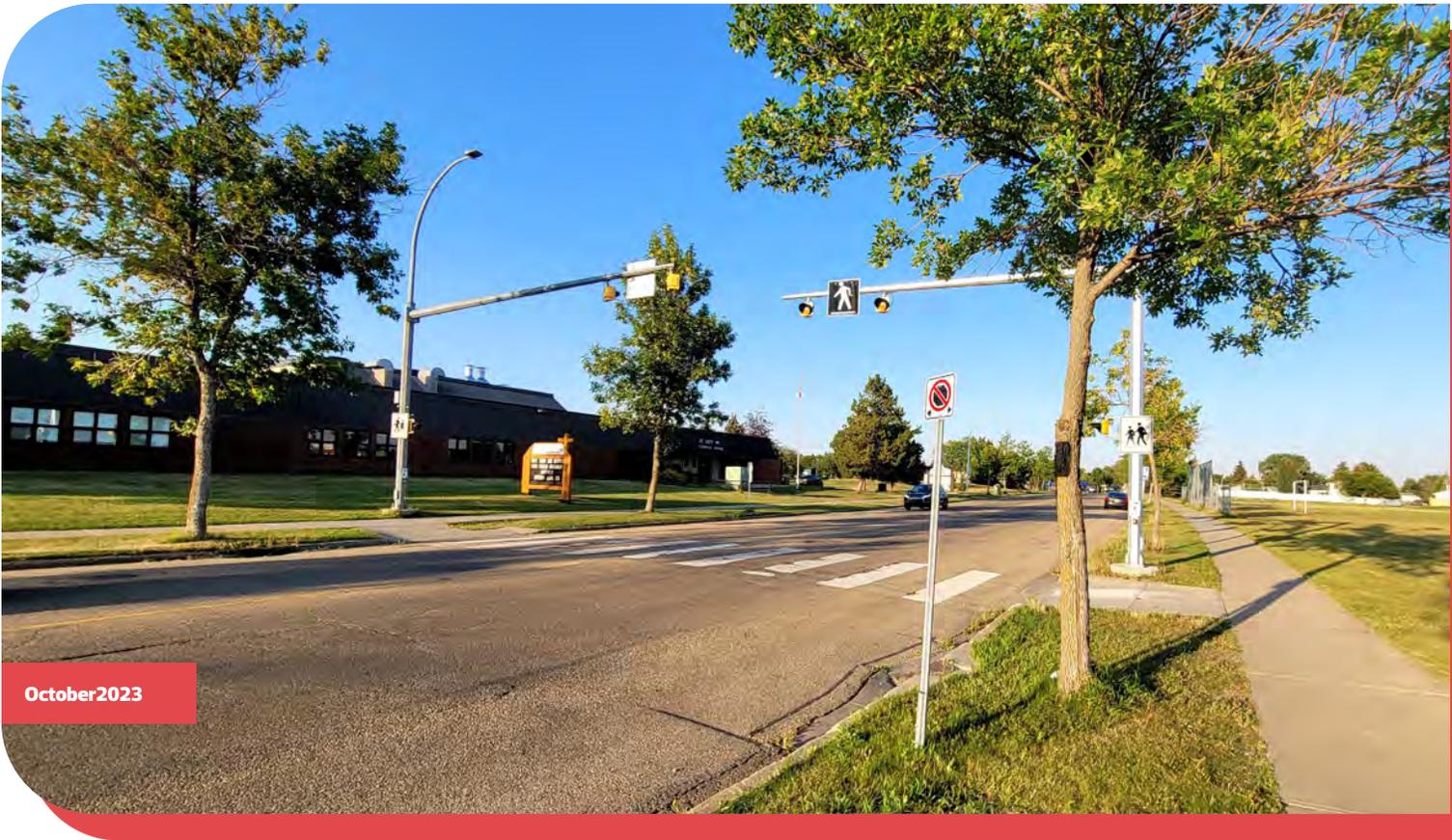


# Chapter 3

## Draft Design



October2023

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# 1 Introduction

This chapter presents the draft design for Dunluce Neighbourhood and Alley Renewal. It describes the City policy and program information, technical requirements and public engagement input used to make draft design decisions. The chapter also illustrates how the decisions align with the co-created community vision for Neighbourhood and Alley Renewal in Dunluce.

The draft design includes changes to walking, biking and rolling infrastructure. In addition to the roadways, alleys and parks in Dunluce, the draft design addresses gaps and opportunities identified in the Urban Design Analysis (UDA) **Chapter 1: Background Report** and **Chapter 2: Neighbourhood Vision and Opportunities** and through public engagement input.

Dunluce Neighbourhood and Alley Renewal will include:

## Active Transportation

- + Sidewalk replacement throughout Dunluce (pending a Local Improvement decision)
- + New walking and biking connections including sidewalks, breezeways, pathways and shared pathways to improve accessibility for people of all ages and abilities
- + Wider walking surfaces (where possible)
- + Pedestrian crossing enhancements such as curb extensions, two-stage crossings and raised crossings
- + Curb ramps added/replaced on all streets

## Roadways

- + Full road pavement replacement on all Dunluce residential streets and alleys
- + Upgrades to street lighting (with LED luminaires)
- + Lower profile rolled curbs for easier driveway access
- + Intersection improvements
- + Measures to slow traffic
- + Adjusting roadway widths to:
  - + Meet current City standards
  - + Encourage drivers to follow the posted speed limit
  - + Provide space for other amenities (e.g. shared pathways, boulevards, bike lanes)
- + Changes to parking
- + Changes to traffic controls (e.g. changes to stop and yield signs)
- + Drainage improvements

## Parks and Open Spaces

- + Improvements to parks and open spaces such as:
  - + Tree plantings
  - + New and enhanced lighting
  - + Waste bins
  - + Pathways
  - + Seating

## Decision making process

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

Using this engagement process ensures the decisions we make result in the best outcomes for your neighbourhood and our city, are fiscally responsible, align with best practices and consider land uses, neighbourhood activities as well as existing public and private infrastructure. The below image outlines the City's decision making process.

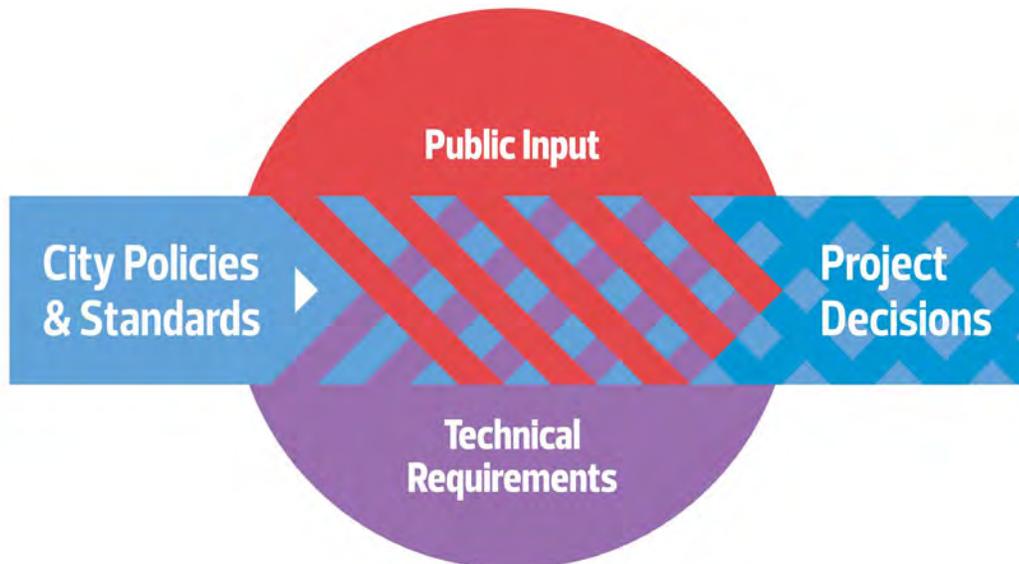


Figure 2. Decision making process



## City policies and programs

City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs.

The Project Team considered the following policies and programs while preparing the draft design:

### The City Plan

- + Prioritize and enable green infrastructure including low-impact development solutions
- + Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities

### Accessibility for People with Disabilities Policy (C602)

- + Include access and use for people of all ages and abilities

### Active Transportation Policy (C544)

- + Includes opportunities for people to walk, roll and bike while promoting the inclusion of shared pathways

### Open Space Policy (C594) and BREATHE – Green Network Strategy

- + Promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Supports biodiversity by providing various plant species
- + Contributes to urban climate mitigation by providing vegetative cover in open spaces

### Complete Streets Policy (C573A)

- + Provides direction for the design and construction of roads, sidewalks and shared pathways, bike facilities, measures to slow traffic, and enhance intersections (particularly around crosswalks)

### Community Traffic Management Policy (C590)

- + Supports curb extensions to shorten crossing distances and improve visibility for people walking and to reduce driver speeds

### ConnectEdmonton

- + Provide opportunities for walking that support the plan's Healthy City strategic goal. Supports safe bike routes, vibrant gathering spaces, adding missing sidewalks, partnering with local businesses, planting trees, creating green space from existing paved surfaces and measures to calm traffic

### Corporate Tree Management Policy (C456C)

- + Encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction the value of the trees removed will be replaced with new tree plantings in or near the neighbourhood

### Dogs in Opens Spaces Strategy

- + Guidelines to help shape and update the City of Edmonton's current planning, design and management practices regarding off-leash areas

### Edmonton Bike Plan

- + Enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes in all seasons

### Snow and Ice Control Policy (C409K)

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

### Vision Zero Initiative/Safe Mobility Strategy

- + Support safe and livable streets in Edmonton and help reduce major injuries and fatalities from motor vehicle collisions

### Winter Design Policy (C588)

- + Support year round use through lighting
- + Wider boulevards provide additional snow storage space



## Public input

The City of Edmonton seeks input from citizens to help guide the project. The role of this public engagement is to help the City understand what is important to Dunluce community members and how the Neighbourhood Renewal design decisions will affect them.

The City's Public Engagement Spectrum below shows the four levels of influence the public had on decisions made by the City throughout the project.



Figure 3. City's Public Engagement Spectrum

How the Spectrum is being used in Dunluce Neighbourhood and Alley Renewal:

- + **CREATE** Neighbourhood Renewal Vision and Guiding Principles
- + **REFINE** understanding of neighbourhood assets, opportunities and priorities
- + **REFINE** the Neighbourhood Renewal proposed design options
- + **REFINE** the draft design
- + **ADVISE** on the final design
- + **ADVISE** on construction for Neighbourhood Renewal
- + **DECIDE** on decorative street lights, alley lighting and sidewalk reconstruction as local improvements



# Building Great Neighbourhoods Roadmap

The Dunluce Neighbourhood and Alley Renewal Project Team organized multiple opportunities for the public to share their thoughts throughout the process. These opportunities included providing input on the options and tradeoffs for design changes. Input gathered to date has helped the Project Team **REFINE** the options into a draft design for the neighbourhood and alley renewal project.



Figure 4. Building Great Neighbourhoods Roadmap

## Vision and Guiding Principles

Using community input from the early stages of public engagement, the Vision and Guiding Principles were drafted to help guide decision making. The Vision sets the direction for Neighbourhood Renewal by stating the elements that are important to the community now and in the future. The Guiding Principles are ideas and priorities which shape how the Vision is applied to the neighbourhood design.

### Vision

**Dunluce is a friendly, mature neighbourhood with generationally and culturally diverse residents. There are opportunities to engage in social, recreational and sporting activities in the many vibrant green spaces and parks throughout the neighbourhood.**

**Residents and visitors enjoy opportunities for all-season walking, rolling and biking in Dunluce. Sidewalks and pathways are smooth, accessible and comfortable, allowing leisurely movement through the streets and parks and providing connections to key destinations and amenities within Dunluce and to nearby neighbourhoods.**

**The roadways and alleys are smooth, user-friendly, easy to navigate and safe in all seasons.**

### Guiding Principles



#### 1. All ages and abilities experience comfort when walking, rolling and biking

- + Provide smooth sidewalks, paths and roads
- + Improve accessibility (e.g. connections, curb ramps, wider sidewalks, no dead ends)
- + Improve crossing safety (e.g. centre medians, curb extensions)
- + Improve visibility (e.g. additional lighting, clear sight lines, curb extensions)



#### 2. Parks and green spaces are welcoming, accessible and feel safe

- + Improve visibility (e.g. park lighting, clear sight lines)
- + Beautify spaces (e.g. tree plantings, garbage cans)
- + Create gathering spaces (e.g. benches, picnic tables, barbeques, amenities)



#### 3. Drivers experience comfortable, safe roads and alleys

- + Provide smooth driving surfaces
- + Enhance safety/visibility at intersections
- + Design for 40 km/h speed limit
- + Encourage slower speeds (traffic calming)
- + Consider parking in high use areas
- + Consider snow removal/windrows

## 2 The draft design

This section presents the proposed draft design for the Dunluce Neighbourhood and Alley Renewal and will be shared in three categories each highlighting what is included in the draft design and any location specific designs being proposed.

### **Active transportation connections include:**

- + Sidewalk connections
- + Pathways and bike connections
- + Shared street: connection between the AltaLink Utility Corridor and 167 Avenue
- + Arterial road crossing improvements

### **Roadway designs include:**

- + 121 Street – 153 Avenue to 162 Avenue
- + 162 Avenue – 161 Avenue to Castle Downs Road
- + 161 Avenue – 121 Street to 127 Street
- + 157 Avenue – Castle Downs Road to 121 Street
- + 115 Street – 167 Avenue to 162 Avenue
- + Dunluce Road
- + Warwick Road

### **Parks includes:**

- + The Dunluce Natural Area
- + Dunluce Park and Dunluce School Park
- + Herb Link Park
- + Orval Allen Park

Each section includes what design is being proposed and what the Project Team considered for their decision making including:

- + Public input: References to "Respondents" refers to people and stakeholders who provided public engagement input
- + Vision and Guiding Principles
- + Design considerations and technical requirements
- + City Policies and Programs

References to people walking within this document is to include the following:

- + People running, standing, using manual / motorized wheelchairs or scooters, using canes or walkers, pushing strollers or carts, pushing bicycles and users of various other low-speed forms of human locomotion (e.g. skateboards)

### 2.1 Active transportation connections

#### **Renewal for active transportation connections will include:**

- + Sidewalk replacement throughout Dunluce (pending a Local Improvement decision)
- + New walking and biking connections including sidewalks, breezeways, pathways and shared pathways
- + Wider walking surfaces (where possible)
- + Crossing enhancements such as curb extensions and raised crossings
- + Curb ramps added/replaced on all residential streets

#### **The following pages provide draft design specifics for:**

- + Sidewalk connections
- + Pathways and bike connections
- + Shared street: connection between the AltaLink Utility Corridor and 167 Avenue
- + Arterial road crossing improvements

# Sidewalk connections

**The draft design includes:**

- + Replacement of all neighbourhood sidewalks (pending residents' Local Improvement decision)
- + New sidewalks added where missing and when possible to meet current standards. The cost of adding a new sidewalk will be paid for by the City ("new" refers to sidewalks that do not exist today)



Figure 5. Sidewalk connections – Map

## What we considered

**What we heard**

Respondents:

- + Would most like to see the aging, uneven and cracked sidewalks improved or fixed

**Vision and Guiding Principles**

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking

**Design considerations and technical requirements**

- + Complete Streets Design and Construction Standards
- + TAC
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Curbs constructed to current standards that are easier for driveway access
- + Utility and tree constraints near sidewalks that may require narrowing or realigning the sidewalks or the relocating or removing of trees

**City Policies and Programs**

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Vision Zero Initiative/Safe Mobility Strategy

# Pathways and bike connections

**The draft design includes:**

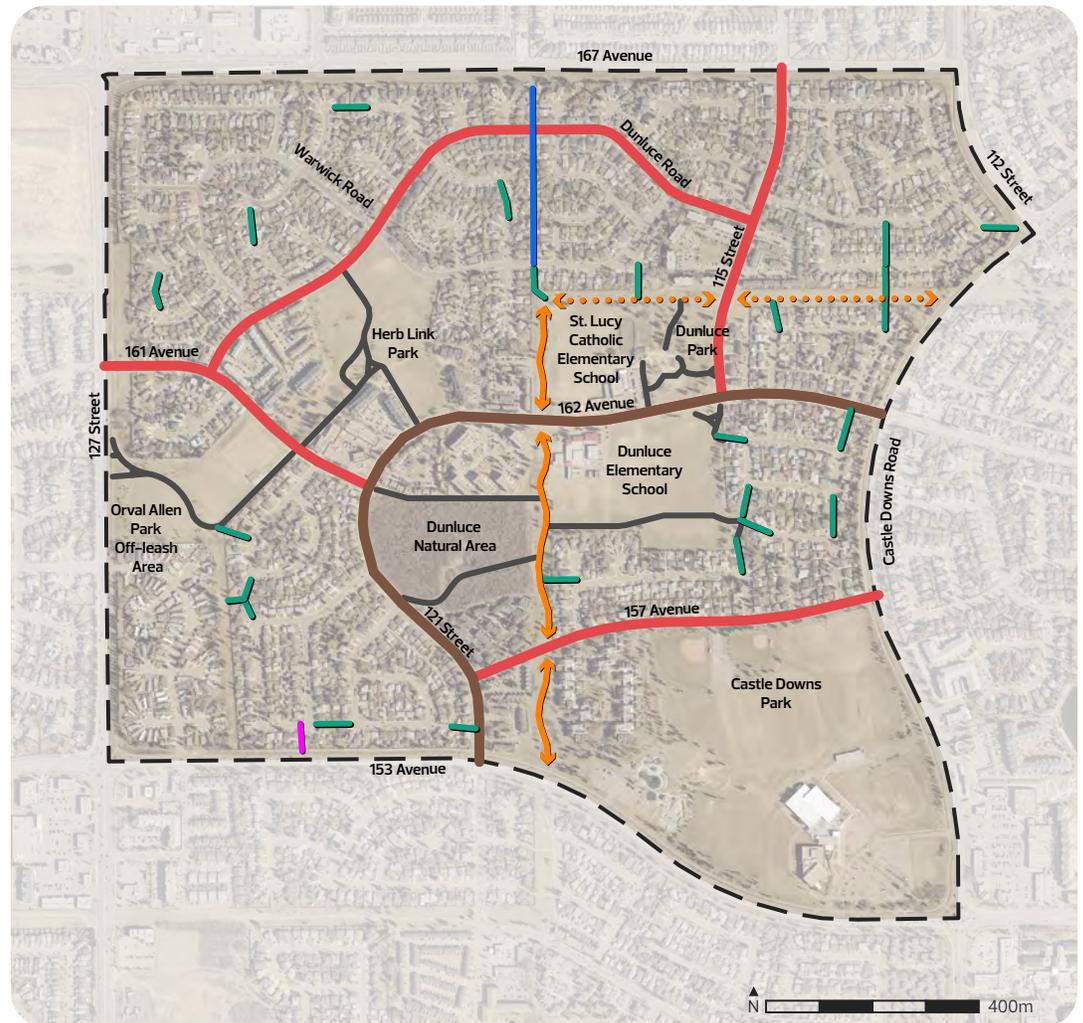
+ New shared pathways along:

**East-west connections**

- + 161 Avenue (north side) between 127 Street and 121 Street
- + The AltaLink Utility Corridor between the existing north-south AltaLink pathway and Castle Downs Road (includes planting beds, lighting and waste bins)
- + 157 Avenue (south side) between 121 Street and Castle Downs Road
- + Dunluce Road (south side) between 161 Avenue and 115 Street

**North-south connections**

- + 115 Street (west side) between 162 Avenue and 167 Avenue
- + New raised bike lanes on both sides of 121 Street and 162 Avenue
- + A wider shared pathway along the north-south AltaLink Utility Corridor (includes new planting beds, enhanced lighting and waste bins)
- + A shared street connecting the AltaLink Utility Corridor and 167 Avenue (no vehicle access to 167 Avenue)
- + Wider breezeways which includes building a new one to connect 156 Avenue to 153 Avenue. All breezeways will include enhanced lighting (existing and new) and waste bins
- + New pathways in parks



**Figure 6. Pathways and bike connections – Map**

# Pathways and bike connections

## What we considered

### What we heard

Respondents:

- + Would like more active transportation connections through the neighbourhood and within area parks
- + There is a desire for connections along the AltaLink east-west corridor and from the AltaLink north-south pathway to 167 Avenue
- + Prefer shared pathways in Dunluce as they are concerned with on-street bike lanes impacting driving and parking

### Vision and Guiding Principles

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking

### Design considerations and technical requirements

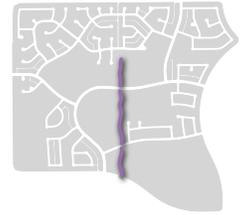
- + Complete Streets Design and Construction Standards
- + TAC
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Manage tree and utility conflicts (shared pathway widths and alignments may need to deviate at conflict points)
- + Manage impacts to private landscaping on public lands (removing or relocating fencing, plantings or decorative rocks)
- + Include raised crossings over intersections with shared pathways

### City Policies and Programs

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Vision Zero Initiative/Safe Mobility Strategy



Figure 7. AltaLink Utility Corridor north-south connection – Rendering looking north from 157 Avenue



## AltaLink Utility Corridor north-south connection

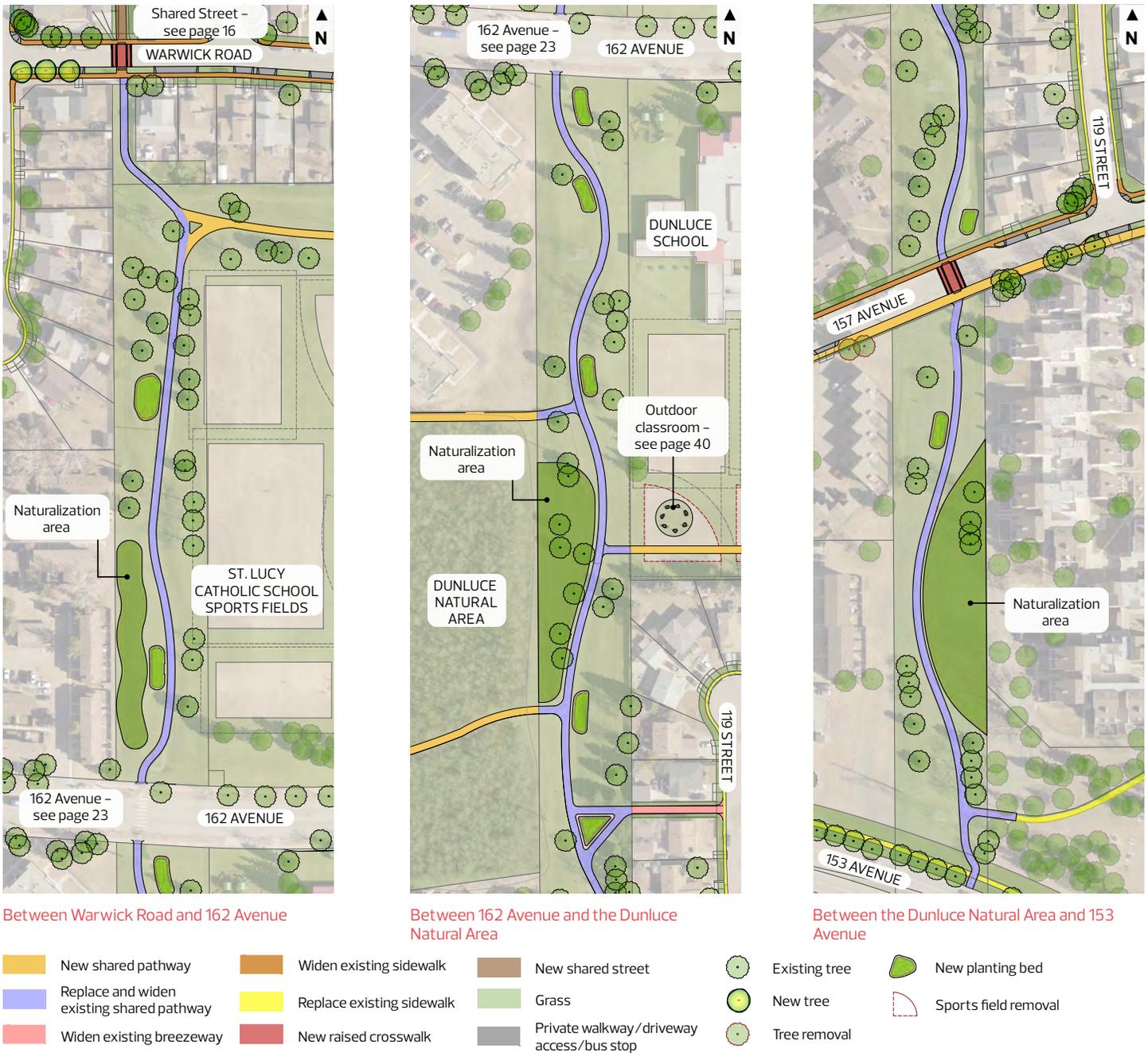


Figure 8. AltaLink Utility Corridor north-south connection – Plan views



## AltaLink Utility Corridor east-west connection



Between the existing north-south AltaLink Utility Corridor pathway and 115 Street



Between 115 Street and Castle Downs Road

- |   |                           |  |                  |          |
|---|---------------------------|--|------------------|----------|
| New shared pathway                        | Widen existing sidewalk   | New shared street                        | Existing tree    | New tree |
| Replace and widen existing shared pathway | Replace existing sidewalk | Grass                                    | New planting bed |          |
| Widen existing breezeway                  | New raised crosswalk      | Private walkway/driveway access/bus stop | New sidewalk     |          |

Figure 9. AltaLink Utility Corridor east-west connection - Plan views



Figure 10. AltaLink Utility Corridor east-west connection - Rendering looking east from behind the Dunluce Community League



# Shared street: connection between AltaLink Utility Corridor and 167 Avenue

**The draft design includes:**

- + A shared street to provide a comfortable connection for people walking, rolling, biking and driving between the AltaLink Utility Corridor and 167 Avenue. The design will encourage slower vehicle speeds by adding bends in the alley while also using surface treatments and signage to heighten awareness of the shared use path
- + Additional lighting to improve visibility for all users
- + Bollards to restrict vehicle access from the shared street to 167 Avenue
- + A new crossing over 167 Avenue

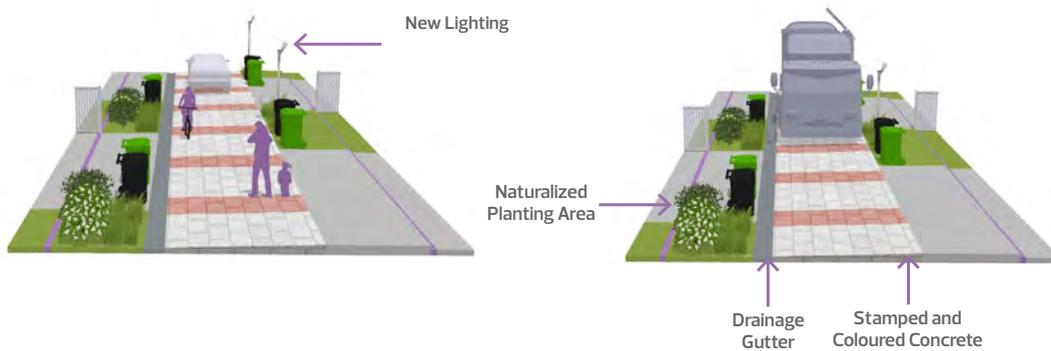


Figure 11. Shared street: connection between AltaLink Utility Corridor and 167 Avenue – Cross sections

**What we considered**

**What we heard**

Respondents:

- + Are comfortable with the design and like the improved connection for active transportation users. They want safety prioritized through good lighting and traffic calming measures
- + Suggest adding a 'no exit' sign to deter drivers trying to access 167 Avenue
- + Desire a crossing at 167 Avenue

**Vision and Guiding Principles**

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking
- + Drivers experience comfortable, safe roads and alleys

**Design considerations and technical requirements**

- + Complete Streets Design and Construction Standards
- + TAC
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Consider locations for absorbent landscaping
- + Manage impacts to private landscaping on public lands (removing or relocating fencing, plantings or decorative rocks)
- + Manage utility conflicts
- + Incorporate a v-gutter for drainage

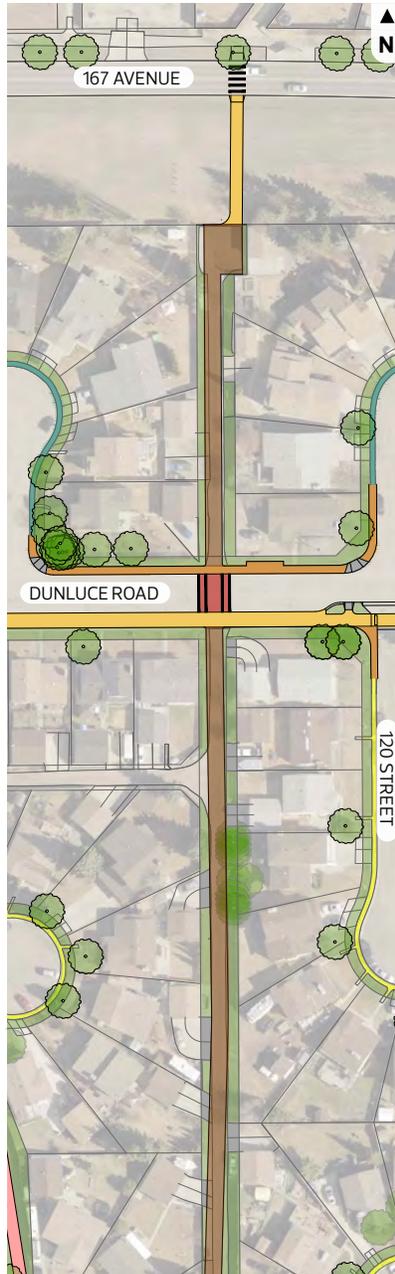
**City Policies and Programs**

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Vision Zero Initiative/Safe Mobility Strategy

# Shared street: connection between AltaLink Utility Corridor and 167 Avenue



Overview plan



Plan view A



Plan view B

- |  |   |  |   |
|--|---|--|---|
|  New shared street                         |  Widen existing sidewalk   |  New sidewalk                             |  Existing tree |
|  New shared pathway                        |  Replace existing sidewalk |  Grass                                    |  New tree      |
|  Replace and widen existing shared pathway |  New raised crosswalk      |  Private walkway/driveway access/bus stop |   |

Figure 12. Shared street: connection between AltaLink Utility Corridor and 167 Avenue – Plan views

## Shared street: connection between AltaLink Utility Corridor and 167 Avenue



Figure 13. Shared street: connection between AltaLink Utility Corridor and 167 Avenue – Rendering

# Arterial road crossing improvements

**The draft design includes:**

- + New and enhanced pedestrian crossing signals at:
  - + 167 Avenue and shared street (alley)
  - + Castle Downs Road and the east-west AltaLink Utility Corridor shared pathway
  - + Castle Downs Road and 157 Avenue
  - + Castle Downs Road across from the Castle Downs Arena
  - + 153 Avenue and the north-south AltaLink Utility Corridor shared pathway
  - + 127 Street and 161 Avenue
  - + 127 Street and the Oxford Storm Water Pond shared pathway

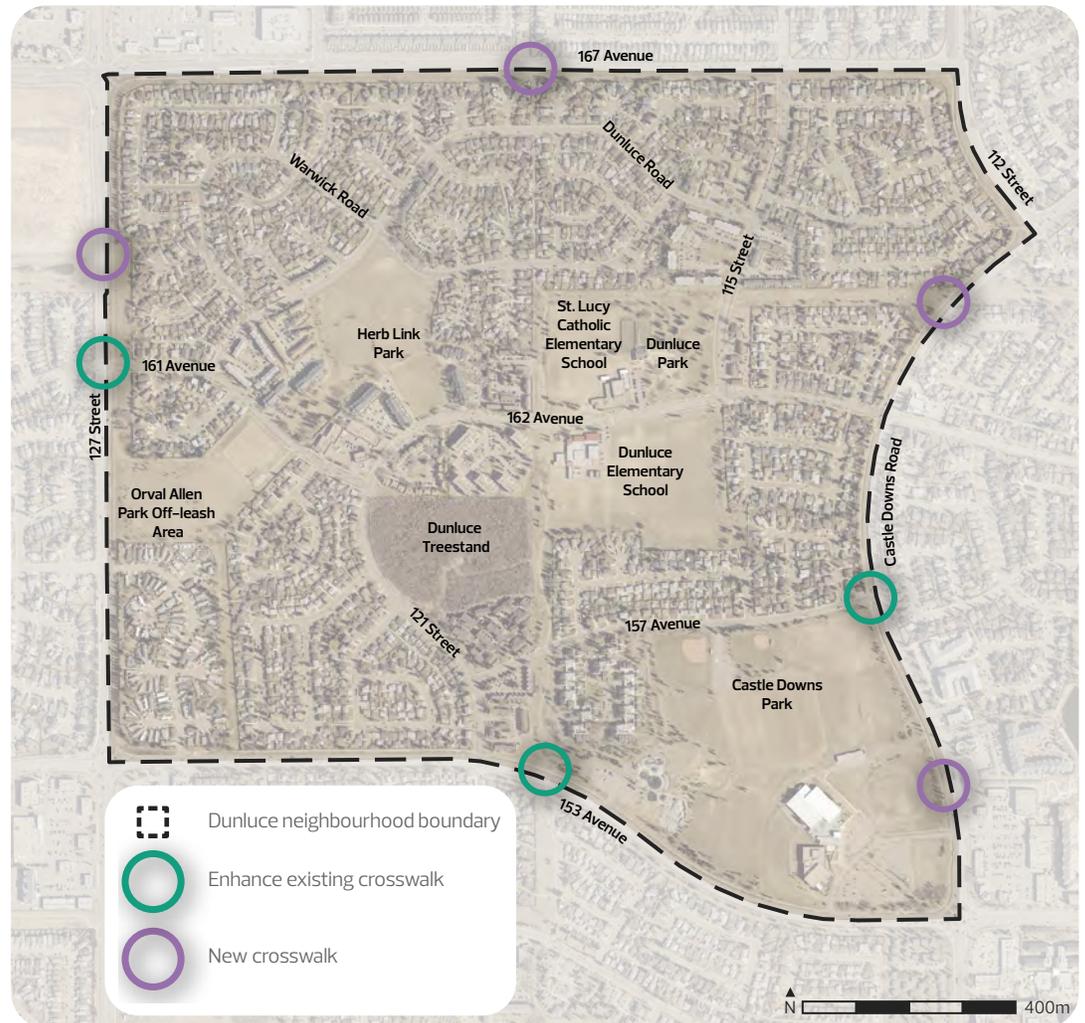


Figure 14. Arterial road crossing improvements – Map

**What we considered**

**What we heard**

Respondents:

- + Would like enhanced or additional crosswalks to improve crossing safety on arterials such as 157 Street/Castle Downs Road and 167 Avenue

**Vision and Guiding Principles**

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking
- + Drivers experience comfortable, safe roads and alleys

**Design considerations and technical requirements**

- + Complete Streets Design and Construction Standards
- + TAC
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Manage utility conflicts
- + Coordinate with internal City departments required to review data for justification and selection of crossing types
- + Consider drainage impacts, visibility and distance from intersections or crossings

**City Policies and Programs**

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + ConnectEdmonton
- + Vision Zero Initiative/Safe Mobility Strategy

## 2.2 Roadways

### Roadway renewal in Dunluce will include:

- + Full road pavement replacement on all Dunluce neighbourhood streets
- + Upgrades to street lighting (new poles with LED luminaires)
- + Lower profile rolled curbs for easier driveway access
- + Intersection improvements
- + Measures to slow traffic
- + Adjusting roadway widths to:
  - + Meet current City standards
  - + Encourage drivers to follow the posted speed limit
  - + Provide space for other amenities (e.g. shared pathways, boulevards, bike lanes)
- + Changes to on-street parking
- + Changes to traffic controls (e.g. changes to stop and yield signs)
- + Alley reconstruction and new paving
- + Drainage improvements

Some roads will experience additional design changes that will be specific to that street and include the addition of shared pathways, raised bike lanes, curb extensions, crossing enhancements, etc.

### The following pages include the location specific designs for:

- + 121 Street – 153 Avenue to 162 Avenue
- + 162 Avenue – 161 Avenue to Castle Downs Road
- + 161 Avenue – 121 Street to 127 Street
- + 157 Avenue – Castle Downs Road to 121 Street
- + 115 Street – 167 Avenue to 162 Avenue
- + Dunluce Road
- + Warwick Road



## 121 Street – 153 Avenue to 162 Avenue

**The draft design includes:**

- + Raised bike lanes that accommodate all ages and abilities and separate people biking from people walking, rolling and driving
- + Wider sidewalks to align with the City's Complete Streets Design and Construction Standards
- + Raised crossings along both sides of 121 Street at all intersections to provide continuous sidewalk and raised bike lane crossings and improve visibility for people crossing and people driving
- + A raised intersection, three-way stop and curb extensions at 121 Street and 161 Avenue to encourage slower traffic speeds and become more pedestrian friendly
- + Curb extensions on the west side of the road to shorten crossing distances, improve visibility for people crossing and people driving, prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways and encourage slower traffic
- + Parking along the west side of 121 Street and removal of parking along the east side of 121 Street
- + Existing trees along the west side of 121 Street and removal of some trees along the east side of 121 Street as well as the planting of new trees

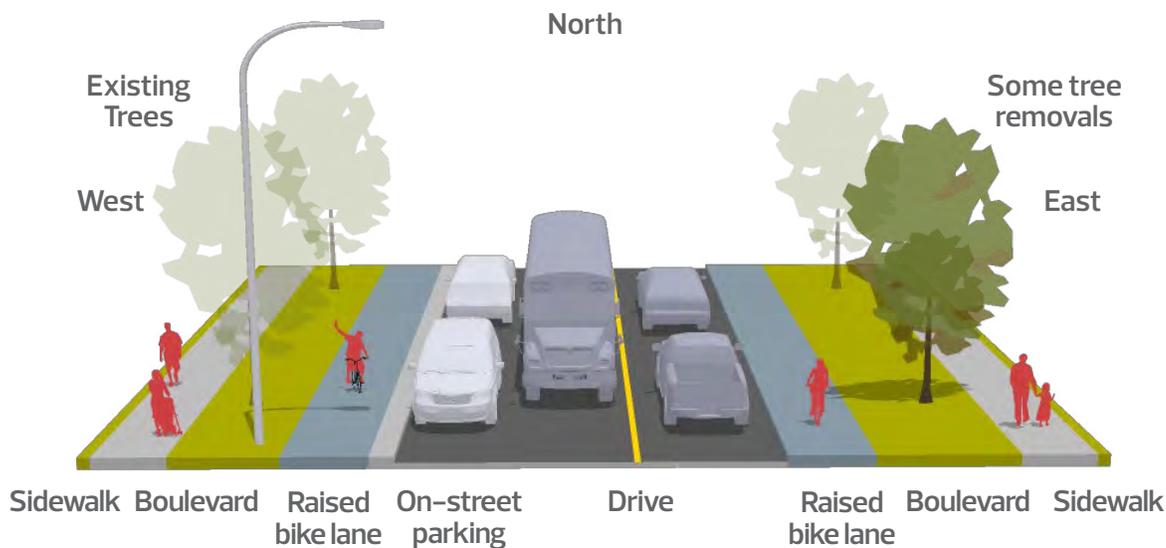


Figure 15. 121 Street – 153 Avenue to 161 Avenue – Cross section

# 121 Street – 153 Avenue to 162 Avenue

## What we considered

### What we heard

Respondents:

- + Would like enhanced or additional crosswalks to improve 121 Street crossing safety
- + Are generally comfortable with shared pathways to meet the need for safe active transportation travel
- + Prefer a design with a treed boulevard
- + Are concerned with designs that reduce parking and/or increase congestion
- 161 Avenue and 121 Street / 162 Avenue intersection:**
- + Are generally comfortable with a three-way stop to slow traffic and make pedestrian crossings safer
- + Many respondents suggest pedestrian crossing lights would also improve safety
- + Are concerned with the traffic impacts especially since cars enter the one-way access into the gas station from all directions

### Vision and Guiding Principles

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking
- + Drivers experience comfortable, safe roads and alleys

### Design considerations and technical requirements

- + Complete Streets Design and Construction Standards
- + TAC
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Potential tree or utility conflicts (bike lane widths and alignment may need to deviate at conflict points, remove some trees or relocate utilities)
- + Incorporate additional drainage infrastructure for raised crossings and curb extensions
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving
- + Align lane widths to Complete Streets standards to encourage slower speeds

### City Policies and Programs

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + Community Traffic Management Policy (C590)
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Winter Design Policy (C588)
- + Vision Zero Initiative/Safe Mobility Strategy



## 162 Avenue – 161 Avenue to Castle Downs Road

**The draft design includes:**

- + Raised bike lanes that accommodate all ages and abilities and separate people biking from people walking, rolling and driving
- + Wider sidewalks to align with the City's Complete Streets Design and Construction Standards
- + Raised crossings along both sides of 162 Avenue at all intersections, across 162 Avenue at the AltaLink Utility Corridor and in front of the schools to provide continuous sidewalk and raised bike lane crossings, improve visibility for people crossing and people driving and encourage slower traffic
- + Raised intersections, three-way stops and curb extensions at 162 Avenue/161 Avenue and 162 Avenue/115 Street to encourage slower traffic speeds and become more pedestrian friendly
- + Curb extensions at most intersections to shorten crossing distances, improve visibility for people crossing and people driving, prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways and encourage slower traffic
- + Some parking removals on both sides of the road between 161 Avenue and the AltaLink Utility Corridor
- + Maintaining parking on both sides of the road between the AltaLink Utility Corridor and 115 Street (in front of the schools)
- + Parking removals along the south side of the road between 115 Street and Castle Downs Road
- + Some tree removal may be required west of the AltaLink Utility Corridor and east of 115 Street due to construction needs
- + New trees will be planted, where possible

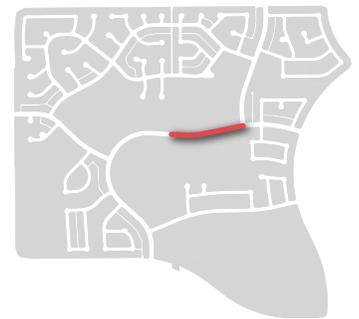
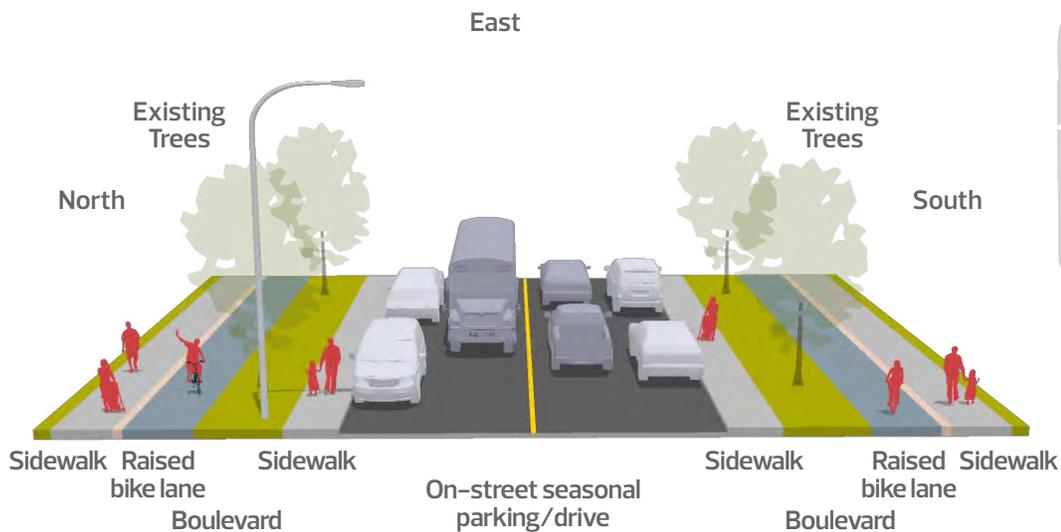


Figure 16. 162 Avenue – In front of the schools – Cross section

# 162 Avenue – 161 Avenue to Castle Downs Road

## What we considered

### What we heard

Respondents:

- + Are generally comfortable with shared pathways in this area as they would keep children away from the road and don't require a reduction in parking or driving lanes near the schools
  - + Are generally comfortable with the centre medians to calm traffic and prevent u-turns; suggestions were received to consider clear sightlines and plant/decor maintenance when designing
  - + Would like enhanced or additional crosswalks to improve 162 Avenue crossing safety
  - + Are concerned with designs that reduce parking and/or increase congestion; some would like separate drop-off zones in front of the schools to be considered
- 161 Avenue and 121 Street/162 Avenue intersection:**
- + Are generally comfortable with a three-way stop to slow traffic and make pedestrian crossings safer
  - + Many respondents suggest pedestrian crossing lights would also improve safety
  - + Are concerned with the traffic impacts especially since cars enter the one-way access into the gas station from all directions

### Vision and Guiding Principles

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking
- + Drivers experience comfortable, safe roads and alleys

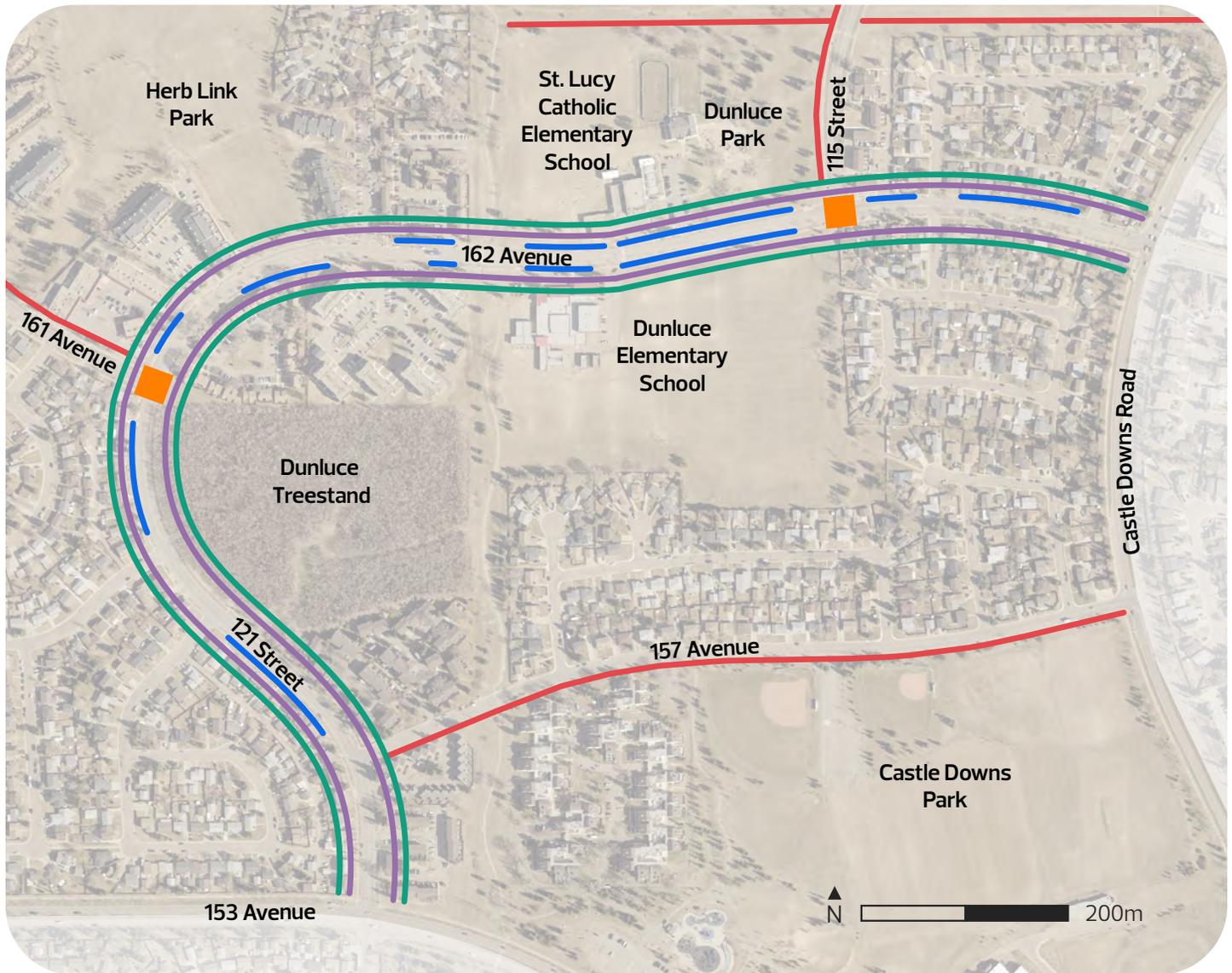
### Design considerations and technical requirements

- + Complete Streets Design and Construction Standards
- + TAC
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Potential tree or utility conflicts (bike lane widths and alignment may need to deviate at conflict points, remove some trees or relocate utilities)
- + Incorporate additional drainage infrastructure for raised crossings and curb extensions
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving
- + Align lane widths to Complete Street standards to encourage slower speeds
- + Maintain most parking for school pick up and drop off

### City Policies and Programs

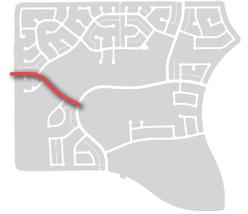
- + Active Transportation Policy (C544)
- + The City Plan
- + Community Traffic Management Policy (C590)
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Vision Zero Initiative/Safe Mobility Strategy

## Conceptual plan – 121 Street and 162 Avenue



- Widen existing sidewalk
- New raised bike lane
- On-street parking
- Raised intersection
- Existing shared pathway
- New shared pathway
- Widen existing pathway

Figure 17. Conceptual plan – 121 Street and 162 Avenue



## 161 Avenue – 121 Street to 127 Street

**The draft design includes:**

- + A shared pathway along the north side of 161 Avenue, separated from the roadway by a treed boulevard. This pathway provides more space for people walking, rolling and biking (tree removal and fire hydrant relocation is required)
  - + A raised crosswalk along the north side of 161 Avenue at Dunluce Road to provide a continuous shared pathway crossing, improve visibility for people crossing and people driving and encourage slower traffic
  - + Curb extensions at intersections to shorten crossing distances, improve visibility for people crossing and people driving, prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways and to encourage slower traffic
  - + Wider sidewalks along the south side of 161 Avenue to align with the City's Complete Streets Design and Construction Standards
- + 161 Avenue and 121 Street/162 Avenue intersection:
    - + A three-way stop to give equal priority to all directions of travel and to slow vehicles
    - + Curb extensions to shorten crossing distances, improve visibility for people crossing and people driving, define no parking zones near the intersections, bus stops, accesses and driveways and to encourage slower traffic
    - + A raised crossing over 162 Avenue for the shared pathway to provide continuous shared pathway crossings, improve visibility for people crossing and people driving, define no parking zones near the intersections, bus stops, accesses and driveways as well as to encourage slower traffic

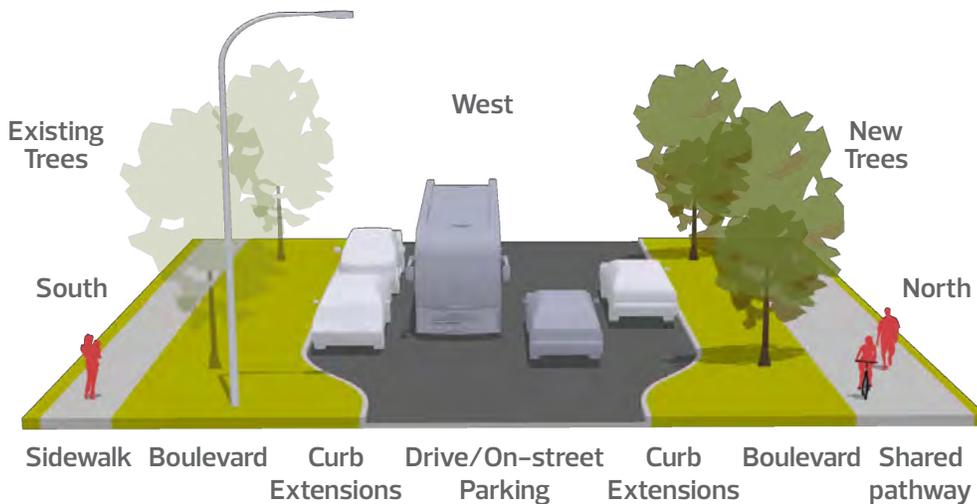


Figure 18. 161 Avenue – 121 Street to 127 Street – Cross section



Figure 19. 161 Avenue – 121 Street to 127 Street – Rendering looking north towards Dunluce Road

# 161 Avenue – 121 Street to 127 Street

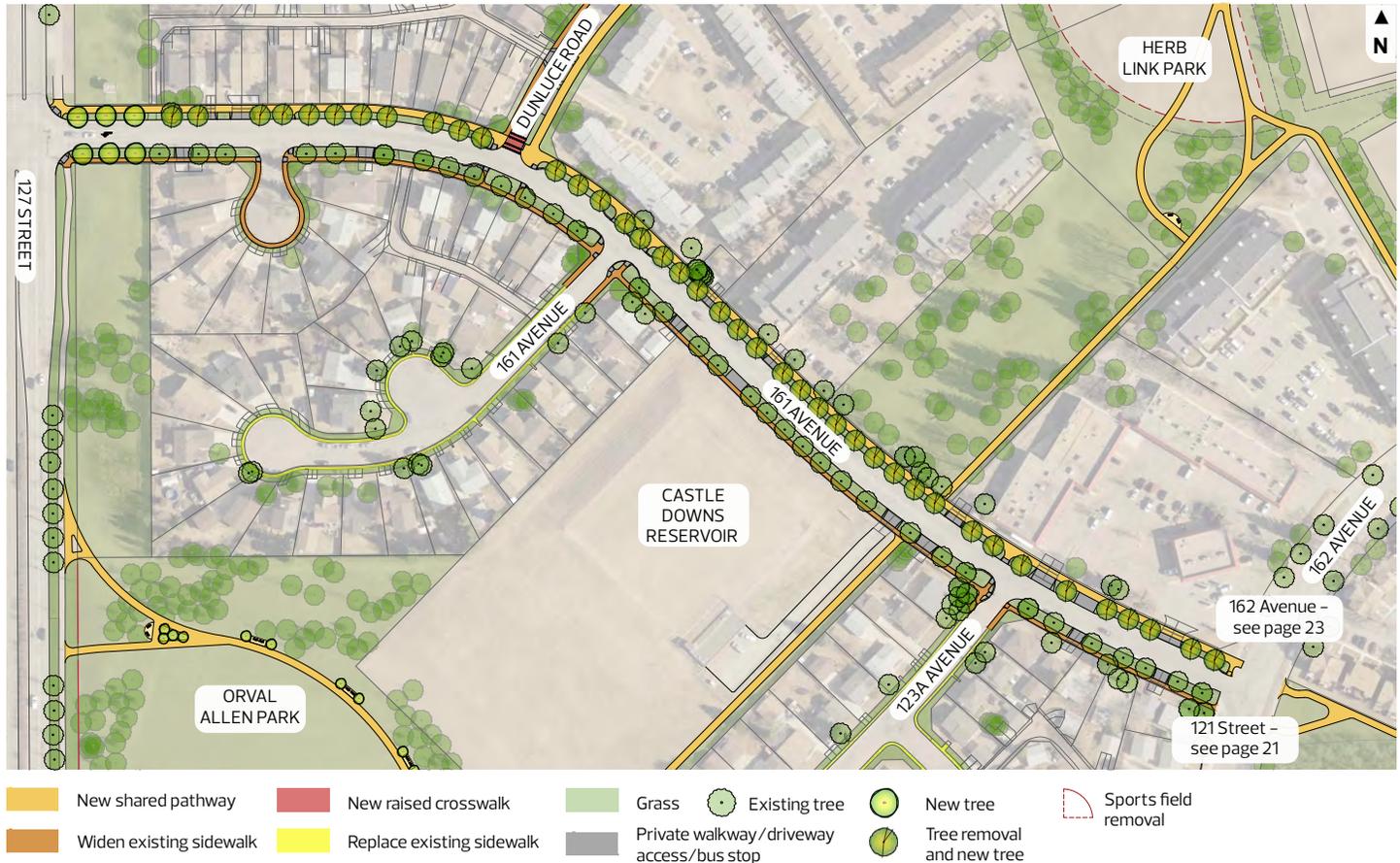


Figure 20. 161 Avenue – 121 Street to 127 Street – Plan view

## What we considered

### What we heard

Respondents:

- + Are split on their level of comfort with the shared pathway at this location  
**161 Avenue and 121 Street/  
162 Avenue intersection:**
- + Are generally comfortable with a three-way stop to slow traffic and make the pedestrian crossing safer
- + Many respondents suggest pedestrian crossing lights would also improve safety
- + Are concerned with the traffic impacts around the corner store especially since cars enter the one-way access into the gas station from all directions

### Vision and Guiding Principles

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking
- + Drivers experience comfortable, safe roads and alleys

### Design considerations and technical requirements

- + Complete Streets Design and Construction Standards
- + TAC
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Manage tree and utility conflicts (shared pathway widths and alignments may need to deviate at conflict points and require removal or relocation in other locations)
- + Incorporate additional drainage infrastructure for raised crossings and curb extensions
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving

### City Policies and Programs

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + Community Traffic Management Policy (C590)
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Vision Zero Initiative/Safe Mobility Strategy



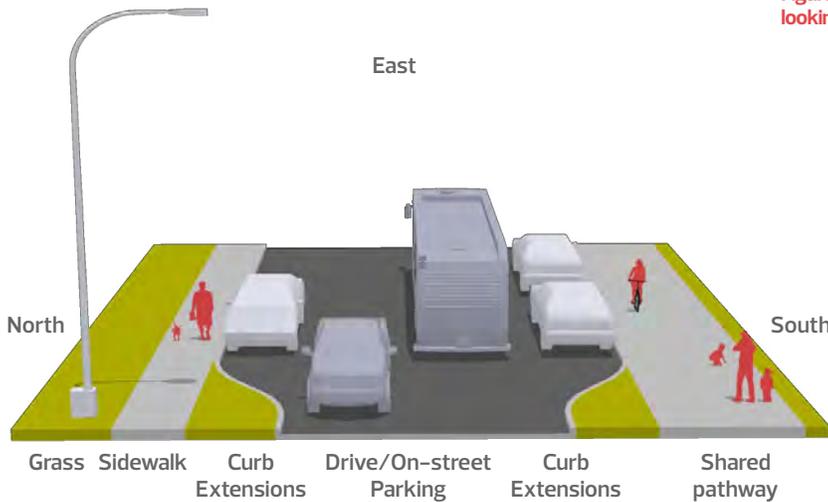
# 157 Avenue – Castle Downs Road to 121 Street

**The draft design includes:**

- + A shared pathway along the south side of 157 Avenue to provide more space for people walking, rolling and biking (some tree removal is required)
- + A raised crosswalk at the AltaLink Utility Corridor to provide a continuous shared pathway crossing, improve visibility for people crossing and people driving and to encourage slower traffic
- + Curb extensions at intersections to shorten crossing distances, improve visibility for people crossing and people driving, prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways and to encourage slower traffic
- + Wider sidewalks along the north side of 157 Avenue to align with the City's Complete Streets Design and Construction Standards



**Figure 21. 157 Avenue – Castle Downs Road to 121 Street – Rendering looking east**



**Figure 22. 157 Avenue – Castle Downs Road to 121 Street – Cross section**



**Figure 23. 157 Avenue – Castle Downs Road to 121 Street – Plan view**

# 157 Avenue – Castle Downs Road to 121 Street

## What we considered

### What we heard

Respondents:

- + Are generally comfortable with a shared pathway on 157 Avenue as it separates bikes from cars and is less likely to impede traffic flow than an on-street bike lane; some suggest adding a shared pathway to the north side as well
- + Would like additional trees to be considered
- + Are concerned curb extensions will impede traffic flow and add to congestion in the area
- + Would like enhanced or additional crosswalks to improve 157 Avenue crossing safety

### Vision and Guiding Principles

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking
- + Drivers experience comfortable, safe roads and alleys

### Design considerations and technical requirements

- + Complete Streets Design and Construction Standards
- + TAC
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Manage tree or utility conflicts (shared pathway widths and alignments may need to deviate at conflict points and require removal or relocation in other locations)
- + Consider retaining wall along the south side of the new shared pathway across from the 115 Street intersection
- + Incorporate additional drainage infrastructure for raised crossings and curb extensions
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving

### City Policies and Programs

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + Community Traffic Management Policy (C590)
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Vision Zero Initiative/Safe Mobility Strategy



Figure 24. 157 Avenue – Castle Downs Road to 121 Street – Rendering looking west



# 115 Street – 167 Avenue to 162 Avenue

**The draft design includes:**

- + A shared pathway along the west side of 162 Avenue, separated from the road by an existing treed boulevard. This pathway will provide more space for people walking, rolling and biking
- + Raised crossings at the AltaLink Utility Corridor shared pathway and along the west side of 115 Street at Dunluce Road to improve visibility for people crossing and people driving, prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways as well as encourage slower traffic
- + Curb extensions at intersections to shorten crossing distances, improve visibility for people crossing and people driving and encourage slower traffic
- + Wider sidewalks along the east side of 115 Street to align with the City's Complete Streets Design and Construction Standards

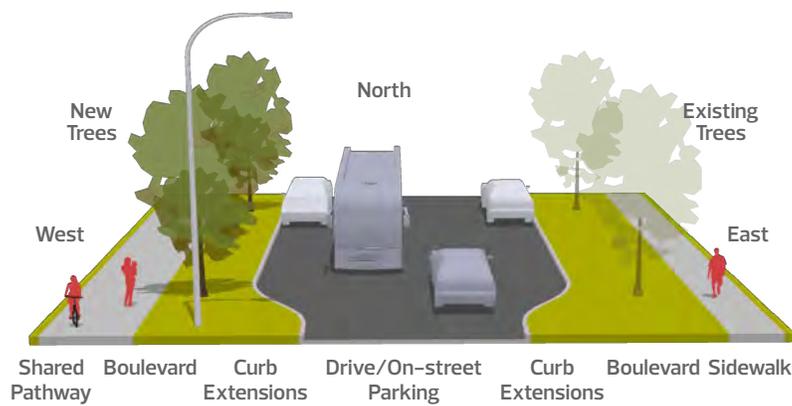


Figure 25. 115 Street – 167 Avenue to 162 Avenue – Cross section



Figure 26. 115 Street – 167 Avenue to 162 Avenue – Plan view between 167 Avenue and 162 Avenue

- New shared pathway
- New pathway
- Widen existing sidewalk
- Replace existing sidewalk
- New raised crosswalk
- New sidewalk
- Widen existing breezeway
- Grass
- Private walkway/driveway access/bus stop
- Existing tree
- Tree removal
- New tree
- New planting bed



Figure 27. 115 Street – 167 Avenue to 162 Avenue – Rendering looking south towards Dunluce Road



Figure 28. 115 Street – 167 Avenue to 162 Avenue – Rendering looking north towards Dunluce Road

**What we considered**

**What we heard**

Respondents:

- + Would like enhanced or additional crosswalks to improve 115 Street crossing safety
- + Are generally comfortable with a shared pathway on 115 Street as it separates bikes from cars and is less likely to impede traffic flow than an on-street bike lane
- + Are concerned with designs that reduce parking and/or may increase congestion

**Vision and Guiding Principles**

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking
- + Drivers experience comfortable, safe roads and alleys

**Design considerations and technical requirements**

- + Complete Streets Design and Construction Standards
- + TAC
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Manage tree or utility conflicts (shared pathway widths and alignments may need to deviate at conflict points and require removal or relocation in other locations)
- + Incorporate additional drainage infrastructure for raised crossings and curb extensions
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving

**City Policies and Programs**

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + Community Traffic Management Policy (C590)
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Vision Zero Initiative/Safe Mobility Strategy

## 115 Street – 167 Avenue to 162 Avenue



Figure 29. 115 Street – 167 Avenue to 162 Avenue – Plan view between 167 Avenue and Dunluce Road



Figure 30. 115 Street – 167 Avenue to 162 Avenue – Plan view between Dunluce Road and 162 Avenue



# Dunluce Road

**The draft design includes:**

- + A shared pathway along the south side of Dunluce Road next to the roadway to provide more space for people walking, rolling and biking (some parking removal required)
- + Raised crossings at intersections along the south side of Dunluce Road and at the shared alley to provide a continuous level crossings, improve visibility for people crossing and people driving and to encourage slower traffic
- + Curb extensions at intersections on the south side of Dunluce road to shorten crossing distances, improve visibility for people crossing and people driving, prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways and encourage slower traffic
- + Wider sidewalks along the north side of Dunluce Road to align with the City's Complete Streets Design and Construction Standards

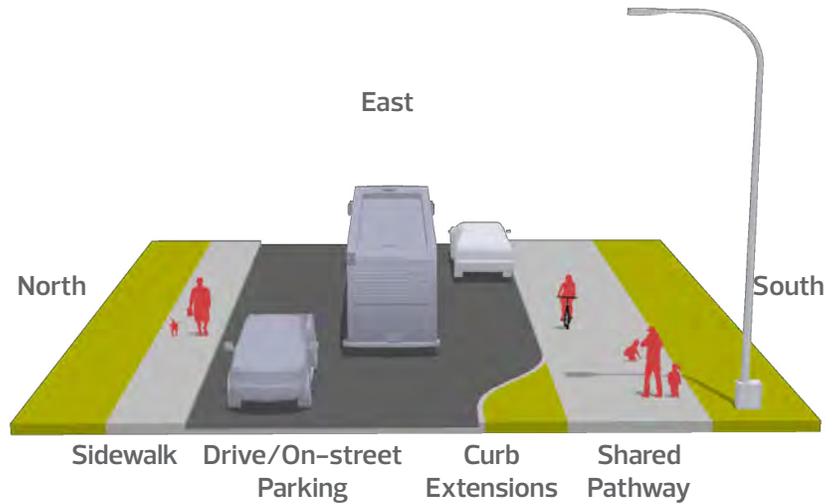


Figure 31. Dunluce Road – Cross section

## What we considered

**What we heard**

Respondents:

- + Suggest they are generally comfortable with the shared pathway and curb extension option on Dunluce Road as it separates bikes from cars and is less likely to impede traffic flow than an on-street bike lane
- + Are concerned curb extensions will impede traffic flow and add to congestion in the area

**Vision and Guiding Principles**

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking
- + Drivers experience comfortable, safe roads and alleys

**Design considerations and technical requirements**

- + Complete Streets Design and Construction Standards
- + TAC
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Manage tree or utility conflicts (shared pathway widths and alignments may need to deviate at some conflict points and require removal or relocation in other locations)
- + Consider additional drainage infrastructure for raised crossings and curb extensions
- + Shorten the crossing distance
- + Heighten crossing awareness and visibility for people crossing and people driving to see each other
- + Consider both the safety and traffic flow impacts of traffic calming measures

**City Policies and Programs**

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + Community Traffic Management Policy (C590)
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Vision Zero Initiative/ Safe Mobility Strategy

# Dunluce Road



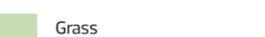
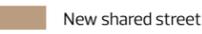
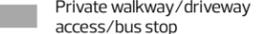
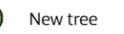
- |  |   |   |   |   |  |
|--|---|---|---|---|--|
|  New shared pathway      |  Replace existing sidewalk |  New sidewalk      |  Grass                                    |  Existing tree |  Tree removal |
|  Widen existing sidewalk |  New raised crosswalk      |  New shared street |  Private walkway/driveway access/bus stop |  New tree      |  |

Figure 32. Dunluce Road – Plan view between 161 Avenue and 115 Street



Figure 33. Dunluce Road – Rendering looking south towards Herb Link Park



# Warwick Road

**The draft design includes:**

- + Adjusting the road width to align with current local road standards
- + Wider sidewalks along both sides of Warwick Road to align with the City's Complete Streets Design and Construction Standards
- + A grass boulevard with trees along the east and south sides of Warwick Road to add greenery and room for snow storage



Sidewalk Boulevard Drive/On-street Parking Sidewalk

**Figure 34. Warwick Road – Cross section**



**Figure 35. Warwick Road – Rendering looking east towards Dunluce Road**

**What we considered**

**What we heard**

Respondents:

- + Are generally concerned with how the narrower roadway will impact traffic flow. There are concerns about finding empty parking spots to pull over and about larger vehicles such as school buses and garbage trucks having to manoeuvre the narrowed roadway
- + Look forward to new trees in the area adding beauty and shade to the active transportation experience

**Vision and Guiding Principles**

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking
- + Drivers experience comfortable, safe roads and alleys

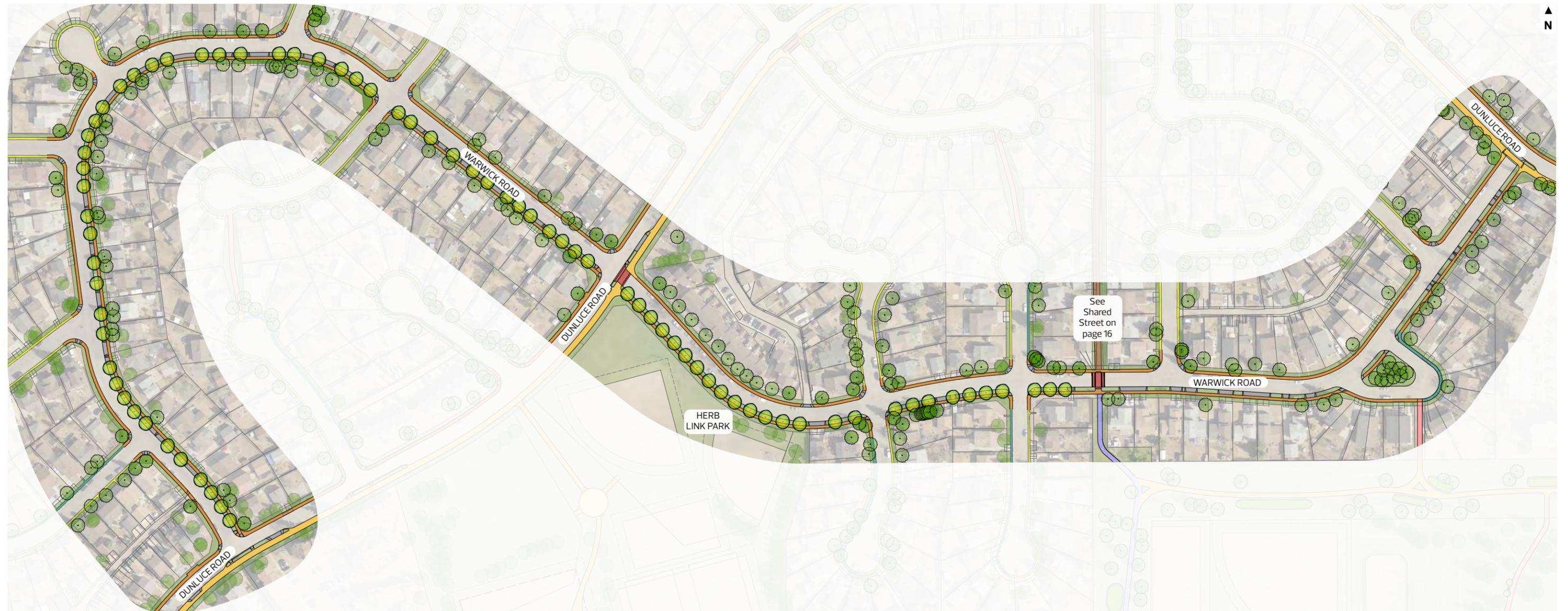
**Design considerations and technical requirements**

- + Complete Streets Design and Construction Standards
- + TAC
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Incorporate utility constraints such as watermain offsets, catchbasin locations, hydrants and pedestals
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving
- + Align lane widths to Complete Street standards (designed to accommodate all necessary service vehicles) to encourage slower speeds

**City Policies and Programs**

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Corporate Tree Management Policy (C456C)
- + Vision Zero Initiative/Safe Mobility Strategy

# Warwick Road



- |   |                           |                          |  |
|---|---------------------------|--------------------------|--|
| New shared pathway                        | Replace existing sidewalk | Widen existing breezeway | Private walkway / driveway access / bus stop |
| Replace and widen existing shared pathway | New raised crosswalk      | New shared street        | Existing tree                                |
| Widen existing sidewalk                   | New sidewalk              | Grass                    | New tree                                     |

Figure 36. Warwick Road - Plan view

## 2.3 Parks

The following highlights the location specific designs for:

- + Dunluce Natural Area
- + Dunluce Park and Dunluce School Park
- + Herb Link Park
- + Orval Allen Park



- Dunluce neighbourhood boundary
- New park pathway
- Parks improvements

Figure 37. Parks - Map





# Dunluce Natural Area

**The draft design includes:**

- + Replacing the existing east-west gravel pathway with a hard-surface shared pathway to improve accessibility for people walking, rolling and biking
- + A new east-west shared pathway along the Natural Area's north edge to enhance accessibility and connectivity
- + Removal of some trees to make space for the new east-west shared pathway along the Natural Area's north edge
- + Seating areas with benches along the shared pathways to provide places for people of all ages to gather and rest
- + Enhanced and additional LED directional lighting along the shared pathways to improve visibility for people walking, rolling or biking
- + Waste bins along the shared pathways to encourage cleanliness
- + New plantings and trees to replace the existing foot trails, add greenery to the neighbourhood and support biodiversity



**Figure 38. Dunluce Natural Area – Rendering: Overview**



- |   |                           |                          |  |                  |                      |
|---|---------------------------|--------------------------|--|------------------|----------------------|
| New shared pathway                        | Widen existing sidewalk   | New raised crosswalk     | Grass                                    | Existing tree    | New tree             |
| Replace and widen existing shared pathway | Replace existing sidewalk | Widen existing breezeway | Private walkway/driveway access/bus stop | New planting bed | Sports field removal |

**Figure 39. Dunluce Natural Area – Plan view**

## Dunluce Natural Area



Figure 40. Dunluce Natural Area – Rendering: Seating area

### What we considered

#### What we heard

Respondents:

- + Are generally comfortable with the enhanced and new pathways for the natural area to make the area feel safer by increasing accessibility and use
- + Like the additional lighting and proposed hard surface path for active transportation
- + Agree the encampments and criminal activity in the area need to be addressed and that the park could use some clean up of dead wood and brush which may be a fire hazard

#### Vision and Guiding Principles

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking
- + Parks and green spaces are welcoming, accessible and feel safe

#### Design considerations and technical requirements

- + Select resilient and low maintenance plantings
- + Review path alignments and widths to minimize tree impacts
- + Design with CPTED principles in mind to create safe, inviting and visible seating areas
- + Access Design Guide
- + Urban Design Framework

#### City Policies and Programs

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + Open Space Policy (C594) and BREATHE – Green Network Strategy
- + The City Plan
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Winter Design Policy (C588)



## Dunluce Park and Dunluce School Park

**The draft design includes:**

- + Wider and new pathways to improve accessibility and connectivity within the neighbourhood (requires some tree removal)
- + Additional lighting to improve visibility for people walking, rolling and biking
- + Seating areas with benches to provide places for people of all ages to gather and rest
- + An outdoor nature classroom with circular group seating to provide a programming space for the nearby schools
- + Adding naturalized areas to provide more greenery in the neighbourhood (these require less maintenance than grass-only areas and also support biodiversity)
- + Waste bins to encourage cleanliness



Figure 41. Dunluce Park – Rendering



Figure 42. Dunluce School Park – Rendering

# Dunluce Park and Dunluce School Park

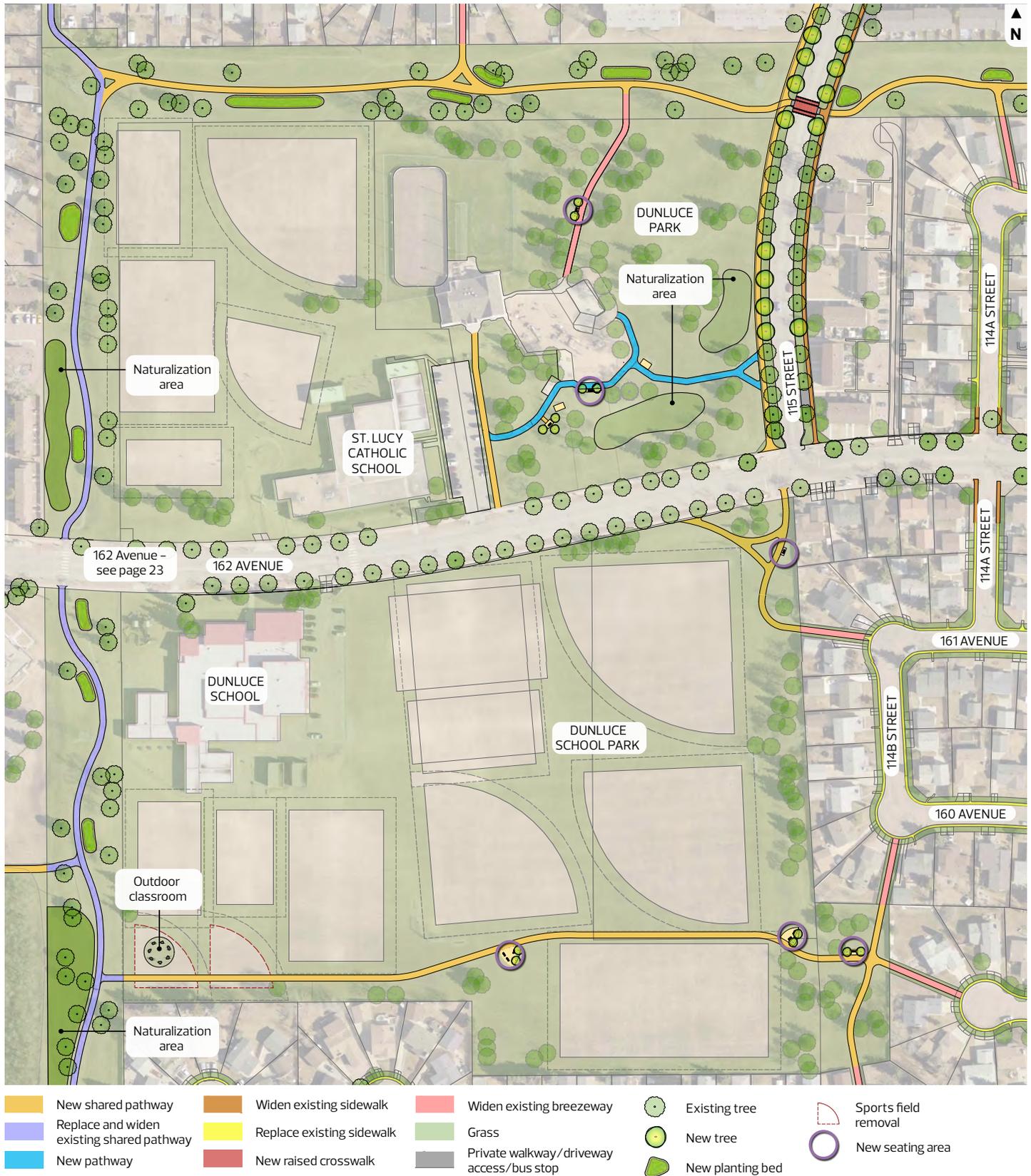


Figure 43. Dunluce Park and Dunluce School Park – Plan view

## Dunluce Park and Dunluce School Park



Figure 44. Dunluce Park and Dunluce School Park – Rendering

### What we considered

#### What we heard

Respondents:

- + Are generally in support of the proposed design for Dunluce Park and Dunluce School Park and like the improved connections and park accessibility

#### Vision and Guiding Principles

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking
- + Parks and green spaces are welcoming, accessible and feel safe

#### Design considerations and technical requirements

- + Select resilient and low maintenance plantings
- + Review path alignments and widths to minimize tree impacts
- + Design with CPTED principles in mind to create safe, inviting and visible seating areas
- + Consider winter design including:
  - + Maximizing exposure to sunshine by placing south facing benches
  - + Plant deciduous trees south of seating areas to provide shade during the summer and allow sunshine during the winter
  - + Plant shrubs and coniferous trees north of seating areas to create a wind block during the winter

- + Plant plants with vibrant colours

- + Access Design Guide
- + Urban Design Framework

#### City Policies and Programs

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + Open Space Policy (C594) and BREATHE – Green Network Strategy
- + The City Plan
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Winter Design Policy (C588)



# Herb Link Park

**The draft design includes:**

- + New shared pathways to improve accessibility and connectivity within the neighbourhood (Removal of one baseball diamond is required to accommodate pathway)
- + Additional lighting to improve visibility for people walking, rolling and biking
- + Waste bins to encourage cleanliness
- + Seating areas with benches to provide places for people of all ages to gather and rest



New shared pathway	New raised crosswalk	Grass	Existing tree	Tree removal and new tree
Widen existing sidewalk	New sidewalk	New seating area	New tree	
Replace existing sidewalk	Widen existing breezeway	Private walkway/driveway access/bus stop	Sports field removal	

**Figure 45. Herb Link Park – Plan view**

# Herb Link Park



Figure 46. Herb Link Park – Rendering

## What we considered

### What we heard

Respondents:

- + Are generally comfortable with the central pathway design
- + Are concerned about tree removal and would like to see as few impacts as possible

### Vision and Guiding Principles

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking
- + Parks and green spaces are welcoming, accessible and feel safe

### Design considerations and technical requirements

- + Review path alignments and widths to minimize tree impacts
- + Design with CPTED principles in mind to create safe, inviting and visible seating areas
- + Consider winter design including:
  - + Maximizing exposure to sunshine by placing south facing benches
  - + Plant deciduous trees south of seating areas to provide shade during the summer and allow sunshine during the winter
  - + Plant shrubs and coniferous trees north of seating areas to create a wind block during the winter
  - + Plant plants with vibrant colours
- + Access Design Guide
- + Urban Design Framework

### City Policies and Programs

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Winter Design Policy (C588)



# Orval Allen Park

**The draft design includes:**

- + An east-west shared pathway to improve accessibility and connectivity within the neighbourhood
- + A fence along the east side of 127 Street will enhance the safety of dogs in the off-leash dog area (whole park)
- + Additional lighting to improve visibility for people who walk, roll or bike
- + Waste bins to encourage cleanliness
- + Seating areas with benches to provide places for people of all ages to gather and rest
- + Removal of the linear park sections along 127 Street from the off-leash zone
- + Adding naturalized areas to provide more greenery in the neighbourhood (these require less maintenance than grass-only areas and also support biodiversity)

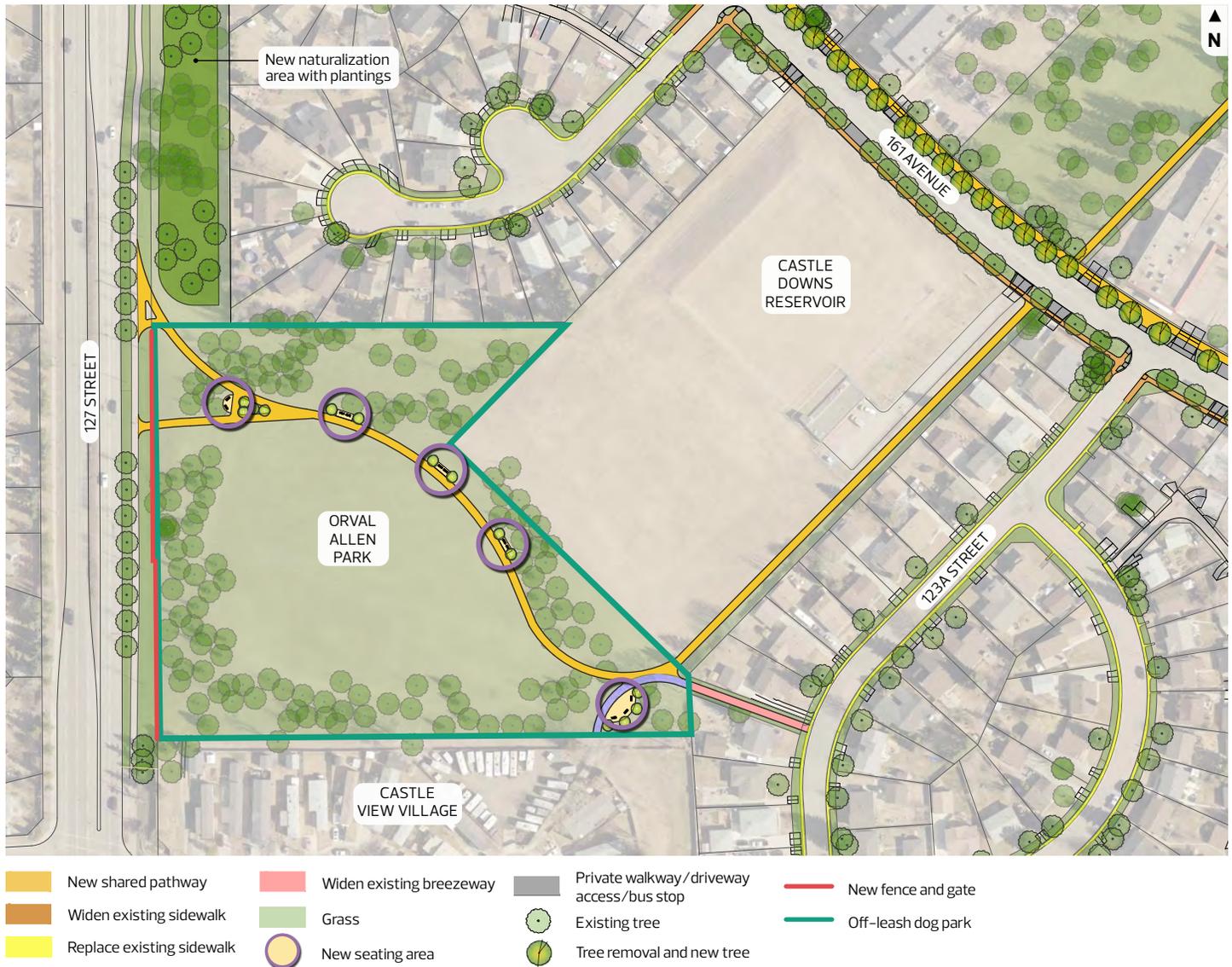


Figure 47. Orval Allen Park – Plan view



Figure 48. Orval Allen Park – Rendering: Overview



Figure 49. Orval Allen Park – Rendering: Large seating area

# Orval Allen Park



Figure 50. Orval Allen Park – Rendering: Small seating area

## What we considered

### What we heard

Respondents:

- + More respondents are comfortable with a fenced off-leash dog area in the main park than they are with it being located along 127 Street. However, dog walkers feel the proposed fenced-off areas are too limiting and prefer the wide open space that exists today. Some suggest a barrier or fence along 127 Street would be a welcome idea

### Vision and Guiding Principles

Aligns with the following principles:

- + All ages and abilities experience comfort when walking, rolling and biking
- + Parks and green spaces are welcoming, accessible and feel safe

### Design considerations and technical requirements

- + Review path alignments and widths to minimize tree impacts
- + Design changes are proposed for City park lands and exclude the nearby Castle Downs Reservoir lands east of the park, which are owned by EPCOR
- + Design with CPTED principles in mind to create safe, inviting and visible seating areas
- + Winter considerations such as:
  - + Maximize exposure to sunshine by placing south facing benches
  - + Plant deciduous trees south of seating areas to provide shade during the summer and allow sunshine during the winter
  - + Plant shrubs and coniferous trees north of seating areas to create a wind block during the winter
  - + Plant plants with vibrant colours
- + Access Design Guide
- + Urban Design Framework

### City Policies and Programs

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + Open Space Policy (C594) and BREATHE – Green Network Strategy
- + The City Plan
- + ConnectEdmonton
- + Dogs in Opens Spaces Strategy
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Winter Design Policy (C588)

