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Edmonton

What We Heard – Inglewood Neighbourhood Renewal

BUILDING GREAT NEIGHBOURHOODS

INGLEWOOD

Concept Design Public Engagement
October 2018

What We Heard Report:

Concept Design Public Engagement

Purpose

This report has been prepared to provide an overview of people's input into the concept designs to update Inglewood's:

- + Active connections, including:
 - bike routes and infrastructure
 - missing sidewalk links
- + Roads and intersections, including:
 - traffic calming measures
 - intersection improvements
- + City-owned outdoor spaces, including:
 - parks and green space improvements
 - gateway features
 - wayfinding signage
 - showcasing heritage and character

Approach

The City invited people to help REFINE the concept designs for Inglewood through:

- + A drop-in event on October 2
- + An online survey available on edmonton.ca/BuildingInglewood from October 3–31

People were invited to:

- + Identify the positive effects and challenges associated with each of the concept designs
- + Rank seven concept designs for City-owned outdoor spaces according to the order in which they would like to see updates made
- + Provide feedback on how well the concept designs support Inglewood's Neighbourhood Renewal Project Vision and Important Elements

The City will use the public input to help identify:

- + What is working well with each concept design
- + Where there are opportunities to make enhancements
- + The most appropriate design option, where more than one concept design is presented for the same location
- + The community's priorities, which will help to inform the City's funding decisions

Thank you Inglewood!

More than 110 people shared their ideas on Inglewood's neighbourhood renewal concept designs.

At the October 2 event, they also had the opportunity to learn about and/or provide input on:

- + **Yellowhead Trail Freeway Conversion**
- + **124 Street Renewal**
- + **Inglewood Neighbourhood Revitalization**
- + The Inglewood Community League's campaign to secure support for decorative street lights



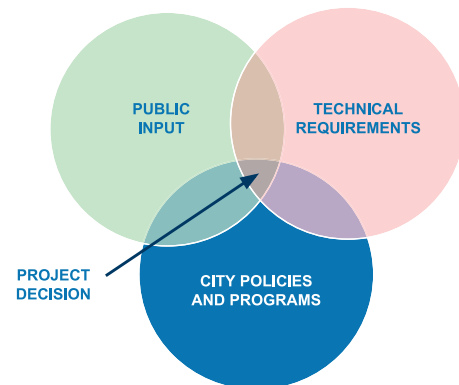
Explaining the concepts

The City presented 20 concept designs showing improvements related to:

- + Active connections
- + Roads and intersections
- + City-owned outdoor spaces

The concept designs presented were developed to reflect:

- + Current City of Edmonton policy and programs
- + Technical requirements in the neighbourhood
- + Current construction standards and best practices
- + Public input over the course of the project



The final designs for Inglewood will depend on City funding. Some of the concepts, such as those for City-owned outdoor spaces, will require the City to explore partnerships within the community and/or funding from other programs. Other designs, including many of the concepts for active connections and roads and intersections, will be prioritized relative to the funding available through the City's Neighbourhood Renewal program.

Project Public Engagement By The Numbers!

5

in-person public engagement events

4

online and neighbourhood-based surveys

2

community group conversations

Multiple email submissions, letters, and phone calls.

Previous public engagement opportunities

MARCH 2018

Public engagement to get involved in outreach and ADVISE on a Vision and set of Important Elements

March 13 – Stakeholder Outreach Workshop
Inglewood School

+ 15 stakeholder group representatives participated



APRIL 2018

Public engagement to ADVISE on what's working well and what needs attention, and to REFINE the draft Vision and Important Elements

April 21 and 25 – Drop-in Events
Inglewood School and Winnifred Stewart Association

April 19 – May 10 – Online and Neighbourhood-based Survey
Hard copies available through local organizations

April 23 – Community Conversation with Neighbourhood Table
Inglewood Community League Hall

April 30 – Community Conversation with 124 Street
Youth Program
Inglewood School

+ More than 195 participants



AUGUST 2018

Public engagement to ADVISE on bicycle facilities and traffic calming options, and related benefits and trade-offs

August 16 – Drop-in Event
Inglewood Community League Hall Parking Lot

August 16-23 – Online Survey

August 14-26 – Traffic Calming Neighbourhood-based Survey
Accessed at stations along 115 – 117 Avenue on 125 and 126 Streets

+ More than 245 participants



OCTOBER 2018

Public engagement to REFINE draft concepts and ADVISE on priorities

October 2 – Drop-in Event
Winnifred Stewart Association

October 3-31 – Online Survey
+ More than 105 participants

Public engagement also incorporates feedback that the City of Edmonton project manager received via email, letters, and phone calls.

The concept designs fall into three categories:

Category	Concepts
Active Connections	<ul style="list-style-type: none">+ Sidewalk connections+ Shared use path on 114 Avenue+ Overall active connections in Inglewood
Roads and Intersections	<ul style="list-style-type: none">+ Adding curb extensions+ Adding a raised crosswalk+ Adding a chicane+ 114 Avenue and St. Albert Trail intersection<ul style="list-style-type: none">— Option 1 – Mini roundabout— Option 2 – Curb extensions+ 114 Avenue (Bus-only road)+ 117 Avenue and 130 Street intersection realignment+ 115 Avenue road narrowing+ 117 Avenue east of Groat Road+ Overall roads and intersections in Inglewood
City-owned Outdoor Spaces	<ul style="list-style-type: none">+ Linear Park (east side of 122 Street between 111 – 118 Avenues)+ John A. Norris Park+ Winnifred Stewart Park+ Former Trolley Turn-Around Open Space (east side of 124 Street on the north side of 112 Avenue)+ Gateway features+ Wayfinding features+ Showcasing heritage and character



Participant Experience

We had some great feedback from participants via our event evaluation forms:

"Friendly city staff"

"Post-it notes and markers made it super easy!"

"Enjoyed the food and number of City of Edmonton employees – did not have to wait for questions to be answered"

What we heard about each concept: Active Connections

Concept	Positive Effects	Challenges or Recommendations
Sidewalk connections	<ul style="list-style-type: none"> + Contributes to safety, accessibility, and connectivity for people who walk 	<ul style="list-style-type: none"> + Concern about adding sidewalk connections to Winnifred Stewart Park because it will take away from the open space and natural aesthetic + Ensure curb cuts at all intersections to support accessibility + Add missing sidewalks near schools + Protect mature trees and minimize impacts to private landscaping
Shared use path on 114 Avenue	<ul style="list-style-type: none"> + Appreciation for the location + Appreciation for the mixed-use opportunities provided by shared use path + Safer for all modes of transportation + Separates people who walk and bike from people who drive 	<ul style="list-style-type: none"> + Concern about the cost of building bike infrastructure + Concern that it will reduce on-street parking + Concern there is not enough separation between people who walk and people who bike + Increase pedestrian access points to Linear Park (east of 122 Street) + Enhance connections to schools, parks, and other neighbourhoods
Overall active connections in Inglewood	<ul style="list-style-type: none"> + Appreciation for bike paths + Contributes to connectivity and safety 	<ul style="list-style-type: none"> + Concern about possible traffic congestion along 114 Avenue between 132 Street and Groat Road + Keep on-street parking



What we heard about each concept: Roads and Intersections

Concept	Positive Effects	Challenges or Recommendations
Adding curb extensions	<ul style="list-style-type: none"> + Shortens the crossing distance for children and people with mobility barriers + Improves visibility of people crossing roads 	<ul style="list-style-type: none"> + Concern that a reduced turning radius will limit access for larger vehicles + Concern that people waiting to cross roads are standing closer to the lanes of traffic + Review opportunities for curb extensions in more locations, with an emphasis on 113 Avenue and 122 Street + Ensure curb extensions are well-marked and connected to marked crosswalks
Adding a raised crosswalk <ul style="list-style-type: none"> + 115 Avenue and 126 Street (west side) + 115 Avenue and 122 Street (north side) 	<ul style="list-style-type: none"> + Provides both visual and physical cues to slow down vehicles 	<ul style="list-style-type: none"> + Concern that raised crosswalks are not effective at slowing down vehicles + Concern that they will be added when they are not necessary for the neighbourhood + Review additional opportunities for them along 116 Avenue (i.e., near school), 113 Avenue, 122 Street, and 123 Street
Adding a chicane <ul style="list-style-type: none"> + 117 Avenue between 125 and 126 Street 	<ul style="list-style-type: none"> + Appreciation for location on 117 Avenue + Appreciation for effort to address speeding and shortcutting in this area 	<ul style="list-style-type: none"> + Concern that the one location for the chicane is either too far west or too far east to address common instances of speeding and shortcutting along 117 Avenue + Concern that chicanes: <ul style="list-style-type: none"> – Could be a more costly traffic calming measure to construct and maintain – Create challenges for City maintenance crews, especially as part of snow removal work – Will limit traffic flow – Are challenging to drive through + Review the opportunity to use a chicane to limit speeding and shortcutting along 122 Street + Consider landscaped chicanes, rather than fully concrete chicanes
117 Avenue and 130 Street intersection realignment	<ul style="list-style-type: none"> + Prioritizes people who walk + Makes it easier and safer for pedestrians to cross the intersection + Decreases both driver confusion and speeding at this intersection + Provides more landscaping opportunities 	<ul style="list-style-type: none"> + Concern that this will create awkward angle for visibility and to cross the intersection + Concern that the change will have no effect on speeding and shortcutting

What we heard about each concept: Roads and Intersections

Concept	Positive Effects	Challenges or Recommendations
117 Avenue east of Groat Road	<ul style="list-style-type: none"> + Supports beautification as a result of the new trees + Road narrowing should work well to reduce speeding and shortcutting, especially for vehicles that come into the neighbourhood turning left off of Groat Road 	<ul style="list-style-type: none"> + Concern that a reduced turning radius will limit access for larger vehicles + Concern that a reduced turning radius, with a curb extension, in this location, will be dangerous for vehicles turning off of Groat Road + Concern that the change will have no effect on speeding and shortcutting + Take a more aggressive approach to traffic calming with highly effective measures and an increased number of measures
115 Avenue road narrowing	<ul style="list-style-type: none"> + Road narrowing should work well to reduce speeding and shortcutting + Road narrowing should work well to improve safety and visibility 	<ul style="list-style-type: none"> + Concern that narrowing streets can make it difficult for vehicles to maneuver around each other + Add a green boulevard, either as a sidewalk or down the middle of the road, to achieve narrowing and help reflect the character of the neighbourhood + Review additional opportunities to narrow other Avenues, with an emphasis on 113 Avenue + Add a sidewalk on both sides of 115 Avenue
114 Avenue (Bus-only road)	<ul style="list-style-type: none"> + The bus-only route helps to reduce shortcutting through the neighbourhood + Ensures a bus service through the neighbourhood 	<ul style="list-style-type: none"> + Concern that: <ul style="list-style-type: none"> – The bus-only road restricts access into the neighbourhood on its west side – 114 Avenue is a main thoroughfare and traffic flow is restricted by it being kept a bus-only route – Bus-only road reduces on-street parking – The bus-only route increases shortcutting through the rest of the neighbourhood + Ensure that the bus-only road can accommodate both current and future development + Ensure walkability on both sides of 114 Avenue + Add bus shelters if kept a bus-only road + Add on-street parking time limits, especially around the former Charles Camsell Hospital site

What we heard about each concept: Roads and Intersections

Concept	Positive Effects	Challenges or Recommendations
Option 1: 114 Avenue and St. Albert Trail – Mini roundabout	<ul style="list-style-type: none"> + Appreciation for the mini roundabout as a measure to help manage current and future traffic, including expected increases from development + Supports beautification and traffic calming + Helps better control traffic and improves safety + Helps improve visibility at this intersection 	<ul style="list-style-type: none"> + Concern that: <ul style="list-style-type: none"> – A reduced turning radius will limit access for larger vehicles, including buses and emergency vehicles – Shrub beds are difficult to maintain and pose a safety hazard to the people required to be in traffic to maintain them – It prioritizes the movement of cars over people who walk – There are more cost effective traffic calming measures, such as signage + Ensure that the design takes into consideration all the new development planned in the neighbourhood
Option 2: 114 Avenue and St. Albert Trail – Curb extensions	<ul style="list-style-type: none"> + Prioritizes people who walk + Helps to reduce speeding and shortcutting + Helps to improve visibility at this intersection + Provides more landscaping opportunities 	<ul style="list-style-type: none"> + Concern that: <ul style="list-style-type: none"> – A reduced turning radius will limit access for larger vehicles – Curb extensions create challenges for City maintenance crews, especially as part of snow removal work – Curb extensions will reduce on-street parking – This will create additional visibility challenge at the intersection + Consider adding four-way traffic controls at this intersection + Ensure that crossing the road is safe in every direction at 114 Avenue and St. Albert Trail
Overall roads and intersections in Inglewood	<ul style="list-style-type: none"> + Appreciation for raised crosswalks + Helps to reduce speeding and shortcutting 	<ul style="list-style-type: none"> + Concern that avenues are wider than streets, affecting pedestrian and driver safety + Concern that the location of the proposed chicane is too far east to manage the speeding along 117 Avenue + Review best ways to provide access in and out of neighbourhood and into the development at the former Charles Camsell Hospital site + Use more effective traffic calming measures, and review additional opportunities for them along 113 Avenue and 122 Street + Consider opening the bus-only road to general traffic + Review the traffic signals and controls into and in the neighbourhood to better support traffic access and flow relative to final designs for Inglewood

What we heard about each concept: City-owned Outdoor Spaces

Concept	Positive Effects	Challenges or Recommendations
Linear Park (East side of 122 Street between 111 – 118 Avenues)	<ul style="list-style-type: none"> + The amphitheatre creates programming, leisure, and community-building opportunities + Appreciation for functions and supporting amenities, including: <ul style="list-style-type: none"> – Seating – Skating rink – Skate park – Sledding hill – Community garden + Appreciation for the addition of lighting + Appreciation for the naturalized areas and landscaping + The shared use path through the park is a quiet, vehicle-free area to walk 	<ul style="list-style-type: none"> + Concern about the lack of separation between the shared use path and the dog park + Add additional entry and exit points into the park + Add more seating, with an emphasis on the area near the playground + Ensure there continues to be open, natural space for free play; explore possibilities for more natural landscaping + Integrate aspects of Inglewood's heritage and character into the park space
John A. Norris Park	<ul style="list-style-type: none"> + Appreciation for the functionality of the exercise equipment + Appreciation for the amenities to support people gathering in this space, including: <ul style="list-style-type: none"> – Seating – Tables – Shade + Appreciation for amenities that will help seniors and families enjoy this space 	<ul style="list-style-type: none"> + Concern about integrating pathways and paving through the space given its size and value as an open green space + Add more trees and landscaping + Consider renaming the park to align with Indigenous origins
Showcasing Heritage and Character	<ul style="list-style-type: none"> + Appreciation for the idea of historic street names and signs throughout the neighbourhood + Appreciation for the idea of using historical plaques as part of showcasing neighbourhood heritage and character 	<ul style="list-style-type: none"> + Integrate aspects of Inglewood's heritage and character where people walk and bike + Focus on functional art – either turning ordinary items into art or adding art that can be used for leisure + Showcase neighbourhood history and important landmarks and homes using plaques + Share information about the plan for the Indigenous garden near the former Charles Camsell Hospital site

What we heard about each concept: City-owned Outdoor Spaces

Concept	Positive Effects	Challenges or Recommendations
Former Trolley Turn-Around Open Space (East side of 124 Street on the North side of 112 Avenue)	<ul style="list-style-type: none"> + Appreciation for the amenities to support people gathering in this space, including: <ul style="list-style-type: none"> – Picnic tables – Repurposed building – Appreciation for the identifying/interpretative signage 	<ul style="list-style-type: none"> + Concern that a hard surface will detract from use of the green space or become a parking area; emphasize a natural green space for free play + Get creative with this space by implementing unique amenities (e.g., board game table, trolley-shaped amenities, performance area) + Showcase Edmonton Transit System's history and former use of the space
Wayfinding Features	<ul style="list-style-type: none"> + Appreciation for the idea of identifying neighbourhood gathering spaces, access points, connections, and local amenities and locations of interest 	<ul style="list-style-type: none"> + Identify park names and locations; emphasis on Linear park, including the shared use path, dog park, and playground + Identify school names and locations + Identify heritage home names, significance, and locations + Illustrate connections to green spaces, trails, and amenities outside of the neighbourhood
Gateway Features	<ul style="list-style-type: none"> + Opportunity to build on existing features 	<ul style="list-style-type: none"> + Consider gateway features along bike routes as well + Consider additional gateway features along the north and south entrances to 124 Street and on the north end of 127 Street + Emphasize Inglewood's history using public art and/or landscaping + Consider stamping street numbers and names into sidewalks at intersections as part of gateway features
Winnifred Stewart Park	<ul style="list-style-type: none"> + Appreciation for the amenities to support people gathering in this space, including: <ul style="list-style-type: none"> – Barbeque – Shade structure – Sensory play equipment + Appreciation for formalized pathways (i.e., a sidewalk) along the outer edges of the park 	<ul style="list-style-type: none"> + Concern with adding a second concrete pathway through the park and removing the natural green area and space for free play + Concern with adding a barbeque in a park location with many trees + Concern with making updates to this park as it was recently updated + Consider relocating the sensory play equipment to the school; preserve the naturalized and open aesthetic of the park and support free play + Interest in and concern with the idea of adding a public washroom + Replace the shade structure with a natural tree canopy to align with the naturalized aesthetic of the park

What we heard about funding priorities

The costs to implement the seven concept designs for City-owned outdoor spaces are not yet funded. In order to move forward, the costs must be covered within Inglewood's Neighbourhood Renewal program budget or the City will explore potential partnerships with other City programs, community partners, and initiatives to leverage additional funding opportunities.

One potential partnership is the City's Neighbourhood Revitalization program. Neighbourhood Revitalization leverages resources to build vibrant communities, and there may be capital projects that can be delivered as a partnership between Neighbourhood Renewal and Neighbourhood Revitalization (subject to funding).

In order to help the City gain a better understanding of which updates to City-owned outdoor spaces to prioritize, we asked people to rank them from one to seven, with one being the most important concept to focus on. The rankings came back as follows:

- 1** Linear Park (east side of 122 Street between 111 – 118 Avenues)
- 2** John A. Norris Park
- 3** Showcasing Heritage and Character
- 4** Former Trolley Turn-Around Open Space (east side of 124 Street on the north side of 112 Avenue)
- 5** Wayfinding Features
- 6** Gateway Features
- 7** Winnifred Stewart Park



What we heard about aligning to the Neighbourhood Renewal Vision and Important Elements

At the time that we introduced Neighbourhood Renewal to Inglewood, we asked people what they want it to achieve. This response became Inglewood's Neighbourhood Renewal Vision. We also asked them what we need to focus on to help achieve the Vision, and these more detailed areas of focus became Inglewood's Neighbourhood Renewal Important Elements.

After people had the opportunity to review all of the concepts presented during the October 2 drop-in event and in the online survey, we asked them to tell us if the concepts will help to advance the Vision and deliver on the Important Elements. This is what they told us:

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

.....

We also received a few comments that provided feedback on the Vision and the concept designs. These included:

- + Update the Vision to more directly reflect the importance of City-owned parks and green spaces
- + Ensure the concepts emphasize:
 - the safety of people who walk and bike
 - the addition of outdoor amenities
- + Consider and limit the effects of infill on the neighbourhood

We also asked people to tell us if the concepts reflect each Important Element. This is what they told us:

Important Elements	Yes, the concepts reflect the Important Element	No, the concepts do not reflect the Important Element	Comments offering ideas to enhance the Important Elements
A safe neighbourhood supported by lighting and visibility	24 people	8 people	<ul style="list-style-type: none"> + Ensure lighting respects dark skies + Enhance lighting by: <ul style="list-style-type: none"> – moving height below tree tops – moving corner lights into the black along 125 and 126 Streets – improving tree maintenance + Clarify if this is intended to focus on pedestrian or road lighting + Refrain from adopting historical style of light pole
A walkable neighbourhood, supported by accessibility, traffic management, and safe crossing and pathways	25 people	3 people	<ul style="list-style-type: none"> + Expand the scope of the project to include back lanes + Enhance bike route connectivity + Add more traffic calming, especially at intersections
Common spaces that are functional and have amenities to support fun and community-building activity for people of all ages and backgrounds	23 people	0 people	<ul style="list-style-type: none"> + Improve tree maintenance + Ensure coniferous trees are part of the design
Visual representation of the neighbourhood's diversity, including Indigenous heritage	17 people	5 people	<ul style="list-style-type: none"> + Use signs and plaques to identify Indigenous routes through neighbourhood + Provide an update on the plan for an Indigenous healing garden at the former Charles Camsell Hospital site + Engage Indigenous persons to integrate this perspective into the concepts + Refer to the West Ingle Area Development Plan (ARP) for information on heritage resources

Next steps

The City is reviewing the comments from the October 2 drop-in event and October 3–31 online survey relative to:

- + City policy and programs, including available funding
- + technical requirements in the neighbourhood
- + current construction standards and best practices
- + what we have heard from the public in earlier engagement on the project

We will refine the concept designs and develop a set of preliminary designs, which the public will have an opportunity to ADVISE on. The community will be invited to come out on January 23, 2019 to share their feedback and perspectives on anything else we should consider before starting construction or exploring funding opportunities.

Please let your neighbours know about the January 23 event, and encourage them to attend. This will be your final opportunity to provide feedback into the designs for Inglewood's Neighbourhood Renewal. The final designs will be presented as part of a pre-construction meeting in March.

Project timeline





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Stay informed

There's still much work to be done and one more formal opportunity for the public to ADVISE on the plan for Inglewood's neighbourhood renewal before construction begins in 2019.

Visit edmonton.ca/BuildingInglewood for more information and to add your name to our email list so we can keep you informed of project updates and engagement opportunities.

For more information

Web: edmonton.ca/BuildingInglewood

Email: buildinggreatneighbourhoods@edmonton.ca

Call: 311