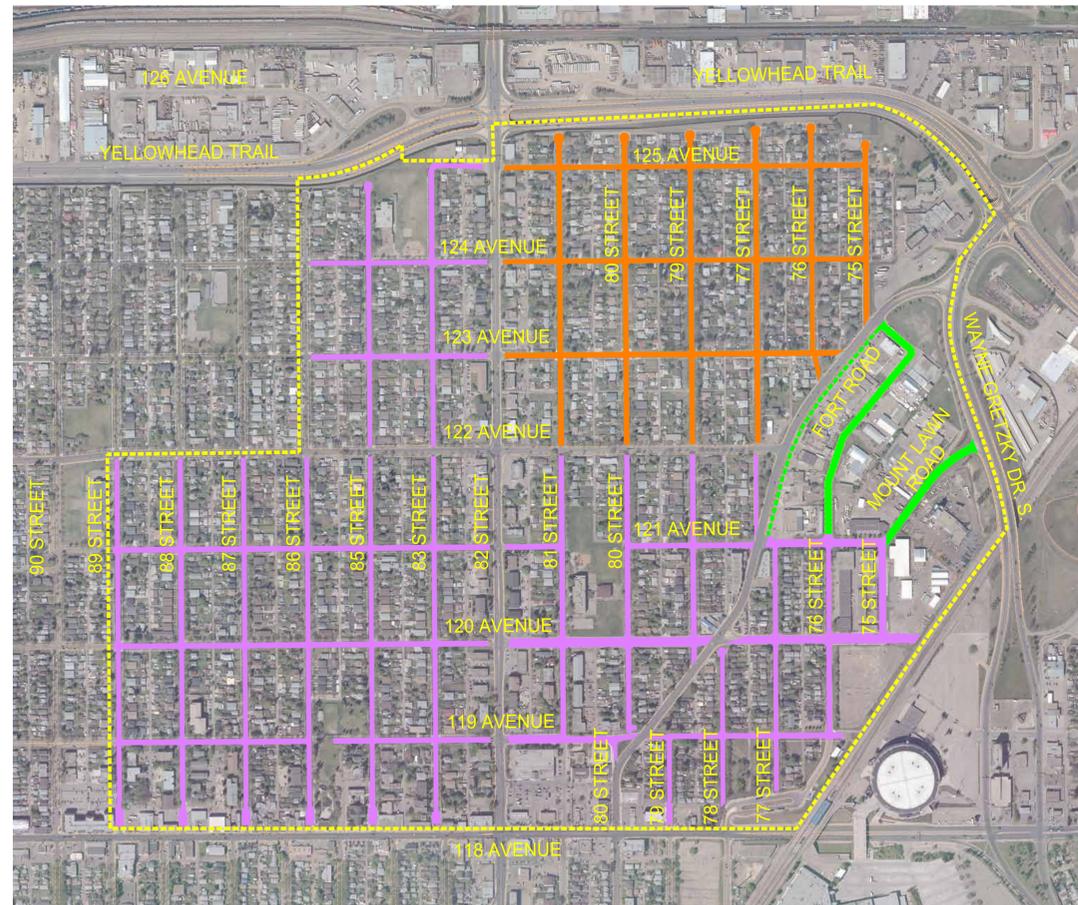


Eastwood and Elmwood Park Neighbourhood Renewal – what's included?

Upgrades to neighbourhood infrastructure include:

- Local and
Collector Roads
- +
- Sidewalks
and Missing Sidewalk
Connections
- +
- Curbs and Gutters
- +
- Standard
Street Lights



LEGEND

--- PROJECT LIMITS EASTWOOD ELMWOOD PARK YELLOWHEAD CORRIDOR EAST --- SERVICE ROAD

Other upgrades could include:

- + Connections that help you walk, bike and move around your neighbourhood
- + Improvements to green spaces and parks
- + Solutions to neighbourhood traffic issues
- + Coordination with other projects happening in the neighbourhood
- + Decorative street lights if the neighbourhood supports a local improvement

The following are not included in the neighbourhood infrastructure upgrades:

- Arterial Roads
- +
- Alleys
- +
- Development or
Redevelopment on
land not owned
by the City
- +
- Maintenance Issues
(Snow Clearing/
Lawn Mowing)
- +
- Utility Work
(Coordinated
Before Renewal)

Building a project vision together – Guiding Principles and Vision Confirmation

Since December 2018, input was collected from **over 160 participants** to help **CREATE** a draft vision and guiding principles for Eastwood and Elmwood Park through workshops, surveys and pop-ups.

Today, we need your help to confirm that the vision and guiding principles are the right fit for your neighbourhood.

A vision is a short description that sets the direction for the community's future liveability.

Guiding principles are ideas which inform how the vision is applied to the neighbourhood design.

By placing a checkmark in your workbook please tell us if you are in support, neutral or do not support the vision for Eastwood and Elmwood Park:

By placing a checkmark in your workbook please tell us if you are in support, neutral or do not support the following guiding principles for Eastwood and Elmwood Park:

“Eastwood and Elmwood Park are proud to be safe, prosperous, and self-reliant neighbourhoods. Many generations will have the opportunity to set down roots in this quiet and inviting area of Edmonton, known for its vibrant parks and greenery.”

Eastwood and Elmwood Park:

- + are safe areas where residents feel comfortable walking throughout the neighbourhoods at any time of day.
- + residents have access to a range of amenities, businesses, and resources located within the community.
- + feature a natural beauty within their parks, open spaces, and a community garden.
- + are both connected and accessible while offering a peaceful and serene quality.
- + are multi-generational where families can grow with the community.

What we heard

Residents shared feedback on areas of City-owned land and opportunities to enhance the neighbourhood in coordination with the neighbourhood renewal project. We used this feedback to help inform the concept designs that are being presented today. Four themes emerged across all engagement opportunities. Following are some of the common comments by residents of both Eastwood and Elmwood Park:



STREETS & CONNECTIONS

Streets and Pedestrian Connections

- + In poor condition: potholes, cracks, drainage issues, etc.
- + Inadequate snow clearing
- + Awkward one-way to two-way transitions
- + Visibility issues (e.g. unmarked crossings and intersections)
- + Unsafe conditions caused by missing or poor condition crosswalks, sidewalks and bike lanes
- + Consider the parking needs of residents and non-residents
- + Unclear or missing traffic signage
- + Inadequate wayfinding and directional signs



SAFETY

Illicit/Unwanted Activity

- + People sleeping in public spaces
- + Need to reduce violent and non-violent crime in the area



ACCESSIBILITY

Accessibility for All Ages and Abilities

- + Need for curb ramps, accessible building entrances, lighting improvements
- + Fences obstructing through access near public spaces



FACILITIES & OPEN SPACES

Parks and Underused Facilities

- + Need for improved facilities (e.g. benches, landscaping, garbage bins, drainage, and lighting)
- + Potential for permanent, in-ground community garden
- + Buildings, parks, and other spaces that are not used to full potential (e.g. baseball diamond)
- + Increase programming or awareness of neighbourhood events and activities

What we heard – Youth Perspective

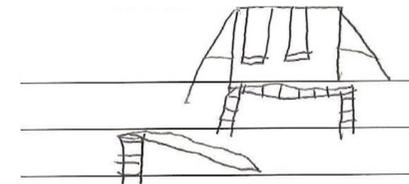
Two community pop-ups were organized to gather feedback from young people and children to help develop the vision and guiding principles. Students at St. Gerard Elementary School and the youth who attend the Crystal Kids after school centre shared their input about Eastwood and Elmwood Park with the project team. This is what they shared:

What do you love about Eastwood and Elmwood Park?

- a. the spray park
- b. the nature
- c. the soccer field



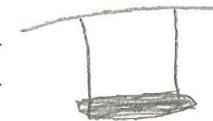
I like playing
I like Monkey bars
I like swing.



Crystal Kids because that is the safest place

updated parks has a big field (during the day) its very safe.

A swing
A swing
Swing's



my family is there
it is fun
I can play tag in a Big Space

Gym
uncloused
fun

What are you doing today?

Neighbourhood Assessment

Through the **Exploring Options and Tradeoffs** and the **Draft Design** stages of the process, we work with you to identify what the community likes about the neighbourhood and what improvements could be made.

We heard what is important to you about your neighbourhood as it is today and what opportunities there are to make your neighbourhood better.

We have created design options for different areas in your neighbourhood based on the ideas you shared.



What is a Tradeoff?

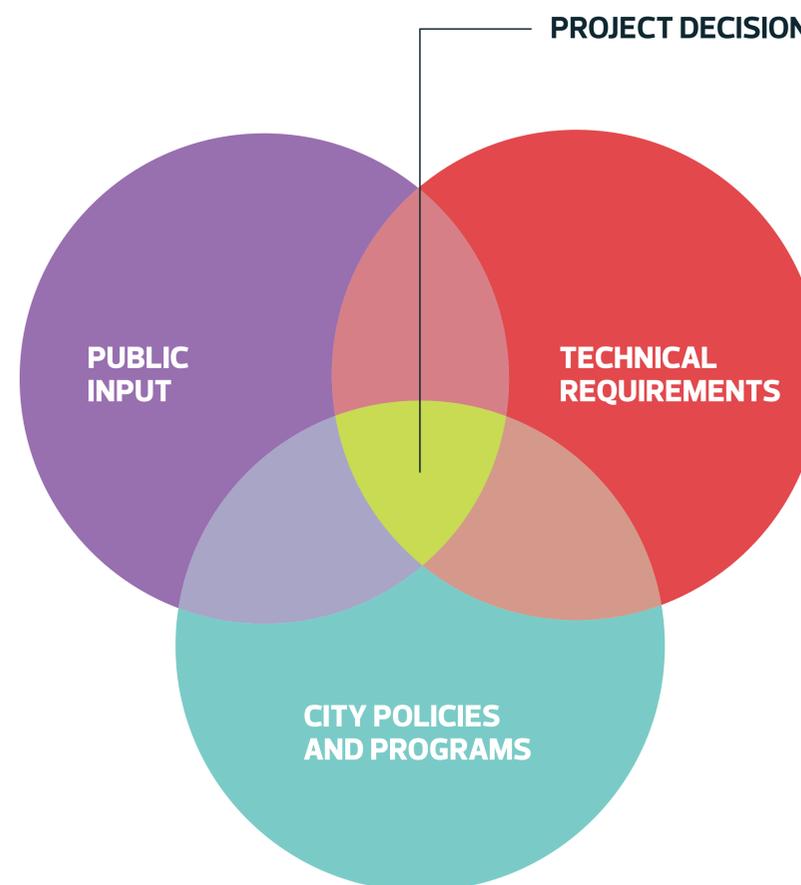
Sometimes when we turn an idea into a design, it means that another idea might not be possible or that we might need to take something away to make space for the new idea. This is what we call a tradeoff. Tradeoff decisions sometimes have to be made due to limited space, limited budget and competing needs.

We ask for you to share your level of support for an idea so we can better prioritize the needs and wants of the community. We will use your priorities to guide the decision making process where we can.

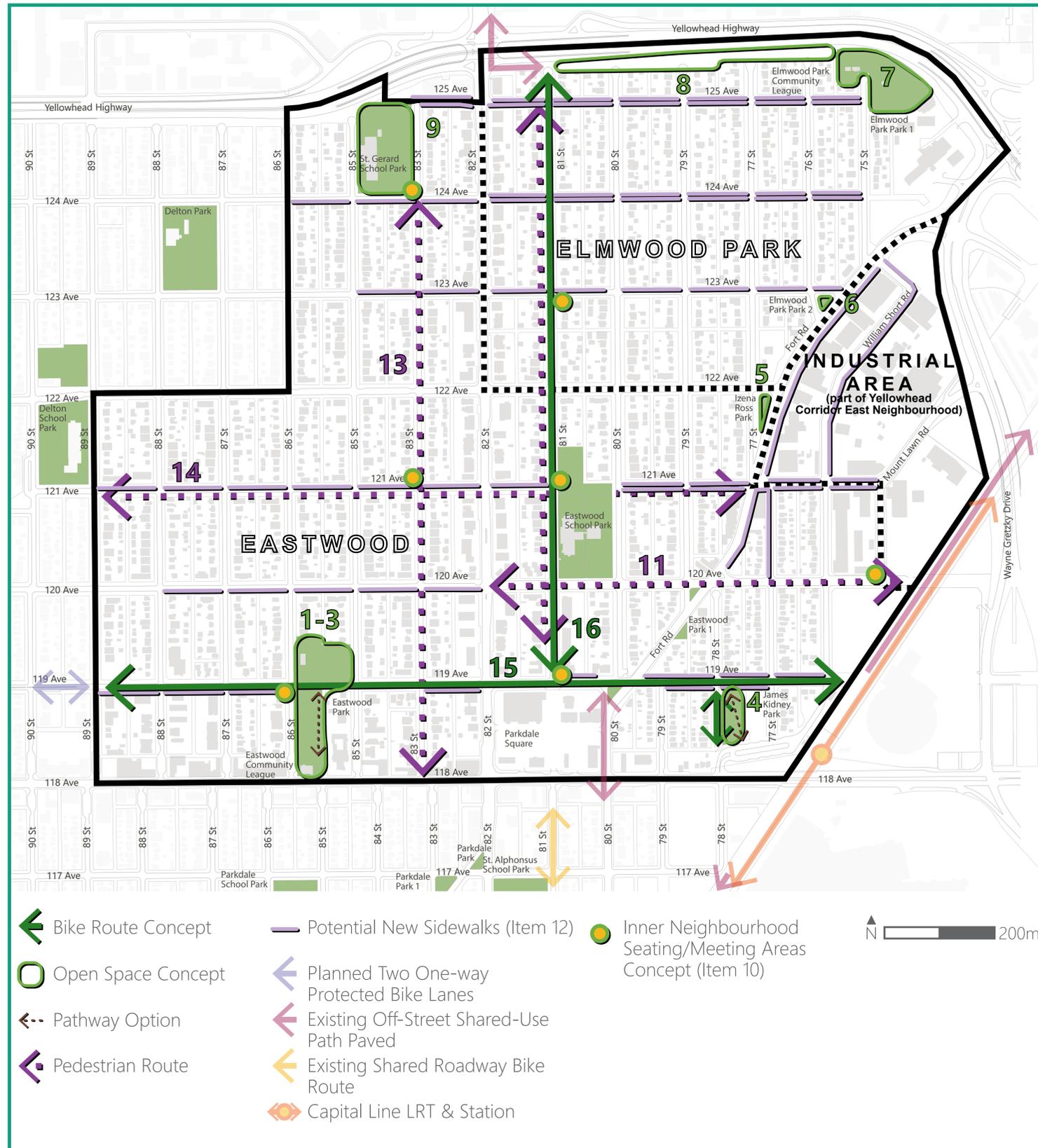
Help us Refine the Concept Plans!

Please visit our design stations and use your workbook to help us **REFINE** our concept plans.

The more information you can provide around why you support or do not support an option, the better!



Draft concept design overview



Parks Design

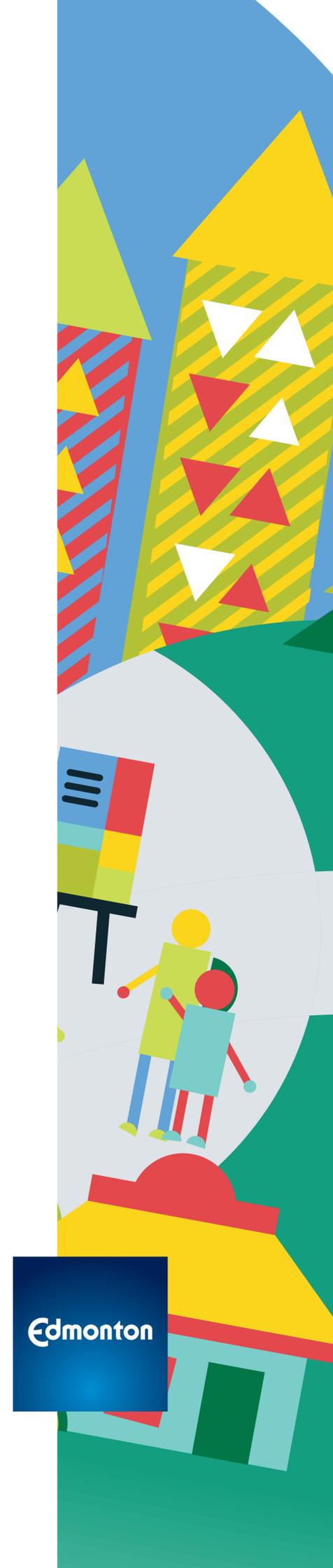
- 1 Eastwood Park – Open Field Space
- 2 Eastwood Park – along 119 Avenue
- 3 Off-Leash Dog Park
- 4 James Kidney Park
- 5 Izena Ross Park
- 6 Elmwood Park – Park 2
- 7 Elmwood Park – Park 1
- 8 East-West Grassed Area South of the Yellowhead Trail Noise Wall
- 9 St. Gerard School and Park
- 10 Inner Neighbourhood Seating/ Meeting Areas

Pathways and Connections

- 11 120 Avenue Enhancements
- 12 Potential New Sidewalks
- 13 83 Street Enhanced Pedestrian Route
- 14 121 Avenue Enhanced Pedestrian Route

Bike Routes

- 15 119 Avenue Bike Route
- 16 81 Street Bike and Pedestrian Route



Parks design overview



- 1 Eastwood Park – Open Field Space
- 2 Eastwood Park – along 119 Avenue
- 3 Off-Leash Dog Park
- 4 James Kidney Park
- 5 Izena Ross Park
- 6 Elmwood Park – Park 2
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1 Eastwood Park – Open Field Space

Option A

Pathway and Toboggan Hill

Benefits

A toboggan hill provides a fun outdoor activity for kids in the winter

Tradeoffs

Some open field space is lost to add in the toboggan hill

Shared Benefits

Pathways make it easier for pedestrians to move around the park

Lighting increases pedestrian visibility in the evenings

Public art increases community identity

Trimming low spruce tree branches to help improve sightlines in the park

Benefits

Majority of the open field space remains

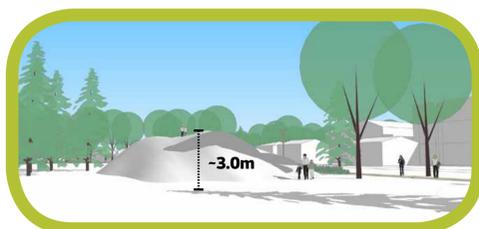
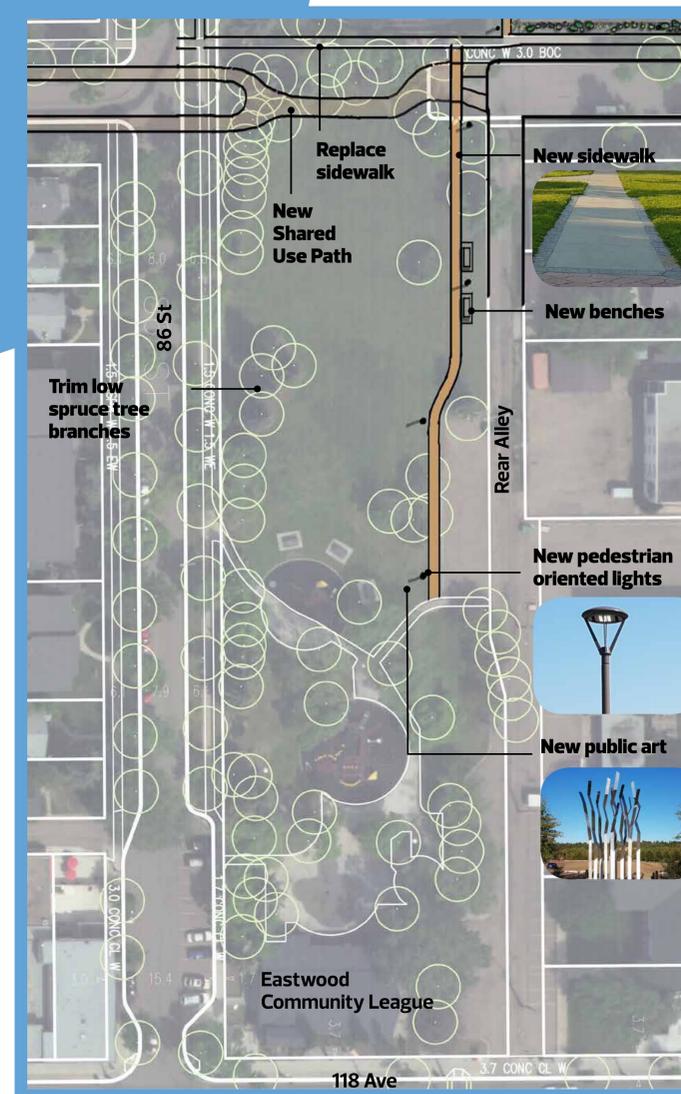
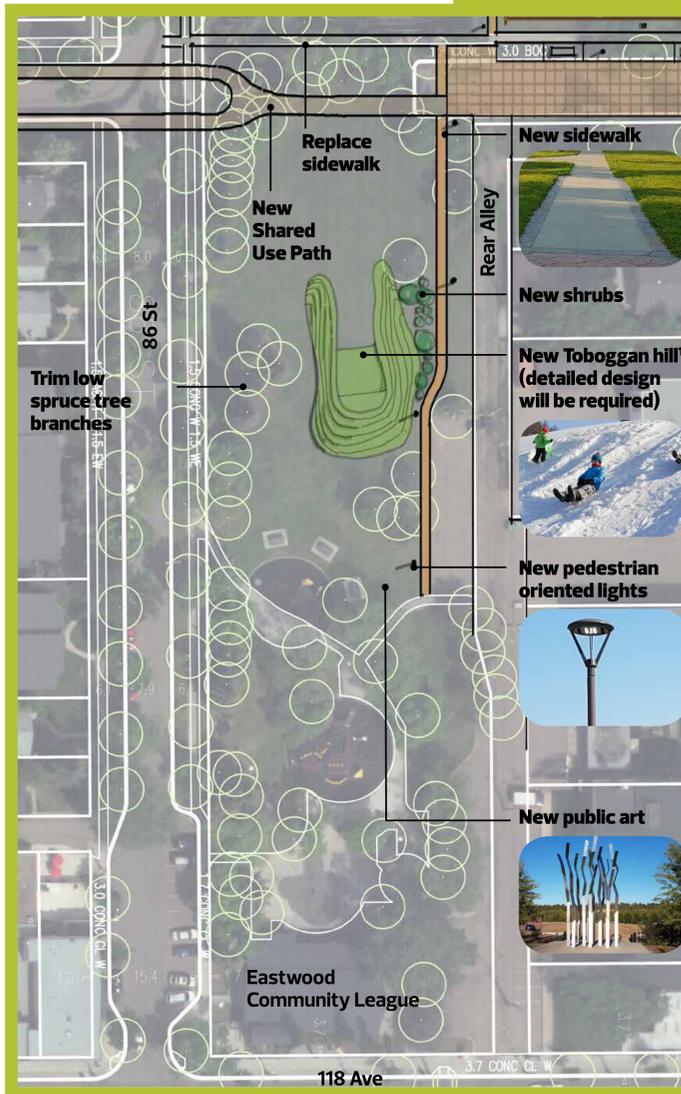
New benches along the pathway creates a community space to gather and rest

Tradeoffs

No clearly defined winter activity provided

Option B

Pathway



2 Eastwood Park – Along 119 Avenue

Option A

Shared Roadway

Benefits

Hard surfaced space can be closed off and used for events

New pedestrian lighting to improve accessibility of the space at all times of day

Tradeoffs

Parking along both sides of 119 Avenue is removed

People driving, biking and walking need to share the space

Shared Benefits

Vehicle and alley access is maintained

Existing trees are maintained

A continuous hard surface is provided through the park to improve accessibility for pedestrians

Benefits

New curb line allows for straight through sidewalk alignment

Majority of on-street parking on both sides is preserved

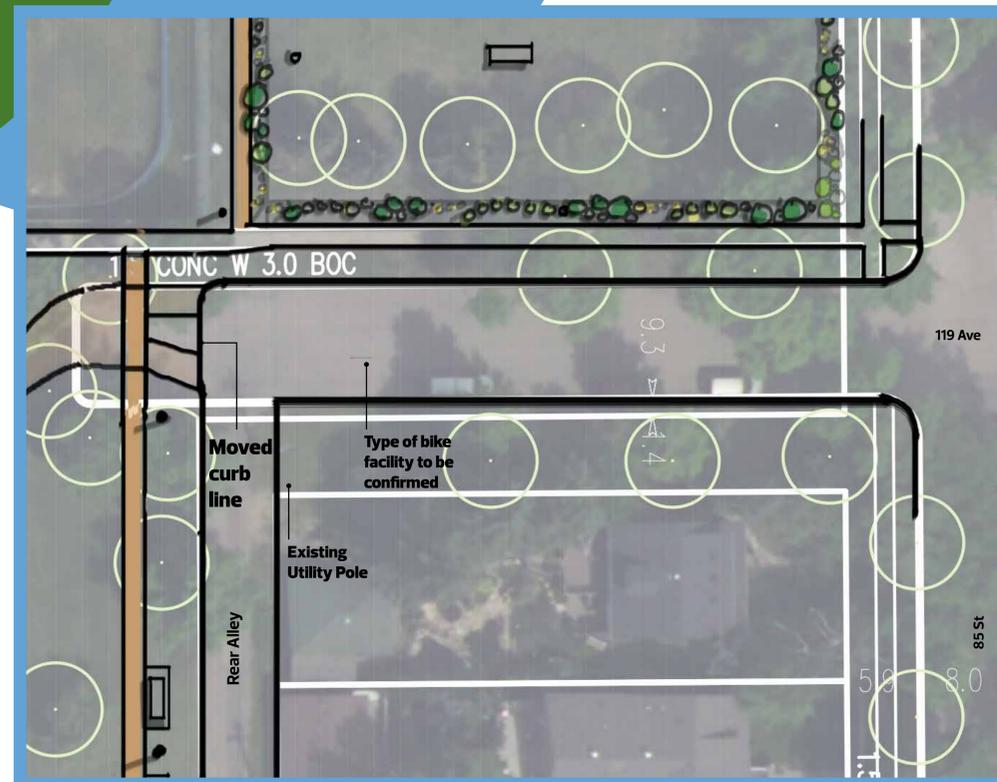
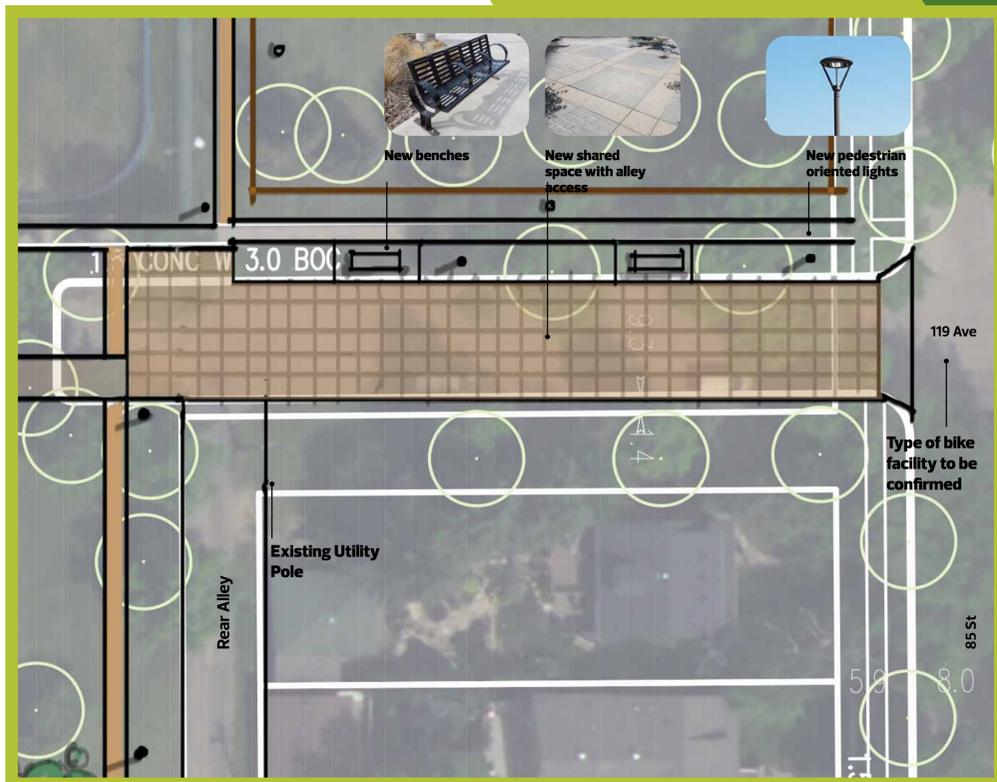
Tradeoffs

No additional gathering space is created

Removal of some on-street parking

Option B

Adjust Curb Line



3 Off-Leash Dog Park

Option A

Fence and Natural Material Agility Course

Benefits

Fun agility course for your pet

A fenced off-leash park with two double gated access points improves safety for dog owners and their pets

Tradeoffs

Loss of dog park space for the north-south pathway

Shared Benefits

The north-south pathway west of the dog park provides a connection to the community garden

Dog waste bag stations and garbage cans help keep the area clean

Benches give people a place to rest and meet

New lighting along the new sidewalk improves pedestrian visibility in the evenings

New drinking fountain for people and their pets to enjoy on warm summer days

Benefits

Landscape barrier made of plants and shrubs creates a natural enclosure

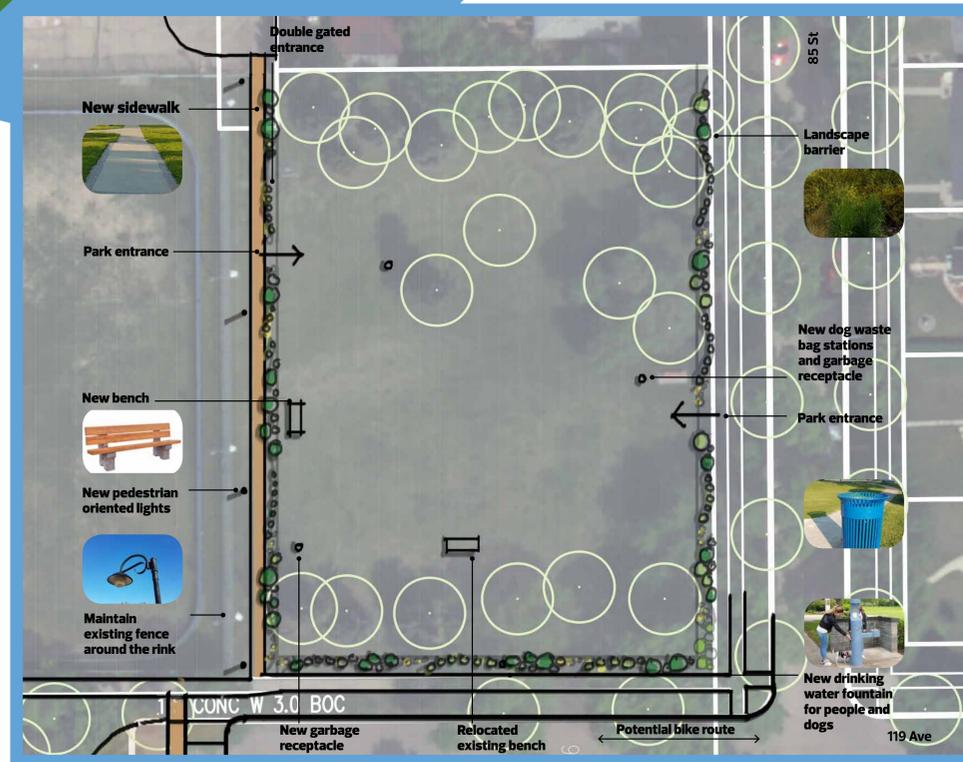
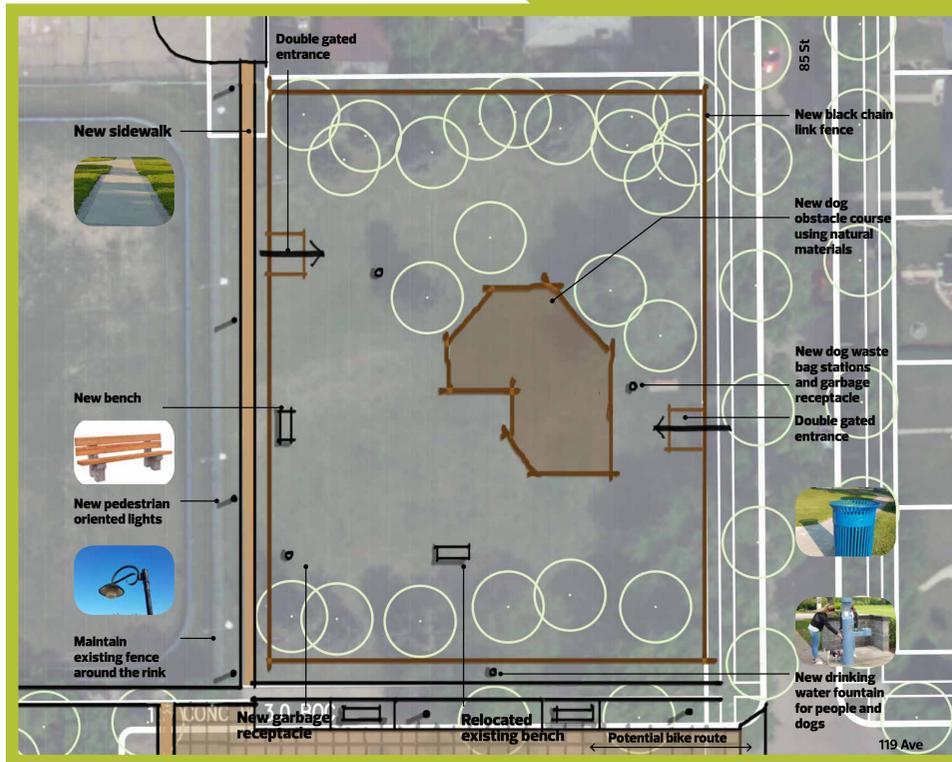
Tradeoffs

Loss of dog park space for the north-south pathway

Landscape barrier provides less of a physical barrier between the dog park and people walking, biking and driving

Option B

Landscape Barrier



4 James Kidney Park

Option A

Pathways

Benefits

Seating along the pathway creates places for gathering and resting

Tradeoffs

Removal of three trees along west side of the park

Shared Benefits

Diagonal pathway through the park provides direct pedestrian access to the Coliseum LRT and bus station

Addition of shared-use path provides a connection from the existing 119 Avenue bike route to the Capital Line LRT shared-use path to the south

New trees and shrubs improve the look and feel of the park

Lighting increases pedestrian visibility in the evenings

Park signage at the north and south end of the park creates community identity

Benefits

Hard surfaces on the northwest and southeast corners of the park provide gathering spaces for the community

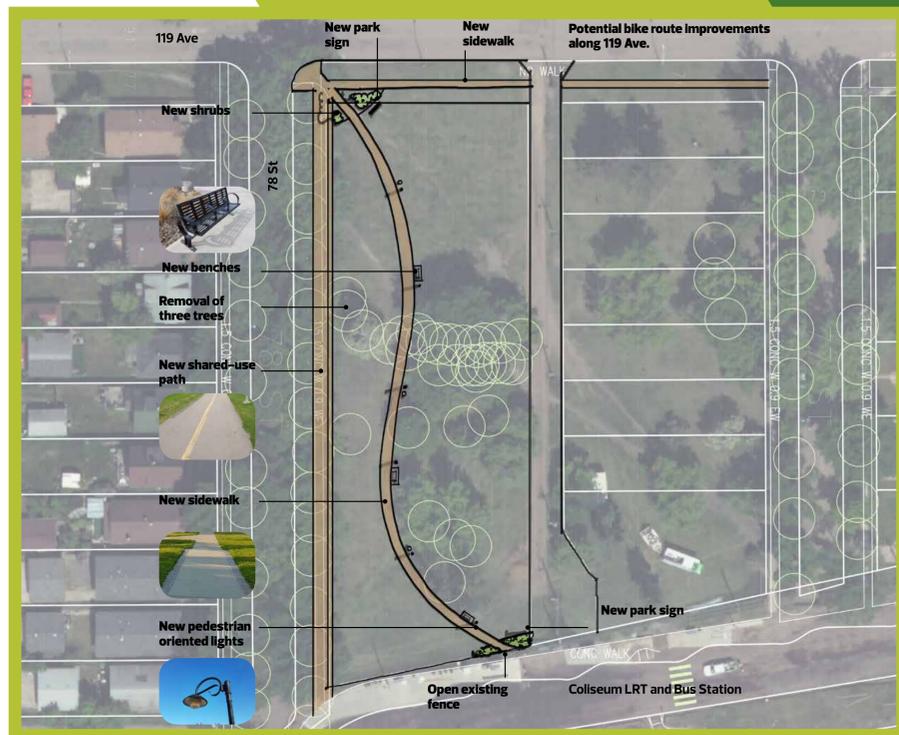
Tradeoffs

Design of the park may be altered in the future to incorporate development to the east

Removal of three trees along west side of the park

Option B

Pathways and Gathering Spaces



5 Izena Ross Park

Option A

North-south Pathway

Benefits

- The north-south pathway through the park provides a route through nature as opposed to walking next to the busy arterial road
- Benches provide people a place to rest and meet
- Providing a garbage receptacle helps keep the park clean

Tradeoffs

- Removal of shrubs along Fort Road to widen existing sidewalk

Shared Benefits

- Lighting increases pedestrian visibility in the evening
- Re-aligned intersection at 77 Street onto Fort Road improves sightlines for drivers accessing Fort Road

- Widening of sidewalk along Fort Road provides more space for people walking and in wheelchairs

Benefits

- Creating a bus pad improves accessibility and resting area with more space from Fort Road

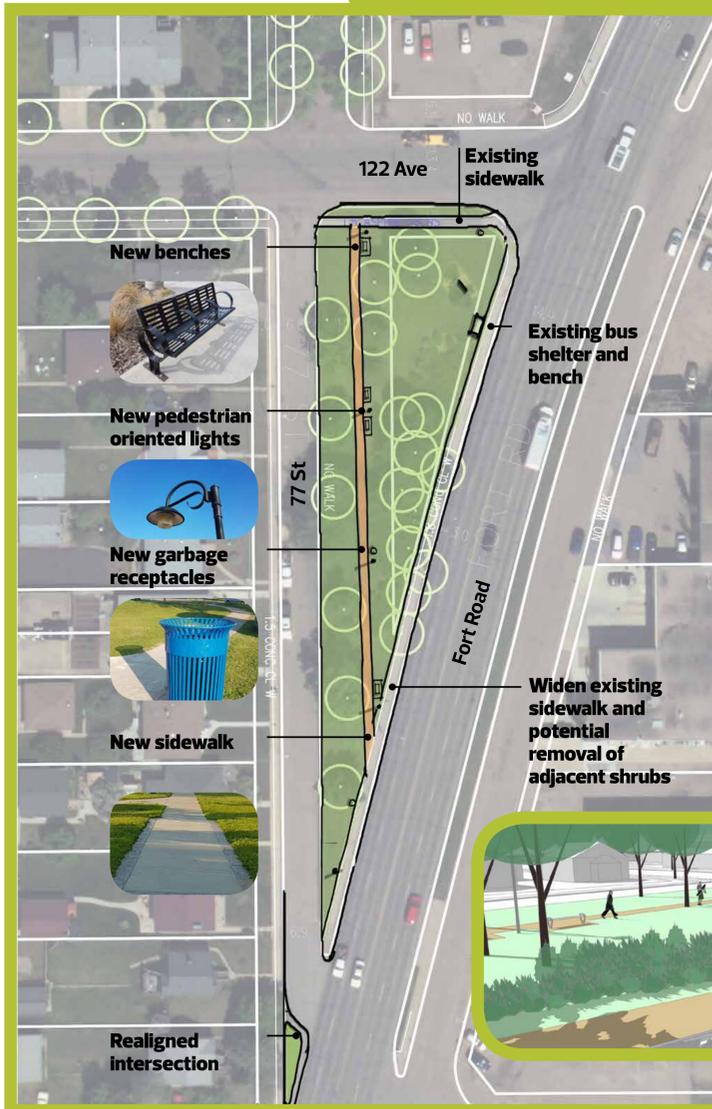
- New landscaped area by the bus pad improves the look and feel of the area

Tradeoffs

- Potential impact to existing landscaping behind the bus shelter
- Removal of shrubs along Fort Road to widen existing sidewalk

Option B

Bus Pad and Landscaping



6 Elmwood Park – Park 2

Option A

Closure of 75 Street Access

Benefits

Closing the access of 75 Street to Fort Road could prevent any speeding/shortcutting in the neighbourhood at this location

Tradeoffs

Closing the access of 75 Street to Fort Road may direct more traffic to the intersection of Fort Road and 123 Avenue

Change to front access and parking for property fronting 75 Street near Fort Road

Shared Benefits

Lighting increases pedestrian visibility in the evening

An updated community entrance sign helps to express community identity

Removal of the concrete pad provides more green space

Provide a seating area would create a resting and gathering space

Providing a garbage receptacle helps keep the park clean

Realigning the intersection at 76 Street and Fort Road will help improve sightlines for drivers and accessibility to the existing driveway

Benefits

Closure of 123 Avenue between 76 Street and Fort Road would provide additional park space and improves access to the alley

Reconfiguring the intersection of Fort Road and 75 Street would allow for improved sightlines for drivers and help slow traffic entering/exiting the community

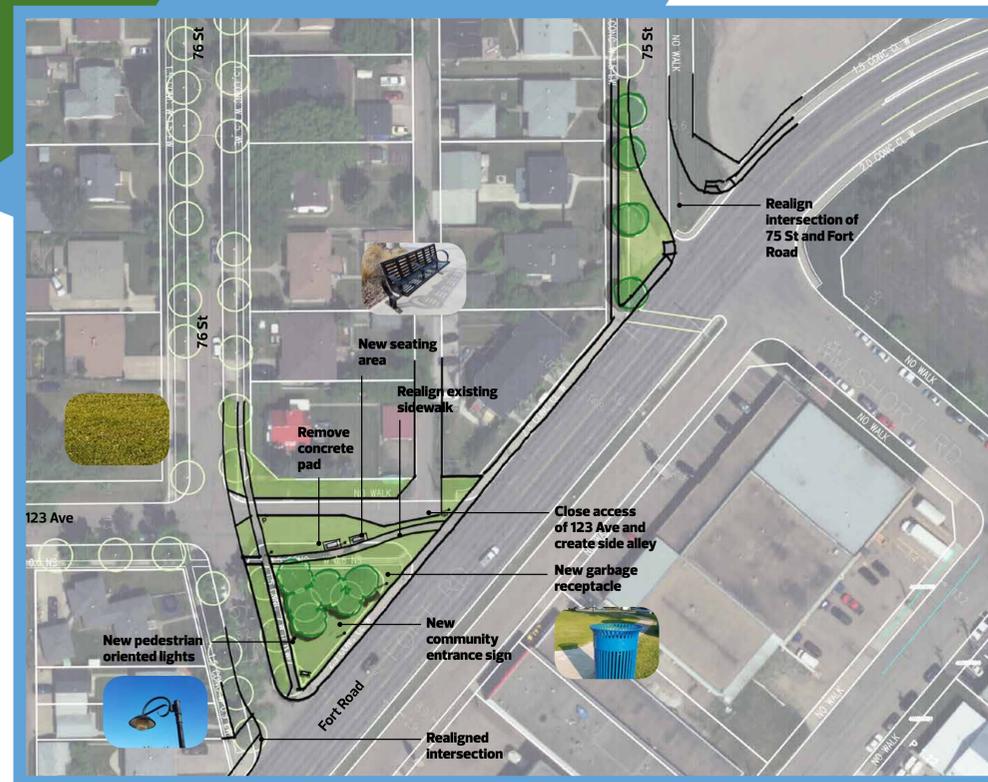
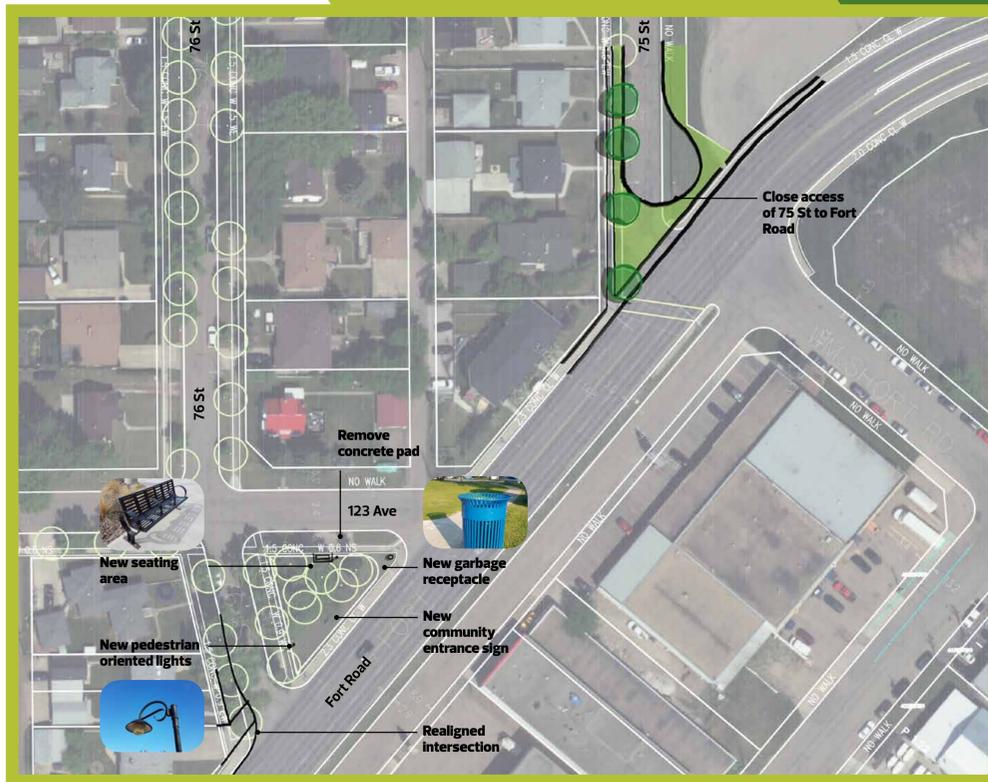
Tradeoffs

Closing the access of 123 Avenue to Fort Road may direct more traffic to the intersection of Fort Road and 75 Street

Change to front access and parking for property fronting 75 Street near Fort Road

Option B

Closure of 123 Avenue Access



7 Elmwood Park – Park 1

Option A

Off-leash Dog Park

Benefits

A fenced off-leash dog park provides a gathering space for pet owners

New benches will provide a resting area for community members

Dog waste bag stations and garbage cans can help keep the area clean

Tradeoffs

Removal of baseball diamond and open field space is required in order to make space for dog park

Shared Benefits

Lighting increases pedestrian visibility in the evenings

New sidewalks improve access to existing park amenities

Creating a pathway leading to formal access points in the south fence allows park access for residents in the apartment buildings

Benefits

A meandering walking loop around the park with seating areas provides a place to gather and rest

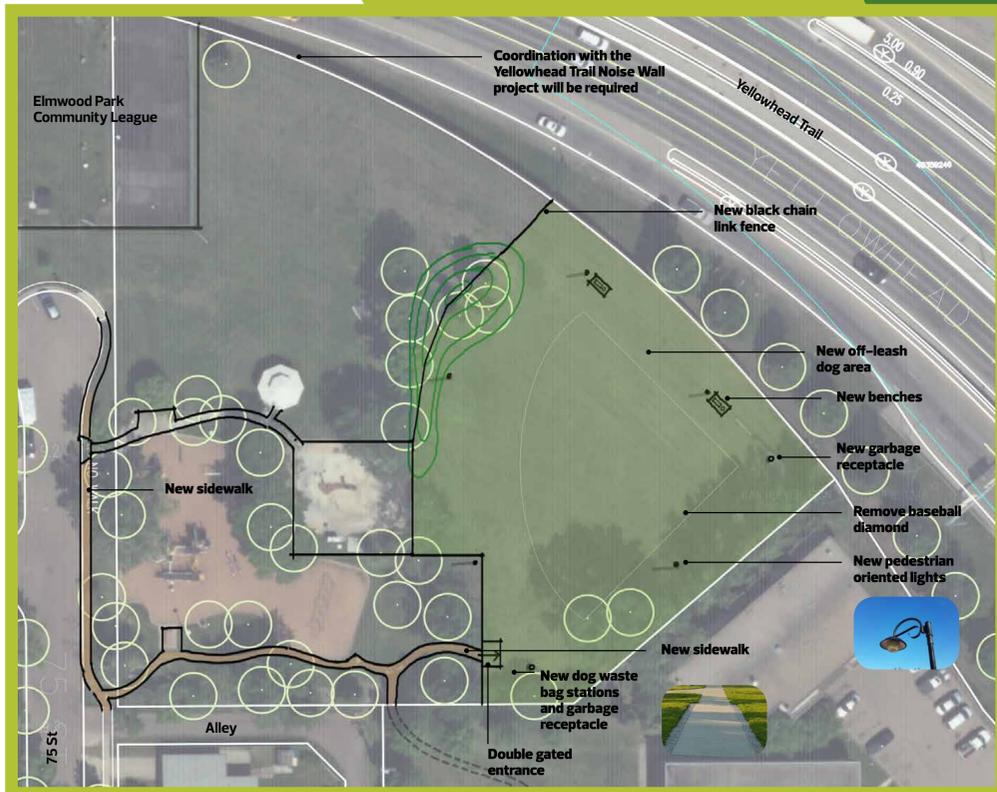
New shrubs enhance the look and feel of the area

Tradeoffs

Removal of baseball diamond is required in order to make space for walking loop

Option B

Walking Loop



8 East-west Grassed Area South of the Yellowhead Trail Noise Wall

Shared-Use Path/
Sidewalk

Benefits

A shared-use path or sidewalk provides a unique connection for people walking to access the community league via 76 street

A shared-use path would connect to the existing shared-use path that continues north on 82 street

New lighting would help improve pedestrian visibility in the evenings

Tradeoffs

Potential property impacts will require further review and discussion with property owners



9 St. Gerard School and Park

Option A

New Drop-off Road

Benefits

A new road provides a drop-off loop for drivers to turn around after dropping off students and exit the area

Traffic flow and safety is improved due to less turn around congestion

New bus drop off pads along 124 Avenue provides additional space for parents/guardians to drop-off students

Tradeoffs

Soccer field posts and baseball diamond are relocated due to loss of field space

Potential removal of a tree along 83 Street

May require removal of some on-street parking to fit the curb extension

Shared Benefits

Curb extension will reduce speed in the area, shorten the pedestrian crossing distance and improve visibility for people driving/walking

Benefits

Drop-off area leaves enough space for two-way traffic

New bus drop off pads along 124 Avenue provides additional space for parents/guardians to drop-off students

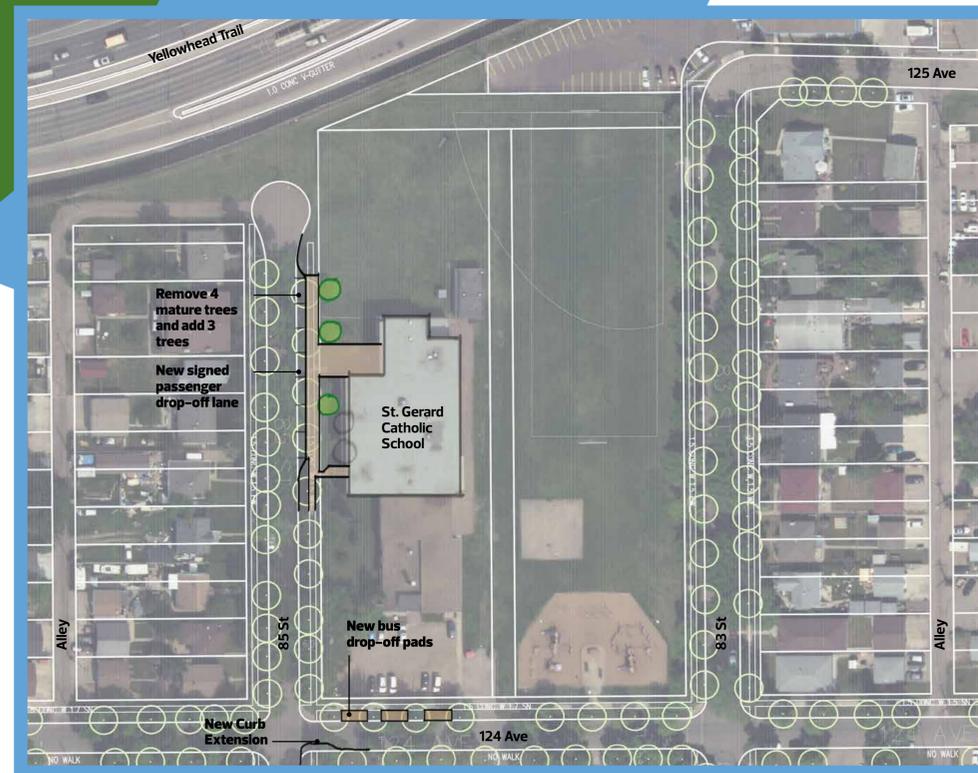
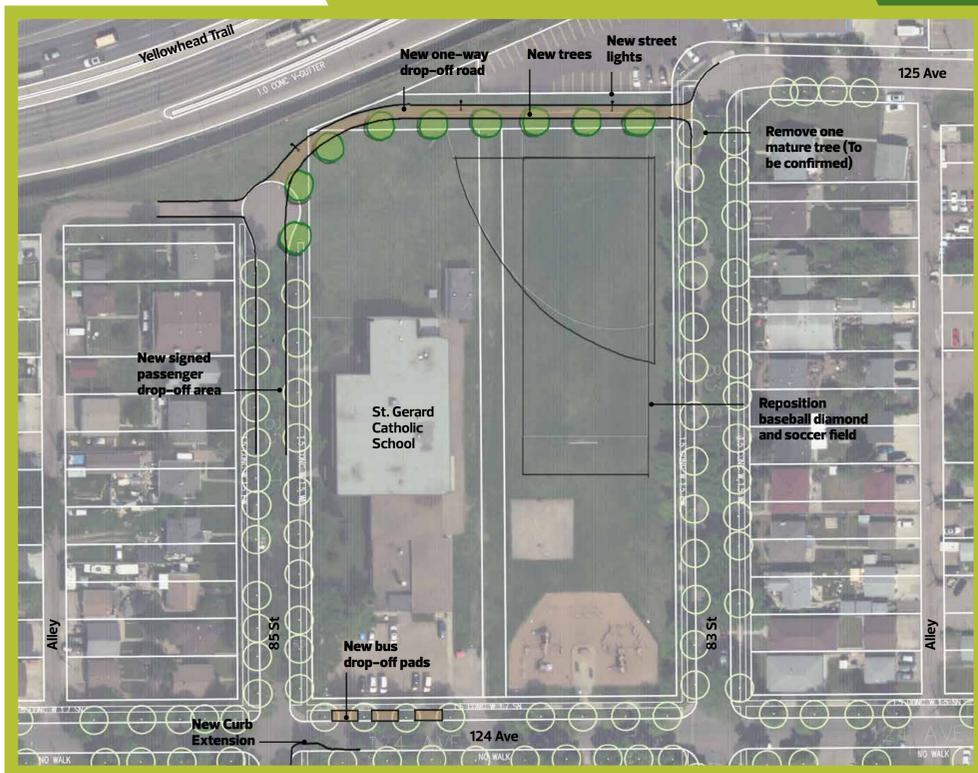
Tradeoffs

Removal of four trees is required in order to make space for additional drop-off area

May require removal of some on-street parking to fit the curb extension

Option B

Car Drop-off Area



*Coordination with the Edmonton Catholic School Board would be required for development in this area

10 Inner Neighbourhood Seating/ Meeting Areas

Benefits

Seating areas create a resting and gathering area for pedestrians

Community bulletin boards provide spaces for community messaging*

Public art creates a sense of place*

Lighting increases pedestrian visibility in the evenings

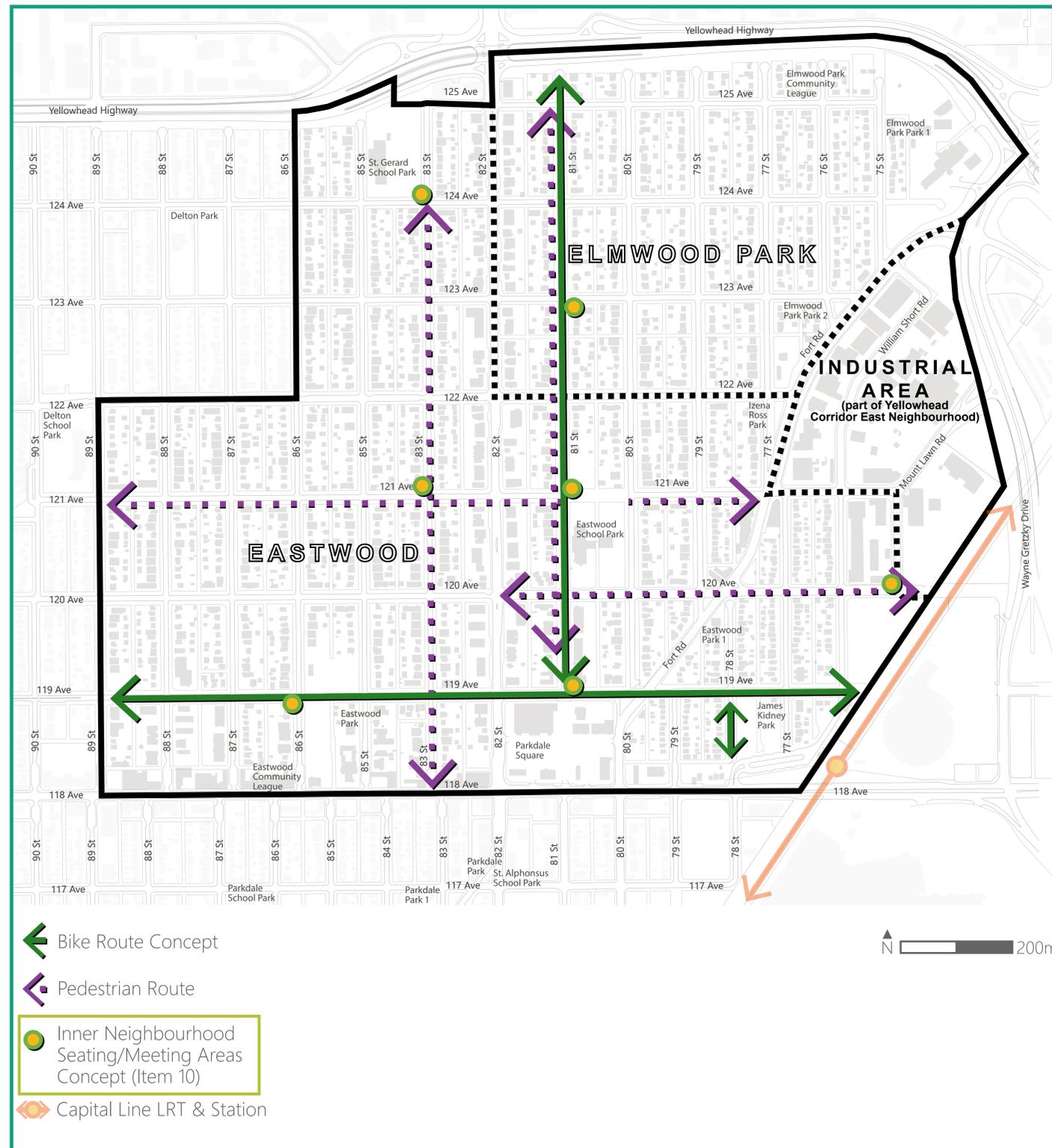
Locations would align with proposed bike connections, pedestrian routes, near the school and community leagues

Bike racks provide a lock-up area for people to park their bike and visit the destination*

Tradeoffs

Loss of grassed boulevard is required to make space for a concrete pad for amenities

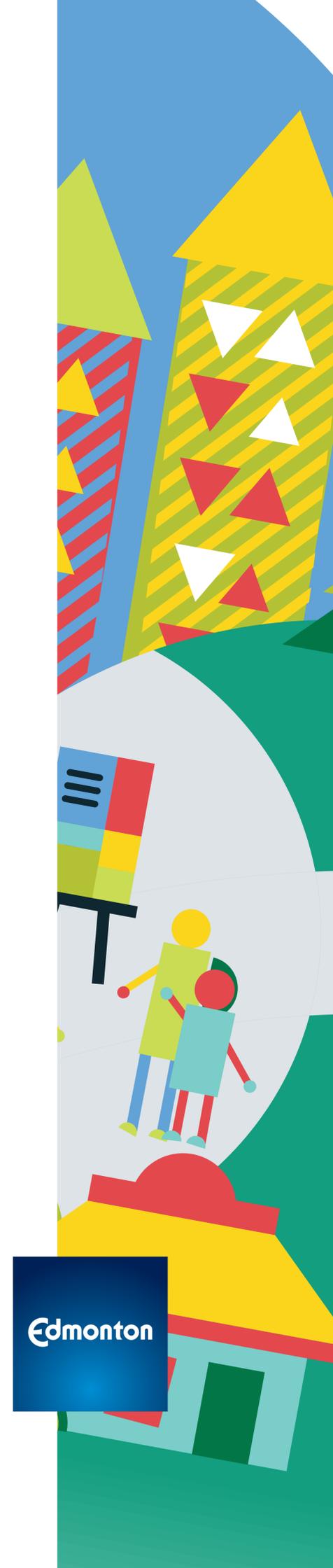
*Features included at each area would vary depending on space constraints



Pathways and Connections Overview Map



- 11** 120 Avenue Enhancements
- 12** Potential New Sidewalks
- 13** 83 Street Enhanced Pedestrian Route
- 14** 121 Avenue Enhanced Pedestrian Route



11 120 Avenue Enhancements

Benefits

Addition of boulevard space between the sidewalk and curb to enhance pedestrian safety

New street trees/landscaping can be planted to beautify the area

Reducing the road width and adding curb extensions will help slow traffic down in the neighbourhood and reduce the distance for people to cross the street

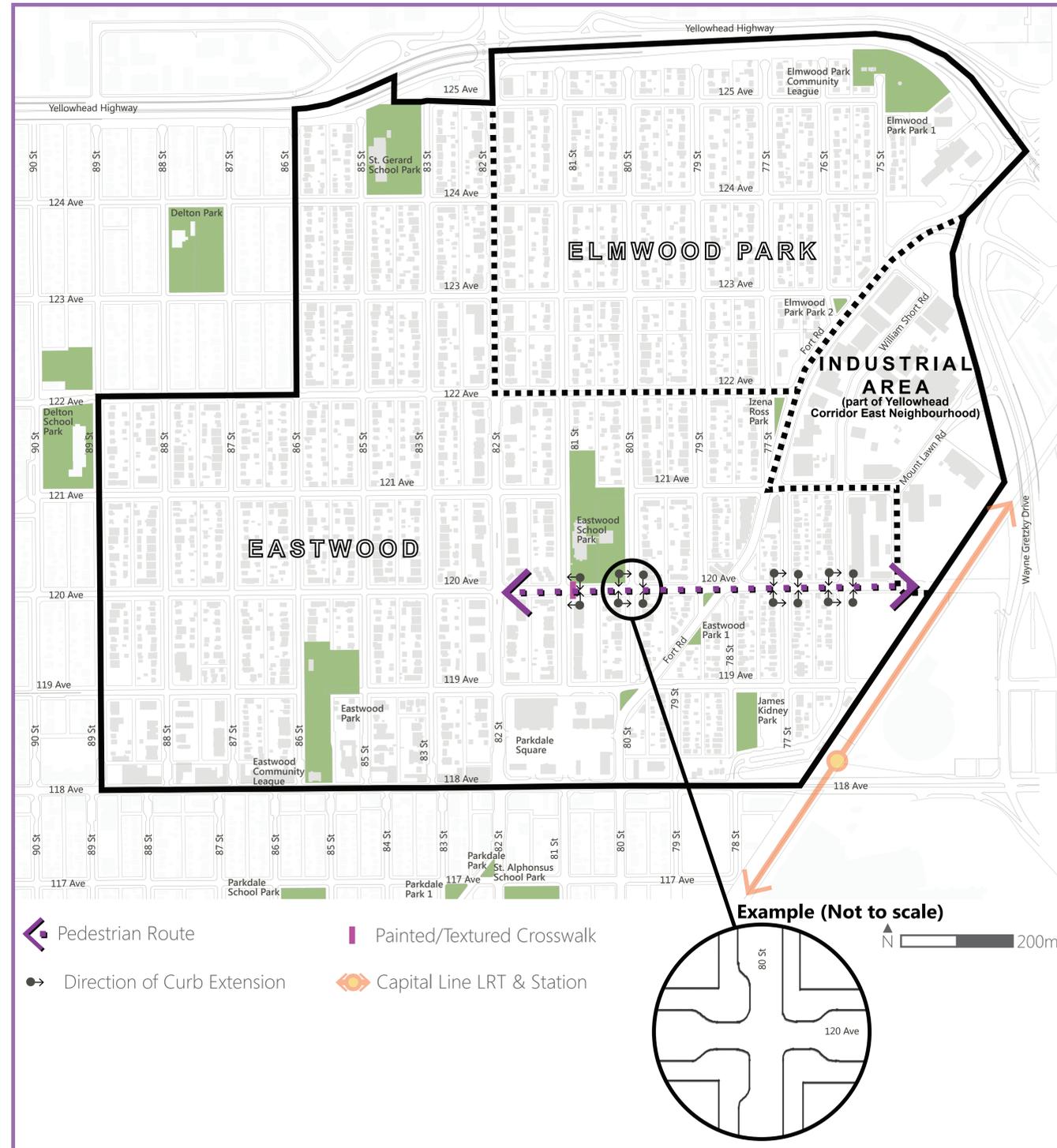
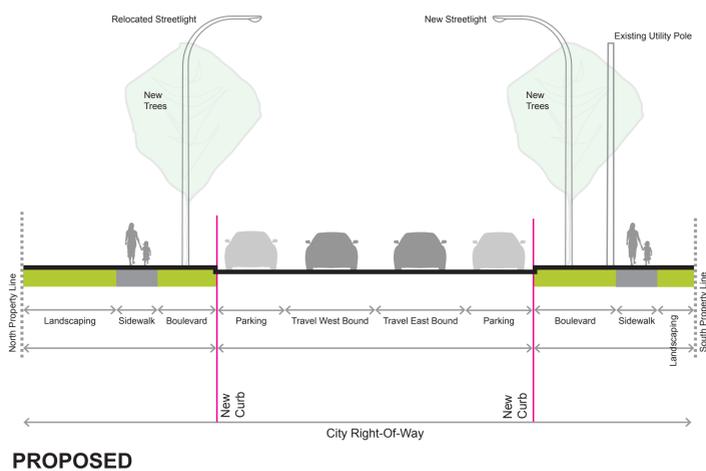
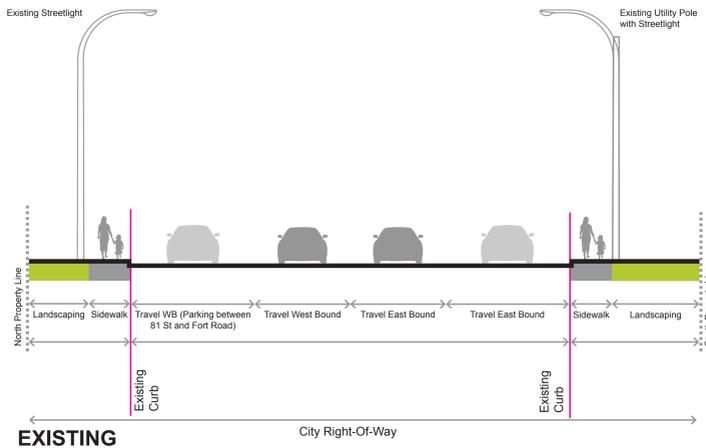
Curb extensions will improve visibility for drivers and pedestrians

Painted/textured crosswalk will be easier to see for drivers creating a better awareness of a pedestrian presence

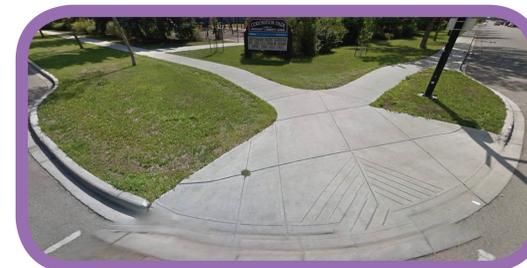
Tradeoffs

New boulevard space would need to be maintained by nearby property owners

May require removal of some on-street parking to fit the curb extensions



●➔ One-Way Curb Extension



●↕ Two-Way Curb Extension

12 Potential New Sidewalks

Benefits

Improves accessibility for people with different mobility needs

Enhances connections to different destinations in and around the community

Sidewalks provide a separate space to walk away from vehicle traffic

Tradeoffs

Some trees may be removed in order to make room for sidewalks*

Roads may be narrowed to fit new sidewalk*

New sidewalks will need to be maintained clear of snow and ice in the winter by nearby property owners

*Exact impacts will vary depending on location and will be reviewed further to understand feasibility



13 83 Street Enhanced Pedestrian Route

Benefits

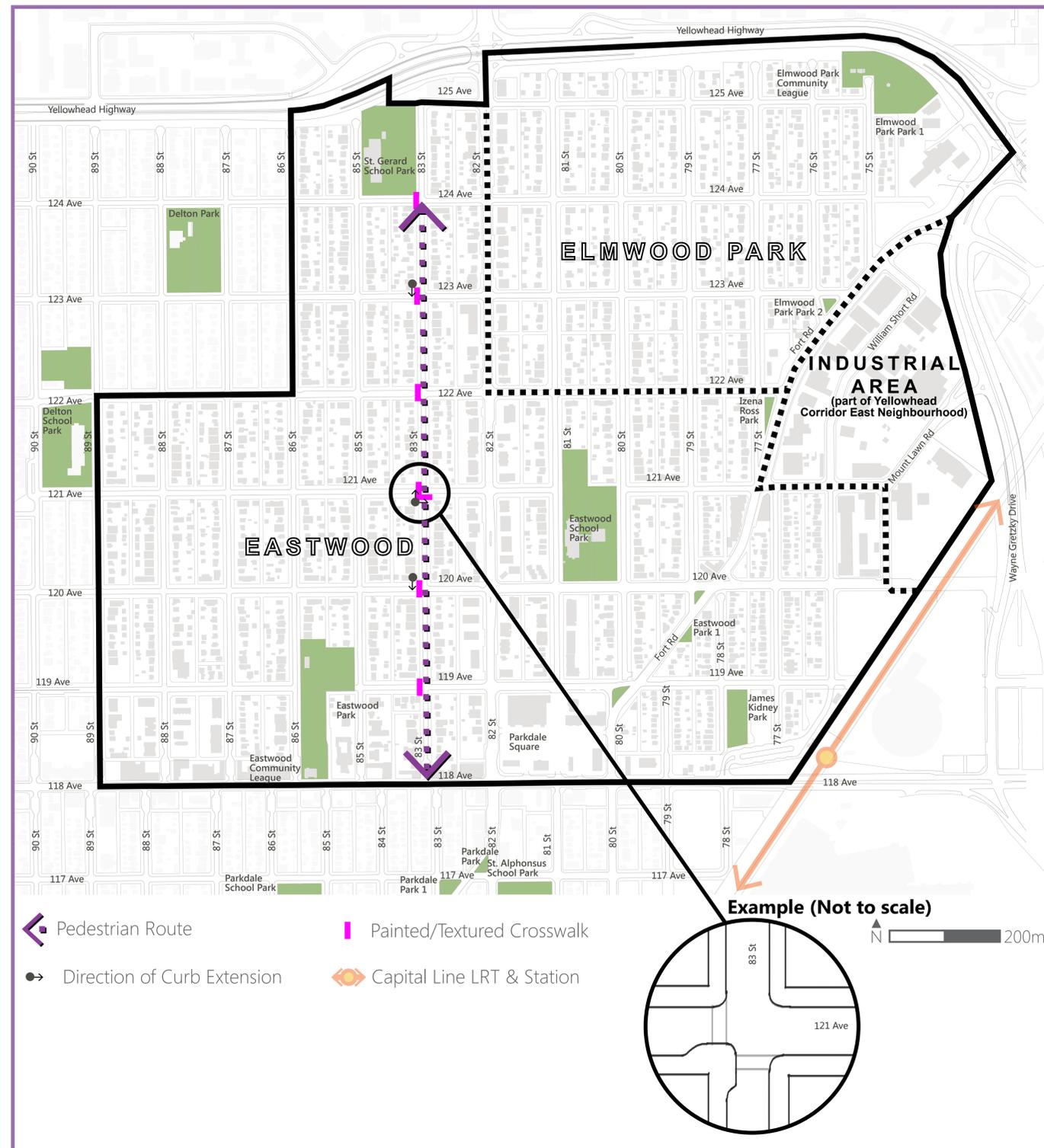
Curb extensions improve visibility for people walking/driving, create localized speed reduction and reduce the pedestrian crossing distance

Improvements will enhance the connectivity to St. Gerard School and 118 Avenue

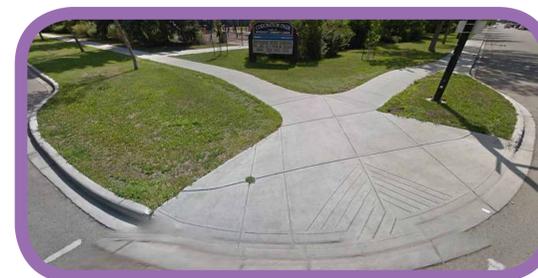
Painted/textured crosswalks will be easier to see for drivers creating better awareness of a pedestrian presence

Tradeoffs

May require removal of some on-street parking to fit the curb extensions



One-Way Curb Extension



Two-Way Curb Extension

14 121 Avenue Enhanced Pedestrian Route

Benefits

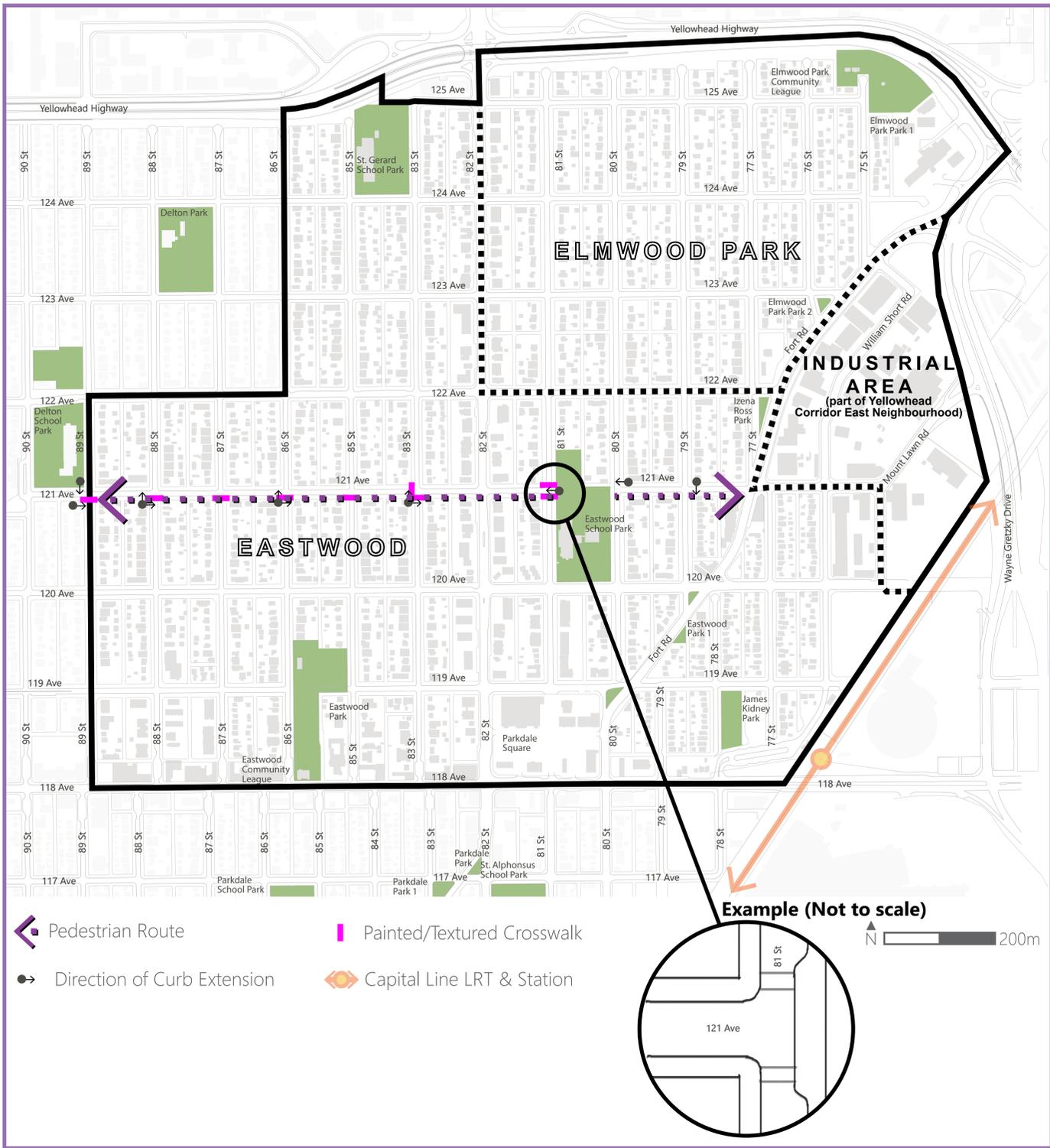
Curb extensions improve visibility for people walking/driving, create localized speed reduction and reduce the pedestrian crossing distance

Improvements will enhance the connectivity to Delton School/Park and Eastwood School/Park

Painted/textured crosswalks will be easier to see for drivers creating better awareness of a pedestrian presence

Tradeoffs

May require removal of some on-street parking to fit the curb extensions



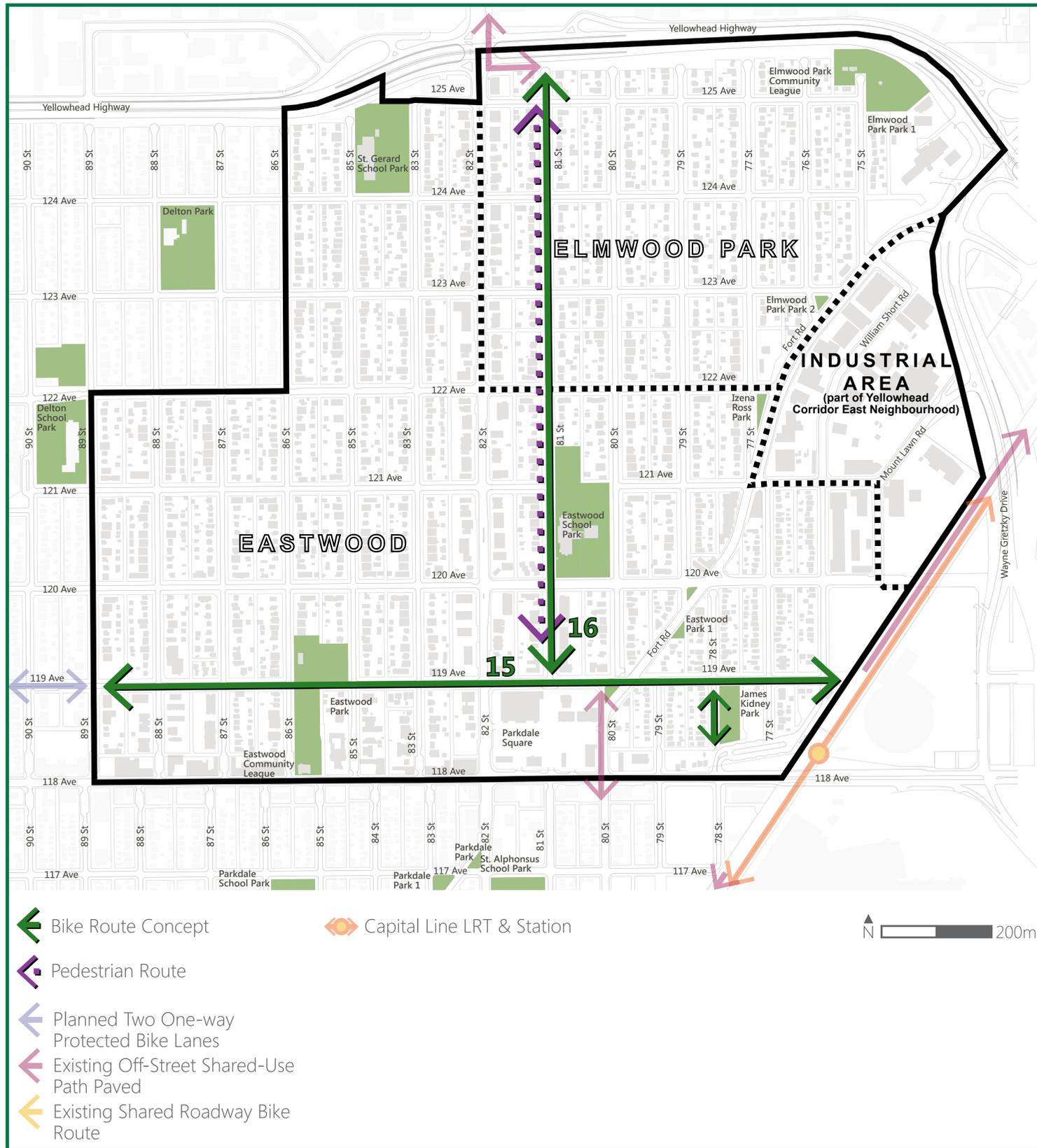
One-Way Curb Extension



Two-Way Curb Extension



Bike Routes Overview Map



15 119 Avenue Bike Route

16 81 Street Bike and Pedestrian Route

Bike Routes Overview

The proposed bike route design for 119 Avenue is presented on table maps and for 81 Street on the following displays. As you look through the different benefits and tradeoffs you may also consider the information below about different bike infrastructure.

Bike Infrastructure:

Considerations:

Protected one-way



People Walking, Biking and Driving Interactions:

- + All users would have their own space

Winter Maintenance

- + Bike lanes are snow cleared to bare pavement within 24 hours of the end of a snowfall event*
- + Median provides location for snow storage to split the size of the windrows

Protected two-way



Shared-Use Path



People Walking, Biking and Driving Interactions:

- + People who walk and bike would share the space

Winter Maintenance

- + Snow cleared to bare pavement and within 48 hours of the end of a snowfall event, clearing starts*

Bike Infrastructure:

Considerations:

Painted Contraflow



People Walking, Biking and Driving Interactions:

- + People who bike and drive would share the space
- + Additional traffic calming to slow traffic

Winter Maintenance

- + Snow cleared at the same frequency of the local road clearance*
 - Typically within 48 hours after a snowfall event ends, clearing starts
 - Not cleared to bare pavement but maintained to a level snowpack

Shared Roadway



People Walking, Biking and Driving Interactions:

- + People on bikes and driving would share the roadway and travel single-file
- + Additional traffic calming to slow traffic

Winter Maintenance

- + Snow cleared at the same frequency of the local road clearance*
 - Typically within 48 hours after a snowfall event ends, clearing starts
 - Not cleared to bare pavement but maintained to a level snowpack

*As per the City's current Snow and Ice Policy

16 81 Street Bike and Pedestrian Route (119 Avenue – Yellowhead Trail)

Option A*

Shared Roadway

Benefits

- Retention of on-street parking along both sides
- North and south bound traffic maintained

Tradeoffs

- People driving and biking continue to share the roadway
- May require removal of some on-street parking to fit the curb extensions

Option B*

Shared Roadway with Painted Contraflow Lane

Benefits

- Reduced traffic to one-way would help improve comfort for people biking

Tradeoffs

- Loss of traffic lane south bound
- Loss of parking along the west side of 81 Street
- May require removal of some on-street parking to fit the curb extensions

Shared Benefits

81 Street connects to the proposed 119 Avenue bike route and to the shared-use path heading north on 82 Street

Textured/painted crosswalks will be added along 81 Street to improve driver awareness of a pedestrian presence

Curb extensions improve visibility for people driving/walking, create localized speed reduction and reduce the pedestrian crossing distance

Improvements will enhance connectivity to Parkdale Square and Eastwood School/Park

Benefits

- People biking and driving would have their own space on the road

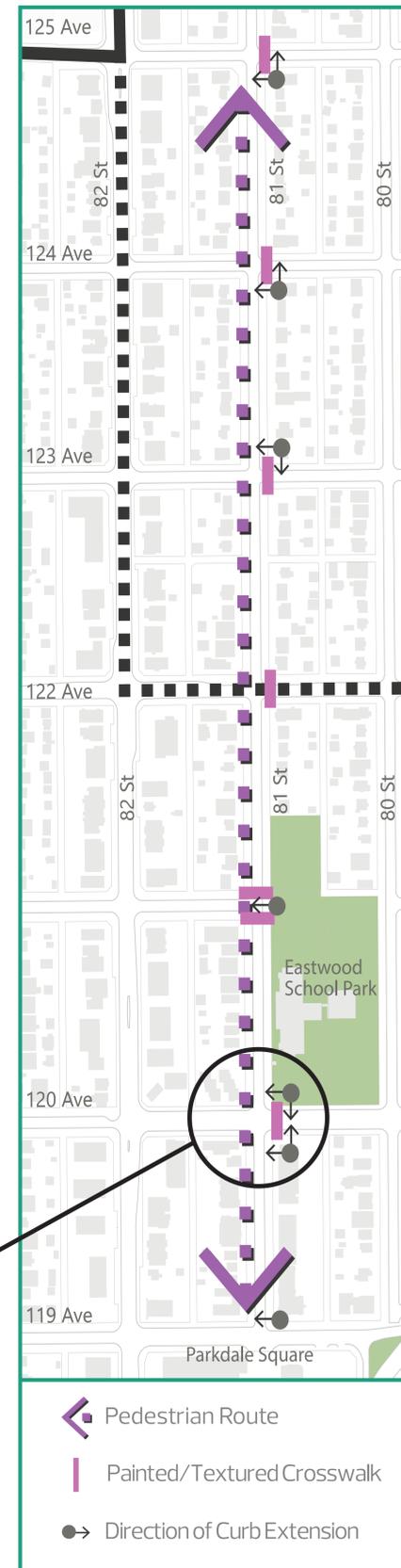
Tradeoffs

- Loss of parking along the west side of 81 Street
- May require removal of some on-street parking to fit the curb extensions
- Loss of traffic lane south bound

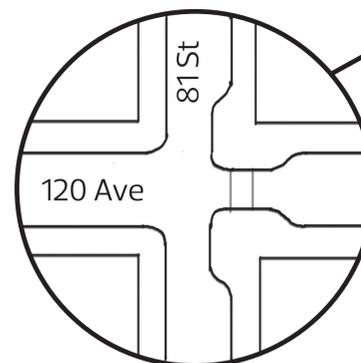
Option C

Two-way Protected Bike Lane

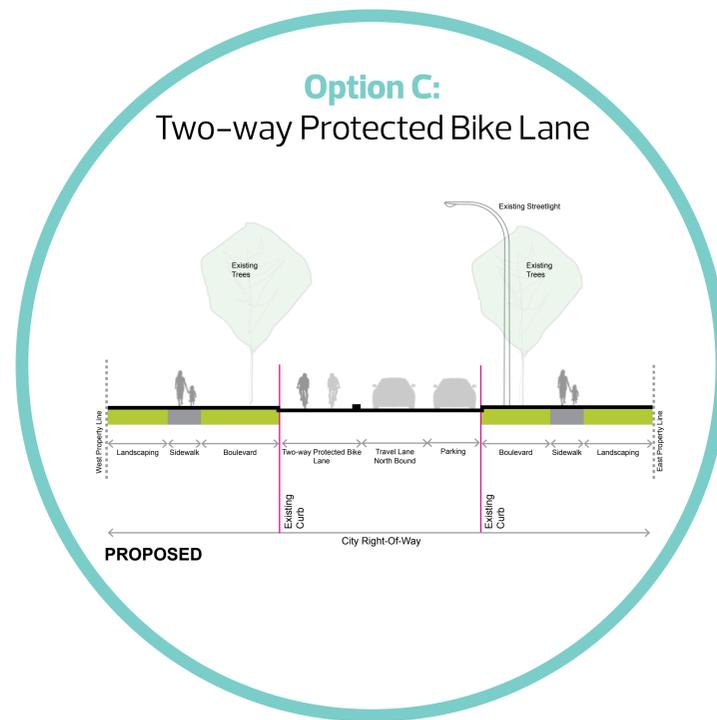
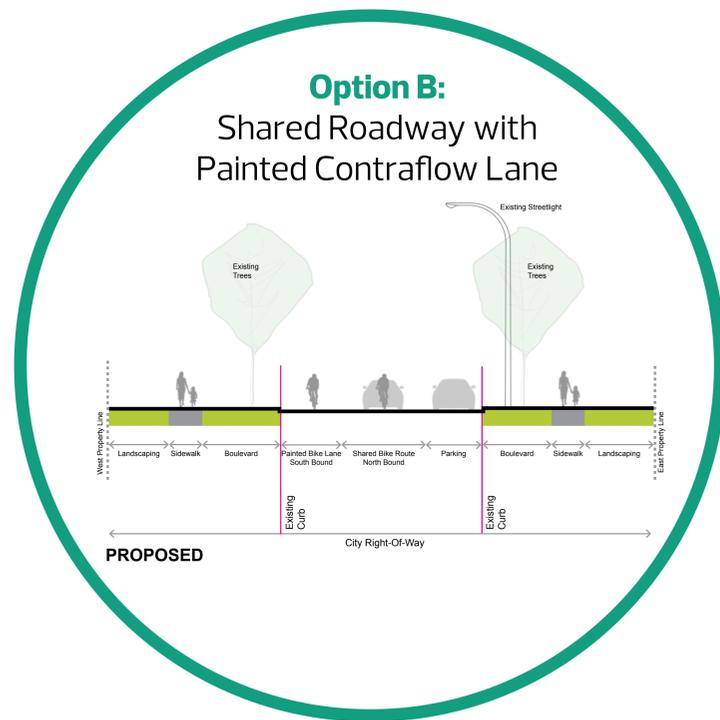
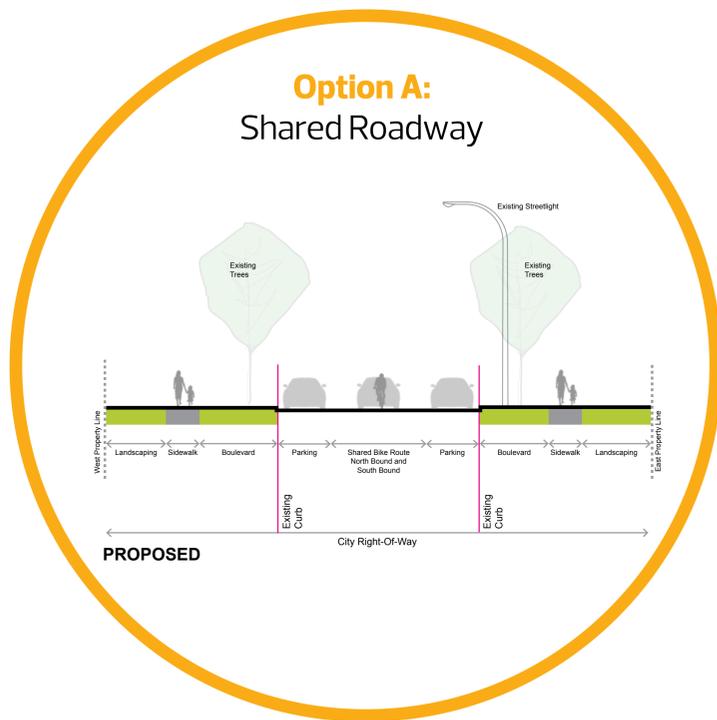
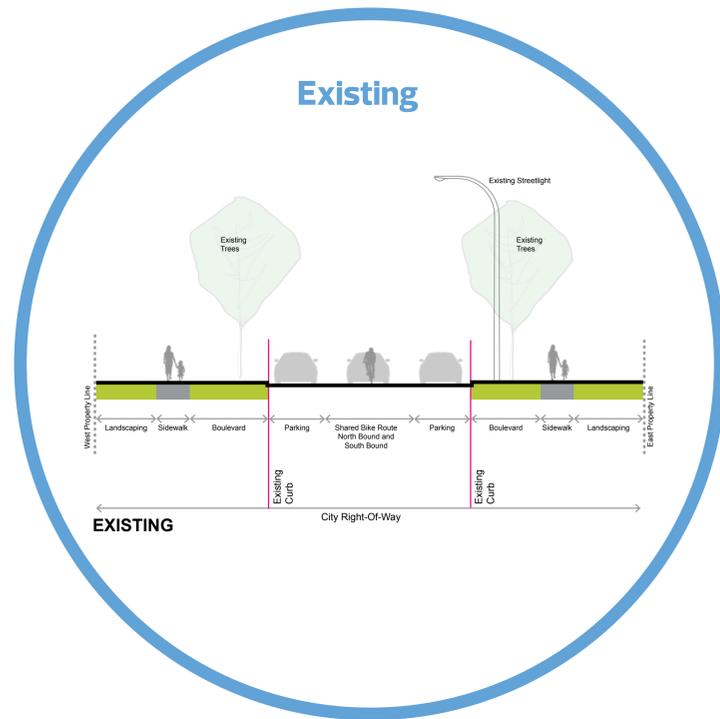
*Additional traffic calming will be reviewed if it is determined that Option A or B is the preferred design



Example (Not to scale)



16 81 Street Bike and Pedestrian Route (119 Avenue – Yellowhead Trail)



Next Steps

What We Heard Report – June, 2019

All input will be summarized in a What We Heard Report and posted on the project website. This report will identify key themes from your comments and the overall levels of support that were shared for each option.

Decorative Street Light Local Improvement: Decorative Street Light Decision – Due July 2, 2019

Each neighbourhood can submit a decorative lighting (pole, arm, colour) choice to the City to be considered for a Decorative Street Light Local Improvement. Learn more about the local improvement process in the cost-sharing handout.

Preliminary Design Event – Fall, 2019

The project team will apply your input to the next phase of the design plans. These plans will be shared with you for your feedback at a public event in the fall.

Thank you for your input!