



MEYONOHK

NEIGHBOURHOOD AND ALLEY RENEWAL

URBAN DESIGN ANALYSIS | CHAPTER 3: DRAFT DESIGN

MAY 2025 – FINAL

TABLE OF CONTENTS

WALKING, ROLLING AND BIKING.....	1	INTEGRATED ROAD DESIGN.....	19
1.1 Overview.....	1	4.1 Overview.....	19
1.2 Biking improvements.....	3	4.2 Redesign of Lakewood Road.....	23
1.3 Breezeway improvements.....	4	4.3 Redesign of 85 Street.....	25
1.4 Shared pathway and breezeway lighting improvements.....	5	4.4 Redesign of 79 Street.....	27
1.5 School drop-off area improvements.....	7	4.5 Road redesign with new boulevards.....	29
TRAFFIC SAFETY.....	9	4.6 Redesign of other roads.....	31
2.1 Crossing and traffic calming improvements.....	9	4.7 Redesign of Alleys.....	33
PARKS, PLACEMAKING AND GREEN INFRASTRUCTURE.....	12	4.8 Redesign of Roadway Island and Cul-de-Sac Island.....	35
3.1 Overview.....	12	DRAFT DESIGN PLANS.....	37
3.2 Seating areas.....	14		
3.3 Meyonohk Park improvements.....	16		
3.4 Low Impact Development (LID).....	17		



GUIDING PRINCIPLES

Note: The Guiding Principles have been finalized based on public feedback since Chapter 2 of the Meyonohk Urban Design Analysis.

Guiding Principles outline the values and priorities for the neighbourhoods and are used as a sounding board for design decisions on the Neighbourhood Renewal project. The Meyonohk Guiding Principles are:

COMMUNITY-FOCUSED SPACES



Foster a sense of community by enhancing public spaces to encourage interaction and inclusion for all ages, backgrounds and abilities.

ACTIVE AND ENGAGED LIFESTYLES



Support healthy, vibrant lifestyles with enhanced recreational opportunities that encourage physical and social activity for everyone.

CONNECTIVITY AND MOBILITY



Strengthen Meyonohk's network of sidewalks and pathways to ensure safe, convenient movement to destinations and public transit.

ECO-FRIENDLY DESIGN



Integrate eco-friendly infrastructure and green spaces, foster environmental health and resilience, encourage native landscaping, and support local ecosystems.

AESTHETIC AND FUNCTIONAL SPACES



Design public spaces to blend beauty with function and to create places that are enjoyable and practical for everyday use.

VIBRANT COMMERCIAL AREAS



Foster dynamic commercial areas that boost business, attract visitors, and provide lively community gathering spots.

SAFE AND SECURE ENVIRONMENT



Prioritize safety through infrastructure to enhance safety for all residents.

SECTION 1

WALKING, ROLLING AND BIKING



CONNECTIVITY
AND MOBILITY



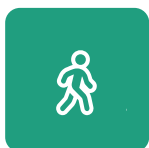
ECO-FRIENDLY
DESIGN



AESTHETIC AND
FUNCTIONAL
SPACES



SAFE AND
SECURE
ENVIRONMENT



ACTIVE AND
ENGAGED
LIFESTYLES

Relevant Guiding Principles

1.1 Overview

The draft design for walking, rolling, and biking in Meyonohk focuses on enhancing connectivity and accessibility throughout the neighbourhood. The design aims to improve the experience for people of all ages and abilities while supporting active lifestyles and community interactions.

Key features of the draft design include:

- Adding shared pathways in key areas to better connect people who bike to the City's greater biking network and to key destinations within and outside of Meyonohk, including schools, parks, and external transit stops
- Improving breezeway connections to promote walking and biking within the neighbourhood while maintaining clear sightlines and enhancing user experience
- Reconstructing existing sidewalks, widening where possible to meet City standards, ensuring accessibility for people of all ages and abilities
- Providing wider sidewalks to help provide a buffer during school drop off and pickup
- Adding a sidewalk to the alley between the 89 Street cul-de-sac and Lakewood Road to improve walking and rolling connections through the neighbourhood
- Replacing and adding lighting along sidewalks and shared pathways to enhance visibility throughout the year

See Figure 1.1, on the following page, for a map of the proposed changes to the walking, rolling and biking network.

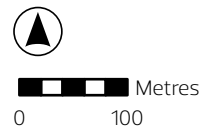


Figure 1.1 | Walking, rolling and biking overview map**MAP LEGEND****Potential**

- Shared pathway
- New sidewalk
- Existing pathway to be realigned
- Replace and widen sidewalk
- School drop-off improvements

Existing

- Transit stop
- Shared pathway
- Mill Woods Road bike route
- Commercial area
- School lands
- Community league licensed area
- Open spaces
- Neighbourhood boundary



1.2 Biking improvements

EXISTING

Currently, there are limited biking facilities within Meyonohk. The existing north-south breezeway sidewalk from 28 Avenue to 23 Avenue is shown on the City's bike maps as a designated bike route, but it is too narrow to function as a shared pathway. People who bike also navigate neighbourhood roads, sharing space with vehicles.

Shared pathways are available outside the neighbourhood boundaries along major arterial roads, including ones along:

- 91 Street, within a naturalized open space corridor
- 23 Avenue connecting 91 Street to 85 Street and continuing to Mill Woods Road (Note: construction of this shared pathway is scheduled to be completed during 2025)
- South side of 28 Avenue, connecting Lakewood Road to Mill Woods Road

There is no direct shared pathway connection within the neighbourhood to these external routes, limiting seamless biking connectivity.

PROPOSED

The draft design for biking improvements in Meyonohk focuses on enhancing connectivity within the neighbourhood and externally to nearby bike routes. The design introduces new shared pathways and improved connections to support people who bike.

See Figure 1.1 on page 2 for the location of biking network improvements. Key biking improvements include:

- Adding shared pathways along Lakewood Road to provide continuous biking connections within Meyonohk and to adjacent neighbourhoods
- Improving the north-south breezeway connection between 23 Avenue and 28 Avenue by upgrading it to a shared pathway and rerouting it to enhance efficiency and sightlines
- Adding raised crossings where shared pathway routes cross roads to prioritize walking, rolling and biking
- Integrating bike-friendly features such as bike racks at key seating areas to support people who bike
- Upgrade curb ramps at intersections and crossings to meet the City's current standard
- Install intuitive and clear active transportation network signage along shared pathways

1.3 Breezeway improvements

EXISTING

Meyonohk has a well-connected network of breezeway sidewalks that link neighbourhood roads, culs-de-sac, parks, and external sidewalks and pathways. These breezeway connections are frequently used by people who walk, roll, and bike within the neighbourhood.

The breezeways are typically narrow and tree-lined, offering shaded routes and walking and rolling connections throughout the community. Some key breezeway connections provide important links to external bike routes and transit stops, supporting active transportation within and beyond Meyonohk.

All existing breezeways are equipped with lighting. However, the lighting varies in style, technology, and condition throughout the neighbourhood.

People who use breezeway may experience the following issues:

- Many breezeway sidewalks are too narrow to comfortably accommodate people who walk, roll, and bike together
- Some breezeway corridors have poor sightlines due to mature vegetation, affecting visibility and comfort for users
- Existing lighting provides an inconsistent experience for people, with some areas underlit or using outdated lighting technology
- In some locations, tree roots and poor drainage impact the condition and usability of pathways
- The breezeway connection between the 89 Street culs-de-sac does not provide a sidewalk connection to Lakewood Road

PROPOSED

The draft design for breezeway connections in Meyonohk focuses on enhancing accessibility, visibility, and user experience. The design aims to improve the usability of breezeways for people who walk, roll, and bike while maintaining their natural character.

See Figure 1.1 on page 2 for the location of breezeway improvements. Key improvements include:

- Widening of all other breezeway sidewalks to promote universal accessibility for people who walk and roll
- Adding a new sidewalk along the alley between the 89 Street culs-de-sac and Lakewood Road to provide separation of people who walk and roll from people who drive
- Improving sightlines by slightly adjusting pathway alignments and selectively removing or pruning vegetation to enhance visibility and user comfort
- Upgrading and adding breezeway lighting to meet current City standards for consistency and effective illumination
- Preserving the natural character of breezeway corridors by preserving mature trees and vegetation wherever possible
- Improving drainage and pathway conditions by addressing issues with tree roots and poor water flow

1.4 Shared pathway and breezeway lighting improvements

EXISTING

All existing breezeways and shared pathways in Meyonohk have lighting. However, the lighting is inconsistent, with a mix of styles, lighting technologies, and conditions. In some areas, lights are outdated or non-functional, reducing visibility and comfort for people who walk, roll, and bike.



Existing lighting on north-south breezeway connection – looking south from 27 Avenue

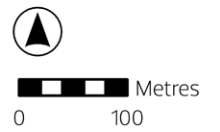
PROPOSED

The draft design proposes upgrading existing lighting and installing new lights where necessary to enhance visibility and user comfort along shared pathways and breezeways. The design aims to create a consistent and well-lit network for people who walk, roll, and bike throughout the neighbourhood.

See Figure 1.2 on the following page for the location of shared pathway and breezeway lighting improvements. Key improvements include:

- Upgrading lighting to meet current City standards for shared pathways and breezeways
- Installing new lights where needed to improve visibility and user comfort
- Coordinating light placement with existing trees to minimize shading and optimize visibility

Figure 1.2 Shared pathway and breezeway lighting improvements



MAP LEGEND

Note: Lighting pole locations are approximate and subject to change.

Potential

- Improved lights
- New lighting
- Relocated lighting
- New or improved sidewalk / shared pathway
- Pathway to be realigned

Existing

- School lands
- Community league licensed area
- Commercial area
- Open spaces
- Neighbourhood boundary



1.5 School drop-off area improvements

EXISTING

Meyonohk School is located along 79 Street and Lakewood Road. These roads experience congestion during student pick-up and drop-off times. This congestion is largely due to the high number of students coming from outside the neighbourhood being dropped off and picked up.

There are designated drop-off/pick-up areas for school buses and caregiver vehicles along 79 Street and Lakewood Road. However, sidewalks cannot adequately accommodate the high volume of students and caregivers during peak times. This leads to conflicts between people who walk, roll, bike or drive.



Aerial view of Meyonohk School entrance on Lakewood Road

PROPOSED

See Figure 1.3 on the following page for illustration of proposed drop-off area improvements. The following school drop-off area improvements are proposed at Meyonohk School:

- Widening the sidewalks and adding a buffer zone along both 79 Street and Lakewood Road to provide additional space for students and caregivers during pick-up and drop-off times
- Improving crossings near the school to prioritize people who walk, roll and bike, improve comfort and accessibility for students and to slow traffic
- Adding benches and waste bins near the school to provide functional waiting areas for caregivers



Location of Meyonohk School drop-off areas

Figure 1.3 | Meyonohk school drop-off area improvements

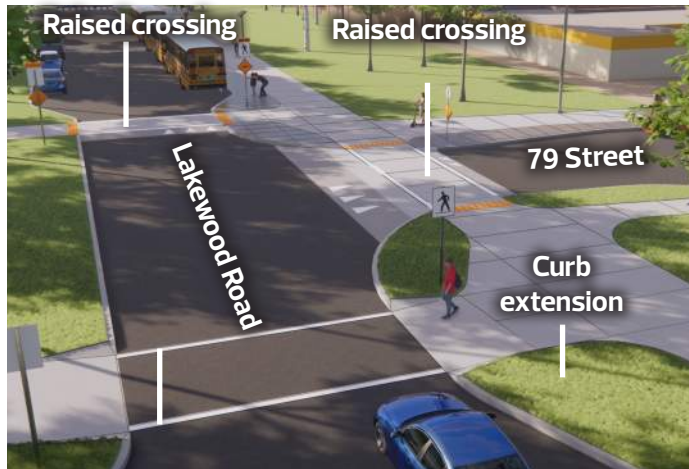


Illustration of school drop off at Lakewood Road and 79 Street



Illustration of school entrance and drop off at Lakewood Road and 80 Street



Illustration of Meyonohk school drop-off area improvements

SECTION 2

TRAFFIC SAFETY



CONNECTIVITY
AND MOBILITY



AESTHETIC AND
FUNCTIONAL
SPACES



ACTIVE AND
ENGAGED
LIFESTYLES



VIBRANT
COMMERCIAL
AREAS



SAFE AND
SECURE
ENVIRONMENT

Relevant Guiding Principles

2.1 Crossing and traffic calming improvements

PROPOSED

The draft design for Meyonohk includes a variety of crossing and traffic calming improvements to support people who walk, roll, and bike while encouraging slower vehicle speeds. The proposed changes aim to enhance visibility and provide more comfortable and accessible crossings throughout the neighbourhood.

See Figure 2.1 and Figure 2.2 on the following pages for the locations and illustrations of crossing and traffic calming improvements. Key improvements include:

- Raised crossings at key intersections to prioritize people who walk, roll, and bike while encouraging slower vehicle speeds
- Raised crossings where shared pathways cross roadways, providing uninterrupted routes for people who walk, roll, and bike on shared pathways
- Curb extensions at key crossings to improve visibility by shortening crossing distances, reducing vehicle speeds and preventing vehicles from parking too close to intersections



Figure 2.1 | Crossing and traffic calming improvements map**MAP LEGEND****Potential**

- Curb extensions
- Speed table
- ↔ Raised crossing
- Sidewalks and shared pathways

Existing

- Marked crossing
- ▨ Commercial area
- ▨ School lands
- ▨ Community league licensed area
- ▨ Open spaces
- ▨ Neighbourhood boundary



Figure 2.2 | Crossing improvements and traffic calming measures



Example of crossing with curb extensions



Example of raised crossing with curb extensions



Example of raised crossing and shared pathway



Example of speed table

SECTION 3

PARKS, PLACEMAKING AND GREEN INFRASTRUCTURE



ECO-FRIENDLY
DESIGN



ACTIVE AND
ENGAGED
LIFESTYLES



COMMUNITY-
FOCUSED SPACES



SAFE AND
SECURE
ENVIRONMENT



AESTHETIC AND
FUNCTIONAL
SPACES

Relevant Guiding Principles

3.1 Overview

The draft design for parks, placemaking and green infrastructure in Meyonohk focuses on enhancing public spaces to encourage community interactions, active lifestyles, and neighbourhood connections. The design aims to create comfortable, accessible, and attractive gathering spaces that support a vibrant and inclusive community.

Key features of the draft design include:

- Adding accessible seating areas along shared pathways and at key community destinations to provide comfortable resting places for people who walk, roll, and bike.
- Enhancing open spaces with benches and waste bins to encourage social interactions and community gatherings.
- Improving connectivity between seating areas, shared pathways, and key destinations to create a more cohesive public realm.
- Maintaining natural character and aesthetics by preserving existing trees and vegetation, and by adding new trees and naturalization plantings where possible

See Figure 3.1 on the following page for an overview of parks, placemaking and green infrastructure improvements considered during draft design.

Meyonohk Park's existing gathering areas and playground are being reviewed and renewed as part of a separate project.



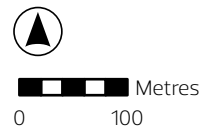


Figure 3.1 | Parks and placemaking overview map

MAP LEGEND

Potential

- New seating area
- New tree
- Area for naturalization
- Sidewalks and shared pathways

Existing

- Gathering area*
- Playground*
- Private community garden
- Off-leash area
- Commercial area
- School lands
- Community league licensed area
- Open spaces
- Neighbourhood boundary



*See edmonton.ca/PlaygroundRenewal for more information.

3.2 Seating areas

EXISTING

Currently, seating areas are not provided at regular intervals along walking and biking routes throughout the neighbourhood. This does not provide an accessible, comfortable or convenient experience for people who walk, roll, and bike. A small number of benches and tables in the area are provided at the playground in Meyonohk Park.



Typical seating area

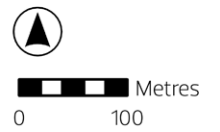
PROPOSED

The draft design proposes new seating areas along shared pathways, in parks, and at key community destinations to create comfortable, accessible, and convenient resting places for people of all ages and abilities.

See Figure 3.2 for seating area improvement map. Key improvements include:

- Adding new seating nodes at regular intervals along shared pathways for accessibility. These nodes will include benches and waste bins to provide resting places for people who walk, roll, and bike. In some locations the seating area may also include an individual bike rack
- Locating seating areas at key community destinations, including parks, schools, and neighbourhood gathering spaces, to encourage social interactions and community connections
- Ensuring accessibility by providing accessible seating options that accommodate people of all ages and abilities
- Designing seating areas with comfort in mind by positioning benches in shaded locations and near naturalized areas. These locations are also chosen to maintain clear sightlines from public areas

Figure 3.2 | Seating areas map



MAP LEGEND

Potential

- New seating area

Existing

- Gathering area*
- Playgrounds*
- Neighbourhood boundary
- Meyonohk Park
- School lands
- Community league licensed area



*See edmonton.ca/PlaygroundRenewal for more information.

3.3 Meyonohk Park improvements

EXISTING

Meyonohk Park is a central community space that provides access to Meyonohk School, playgrounds, sports fields, and an informal sliding hill. The park is well-used by families and children for recreation and community gatherings.

Currently, the park has limited pathway connections, with existing sidewalks that are narrow and not designed for shared use. There are also limited seating areas and gathering spaces. The sidewalk connection northwest of the informal sliding hill lacks clear sightlines and is not a convenient route of travel for people walking, rolling and biking on the north-south pathway that connects the adjacent neighbourhoods.

PROPOSED

The draft design proposes several improvements to enhance the usability, connectivity, and overall experience of Meyonohk Park. The design aims to create a more welcoming and accessible community space for all ages and abilities.

See Page 62 for improvement Meyonohk Park plan. Key improvements include:

- Replacing narrow sidewalks with shared pathways to provide continuous walking, rolling, and biking connections through the park, connecting to adjacent neighbourhood pathways and key destinations
- Realigning existing sidewalks to improve sightlines and provide more efficient routes through the park

- Adding seating areas on the shared pathway north of the sliding hill and west of the soccer fields to provide comfortable rest areas for people using the shared pathway and park
- Maintaining the natural character of the park by preserving existing trees and planting new ones along pathways and gathering areas
- Upgrading existing pathway lighting to meet current City standards, improving visibility and user comfort throughout the park
- Adding naturalization planting areas to reduce maintenance, improve aesthetics and provide ecological benefits

The existing playground and gathering areas at the centre of the park are being reviewed and renewed as part of a separate project.



Aerial image of Meyonohk Park – looking northeast from Lakewood Road

3.4 Low Impact Development (LID)

EXISTING

Meyonohk does not currently have any LID features. The neighbourhood relies on a conventional piped stormwater system to manage rainwater and runoff.

Certain areas in Meyonohk have low points in the road where water naturally collects, making them more susceptible to flooding if the conventional system cannot keep up with runoff during major storm events.

PROPOSED

The City of Edmonton, in collaboration with EPCOR, will be installing LID features in some boulevards in Meyonohk to help reduce flooding risk and manage stormwater more effectively.

By integrating these LID measures, the design aims to provide multiple benefits for the neighbourhood, including:

- Reducing localized flooding by absorbing small amounts of rainwater before it enters the stormwater system
- Slowing the release of water into the underground piped system, reducing strain on the overall stormwater system in Mill Woods
- Filtering stormwater through soil layers, which helps clean the water before it enters natural waterways
- Supporting climate resilience by promoting healthy vegetation and providing ecological benefits

Locations being considered for LID facilities are shown on Figure 3.3. Three different types of LID measures are being considered for the neighbourhood:

- Absorbent landscaping: Absorbent landscaping looks similar to other grass boulevards but is designed with a shallow depression to collect road runoff and allow it to absorb into the ground. Absorbent landscaping areas will be grass and may have trees
- Bioretention basins: Bioretention basins look like a typical shrub bed but underneath have specially blended soils and rock layers to hold water during and after a rainfall. These features have a perforated pipe beneath them where water is collected and slowly released into the stormwater system
- Soil cells: Soil cells are plastic milk crate-like structures, that contain specially blended soils, designed to be hidden beneath sidewalks. These features have a perforated pipe beneath them where water is collected and slowly released into the stormwater system

Figure 3.3 | Low Impact Development (LID) improvements

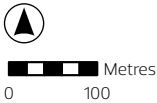


Illustration of absorbent landscaping boulevard

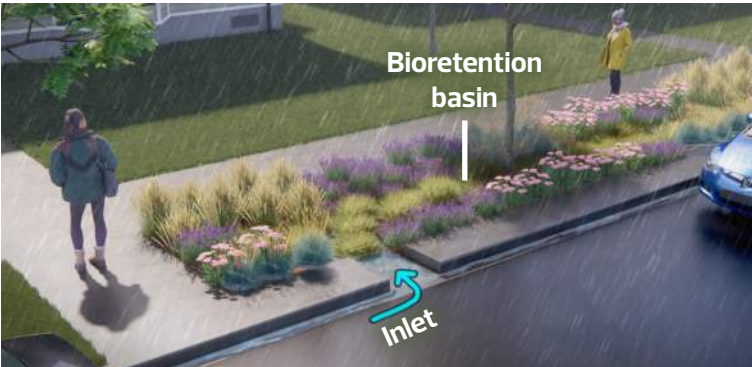


Illustration of bioretention basins

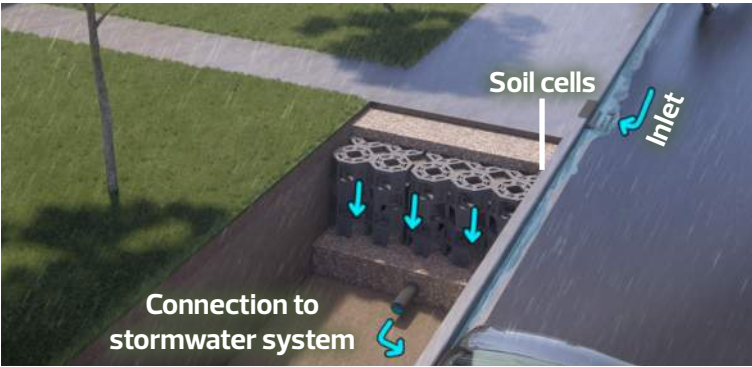


Illustration of soil cells



MAP LEGEND

Potential

- Potential location for Low Impact Development (LID) feature

Existing

- Commercial area
- School lands
- Community league licensed area
- Open spaces

SECTION 4

INTEGRATED ROAD DESIGN



CONNECTIVITY
AND MOBILITY



AESTHETIC AND
FUNCTIONAL
SPACES



ACTIVE AND
ENGAGED
LIFESTYLES



VIBRANT
COMMERCIAL
AREAS



SAFE AND
SECURE
ENVIRONMENT

Relevant Guiding Principles

4.1 Overview

The draft design for integrated road design in Meyonohk focuses on improving the overall experience for people who walk, roll, bike, and drive within the neighbourhood. The design aims to enhance connectivity, reduce congestion, slow traffic and prioritize people who walk, roll and bike.

Key features of the draft design include:

- Implementing traffic calming measures such as raised crossings, speed tables and curb extensions to encourage slower vehicle speeds and improve visibility for people who walk and roll
- Providing raised crossings at key intersections to prioritize people who walk, roll, and bike over vehicle movement
- Adding consistent and clear signage to improve navigation and wayfinding for all users
- Redesigning the 24 Avenue roadway island and 78 Street cul-de-sac island to improve functionality, enhance visibility, and aesthetics

See Figure 4.1, 4.2 and 4.3 on the following pages for an overview of integrated road design.



Figure 4.1 | Integrated road design overview map

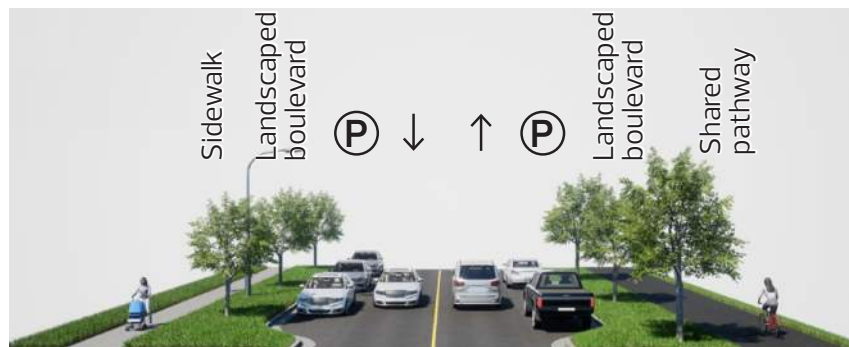
MAP LEGEND

Potential

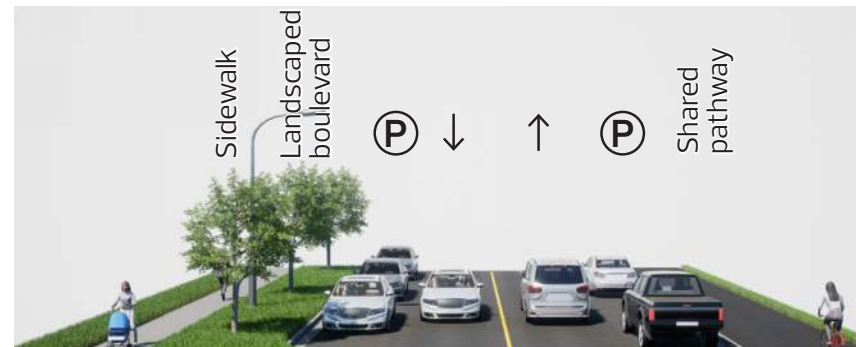
- Road redesign - C1
- Road redesign - C2
- Road redesign - C3
- Road redesign - C4
- Road redesign - L1
- Road redesign - L2
- Road redesign - L3
- Road redesign - L4
- Road redesign - L5
- Alley renewal - A1



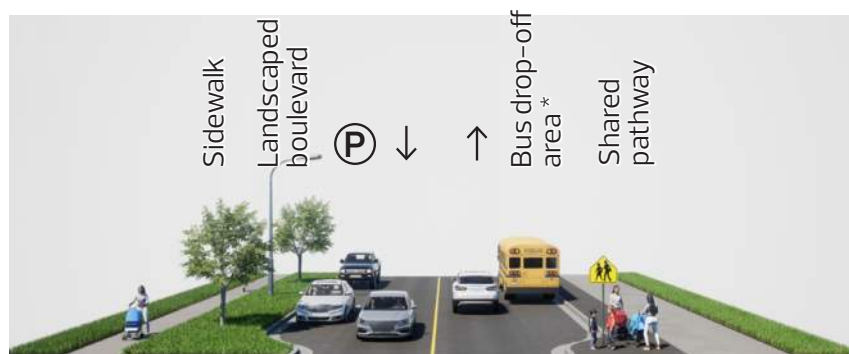
Figure 4.2 | Integrated road design sections



Road Redesign – C1

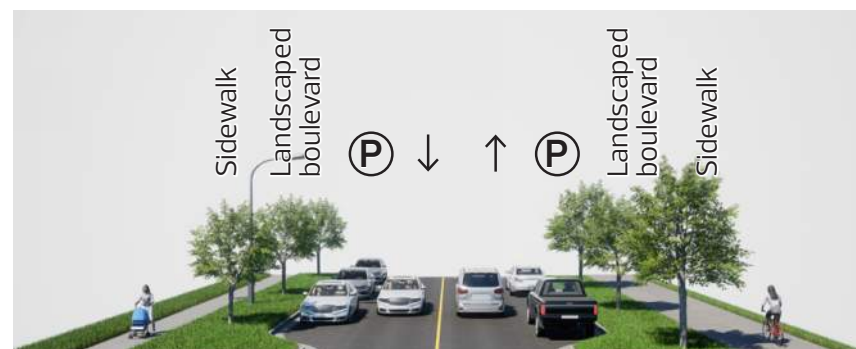


Road Redesign – C2

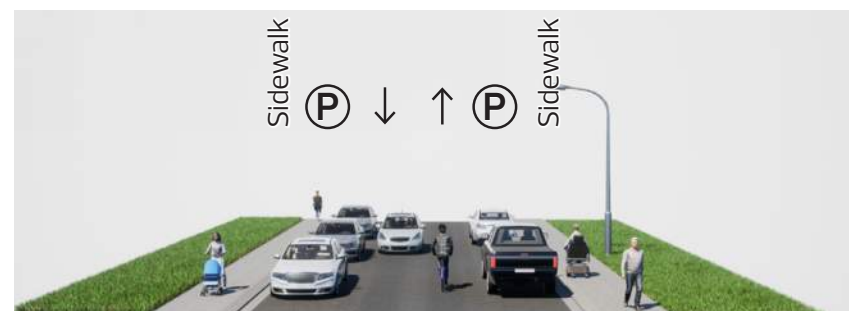


Road Redesign – C3

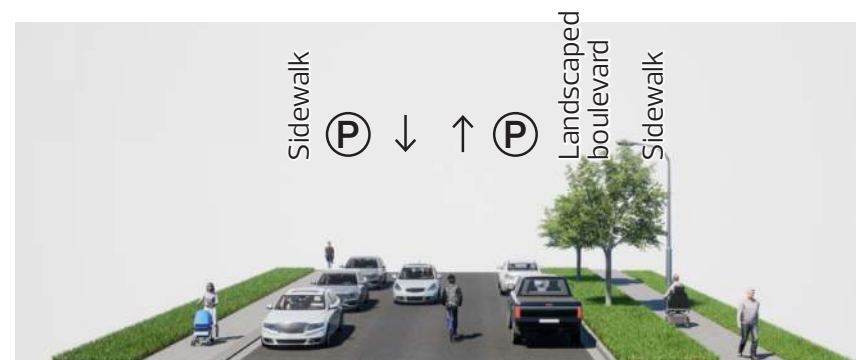
*During school hours



Road Redesign – C4



Road Redesign – L1

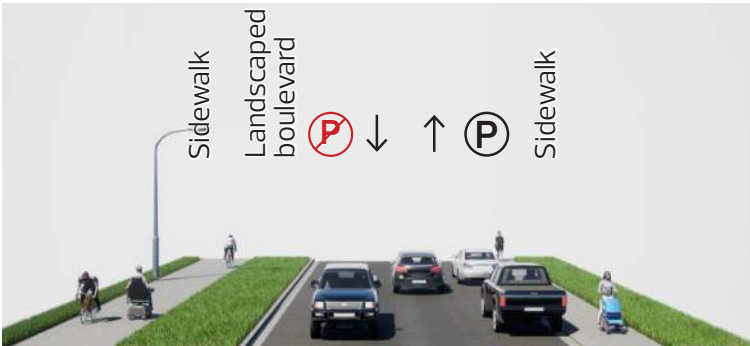


Road Redesign – L2

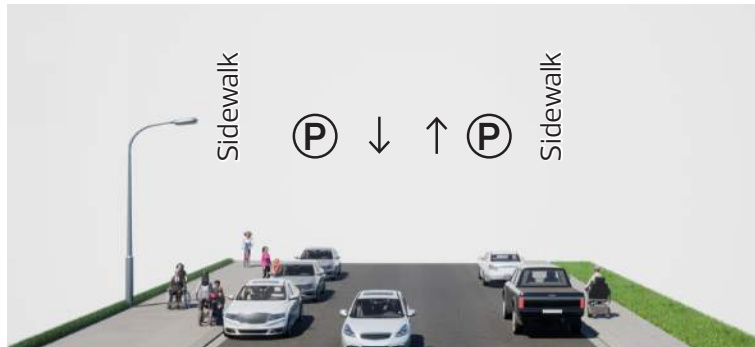
Figure 4.3 | Integrated road design sections



Road Redesign – L3



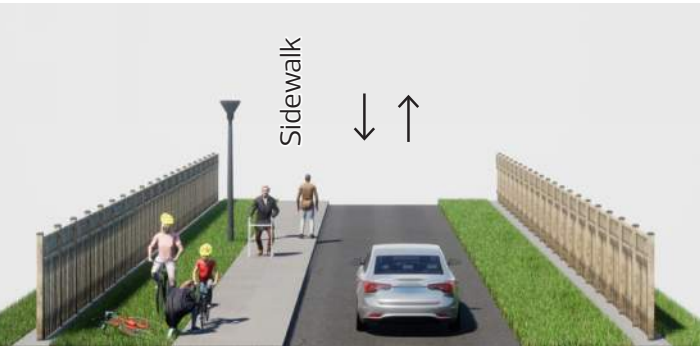
Road Redesign – L4



Road Redesign – L5



Alley Renewal – A1



Alley Renewal – A2

4.2 Redesign of Lakewood Road

EXISTING

Lakewood Road is a key entrance road in Meyonohk, providing access to residential areas, Meyonohk School, and nearby commercial properties. It experiences higher traffic volumes during peak school drop-off and pick-up times.

The existing roadway includes designated school bus drop-off areas and parking lanes. However, sidewalks are narrow and there is limited space for people who walk and roll. This creates congestion and conflicts between people who walk, bike and drive during busy periods. People who bike currently share the roadway with vehicles.

PROPOSED

The draft design proposes several improvements along Lakewood Road to enhance the experience for people who walk, roll, and bike while maintaining efficient vehicle movement. The design prioritizes wider spaces for people who walk, roll and bike, improved crossings, and better connectivity to shared pathways.

See Figure 4.4 on the following page for the improvement map and illustrations. Key improvements include:

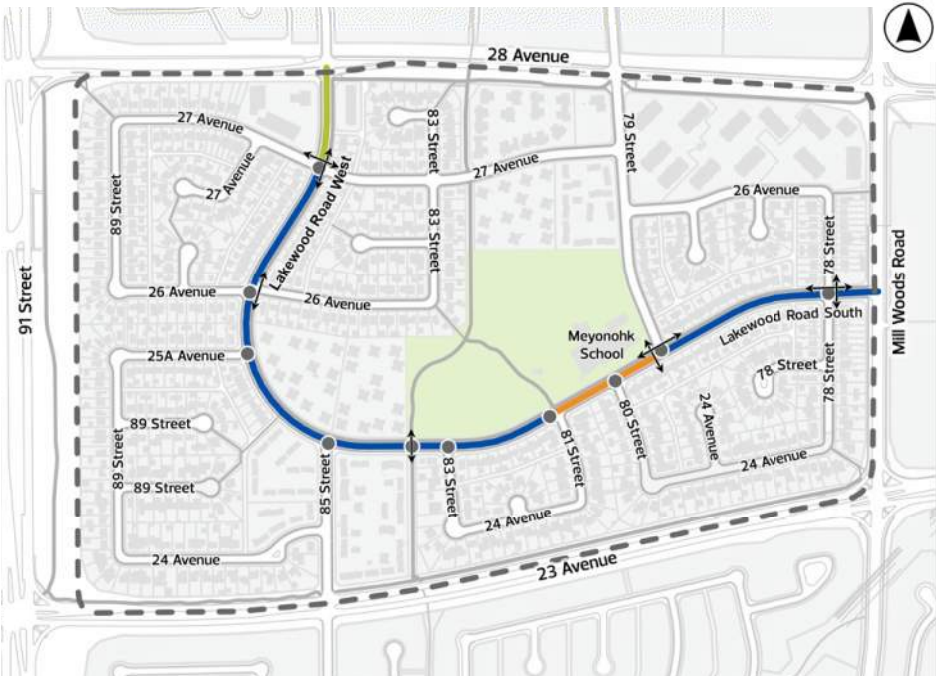
- Adding a shared pathway along Lakewood Road to provide continuous walking, rolling and biking connections
- Widening the sidewalk along Lakewood Road to provide more space for students and caregivers during pick-up and drop-off times

- Improving crossings near the school to prioritize people who walk, roll and bike, improve comfort and accessibility for students and to slow traffic
- Raised crossings at intersections along Lakewood Road to prioritize people who walk, roll, and bike on the shared pathway
- Curb extensions at key crossings to shorten crossing distances, reduce vehicle speeds and improve visibility by preventing vehicles from parking too close to intersections
- Create treed boulevards on both sides of the road to provide shade, aesthetic and separate people who drive from people who walk, roll, and bike

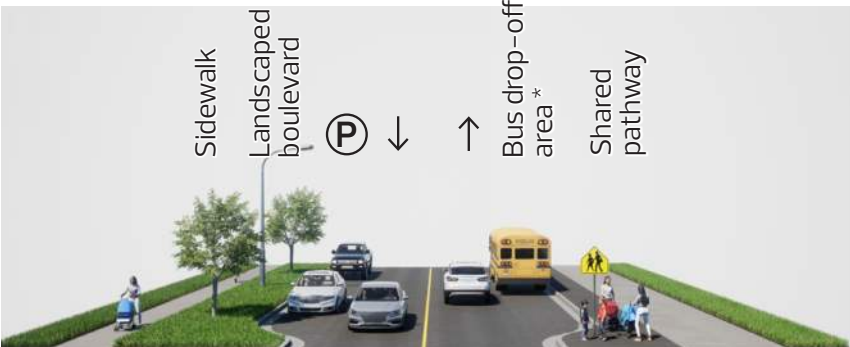
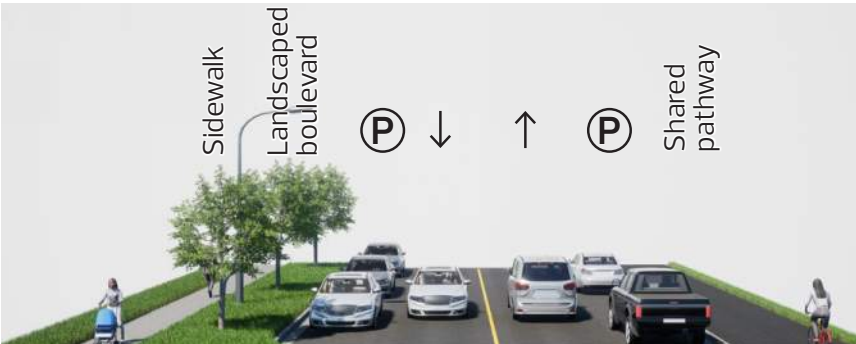
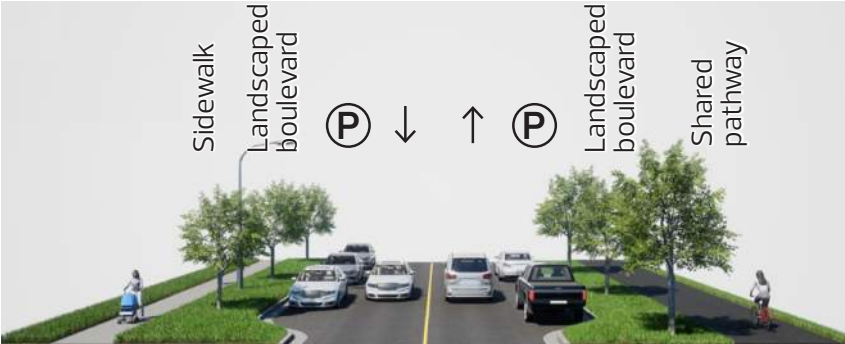


Current road design – Lakewood Road looking south from 27 Avenue

Figure 4.4 | Lakewood Road redesign



- Potential**
- Road Redesign - C1
 - Road Redesign - C2
 - Road Redesign - C3
 - ↔ Raised crossing
 - Curb extensions



*During school hours

4.3 Redesign of 85 Street

EXISTING

85 Street is a key entrance road in Meyonohk, providing access to residential areas and connecting to major arterial roads. It experiences a typical volume of traffic expected for this type of road, which includes school bus traffic.

The existing roadway includes parking lanes and narrow sidewalks on both sides. However, the sidewalks do not provide adequate space for people who walk and roll, particularly during busy times. People who bike share the roadway with people who drive.



Current road design – 85 Street looking south from Lakewood Road

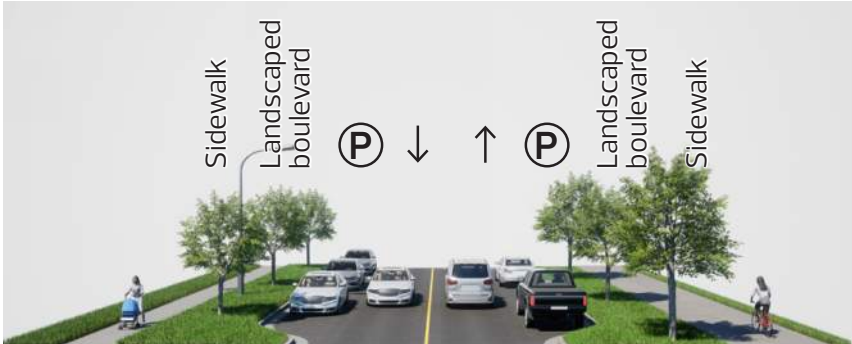
PROPOSED

The draft design proposes several improvements along 85 Street to enhance the experience for people who walk and roll while maintaining efficient vehicle movement. The design prioritizes continuous walking and rolling with improved crossings and widened sidewalks.

See Figure 4.5 for improvement map and illustrations. Key improvements include:

- Widening the sidewalk on the on both sides of the road to create a more comfortable and accessible space for people who walk and roll
- Providing a raised crossing at intersections at the 24 Avenue / 85 Street intersection to prioritize people who walk and roll and to slow traffic entering the neighbourhood
- Implementing curb extensions at key crossings to improve visibility by shortening crossing distances, reducing vehicle speeds, and preventing vehicles from parking too close to intersections

Figure 4.5 | 85 Street redesign



Road Redesign - C4

4.4 Redesign of 79 Street

EXISTING

79 Street is a wide road that serves as a key route to Meyonohk School and provides access to nearby residential areas. The roadway is adjacent to a church, park site, and school, reinforcing its use as a neighbourhood entrance road and important walking and rolling route.

Currently, 79 Street has sidewalks on both sides of the roadway that provides a connection for people who walk and roll. Adults who bike share the roadway and children biking to school share the sidewalk. The roadway experiences congestion during school drop-off and pick-up times, and there are limited crossings along the route.



Current road design – 79 Street looking south from 27 Avenue

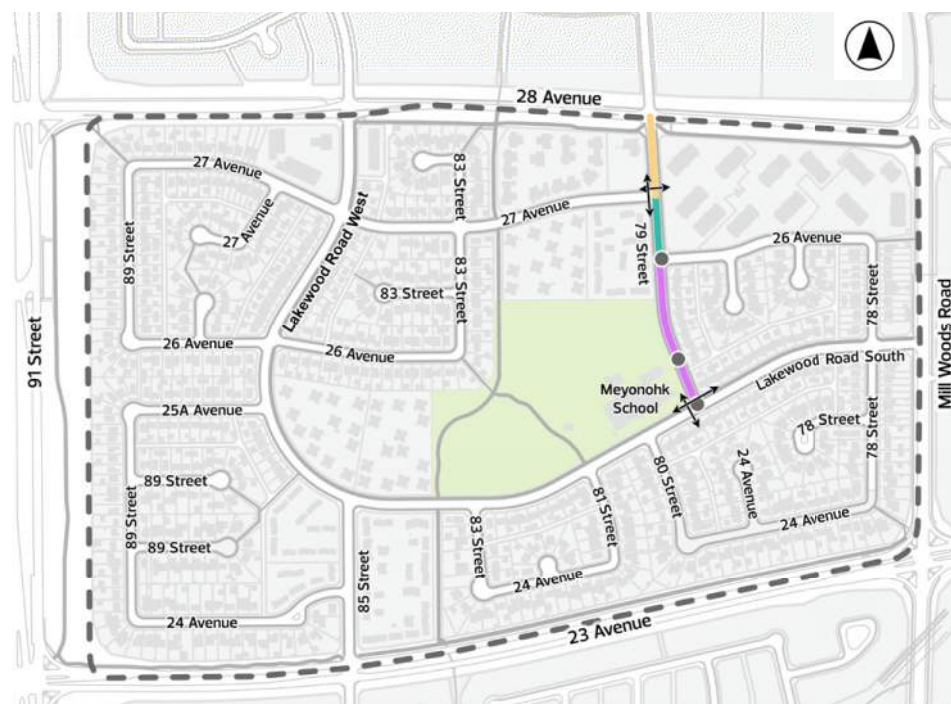
PROPOSED

The draft design proposes several improvements along 79 Street to enhance the experience for people who walk and roll.

See Figure 4.6 on the following page for the improvement map and illustrations. Key improvements include:

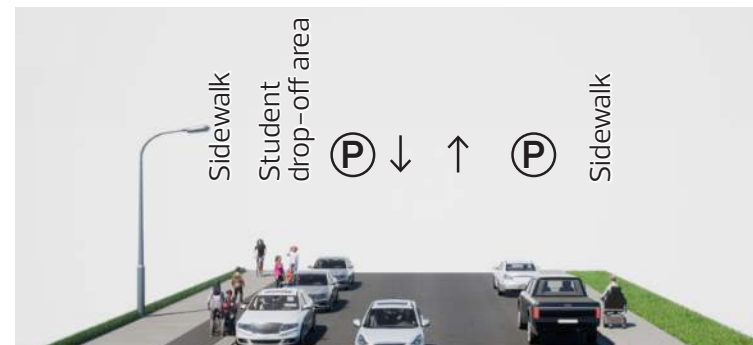
- Widening sidewalks on both side of the road to improve walking and rolling connections along 79 Street
- Improving crossings along the route, including raised crossings to prioritize people who walk, roll, and bike and to slow traffic
- Implementing curb extensions at key intersections to improve visibility by shortening crossing distances, reducing vehicle speeds, and preventing vehicles from parking too close to intersections
- Realigning crosswalks near the school to reduce conflicts at the alley between people driving and people walking and rolling
- Enhancing connectivity to nearby shared pathways and sidewalks to key destinations within the neighbourhood

Figure 4.6 | 79 Street redesign



Potential

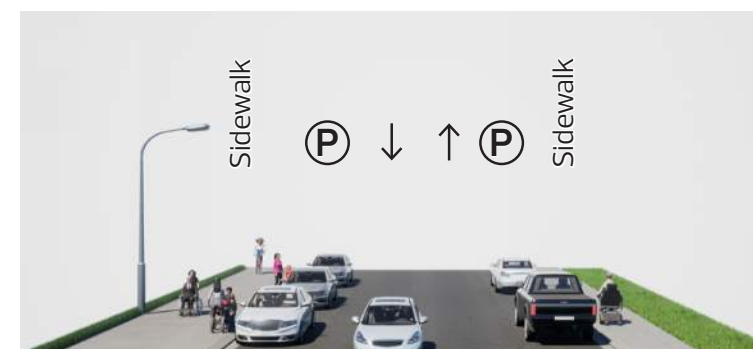
-  Road redesign - L3
-  Road redesign - L4
-  Road redesign - L5
-  Raised crossing
-  Curb extensions



Road Redesign – L3



Road Redesign – L4



Road Redesign – L5

4.5 Road redesign with new boulevards

EXISTING

26 Avenue and portions of 27 Avenue and 24 Avenue are wide roads that provide connections for people who walk, roll, and bike through Meyonohk. These roads also connect people who walk, roll and bike to external transit routes, bike routes, schools, and district parks.

These roads currently have parking lanes and sidewalks on both sides. However, the sidewalks are narrow and the roadways are wider than required. This creates an opportunity to reallocate space to improve experiences for people who walk, roll and bike.



Current road design – 27 Avenue looking west from 79 Street

PROPOSED

The draft design proposes several improvements along 26 Avenue and portions of 27 Avenue and 24 Avenue to enhance the experience for people who walk, roll, and bike while maintaining efficient vehicle movement. The design focuses on reallocating road space to create safer and more accessible walking, rolling and biking areas.

See Figure 4.7 for improvement map and illustrations. Key improvements include:

- Narrowing the roadway closer to standard road widths to encourage slower vehicle speeds
- Adding treed boulevards on one side of the road to provide shade, aesthetics, space for snow storage and separate people who drive from people who walk, roll, and bike
- Widening sidewalks to improve accessibility and create more comfortable walking and rolling spaces
- Adding raised crossings, in key locations to prioritize people who walk, roll, and bike and to slow traffic
- Implementing curb extensions at key intersections to improve visibility by shortening crossing distances, reducing vehicle speeds, and preventing vehicles from parking too close to intersections
- Providing raised crossings at key intersections to allow uninterrupted routes for people who walk, roll, and bike on shared pathways along Lakewood Road
- Adding speed tables on 26 Avenue and 27 Avenue to slow traffic since the roadways cannot be narrowed to the City's standard because of utility conflicts

Figure 4.7 | Road redesign with new boulevards



4.6 Redesign of other roads

EXISTING

The majority of the other roads in Meyonohk are close to the standard width with parking lanes and sidewalks on both sides. However, there are some wider roads that provide excess space for vehicle movement and parking, which may encourage speeding.

Currently, most roads have narrow sidewalks directly adjacent to the roadway, which do not provide adequate space for people who walk and roll. People who bike share the roadway.

Note: Proposed improvements for 79 Street, 26 Avenue and 27 Avenue are covered in the previous sections. This section covers all other roads.



Current road design – 89 Street looking south from 27 Avenue

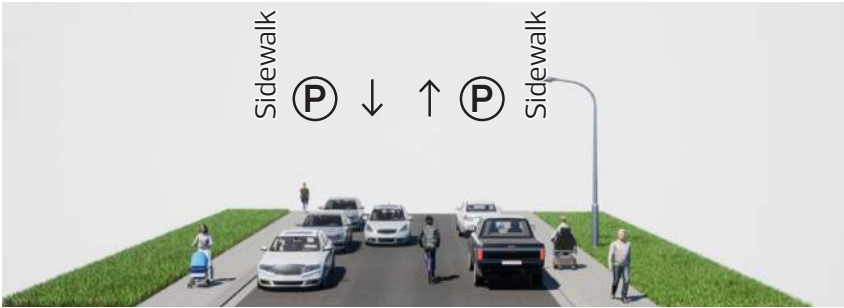
PROPOSED

The draft design proposes several improvements along roads to enhance the experience for people who walk, roll, and bike. The design focuses on reallocating excess road space to create safer and more comfortable areas for people who walk and roll.

See Figure 4.8 on the following page for improvement map and illustrations. Key improvements include:

- Narrowing the roadway to standard road widths on wider roads to encourage slower vehicle speeds
- Widening sidewalks to improve accessibility and create more comfortable walking and rolling spaces
- Providing raised crossings across key roads to provide uninterrupted routes for people who walk, roll, and bike on shared pathways along Lakewood Road.

Figure 4.8 | Redesign of other roads



Road Redesign – L1

4.7 Redesign of Alleys

EXISTING

The majority of alleys are residential alleys that are used for vehicle access and waste collection. All alleys are paved, though many of them are narrower than the City's standard, and they have minimal landscaping.

There is one wider alley space on the west side of Lakewood Road and east side 89 Street that also serves as an informal walking, rolling and biking connection, linking the road network to nearby parks and schools. This alley has more public land compared to other alleys, creating an opportunity for enhanced connectivity for people who walk, roll and bike.

There is one commercial alley located to the east of Lakewood Road West, which is used for local business access.



Existing typical alley design – located between Lakewood Road and 89 Street, looking south from 27 Avenue

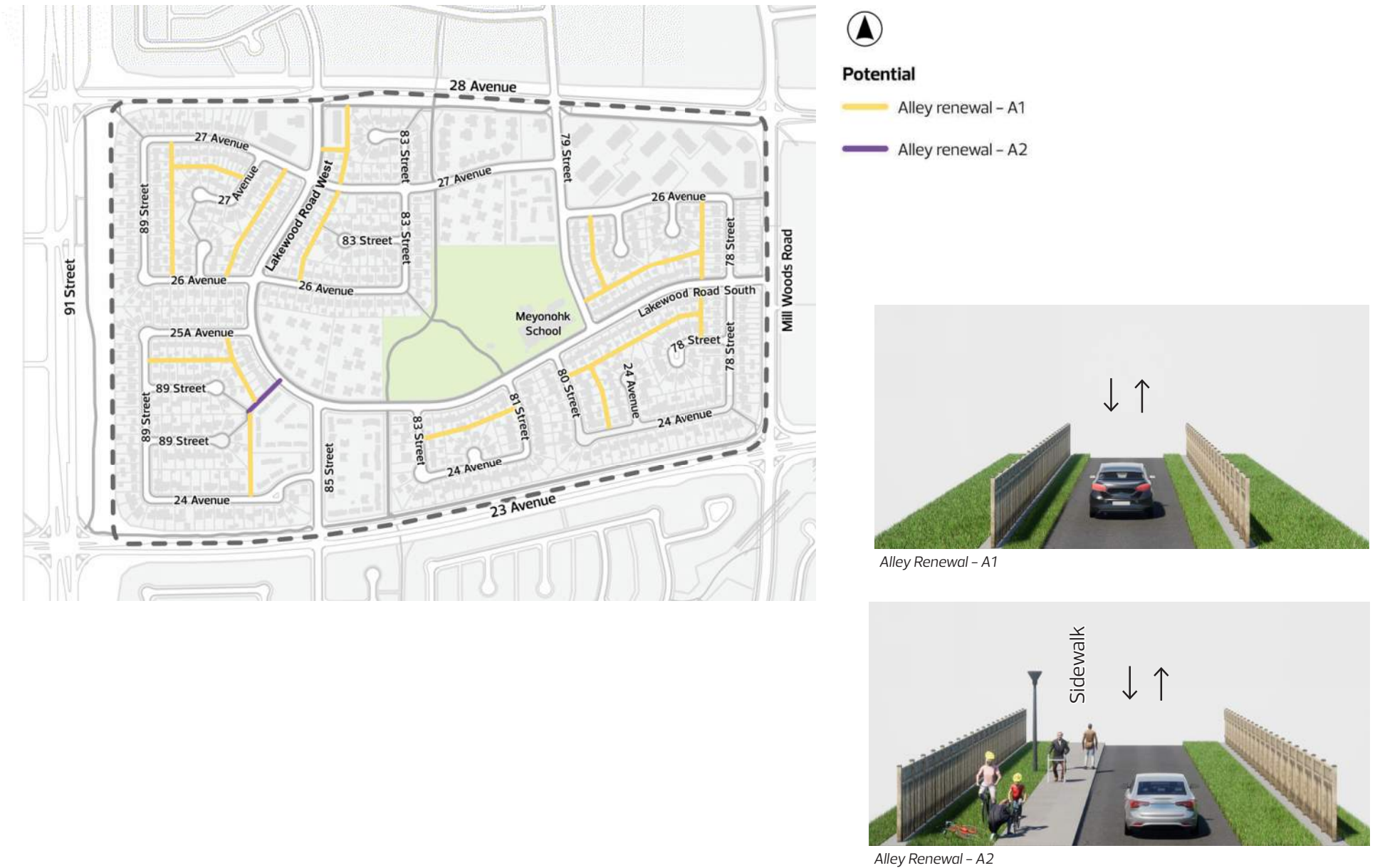
PROPOSED

The draft design proposes several improvements to the alleys in Meyonohk to enhance connectivity, functionality, and overall user experience.

See Figure 4.9 for improvement map and illustrations. Key improvements include:

- Reconstructing residential and commercial alleys to improve pavement quality and drainage, while maintaining the existing alley widths and functions
- Adding a sidewalk with lighting in the wider alley between Lakewood Road West and 89 Street culs-de-sac to create a visible and direct walking and rolling connection between the road network and nearby parks and schools

Figure 4.9 | Redesign of alleys



4.8 Redesign of Roadway Island and Cul-de-Sac Island

EXISTING

Meyonohk has one roadway island and one cul-de-sac island that provide some green space for residents and help define traffic movement. Culs-de-sac without islands are close to the City standard design and require minimal adjustments.

There is one cul-de-sac island and roadway island that could be improved:

- 24 Avenue Roadway Island: The layout of the roadway island creates confusion, especially for vehicles travelling east on 24 Avenue, as the main vehicle route is not clearly defined
- 78 Street Cul-de-Sac Island: This cul-de-sac has a small central landscape island with an irregular shape, leading to inconsistent road dimensions that are wider than the City's design standard



Existing 24 Avenue roadway island



Existing 78 Street cul-de-sac island

Figure 4.10 | Redesign of roadway island and cul-de-sac island



24 Avenue roadway island redesign



78 Street cul-de-sac island redesign

PROPOSED

The draft design proposes improvements to both the 24 Avenue roadway island and 78 Street cul-de-sac island to enhance functionality, visibility, and user experience. The existing parking restriction on north side of the 24 Avenue island will remain, but no additional parking restriction have been added to either island. See Figure 4.10 for roadway island and cul-de-sac island improvement illustrations.

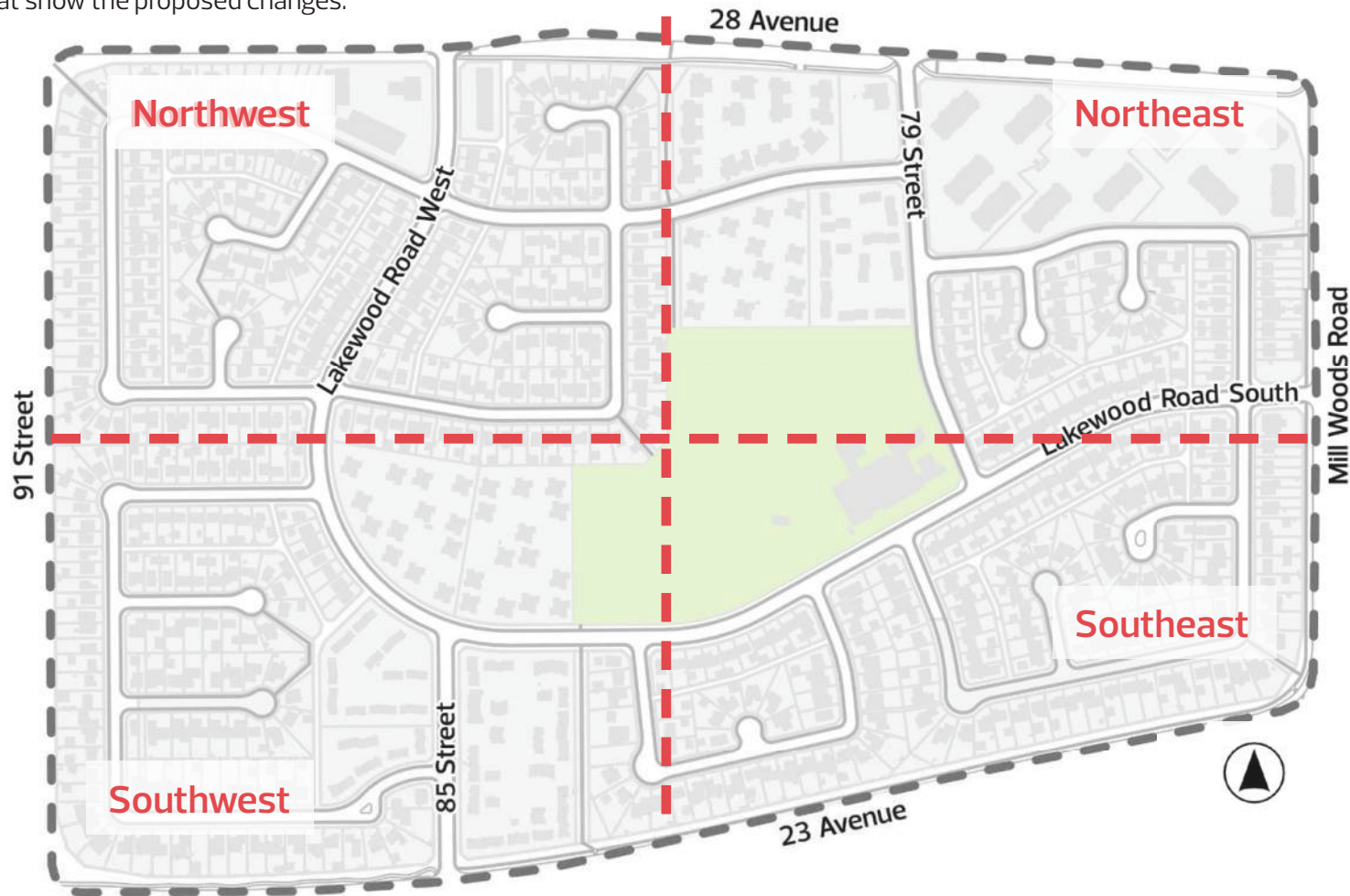
Key improvements to the 24 Avenue roadway island area includes:

- Redesigning the island to clearly define 24 Avenue as the main through route and improving traffic flow, especially for vehicles travelling east
 - Slightly enlarging the north side of the island
 - Adding a curb extension on the southwest entrance to the access loop road
 - Adding a treed boulevard on the north side of 24 Avenue to provide improved aesthetics, snow storage, and a buffer between people who walk and roll and people who drive.
- Key improvements to the 78 Street cul-de-sac island includes:
- Elongating the island in the 78 Street cul-de-sac to provide consistent road widths around the island, defining clear vehicle turning movements and organizing on-street parking
 - Increasing island snow storage and green space in the cul-de-sac

SECTION 5

DRAFT DESIGN PLANS

The following pages provide enlarged neighbourhood maps that show the proposed changes.

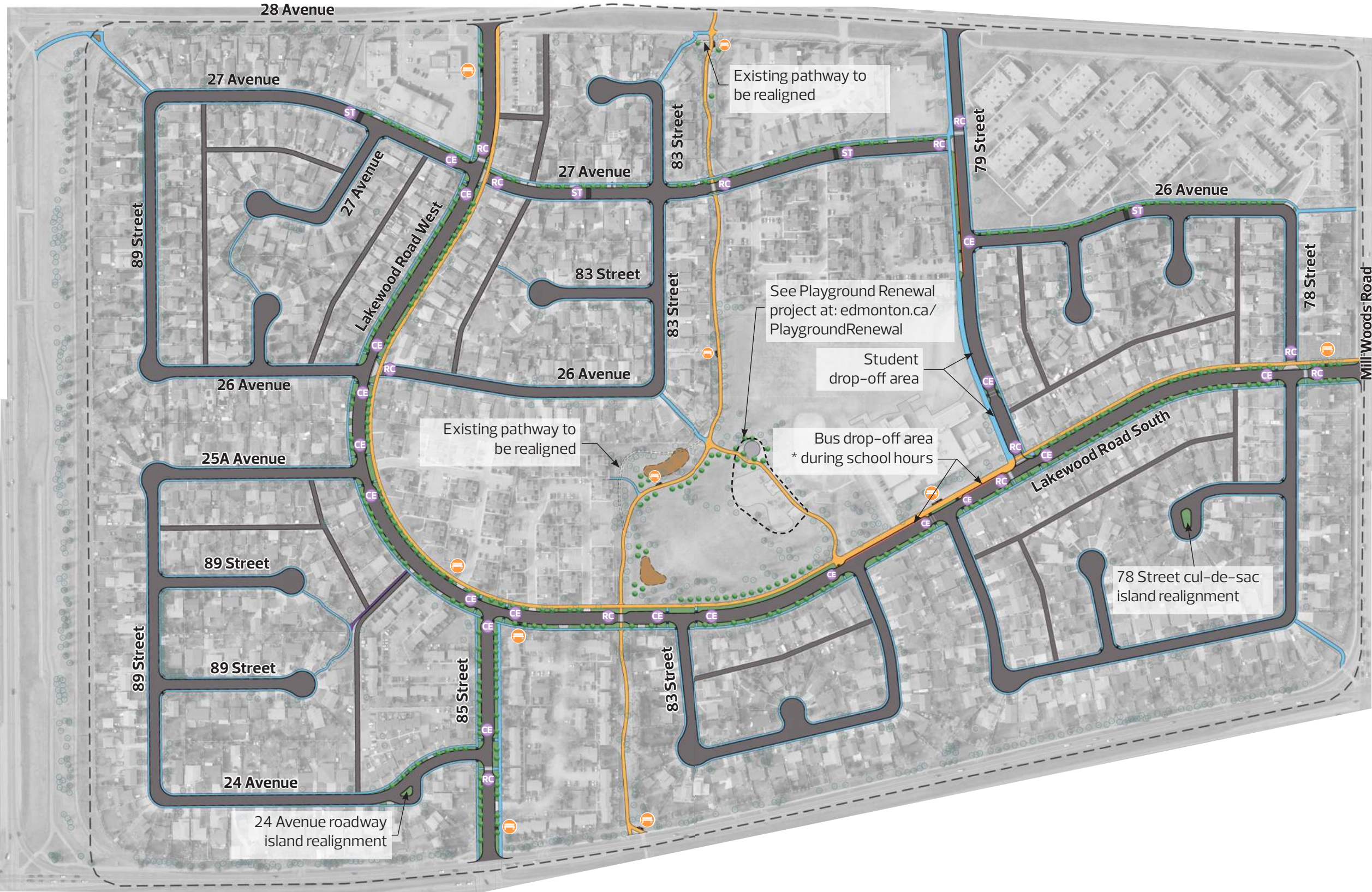


Key map for enlargement plans

Draft Design Plans | Overall Meyonohk

MAP LEGEND

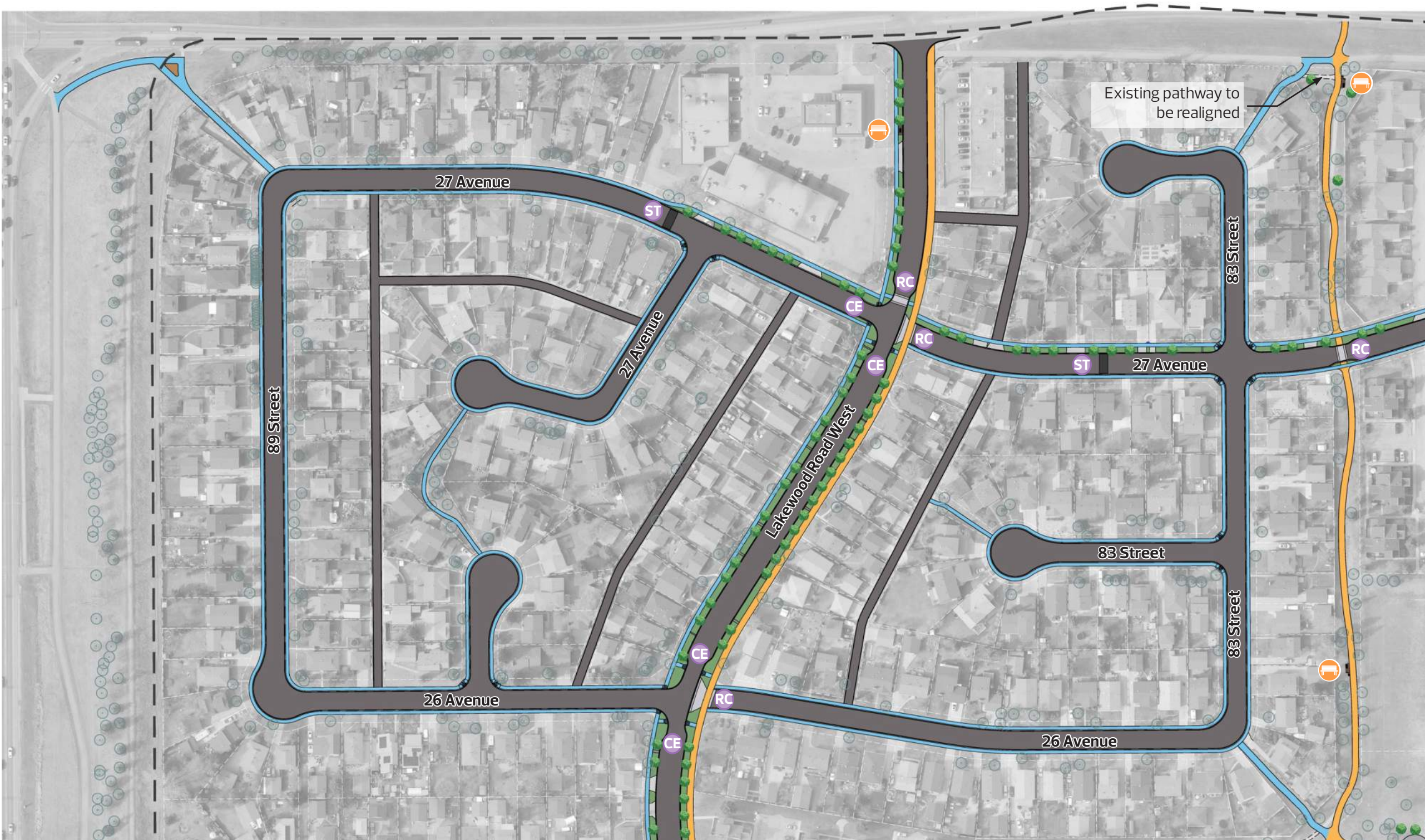
- Roadway and alley replacement
- Grass boulevard
- Widen existing sidewalks
- Widen to shared pathway
- Potential area for naturalization
- New tree
- Existing tree
- Seating area
- CE Standard crossing with curb extensions
- RC Raised crossing
- ST Speed table



Draft Design Plans | Northwest Meyonohk

MAP LEGEND

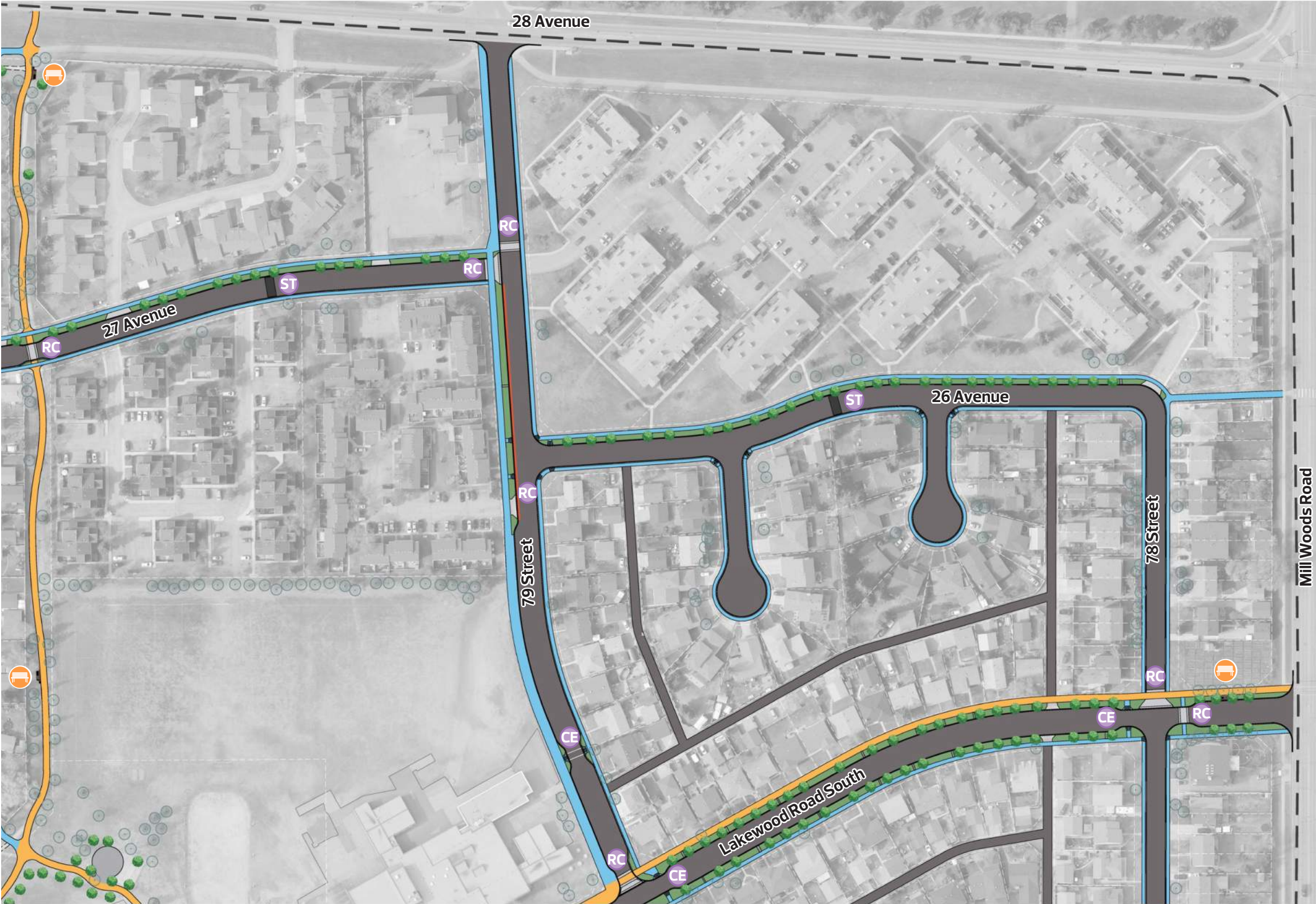
- Roadway and alley replacement
- Grass boulevard
- Widen existing sidewalks
- Widen to shared pathway
- New tree
- Existing tree
- Seating area
- Standard crossing with curb extensions
- Raised crossing
- Speed table



Draft Design Plans | Northeast Meyonohk

MAP LEGEND

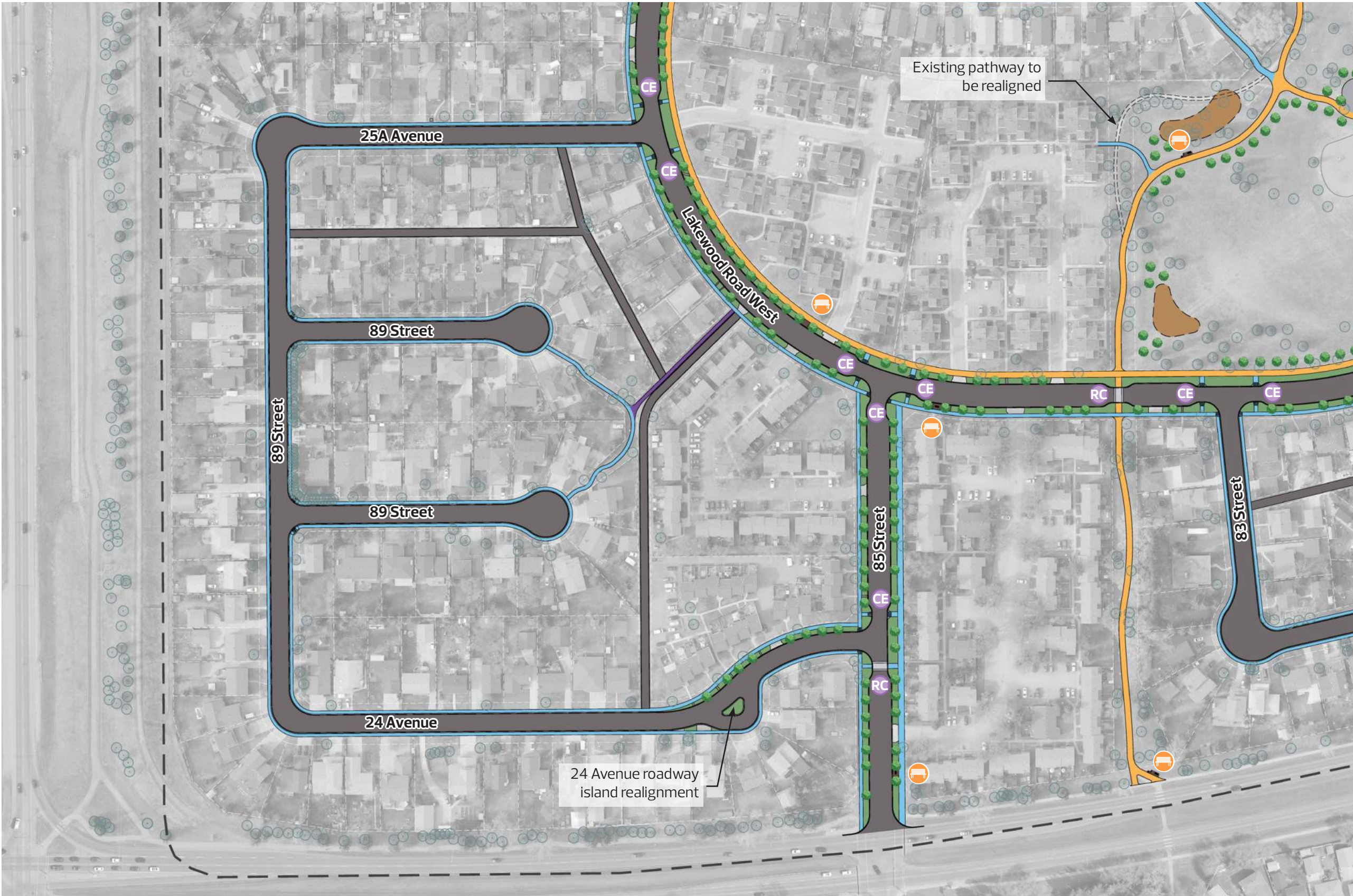
- Roadway and alley replacement
- Grass boulevard
- Widen existing sidewalks
- Widen to shared pathway
- New tree
- Existing tree
- Seating area
- Standard crossing with curb extensions
- Raised crossing
- Speed table



Draft Design Plans | Southwest Meyonohk

MAP LEGEND

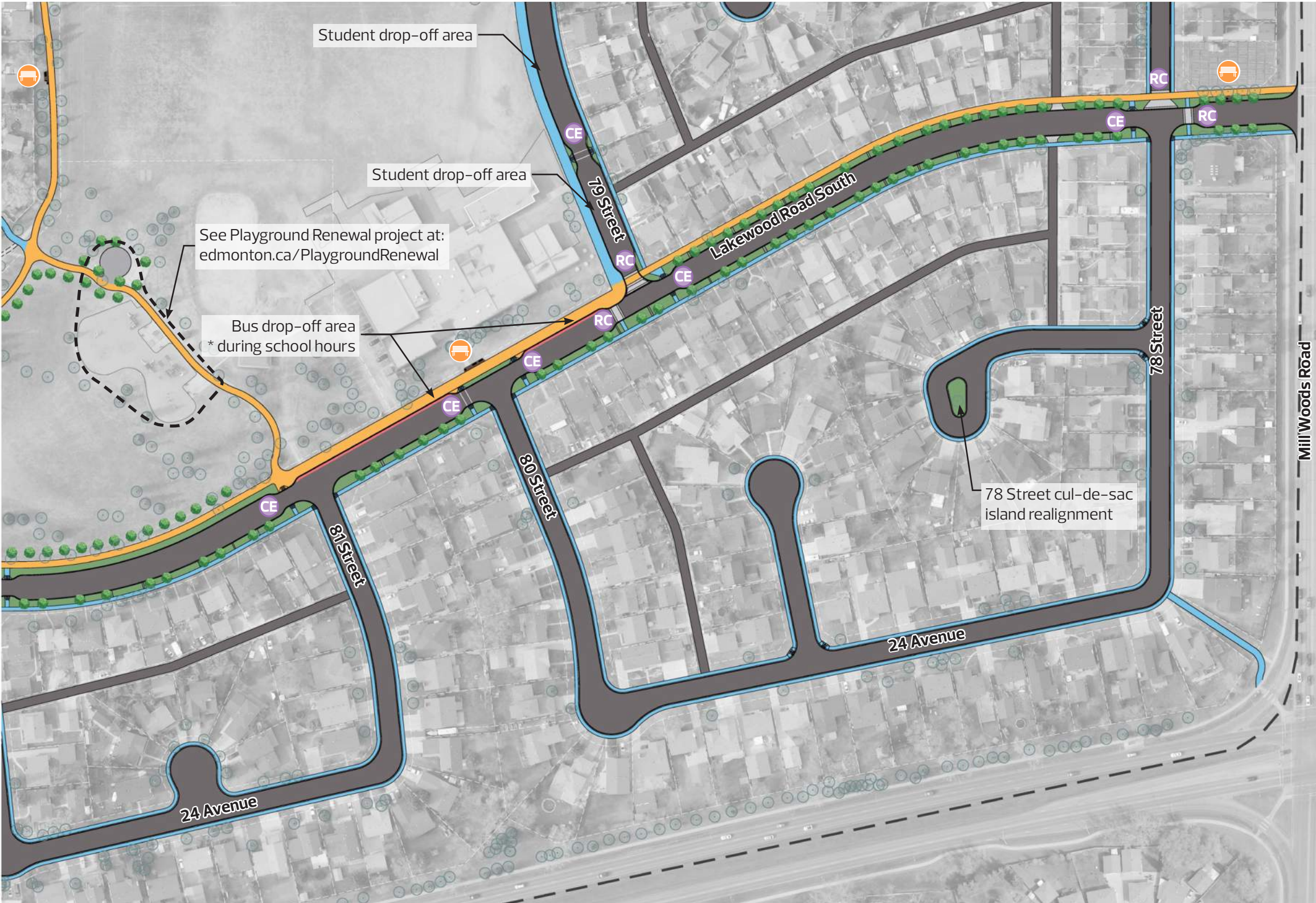
- Roadway and alley replacement
- Grass boulevard
- Widen existing sidewalks
- Widen to shared pathway
- Potential area for naturalization
- New tree
- Existing tree
- Seating area
- CE Standard crossing with curb extensions
- RC Raised crossing



Draft Design Plans | Southeast Meyonohk

MAP LEGEND

- Roadway and alley replacement
- Grass boulevard
- Widen existing sidewalks
- Widen to shared pathway
- School bus drop-off area
* During school hours
- New tree
- Existing tree
- Seating area
- CE Standard crossing with curb extensions
- RC Raised crossing



Draft Design Plans | Meyonohk Park and Meyonohk School

MAP LEGEND

- Roadway and alley replacement
- Grass boulevard
- Widen existing sidewalks
- Widen to shared pathway
- School bus drop-off area
* During school hours
- Potential area for naturalization
- New tree
- Existing tree
- Seating area
- CE Standard crossing with curb extensions
- RC Raised crossing

