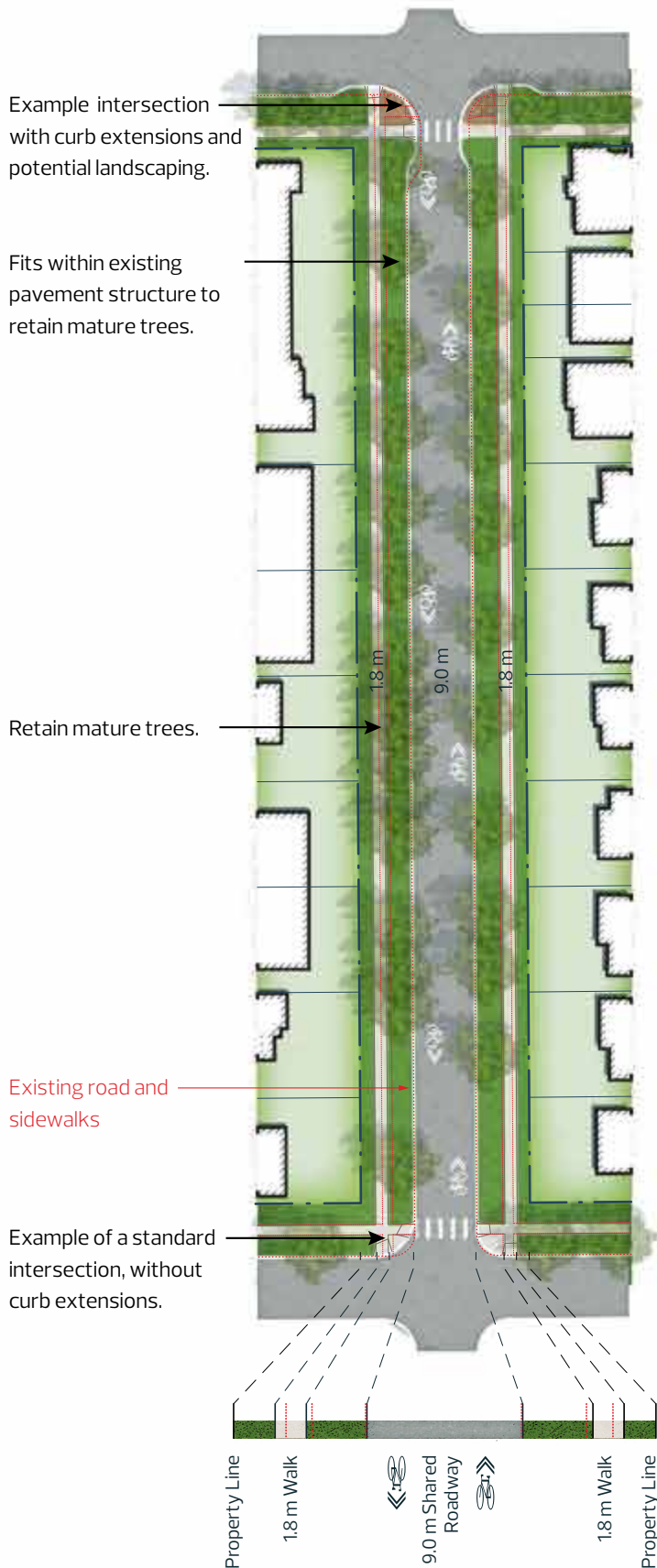
FIGURE 4 — Potential Bike Facility Street Renewal

The streetscape plans shown here correspond to descriptions on the previous page.

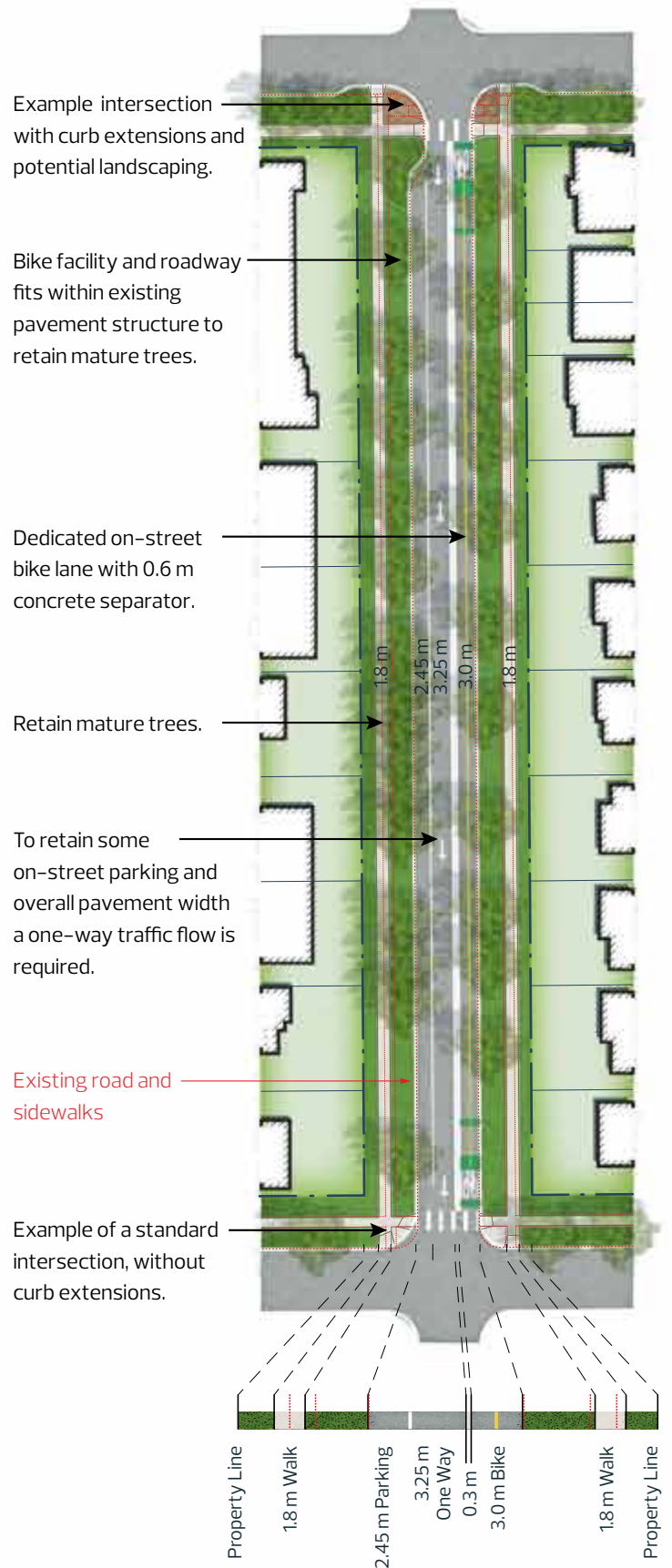
**A** Shared use path, with no change to existing traffic flow



## B Shared roadway with shared-use lane markings and signage



## C Protected on street bike lane, with one way traffic and parking



## 4.5 Commercial Street Renewal Concepts

The commercial streets south of 106 Avenue are generally wider and without boulevard sidewalks or trees. These streets do not look or feel like the other streets in Central McDougall, but provide important linkages for residents and visitors to and from Grant MacEwan University and downtown. The North Edge Redevelopment Plan and Ice District to the east anticipate redevelopment of the area to high density mixed use district, but the time frame for redevelopment may depend on investment. In the meantime this renewal can improve the streetscape by creating a more people-friendly street and also create a plan to improve the North Edge Park site. **FIGURE 5 – Potential Commercial Street Renewal** graphically depicts the potential streetscapes that are described below follow.

**A1 Protected bike facility.** 107 Street south of 106 Avenue is unique because the angle parking on the west side is on private land under the building overhang, but the parked vehicles encroach into the sidewalk. A wider sidewalk of 2.4 m is recommended on the west side at this location to provide adequate space for people. A rolled face or drop curb is required along the west side of the street to maintain access to those private stalls. The additional width of the street could be used by a bike boulevard or protected bike lane on the east side between the front angled parking and the sidewalk. A protected bike lane is recommended due to restricted visibility of drivers backing out of angled parking stalls. The existing sidewalk on the east is narrow at only 1.2 m width. A wider sidewalk is recommended on the east to improve the pedestrian connections along this street to downtown.

**Benefits** include:

- Maintains angular parking.
- Narrowed road calms traffic.
- Provides separation for people who walk and bike.
- Accommodates a bicycle facility on the street.
- Wide sidewalk to accommodate pedestrian activity.

**Trade-offs** include:

- Reduction of road width.
- Limits tree planting to park space.

**A2 Shared road bike facility and back-in angle parking.** This concept for 107 Street commercial street includes reverse angle parking where vehicles back into the stall. This is considered a safer way to exit an angled parking stall because the driver can see what is on the road ahead and visibility is not blocked by other parked vehicles. If a bike route is added at this location it could be on-street because parked cars have good visibility of the roadway as they leave the stalls.

The reverse angle parking is currently not permitted by City Bylaw 5590 or the Provincial Traffic Safety Act. If the laws change in the future it could be re-examined and potentially considered by the City as a pilot project to test its effectiveness in a well-used parking area, but not too busy street.

**Benefits** include:

- Wider sidewalk for better walkability.
- 3.0m on-street shared bike facility.
- Maintains angle parking.
- New trees planted to improve pedestrian experience.

**Trade-offs** include:

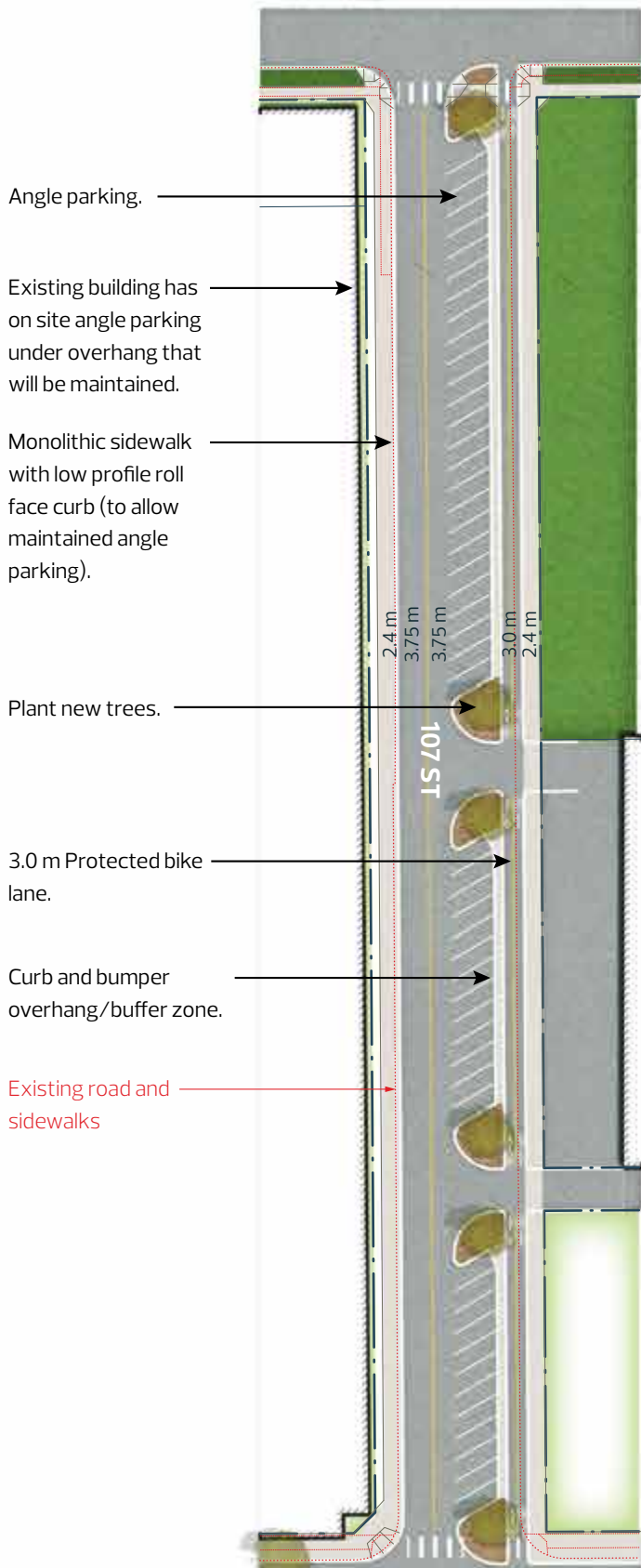
- People on bikes and motor vehicles share the road.
- Back-in angle parking may not be familiar to all drivers.



FIGURE 5 – Potential Commercial Street Renewal

A1

Protected bike facility with adjacent sidewalk



A2

45° Back-in angle parking with shared on road bike facility

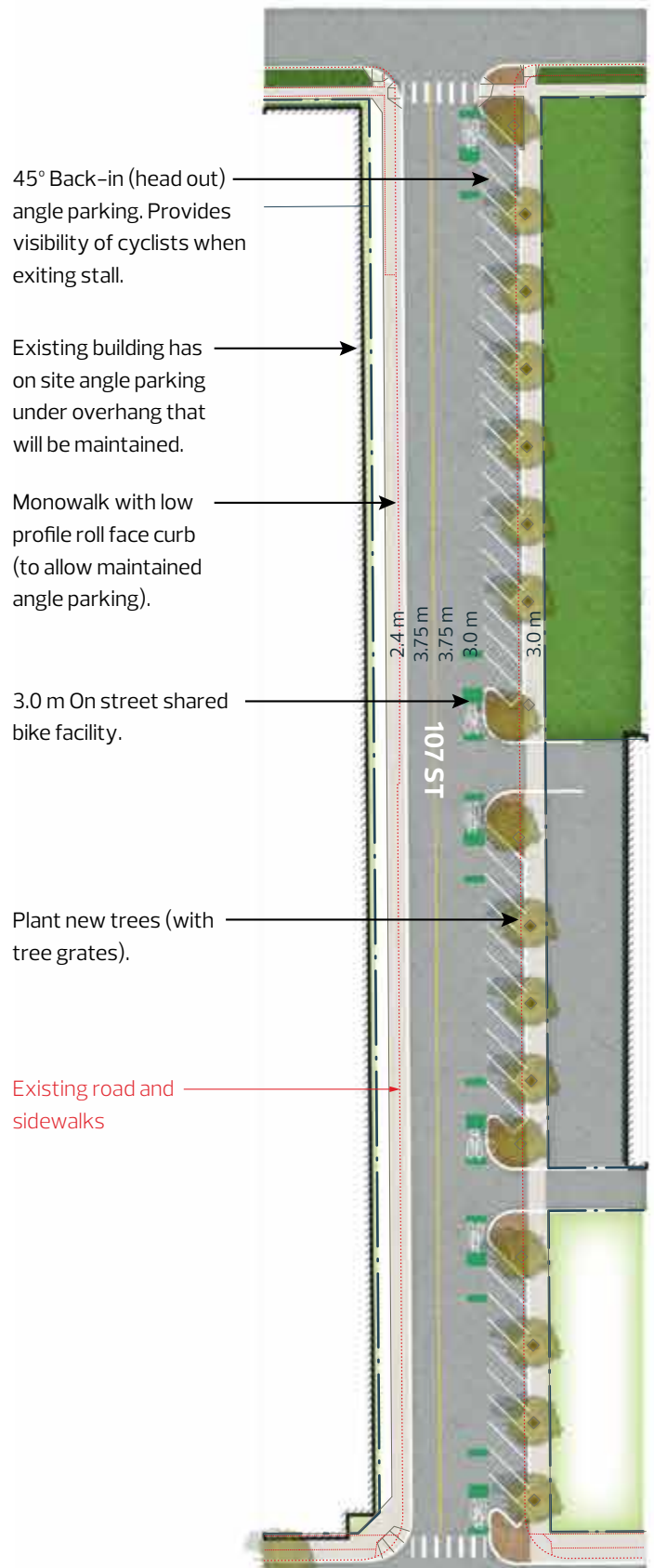


FIGURE 5 – Potential Commercial Street Renewal



## Shared use path with treed boulevard



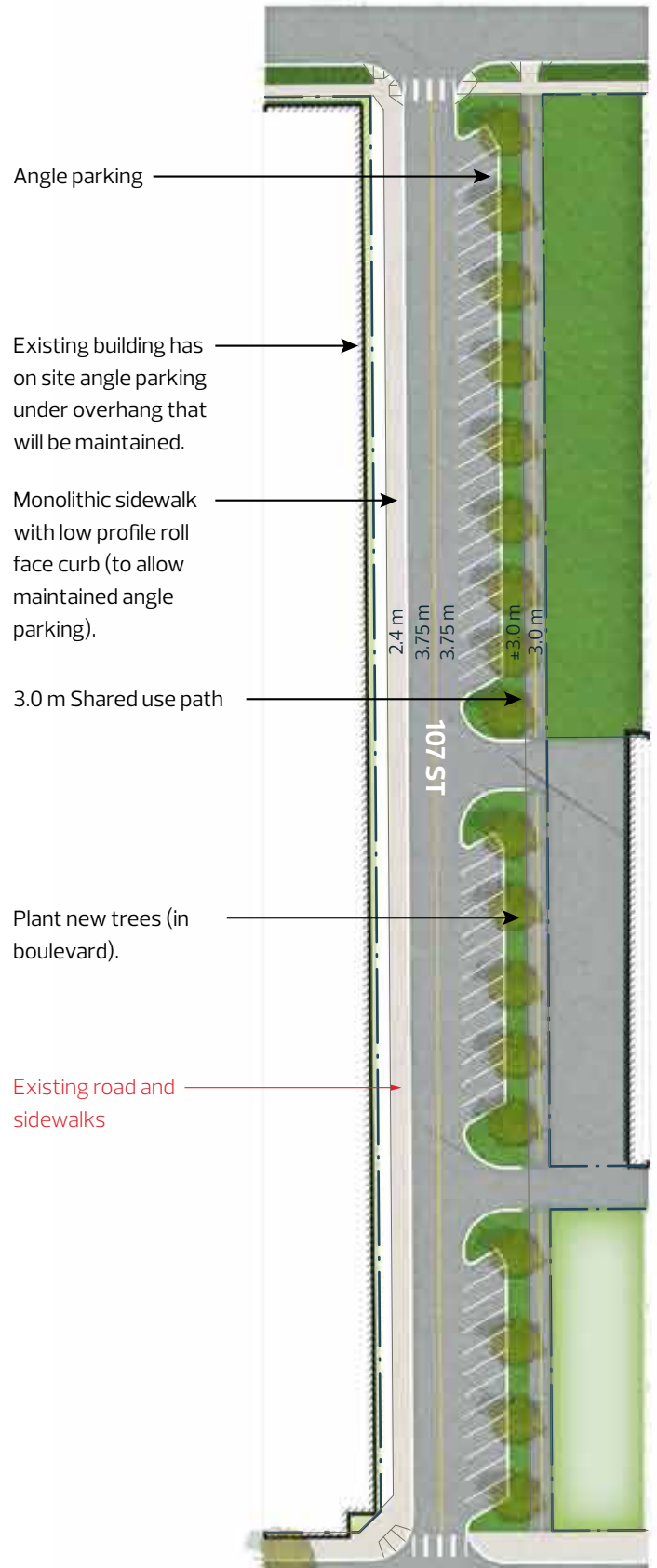
**Shared use path.** Slightly narrowing the road travel way can allow for a shared use path adjacent to the park. With a narrow treed boulevard and angle parking, this option puts people who walk and bike in the same space with a landscaped buffer to safely separate them from motor vehicles.

### Benefits include:

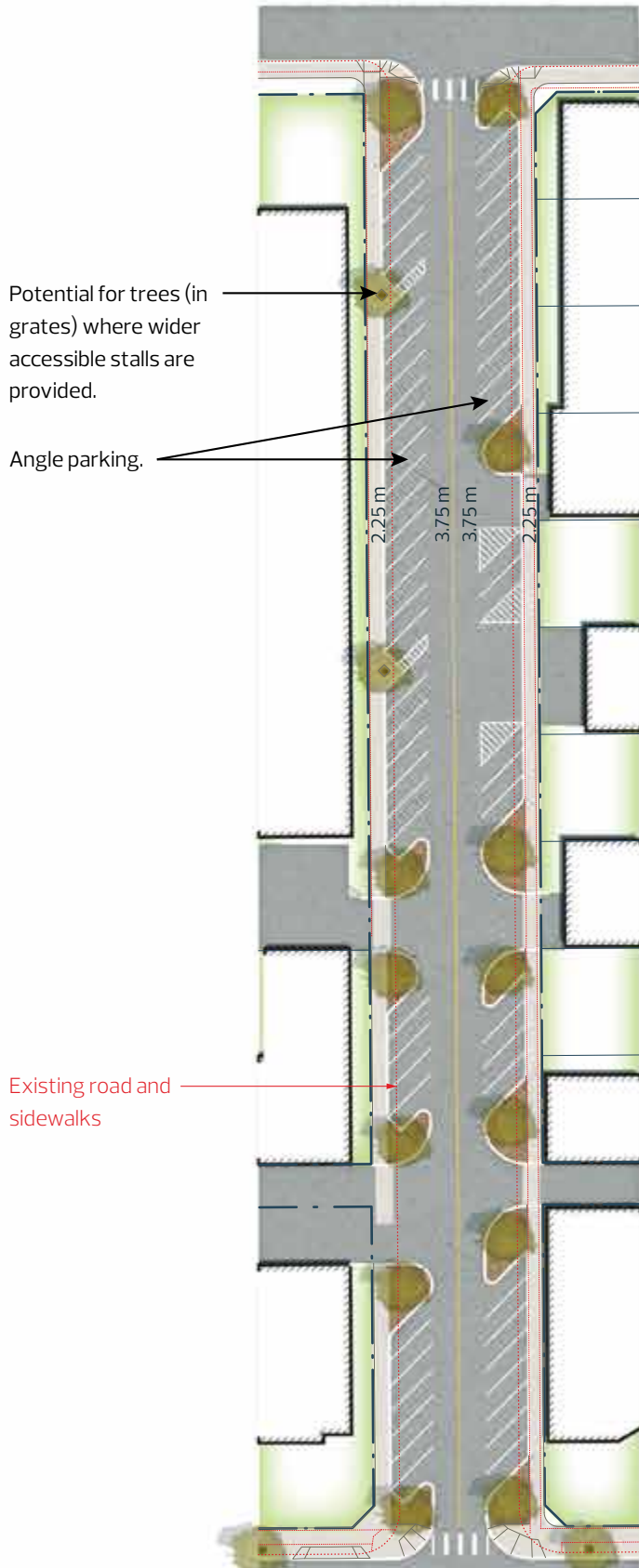
- Adds street trees in a boulevard.
- Shared use path separates bikes from the roadway.
- Retains on-street parking.
- Wider sidewalk for better walkability.

### Trade-offs include:

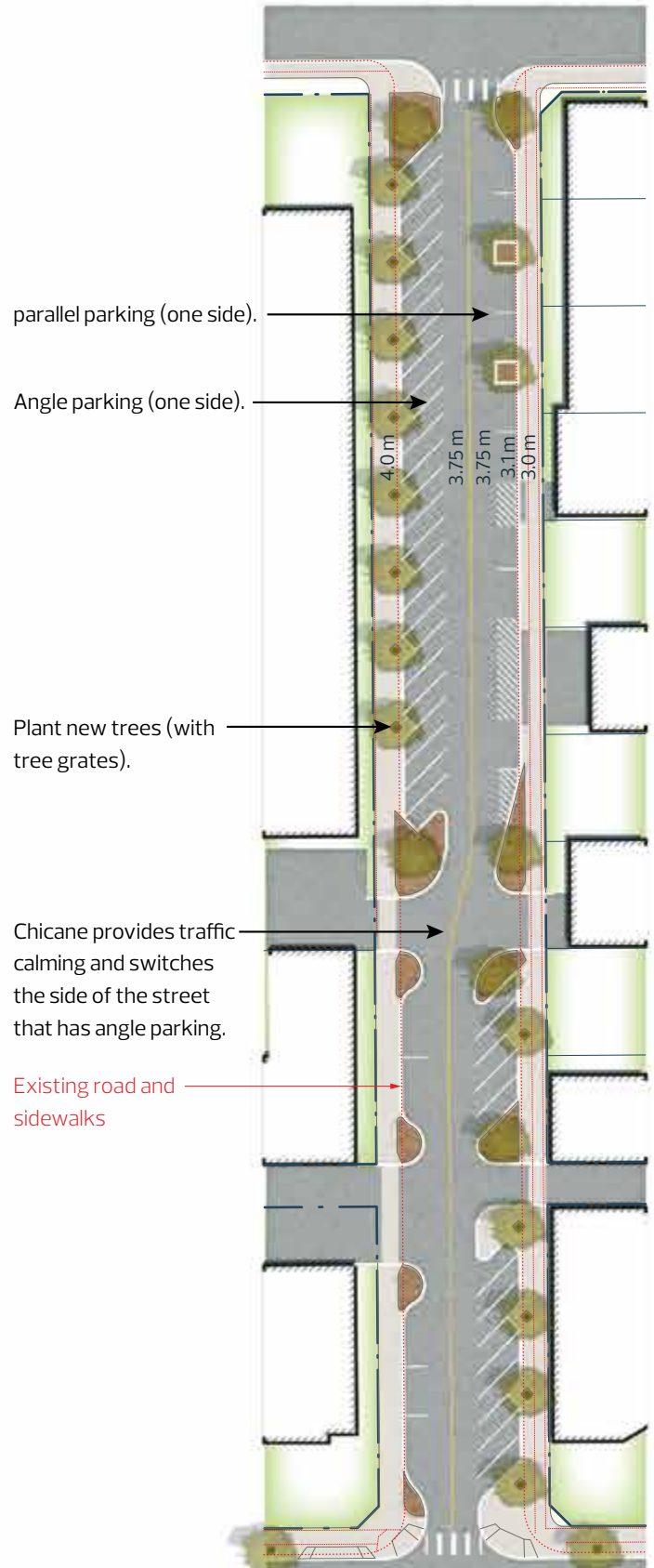
- Shared use path not typically located in front of commercial building entrances.
- Reduced road width.
- People on bikes share the facility with people walking near building entrances.
- Increased maintenance for business owners.



## B Angle parking on both sides



## C Angle parking one side, parallel on the other







**Photo**  
Recently renewed commercial street in Queen Mary Park.

108 Street and 106 Street have predominately monolithic sidewalks and angle parking on both sides of the road. A monolithic sidewalk is immediately adjacent to the curb, without a boulevard or green space between, and are poured with the curb as a solid concrete structure. Angle parking is more efficient by providing more parking spaces than parallel parking. If it was changed to parallel parking the local businesses should be consulted and presented with the potential trade-offs including loss of spaces. The widened sidewalks create a pedestrian friendly experience with trees to provide shade and visual interest along the street. These concepts are shown with drive in angle parking; however, if reverse angle parking becomes a permitted alternative these streets may be a suitable location for it.

**B Angle parking on both sides.** Another opportunity to improve aesthetics and the pedestrian experience is to add street trees in tree grates along the widened sidewalks.

**Benefits** include:

- Wider sidewalk for better walkability.
- Maintains angle parking on both sides.
- New trees planted to improve pedestrian experience.
- Defined parking areas.

**C Angle parking with parallel parking combination.** Option C includes a chicane which transitions parallel and angle parking from one side of the road to the other. Curb extensions at access points along the road provide opportunities for landscaping and tree planting in addition to the tree grates within widened sidewalks.

**Benefits** include:

- Wider sidewalk for better walkability.
- New trees planted to improve pedestrian experience.
- Chicane provides traffic calming.

**Trade-offs** include:

- Reduction of some parking.



## 4.6 Customized Street Renewal

### Royal Alexandra Hospital

The neighbourhood renewal includes the public streets within the Royal Alexandra Hospital complex. The existing streets are wide to accommodate hospital traffic and emergency vehicles. The sidewalks are generally 1.5m wide separate sidewalks on the east side of the road where there are entrances to office buildings and 2.4m monolithic sidewalks on the west side. The 1.5m sidewalks could be widened to 2.4m to allow for wheelchairs to pass and to improve accessibility for people with mobility challenges. There are obstructions in the existing sidewalk including sign posts, newspaper boxes, and payment pedestals for parking, which could be better accommodated with a wider walkway.

The existing sidewalks are standard grey concrete. There could be an opportunity to add some colour and interest for patients, hospital staff and visitors to help improve the spirits of people who deal with difficult and emotional situations daily. Curb extensions could be added to the intersection corners to allow for shorter crossing distances for patients and mobility challenged.

Additional bench seating could be added along the streetscape for resting areas and some areas of the street could use more trees and vegetation for shade and colour. In general, there are attempts to add colour and interest through planting beds and planter boxes along with seating areas near the Hy's Centre. Curb extensions allow for planting areas to help soften the streetscape.

There were complaints of hospital patrons parking on residential streets to avoid paying the parking rates. Review of the parking rates and provision of parking facilities could be performed to evaluate if there is enough parking at an affordable cost to cover maintenance and servicing of the parking facilities. The addition of the LRT station may have helped reduce parking needs by adding a convenient form of reliable transit nearby.

FIGURE 6 — Royal Alexandra Hospital, NE Corner Area



FIGURE 7 – Victoria School (108 Avenue) Area



## Victoria School of the Arts

108 Avenue near Victoria School dead ends where the LRT crosses. This area provides access to parking areas for several residential apartment buildings that front onto 104 Street. Access to Prince of Wales Armoury is from the other side of the tracks and therefore wayfinding signage east of the 104 Street intersection directing drivers down to 107 Avenue would be useful. The existing intersection at 104 Street includes curb extensions and marked crossings. There is room to add boulevard trees on the south side of the road east of 104 Street, which would help screen the private parking areas and waste receptacles that detract from the beautification efforts on the north side of the street. An alternative location for the waste receptacles is recommended to improve the streetscape for the public roadway. It also appears that waste collection trucks damage the curbs and grass when accessing the alley at this location, detailed design could consider methods to reduce potential damage in this area.

A plaza is suggested to separate the bus parking area from the street parking by extending the curb at the intersection of 103 Street and 108 Avenue. This would separate the street uses and provide a sense of arrival to the school area for cars and people traveling north on 103 Street. Curb extensions at that intersection would also shorten crossing distances for people and prioritize walking. A curb extension at the 102 Street intersection, would help align the curb ramps and east/west crossing, as well as, shorten crossing distances and slowing traffic.



The sidewalk along the north side of the road could be improved aesthetically to reflect the arts character of the school. Using pavers or stamped concrete with colour would add a different texture and design for the sidewalk and could reflect a school theme. One idea could be similar to the star walk in Hollywood that reflects former students, such as Leslie Nielsen and Arthur Miller, as well as other notable people who have resided in the neighbourhood. The school and City could also hold a competition for students to design the sidewalk and vote on the best one to be implemented as part of this neighbourhood renewal.



**Photo**  
Existing 108 Avenue by Victoria School.





Photo  
Central McDougall School.

## 4.7 Elements to Reflect Character, History and Placemaking

The public engagement activities asked community members to identify what elements reflect local character and relevant history for their neighbourhood. A recurring theme in the responses was to provide public art created by local artists that reflects the diversity of cultures in Central McDougall.

These elements can be displayed to add a sense of place within the neighbourhood that people can identify with, take pride in, and refer to visitors when directing people to destinations.

Central McDougall includes the Victoria School of the Arts that attracts students from around Edmonton for its art programs. Students could display their talents through projects within the community. Several opportunities include:

- Art boards at the corner of 107 Avenue and 105 Street.
- Fencing displays along the chain link fences near the school and along the LRT corridor.
- Picture displays within the gazebos in Central McDougall Park.
- Street painting along wide sidewalks in front of the school on 108 Avenue.
- Sculptures or statues within open spaces that depict residents or symbols from the neighbourhood's history.

Public Art could reflect some of the ethnic cultures and backgrounds of people that reside in Central McDougall and of organizations located within the neighbourhood. Local organizations may have art or funds to donate towards the creation of art as a mutual benefit of promotion and awareness. Potential locations for the display of public art include along the proposed promenade walk at Central McDougall Park or in the open spaces, such as North Edge Park, John A. McDougall School or the Community Garden.



Functional art would allow for an alternate use, such as a bike rack that is formed as a sculpture and provides visual interest and character to a space or a rain collector that looks like a flower and can be used to water plants in the community gardens. Utility boxes can be wrapped to display works of art or historical scenes instead of the regular green paint.

Some of the existing art installed in the neighbourhood includes a metal sculpture at Polish Hall, a painted graphic on the fence at Victoria School of the Arts, a sculpture surrounded by a rotunda behind the school, and a teepee located near 102 Street at the Royal Alexandra Hospital. There is an Art Park concept located at 107 Avenue and 105 Street that is intended to allow for displays of local artists. This is an example of providing the space for the art without incurring the expense of creating it and allowing local artists a place to display their talents and potentially sell their pieces. Other locations for art displays could be created in the neighbourhood and the art could be provided when there is budget or donations available.

As one of the oldest neighbourhoods in Edmonton there are historical buildings, such as the iconic Prince of Wales Armoury built in 1915 which was used as a military training site and is now a museum to display Canadian military history. It is also available for rent and was used as a venue to host two community workshops in March and April 2018 for this project.

Historic plaques and interpretive signage as placemaking elements can describe community historical features, events, or people. Plaques and signage can be mounted at prominent locations throughout the neighbourhood to bring awareness of how the community has changed throughout time. Knowing one's history can help to understand how our surroundings came to be and how they affect our lives and vice-versa. Bringing awareness of history can help to retain it within our neighbourhoods, instilling a sense of pride. Street blades for addressing are being replaced as part of this renewal project. Working with the City naming committee, street blades could include named streets in other languages as well as the numbered streets, which would be a way to reflect multiculturalism of the area and provide a unique character to Central McDougall.



**Photo**  
Existing public art at the Victoria School.

Potential locations for historical displays include:

- Gazebos within Central McDougall Park that show locations of historical buildings or describe historic events and people relevant to Central McDougall.
- Interpretive signs nearby John A. McDougall School describing the former Edmonton Mayor, notable students and the Edmonton Grads Basketball team, which played in the school and won the women's world title in basketball in 1924.
- The plaza south of the Prince of Wales Armoury to describe military history informed by resources in the museum.
- In front of historic buildings listed on the City or Provincial Registry of Historic Resources.

Streetlight banners along the LRT shared use path and near Central McDougall Park could also display cultural elements and historical figures from the neighbourhood or advertise community events. A prominent location for streetlight banners would be along 108 Avenue, where the existing pedestrian crossing at 109 Street enters the neighbourhood and leads to the Prince of Wales Armoury. Stakeholders in the community, such as the Community League, could organize a consultation with other community groups to determine symbols or a slogan that reflects Central McDougall's character to be displayed on the banners. There was positive public input in the workshops regarding Avenue of Nations banners on 107 Avenue. This theme could be carried on in the neighbourhood to reflect ethnic backgrounds of residents within the neighbourhood and include information from local cultural centres, such as, the Ukrainian Museum, Vietnamese Mennonite Church and Polish Hall.



**Concept Image**

Potential interpretive signage in gazebo.



**Concept Image**

Potentially relocate Polish Hall sculpture to more prominent location Kingsway LRT Crossing.

## Entry Feature Signage

These are gateway features for people to recognize the neighbourhood from surrounding arterial roads as they enter or pass by. They can help to create an identity for an area and can reflect neighbourhood features by using similar materials and colours, such as benches, streetlights, fencing or pillars.

Several potential locations for entry feature elements are included on **MAP 9 – Public Outdoor Spaces and Signage**.

There is an existing low wall at the intersection of 105 Street and Kingsway that could be enhanced by adding the neighbourhood name above. The wall feature was recently built and provides a brief resting point as people wait for the crossing light. This wall feature could be added to several other road entries to the neighbourhood to create a modern theme that identifies Central McDougall.

## Wayfinding Signage

Wayfinding signage is a more specific way to direct people to significant neighbourhood locations and features. They could be in the form of directional arrows for quick reference by people travelling through the neighbourhood or could include a map for people to read and determine the best route. Due to the LRT route through the center of the neighbourhood without provision of vehicular crossings, an important location for wayfinding signage is at 108 Avenue east of 104 Street to direct traffic down to 107 Avenue and back up 106 Street to access the Prince of Wales Armory. Other wayfinding signs could be located along the shared use path, at neighbourhood parks, or near entrances to the neighbourhood.



### Concept Image

Repurpose existing concrete wall on Kingsway and 105 Street.



### Concept Image

Example Wayfinding Signage



# 4.8 Opportunities for Open Space Improvement

With two school sites, a community garden and a newly developed central park, Central McDougall Neighbourhood has a high amount of open spaces for residents to enjoy. The public input focused on adding sidewalks, lighting and connections to the open spaces and adding public art, child play areas and outdoor exercise equipment to the undeveloped areas.

## John A. McDougall School

The school is a beautiful three storey brick building with lots of windows and is a historical landmark in the neighbourhood. The adjacent school fields are surrounded by chainlink fencing to keep sport balls off the streets. There is currently some temporary fencing on the west side of the field, which appears foreboding and should be removed to make the approach from 108 Street more inviting. Some identifying signage at the north end of the fields with its name and a slogan or motto could draw attention to the school and its history, helping to instill a sense of pride for its staff, students, and the community. Historical signage to commemorate the Edmonton Grads women's basketball team and the first female principal in Alberta were suggested in the public consultation workshops.

Openings at the fences on the four corners of the school grounds to allow access to the sports fields do not currently have walkway connections from the sidewalks. These should be added to provide all-weather accessibility as part of this renewal project. Typically, sidewalks in front of school buildings are monolithic and 2.4m wide to allow for student drop-off and pick-up, but for this school there are mature boulevard trees that line the streets which would not allow for this. Where space allows, some concrete pads may be added between trees to allow for drop-off. The sidewalks along the east and west sides could be widened to allow lots of space for student drop-off and for bus loading.

The adjacency to Central McDougall Park is a complementary use for the students to enjoy the recreational amenities and open spaces. The crossings between the school and park should have special treatments, such as raised crossings and curb extensions to slow traffic, increase visibility for people and shorten crossing distances.

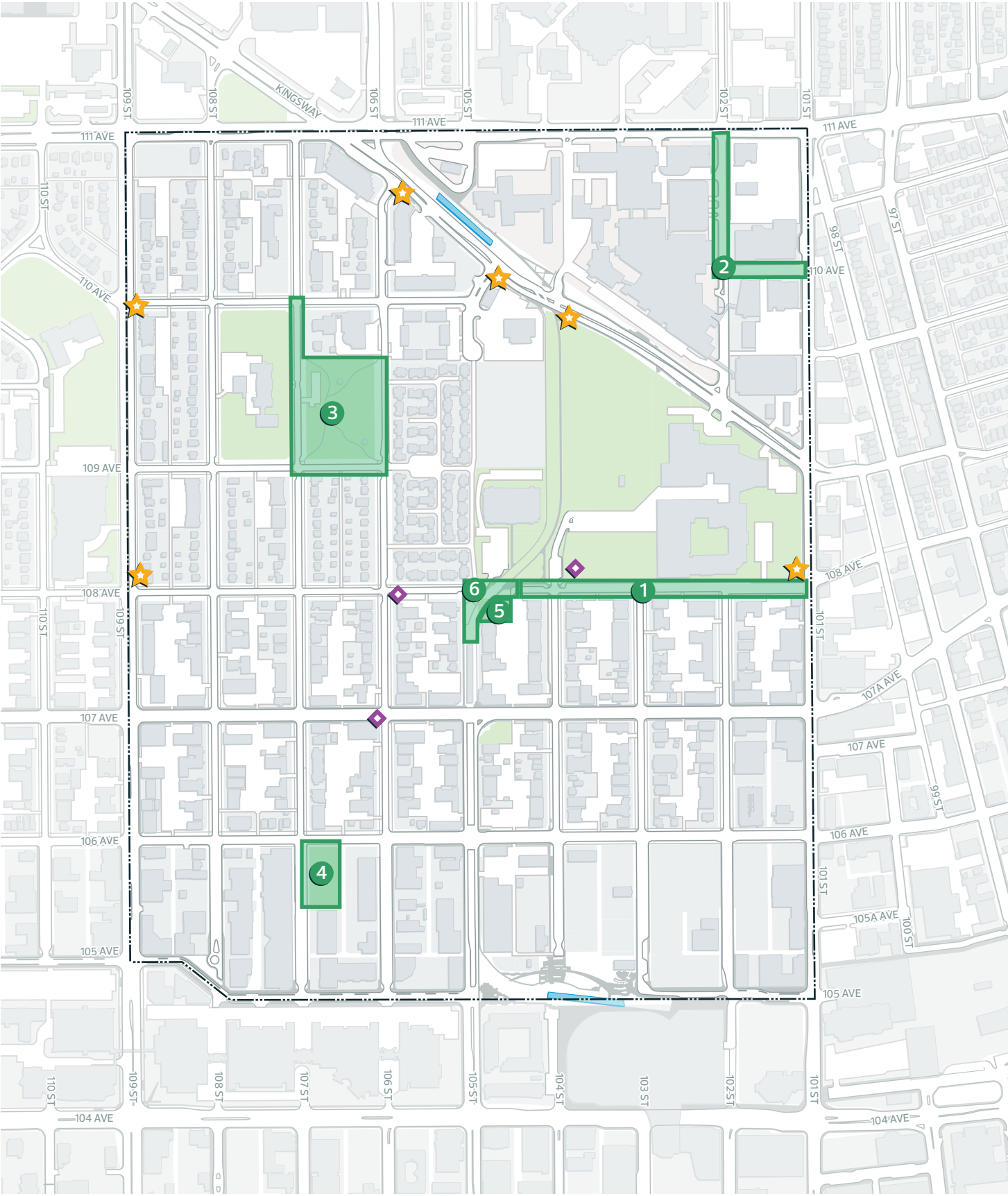
### LEGEND – Public Outdoor Spaces & Signage

- Central McDougall
- 1 Victoria School of the Arts
- 2 Royal Alexandra Hospital
- 3 Central McDougall Park
- 4 North Edge Park
- 5 Community Garden
- 6 LRT Crossing
- ★ Entry Features
- ◆ Wayfinding Signage



Photo  
McDougall School fields.





## Central McDougall Park

Central McDougall Park is a large recreation area near the center of the neighbourhood with mature trees and a large playground area with equipment for varying abilities is used by the students at the adjacent John McDougall Elementary School. The park was recently improved by the Community League by adding two gazebos, a spray park, volleyball net, benches, lighting and criss-crossing pathways that access all four corners of the park. Two portable toilets are managed by the Community League at the south end of the park and are serviced regularly. There is no sidewalk on either the west or east sides of the park along 107 or 106 Streets, but a worn "goat track" where people have worn out the grass from walking is observed along 106 Street, indicating that a formal walkway would be beneficial at this location.

Neighbourhood public input for this park included:

- Add interpretive signage.
- Add sidewalk connections (106 and 107 Streets).
- Add barbecues for cooking.

Opportunities for enhancements to this central neighbourhood feature include adding a promenade walk on the east side of the park with an entry plaza on the northeast corner to mimic the entry on the south west. The entry would include brick pillars similar to what has been built within the park space to maintain a consistent theme. Paving and furniture, such as, benches and lighting would also use the same theme of blue paint and red brick that was originally chosen for the park, while adding the park name to the gateway. In addition to the streetlights on 106 Street, lighted bollards would line the 3.0 m walking and biking promenade where benches and plazas are located to guide people in the evenings and to provide a feeling of safety. The street lights are focused on the street, therefore the pedestrian scale bollards would provide a safer feeling along the promenade.

Central McDougall Park Promenade



Entry Arch



Lighted Bollards



Additional Benches

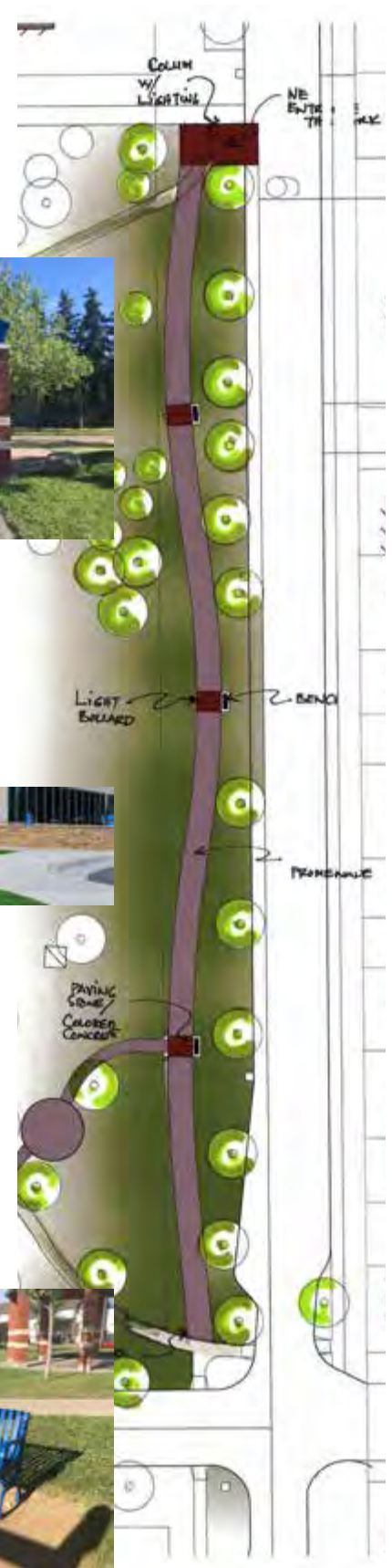




FIGURE 8 – Central McDougall Park Area



## North Edge Park

Interpretive signage could be installed within the park to communicate stories about the history and people of the neighbourhood, such as, John A. McDougall, the Edmonton Grads Basketball Team, and prominent historical and military figures from the neighbourhood. Cultural stories could be collected by the City and Community League to be reflected on plaques and signs within the park using information resources, such as, the Ukrainian Centre museum, Polish Hall, the Vietnamese Church, Prince of Wales Armory and other City and neighbourhood resources. Signs and plaques could be installed on the existing gazebos at a height that makes it hard to vandalize, yet easy to read by patrons. The gazebos are currently empty and therefore may be underutilized. Some small tables could be added for people to place food and electric barbecues could be added nearby to provide a place for cooking. The barbecue heat can be turned on by pressing a button and on a timer, so that energy is not wasted. The timer could also restrict the hours of usage to avoid overnight use when the park is closed. This type of barbecue is used successfully in other areas of the world, including parks and beaches in Australia.

There is a parking lot located on the west side of the park which has a chain across the entrance to restrict access. The Community League could open up this parking lot for use by its residents, and the adjacent school which may help alleviate some parking congestion on the street. This parking area could also be used for food trucks or to set up market stalls for community events. It is narrow and would be difficult to fit two rows of parking. Widening the parking lot to the west would double its capacity without taking away programmable park space.

North Edge Park is a vacant open space measuring 0.4 hectares. It was acquired by the City to create a park amenity, which would service planned redevelopment of commercial to mixed-use high density residential uses identified in the North Edge Redevelopment Plan. The area has not undergone redevelopment as was hoped, but is an important link between the Grant MacEwan University Campus and residential housing to the north, with several businesses lining the streets south of 106 Avenue.

The space is currently vacant and lined with post and rail wooden fence to deter people from using its open space. A concept plan was previously prepared for the park site, which included many uses based on stakeholder input received in 2012. The element identified as most important to respondents of the 2012 survey was walkway connections into the park site. This aligns with the vision identified for this renewal for the neighbourhood that calls for "opportunities to make use of outdoor parks and green spaces".

Specific ideas for this park space from the community in the 2018 workshops included exercise equipment, off-leash dog park, food trucks, and playground.

The concept plan proposed for this renewal includes strong connections from the street with a central plaza that could support shade elements in the form of canvas draped from decorative posts. Low maintenance exercise equipment including balance beams, and chin-up bars for residents, students, or bikers and joggers along the proposed bike route would provide an active use for the space that could also be used by children.

A potential bike route is identified along 107 Street as part of this UDA as a connection to Grant MacEwan and Downtown, which would bring users to the area. Some innovative features to consider for the park include:

- A solar powered bench that could provide free wi-fi and phone charging station.
- A plaza for people to gather around food trucks at lunch time or during local events.
- Solar assisted lighting.



FIGURE 9 – North Edge Park Concept

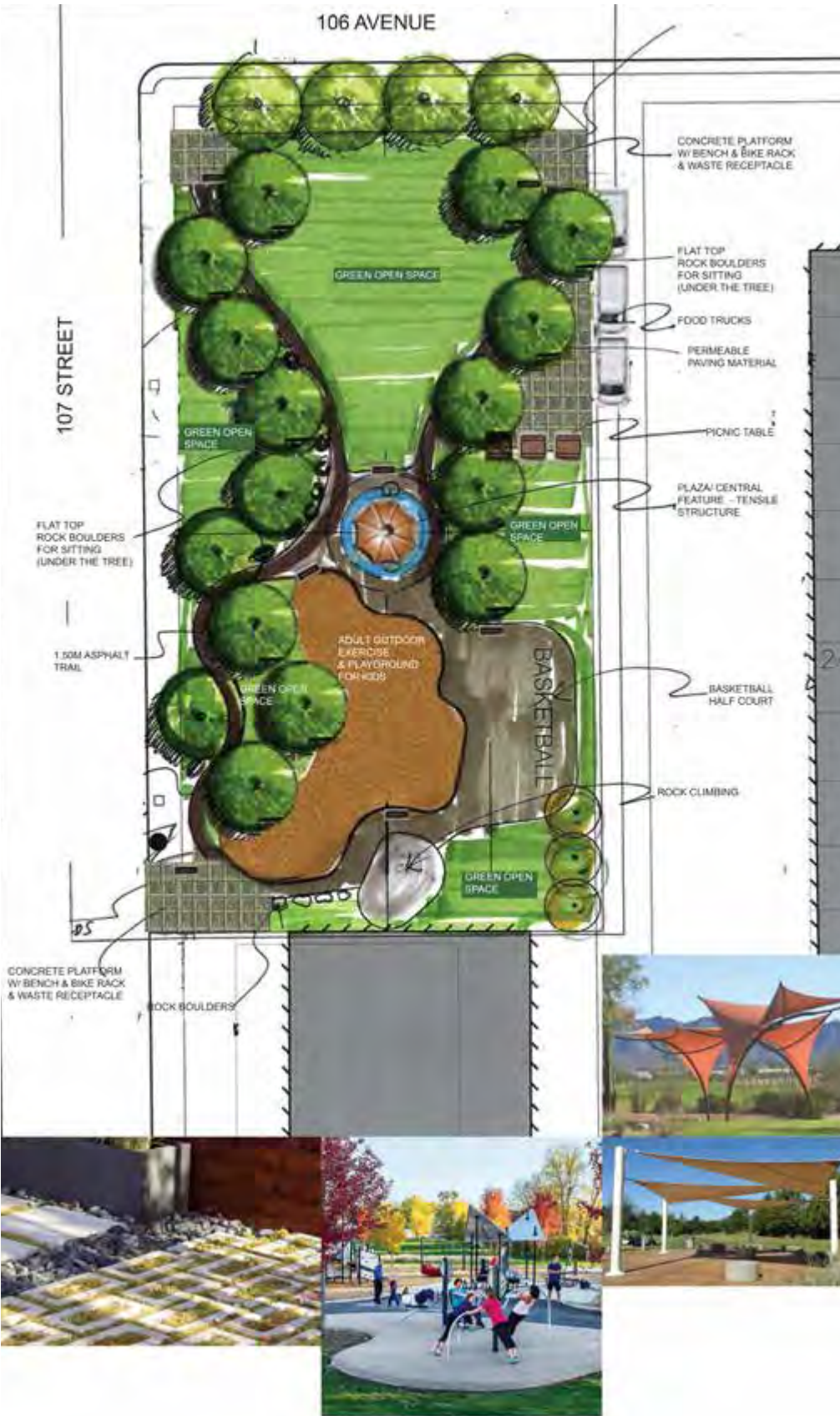


Photo Above  
Existing Condition of North  
Edge Park.



## Community Garden

The Community Garden is located south of the Prince of Wales Armory and includes above-ground garden plots for residents to grow and take care of vegetables. It is maintained and operated by the Community League. Neighbourhood public input for this garden was generally positive with several requests for additional garden plots.

Several observations of the garden by the project team include:

- Lack of information about who can use the garden or how to obtain a garden plot. A sign near the entrance would provide awareness of the community initiative at a busy route near the LRT crossing and could include a phone number or email address for the contact information.
- There are some concrete pavers that form the walkway from the entrance to the garden plots, but they fall short of the walkway causing people to have to walk on dirt to access the garden. Extending the concrete walkway to the entrance would complete the connection and create a more formal walkway.
- There are shrubs that line the perimeter of the garden on the west side along the sidewalk, and jersey barriers that line the adjacent parking lot. A wooden post and rail fence could be added to create a more formal perimeter and restrict access to the entrance. There was a comment from a local resident that some of the vegetables are stolen or damaged from the garden. A low fence would create a sense of property where people would need to deliberately decide to enter, rather than wander in from all sides. The fence should have a wide opening for equipment and to keep it feeling accessible to the community.
- Water is currently supplied by trucks into two above ground water tanks on the north side of the park. An alternative water source could be from rain collectors that catch rain and store it in barrels. The collectors would be made from aluminum or a durable waterproof fabric to direct and capture rain water, it would also be a form of public art. For example, a large upside-down umbrella would be interesting and has the appropriate shape to gather water. Interpretive signage could also be installed to teach people about the water cycle and sustainable water usage, and gives people a sense of stewardship. The rain collector features could also have a dual use of providing shade for the two benches located near the entrance to the garden. Another option to collect rainwater would be to ask the owner of the adjacent apartment building to place rain barrels at the bottom of downspouts for use by the community gardeners.
- Adding fruit trees would provide more natural food for the community, would add to the beautification of the garden and create another shade element for those wishing to rest on a hot sunny day.



FIGURE 10 — Community Garden Concept



**Concept Image Above**  
Potential enhancements to the community garden.



**Photo Left**  
Existing Central McDougall community garden.



## LRT Crossing at Prince of Wales Armoury

Neighbourhood investment in Central McDougall has already begun with the extension of the Metro Line LRT and the development of Central McDougall Park. Intersections along the new Metro LRT line and a shared use path running parallel to the track have been renewed with curb ramps and new concrete, along with planting beds, benches and new street lights.

The area also has decorative light poles near the LRT and the 104 Avenue shared use path. The lights are pedestrian focused with a rounded top to spread light rays wide and can be seen from the side instead of focused on the ground. The neighbourhood renewal project may add lighting to areas that residents identified as being poor and any areas where the project team identifies a larger gap than recommended.

**Photo**  
Park near Prince of Wales Armoury.



There are opportunities to further improve these developments at the LRT crossing south of Prince of Wales Armoury with additional benches, waste receptacles that only accept deposits, and defining connections with additional planting to reduce "goat trails" created by pedestrian short-cutting. Public input included request to add more waste receptacles, but on the project site walk it was observed that garbage had been removed from the receptacle and strewn on the ground. A possible solution would be to install a molok bin, which is dug into the ground for a larger capacity that is not seen from above ground and requires less frequent emptying. Another solution would be to provide a bin with a small opening, so that garbage could not be easily removed.

**Concept Image**  
Examples of a Molok waste receptacle.





**Photo**  
Infrastructure upgrades in  
Central McDougall.

The next steps for neighbourhood renewal in Central McDougall is to share the design options at an event in September 2018 to gain public input, followed by an event in November 2018 to share the preliminary plans for the neighbourhood. In early 2019, an information session will be held to share the final designs and what to expect during construction. Construction is scheduled in Central McDougall over 2 years starting in spring 2019.

To find more information, please visit: [www.edmonton.ca/BuildingCentralMcDougall](http://www.edmonton.ca/BuildingCentralMcDougall).



Central McDougall  
Neighbourhood Renewal

# URBAN DESIGN ANALYSIS

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