

The background of the entire page is a photograph of a residential street lined with mature trees. A blue semi-transparent rectangular overlay covers the left and center portions of the image, serving as a backdrop for the title and subtitle. The street itself is paved and has a few cars parked on the side in the distance.

Inglewood Neighbourhood Renewal

URBAN DESIGN ANALYSIS

Published June 2019

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Photo Above
Inglewood commercial area along
124 Street.

1 Background Information and Policy Review

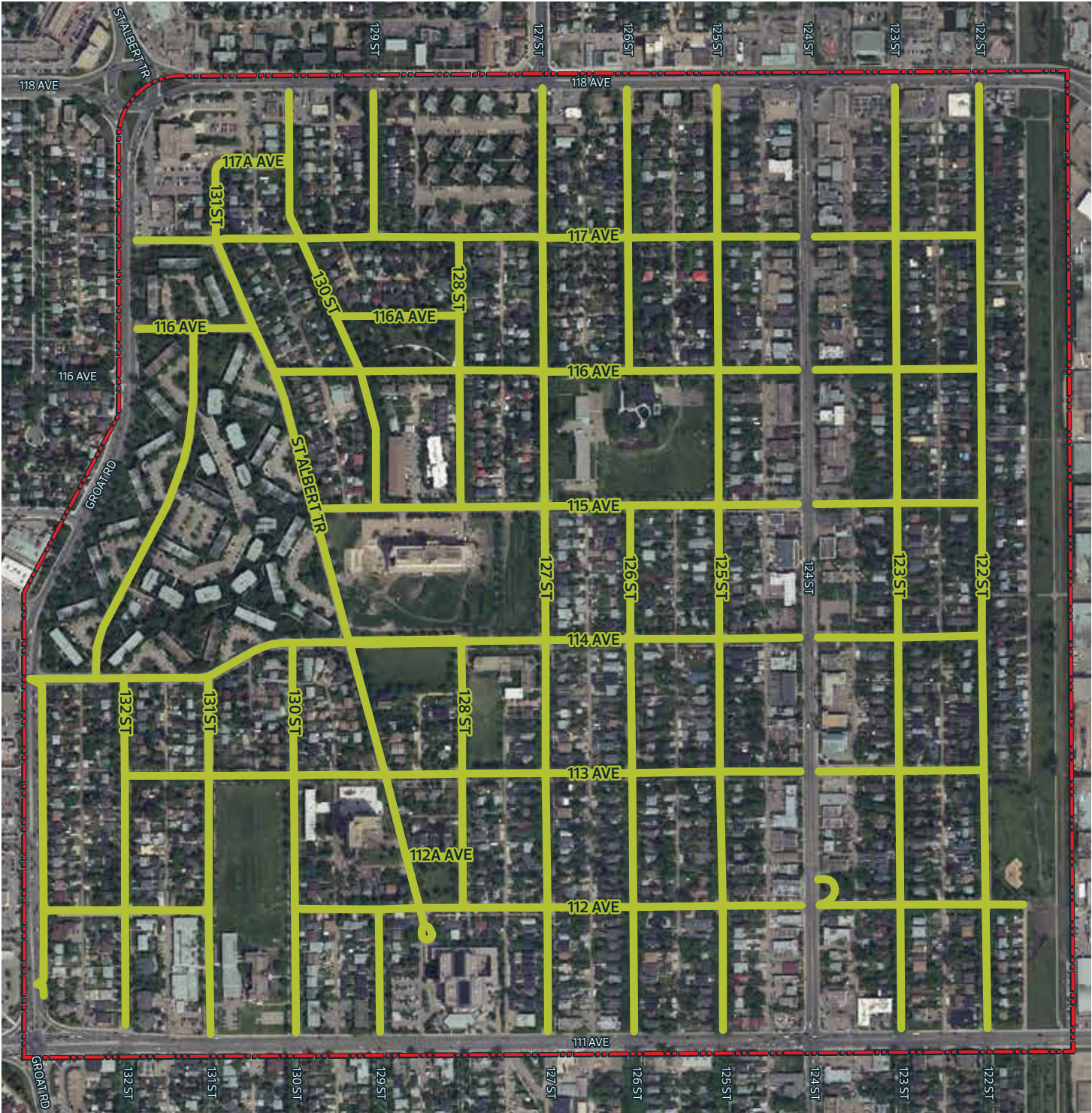
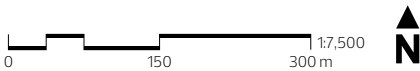
1.1 Neighbourhood Renewal Background

Urban Design Analysis (UDA) for Inglewood Neighbourhood is a part of the Neighbourhood Renewal Program as per the Building Great Neighbourhood (BGN) initiative by the City of Edmonton. Every year, this program identifies Edmonton neighbourhoods that need renewal, and delineates a cost-effective, long-term strategic approach, which involves reconstruction and repaving of roads, as well as, renovation of sidewalks, sidewalk connections, streetlights, curbs and gutters in existing neighbourhoods. The City will also explore opportunities for the redevelopment of City-owned green spaces and parks within the neighbourhood. Alleys and arterial roads are usually not part of this work.

The purpose of the UDA is to support the neighbourhood's Revitalization Strategy. Through public engagement, UDA investigates the existing urban environment, its functionality, connectivity, aesthetics and the overall urban experiences of the neighbourhood. The analysis refines the strategy and elements required to renew the neighbourhood's infrastructure, as well as, ways to enhance the lives of the people who live, work, and visit in them. The streets and open spaces subject to this UDA are shown on

MAP 1 – Study Area.

MAP 1 – Study Area



- Inglewood Neighbourhood Boundary
- Roadways Included in Project Scope

1.2 Neighbourhood Context

Inglewood is a residential neighbourhood in north-west Edmonton, Alberta. The interior of the neighbourhood is composed primarily of low-density residential uses with a mix of medium density residential, along with a few commercial businesses and urban services as shown in **MAP 3 – Urban Form & Land Use**. The outside of the neighbourhood has active and busy traffic routes, in contrast with, the interior residential streets that are generally quiet and lined with mature trees. The boundaries of the neighbourhood are 118 Avenue NW on the north, 111 Avenue NW on the south, Groat Road on the west, and a former Canadian National Railway right-of-way next to 121 Street NW on the east. The major arterial roads are Groat Road, 111 Avenue NW, and 118 Avenue NW. 124 Street NW is also classified as an arterial road that carries non-truck traffic through the neighbourhood. These arterial roads house commercial businesses and retail stores. 114 Avenue NW and 127 Street NW are two collector roads.

Some notable businesses and organizations in the neighbourhood include the Métis Employment Services, Westmount Junior High School, Inglewood Elementary School, MAC Islamic Elementary School, NorQuest College Campus, St. Andrew's Centre for Seniors Assisted Living, former Charles Camsell Hospital, Ethiopian Orthodox Church, St. Andrew Catholic Parish Church, Christian Reformed Church, Church of Christ, Bel Air Apartments, and Percy Page Centre. The neighbourhood has an active community league, which organizes community events, programs and beautification projects including a community garden. The latest project of the league is Phase II Playground Development on the Community League site with a planned spray park as the next phase. The neighbourhood also features an off-leash dog park within the CN Rail park.

With its proximity to the Downtown, Westmount transit and shopping centre, Telus World of Science, Coronation Park, NAIT, and MacEwan University, Inglewood has the right mix of large public facilities and services. Northeast of the neighbourhood, Blatchford area redevelopment is underway which will house 30,000 residents on the former City Centre Airport lands. The area will have a fully sustainable community having Agrihood, Park, and Technology & Research

District as per the plan. The redevelopment would benefit Inglewood and other adjacent neighbourhoods due to well-designed transit centres having a minimum adverse impact on Inglewood traffic issues.

Charles Camsell Hospital site redevelopment is another ongoing project in the neighbourhood. The redevelopment has been a source of frustration for the residents because it has been underway for many years. The intended redevelopment of the area will contain single-detached and apartment housing. The redevelopment plan also includes an indigenous garden to honor the Métis, First Nations and Inuit communities, who were treated at the former hospital at the site. The proposed redevelopment will be compatible with existing and planned development of the surrounding lands. Recent observation indicates that the developer has renewed its efforts to complete the redevelopment, which will help the BGN initiative.

In advance of the neighbourhood renewal, the City is developing a concept plan for 127 Street from Stony Plain Road to 118 Avenue using complete street design guidelines. 127 Street through the neighbourhood is a one-way northbound collector road with parking on the east side and a contraflow bike lane on the other. This roadway has been a bike route for 30 years and is well-used by residents to access destinations within the neighbourhood including parks, schools, and businesses along 124 Street. The scope of the neighbourhood renewal project includes delivery of approved 127 Street Collector Concept Plan.

There are several streets excluded from the project scope as stated below:

- 111 Ave NW and 118 Ave NW,
- 124 Street NW,
- Groat Road, and
- Alleys

The urban design analysis excludes these streets from the specific analysis, but they are considered in the context of connectivity for the urban renewal of roadways and open spaces in Inglewood.



Photo Above
Historical Westmount
(Westminster) United Church

1.3 Demographics

The Inglewood community has a diverse range of housing forms including a mix of low density single-family and semi-detached, row house, low to medium-rise apartments up to 12 storeys, and a senior's centres. . Some defining characteristics of the neighbourhood are its historical buildings, indigenous heritage, cultural diversity, high proportion of rental housing and several schools. These characteristics may contribute to the following trends identified by the neighbourhood demographics as presented from the 2016 Municipal Census.

Inglewood has an even distribution of population within different age groups. Most of the population comprise of young adults (20–34) and adults (35–49) with their percentage being largest at 25%. For the most part, the neighbourhood's population in different age groups are comparable to the City, except for the seniors (65+) and school age group (5–19). The seniors population of 17.2% shows that the neighbourhood has aged more compared to the City, which is 14% and is also due to several seniors housing developments in the neighbourhood. Although 78.2% of dwellings are rented compared to only 36.8% City-wide, the percentage of residents (66.8%) that have lived within the neighbourhood for more than 3 years is similar to 67.3% City-wide. The similarity might be because of neighbourhood's proximity to Downtown, shopping centres, schools, parks and other amenities. Despite the high number of rentals, the longer term of residence may contribute to an overall stewardship and upkeep of the community and the private yards.

For mobility, Inglewood residents have a higher proportion of residents that commute using transit or biking at 17.6% and 2.6% respectively compared to only 13.7% transit and 1.1% pedestrian commuters City-wide. This could be attributed to convenient access to Westmount transit centre, bus routes and bike trails, as well as, proximity to employment areas downtown.

The unemployment rate in Inglewood is relatively high at 7.6 % in 2016 vs 5.6% for the City. The student population at 15.5% is significantly lower compare to 25.2 % of the City, which is likely due to the lower percentage of school age population.

FIGURE 1 — Inglewood Neighbourhood Profile

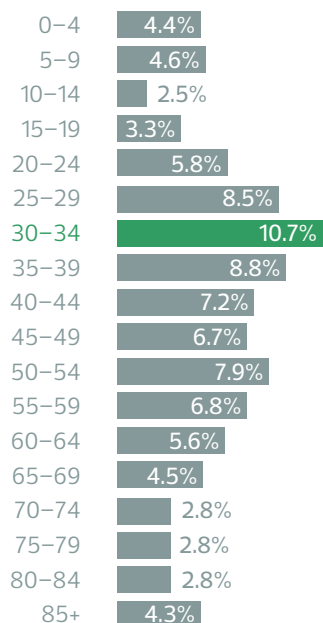
POPULATION

5,922

Source: 2016 Municipal Census

AGE RANGE

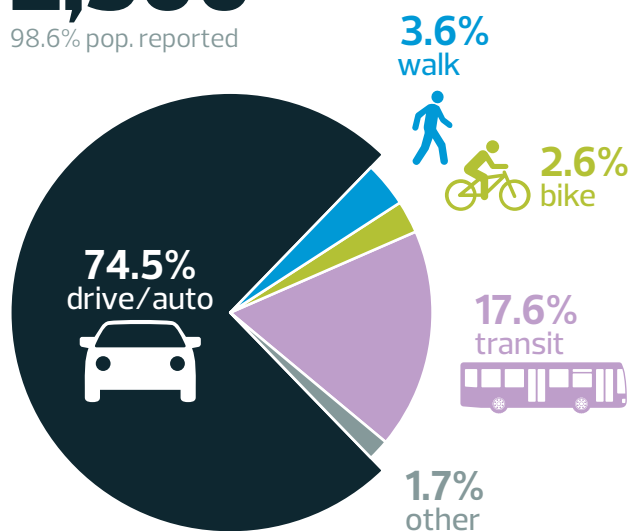
77.4% pop. reported



COMMUTERS

2,500

98.6% pop. reported

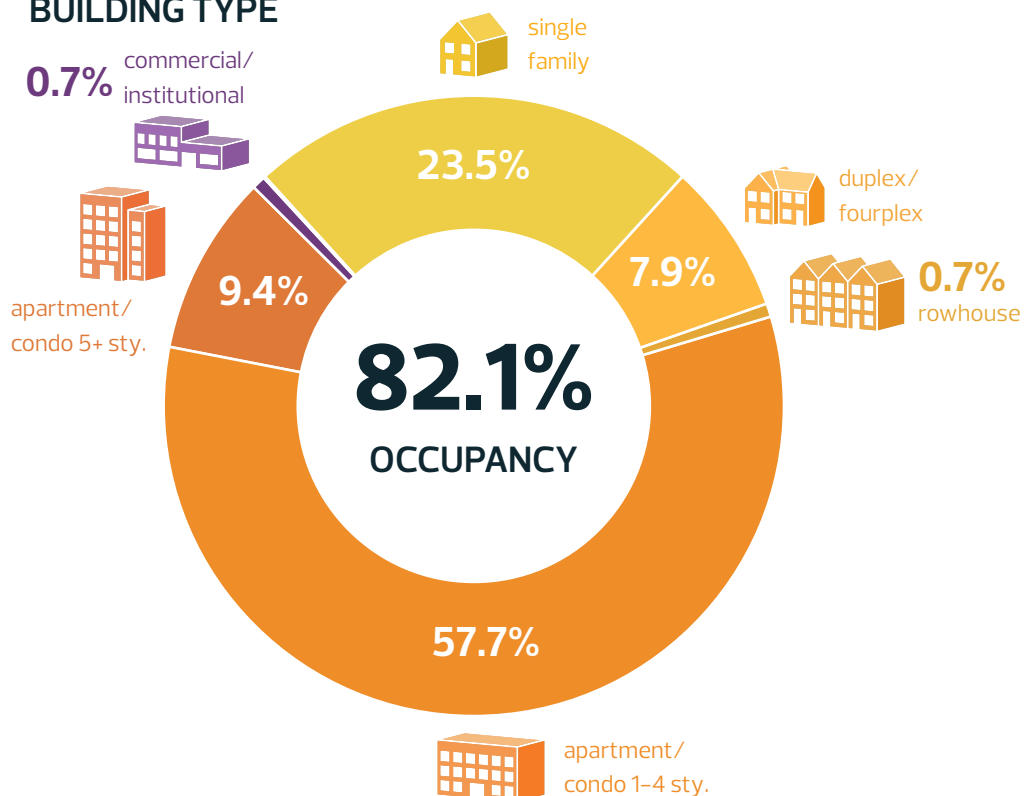


OWNERSHIP

84.4% pop. reported

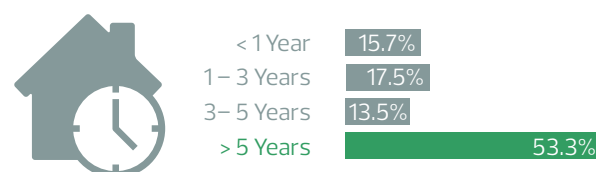
BUILDING TYPE

0.7% commercial/
institutional



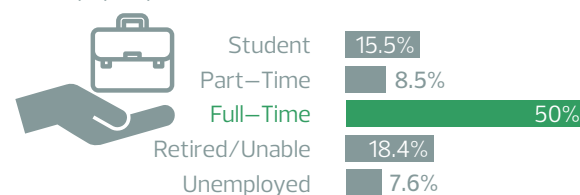
LENGTH OF RESIDENCE

73.2% pop. reported



EMPLOYMENT

73.2% pop. reported



1.4 Neighbourhood History

The following excerpt from the West Ingle ARP (Office Consolidation, January 2017) is a summary of the history and events that have helped to shape the Inglewood Neighbourhood over the years.

“ Most of the land in Inglewood and Westmount was originally owned by two men: Malcolm Groat, whose River Lot #2 stretched from 121 Street to 135 Street south of 109 Avenue; and John Norris, whose farm lay just east of 121 Street north of 109 Avenue. Even though the area east of 127 Street was incorporated into Edmonton in 1904, and the remainder was incorporated in 1908, Inglewood still remained unsettled and undeveloped during this period. At that time, because there were few planning restrictions, developers constructed as many buildings per lot as possible. Inglewood redeveloped at a quicker, more uniform pace after planning bylaws were in place which necessitated one building per lot. Inglewood is likely named after a community also of the same name, located in southern Ontario. The area's first great spurt of development occurred during the great land boom of 1911–13. Taking advantage of the expanding market for houses in Edmonton, developers purchased the land from Groat and Norris and began to erect a large number of homes without specific buyers (in those days, a new idea). Most of these homes were constructed to the east of 127 Street, as was the case earlier to the south in Groat Estate. Inglewood (north of 111 Avenue) attracted civil servants, railway workers and tradesmen.

One of the first attractions in the Inglewood area was the St. Albert Trail which headed northwest from Fort Edmonton passing the “Norris and Carey” store. The trail then headed for St. Albert where it split into two trails, one leading to Fort Assiniboine dating from 1825 and another to Lac St. Anne and Jasper dating back to 1842. Since the trail was heavily used it became an ideal location for store which catered to travellers. This occurred during the early part of the century. By 1913, 124 Street had a streetcar line which increased its attraction as a location for mixed commercial outlets. Prohibition was first introduced to the Province by way of a plebiscite in 1915 when the Province voted to go dry.



As a result, moonshine stills and rum runners occurred along the trail in the Inglewood area since it was mostly gush and swamp. From 1915 onwards, 124 Street became more and more developed with grocery stores, meat markets, laundries and bakeries. This redevelopment pressure was done at the expense of demolishing a number of circa 1913 homes, only one of which still remains, the original home of Robert Ferdinand Stelck, located at 109A Avenue. A number of other commercial and light industrial businesses grew in the Inglewood area other than those found on 124 Street.

The Inglewood area was subdivided around 1910 when a grid pattern of streets and avenues was surveyed. Many maples and poplars were planted up and down 125 and 126 Streets in the same year. The trees however, were chopped down and were replaced with elm trees around 1940. Streetcar service was developed by the Edmonton Radial Railway Company in 1908 and ran until around 1950. The streetcar ran through the community to supply transportation service to the Calder railway yards. There were three lines which ran through the Inglewood area, and were first started in 1913. The first was the Blue and White line which ran up 124 Street and turned at 112 Avenue.



Photo
Westmount Public School built in 1914 remains in use today.

There was also the Orange and Green line which ran up to 124 Street to 118 Avenue then jogged west to 127 Street and ran up to Calder. The streetcar ran every two to three minutes during rush-hour transporting railway workers to the Calder rail yards. The third line was named the Blue Line and also turned at 112 Avenue.

Inglewood contains buildings and features of historical significance to Edmonton. These include:

St. Andrew's Catholic School (1927): St. Andrew's parish was established by Archbishop O'Leary in 1927. Previous to that, the Catholic community had been served by the Jesuit College. As the college chapel became overcrowded, it proved necessary to secure other facilities. A building was purchased in north Edmonton and moved to the St. Albert Trail and 111 Avenue site. It served the parish until the construction of the present church in 1955. This school is now non-operational as of September 2013." Currently, the school rents the space to MAC Islamic School.

Westmount Public School (1914): Westmount Public School built on land that was part of the old Norris farm and purchased from the family for \$3,200 in July 1909. Westmount School was commissioned in 1912 as the neighbourhood was in its infancy. Back then, the area north of 111th Avenue and west of 124th Street was almost solid bush with a few large ponds. Working from plans drawn by George E. Turner, the Edmonton Public School Board's building commissioner, the firm of Edinger Construction began work in May 1913. Westmount School had "the latest in school planning and exterior design – a free treatment of Gothic which is more or less traditionally associated with collegiate work," reported the Edmonton Journal. The building was distinguished by a central tower with smaller towers over each wing. Bricks came from J.B. Little's Riverdale brickyard and Indiana Bedford stone was shipped from Chicago. The exterior was embellished with stone crests and carvings including wolves' heads flanking the front entrance. Terrazzo marble tiles were laid in the entranceways, doors were solid oak and walls were paneled with it, and leaded glass was used for the windows. Each of the classrooms had rows of desks nailed to oiled wooden floors.

Community League: Inglewood's growth started after World War II and therefore there was little need for a league building, hence the Westmount facility was used from 1910 to 1950. But by 1950 it was large enough to establish its own community league at 12515 – 116 Avenue and was built through volunteer labour. The building's construction was supervised by Lloyd Wood who lived at 126 Street and 107 Avenue.

Charles Camsell Hospital: Edmonton Jesuit College was founded in 1913. Students from all over Canada attended since it was the only classical college in Western Canada. Such a college offered courses in Greek, Latin literature and language. It was located on the site now occupied by the Charles Camsell Hospital. The land on which the college was located was donated by John Norris. The Americans took over the college during World War II and upon the completion of the war the Department of Veterans Affairs assumed control of the building and converted it to a Tuberculosis Hospital. The Charles Camsell Hospital was constructed soon after.

St. Albert Trail: One of the first attractions in the West–Ingle area was the St. Albert Trail which headed northwest from Fort Edmonton passing the "Norris and Carey" store. The trail then headed for St. Albert where it split into two trails, one leading to Fort Assiniboine dating from 1825 and another to Lac St. Anne and Jasper dating back to 1842. Since the trail was heavily used it became an ideal location for store which catered to travellers. This occurred during the early part of the century. By 1913, 124 Street had a streetcar line which increased its attraction as a location for mixed commercial outlets. Prohibition was first introduced to the Province by way of a plebiscite in 1915 when the Province voted to go dry. As a result, moonshine stills and rum runners occurred along the trail in the Inglewood area since it was mostly gush and swamp. From 1915 onwards, 124 Street became more and more developed with grocery stores, meat markets, laundries and bakeries. This redevelopment pressure was done at the expense of demolishing a number of circa 1913 homes, only one of which still remains, the original home of Robert Ferdinand Stelck, located at 109A Avenue. A number of other commercial and light industrial businesses grew in the West–Ingle area other than those found on 124 Street.

Street Car: Streetcar service was developed by the

Edmonton Radial Railway Company in 1908 and ran until around 1950. The streetcar ran through the community to supply transportation service to the Calder railway yards. There were three lines which ran through the West–Ingle area, and were first started in 1913. The first was the Blue and White line which ran up 124 Street and turned at 112 Avenue. There was also the Orange and Green line which ran up to 124 Street to 118 Avenue then jogged west to 127 Street and ran up to Calder. The streetcar ran every two to three minutes during rush–hour transporting railway workers to the Calder rail yards. The third line was named the Blue Line and also turned at 112 Avenue.

”

Based on the historical accounts above, the Inglewood neighbourhood today shows influences from its past, such as the prominent brick buildings still in use, the street car turnaround that remains on 124 street, and the CN Rail ROW that forms the east park site. These features can be reflected and the history communicated through public art, architectural and urban design features and interpretive signage through this neighbourhood renewal.

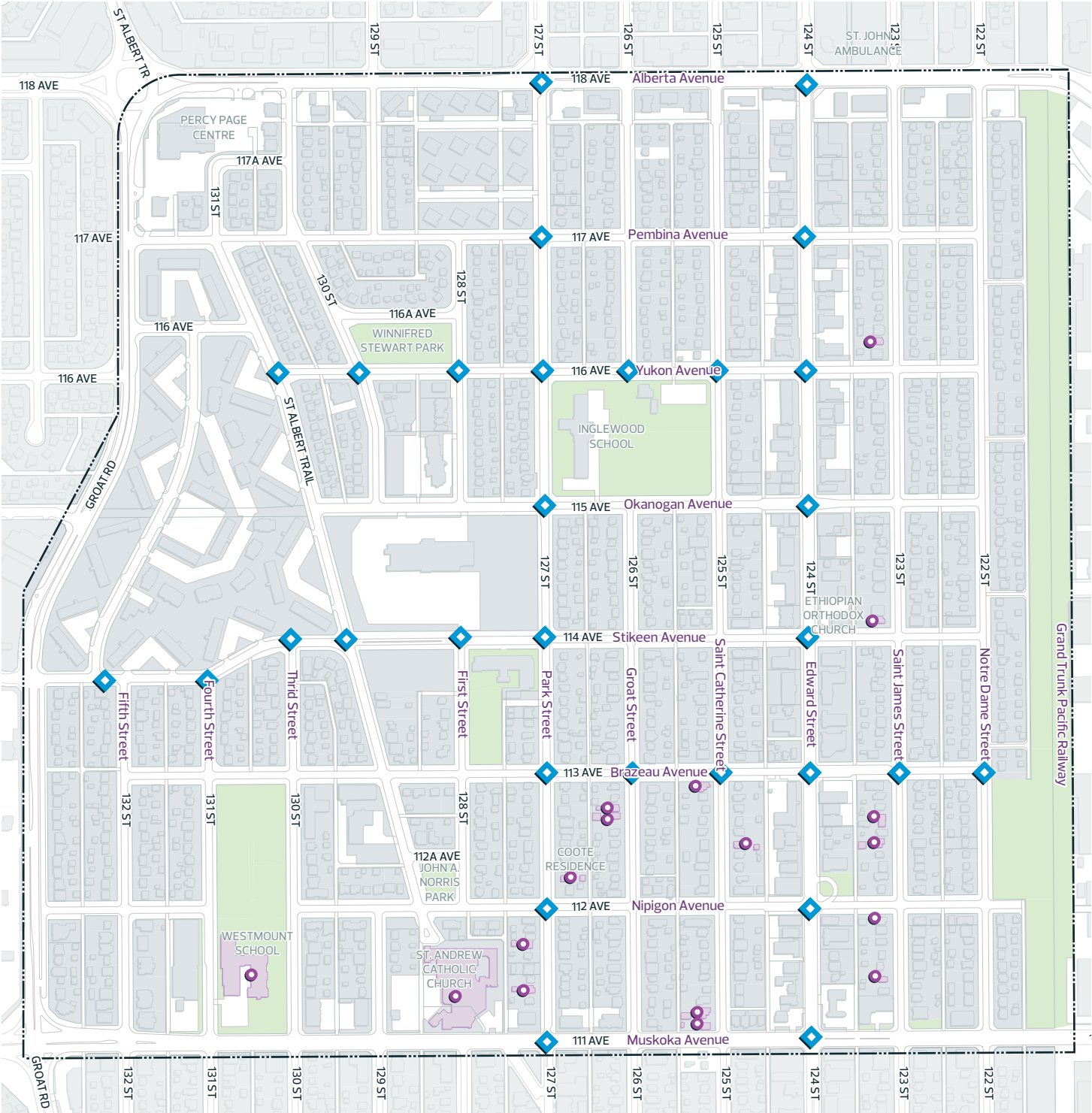
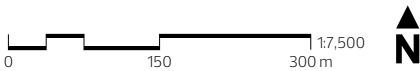
Additional historic features that are not reflected in the West–Ingle ARP include:

Historic Street Names: there is little information about the origin of the street names or why they were replaced by numbered streets.

Heritage buildings: In Inglewood, there are few developments that are designated as Municipal Historic Resources. These developments have architectural or social significance to the development of its neighbourhood and designation of other remaining historic buildings should be encouraged. They also contribute to attractive and visually interesting pedestrian–oriented streets. A few of the designated Historic Resources in Inglewood are:

- Davis Residence, 11140–127 Street NW (1932),
- Stone Residence, 11102–125 Street NW (1915),
- Harold Ross Residence, 11234–123 Street NW (1915),
- Curry Residence, 11148–123 Street NW (1932),
- St. Andrew Roman Catholic Church

MAP 2 – Historic Assets and Street Names



- Inglewood Neighbourhood
- Park Street Historic Street Name
- Historic Significance
- Historic Street Name
Stamped in Concrete (or
Plaque) in Intersections.

1.5 Background Policy Review

The following City of Edmonton policies and statutory plans are used to guide the UDA, in conjunction with feedback identified through the Public Engagement Program and City of Edmonton standards.

The Way Ahead

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

The Way We Grow

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

- “ **4.2.1** Ensure that redevelopment in established neighbourhoods supports the health and livability of our citizens.
- 4.2.1.4:** Encourage redevelopment in established neighbourhoods, including the construction or reconstruction of new pedestrian areas and outdoor public spaces, to incorporate universally accessible design and age friendly design
- 4.2.1.6:** Optimize the use of existing infrastructure in established neighbourhoods.

- 4.3.1** Fully serve Edmontonians with a comprehensive range of accessible, flexible, inclusive and safe parks and public facilities.

4.3.1.3: Develop a strategy to address reinvestment and rehabilitation of park space in mature neighbourhoods.

- 4.6.1** Support the provision of a variety of transportation modes for Edmontonians.

4.6.1.1: Support Corporate initiatives to improve walkability and other active transportation modes.

- 5.1.1** Embrace high quality urban design throughout Edmonton

5.1.1.8: Encourage urban design that reflects Edmonton as a winter city, allowing residents to enjoy the city in all seasons.

- 5.2.1** Enhance established neighbourhoods by ensuring the design of new development, infrastructure and community facilities makes a positive contribution to the neighbourhood.

5.2.1.10: Protect the green legacy of established neighbourhoods as redevelopment occurs by retaining and enhancing parks, walkways and trees.

- 10.1.1** Increase access to local food through regional, city-wide and neighbourhood-level approaches to sustainable urban food systems and build resilience into the food and urban agriculture system to withstand both gradual and sudden changes in the food supply.

10.1.1.7: Collaborate with communities, landowners and other organizations to identify potential areas to develop temporary or permanent urban agriculture activities.

The Way We Green

The Way We Green is the City of Edmonton's 30-year environmental plan that emphasizes resilience and sustainability. The UDA complies with the following objectives and its related strategies

“ **Objective 6.1:** Edmonton's overall built environment (i.e., an urban form that includes buildings, roads, and infrastructure) is designed to minimize energy consumption.

Strategic Action 6.1.7: Encourages developments that permit Edmontonians to conveniently walk, cycle, and use public transit to get to the places they live, shop, work, learn, and play

Objective 6.5: Travel in Edmonton is energy-efficient and more citizens use public transit and active modes as their preferred choice of transportation.

Strategic Action 6.5.3: Create a walkable environment.

Strategic Action 6.5.5: Create an integrated network of multi-use trail facilities”

The Way We Move

The Way We Move is the City's *Transportation Master Plan*. This strategic plan works closely with the *Municipal Development Plan* providing the framework for the city's current and future transportation needs. This Plan promotes increased use and access to transit and active modes of transportation. The UDA complies with the following strategic objectives and its related strategic action:

“ **Objective 6.1:** The City will create a walkable environment by adopting and implementing a strategy for sidewalk infrastructure to prioritize and construct missing links in the pedestrian network.

Objective 6.2: The City will create a cycle-friendly city by designing and constructing bicycle facilities in accordance to Crime Prevention Through Environmental Design principles.

Objective 7.3: The City will focus major roadway improvements on the efficient movement of goods, services and transit vehicles by undertaking roadway and intersection improvement projects to address safety concerns, transit priority or good and services movement.

Objective 7.5: The City will promote and undertake the safe planning, design and operation of the transportation system by continuing to improve the safety of the roadways through multifaceted approaches such as working with communities to implement speed management measures including speed boards and photo radar.

Objective 7.6: The City will appropriately mitigate the impacts of the transportation network on existing and future residential communities by addressing isolated incidents of speeding and shortcutting traffic within communities through engineering.

The Way We Live

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



Objective 1.2: The City of Edmonton uses its social and physical infrastructure at the neighbourhood, city, regional and global level to create connections by promoting the use of an integrated, accessible pedestrian and bicycle network.

Objective 1.5: The City of Edmonton connects Edmontonians and Albertans to their history, heritage and unique role as Alberta’s capital city by promoting its rich history and diverse cultural heritage.

Objective 2.1: The City of Edmonton celebrates and promotes healthy living by providing infrastructure and public spaces to promote and encourage healthy and active living.

Objective 2.2: The City of Edmonton provides for the well-being of its citizens through outstanding parks, natural, green and public spaces.

Objective 2.6: The City of Edmonton hosts world leading arts, cultural, sports and entertainment events at venues that attract a local, regional and global audience by using its infrastructure and public spaces to host events and performances.

Objective 4.1: Edmontonians enjoy safety and security of person, place and community by designing and building its infrastructure using Crime Prevention through Environmental Design principles

The City of Edmonton utilizes “*The Way*” strategic plans, as well as, the following policies to help guide the Inglewood Neighbourhood Renewal Project:

West Ingle Area Redevelopment Plan

The *West Ingle Area Redevelopment Plan* (ARP) was adopted by Council in 1985 and includes the neighbourhoods of Inglewood and Westmount. The West Ingle ARP provides the servicing, transportation, open space and land use policies and plans for the Inglewood and Westmount Neighbourhoods. The ARP also provides a brief history of the evolution of the neighbourhoods from the early 1900’s. The historical information includes a list of historic buildings and notable residents that resided within the two neighbourhoods. This information helps to inform the recommendations of the Urban Design Analysis.

Public Engagement Policy

The *Public Engagement Policy* (PEP) adopted by Council in April of 2017 ensures that the facilitation of public input and coordinates an outcome-driven approach to public engagement while adhering to the public engagement requirements of the *Municipal Government Act*. The PEP is supplemented by the City of Edmonton Public Engagement Procedure and the Public Engagement Framework that guides the implementation of policy and key components of public engagement.

Elevate

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

The urban renewal project particularly aligns with recommendation 3:

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

Active Transportation Policy (Sidewalk Strategy)

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

Breathe – Green Network Strategy

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

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

Winter City – Winter Design Guidelines

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

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

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

Low Impact Development

Low impact development focusses on the hydrology of a site or area and ways to manage the stormwater in a manner that mimics the natural processes as closely as possible. This strategy supports the City's environmental strategy in "The Way We Green" and can be implemented within urban neighbourhood renewals through using permeable surfaces and vegetation that allows rain water infiltration into the ground, to reduce evaporation, flooding and degraded water quality.

Vision Zero

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

Crime Prevention Through Environmental Design (CPTED)

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

Complete Streets Guidelines

Complete Streets Guidelines were approved in the City of Edmonton in May 2013. These were created to provide a holistic approach to streetscape design and to create streets that are safe, comfortable and convenient for everyone, regardless of age, ability, or form of transportation. The holistic nature of the guidelines requires assessing how to balance the needs of a number of users and to consider sustainability, efficiency, beauty and safety in the design of streets. Complete Streets aims to achieve the following principles:

- Provide travel options for all users and trip purposes in a safe, accessible, context sensitive manner in all seasons
- Form a network of streets that together accommodate all users and allow for efficient and high quality travel experiences
- Be adaptable by accommodating the needs of the present and future through effective space allocation for the many functions of the street
- Contribute to the environmental sustainability and resiliency of the city
- Consider both direct and indirect costs, as well as the value of the roadway and the adjacent real estate; and be vibrant and attractive people places in all seasons that contribute to an improved quality of life

In the case of urban renewals the City assesses existing functions of streets and looks for ways to improve the infrastructure to support multi-modal movement. The City of Edmonton is currently reviewing alternative street standards, which will update the complete streets guidelines.

Checklist for Accessibility and Universal Design

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

City Policy No. C458A: Percent for Art Policy to Provide and Encourage Art in Public Places

The purpose of this policy is to:

1. Improve the liveability and attractiveness of Edmonton; increase public awareness and appreciation of the arts; stimulate the growth of the arts and arts-related business, use public art to help meet urban design objectives of municipal developments; and to encourage public art in private developments through example.
2. Establish a process for the procurement and display of art within new and existing publicly accessible municipal properties."

Edmonton Urban Design Guidelines

Guidelines are based upon recognized best practices and are generally in alignment with community values. They:

1. Guide new development in order to minimize adverse impacts on adjacent properties and public spaces
2. Encourage respect for neighbourhood scale, character and quality
3. Guide how new development can minimize adverse impacts on adjacent properties and public spaces
4. Require respect for neighbourhood scale, character and quality"

Bicycle Transportation Plan Update

The purpose of the plan is to *"provide an integrated system of roadway, public transit, pedestrian, and bicycle facilities to accommodate the travel needs of citizens, businesses, and visitors."*



2 Existing Neighbourhood Assessment

Photo Above
Winnifred Stewart Park

2.1 Urban Form and Land Use

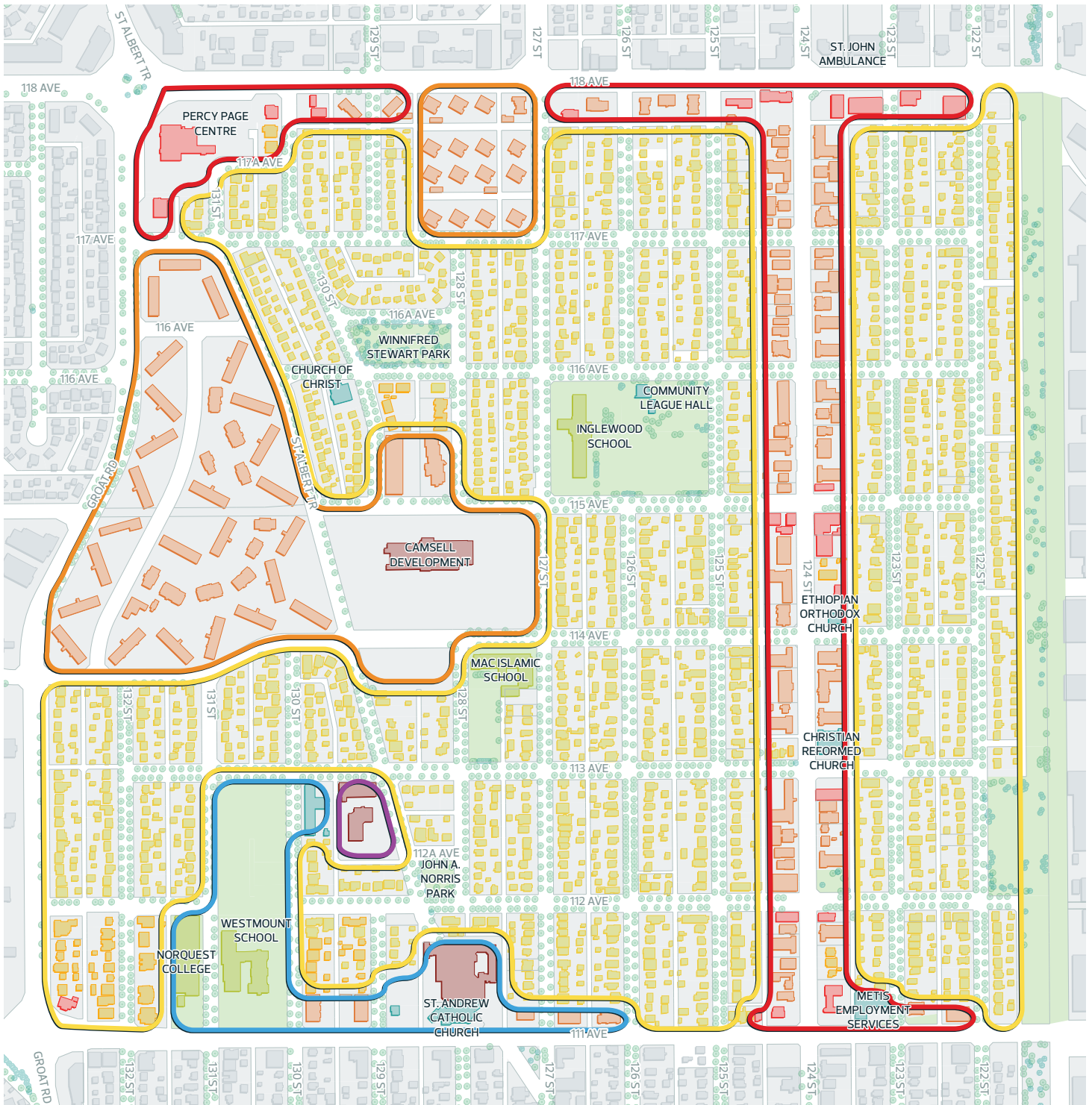
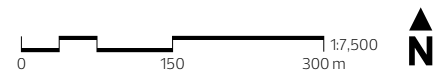
MAP 3 – Urban Form & Land Use identifies the general building forms and land uses within the neighbourhood.

The predominant land use within the neighbourhood is low-density residential single family housing developed throughout the neighbourhood. The community mostly developed after post World War II resulting in most of the single family houses having large welcoming front yards as compared to established neighbourhoods. Single family homes range from one-storey bungalows to two-storey properties with vehicular access via rear lane. The built forms are softened by the overhanging canopies of the mature trees. Some of the houses with historical significance were built as early as 1912. Architectural features of these houses are mainly small bungalows with wood frame or brick, front or side-gabled rooves, front-entry porch, open eaves and veres with exposed rafters with triangular brackets. These features have not been universally adopted by newer homes and infill over the years, leading to a mix of architectural styles in the neighbourhood.

Medium density residential land use is developed at the southwest corner, east side of the Westmount School, and south of Winnifred Stewart Park. The land use comprises townhouse and walk-up 3 to 6 storey apartments.

Baywood Park (previously known as Bel Air Apartment) and Princess Apartment are the two prominent low-rises three storey condominium in the neighbourhood having zoning as RA7. The initial development of Baywood Park occurred in the 1950s, which consisted of 600 units, and expanded in late 1970s with the remaining 175 units on 32 acres of land. The development is currently located a nearby arterial road (Groat road) and a portion of St Albert Trail. The built form of the apartment buildings comprises of flat roof with red brick building materials. The second condominium development, Princess Apartments, is located in the north-central edge of the neighbourhood having an area of 2.87 hectares. The development comprises of 15 old apartment buildings built in the early 1950s with approximately 178 dwelling units. The built form has stucco wood front and with red brick and cream colour front. Both areas have ample trees and green space.

MAP 3 – Urban Form & Land Use



Many houses are comparatively newer built since the year 2000. The built-form has similar characteristics and building materials as used for such land uses in established and developing neighbourhoods.

The former Charles Camsell Hospital site is located at the centre of the neighbourhood, which is scheduled to be redeveloped as low to medium density residential site by renovating the Camsell building as a condominium development. The site was previously used as a Jesuit college between 1913 and 1942, then converted to a military hospital until 1945. Following the World War II the hospital treated primarily indigenous patients with Tuberculosis until 1964 when the new Charles Camsell Hospital was built. Based on the history of treatment of Indigenous patients, the current developer has proposed to develop a portion of the site as a healing garden to acknowledge the history.

The east of the neighbourhood has 2–4 Storeys commercial/residential mixed-use and a few remnant single family homes along 124 Street. The development timelines of the area start as early as the 1960s. Most of the street widths and building height ratios along the street have a human scale. Few intersections along the street have commercial developments, which include the intersections of 124 street with 111–113 Avenue, 115 Avenue and at 118 Avenue. The commercial development includes retail, office and food establishments. As an arterial road, 124 street is the only location having off-peak hour on-street parking. The single 12+ storey high-rise apartment in the neighbourhood is adjacent to the north-west corner of John A Norris Park and the north-east corner of Westmount school. The development of the apartment started in 1972, it has a concrete exterior typical of high rise apartment building and serves as a rental property. Inglewood's proximity and access to shopping and employment centre facilitated the high-density apartment development along major traffic corridors.

Apart from 124 street commercial developments, the neighbourhood has Percy Page Center at the extreme northwest corner of the neighbourhood. The development started as early as the late 1950s. The centre is named after Dr J Percy Page who was appointed as Lieutenant Governor of Alberta in 1959. The building has an old commercial complex look and is owned by the Provincial Government of Alberta.

The institutional buildings, comprising of churches, schools and a college campus, are located throughout the neighbourhood. St. Andrew Roman Catholic Church is attached to St. Andrews Senior Citizens housing, which is a mid-rise residential/institutional building. While the church was developed during the later 1950s, the senior's centre established around 1980 as affordable housing. Both the church and the Westmount school have similar architectural forms even though the school was built around 1910–20s.

The neighbourhood also has few infill developments throughout the neighbourhood, which present an opportunity to modify the predominant urban form of the neighbourhood. The infill developments aim to preserve the mature trees and are generally two-storey buildings.

The residents have opportunities to enjoy ample parks within the low-density residential areas. Apart from the parks, there are two open spaces, at the intersection of 112 Avenue and 124 Street and the extreme east edge of the neighbourhood.

2.2 Vehicular Transportation

MAP 4 – Vehicular Transportation shows that overall there is a grid pattern with most roadways throughout the neighbourhood classified as residential locals with on-street parking permitted. Groat Road, 111 Avenue and 118 Avenue are arterial roadways, which carry heavy traffic along the boundary of the neighbourhood. 124 Street is a smaller arterial road that carries traffic north/south through the neighbourhood.

127 Street and 114 Avenue are two collector roads. 127 Street is a one-way northbound collector road with parking on the east side and a contraflow bike lane on the other side. This roadway has been a bike route for 30 years and is well used by residents to access destinations within the neighbourhoods including parks, schools and businesses along 124 Street. 114 Avenue provides access from Groat Road to 124 Street commercial areas. Right-in/right-out access from local roads is located at 122 Street, 123 Street and 125 Street. The only signalized intersection within the neighbourhood is at the intersection of 124 Street and 115 Avenue.

Inglewood has a bus/bike only roadway connecting 127 Street with St. Albert Trail. A segment of St. Albert Trail is present as a two-way local road starting as a loop north of St. Andrew's Church below 112 Avenue and ending at 117 Avenue. This segment does not have any connectivity to the major St. Albert Trail arterial road with the Percy Page Centre blocking its connection to the northwest.

Off-peak hour on-street parking is available on 124 Street, and south of 118 Avenue from 124 Street to 127 Street. It is mainly due to local businesses and medium-rise apartments. Other locations for similar parking type are closer to parks and schools east of 131 Street between 113 and 112 Avenue, and north of 116 Avenue adjacent to Winnifred Stewart Park. On-Street angle parking is available between 123 and 124 Street north of 113 Avenue. The parking is to accommodate heavy traffic due to the Christian Reformed Church.

The public identified concerns with traffic short-cutting through the neighbourhood at the following local road segments:

- 122, 123, 127 and 129 Street north of 117 Avenue
- 122 Street between 111–113 Avenue
- 117 Avenue between 130 Street and Groat Road,
- 117 Avenue between 122 and 123 Street

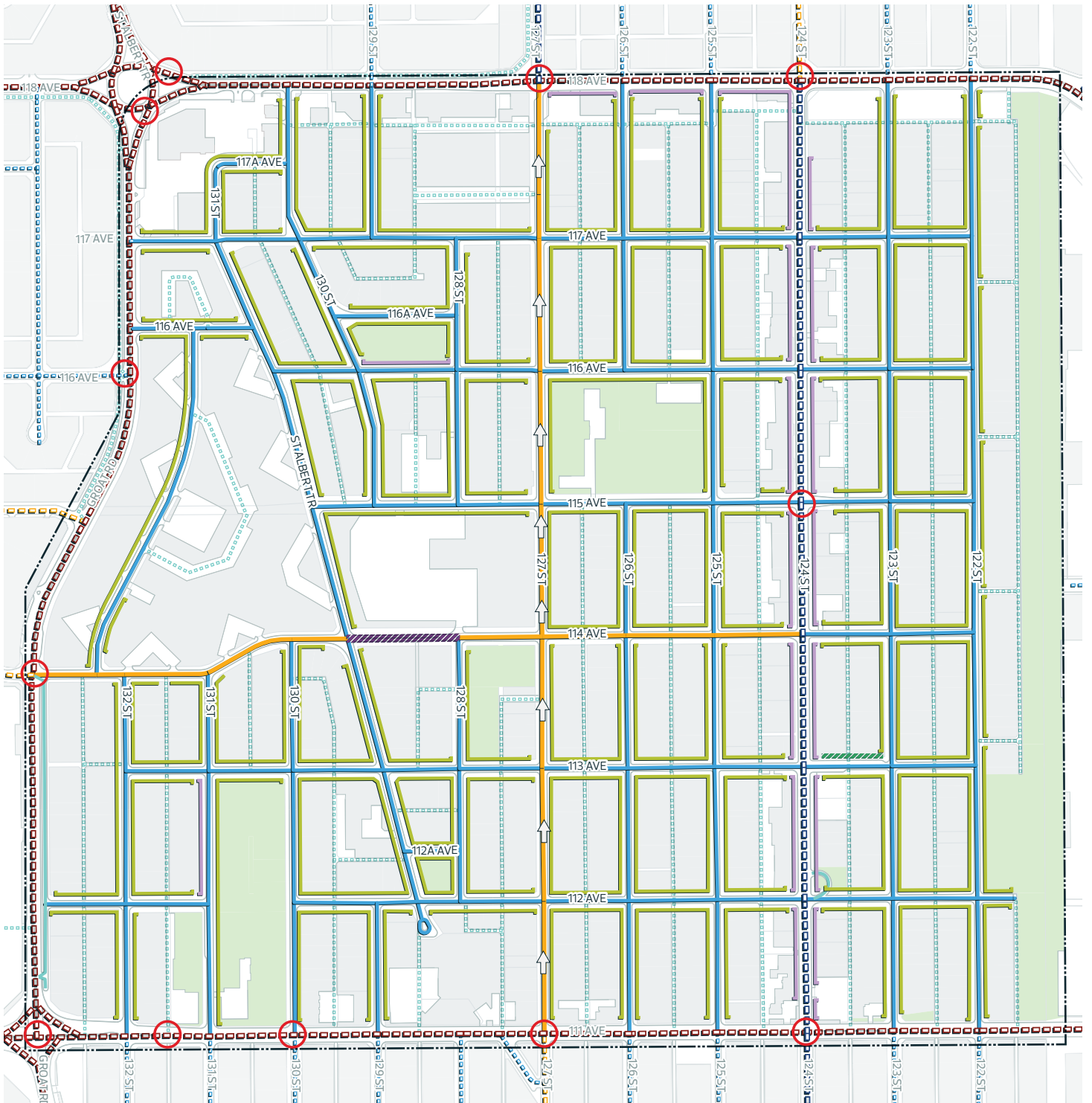
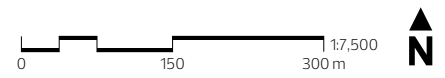
The intersection of 130 Street and 117 Avenue was identified as a blind intersection with poor visibility due to cars parked close to the intersection.















Speeding issues were identified at the following locations:

- 113 Avenue between 124–128 Street,
- 115 Avenue between 124–127 Street,
- 125 Street north of 117 Avenue, and
- 122 Street between 112 and 113 Avenue.

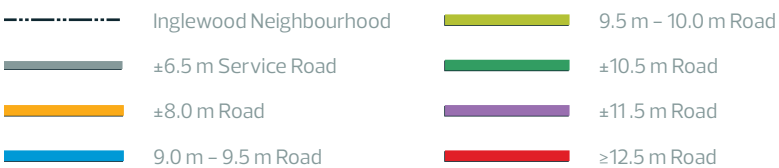
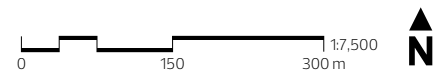
MAP 5 – Existing Road Carriageway Widths shows that most of the local roads have smaller lane width between $\pm 8.0\text{m}$ to 9.5m . The collector streets are usually wider than 9.5m except 114 Avenue, which is between 9.0m to 9.5m from 124 to 127 Street. The roads surrounding Baywood Park Apartments (previously named Bel Air Apartments) has a width of $\pm 10.5\text{m}$ due to apartment housing. St. Albert Trail also has $\pm 10.5\text{m}$. This is because it started as a road connecting Edmonton and St. Albert, but was cut off when Edmonton expanded its grid system of streets. The roads with $\pm 11.5\text{m}$ width are a portion of 127 Street (collector road) between 115 Avenue and 118 Avenue, and a portion of 115 Avenue adjacent to the former Charles Camshell Hospital. The portions of local roads of 112, 113 and 115 Avenue, which provide access to 124 Street (non-truck route arterial road) have the maximum width of $\geq 12.5\text{m}$. The larger widths can be attributed to the development of local businesses.

MAP 4 – Vehicular Transportation



- | | | | | | |
|--|--------------------------------|---|------------------------------------|---|---|
|  | Inglewood Neighbourhood |  | Arterial Class D (Non-Truck Route) |  | One Directional Traffic Flow |
|  | Roads Not in Project (dashed) |  | Collector Road |  | Signalized Intersection |
|  | Roads in Project (solid) |  | Local Road |  | On-Street Angle Parking (where permitted) |
|  | Arterial Class C (Truck Route) |  | Alley/Service Road |  | On-Street Parking (where permitted) |
| | |  | Bus/Bike Only Roadway |  | Off Peak Hour On-Street Parking |

MAP 5 – Existing Road Carriageway Widths



2.3 Active Transportation and Transit

MAP 6 – Active Transportation & Transit shows the existing transit routes and bike facilities within the neighbourhood. The major bus transit services are along 124 Street, 114 Avenue, 111 Avenue and St. Albert Trail. The bus service also loops through Mountwood Senior Citizen Apartment and Terrace Apartments. All the bus routes connect to nearby Westmount Transit centre. The transit routes are designed to ensure that all residents have access to major transit routes within 400 m walking distance.

The neighbourhood has a north/south shared use path, made of 3.0 m wide asphalt, within the linear park. Another major on-street bike route is on 127 Street which connects the neighbourhood with Prince Charles neighbourhood in the north, and Westmount neighbourhood to river valley in the south. As per 127 Street Collector Plan by City of Edmonton, the contraflow bike route will be replaced by physically separated two way cycle track through the length of the corridor. Further, major curve extensions will be added at major pedestrian crossings. The curb extension will narrow the roadways at the crossing which will increase the visibility of pedestrians.

Several sidewalks in the neighbourhood are covered with asphalt overlay, such as, west side of 125 Street. Typical residential streets in the neighbourhood have 1.5 m concrete sidewalks. The residents recommended replacing sidewalks of 1.8m width where possible. There are several missing sidewalk connections in the neighbourhood which are identified below:

- On both sides of 132 Street within Baywood Park Apartments,
- along north of 116 Avenue except two blocks,
- Winnifred Stewart Park,
- along 116 Avenue between ST Albert Trail and Groat Road,
- along west of 125 Street adjacent to Community League/Inglewood School,
- along south and north side of former Charles Camsell Hospital,
- south side of 113 and 114 Avenue (public) between 122 and 124 Street,
- on east of 128 Street adjacent to MAC Islamic School,

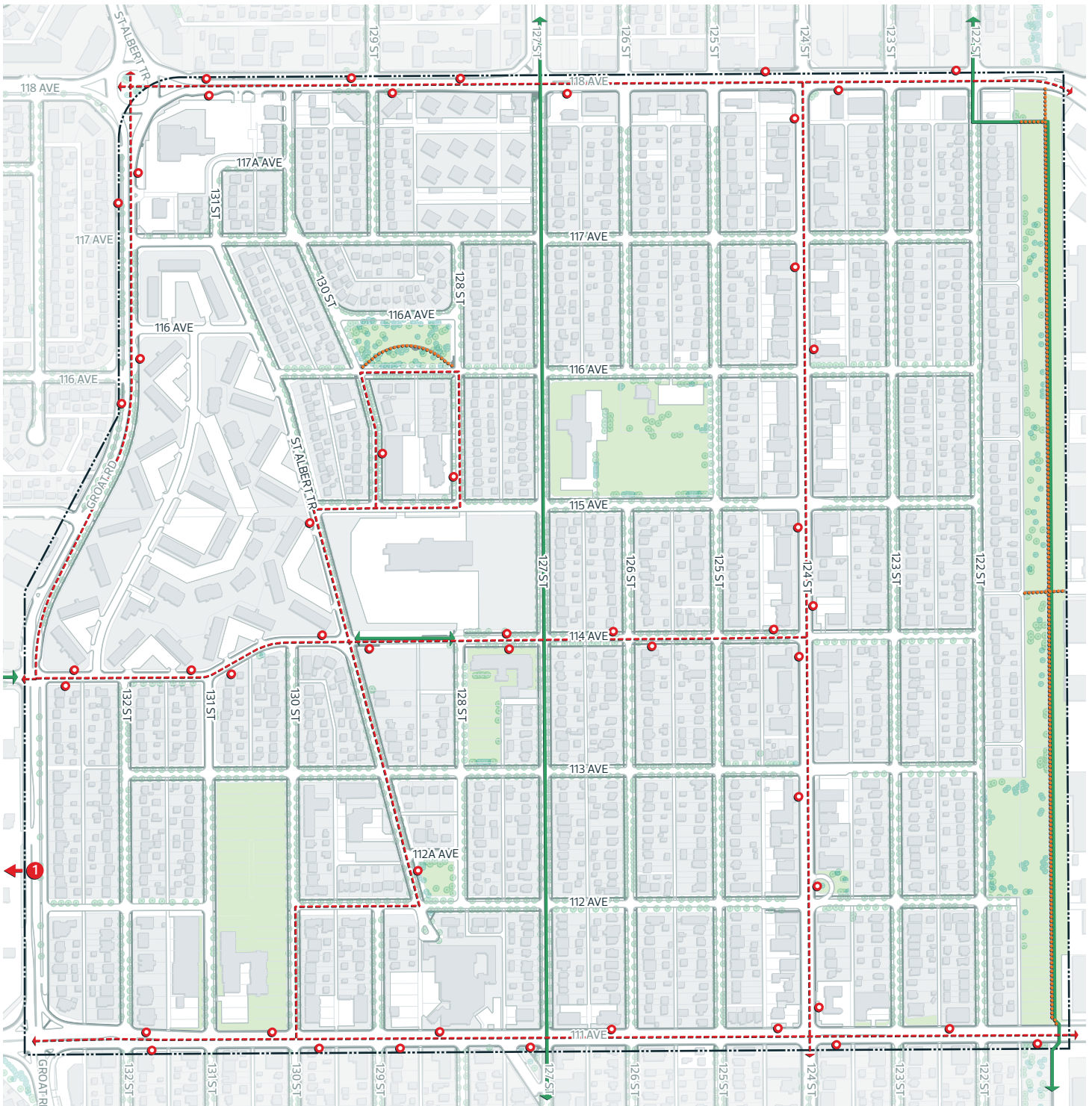
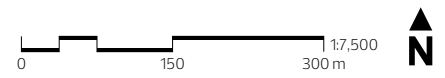
- on west of 128 Street adjacent between 112 and 113 Avenue,
- south end of St Albert Trail loop,
- along 112 Avenue
 - north side between 131 Street and Groat Road,
 - south Side between St Albert Trail and 130 Street,
 - south side between 123 and 127 Street,
 - end of the road towards linear park on both sides

Off-street path is missing across Westmount School which will connect 130 and 131 Street along 112 Avenue. During public engagement sessions, most residents complained about the following issues:

- Safe walking and accessibility;
- speeding along some streets;
- lack of good street lighting due to street light bulb hidden by high tree canopies, far apart light poles, and light being not bright enough;
- lack of curb ramps along street intersections;
- improving sight lines for pedestrians;
- adding more bus stops along Groat Road;
- adding fence to separate dog off-leash park in the linear park; and
- widening the shared off-street path

There were also comments requesting audible signals to help the visually impaired at intersections, bus stops and along paths through green spaces.

MAP 6 – Active Transportation & Transit



- Inglewood Neighbourhood
- Open Area
- Sidewalk
- Off Street Path
- Bike Route
- Existing Bus Route (subject to Bus Network Redesign)
- Existing Bus Stop (subject to Bus Network Redesign)
- Westmount Transit Centre



3 Public Engagement Process/ Results

Through a comprehensive Public Engagement Program, which included two in-person workshops at Inglewood School and Winnifred Stewart Association, an online survey, a neighbourhood table, and 124 Street Youth Drop-In Program, the project team has reached out to residents and stakeholders to gather information about the neighbourhood, which helped to inform this analysis.

As presented in the associated “What We Heard” report, a vision and important elements were identified and refined by residents to guide the renewal efforts for their neighbourhood streets and public open spaces. The workshops also helped to identify “What Is Working Well” and “What Needs Attention” for improvement of the neighbourhood streets and public open spaces.

Following is the Vision and important Elements created by the community to guide the urban design of the neighbourhood.

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

Inset Above Right
Summary of comments collected at the public workshop.

3.1 Vision

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

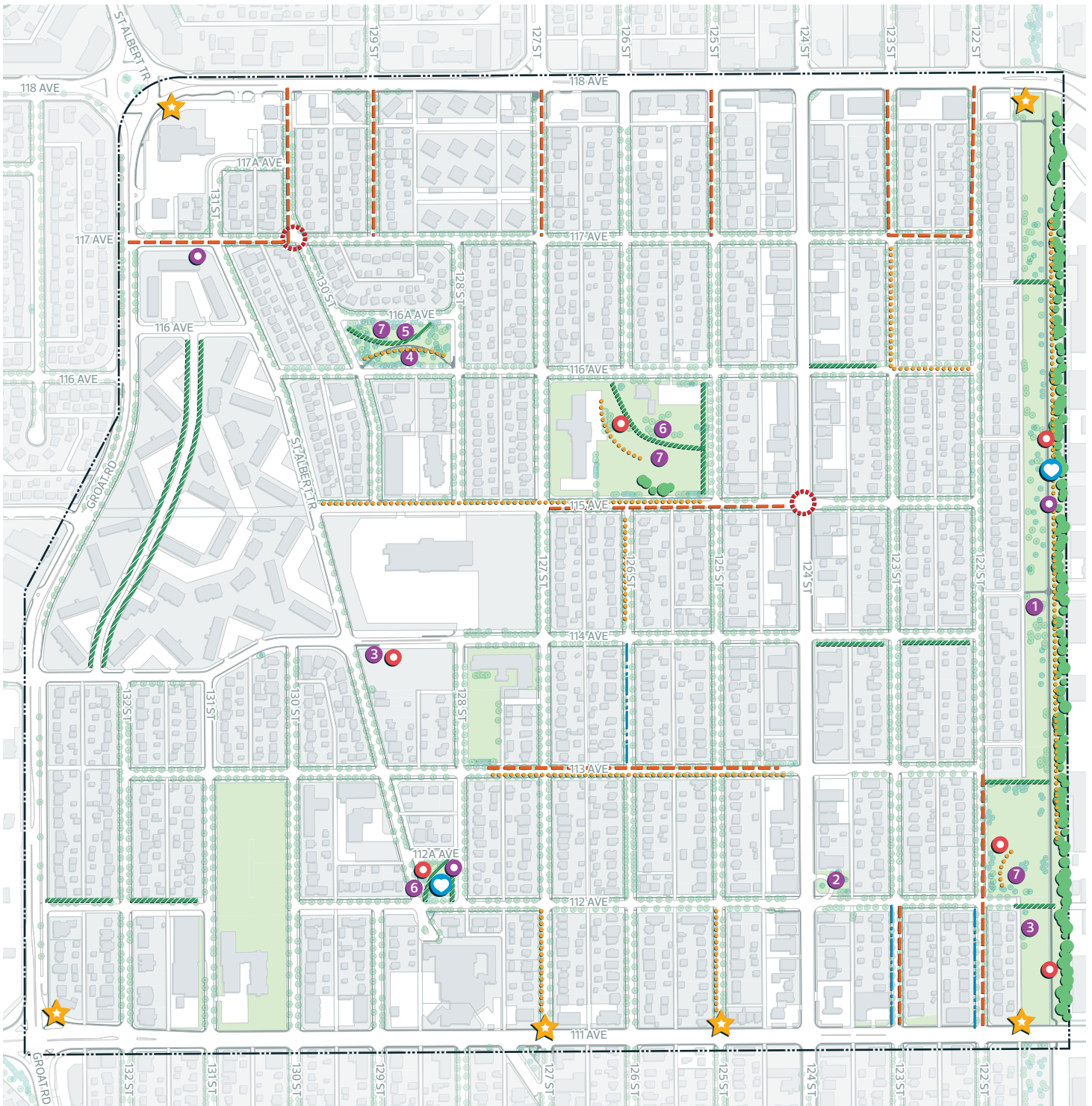
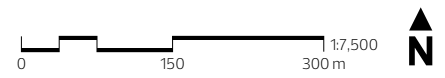
3.2 Public Input

MAP 6 – Active Transportation & Transit visually represents “*what needs attention*”, that is locational issues and opportunities, communicated through public engagement.

- Public identified the concerns with traffic shortcutting through the neighbourhood. This concern was pointed on the following local road segments:
 - 122, 123, 127 and 129 Street north of 117 Avenue
 - 122 Street between 111–113 Avenue
 - 117 Avenue between 130 Street and Groat Road,
 - 117 Avenue between 122 and 123 Street
 - The intersection of 130 Street and 117 Avenue was identified as a blind intersection with low visibility due to offset roadways.
 - Speeding issues were identified along:
 - 113 Avenue between 124–128 Street,
 - 115 Avenue between 124–127 Street,
 - 125 Street north of 117 Avenue, and
 - 122 Street between 112 and 113 Avenue.
 - Some local roads were identified as too narrow which included the following street segments:
 - 122–123 Street between 112 and 113 Avenue, and
 - 126 Street between 113–114 Avenue
 - Poor lighting due to improper light pole spacing or covered by tree canopies was identified as an issue over several locations within the neighbourhood as identified below:
 - Shared- use path along linear park,
 - near existing playground within linear park,
 - Inglewood School Park,
 - Winnifred Stewart Park,,
 - 115 Avenue between St. Albert Trail and 125 Street,
- 116 Avenue between 122 and 123 Street,
 - 123 Street between 116 and 117 Avenue,
 - 125 and 127 Street between 111 and 112 Avenue, and
 - 113 Avenue between 124–128 Street
- Several missing sidewalk links, poor drainage between 112–113 Avenue and 115–117 Avenue, general poor conditioned sidewalks, and potholes were noticed.
 - More trees were suggested to be added along the linear park and Inglewood School park along 115 Avenue
 - Intersection improvements were suggested at the intersection of 124 Street and 115 Avenue, and at 130 Street and 117 Avenue.
 - Potential gateway features to identify the neighbourhood were suggested at several entry points of the neighbourhood
 - Historic/way finding signs were suggested to direct people to neighbourhood features such as dog off-leash park and John A. Norris Park
 - Public street furniture, such as trash canes and benches, was requested at a few parks, playgrounds and bus stop locations within the neighbourhood.
 - Suggestion for park site improvements included exercise equipment, decorative water fountain, drinking fountain, public toilets, public art, additional playground equipment, additional barbeques, fences on both sides of linear park and separation of dog off-leash area.
 - There was also a suggestion for a farmer market at the NW intersection of 112 Avenue and 124 Street (former trolley stop)

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

MAP 7 – Public Workshop Input



- | | | | | | |
|--|--------------------------|--|----------------------------------|--|------------------------|
| | Speeding/Shortcutting | | Potential Gateway Feature | | Farmers Market |
| | Roads Seem Too Narrow | | Historical or Wayfinding Signage | | Community Garden |
| | Improve Lighting | | Add Furniture (Bench/Trash) | | Add Shade Element |
| | Add Trees | | Fitness Equipment | | Washroom |
| | Add Path/Connection | | Linear Park Improvement | | Eating/BBQ |
| | Intersection Improvement | | | | Add/Improve Playground |

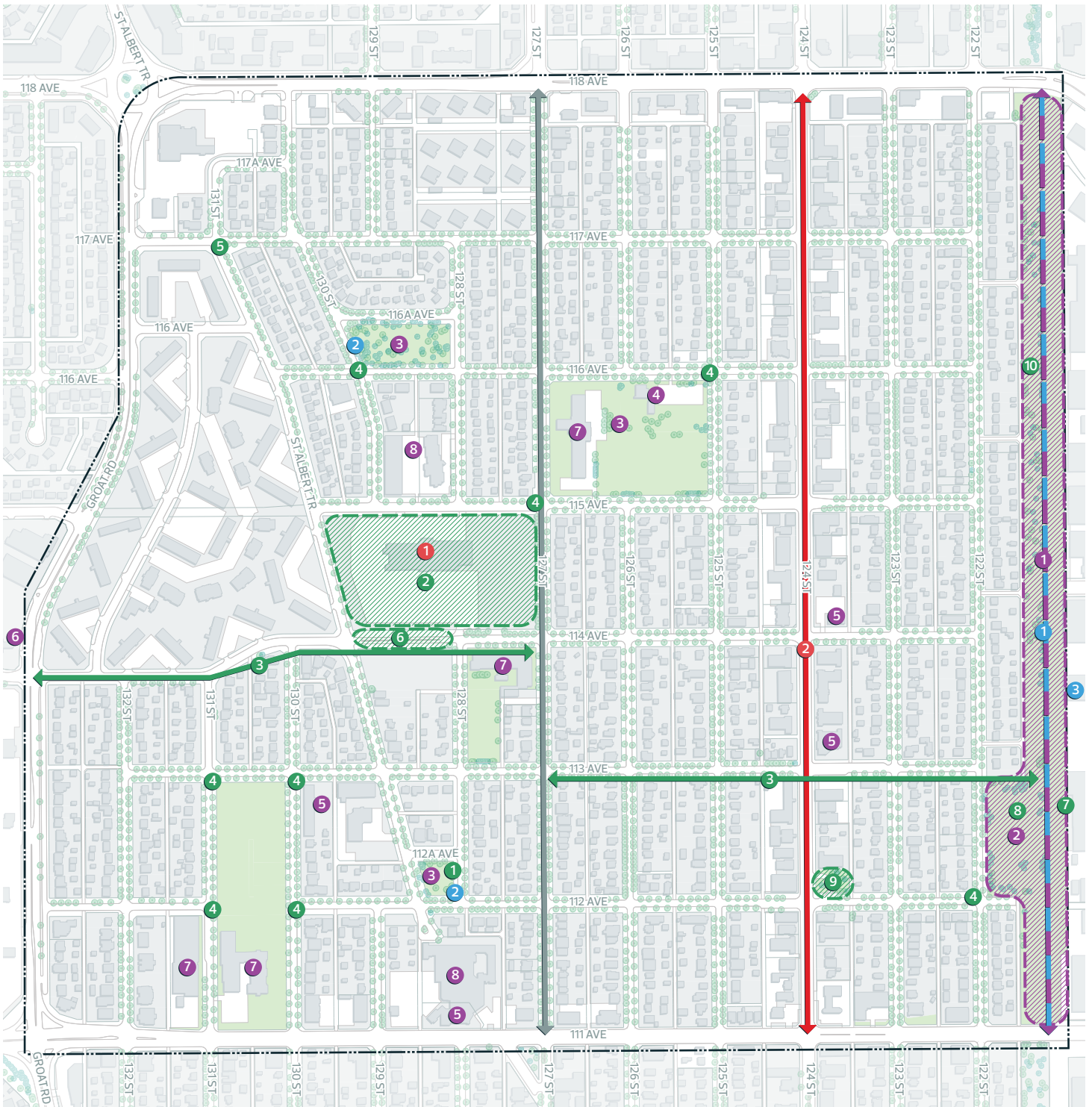
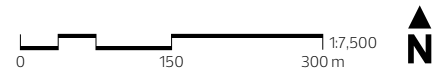
3.3 SWOT Analysis

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

| STRENGTHS | WEAKNESSES |
|---|--|
| <ol style="list-style-type: none"> 1 Linear park on east edge of the neighbourhood, provides a shared-use path as an important active link across neighbouring communities. 2 Multi-use of the green belt, such as dog off-leash park and playground offers good amenity space to the neighbourhood. 3 Parks, including Winnifred Stewart Park, John A. Norris Park, and Inglewood School Park, provides recreational opportunities to its residents. 4 Community League Association brings affordable recreation (such as community garden), sports, and social activities. 5 Presence of a diverse range of churches, heritage houses and indigenous history associated with the neighbourhood. 6 Proximity to Westmount Transit Center and commercial areas 7 Presence of schools for different age groups and diverse faiths (MAC Islamic School), along with NorQuest College campus. 8 Availability of Assisted Living and Senior Centers <ul style="list-style-type: none"> – Diversity in housing types – Parking on both sides of streets act as traffic calming and provide ample space for parking to residents – Mature trees – The city has a budget allocated for renewals – Invested Stakeholders – Blatchford Area Redevelopment will bring new amenities in proximity to the community – <i>"People of diverse culture and country living in unison."</i> – workshop feedback. | <ol style="list-style-type: none"> 1 Linear open space <ul style="list-style-type: none"> • Poor lighting along shared-use park makes the community feel unsafe at night. • Large greenbelt along the shared-use path is underutilized due to lack of recreational amenities • Lack of connectivity of the neighbourhood with the shared-use path • Lack of signage that helps people to access the shared-use path 2 Neighbourhood Parks <ul style="list-style-type: none"> • Winnifred Stewart Park: Lack of sufficient sidewalks, insufficient pathways, lights, shades, community BBQ • John A. Norris: lack of sidewalks, connections and park furniture • Inglewood School Park: improper connectivity from the adjacent development, lack of sidewalk 3 Business industrial development east of the neighbourhood backing onto neighbourhood does not look welcoming or feel safe. <ul style="list-style-type: none"> – Poor sightlines due to double-sided parking on narrow streets near intersection. – Poor street lighting along several neighbourhood streets – Water pooling due to improper drainage – Aging street infrastructure such as potholes, cracked sidewalks – Shortcutting and speeding issues – High number of rental properties leads to high turnover of residents and lower stewardship of neighbourhood. |

| OPPORTUNITIES | THREATS |
|--|---|
| <ol style="list-style-type: none"> ➊ To introduce historical information of John A. Norris in the park, through public art and signage. ➋ High quality redevelopment of former Charles Camsell Hospital and future private site on south side of 114 Avenue will have positive impact on the neighbourhood. ➌ To connect existing 127 Street bike path to neighbourhood edges ➍ Traffic calming (particularly near neighbourhood amenities which attracts pedestrians) ➎ Improve functionality of the intersection of 130 Street and 117 Avenue. ➏ Redesign bus/bike road on 114 Avenue abutting former Charles Camsell hospital to allow east/ west connectivity and promote vibrant street activity and beautification. ➐ Introducing functional landscaping, murals, other beautification efforts, upgrading playground equipment, fitness equipment, and community garden within the linear open space along 122 Street ➑ To use natural topography of the linear space for enjoying downtown skyline and events such as Canada Day firework ➒ Transform ETS trolley turn-around at the northwest corner of 112 Avenue and 124 Street for local events, and gathering space ➓ Separate the dog off-leash park from SUP/amenities using soft edges such as vegetation, land forms, or straw bales (Dogs in open space strategy 2016). <ul style="list-style-type: none"> – Reducing speed limit to 40 km/hr within local streets – Connect sidewalks where they are missing – Implement wayfinding and gateway signage | <ol style="list-style-type: none"> ➊ Prolonged redevelopment of former Charles Camsell hospital ➋ 124 Street non-truck arterial road not in the scope of the urban renewal project. Several workshop inputs focussed on this road redevelopment <ul style="list-style-type: none"> – Redevelopment of alleys are out of scope – Budget restriction could limit urban design potentials – Mature trees may limit roadway and sidewalk redesign potential – Traffic calming measures should be implemented after consulting nearby homeowners – Some residents may have missed multiple opportunities to provide input to project. |

MAP 8 – SWOT Analysis



-   Strengths
-   Weaknesses
-   Opportunities
-   Threats

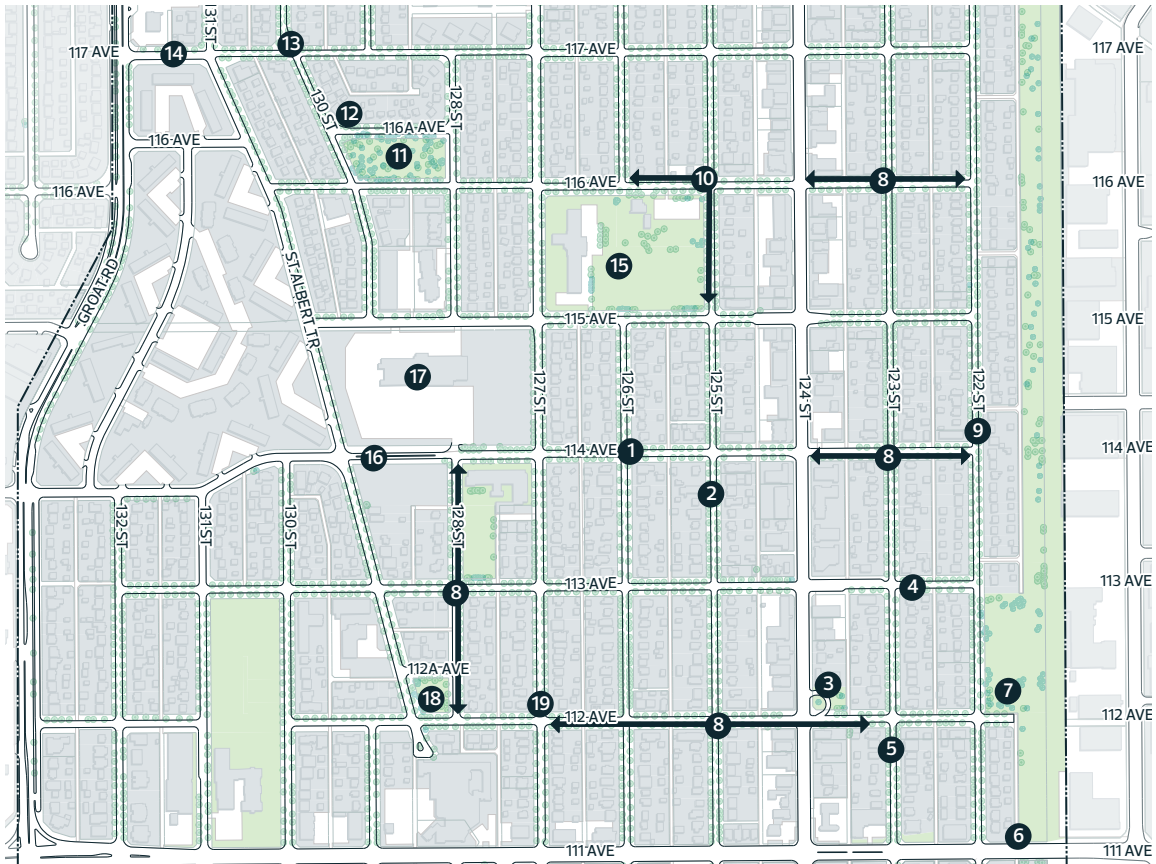
3.4 On-Site Urban Design Walk

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

Overall Neighbourhood Impression – quiet Neighbourhood with residential feel. Several flanking yards are naturalized with columnar aspens growing with underbrush. Adds to feeling of nature in a neighbourhood with no major natural features. The main defining feature of the housing in the neighbourhood is that it is varied in form and style. A variety of housing styles such as cottage, bungalow, and modern infill creates a mix of old, new and eccentric.

- 1 114 Avenue as potential bike route** – parking is limited to north side of road at 126 Street. This is a transit route. Addition of dedicated bike lane would likely require removal of on-street parking. Connection to linear rail park in east would be offset from terminating road and through an alley. Connection to Groat Road is direct.
- 2** Several sidewalks are covered with asphalt overlay, such as, west side of 125 Street north of 113 Avenue. Sidewalks to be replaced. Complete Streets recommends 1.8m width. 1.8m concrete sidewalks are recommended where it is not a detriment to mature trees.
- 3 Former trolley stop, remnant ETS bus road on 124 Street** – includes a building with washroom in northeast corner and tree stand in middle. Adjacent residential apartments use the roadway for pick-up/drop-off at front door. No formal connection from doorway to road. Possible uses could be for community gathering place, accommodate food trucks, seating area with benches, replace road with plaza/walk, include interpretive signage and public art that depicts neighbourhood history and character features, space for market stalls.
- 4 113 Avenue as potential bike route** – good connection to linear rail park at north end of Rocket Park. Powerlines are overhead, which may be through a PUL. Narrowing the road with a bike route could help with calming traffic.
- 5 Intersection of 112 Avenue and 123 Street** – very busy parking street, possibly from commercial uses on 111 Ave. Add bump-outs at 112 and 123 street to restrict parking close to intersection and improve sightlines.
- 6 Linear Park (former CN Rail) access from 111 Ave.** – Very open undeveloped industrial feel. Lack of trees or relief. Noisy from traffic on 111 Ave. Old telephone pole cut in half next to SUP could be used for signage. Possible improvements include mural painting on back of industrial buildings, adding walkway connection to Rocket Park, adding tree planting adjacent to industrial area and throughout, adding active play infrastructure such as soccer goal posts, adding fence to separate dog park from SUP, add relief with berming to cut down noise and provide visual interest. Power lines run along back alley, recommend burying wire to improve aesthetics. Naturalization of space next to industrial/commercial has begun, additional tree planting could help speed up the screening effect. Post and rail wood fence along the alley could help define the edge of the park space and dog park and improve aesthetics. Potential to add seating and treed areas, but without impeding open space for active play.
- 7 Rocket Park and access from 112 Avenue** – aging play equipment with sand. Opportunity to use hillside as amphitheatre or skateboard/bmx park. Include a power receptacle for electronic equipment. Access from 112 Avenue could include gateway signage to create a more inviting atmosphere, extra length of asphalt could be removed and replaced with grass or could provide parking stalls on extra length of pavement. Goat trail from 112 Ave to SUP indicates heavy foot traffic and potential walkway connection. Connect path from 122 Street to playground and around hill to SUP. Identifying features for Inglewood could be added to park for placemaking and identification of Inglewood to regional bikers.

FIGURE 2 — Urban Design Walk Context



6 Sidewalks missing on :

- south side 112 Avenue
- 114 Ave 122 to 124 streets
- 116 Ave between 122 to 124 streets
- 128 Street between 114 and 112 Ave\

Potential to add separate walks where feasible. Trade-offs could include loss of road space, disruption to private landscaping, loss of trees or loss of parking.

9 Some streetlights are blocked by tree canopy
Lower pedestrian lighting would help to increase visibility at night. Streetlights are being chosen by the community.

10 Sidewalk missing on north side of 116 Avenue between 127 and 128 streets. Important link to school. Possibility to add separate walk. New sidewalk added by infill townhouse development can be continued along the block.

11 **Winnifred Stewart Park** — mostly open space with benches and picnic table in the middle. No sidewalk built on edges of the park. Mature trees line the perimeter therefore adding a sidewalk could damage the roots. Recent addition of a curvilinear walkway accessing from the south corners. Potential to mirror walkway on north side of park to add connectivity and maintain open space use. Potential to add sensor features to park for learning. City could approach Winnifred Stewart Association about whether their patrons would benefit from those features. Includes utility box with artist wrap and a painted garbage bin. Playground at nearby community League and Inglewood School is new.

12 **Wide intersection on northwest corner of park 130 street and 116A avenue** — potential to narrow the street creating a shorter crossing and more green space.

13 Offset 4-way intersection at 117 Ave and 130

Street – potential to add a round-about or to reshape angles of roadways with a porkchop island and dedicated right turn lane, or realign to regular 4-way. Wide intersection could encourage speeding and is a long distance for pedestrians to cross.

14 Shortcutting on 117 Avenue – wide road at 117 Ave connects to 127 Street. Vehicles bypass the signalized traffic circle on St. Albert Trail and Groat Road at rush hour due to traffic back-ups. Traffic calming may discourage some shortcutting if the time saving isn't as significant. Narrowing the road with parking on both sides could reduce speeds.

15 Community League and Inglewood School – community Garden includes painting of blue gecko shapes to reflect its name. Potential to add a larger feature to carry on the blue gecko theme. Recent playground development and walkways has created an active play area for the community.

16 Transit road at 114 Ave between SA Trail and 128 Street – this road is closed to traffic other than buses. Observed illegal shortcutting by several private vehicles. Appearance of roadway is unkempt partially due to adjacent Camsell Hospital redevelopment.

Missing sidewalk connection on both sides of the road. Old overhead trolley lines create an industrial feel. Area has a vacant uncared for appearance. Development of the residential apartments proposed to south and Camsell redevelopment would help create a sense of surveillance, street activity and community stewardship.

17 Former Camsell Hospital – ongoing slow development leaves the site unmanicured and a source of frustration for the community. A finished development would be a big benefit to the community.

18 112 Avenue and 127 Street – address noted on bricks at curb. Difficult for contractors to retain with renewal, but could be replaced with similar feature at this location and others to retain history of neighbourhood.



Photo
Urban Design Site Walk

19 John A. Norris Park – passive open space with one bench. No sidewalks on south and east edges, but goat trails indicate well used path. One bench located next to a few mature trees. Quiet space suitable for use by nearby senior's facility. Possible improvements could include additional benches, plaza, signage with information about John Norris or other history for Inglewood. A public art piece would add interest and character to the park. Another community garden located at the south end of the neighbourhood to create a gathering space and promote social activity. Possible games such as chess/checkers tables. A fountain may not be practical for winter months, but would help contribute to the calmness of the park and add a low water sound.



4 Urban Design Concept and Enhancements

The urban design of our streets and open spaces can affect the daily experiences of pedestrians, cyclists and drivers and can also enhance the quality of their daily interactions, recreational activities, and commutes. Improved connections, aesthetics, and amenities can help support and encourage use of public spaces and social interaction within the neighbourhood.

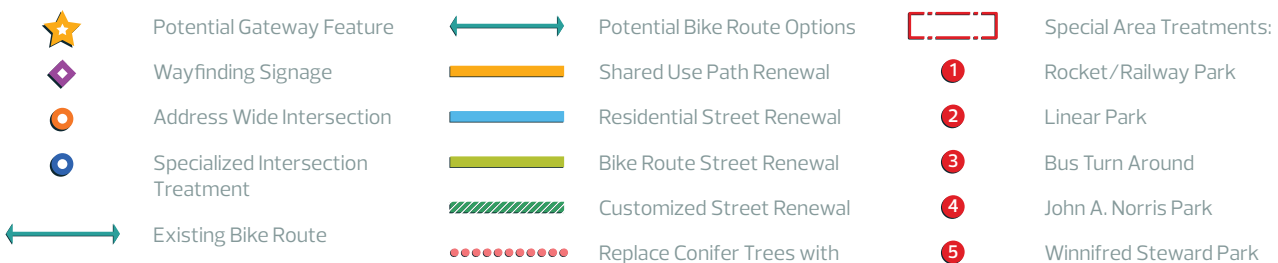
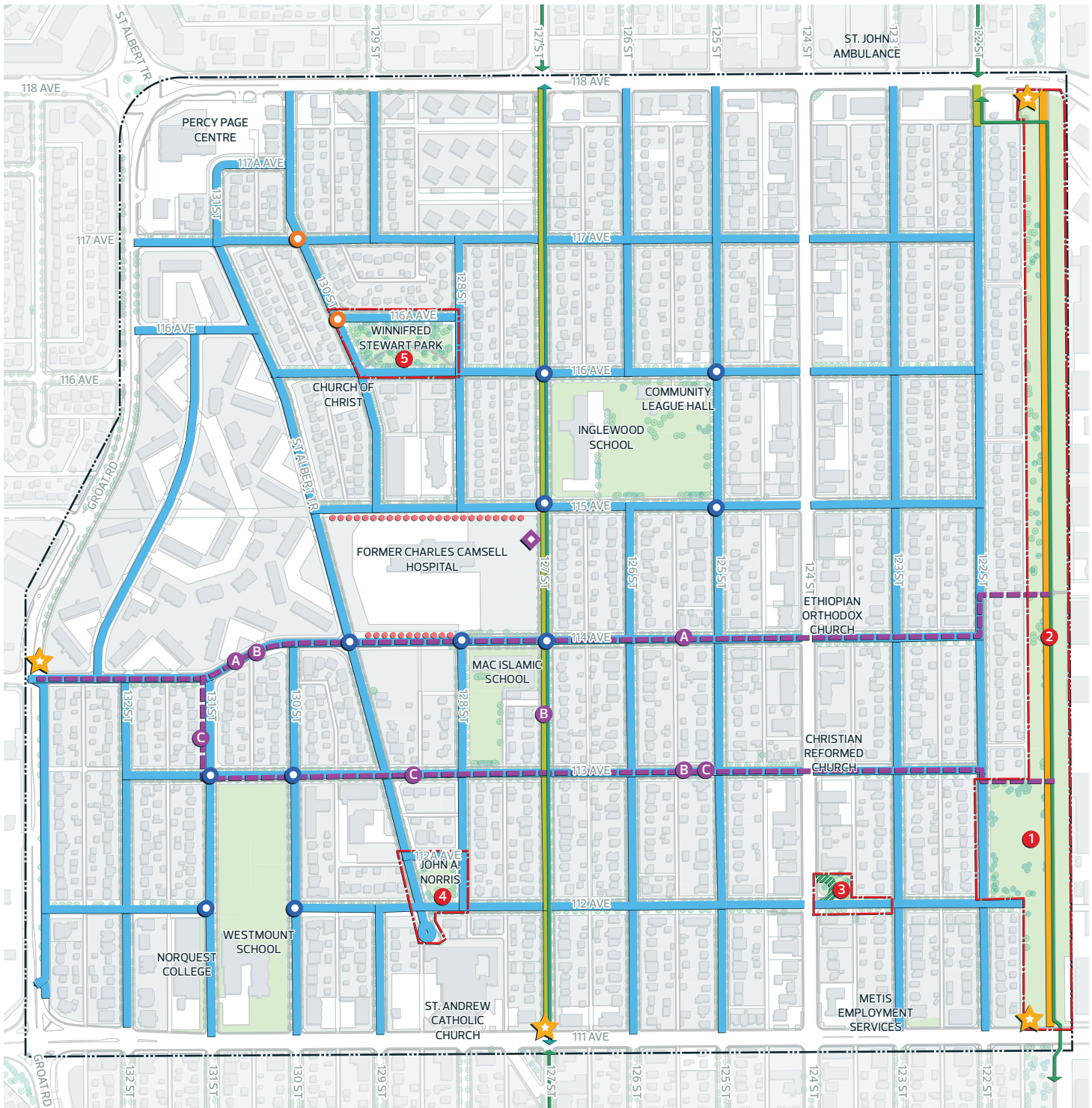
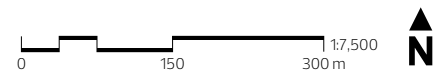
In general, the urban renewal will replace existing sidewalks, street pavement, curbs and gutters and will add curb ramps and replace streetlights. This Urban Design Analysis for Inglewood identifies opportunities to further enhance the renewals by identifying missing connections, needs for wayfinding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

Based on public input, background policy review and site observations, the project team identified the following opportunities for urban design improvements in the Inglewood Neighbourhood as summarized on **MAP 9 – Urban Design Concept**. The concept plan identifies possible locations for intersection improvements, gateway features, wayfinding signage, existing and proposed bike routes, open space improvements, missing connections and street typology. These concepts are explained in detail in the following sections.

Photo Above

View of infill development adjacent to the linear park in east Inglewood.

MAP 9 – Urban Design Concept



4.1 Active Connections, Walkway Improvements and Access to Transit

Walking

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

Overall, existing sidewalks are 1.5m wide, have been cracked over time, disturbed by tree roots and there are several streets where sidewalks are missing, as shown on Map _ Existing Connections. Where feasible, these missing sidewalk links will be added and all other sidewalks will be removed and replaced. Where possible, sidewalks should be widened to 1.8m to be consistent with Complete Streets and TAC standards that recommend this width and curb ramps will be added to all street corners to allow for better accessibility. 2.4m sidewalk widths are suggested near the schools for parent drop-off and anticipated high pedestrian activity. In order to widen sidewalks, the proximity to the existing mature trees will be maintained and walks widened towards the private property line. This is to avoid causing any damage to tree roots that could ultimately damage the tree itself. Where tree roots are causing heaving of existing walks or it is anticipated this could happen to renewed sidewalk, it is recommended to add short breaks in the concrete to allow for even heaving as the tree roots grow without cracking the concrete and avoiding tripping hazards. Another option is to curve the walk around trees to maintain a minimum distance required by Edmonton Forestry.

Further detail on intersection design and walkability is included with the street plans in the following sections.

Transit

There was very little feedback from residents related to accessing transit. With bus routes available on the perimeter and through the middle of the neighbourhood at 114 Avenue, there is ample opportunity for residents to use transit. Transit stops on 114 Avenue require special consideration for accessibility to pedestrians with bike facilities on that road.

Bike Routes

There are three east/west bike routes for consideration in the UDA, each with opportunities, challenges and tradeoffs to consider. The connection from Groat Road in the west is at 114 Avenue, which is also the transit route that runs through Inglewood. Being a transit route, there are additional considerations for parked busses and pedestrian access to transit stops that must be accounted for when choosing the best type of facility and route for bicycles. The project team has identified three possible variations to the route for consideration, listed as A, B, and C on **FIGURE 3 – Bike Route Options**.

A **Route A** travels on the south side of 114 Avenue until intersecting with the 127 street bikeway where it would turn south. It would then continue east on 113 Avenue, which heads directly to the SUP in the linear greenway on the east edge of the neighbourhood.

Benefits of this route include:

- Avoids the transit facilities and potential conflicts on the active 114 street east of 127 Street.
- There is a direct connection that can be created from 113 Avenue into the linear park
- Several blocks without existing mature trees that could be disrupted by construction of wider road or additional boulevard path.
- Uses existing north/south bikeway on 127 Street, which avoids introducing a new path to residents.

Tradeoffs:

- Disjointed route requiring a north/south connection, could require cyclists to go on a less direct route to their destination.
- Potential loss of mature trees depending on type of facility.
- Potential disruption to front yard private landscaping on public property.
- Angled parking may need to be removed from block east of 124 Street.
- Directs cyclists past Camsell Site, which is currently unattractive and under construction for the foreseeable future.

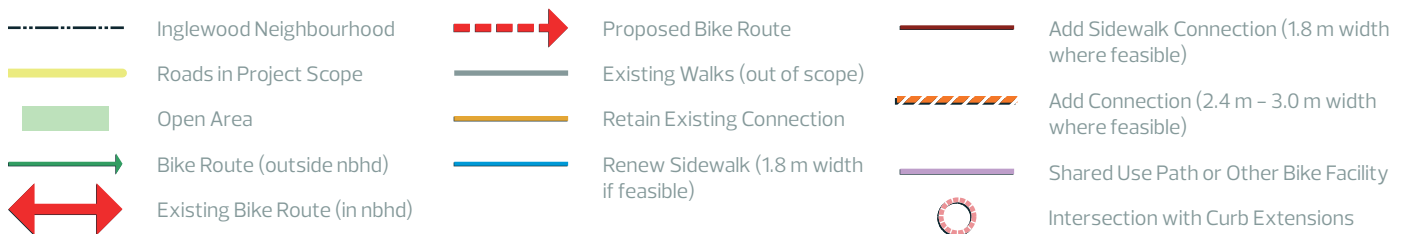
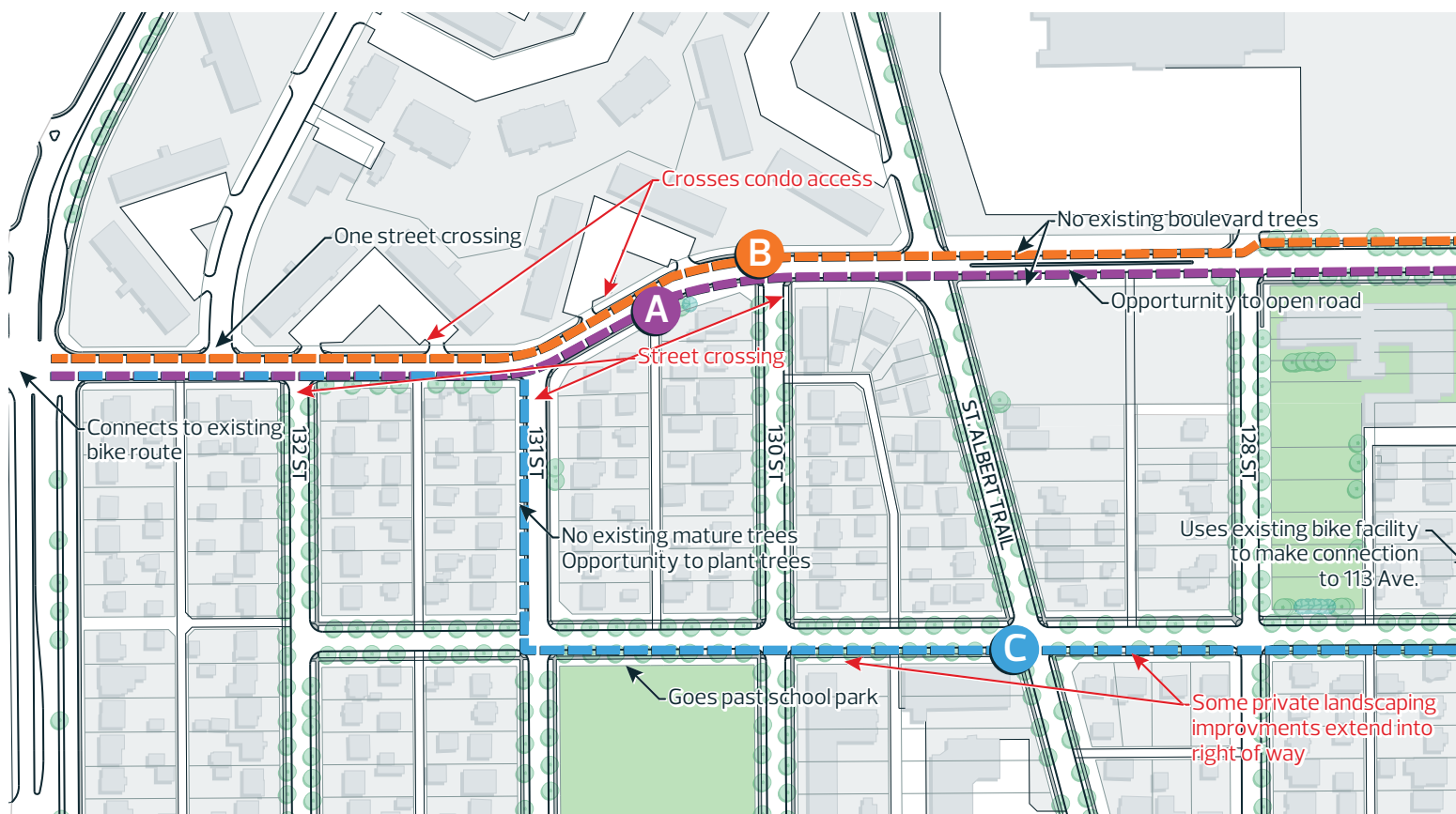


FIGURE 3 — Bike Route Options



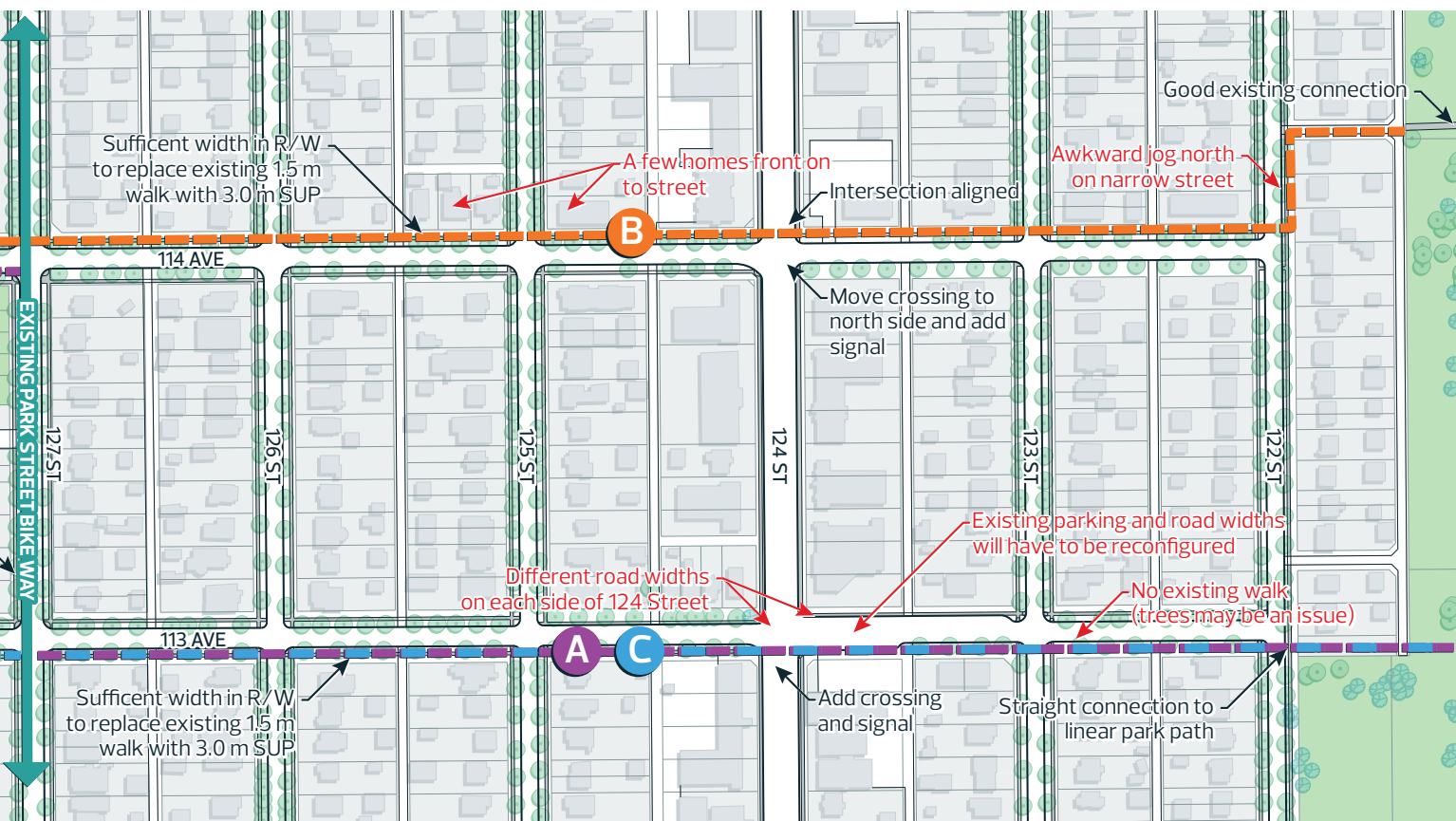
B **Route B** enters the neighbourhood at Groat Road on the north side of the street and extends all the way down 114 Avenue to 122 Street where it would travel north approximately 70 meters and into the linear park through an alley. The alley right-of-way is 10m wide and a trail could be added beside the existing road for bikes.

Benefits:

- One route through the neighbourhood without detours until 122 street where 114 Avenue terminates;
- No existing boulevard trees to disrupt on north side of road between Groat Road and 128 Street.
- Connection into linear park extends to SUP and continues east through to 114 Avenue on north side of Prince Rupert Neighbourhood and eventually to Kingsway Blvd.

Tradeoffs:

- Sharing a bike path with a transit route requires special design to allow bikes to pass when buses are stopped and for pedestrians to access the bus stops without impeding cyclists on bike paths.
- The signalized crossing on 124 Street is on the south side of the intersection and would need to be relocated to the north side for dedicated bike path.
- There are several accesses to the Baywood Apartments that require crossings and attention from motorists.
- On-street parking is currently on one side, and may need to be removed if an on-street bike lane is proposed.
- Directs cyclists past Camsell Site, which is currently unattractive and under construction for the foreseeable future.



C **Route C** enters from Groat Road on the south side of the 114 Avenue and heads south on 131 street. The route would continue east on 113 Ave all the way to the linear park.

Benefits:

- Only route option that passes Westmount School.
- There are no exiting boulevard trees on 131 Street to disrupt.
- Sidewalk on south side of 113 Street could be widened to accommodate SUP without disrupting mature trees.
- Direct access into east linear park

Tradeoffs:

- Disjointed route requiring additional north/south connection could require cyclists to go on a less direct route to their destination.
- Potential loss of mature trees depending on type of facility.
- Potential disruption to front yard private landscaping on public property.
- Angled parking may need to be removed from block east of 124 Street.

4.2 Bike Facilities

There are several options for bike facilities that could be accommodated for an east/west route to improve safety and visibility of cyclists on neighbourhood streets. The proposed routes are on roads with varying widths and with mature trees, therefore tradeoffs must be considered when deciding which facility is most appropriate.

1 24m ROW shared roadway with painted bike markings

This option for shared on-street bikeway has painted markings to indicate a priority route for bikes. This type of bikeway is efficient because it does not require additional road space for bikes. The painted symbols create awareness for drivers to watch for bikers and to share the road. Regular sidewalks would remain on both sides of the road for pedestrians.

Benefits include:

- Low maintenance;
- Bikes and pedestrians have separate paths;
- Uses existing road space;
- Avoids changing sidewalks and landscaping in front of housing
- Does not disrupt existing trees and landscaping or parking.

Tradeoffs include:

- Potential for bike and motor vehicle conflicts with no physical separation;
- Painted markings can be covered by snow in winter;
- Lack of education regarding sharing the road can lead to confusion and conflict.
- Transit adds more potential for confusion and conflicts when buses are stopped.

2 24m ROW with SUP on transit route

Option 2 allows for retention of mature trees by widening the existing 1.5m sidewalks toward the private property to create a 3m asphalt shared-use path. No additional space is required on the road. Bump-outs at transit stops help to restrict parking and slow traffic.

Benefits:

- Retain mature trees;
- Maintain on-street parking;
- Ample room for transit stop with shelter.

Tradeoffs:

- Pedestrians and cyclists share the path;
- Bump-out can create traffic back-up if bus is stopped for long period;
- May disrupt private landscaping that encroaches into public right-of-way.

3 24m ROW with elevated SUP and transit stop

This option includes a 3.0m shared use path abutting the roadway on one side. This would require removing boulevard trees. The additional 1.5m would be widened toward the property line to avoid any disruption to the mature trees.

Benefits of this type of trail include:

- Separates bicycles from the road;
- Includes separate sidewalk for pedestrians;
- Does not require reduction of existing road space;
- Encourages active travel with safer route;
- City crews clear the snow from SUP;
- Allows for access to transit stops.

Tradeoffs:

- Possible disruption to private landscaping in front yards that extend into City owned right-of-way;
- Pedestrians share the space with bikes;
- Requires removal of mature trees to be replaced following construction;
- Additional City maintenance costs;

4 The third option is for a protected bike lane where a narrow concrete median with small posts separates the bike route from the car lanes. This option uses additional roadway, requiring a loss of parking.

Benefits of this option include:

- Physical separation of cyclist from cars for a safer environment;
- Encourages active modes of travel with enhanced safety;
- Snow is cleared by City maintenance for year-round use;
- Ample room to wait for bus.

Tradeoffs include:

- More expensive to construct and maintain than shared street;
- Driveways require breaks for crossing;
- Reduction to one-way traffic disrupts existing traffic patterns;
- Removes on-street parking;
- Most costly option;
- Removes mature trees and replaces with young trees.

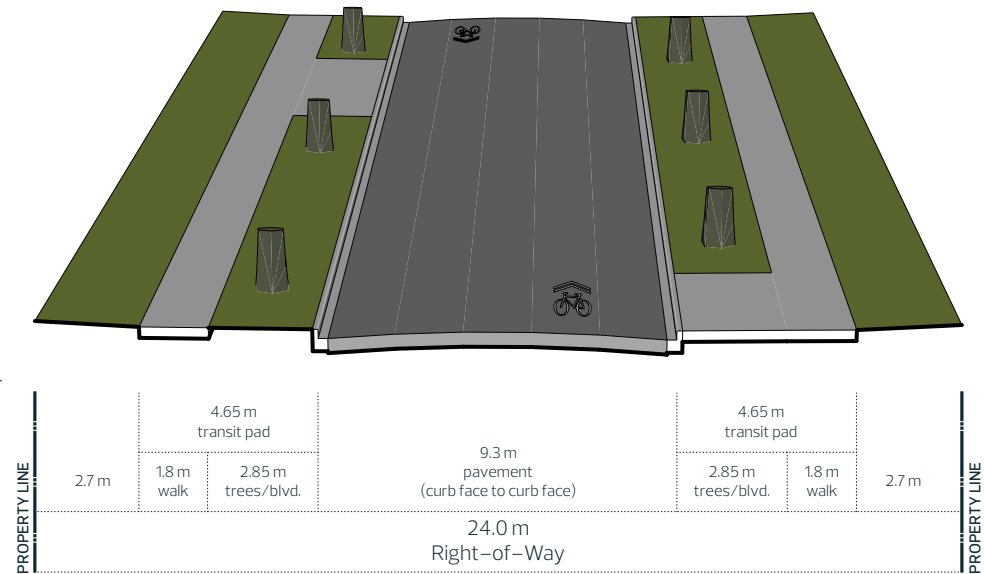
FIGURE 4 — Potential Bike Facilities with Transit Route in 24.0 Right-of-Way

- 1

24.0 m R/W Shared Roadway

1.8 m Separate Walks

Retain Mature Trees in Boulevard

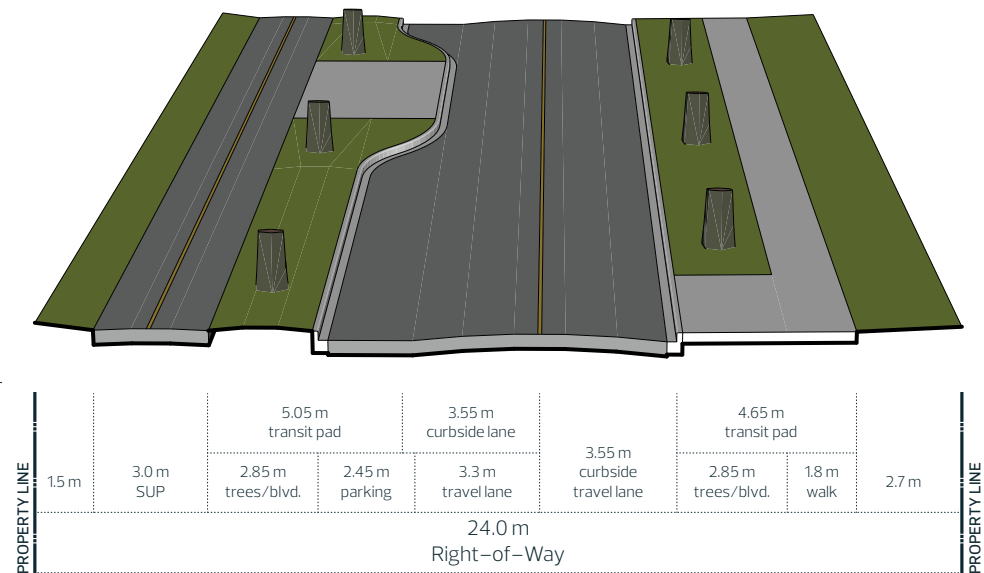


- 2

24.0 m R/W Shared Use Path

3.0 m SUP/1.8 m Separate Walk

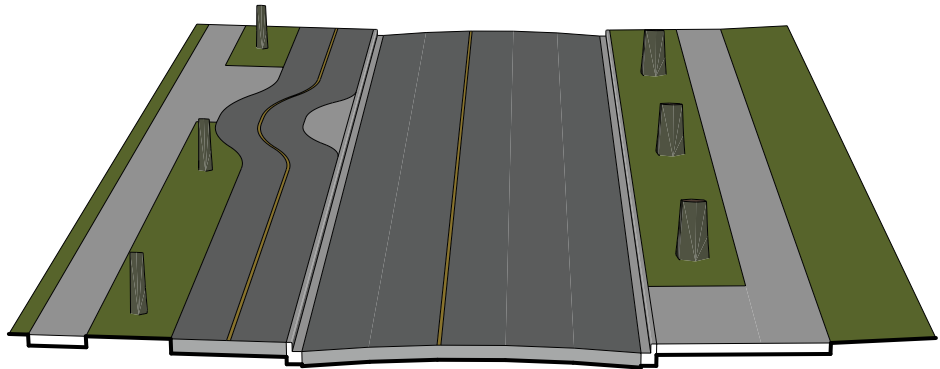
Retain Mature Trees in Boulevard



3

24.0 m R/W Elevated Bike Path

Separate Side Walks, and Bike Path
Requires Replacement of Trees
(on North Side of R/W Only).

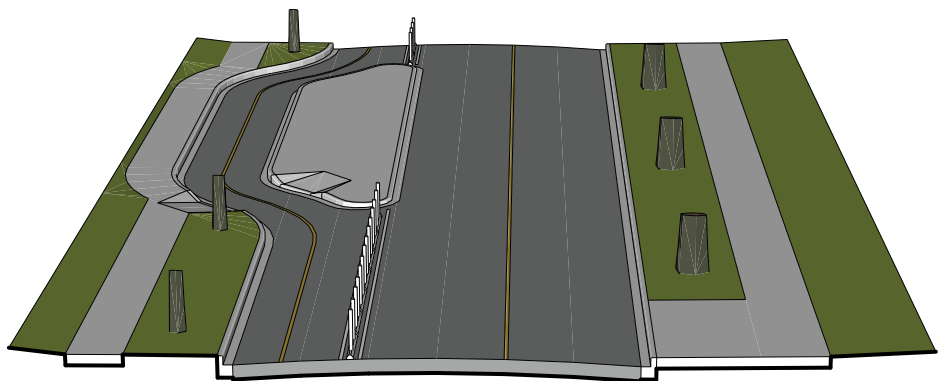


| | | | | | | | | | | | |
|---------------|---------------------|-------------|------------------|--------------------|----------------------------|------------------|----------------|--------------------|--|-------|---------------|
| PROPERTY LINE | transit pad | | bike path | bus loading | 3.55 m curbside travellane | 3.3 m travellane | 2.45 m parking | 4.65 m transit pad | | 2.7 m | PROPERTY LINE |
| | 1.5 m Walk | 2.2 m blvd. | 3.15 m bike path | 2.85 m trees/blvd. | | | | 1.8 m walk | | | |
| | 24.0 m Right-of-Way | | | | | | | | | | |

4

24.0 m R/W On Street Protected, No Parking

Separate Side Walks, and Bike Path
Requires Replacement of Trees
(on North Side of R/W Only).



| | | | | | | | | | | | |
|---------------|---------------------|------------|------------------|-----------------|-------------------|-----------------------------|-----------------------------|--------------------|------------|---------------|-------|
| PROPERTY LINE | 1.65 m walk | | 3.00 m bike lane | | 4.3 m transit pad | | 4.65 m transit pad | | | PROPERTY LINE | |
| | 1.45 m | 1.5 m Walk | 2.6 m blvd. | 3.0 m bike lane | 0.6 m | 3.75 m curbside travel lane | 3.75 m curbside travel lane | 2.85 m trees/blvd. | 1.8 m walk | | 2.7 m |
| | 24.0 m Right-of-Way | | | | | | | | | | |

4.3 Streetscape and Intersection Improvements

There are several features that can be added to typical streetscapes within the neighbourhood to help address feedback received from the public consultation and to achieve the transportation goals of the City of Edmonton. Complete Streets is a strategy that reviews streetscapes holistically to balance the needs of motorized vehicles, cyclists and pedestrians.

FIGURE 6 – Typical Intersection Curb Extensions.

Use of bump-outs is recommended at high pedestrian priority intersections to allow for shorter crossing distances and to slow down traffic. This is especially important with the senior facilities that may have residents with limited mobility and schools with young children. Bump-outs also restrict parking near the corner, which helps maintain visibility for turning vehicles.

Trade-offs include:

- Additional maintenance of planting beds;
- Maintenance equipment can damage curbs or equipment;
- Can restrict vehicle turning manoeuvres if used in the wrong situation.

FIGURE 5 – Re-Alignment of 117 Ave and 130 St Intersection.

The existing intersection is very wide and creates an offset north/south alignment. Through public engagement we heard that a roundabout would be a preferred improvement to this intersection to calm traffic and realign the roadways. The project team explored this option but, due to the angles and spacing of the road a roundabout would not be feasible at this location.

To address concerns of speeding and shortcutting in the area we propose to extend the northwest corner of the intersection to slow down traffic turning to and from 130 street. This will create a shorter crossing distance for pedestrians and maintain sightlines for drivers. The extra boulevard space can be planted with low shrubs to beautify the corner and maintain driver visibility.

FIGURE 6 – Typical Intersection Curb Extensions



FIGURE 5 – Re-Alignment of 117 Ave and 130 St Intersection



4.4 Elements to Reflect Character, History and Placemaking

Through public engagement, the project team asked participants to identify what elements would best reflect local character and relevant history for their neighbourhood. A recurring theme in the responses was to provide public art and signage that reflects the history and diversity of the neighbourhood. These elements can be displayed to add a sense of place within the neighbourhood that people can identify with, take pride in, and refer to visitors when directing people to destinations.

Inglewood includes several places of historic significance and character which have placemaking potential as shown in **MAP 2 – Historic Assets and Street Names**. The major locations are mentioned below:

1. **Historic buildings:** St. Andrew Catholic Church and Westmount Public School;
2. **Parks:** Winnifred Stewart Park, John A. Norris Park, linear shared-use park, former trolley turnaround;
3. **Historically significant Residences:**
 - Municipal Historic Resources in the area include the Dr. Minish Residence (11222–123 Street),
 - Provincial Historic Resource in the area is the McGregor–Coote House (11209 – 127 Street)
 - Several residences along 123–127 Street

The elements used in this analysis to support place making are Public Art, Wayfinding Signage, Gateway Signage, Streetlight Banners, Murals, Streetscape Furniture, Plaques, Historical Information Boards, and Benches. Depending upon the location, local character and history, one or more of the features can be utilized.



Historic residences have certain character elements which make them suitable for place making. Several opportunities include:

- Dr. Minish residence has a bench, historical plaque and a propane tank based public art of a beaver. Similar strategies can be adopted for Coote's Residence which is a Provincial Heritage Resource.
- Some residences have clink brick chimneys and exterior which define its design elements and should be reflected on the plaque in front of the houses.
- Streetlight banners are another way to identify those residences along the street to demarcate the heritage areas.

Above
Public Art near Dr. Minish residence.

Parks are places for creating venues for people of the community, so that they get a sense of the community and share a common identity. Residents enjoy parks during their normal daily routines, and sometimes visitors, therefore, parks are great locations for place making. Inglewood has been bestowed with great parks which are named after historical figures namely, Winnifred Stewart Park and John A. Norris Park. The opportunities within the park and linear open spaces include:

- Winnifred Stewart Park has a center plaza which can have plaques, information boards depicting history of Mrs. Winnifred Mary Stewart and her tireless effort to incorporate people with developmental disabilities into our regular society. The park is also a great location for public art which depicts inclusion in our society. Further, wayfinding signage are great way to show the existing feature within the park.
- John Norris acted as a liaison between Metis and Canada Government during Riel rebellion. John Norris Park can have a public art depicting Metis culture and traditions as well as plaque and information specifying how John A. Norris contributed in development of Inglewood. Further, the proposed community garden is an ideal place for colourful signage.
- The linear open space offers immense capability to include all identified elements of place making. With its connectivity to Westmount and Prince Charles neighbourhoods, it can have wayfinding signage and entry gateways on its connecting sidewalks and paths to invite people in. It can also have information on plaques and boards to show its history as former Canadian Pacific railway line. Public art can be displayed on the proposed plaza of the amphitheater through designs in the paving stones. To reflect the indigenous history of the neighbourhood, indigenous designs could be incorporated into the pavement of the plaza. The proposed community garden can include colourful signage reflecting different produce being grown there.
- Streetscape furniture, such as bike racks and benches, can be designed as functional art in prominent places, such as at the trolley turnaround on 124 Street where a bike rack or bench could be in the form of a trolley as an acknowledgement of its history. Connecting sidewalks and paths can also include wayfinding signage to help people navigate to neighbourhood focal points. Further, pillars can be designed at entryways to park spaces using clink bricks to acknowledge the historic residences in the neighbourhood. The murals on fences from local artist can display local artists, reflect neighbourhood history and indigenous culture.



Above
Community garden.



The two **historic buildings**, Westmount Public School and St. Andrews Catholic Parish, also offer opportunity for place making. While historic buildings are already place making element because of their size and architectural characteristics, it can have the following opportunities:

- Attractive projection light can be used at night to highlight their features.
- Along 130 Street sidewalk, schools can have wayfinding signage and information boards showing notable school alumni, sport's team achievements and historical information related to the schools.

Potential Gateway Feature

Gateway features play an important role by providing a first impression on visitor's mind. It also shows as a navigation tool to let people know that they are entering a unique public space within the neighbourhood. It is important to identify the gateway location, visibly stand out high quality design and the materiality.

MAP 9 – Urban Design Concept shows the proposed locations of the gateway features. The linear open space, with a shared-use path is a prominent connection for bikes and pedestrians that defines the edge on the east of the neighbourhood. This is also an off-leash dog park, which could be communicated to park users at all entrances to the park to create awareness of the opportunity to bring their pets, or to warn those who may want to avoid the area.

Gateway elements could reflect the character defining elements of 1922 residences and also incorporate features of the existing gateway at the north end of 124 Street at 118 Avenue.

Above Right
Existing gateway feature.

4.5 Opportunities for Open Space Improvement

The strategy of open space and park redevelopment is based on “*BREATHE Edmonton’s Green Network Strategy*” document. The document states the overarching goal for parks, recreation and open space is to preserve and enhance the ecological quality, visual beauty and connectivity of parks and open spaces within the neighbourhood by making open spaces vibrant, sustainable, functional, safe, accessible and inclusive for all through empowering the community residents.

Linear Open Space & Shared-use Path

The existing linear green space was transformed from the former Canadian National Railway right-of-way into an unprogrammed open space connection. The linear park is located between 122 Street and existing business industrial development. The green space also forms the eastern periphery of Inglewood Neighbourhood. The existing space has a dog off-leash area, toboggan hill and a playground..

As presented in the associated “What We Heard” report, a vision and important elements were identified and refined by residents to guide the renewal efforts for their neighbourhood streets and public open spaces. The workshops also helped to identify “What Is Working Well” and “What Needs Attention” for improvement of the neighbourhood streets and public open spaces.

“What is Working Well” states the strengths of the open space:

1. The greenbelt provides a shared-use path and connectivity across neighbouring communities.
2. Multi-use of the green belt, such as a dog off-leash park and playground offers good amenity space to the neighbourhood

“What Needs Attention” specifies the issues of the open space:

1. Poor lighting along shared-use park makes the community feel unsafe at night
2. Large greenbelt along the shared-use path is underutilized due to lack of recreational amenities
3. Lack of connectivity of the neighbourhood with the shared-use path
4. Lack of signage that helps people to access the shared-use path

The redesign of the space adheres to the strategic principles specified in the “*BREATHE*” document. The redesign features are as follows:

1. *“ECOLOGY: Open spaces support a healthy and resilient ecosystem, sustaining and enhancing ecological functions.”*
 - The linear green space could include a community garden as shown in MAP... which can be used for local food production. The garden would form a social gathering place for the community. The local residents will learn about basic necessary gardening skills, healthy eating, and an increased understanding of the local and sustainable food systems. The community garden is proposed in the south portion of the green space to ensure flat land and accessibility for water trucks from the street.
 - Planting trees: Deciduous and coniferous trees will be planted along the amphitheatre stage as well as along the existing shared-use path. Deciduous trees will allow sun to reach the amenity space during winter and will provide shade during summer (Winter Design Guidelines, City of Edmonton). Coniferous trees will act as a noise and wind barrier in all seasons. Tree planting along the edge of the park at 111 Avenue should be avoided to allow people to see into the space and invite them to explore. Adding grouping of trees along the SUP and the laneway would help to soften the space, while maintaining large areas for active play.

FIGURE 7 – Linear Park Concept





Photo
Existing Linear Park space.

2. *“CELEBRATION: Connects people to each other and builds a sense of place. Places for communities to thrive, gather, and celebrate.”*

Apart from the community garden, BBQ picnic tables, light poles with banners, wayfinding signage, a nature-themed playground, and an amphitheatre having a multi-use concrete plaza with stage are also proposed.

- **A nature-themed playground** borrows its idea from biophilic design through which it serves a dual purpose of keeping children active and engaging them about the beauty and complexities of the natural world around them.
- A prominent place for a public art installation would be at the top of the berm. At a designed height this could be seen from 122 Street, as well as, 111 Avenue as a beacon creating visual interest and conversation among local residents and commuters to explore the space and find out what is there. The public art could reflect the history of the greenway as a former rail line, could reflect indigenous history, or reflect the use of the amphitheatre as a place for acting, music and fun.
- **The amphitheater** will be aligned with the natural topography of the space. The stage and plaza will foster community events and social gathering, as well as, add aesthetic value and tourism to the space.

The plaza could be flooded to serve as a community skating rink during winter to facilitate recreational activity throughout the year (Winter Design Guidelines, City of Edmonton). The stage will be buffered by trees for noise attenuation and a visual buffer from residents across the street. Seating risers of the amphitheatre could use low maintenance artificial grass to reduce maintenance or could include real grass.

- The plaza could include decorative pavers with a symbol to reflect indigenous art or could be in the shape of a teepee or totem pole to acknowledge the indigenous history of the area. The TeePee design could include inset stories, songs and sacred objects (Source: Aboriginal cultures in Alberta, Susan Berry and Jack Brink, Page No. 45).
- The City can explore the opportunity to paint murals on the back of the adjacent commercial/industrial building, by working with the private property owners. This would create visual interest to blank facades, providing a sense of place for park users and cyclists. If the owners of the buildings do not cooperate, an alternative would be to install art displays along the back fences along the SUP. The art installations could be created by residents or school children to add colour and interest to the neighbourhood.



- The existing dog off-leash park could have **soft/hard edges** for public safety as per the 'Dogs in open spaces strategy 2016', City of Edmonton. Soft edges would be shrubs and hedges creating a barrier between the SUP and dog park, while a hard edge would be a chain link fence as is used in Westmount. The hedges would have a more natural look for the park than fencing.
3. *"Wellness: Promotes healthy living, fosters wellbeing through diverse kinds of recreation and mobility."*
- The linear green space will be well connected from the neighborhood through bike trails, sidewalks, and pathways. The proposed bike trail will be connect at either 114 avenue or 113 Avenue to the existing shared-use path. The sidewalk is proposed along the north of 112 Avenue connecting with existing sidewalk. All the proposed amenities will be connected through 1.5m wide trails and will provide an active mode of transportation and wellbeing. A **plaza** space is proposed near the proposed **community garden**, which would include a **shade structure** with benches. The plaza would connect from 122 street and 112 Avenue introducing people to the vast open space opportunities. As per Crime Prevention Through Environmental Design, there will be sufficient lighting along the trails and shared-use paths, to provide a safe environment. The decorative **light poles will have banners** depicting the neighbourhood heritage and providing neighbourhood identification for visitors on the trail.
 - The natural slope of the space will continue to be used as a **toboggan hill** to promote recreation during winter. The high ground enables unobstructed views of the downtown skyline and potentially Canada Day or New Years Eve fireworks.
 - A **community announcement board and wayfinding signage** can be placed between the playground and the proposed amphitheatre to build awareness for community events, and could include a map of the trail connections, bike paths, historical features and parks in the neighbourhood.
 - Updates to the playground equipment could include building slides into the existing berm as a unique feature for kids to play on and for neighbours to talk about. Updates to the playground could include replacing the sand with rubber and more interesting equipment that reflects the history of the CN rail line, with a train theme. It could be tested with residents whether they prefer to keep the rocket feature whereby the park has come to be known as rocket park, or if they would prefer a theme that reflects the areas history.

John A. Norris Park

The park was named after John A. Norris, who first gained ownership to the large property in 1882, now known as Inglewood. Mr. Norris served as a liaison between Metis and local settlers during the Riel Rebellion and donated the land to the Jesuit College where the Camsell Hospital was eventually built. The site is flanked by St. Albert Trail on its west, 112A Avenue on its north, 128 Street on its east and 112 Avenue on its south. The park is walkable from the nearby St. Andrew's Senior Centre and high-rise apartments. The existing features of the park include a bench, a bus shelter and mainly deciduous trees. A worn "goat trail" in the grass was observed along 112 Avenue, which indicates heavy pedestrian traffic where the sidewalk is missing.

The public engagement events helped to identify "What Is Working Well" and "What Needs Attention" for the improvement of the park.

"What is Working Well" states the strengths of the open space:

1. A good gathering community space
2. A small park with lots of shade trees
3. Quiet space suitable for use by nearby seniors

"What Needs Attention" specifies the issues of the park:

1. A passive open space
2. Lack of park furnitures such as benches, picnic tables and waste bins
3. Missing sidewalk connections
4. Lack of historical information about John A. Norris or history of Inglewood

The redesign of the space adheres to the strategic principles specified in the "*BREATHE*" document. The redesign features are as follows:

1. *"ECOLOGY: Open spaces support a healthy and resilient ecosystem, sustaining and enhancing ecological functions."*

- **Community garden:** The L-shaped community garden is proposed in the south-east portion of the park. The purpose is to grow food while restoring a resident's connection with nature and each other. The garden will also encourage birds, bees, butterflies, and ladybugs. Gardening is a quiet activity that may be enjoyed by local residents in apartment buildings and seniors to grow their own vegetables.
- Planting additional trees will provide a canopy and habitat for wildlife. A large bird bath could be added as a central feature in the park in lieu of a fountain which could require more maintenance. This would attract birds for people to observe as they enjoy the park.

2. *"CELEBRATION: Connects people to each other and builds a sense of place. Places for communities to thrive, gather, and celebrate."*

Apart from the community garden, picnic tables, an adult fitness area, tables for board games and a shaded sitting area is also proposed.

- Adding more flowering trees to the park will increase the aesthetic and property value of the surrounding area.
- **Sitting Area:** The sitting area is designed for different age groups. The centrally located shaded area is accessible by three directional paths except for southeast corner where existing landscaping restricts access. The space will provide a relaxed sitting area for seniors. The paths are well-connected with the proposed sidewalks along 112 Avenue and 128 Street. Picnic tables are also proposed which will encourage recreational use for picnics and encourage users to stay longer. The tables could also be used for board games, such as chess.

FIGURE 8 — John A. Norris Park Concept



3. *"Wellness: Promotes healthy living, fosters wellbeing through diverse kinds of recreation and mobility."*

- **Adult fitness area** in the park will increase the community's access for physical activities. The fitness equipment will promote healthy living, social connections, and a stronger character in the community. The equipment should be low maintenance with minimal moving parts, such as, balance beams and chin-up bars.
- Placing small **tables for board games**: The proposed game tables will provide an additional passive recreational opportunity in an open space.
- Connected pathways and sidewalks will increase mobility in the community.

Winnifred Stewart Park

The park was named after Mrs. Winnifred Mary Stewart, who was a champion for the people born with a developmental disability and co-founded the Edmonton Association for Mentally Handicapped, now known as 'Winnifred Stewart Association' in Inglewood. The park site is flanked by 130 Street on its west, 116A Avenue on its north, 128 Street on its east and 116 Avenue on its south. The park was recently revitalized and is walkable from the nearby Mountwood Senior Citizen Apartments. The existing features of the park include a rock garden, four picnic tables with concrete pads, two picnic tables at the centre plaza area along the path which has wheelchair accessible ends, benches, an asphalt curvilinear pathway with wheelchair accessible curb ramps, trash receptacles, seven lights and has a mix of deciduous and coniferous trees. A utility box is wrapped with an artist painting and the garbage can in the park has been painted with a northern nature theme, which add interest and beauty to the typically mundane features .

The public engagement events helped to identify "What Is Working Well" and "What Needs Attention" for the improvement of the park.

"What is Working Well" states the strengths of the park:

1. A good gathering community space with benches, picnic tables;
2. A large park with lots of trees;
3. A quiet area suitable for use by nearby seniors with wheelchair accessibility;
4. A natural rock garden;

"What Needs Attention" specifies the issues of the park:

1. A passive open space
2. Dull looking utility box
3. Missing sidewalk connections
4. Shade elements are missing
5. Inadequate park lighting



The redesign of the space adheres to the strategic principles specified in the "BREATHE" document. The redesign features are as follows:

1. *"ECOLOGY: Open spaces support a healthy and resilient ecosystem, sustaining and enhancing ecological functions."* The element considered in the design proposal is risk mitigation for 'Ecology.'

 - The proposed pathway and sidewalk addition will be designed to avoid disruption to the mature trees and the existing rock garden in the park. Where necessary young trees or shrubs would be relocated to allow for the walkway.

Photo Above
Winnifred Stewart Park.

FIGURE 9 – Winnifred Stewart Park Area





2. *“CELEBRATION: Connects people to each other and builds a sense of place. Places for communities to thrive, gather, and celebrate.”*

The elements of 'Celebration' are Aesthetic Values, Community Building, Public Safety, Heritage, Destination, and Tourism.

- A fixed in place electric stainless steel BBQ is proposed to facilitate cooking in the park to promote community recreation activities with an auto shut off feature after park hours. The BBQ will help in community building.
- A **shade/trellis structure** at the existing center plaza of the existing pathway will add to the aesthetic value of the park, as well as, encourage destination and tourism. This structure will follow the form of the curved center plaza.
- Additional lighting will be provided along the proposed pathway for the public safety.
- The dull looking utility box will be beautified with heritage information of Winnifred Stewart Association.

3. *“Wellness: Promotes healthy living, fosters wellbeing through diverse kinds of recreation and mobility.”* The elements of 'Wellness' are recreation, mental health, wellbeing and learning, and play.

- The proposed accessible pathway, which is a mirror image of an existing curvilinear pathway, connects the southeast, southwest and northwest corners of the park with added curb ramps. The connectivity will enhance mobility and accessibility and foster healthy living.
- **Sensory play equipment:** The proposed equipment could be small scale and dispersed within the open space to not drastically change the character of the park space. It would be designed to be inclusive of residents with developmental disabilities and will endorse mental health and well-being for all. Equipment using natural wood materials would maintain the natural feel of the park. The design will honor the work of Mrs. Winnifred Stewart and the history associated with her life. The proximity to Inglewood School with recent playground upgrades makes a standard playground unnecessary at this park.
- A small washroom could be considered by the City to be installed at this park for users that travel from a distance. The Winnifred Stewart Association uses the park and would benefit from a washroom facility.

Above
Example sensory play panels;
source: Brisbane City Council

Trolley Open Space/Park:

The site served as an ETS trolley bus line stop for Bus Route No 5 (as shown in Map...). The site is at the intersection of 112 Ave and 124 St having a clear curvilinear road separating two open green spaces, one having a bus stop, shelter and bench and central coniferous evergreen tree, and other space has a washroom for ETS personnel, a mix of deciduous and coniferous trees, along with a comparatively larger space. The site is located next to commercial and low-rise residential buildings with the apartments to the north using the ETS road as a pick-up and drop-off space.

The public engagement events helped to identify "What Is Working Well" and "What Needs Attention" for the improvement of the park.

"What is Working Well" states the strengths of the site:

1. The site serves as a gathering space for community residents;
2. Temporary commercial startups adjacent to the intersection;
3. An open space with lots of deciduous shade trees;

"What Needs Attention" specifies the issues of the park:

1. Create passive open space and need to beautify the location to foster farmer market and events.
2. Lack of park furniture, such as benches, picnic tables and waste bins along the east side of the curvilinear road;
3. Missing sidewalk connections;
4. Lack of ETS related historical information about this location

The redesign of the space adheres to the strategic principles specified in the "BREATHE" document. The redesign features are as follows:

1. *"ECOLOGY: Open spaces support a healthy and resilient ecosystem, sustaining and enhancing ecological functions."* The element considered in the design proposal is risk mitigation for 'Ecology.'
- The proposed pathway and sidewalk addition will be designed to avoid damage to mature trees.

Below

Excerpt from "A Historical Guide to Groat Estate, Westmount, Inglewood: A 75th Anniversary Project" –Passim

The "Blue and White"

The Edmonton Radial Railway was the governing body of public transportation during the streetcar era. From its beginning in 1908 until 1931, all routes were serviced by streetcars. It was in 1913 that 124 Street had its first glimpse of the two-tone brown people movers. For many years this service ran only as far as a terminal at 112 Avenue. From this point one could board the "Blue and White" for a nickel and be whisked at a speed of 7½ mph to the centre of the city. There were also a number of special services that operated on the streetcar lines. The Edmonton Public Library's forerunner to the Bookmobile was the Library Streetcar. Once a week, this emissary of knowledge would park in the 112 Avenue terminal. Early streetcleaners used the line as well. These great behemoths would move slowly down the street spraying jets of water from all sides.

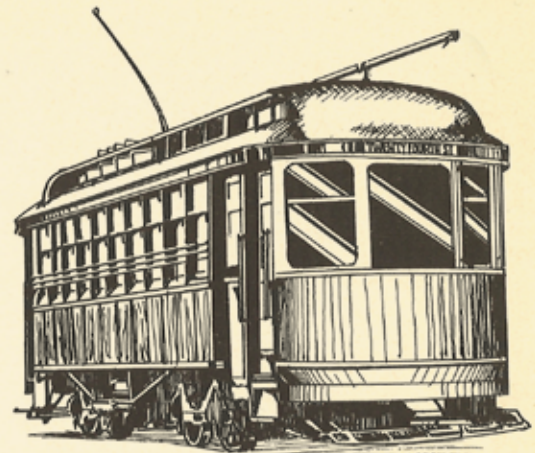


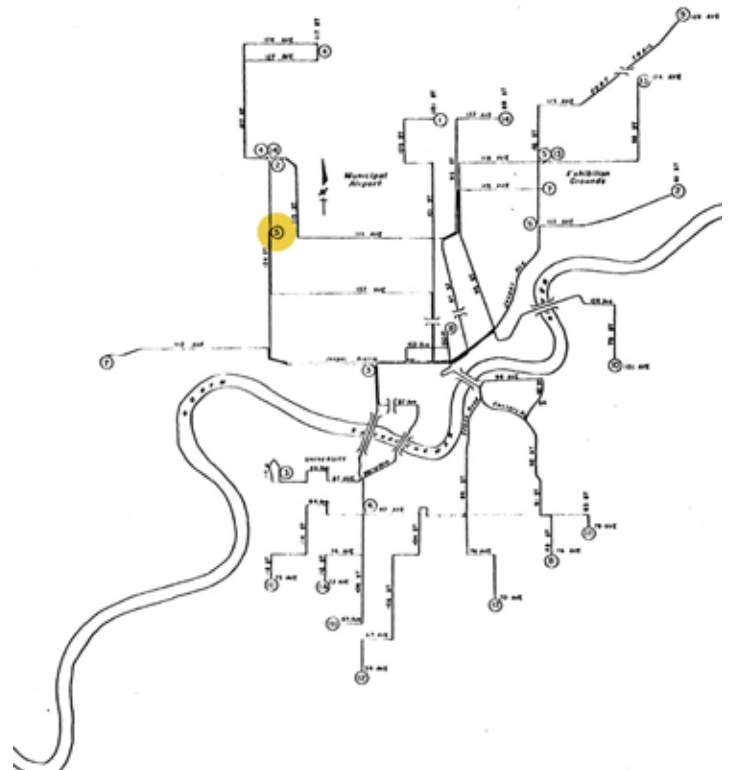
FIGURE 10 — Trolley Open Space/Park



2. *“CELEBRATION: Connects people to each other and builds a sense of place. Places for communities to thrive, gather, and celebrate.”* The elements of ‘Celebration’ are Aesthetic Values, Community Building, Public Safety, Heritage, Destination, and Tourism.
 - The existing curvilinear road will be redesigned to have an L shape path with a rounded corner and will maintain no parking sign. This creates a more regular entrance from 112 Avenue and would allow access from the east and west. The path will be paved with brick and stone pattern to enhance its aesthetic value and highlight it as a special place. The two parks will be connected by a stamped asphalt or different colour paving stone (2 colours) pathway.
 - Sitting Options: Two benches and two concrete base picnic tables will be strategically placed to avoid any overcrowding during event time or food truck fare. Picnic tables will encourage recreational activities on the park and use at lunchtime by local workers.
 - Two interpretive panels will be added on the west side of the plaza for park users to read. The boards will depict the heritage and history of the ETS “Blue and White” Trolley line that used to run from the location.
 - The existing bench on the bus stop could be replaced with a bench in the shape of a trolley bus.
 - A hedge will be added along the north edge of the open space flanking low-rise apartment to provide delineation of public and private space.

- A proposed park signage will be added closer to 124 street on the smaller open space to notify residents about naming of the site as a 'Park'.
 - The existing washroom building could be covered with murals to increase its aesthetic value and can be used as a storage space by the community league or City for events.
 - The space can also be used by local artists to display and sell art to celebrate local talents.
 - Overall, the bench, the L shape brick paved path, information boards and sitting areas will promote community gathering as well as Destination and Tourism within the neighbourhood.
3. *"Wellness: Promotes healthy living, fosters wellbeing through diverse kinds of recreation and mobility."* The elements of 'Wellness' are recreation, mental health and wellbeing.

- A pathway beside the existing washroom building could be extended to make it accessible from the lane to the open space, which would help connect local residents from nearby apartments.
- All pathways and sidewalks will be wheelchair accessible for mental health and wellbeing of disabled residents.
- Knockdown bollards could be added to the entrance to restrict daily traffic from entering and exiting the roadway, making this a pedestrian space, but the bollards could be removed to allow entry to food trucks or market stalls for special events.
- Overall, the connected path and sidewalks will encourage mobility and healthy living among the residents and will provide access to information boards, picnic tables, and benches.



Above

Transit map from September 1951 with the Trolley Turn Around Highlighted.

