

# Preliminary Plans Public Event

## Purpose

### Welcome to the Alberta Avenue Preliminary Plans Public Event!

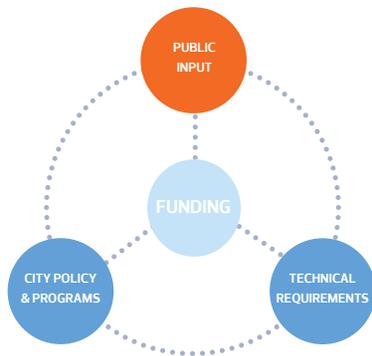
The purpose of this event is to share the preliminary plans for neighbourhood renewal with community members. The event will also ask participants to share feedback on any minor changes that should be made to these plans before construction begins in spring 2019. The following panels will provide information about the design of the preliminary plans related to upgraded parks/open spaces, traffic calming, connectivity and decorative street lights and also will ask participants to provide feedback.

## What is a Preliminary Plan?

A preliminary plan is a detailed drawing of the draft concepts that have been selected and refined from the previous public engagement event in June. The plans include improvements to parks/open spaces, traffic calming, connectivity and corridors, and placemaking.

## How We Will Use Your Feedback

We will use feedback from this event, as well as the additional factors below, to ADVISE on the development of the final preliminary plans and construction plans.



Learn more about this project: [edmonton.ca/BuildingAlbertaAvenue](http://edmonton.ca/BuildingAlbertaAvenue)

Edmonton

# Public Engagement Process and Plan Overview

We have engaged with the public on several occasions over the past year to support the development of the preliminary plans. These plans were informed by the vision, core values, urban design principles, and draft concepts which were developed through engagement at previous events. A timeline has been provided on the right which includes all of the events that have occurred, as well as future events for neighbourhood renewal in Alberta Avenue. The public engagement event today will be an opportunity for the community to give feedback in order to ADVISE on the further development of the preliminary plans.

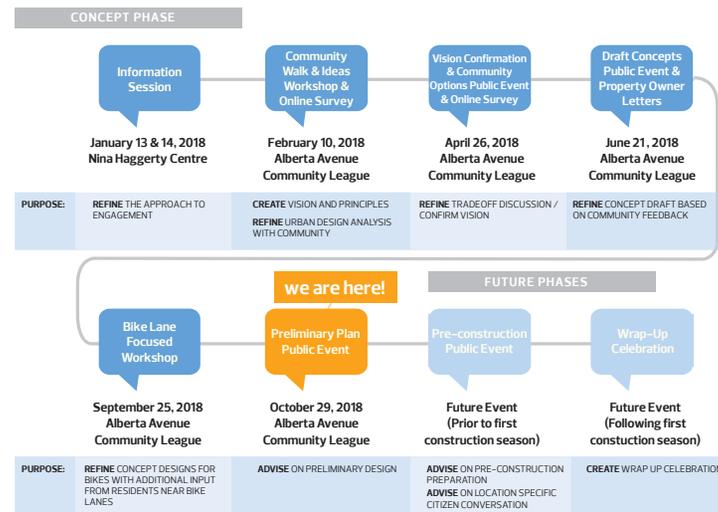
## Preliminary Plans

Previous engagement also included a prioritization exercise to help determine which concepts were chosen to become preliminary plans. The concepts that were selected and are featured on the following panels include:

- Commercial Area Improvements (121 Ave and 90 St)
- New Pocket Park (92 St and 120 Ave)\*\*
- St. Faith Park
- 95A St/ Norwood Family Centre
- 112 Ave between 91 St and 92 Street
- 115 Street Corridor Improvement
- Enhanced Bike Route Network (92 Street, 96 Street, 114 Avenue, 119 Avenue)

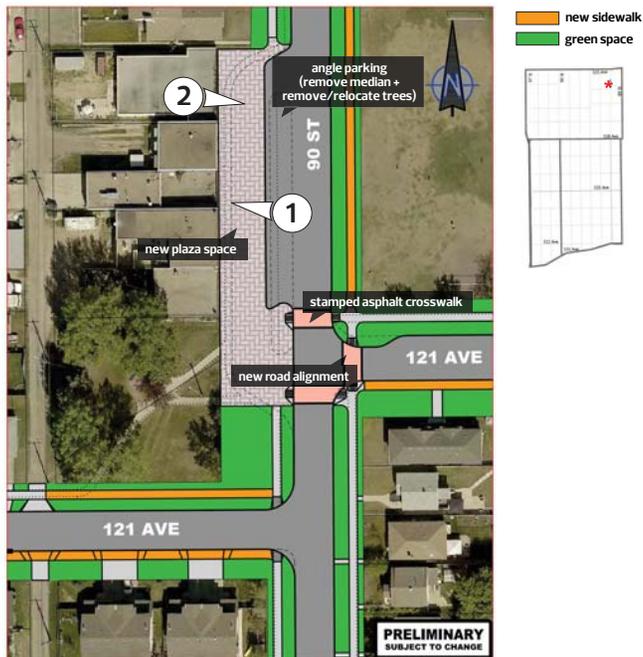
\*\*A pocket park is a small park accessible to the general public often created on a single vacant lot.

In addition to these concepts, the preliminary plans also include plans for traffic calming, missing sidewalks, decorative street lights and other opportunities. These plans are also included on additional panels.





# Commercial Area Improvements (121 Ave and 90 St)



Please use a sticky note to comment on the preliminary plan.

Design Options (please place a sticker in the box under your preferred option)

## 1 Sample Bench Styles



Contemporary (Dark)    Contemporary (Light)    Wood    Modern

## 2 Sample Paving Stone Styles



Mixed    Subtle    Vibrant

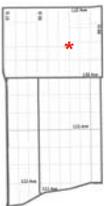
What We Heard	Other Considerations	What Is Being Proposed
<ul style="list-style-type: none"> <li>Support for the use of the space as a pedestrian-friendly plaza.</li> <li>Support to make the area safer for the various modes of transportation (pedestrian, bike, car, etc.).</li> </ul>	<ul style="list-style-type: none"> <li>Existing roadway (where plaza is being proposed) would be removed.</li> <li>Four trees would be removed or relocated, as well as the existing median.</li> <li>Two options were shown in June, this is the preferred option, based on public feedback.</li> </ul>	<ul style="list-style-type: none"> <li>A multi-purpose plaza which allows pedestrians to enjoy the public space in front of the commercial units, and preserves parking.</li> <li>Improved connections have also been proposed to enhance walkability and support the commercial node as a place within the community. Improvements include an upgraded crossing towards Delton School.</li> </ul>



# New Pocket Park (120 Avenue and 92 Street)



■ new sidewalk  
■ green space



## What We Heard

- Support for improving safety and functionality at this confusing "Y-shaped" intersection.
- Desire to ensure that the space does not create unsafe spaces for illegal activities (drug use, vandalism)
- Support for street oriented benches.

## Other Considerations

- Removal of on-street parking along existing diagonal portion of 120 Avenue.

## What Is Being Proposed

- A new park space facilitated by the closure of the diagonal portion of 120 Avenue, with opportunities for pedestrian-friendly amenities such as benches and new sidewalks.

Please use a sticky note to comment on the preliminary plan.

Design Options (please place a sticker in the box under your preferred option)

### 1 Sample Bench Styles



Contemporary (Dark)



Contemporary (Light)



Wood



Modern



# 112 Avenue Pocket Park (Between 91 St and 92 St)



- new sidewalk
- green space



## What We Heard

- Support to improve pedestrian and cyclist connections from 112 Avenue to 91 Street.
- Opportunity to increase the amount of green space in the community.

## Other Considerations

- Removal of the on-street turnaround spot.
- Potential access closure at NE property.

## What Is Being Proposed

- A reconfiguration of 112 Avenue and a new sidewalk to allow for the creation of a larger pocket park and a new sidewalk along the south side of the street to improve connectivity.

Please use a sticky note to comment on the preliminary plan.

# 95A St Sidewalk Connection (to Norwood Centre)



- new sidewalk
- green space



### What We Heard

- Support to improve pedestrian and cyclist access into Norwood Centre/Square.

### Other Considerations

- Removal of planter and existing turnaround spot is necessary to improve sidewalk alignment.

### What Is Being Proposed

- A new sidewalk to create a better connection to the area.

Please use a sticky note to comment on the preliminary plan.

# St. Faith Park



new sidewalk  
green space



## What We Heard

- Support for the use of the space as a central plaza.
- Support for the use of the space as an off-leash dog park.
- Opportunity for businesses from 118 Avenue to program the space.

## Other Considerations

- Need to preserve trees.
- Need to ensure the safety of park users.
- Two options were shown in June, this is the refined option of the two, based on public feedback.

## What Is Being Proposed

- A multi-purpose plaza space with a hard surface which connects to the existing playground.
- Fenced off-leash dog park.
- A new sidewalk from 92 Street to 93 Street which integrates the various elements of the park.

Please use a sticky note to comment on the preliminary plan.

Design Options (please place a sticker in the box under your preferred option)

### 1 Sample Bench Styles



Contemporary (Dark)



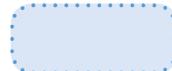
Contemporary (Light)



Wood



Modern



### 2 Sample Paving Stone Styles



Mixed



Subtle

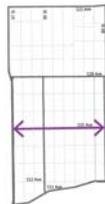
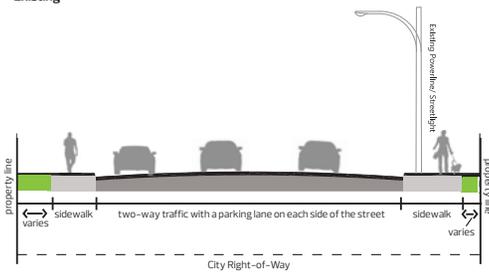


Vibrant

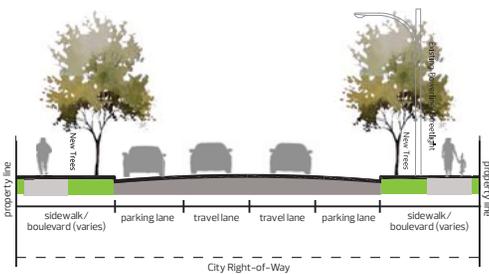


# 115 Avenue Corridor Improvements

## Existing



## Proposed



TYPICAL 115 AVE PLAN VIEW

Please use a sticky note to comment on the preliminary plan.

### What We Heard

- Support for an improved pedestrian experience along this corridor, and crossing 115 Avenue.
- Desire to improve the aesthetics of the street and enhance the environment by providing more trees.
- Support for reducing speeding and shortcutting.

### Other Considerations

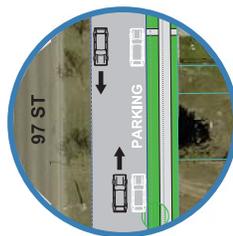
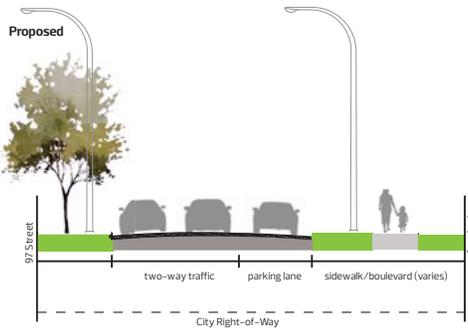
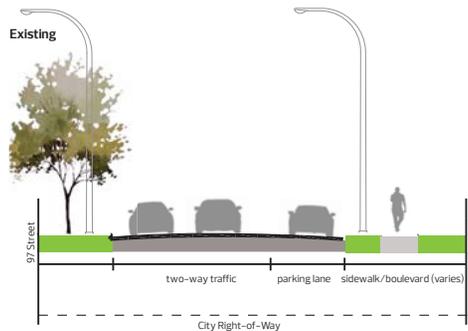
- Minimum requirements for sidewalk, vehicle and parking lane widths.
- 115 Avenue is designated as a collector road with a bus route, and therefore through access needs to be maintained.

### What Is Being Proposed

- A redesigned streetscape which includes a grassy boulevard, and street trees, as well as a smaller road right-of-way with curb extensions to encourage appropriate driving speeds and reduce the pedestrian crossing distance.

# 97 Street Service Road

Upon further technical review it was identified that the 97 Street Service Road could be enhanced to improve the area for people who walk.



TYPICAL 97 ST SERVICE ROAD PLAN VIEW

## What Is Being Proposed

- Narrowing the existing roadway to meet current City standards
- Existing travel lanes in both directions and parking on the east side would be maintained.
- Widening the boulevard to enhance the green space in the area
- Widen the existing sidewalk on the east side to 1.8 meters

Please use a sticky note to comment on the preliminary plan.

# Decorative Street Lights and New Sidewalk Connections

## Decorative Street Lights

As part of neighbourhood renewal, the community has the option to DECIDE on and pay for an upgrade to decorative street lights. As an upgrade from the current standard galvanized street lights, decorative street lights have features that include colour, pole styles and pole arm type. The decorative street light option decided on for Alberta Avenue is:



**Decorative Arm:**  
Heritage



**Pole Style:**  
Fluted



**Pole Colour:**  
Dark Green

A revised process for decorative street light Expression of Interest is being implemented. The City will establish community support through an Expression of Interest of all property owners with a requirement of 50%+1 of the representative sample responding in favour of decorative street lights. For Alberta Avenue, the number of required submissions must meet or exceed 507 in order for it to be considered a representative sample.

If a neighbourhood does not have sufficient support for this upgrade option by November 20, 2018, the standard galvanized street lights will be installed with LED bulbs, as planned. The City will cover the entire cost for these standard street lights. There will be no extra charges to property owners. For more information on decorative street lights please refer to the Expression of Interest notice provided at the sign-in table.



Standard galvanized street light



Proposed decorative street light

## New Sidewalk Connections

The following map includes the locations of missing sidewalks in the neighbourhood which will receive new sidewalks and will not receive new sidewalks due to technical constraints, through the renewal process. The areas that do not have lines already have sidewalks that will be subject to a property owner decision to reconstruct them as part of the 50-50 local improvement tax levy.



Please use a sticky note to comment on the preliminary plan.

# Traffic

## Traffic Calming Measures

From previous public engagement activities, residents were most supportive of curb extensions and raised crosswalks as traffic calming measures to address the speeding concerns on residential roads in the neighbourhood. Safety for children was a primary reason for supporting many of the traffic calming measures proposed in the draft concept plan. The preliminary traffic calming plan considered this feedback at the REFINE level, as well as City objectives and technical constraints to contribute to a safe, multi-modal and well-connected neighbourhood.

## How They Work

Traffic measures and their locations were selected to work together as a system to reduce speeding and shortcutting over a larger area. It is often not feasible or necessary to install traffic calming measures at every location. Development of the preliminary traffic calming plan worked to balance benefits and trade-offs.

### Raised Crosswalk

- Slows vehicle traffic through the crosswalk
- Improves awareness of the pedestrian crossing
- Eases access for pedestrians with limited mobility

### Curb Extension

- Encourages slower vehicle speeds through the intersection by narrowing the road
- Shortens crossing distances for pedestrians
- Improves sight lines by preventing vehicles from parking too close to the intersection



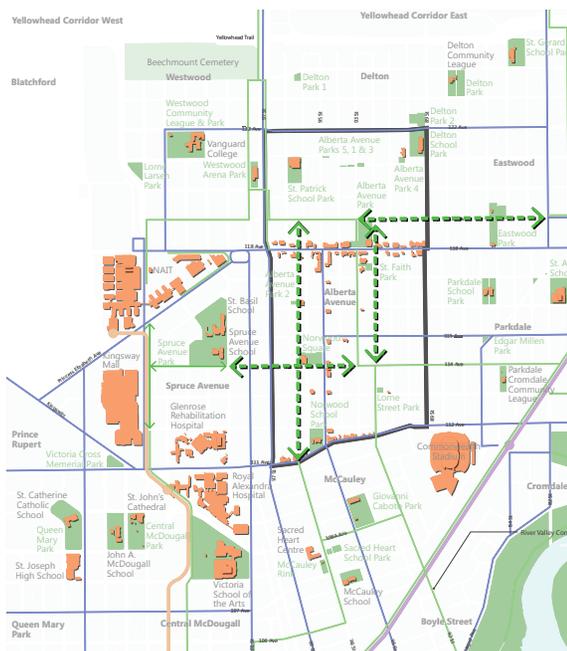
Example of a raised crosswalk



Example of a curb extension

Please use a sticky note to comment on the preliminary plan.

# Proposed Bike Routes



## Maintenance and Trees

According to the Snow and Ice Control Policy, bike lanes will receive the same level of snow clearing as the roadway they are on. However, if a bike lane is prioritized, it is cleared to a bare pavement standard within 24 hours from the end of a snowfall event. Discussions with Infrastructure Operations and the Project Team are ongoing regarding prioritizing Alberta Avenue bike lanes within the overall City network.

The proposed new bike lanes will be designed around the existing trees where possible. Every precaution will be made to minimize the impacts to trees, while achieving the objectives of the project. Any trees to be removed will be evaluated by an urban forester for financial value as per the City's Corporate Tree Management Policy (C456A). The assessed value of the tree will be reinvested into the neighbourhood.

## How were these bike routes selected?

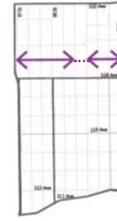
Bike Route	What We Heard	Why It Was Selected
92 Street	<ul style="list-style-type: none"> <li>Priority area to improve connectivity</li> <li>Concern with speeding and shortcutting which has resulted in decreased comfort for people who ride bikes</li> </ul>	92 Street is an existing north-south bike route that is partially comprised of a shared roadway. It is an important route for residents and connects to the Capital Line LRT shared use path.
96 Street	<ul style="list-style-type: none"> <li>Priority area to improve connectivity</li> <li>Concern with speeding and shortcutting which has resulted in decreased comfort for people who ride bikes</li> </ul>	96 Street south of 111 Avenue is currently a shared roadway that is signed and connected to the adjacent bike network. 96 Street becomes part of the Downtown Bike Network providing connections through the Quarters and west into Downtown.
119 Avenue	<ul style="list-style-type: none"> <li>Priority area to improve connectivity, particularly through Alberta Avenue park</li> <li>Concern with speeding and shortcutting which has resulted in decreased comfort for people who ride bikes</li> </ul>	The 119 Avenue route is within proximity to the commercial/retail destinations along 118 Avenue. With Neighbourhood Renewal planned for Eastwood in 2020, there may be an opportunity for this route to connect to the Capital Line LRT shared use path.
114 Avenue	<ul style="list-style-type: none"> <li>Priority area to improve connectivity</li> </ul>	The 114 Avenue route has the opportunity for a clear connection into the city-wide bike network providing access to and from the Alberta Avenue neighbourhood. Note that the remaining two blocks between the end of the planned shared use path in Spruce Avenue and Alberta Avenue must be completed to ensure a connected network. The 106 Street shared use path is also expected to provide a bike connection into Blatchford and NAIT (Completion with Spruce Avenue Neighbourhood Renewal 2018).

## How were the proposed designs selected?

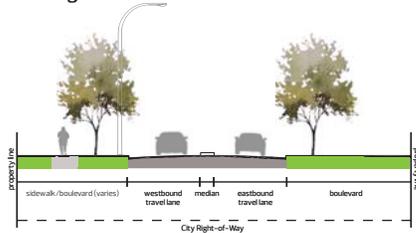
Bike Route	What We Heard	What We Propose	Why It Was Selected
92 Street	<ul style="list-style-type: none"> <li>Support for protected bike lane</li> <li>Concern with speeding and shortcutting</li> <li>Concern related to loss of on-street parking</li> <li>Concern about the bike lane ending at 122 Avenue</li> </ul>	<ul style="list-style-type: none"> <li>One-way road for northbound traffic, shared with northbound travelling bikes</li> <li>One-way southbound bike lane separated by painted buffer on west side of 92 Street</li> <li>Bike lane is proposed to end at 119 Avenue to provide an enhanced connection to the overall bike network</li> </ul>	The proposed design was selected to help reduce shortcutting along 92 Street by providing a one-way road, and creating a more hospitable environment for people who ride bikes and walk by providing a painted bike lane, curb extensions, and raised crosswalks. The proposed design also maintains on-street parking on one side of the street for residents from 111 to 119 Avenue.
96 Street	<ul style="list-style-type: none"> <li>Support for protected bike lane, followed by a painted bike lane</li> <li>Concern with speeding and shortcutting</li> <li>Concern related to loss of on-street parking</li> </ul>	<ul style="list-style-type: none"> <li>One-way road for southbound traffic, shared with southbound travelling bikes</li> <li>One way northbound bike lane separated by painted buffer on the east side of 96 Street</li> </ul>	The proposed design was selected to help reduce shortcutting along 96 Street by providing a one-way road, and creating a more hospitable environment for people who ride bikes and walk by providing a painted bike lane, curb extensions and raised crosswalks. The proposed design also maintains on-street parking on the west side of 96 Street.
119 Avenue	<ul style="list-style-type: none"> <li>Support for protected bike lane</li> <li>Concern with speeding and shortcutting</li> <li>Concern related to loss of on-street parking</li> <li>Some support and concern over one-way roads</li> </ul>	Protected bike lanes with a shared use path connection through Alberta Avenue Park	The proposed design was selected to help address speeding and shortcutting concerns and allow for protected bike infrastructure along this corridor by re-configuring the existing median. The design of the infrastructure was selected to best integrate with the existing streetscape and Alberta Avenue Park.
114 Avenue	<ul style="list-style-type: none"> <li>Support for protected bike lane, followed by a painted bike lane</li> <li>Concern related to loss of on-street parking</li> <li>Mixed feedback over one-way roads</li> </ul>	<ul style="list-style-type: none"> <li>One-way road for westbound traffic, shared with westbound travelling bikes</li> <li>One-way eastbound bike lane separated by painted buffer, located on the south side of 114 Avenue</li> </ul>	The proposed design was selected to create a more hospitable environment for people who ride bikes and connect to the broader bike network. The proposed design also maintains some on-street parking.

# 119 Ave Bike Route

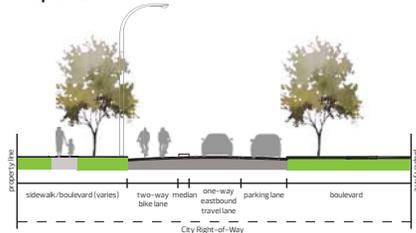
Between 89 to 97 Street



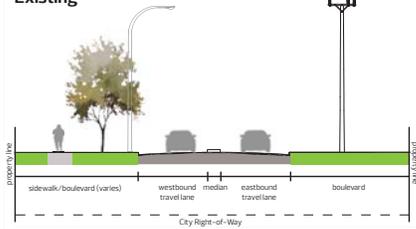
## 119 Avenue – West of 93 Street Existing



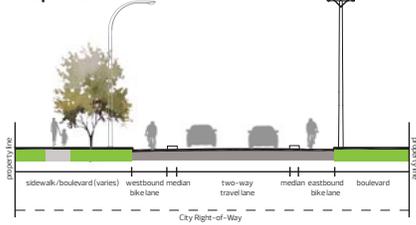
## A Proposed



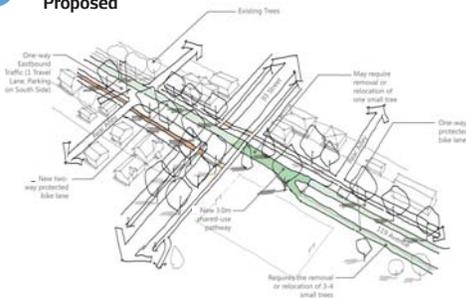
## 119 Avenue – East of 93 Street Existing



## B Proposed



## C Through Alberta Avenue Park Proposed



## A 119 Avenue – West of 93 Street

### Proposed Design Features

- Shifting the existing centre median north between 94 and 95A Street. The median will also be opened to allow through north-south traffic and access to existing driveways and alleys.
- Two-way protected bike lane along north side of avenue, with separation from vehicle traffic.
- One-way eastbound vehicle travel lane with on-street parking on south side.

## B 119 Avenue – East of 93 Street

### Proposed Design Features

- One-way protected bike lanes along each side of road, with separation from vehicle traffic.
- Splitting the existing centre median between 89 and 91 Street. The median will also be opened to allow through north-south traffic and access to existing driveways and alleys.
- Widening the roadway width on the south side of the Avenue.
- Two-way vehicle traffic would be maintained.
- Loss of existing on-street parking from 91 Street to 93 Street and 89 to 90 Street (half) on the south side.

## C Through Alberta Avenue Park

### Proposed Design Features

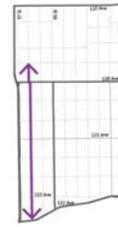
- New 3.0 metre shared use path which connects with the new bike lanes on 119 Avenue.
- Offers transition between the two-way protected bike lane on the west side and one way protected bike lane on the east side of 93 Street.
- May require the removal/relocation of small trees in the area (to be confirmed). Any trees removed will be assessed and their value will be reinvested into the neighbourhood.

Please use a sticky note to comment on the preliminary plan.

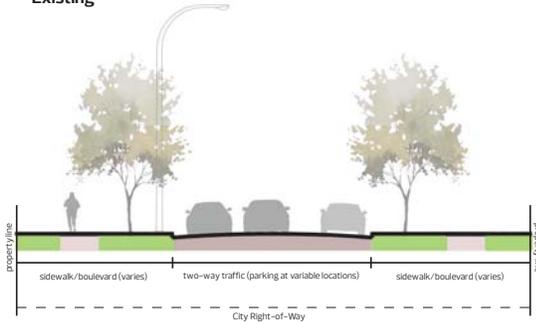


# 96 St Bike Route

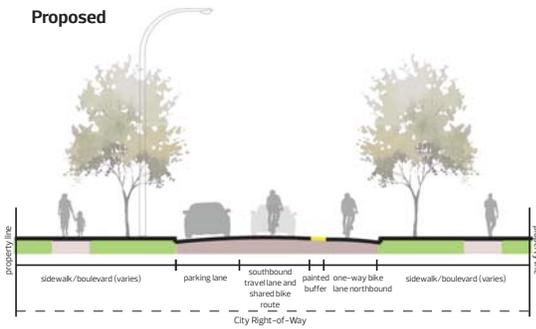
Between 111 to 119 Avenue



## Existing

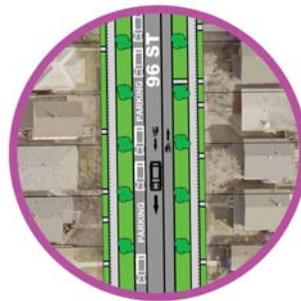


## Proposed



## Proposed Design Features

- One-way road for southbound traffic, shared with southbound travelling bikes.
- One way northbound bike lane separated by painted buffer on the east side of 96 Street.
- Existing on-street parking on the west side of 96 Street from 111 to 119 Avenue would be retained.
- Where the road widens north and south of 118 Avenue, two-way traffic operations would be maintained to facilitate access to businesses and associated parking. Two-way shared use bike routes would be located in this area.
- Raised crosswalks and curb extensions would be added at key intersections to slow traffic and improve pedestrian visibility.



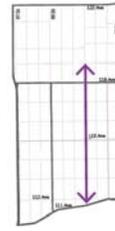
TYPICAL 96 ST PLAN VIEW



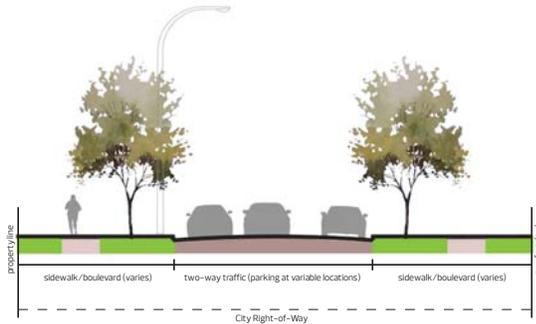
Please use a sticky note to comment on the preliminary plan.

# 92 St Bike Route

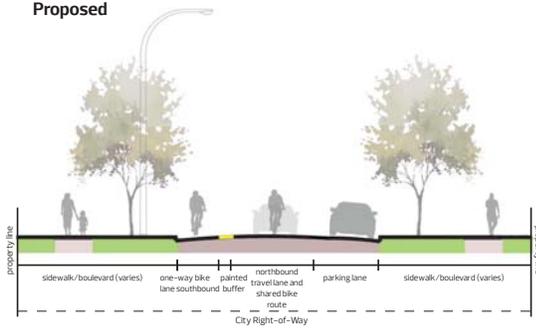
Between 111 to 119 Avenue



## Existing

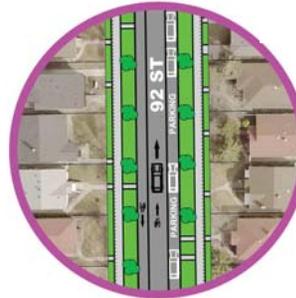


## Proposed



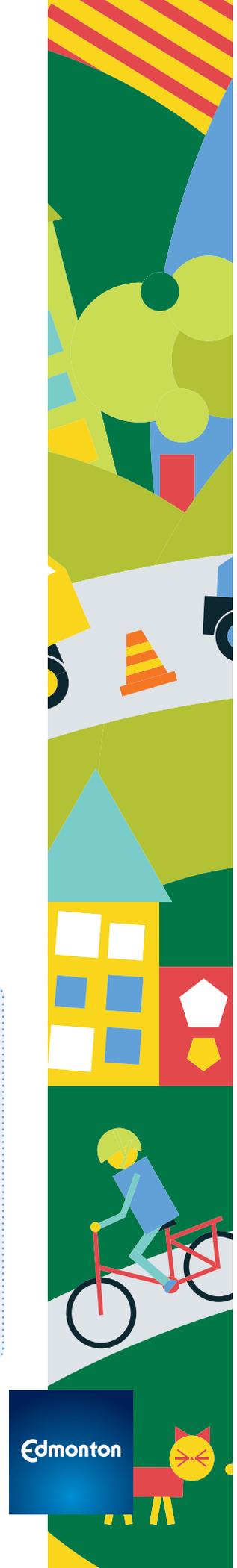
## Proposed Design Features

- Shift the existing bike route from 93 Street to 92 Street to improve the connection to downtown.
- One-way road for northbound traffic, shared with northbound travelling bikes.
- One-way southbound bike lane separated by painted buffer on west side of 92 Street.
- Existing on-street parking on the east side from 117 to 119 Avenue would be retained.
- Existing on-street parking on west side from 111 to 117 Avenue would switch to the east side.
- Between the alley access north of 118 Avenue and the alley access south of 118 Avenue, two-way traffic operations would be maintained to facilitate access to businesses and associated parking. Two-way shared use bike routes would be located in this area.
- Raised crosswalks and curb extensions would be added at key intersections along 92 Street to slow traffic and improve pedestrian visibility.



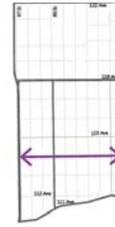
**TYPICAL 92 ST PLAN VIEW**

Please use a sticky note to comment on the preliminary plan.

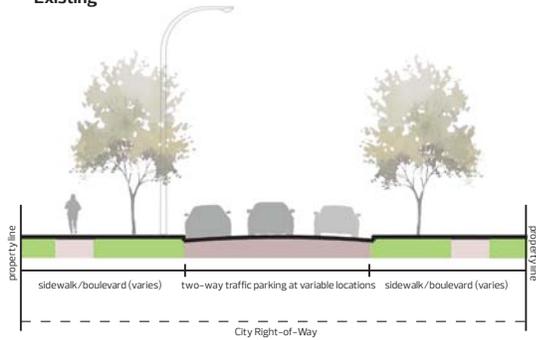


# 114 Ave Bike Route

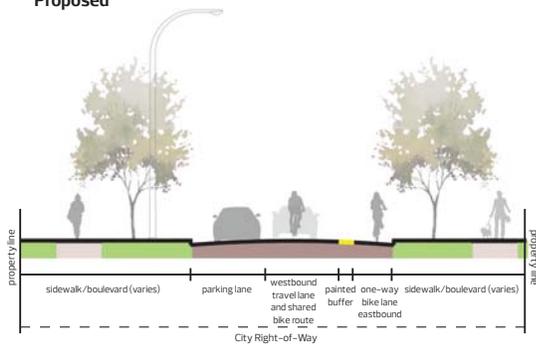
Between 89 to 97 Street.



## Existing



## Proposed



## Proposed Design Features

- One-way road for westbound traffic, shared with westbound travelling bikes.
- One-way eastbound bike lane separated by painted buffer, located on the south side of 114 Avenue.
- Existing on-street parking on the north side of the avenue would be retained.
- Angle parking on the north side between 94 Street and the alley west of 95 Street (roadway widens in these areas).



TYPICAL 114 AVE PLAN VIEW

Please use a sticky note to comment on the preliminary plan.



# Next Steps

## Thank You For Participating In Our Public Event!

The next steps for neighbourhood renewal in Alberta Avenue will include the finalization of the preliminary plans. Feedback from this event will be used to ADVISE the final plans. City policies and programs, funding, and technical constraints will also be important factors for decision making. In early 2019, an information session will be held to inform residents about the finalized construction plans. Construction will be staged over four years throughout the neighbourhood until the Fall of 2022, at which point Alberta Avenue will have successfully completed the renewal process. The proposed staging for neighbourhood renewal over the course of the four years has been provided on the map to the right.

The project team will also host a Wrap-Up Celebration at the end of the first construction season to thank everyone for their support and involvement. Please see below for the engagement events that you could attend in the future.

### Future events include:

February 2019 – Pre-Construction Information Session (date to be confirmed)

Fall 2019 – Wrap-Up Celebration (date to be confirmed)

### For more information, please visit:

[Edmonton.ca/BuildingAlbertaAvenue](http://Edmonton.ca/BuildingAlbertaAvenue)



## Proposed Construction Staging



# Final Remarks

Please use a sticky note to leave any final remarks.

Learn more about this project: [edmonton.ca/BuildingAlbertaAvenue](http://edmonton.ca/BuildingAlbertaAvenue)

The logo for the City of Edmonton, featuring the word "Edmonton" in white text on a dark blue rectangular background. The logo is positioned in the bottom right corner of the page, partially overlapping the colorful illustration of a house and a person.