

# 4

## Final Draft Design Report



# How Did We Get Here?

The neighbourhood design solutions were developed through an extensive process of background analysis, policy review, stakeholder interviews, public engagement and City review. By using this process, a broad range of factors are considered to create a feasible solution for the neighbourhood.

## Background Analysis and Policy Review

The [neighbourhood background analysis and City policy review](#) provided the foundation on which to begin building the proposed design for the Meyokumin neighbourhood. This step of the process provides important data that helps form the parameters by which design decisions are made. This helps to develop a design that is implementable and unique to the neighbourhood of Meyokumin.

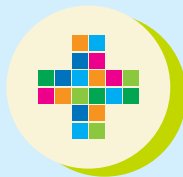
Different lenses were used to analyze the neighbourhood including a design lens, Gender-Based Analysis Plus (GBA+) lens, and a winter lens. The [previous section of the Urban Design Analysis Report](#) denoted how the opportunities, constraints and gaps could be addressed and/or how they supported each of the design, GBA+ and winter lenses. These considerations were carried through in the development of the design solutions presented in this final chapter of the Urban Design Analysis Report.

### Analysis Considerations



#### Design Consideration

A Design Consideration represents a finding from the analysis where a design solution may be used to address identified issues, constraints, opportunities and gaps.



#### GBA+ Consideration

A Gender-Based Analysis Plus (GBA+) Consideration represents a finding from the analysis where addressing the identified issues, constraints, opportunities and gaps would support a more inclusive community.



#### Winter Consideration

A Winter Consideration represents a finding from the analysis where addressing the identified issues, constraints, opportunities and gaps would support a more winter-friendly community.

# Public Engagement

The Neighbourhood Analysis is supported with public engagement where analysis findings are shared with the community and their input is sought. Public engagement for the Meyokumin Neighbourhood and Alley Renewal was conducted both virtually and in-person.

Public engagement opportunities took place during the following project stages:

- Starting the Conversation
- Building a Project Vision + Exploring Opportunities (combined engagement)
- Exploring Options and Tradeoffs
- Community Feedback on Draft Design

Results from these public engagement stages can be found in the respective What We Heard Reports.



# Stakeholder Interviews

Stakeholder interviews took place throughout the project with select community businesses and institutions to hear targeted feedback on specific elements that impact these stakeholders. The results of the interviews were taken into consideration when developing the design for Meyokumin.

## LEGEND

Public Engagement and Communications Opportunities

Concept Phase

Design Phase

Build Phase

Operate Phase

Image Left

Road Map to Building Great Neighbourhoods

# Neighbourhood Vision and Guiding Principles

Meyokumin's Vision and Guiding Principles were created through public engagement running from February to April 2022. These were confirmed by the community in the next stage of engagement in September and October 2022.

A Vision is a short description that sets the direction on what the community would like to see for its livability and mobility in the future. Important elements are identified for the City of Edmonton's work on roads, sidewalks, streetlights and outdoor public spaces. These elements tell us the most important things to look at when we create plans to renew a neighbourhood.

Guiding Principles are more pointed ideas on how people live, work, learn and play in their neighbourhood. Guiding Principles help bring the neighbourhood Vision to life and help to guide the Neighbourhood and Alley Renewal project.

## Meyokumin Vision

"Meyokumin – where community meets to live, work, play and grow together."

## Meyokumin Guiding Principles

We value building a thriving community where we celebrate:



**Gathering.** We gather in safe, inclusive spaces to create memories and experiences with friends, families, neighbours and those we haven't met yet



**Connections.** We are connected by wide pathways and safe roadways that link us within Meyokumin and the city beyond



**Beauty.** We enjoy nature's gifts in all four seasons: the abundance of trees, plants and greenery throughout our community that all ages and abilities can experience



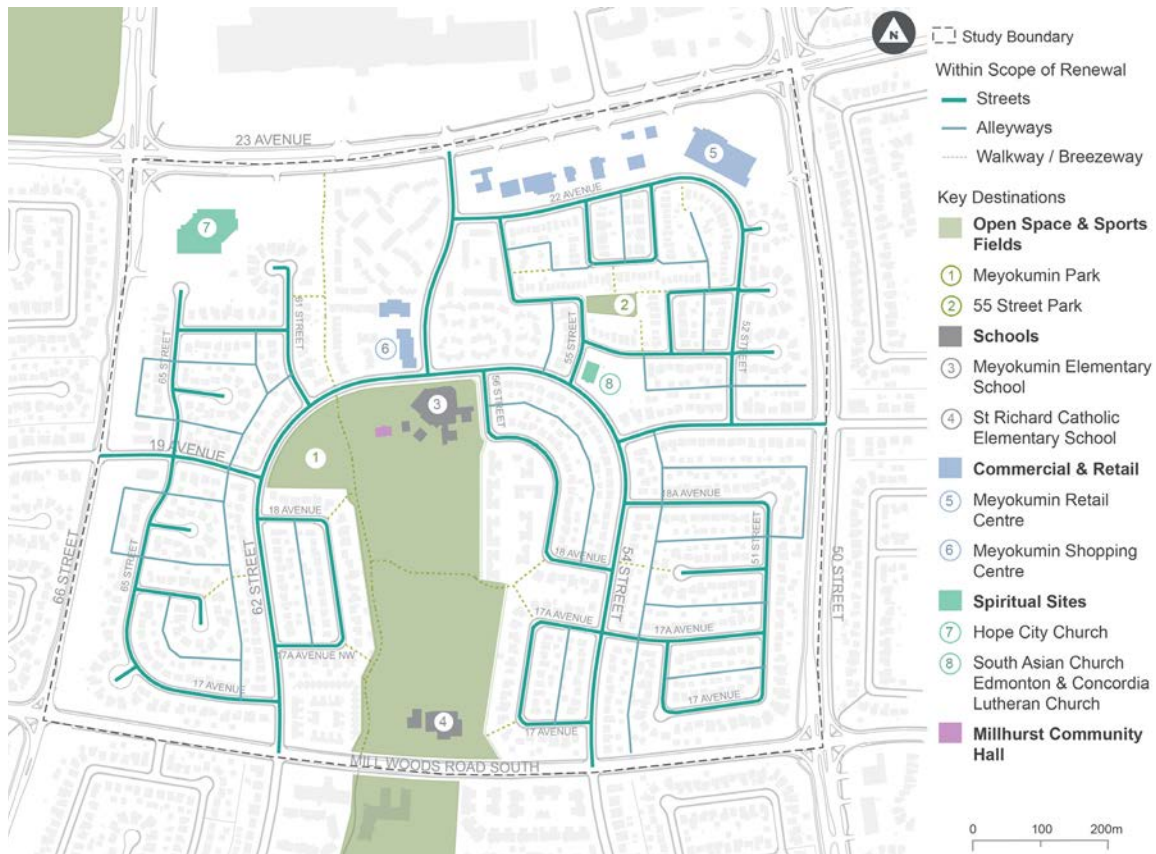
**Active Living.** We enjoy walking and biking with friends and family on smooth, clean sidewalks and pathways that can be used by people of all ages and abilities as they travel to their desired destinations



**Diversity.** We are a community of all ages, abilities and generations, diverse cultures and experiences. Inclusion makes us stronger as we meet in community gathering spaces, programs and events



**Community.** We care for one another, have a strong sense of community and feel safe in our neighbourhood



Map 1: Scope of Meyokumin Neighbourhood Renewal

## Design Focus Areas

The design focus areas for Meyokumin represent the areas identified for improvements through the various levels of analysis and engagement completed during the Urban Design Analysis for the neighbourhood. The concept designs present the proposed improvements through graphics, text, and precedent images.

The design focus areas are divided into three main groups: Walking, Biking & Rolling, Traffic Safety & Street Crossings and Open Spaces. The following list identifies the design focus areas, organized under their relevant group. Recommended concept designs for each focus area are explained in more detail in the following sections.

### Walking, Biking & Rolling

- Main Walking, Biking & Rolling Routes
- New Sidewalks
- Road Redesign
- Upgraded Breezeways
- New Connections
- Absorbent Landscaping

### Traffic Safety & Street Crossings

- Curb Extensions
- Raised Crossings
- Speed Humps
- Meyokumin School Pick-up/Drop-off Area

### Open Spaces

- Meyokumin Park
- 55 Street Park
- Seating Areas

# Walking, Biking & Rolling

Improvements to walking, biking and rolling in Meyokumin were generated using a Complete Streets lens. The modal networks were analyzed, gaps were identified and options were proposed to provide solutions that would allow users of all modes of transportation to safely move in and around the neighbourhood.

## CITY POLICY, PROGRAMS AND STANDARDS ALIGNMENT

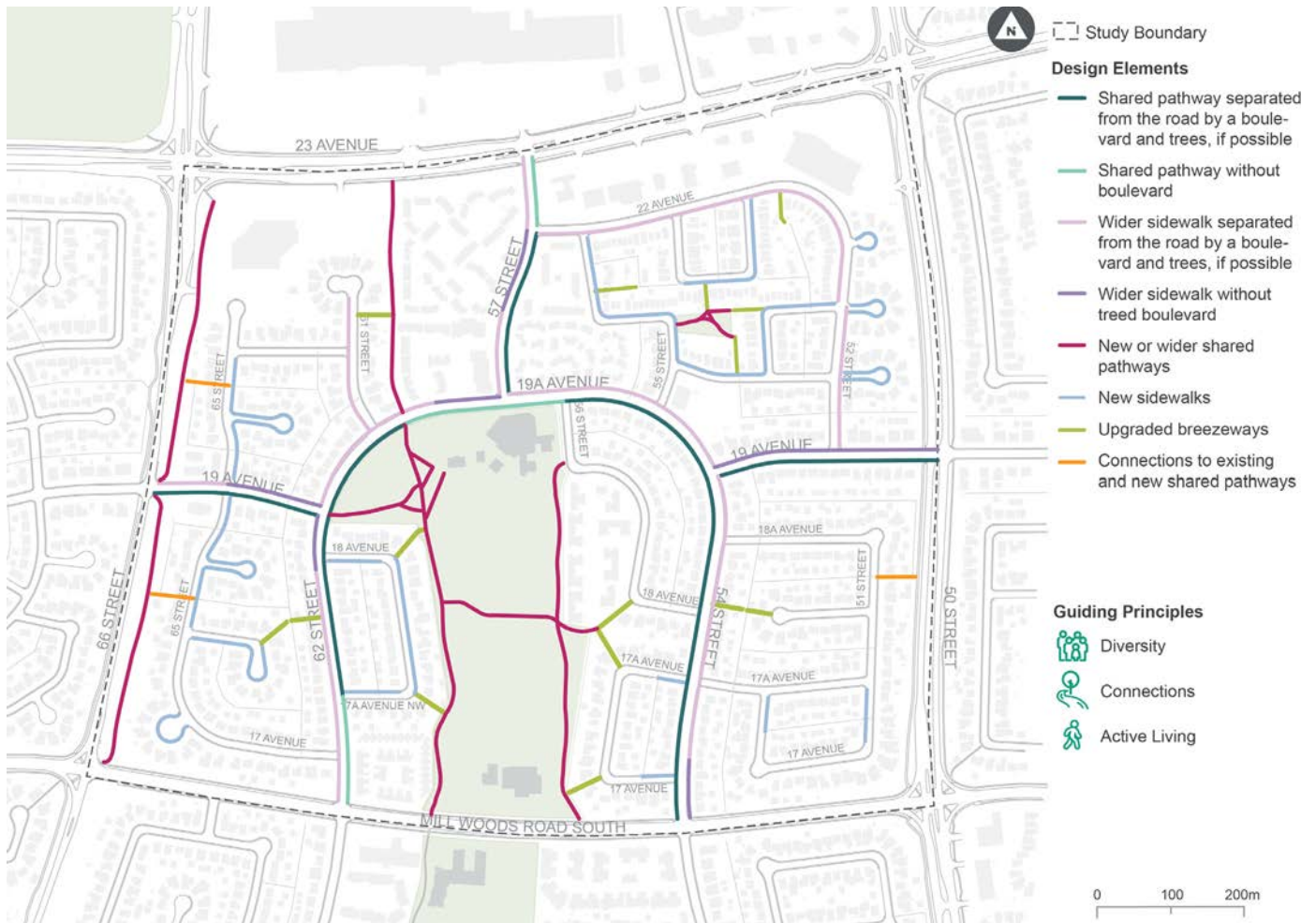
- **Edmonton City Plan** – Supports a multi-modal transportation network that provides safe alternates to vehicle transportation and enables people to easily complete their daily needs within 15 minutes of their residence using active transportation modes
- **Complete Streets Design and Construction Standards** – Integrate best practices in design guidance to support the planning, design and construction of complete streets that are safe, attractive, comfortable and welcoming to all users in all seasons
- **Accessibility for People with Disabilities Policy and Access Design Guide** – Support access and use for people of all ages and abilities by improving infrastructure for people walking, biking and rolling
- **Active Transportation Policy** – Optimizes opportunities to walk, bike and roll, regardless of age, ability, or socio-economic status, providing infrastructure to enhance safety and accessibility.
- **The Bike Plan** – Strengthens and expands the neighbourhood and district connector routes, providing local access to community destinations and opportunities for recreational cycling
- **Safe Mobility Strategy** – Supports the goal to achieve Vision Zero through safe and livable streets in Edmonton
- **Climate Resilient Edmonton: Adaptation Strategy and Action Plan** – Focuses on understanding the climate impacts due to ongoing climate change and provides insight into how the City can build resilience around those impacts
- **Edmonton's Community Energy Transition Strategy & Action Plan** – Outlines a path forward for a low carbon city, transforming how energy is generated, how people move around the city, how buildings are constructed, through the lens of a just and equitable transition
- **Economic Action Plan** – A 10-year roadmap to building a vibrant, inclusive and sustainable economy that creates jobs, attracts investments and strengthens Edmonton's economy
- **Breathe: Edmonton's Green Network Strategy** – Calls for an integrated system of open spaces throughout the city, including parks, plazas, pedestrian-friendly streets, natural areas, greenways and green infrastructure
- **Edmonton Corporate Tree Management Policy and Urban Tree Canopy Expansion Program** – Maintains and protects existing boulevard trees and creates opportunities to expand Edmonton's urban forest
- **Winter Design Guidelines and Winter Design Policy** – Provide design guidance and principles to improve the outdoor experience in winter, championing active winter living

## ALIGNMENT WITH WHAT WE HEARD

Through engagement, we heard people in Meyokumin would like:

- Better connections in and around the neighbourhood
- Wider sidewalks to be able to walk side-by-side
- Space to bike that is separate from people driving
- The ability to bike side-by-side
- The ability to walk, roll and bike together in the same space, sharing the same facility

We also heard removing or moving private landscaping on City right-of-way rather than removing parking or narrowing the roadway was the preferred way to add missing sidewalks and provide better walking and biking connections.



Map 2: Overview of Walking, Biking and Rolling Design Elements

## MAIN DESIGN ELEMENTS

The design elements for walking, biking and rolling include:

- New sidewalks where they were previously missing
- Shared pathways along main walking and biking routes
- Wider sidewalks and treed boulevards on main walking routes and on other streets where feasible
- Grass boulevards with trees where feasible
- Upgraded breezeways (pathways between lots that connect one street or alley to another)
- New connections and shared pathways on the edges of the neighbourhood

In addition, some roadways will feature absorbent landscaping. This type of landscaping features plants and special soils that capture, store and manage the water from small rain events.

## TECHNICAL CONSIDERATIONS ON MAIN WALKING, BIKING AND ROLLING ROUTES

### Design intent

The design is intended to bring main walking, biking and rolling routes up to the current standard for roads as detailed in the City's Complete Streets Design and Construction Standards. For collector roads in Meyokumin, this includes a sidewalk on one side of the road, a shared pathway on the other side of the road, and a boulevard with trees separating these two elements from parked cars and moving traffic.

Following the direction in The Bike Plan, neighbourhood routes are included in the design and provide all ages and abilities infrastructure that is available in all seasons. Meyokumin is identified as a Tier 2 area on the Bike Potential Map included in The Bike Plan. For these areas, spacing between routes should be a maximum of 800 – 1000 m.

The table below details the preferred and minimum dimensions for each element of the roadway on main walking, biking, and rolling routes. Preferred dimensions are applied unless a significant constraint prevents it. Constraints could include utility conflicts where relocation is not practicably achievable, healthy mature trees with significant lifespan left or grade changes requiring retaining walls.

Typology Element	Preferred Dimension	Minimum Dimension
Sidewalk	1.8 m	1.5 m
Shared pathway separated by boulevard	3.0 m	3.0 m
Shared pathway next to parking lane	3.6 m	3.6 m
Boulevard with trees	2.0 m	1.8 m
Roadway with parking on both sides	11.5 m	N/A

### Adjustment process

In some areas along main routes, there is not enough space to widen sidewalks, add shared pathways and add boulevards and trees without some impacts. Through public engagement, we heard removing or moving private landscaping on City right-of-way rather than removing parking or narrowing the roadway was the preferred way to add missing sidewalks and provide better walking and biking connections. As a consequence, some private landscaping and trees are removed.

Where possible, the Project Team prioritized reducing impacts to private landscaping and trees in City right-of-way, while still reflecting the design intent and corresponding standards. The following principles were used:

1. Narrow or remove the proposed boulevard in places where possible to avoid impacts.
2. If narrowing or removing the proposed boulevard doesn't provide enough space, then trees and private landscaping on City right-of-way may be removed
3. In some cases, to avoid impacts to mature trees and extensive private landscaping, parking has been removed

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### Documentation of design

The next pages provide details of the design features in specific locations along the main walking, biking and rolling network, their benefits and tradeoffs, as well as local impacts and adjustments to the design. Any deviation from the design intent is noted, as well as the location and type of impact or adjustment justifying the deviation.



# Main Walking, Biking & Rolling Routes



Map 3: Main Walking, Biking and Rolling Routes

## Design features

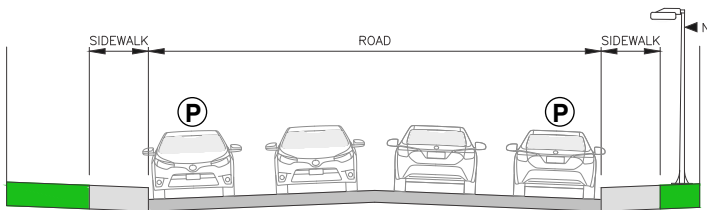
- Shared pathways along main walking and biking routes
- Wider sidewalks and treed boulevards on main walking routes where feasible
- Upgraded and new shared pathways in Meyokumin Park and along 66 Street

## Design benefits

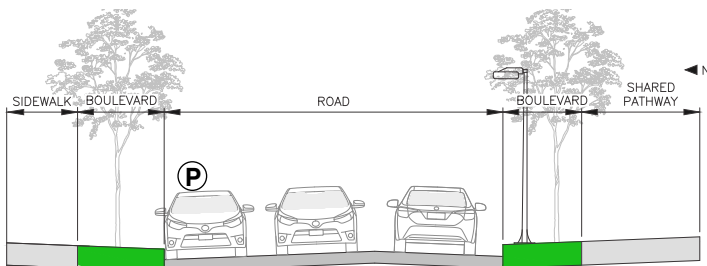
- The wider sidewalks and shared pathways allow people to walk, bike or roll side-by-side
- The boulevard and trees separate people from moving traffic, provide shade and space for snow storage as well as help absorb rain water and snow melt

## 19 Avenue from 66 Street to 65 Street

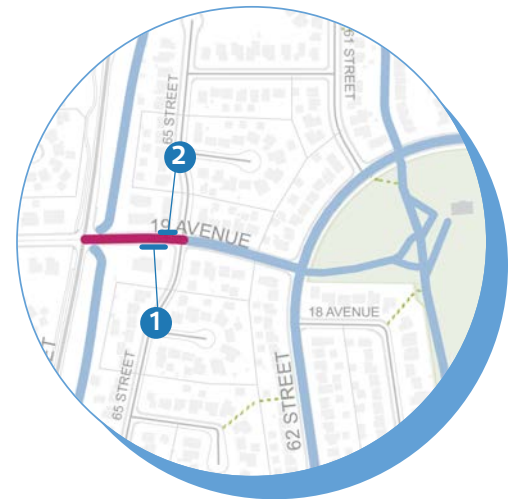
### Typical cross-section for 19 Avenue from 66 Street to 65 Street



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



### Design features

- A wider sidewalk is provided on the north side and is separated from traffic with a boulevard
- A shared pathway is provided on the south side and is separated from traffic with a boulevard
- Trees will be planted in the boulevard where possible
- Parking is removed on the north and south sides
- Raised crossings are provided at 65 Street and curb extensions are provided at 66 Street and 65 Street – see [Traffic Safety & Street Crossings](#)

### Benefits & tradeoffs

- The wider sidewalk and shared pathway allow people to walk, bike or roll side-by-side
- The boulevard and trees separate people from moving traffic, provide shade and space for snow storage as well as help absorb rain water and snow melt
- Parking is removed to maintain the boulevard with trees
- The raised crossings and curb extensions slow traffic and make it easier for people to cross the street – see [Traffic Safety & Street Crossings](#)

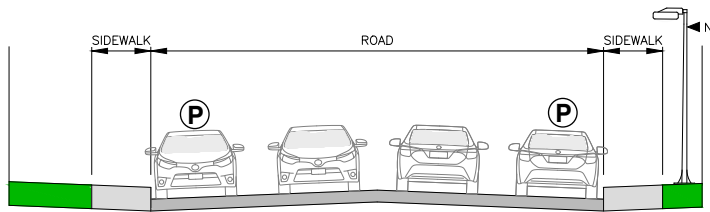
### Impacts & adjustments

In some areas, the typical design cross-section is different, as detailed below

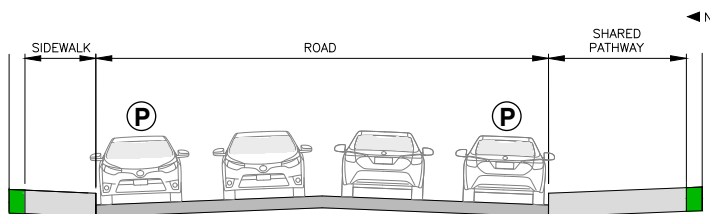
- 1 The boulevard is removed near Kay-Sal Manor (6505 19 Avenue NW) to create a commercial and passenger loading area
- 2 The boulevard is removed on the north side west of 65 Street to provide a parking area near the community mail box

## 19 Avenue from 65 Street to 62 Street

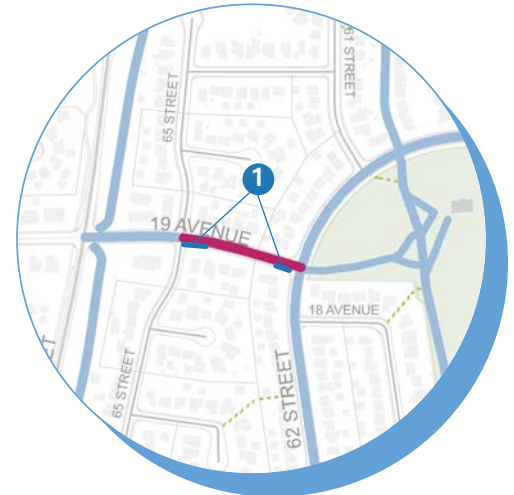
### Typical cross-section for 19 Avenue from 65 Street to 62 Street



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



### Design features

- A wider sidewalk is provided on the north side
- A shared pathway is provided on the south side
- Parking is maintained on the both sides of the road
- Raised crossings are provided at 65 Street and curb extensions are provided at 65 Street and 62 Street – see [Traffic Safety & Street Crossings](#)
- A seating area is provided at 65 Street – see [Seating Areas](#)

### Benefits & tradeoffs

- The wider sidewalk and shared pathway allow people to walk, bike or roll side-by-side
- Parking is removed on the south side to limit impacts to existing trees on City right-of-way
- There is no boulevard on the north side due to conflicts with underground utilities
- There is no boulevard on the south side to limit the impact on trees and private landscaping on City right-of-way
- The raised crossings and curb extensions slow traffic and make it easier for people to cross the street – see [Traffic Safety & Street Crossings](#)

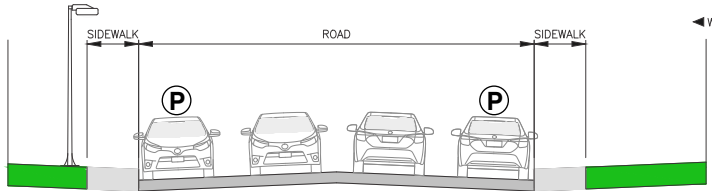
### Impacts & adjustments

In some areas, the typical design cross-section is different, as detailed below

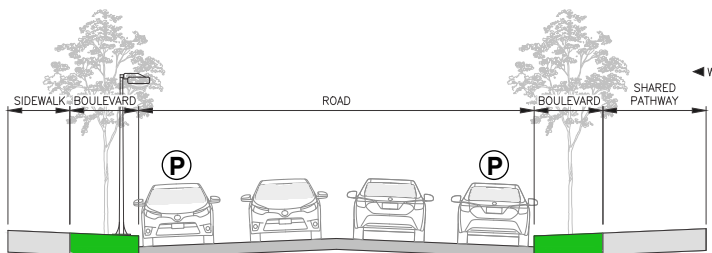
- 1 Short boulevard sections are added on the south side to provide space for landscaping and create curb extensions. At these locations, parking is removed.

## 62 Street

### Typical cross-section for 62 Street and 19A Avenue from Mill Woods Road to east of 61 Street



EXISTING CROSS-SECTION



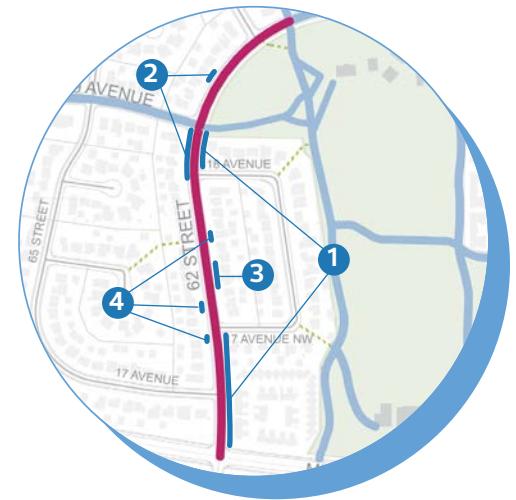
PROPOSED CROSS-SECTION

#### Design features

- A wider sidewalk is provided on the west side and is separated from traffic with a boulevard and trees
- A shared pathway is provided on the east side and is separated from traffic with a boulevard and trees
- Parking is maintained on both sides of the road
- Raised crossings are provided at 17 Avenue, 17A Avenue, 18 Avenue and 19 Avenue and curb extensions are provided at 17 Avenue, 17A Avenue, 18 Avenue, 19 Avenue and 61 Street – see [Traffic Safety & Street Crossings](#)
- Seating areas are provided south of 17 Avenue, at 17A Avenue, between 17A Avenue and 18 Avenue, north of 19 Avenue and at the shared pathway crossing– see [Seating Areas](#)

#### Benefits & tradeoffs

- The wider sidewalk and shared pathway allow people to walk, bike or roll side-by-side
- The boulevard and trees separate people from moving traffic, provide shade and space for snow storage as well as help absorb rain water and snow melt
- The raised crossing and curb extensions slow traffic and make it easier for people to cross the street – see [Traffic Safety & Street Crossings](#)



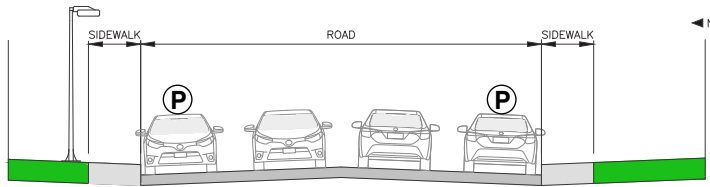
#### Impacts & adjustments

In some areas, the typical design cross-section is different or there are impacts to private landscaping and trees placed on City right-of-way, as detailed below

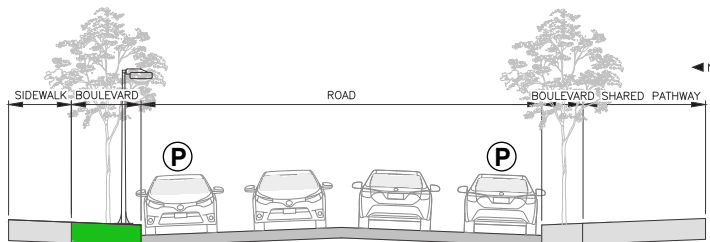
- 1 At the following locations, there is no boulevard on the east side of the road, next to the shared pathway, to limit the impact on trees and private landscaping on City right-of-way
  - From Mill Woods Road to 17A Avenue
  - from 18 Avenue to 19 Avenue
- 2 At the following locations, there is no boulevard on the west side of the road, next to the sidewalk, to limit the impact on trees and private landscaping on City right-of-way
  - From 1756 62 Street to 19 Avenue
  - 1916 62 Street
- 3 A tree and landscaping is removed at 1735 62 Street and there are landscaping impacts at 1739 62 Street. Because of their location, these elements would be removed with or without adding a boulevard. However, the boulevard is narrowed and without trees to limit additional impacts
- 4 At the following locations, the boulevard is narrowed and will not have trees to limit impacts to existing trees or private landscaping on City right-of-way
  - 1716 , 1732, 1747 and 1751 62 Street

## 19A Avenue

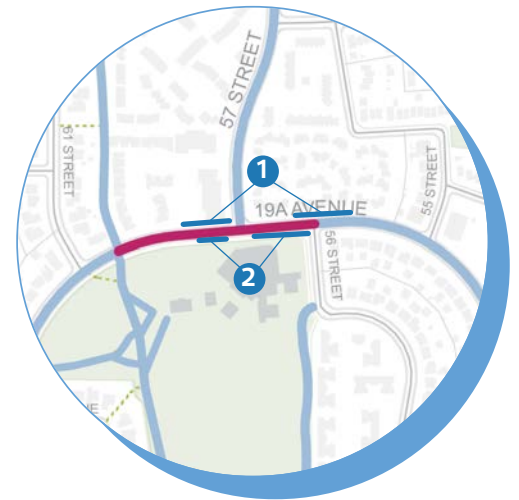
### Typical cross-section for 19A Avenue from east of 61 Street to 56 Street



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



### Design features

- A wider sidewalk is provided on the north side and is separated from traffic with a boulevard and trees, where possible
- A wide shared pathway is provided on the south side and lined with trees in tree grates along the edge of the road, allowing more space for pick up and drop off in front of Meyokumin Elementary School while providing shade
- The east driveway to the commercial property on the north side of the road is removed to reduce the number of places people walking and rolling cross paths with people driving, while still keeping access to the property
- Parking is maintained on both sides of the road and new parking spaces are added because a driveway is removed
- School bus parking is added on the south side of the road, east of the parking lot driveway and current accessible parking and bus parking east of 57 Street are maintained
- Raised crossings are provided at the shared pathway crossing, at 57 Street and at 56 Street. Curb extensions are provided at 57 Street and 56 Street – see [Traffic Safety & Street Crossings](#)
- Seating areas are provided at the shared pathway and at 56 Street – see [Seating Areas](#)

### Benefits & tradeoffs

- The wider sidewalk and shared pathway allow people to walk, bike or roll side-by-side
- The boulevard and trees separate people from moving traffic, provide shade and space for snow storage as well as help absorb rain water and snow melt
- The raised crossing and curb extensions slow traffic and make it easier for people to cross the street – see [Traffic Safety & Street Crossings](#)

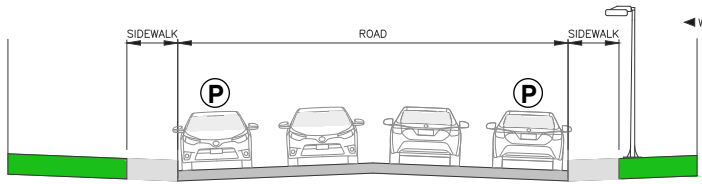
### Impacts & adjustments

In some areas, the typical design cross-section is different or there are impacts to private landscaping and trees placed on City right-of-way, as detailed below

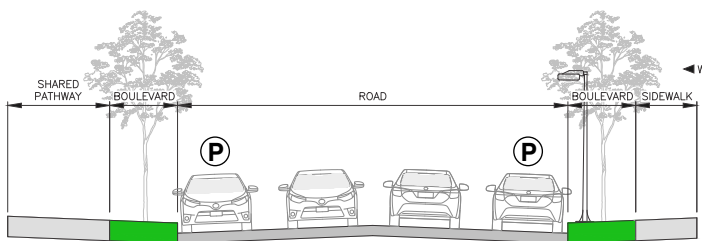
- 1 From west of the Las Americas driveway to 57 Street and west of 56 Street, there is no boulevard on the north side of the road. This will provide more space for the bus stop and pick up and drop off and will avoid steep grades
- 2 There are no trees in tree grates next to school bus parking as this is a high traffic area, which is likely to lead to extensive damage to young trees

## 19A Avenue and 54 Street

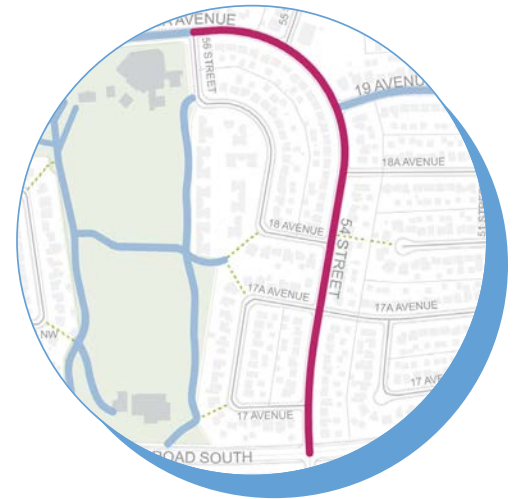
### Typical cross-section for 19A Avenue and 54 Street from 56 Street to Mill Woods Road



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



Note: Impacts and adjustments are mapped on the next page

### Design features

- A wider sidewalk is provided on the east side and is separated from traffic with a boulevard and trees
- A shared pathway is provided on the west side and is separated from traffic with a boulevard and trees
- Parking is maintained on both sides of the road
- Raised crossings are provided at 56 Street, 19 Avenue, 18 Avenue, 17A Avenue and 17 Avenue and curb extensions are provided at 56 Street, 55 Street, 19 Avenue, 18A Avenue, 18 Avenue, 17A Avenue and 17 Avenue – see [Traffic Safety & Street Crossings](#)
- Seating areas are provided at 56 Street, south of 19 Avenue, south of 18 Avenue and south of 17A Avenue – see [Seating Areas](#)

### Benefits & tradeoffs

- The wider sidewalk and shared pathway allow people to walk, bike or roll side-by-side
- The boulevard and trees separate people from moving traffic, provide shade and space for snow storage as well as help absorb rain water and snow melt
- The raised crossings and curb extensions slow traffic and make it easier for people to cross the street – see [Traffic Safety & Street Crossings](#)

### Impacts & adjustments

In some areas, the typical design cross-section is different or there are impacts to private landscaping and trees placed on City right-of-way, as detailed below and on the next page

- 1 At the following locations, there is no boulevard on the west side of the road, next to the shared pathway, to limit the impact on trees and private landscaping on City right-of-way
  - From 5415 19A Avenue to 1840 54 Street
  - From 1826 54 Street to 1816 54 Street
- 2 At the following locations, there is no boulevard on the east side of the road, next to the sidewalk to limit the impact on trees and private landscaping on City right-of-way
  - From 56 Street to the east access to Aspen Close
  - From 1735 54 Street to 1731 54 Street
  - From 1707 54 Street to Mill Woods Road
- 3 At the following locations, the boulevard is narrowed and will not have trees to limit impacts to existing trees or private landscaping on City right-of-way
  - From 56 Street to 55 Street, on the south side
  - 1831 54 Street
- 4 At 1751 54 Street, the boulevard is removed to accommodate an accessible parking space

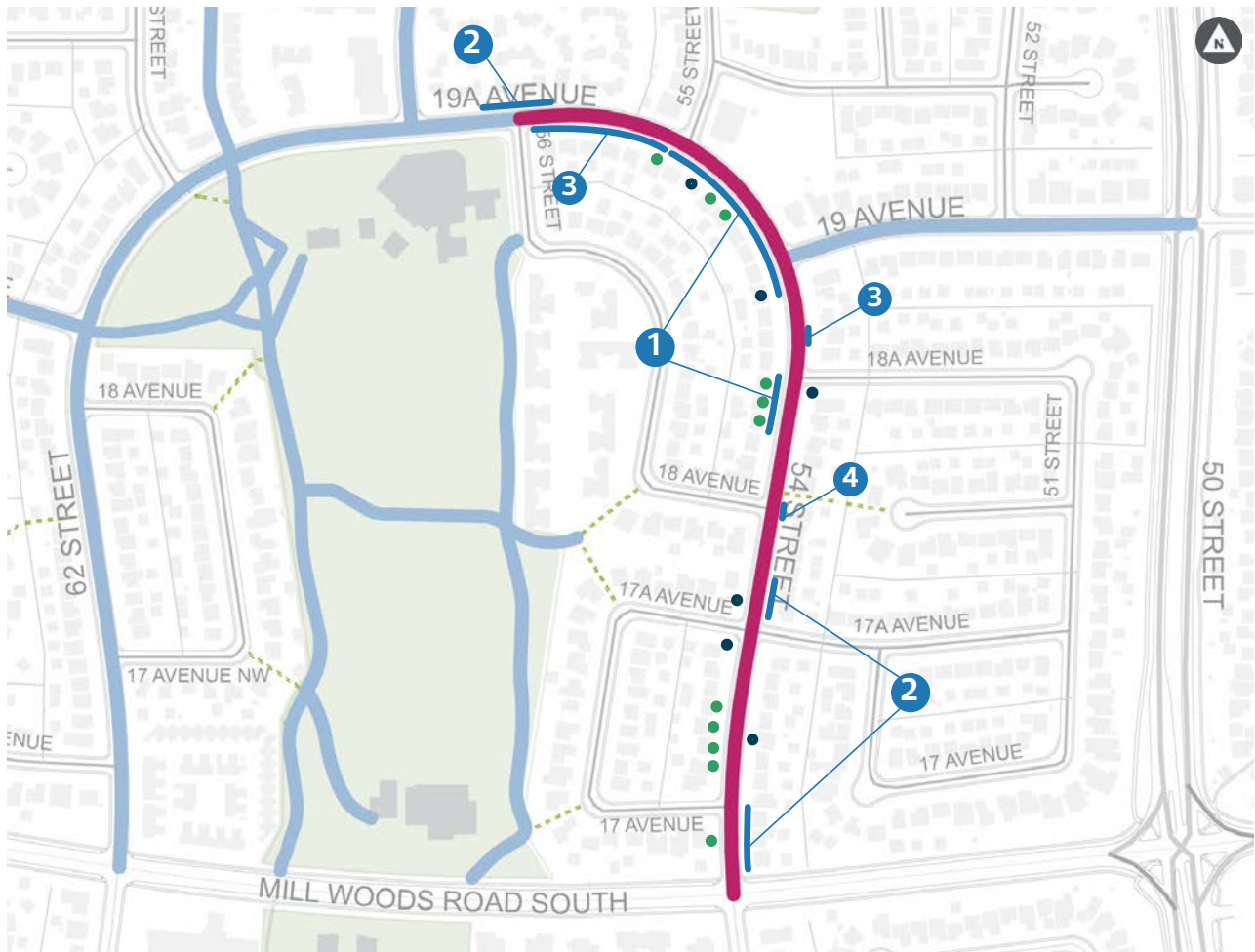
## 19A Avenue and 54 Street

**5** Trees are removed at the following locations (see ● on map below). Because of their location, these trees would be removed with or without adding a boulevard

- 5503 19A Avenue
- 5407 19A Avenue
- 5403 19A Avenue
- 1826 54 Street
- 1820 54 Street (two trees)
- 1816 54 Street
- 1720 54 Street
- 1716 54 Street
- 1712 54 Street
- 1708 54 Street (two trees)
- 5403 17 Avenue (two trees)

**6** Hedges running along 54 Street and private landscaping on City right-of-way are removed at the following locations (see ● on map below). Because of its location, the landscaping would be removed with or without adding a boulevard

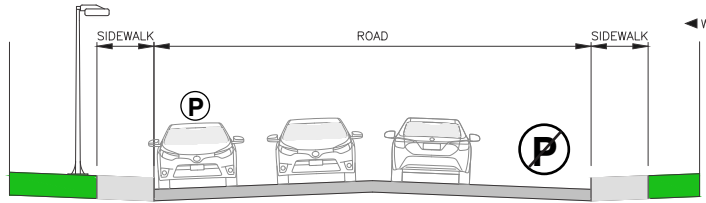
- 5411 19A Avenue
- 1836 54 Street
- 5317 18A Avenue
- 1736 54 Street
- 5405 17A Avenue
- 1711 54 Street



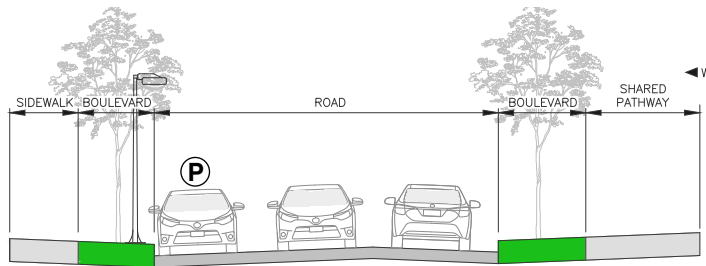
Map 4: Impacts and Adjustments on 19A Avenue and 54 Street

## 57 Street

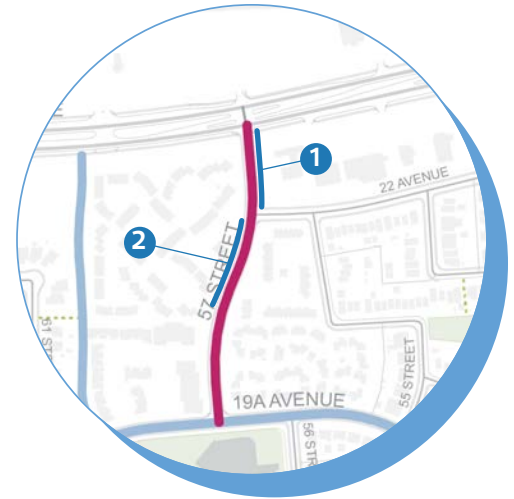
### Typical cross-section for 57 Street from 19A Avenue to 23 Avenue



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



### Design features

- A wider sidewalk is provided on the west side and is separated from traffic with a boulevard and trees
- A shared pathway is provided on the east side and is separated from traffic with a boulevard and trees
- The roadway is narrowed on the east side where parking is already not allowed
- Parking is maintained on the west side
- A raised crossing is provided at 22 Avenue and curb extensions are provided at 19A Avenue and 22 Avenue – see [Traffic Safety & Street Crossings](#)
- Seating areas are combined with existing bus stops – see [Seating Areas](#)

### Benefits & tradeoffs

- The wider sidewalk and shared pathway allow people to walk, bike or roll side-by-side
- The boulevard and trees separate people from moving traffic, provide shade and space for snow storage as well as help absorb rain water and snow melt
- The raised crossing and curb extensions slow traffic and make it easier for people to cross the street – see [Traffic Safety & Street Crossings](#)

### Impacts & adjustments

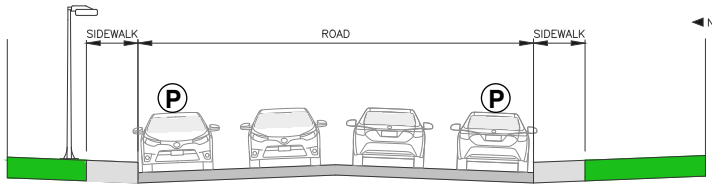
In some areas, the typical design cross-section is different or there are impacts to private landscaping and trees placed on City right-of-way, as detailed below

- 1 From 22 Avenue to 23 Avenue, there is no boulevard on the east side of the road, next to the shared pathway, to maintain the driving lane to turn right on 23 Avenue
- 2 From the Mariner Square driveway to 22 Avenue, there is no boulevard on the west side of the road, next to the sidewalk, to limit the impact on trees and private landscaping on City right-of-way

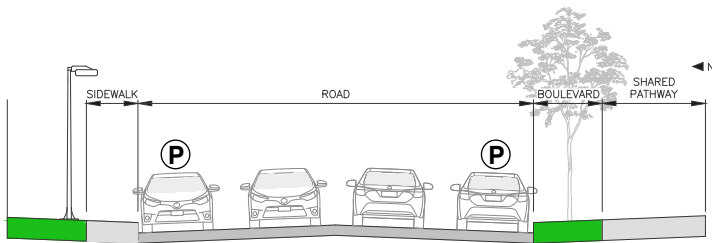


# 19 Avenue

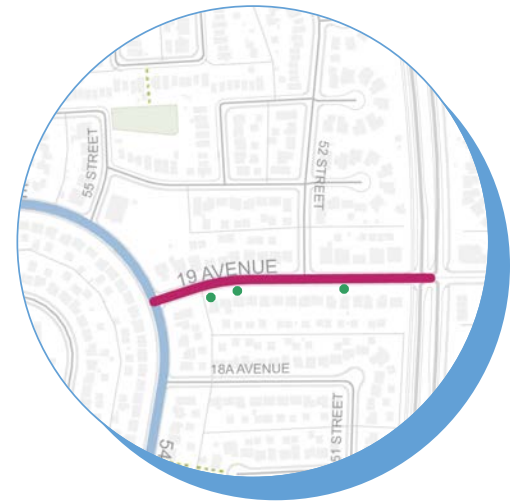
## Typical cross-section for 19 Avenue from 54 Street to 50 Street



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



### Design features

- A wider sidewalk is provided on the north side
- A shared pathway is provided on the south side and is separated from traffic with a boulevard and trees
- Parking is maintained on both sides of the road
- Curb extensions are provided at 54 Street, 52 Street and 50 Street – see [Traffic Safety & Street Crossings](#)
- A seating area is provided west of 52 Street – see [Seating Areas](#)

### Benefits & tradeoffs

- The wider sidewalk and shared pathway allow people to walk, bike or roll side-by-side
- The boulevard and trees separate people from moving traffic, provide shade and space for snow storage as well as help absorb rain water and snow melt
- The curb extensions slow traffic and make it easier for people to cross the street – see [Traffic Safety & Street Crossings](#)

### Impacts & adjustments

In some areas, the typical design cross-section is different or there are impacts to private landscaping and trees placed on City right-of-way, as detailed below

- 1 Existing trees are removed at the following locations (see ● on map above). Because of their location, these trees would be removed with or without adding a boulevard
  - 5307 19 Avenue (two trees)
  - 5219 19 Avenue
  - 5103 19 Avenue

# TECHNICAL CONSIDERATIONS FOR NEW SIDEWALKS

## Design intent

Adding sidewalks where they are currently missing follows the direction set out by City policies and standards such as the Complete Streets Design and Construction Standards. These reflect the City Plan's commitment to good walking routes and accessibility through neighbourhoods. The preferred width of new sidewalks is 1.8 m, with 1.5 m as the minimum acceptable width.

To determine the location of the new sidewalks on each street, the following factors were considered:

- Road width
- Underground utilities
- Trees and other landscaping on City right-of-way
- Orientation of properties in relation to the road
- Driveways and on-street parking supply

## Design impacts

Where possible, the Project Team prioritized reducing impact to private landscaping and trees in City right-of-way, while still following standards that require sidewalks on both sides of the road. In some places, on-street parking and trees or private landscaping on City right-of-way are removed

## Resulting key design features

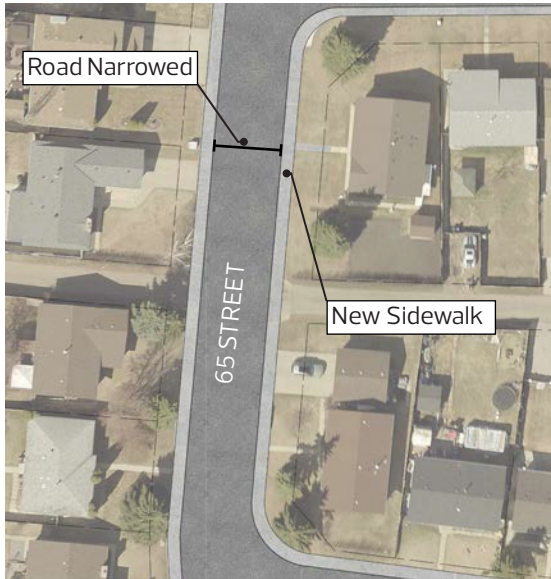
- A sidewalk is added on both sides of the road where sidewalks were missing
- Parking is maintained on both sides (in most cases)



Map 5: Location of New Sidewalks

## 65 Street

### Location 1: 65 Street



### Design features and considerations

- A sidewalk is added on the east side by narrowing the road to the standard for local roads
- Parking is maintained on both sides

### Location 2: 65 Street



### Design features and considerations

- A sidewalk is added on the east side by narrowing the road to the standard for local roads
- Parking is maintained on both sides

### Location 3: 65 Street

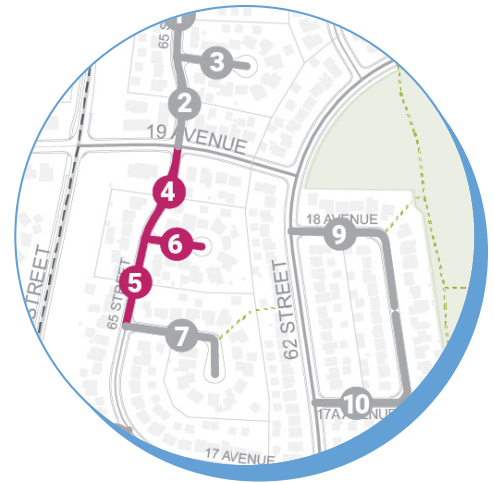


### Design features and considerations

- A sidewalk is added by building from the current edge of the road towards the property line
- Parking is maintained on both sides

## 65 Street

### Location 4: 65 Street



### Design features and considerations

- A sidewalk is added on the east side by building from the current edge of the road towards the property line
- Parking is maintained on both sides

### Location 5: 65 Street



### Design features and considerations

- A sidewalk is added on the east side by building from the current edge of the road towards the property line
- Parking is maintained on both sides

### Location 6: 65 Street



### Design features and considerations

- A sidewalk is added by building from the current edge of the road towards the property line
- Parking is maintained on both sides

## 65 Street & 17 Avenue

### Location 7: 65 Street



### Design features and considerations

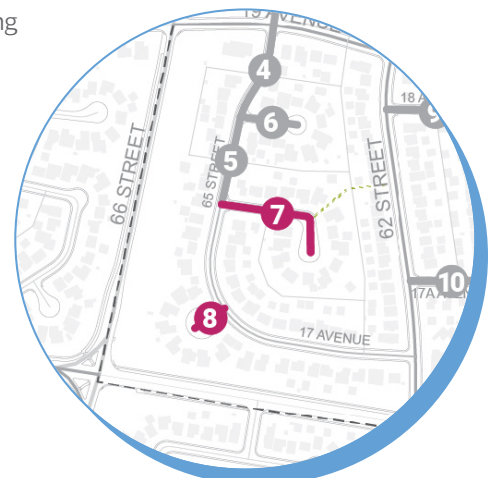
- On the east-west portion of the road, a sidewalk is added by narrowing the road and removing parking on one side
- On the north-south portion of the road, a sidewalk is added by narrowing the road
- Parking is maintained on the north side of the east-west portion of the road
- Constructing the sidewalk partially within the roadway will minimize impacts to trees and the driveways at 1719 and 1721 65 Street
- On-street parking at 1719 and 1721 65 Street will be available on the flanking sides of the properties

### Location 8: 17 Avenue

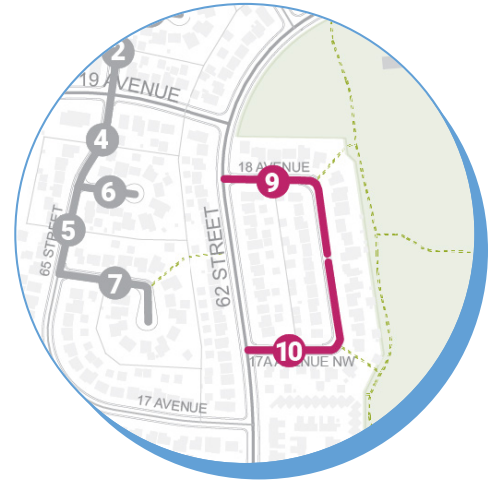


### Design features and considerations

- A sidewalk is added by narrowing the road
- A landscaped island is added in the middle of the cul-de-sac
- Parking is maintained



## 18 Avenue & 17A Avenue



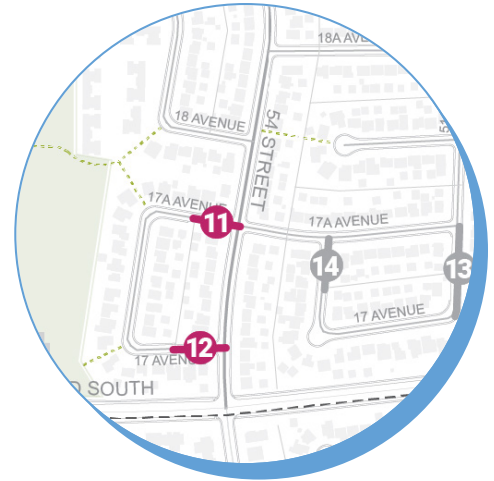
### Locations 9 and 10: 18 Avenue, 61 Street and 17A Avenue



### Design features and considerations

- A sidewalk is added at the following locations by building from the current edge of the road towards the property line
  - On the south side of 18 Avenue
  - On the east side of 61 Street
  - On the north side of 17A Avenue
- Parking is maintained on both sides

## 17A Avenue & 17 Avenue



### Location 11: 17A Avenue



#### Design features and considerations

- A sidewalk is added on the south side by building from the current edge of the road towards the property line
- Parking is maintained on both sides

### Location 12: 17 Avenue

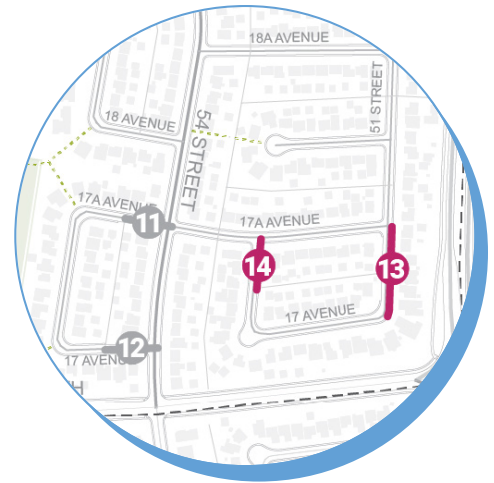


#### Design features and considerations

- A sidewalk is added on the north side by building from the current edge of the road towards the property line
- Parking is maintained on both sides

## 51 Street & 53 Street

### Location 13: 51 Street



### Design features and considerations

- A sidewalk is added on the west side by building from the current edge of the road towards the property line
- Parking is maintained on both sides

### Location 14: 53 Street



### Design features and considerations

- A sidewalk is added on the east side by building from the current edge of the road towards the property line
- Parking is maintained on both sides



## 52 Street

### Location 15: 52 Street



### Design features and considerations

- A sidewalk is added by building from the current edge of the road towards the property line
- Parking is maintained on both sides

### Location 16: 52 Street



### Design features and considerations

- A sidewalk is added by building from the current edge of the road towards the property line
- Parking is maintained on both sides

### Location 17: 52 Street



### Design features and considerations

- A sidewalk is added by building from the current edge of the road towards the property line
- Parking is maintained on both sides

## 21 Avenue & 53 Street

### Location 18: 21 Avenue



### Design features and considerations

- A sidewalk is added on the south side by narrowing the road and removing parking on one side
- Parking is maintained on the south side
- Parking is removed along the flanking side of properties on the north side



### Location 19: 53 Street



### Design features and considerations

- A sidewalk is added on the east side by building towards the property line as well as narrowing the road
- Parking is maintained on both sides

## 56 Street & 20A Avenue



### Location 20: 56 Street



### Design features and considerations

- A sidewalk is added on the east side by building towards the property line as well as narrowing the road
- Parking is maintained on both sides

### Location 21: 20A Avenue



### Design features and considerations

- A sidewalk is added on the north side by building from the current edge of the road towards the property line
- Parking is maintained on both sides

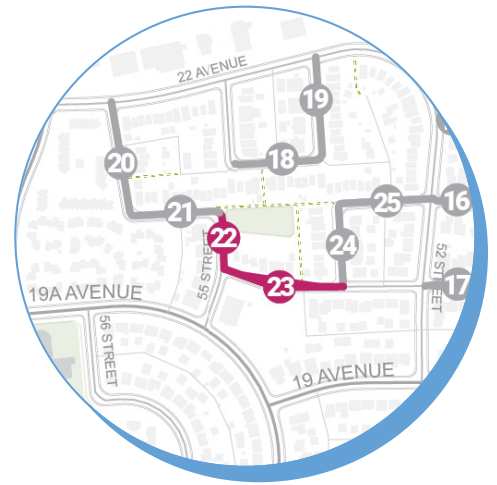
## 55 Street & 20 Avenue

### Location 22: 55 Street

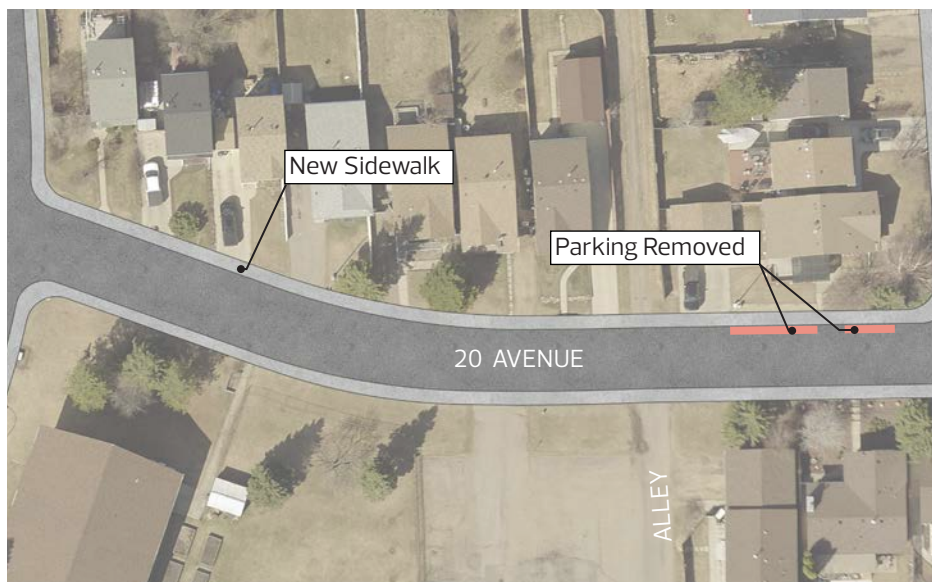


### Design features and considerations

- A sidewalk is added on the east side by building from the current edge of the road towards the property line
- Parking is maintained on both sides



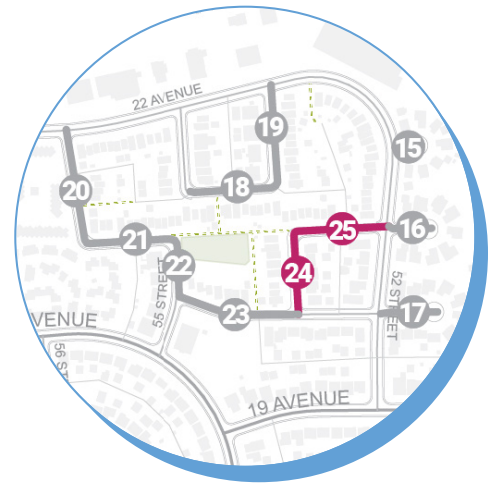
### Location 23: 20 Avenue



### Design features and considerations

- West of the alley, the road is shifted south to add a sidewalk on the north side
- East of the alley, a sidewalk is added on the north side by building from the current edge of the road towards the property line, narrowing the road and removing parking on one side
- Parking is maintained on both sides west of the alley and on the south side of the road east of the alley

## 53 Street & 20A Avenue



### Location 24: 53 Street



#### Design features and considerations

- A sidewalk is added on the west side by building from the current edge of the road towards the property line
- Parking is maintained on both sides

### Location 25: 20A Avenue



#### Design features and considerations

- A sidewalk is added on the north side by building from the current edge of the road towards the property line
- Parking is maintained on both sides

# TECHNICAL CONSIDERATIONS FOR ROAD REDESIGN

## Design intent

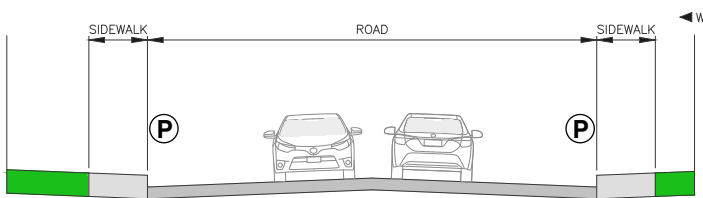
Some roads in Meyokumin were built to a collector standard though they function as local roads. The design brings 61 Street, 52 Street and 22 Avenue to the current standard for local roads, with a width of 8.0 m to 9.0 m from curb to curb depending on the presence of parking. The narrower design is intended to help slow traffic on these roads. Boulevards were initially considered on both sides of 61 Street and 22 Avenue, but were not feasible due to underground utilities.

## Design impacts

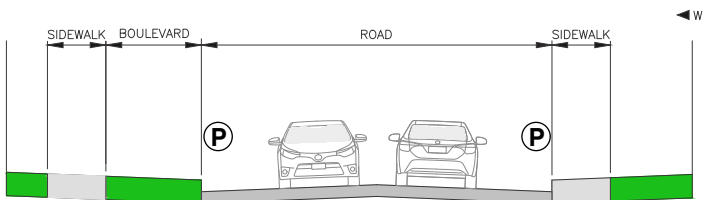
On 22 Avenue, parking is removed on the north side of the road, where there are no houses.

## Design features

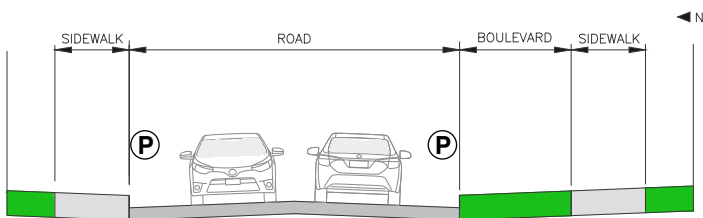
- The road is narrowed to the standard for local roads with parking on both sides
- A boulevard with trees is provided
  - On the west side for **A**
  - On the south and west sides for **B**
  - On the east side for **C**
- The design slows traffic down on these roads



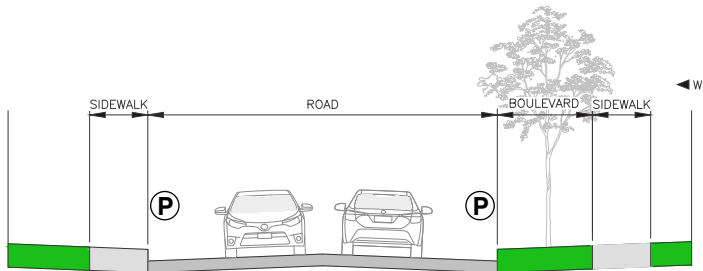
EXISTING CROSS-SECTION FOR **A**, **B** AND **C**



PROPOSED CROSS-SECTION FOR **A**



PROPOSED CROSS-SECTION FOR **B**



PROPOSED CROSS-SECTION FOR **C**



Map 6: Location of Redesigned Roads

# TECHNICAL CONSIDERATIONS FOR UPGRADED BREEZEWAYS

## Design intent

Breezeways are upgraded to the current standard of 1.8 m width, where possible, to provide higher quality connections for active transportation.

## Design impacts

None foreseen as the breezeways will only be widened where they do not impact existing lighting, trees or other landscaping.

## Design features

- All breezeways are reconstructed and widened where possible
- Bollards are added or replaced at breezeway entries to prevent people driving from inappropriately using breezeways
- Lighting is upgraded where needed



Map 7: Location of Breezeways

# TECHNICAL CONSIDERATIONS FOR MISSING CONNECTIONS

## Design intent

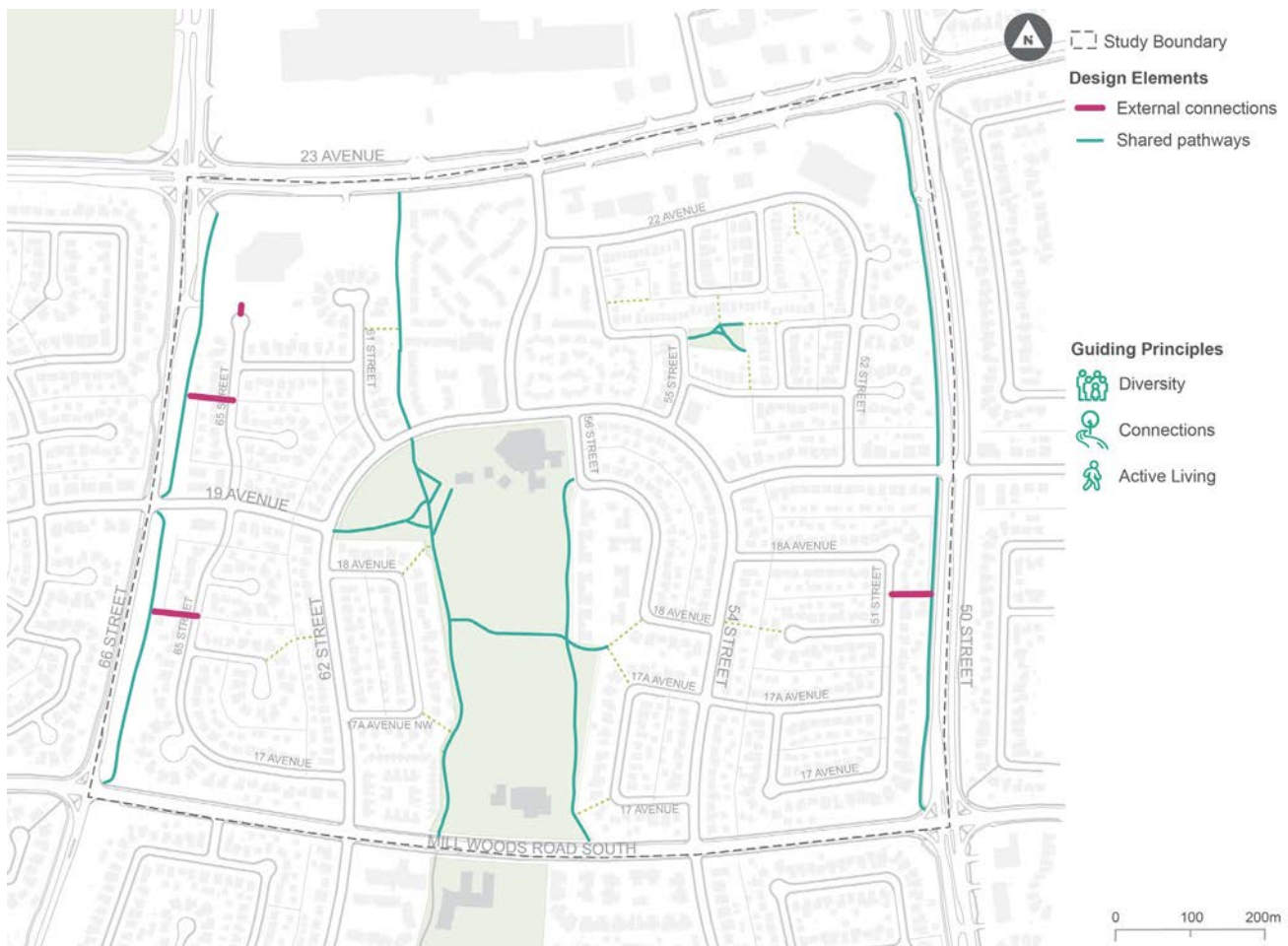
Through public engagement, we heard people wanted better connections around the edges of the neighbourhood, particularly to connect to shopping areas and transit stops.

## Design impacts

Positive impacts are expected from improved connectivity.

## Design features

- Connections to existing and new shared pathways are provided in key locations





## ADDITIONAL DESIGN ELEMENT: ABSORBENT LANDSCAPING

### Design intent

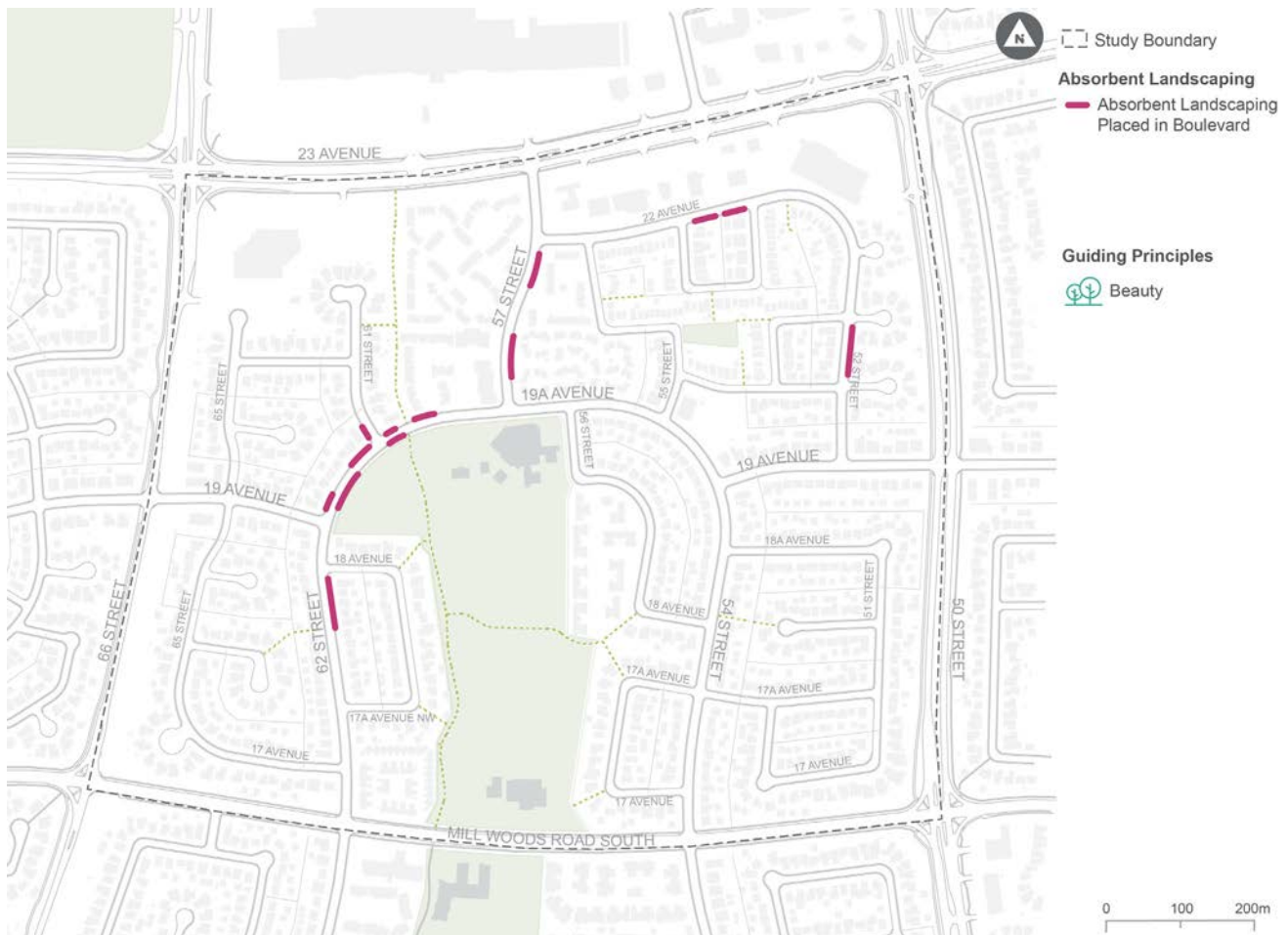
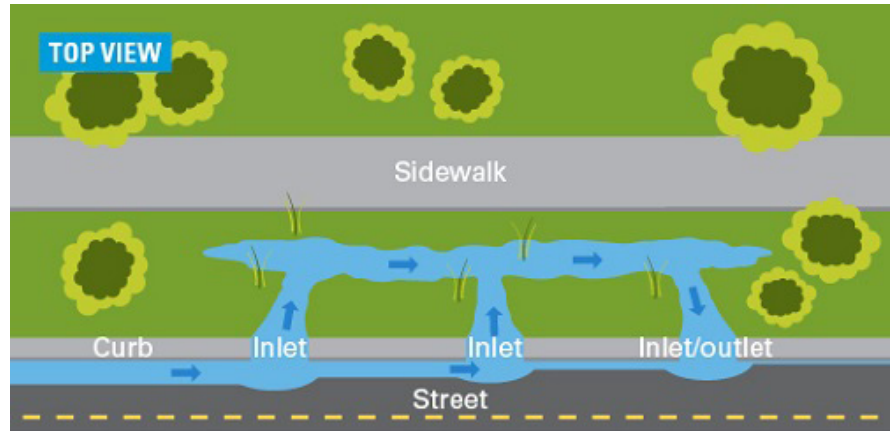
Currently, when it rains, the water on the street flows into a catch basin connected to underground pipes leading to a wastewater treatment plant. Absorbent landscaping uses plants and special soils to capture, store and manage the water from small rain events to help reduce local flooding.

### Design impacts

Positive impacts are expected from reduced localized flooding. As all absorbent landscaping will be located in the boulevard space, no additional impacts are expected.

### Design features

- Absorbent landscaping is located in the boulevard space, looks similar to grassed areas and can include other vegetation or trees



Map 9: Absorbent Landscaping

# Traffic Safety & Street Crossings

Traffic safety and street crossing improvements in Meyokumin were generated using a Systemic Safety lens. The focus was placed on the two recurring themes at public engagement events: slowing vehicle drivers down and improving crossing safety.

## CITY POLICY, PROGRAMS AND STANDARDS ALIGNMENT

- **Edmonton City Plan** – Supports a multi-modal transportation network that provides safe alternates to vehicle transportation and enables people to easily complete their daily needs within 15 minutes of their residence using active transportation modes
- **Complete Streets Design and Construction Standards** – Integrate best practices in design guidance to support the planning, design and construction of complete streets that are safe, attractive, comfortable and welcoming to all users in all seasons
- **Raised Crossings Design Technical Memo** – Establishes best practices for the implementation, design and construction of raised crossings, including raised crosswalks, raised intersections and continuous crossings
- **Accessibility for People with Disabilities Policy and Access Design Guide** – Support access and use for people of all ages and abilities by improving infrastructure for people walking, biking and rolling
- **Active Transportation Policy** – Optimizes opportunities to walk, bike and roll, regardless of age, ability, or socio-economic status, providing infrastructure to enhance safety and accessibility
- **Safe Mobility Strategy** – Supports the goal to achieve Vision Zero through safe and livable streets in Edmonton
- **Edmonton Corporate Tree Management Policy and Urban Tree Canopy Expansion Program** – Maintains and protects existing boulevard trees and creates opportunities to expand Edmonton's urban forest
- **Winter Design Guidelines and Winter Design Policy** – Provide design guidance and principles to improve the outdoor experience in winter, championing active winter living

## ALIGNMENT WITH WHAT WE HEARD

Through engagement, we heard people in Meyokumin would like to:

- Slow traffic in the neighbourhood, particularly on 62 Street, 19A Avenue and 54 Street
- Improve crossing safety

We also heard some traffic safety options were preferred over others:

- Raised crossings were very popular, as well as raised intersections
- Curb extensions were also viewed favourably



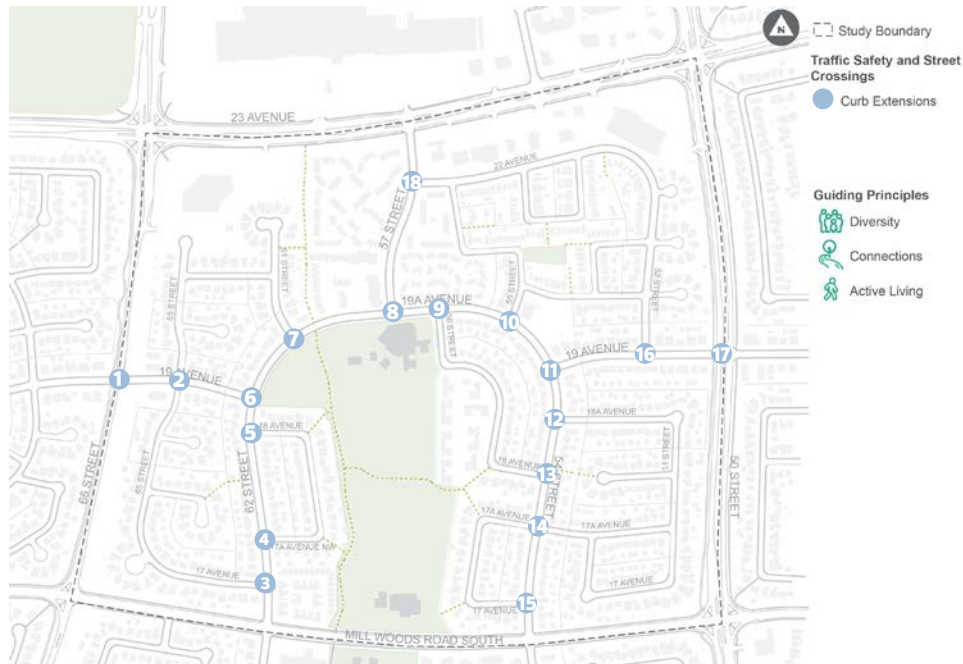
# Curb Extensions

## Design features

- Reduce the distance to cross the road
- Improve sightlines
- Encourage safer turning speeds
- When placed on the major road, encourage safer travelling speeds by visually and physically narrowing it

## Curb extension placement by location

1. Curb extensions into 19 Avenue on both the north and south side of the road
2. Curb extensions into 19 Avenue on the southeast and southwest corners and into 65 Street on the northwest, northeast and southwest corners
3. Curb extensions into 17 Avenue on both the north and south side of the road
4. Curb extensions into 17A Avenue on both the north and south side of the road
5. Curb extensions into 18 Avenue on both the north and south side of the road
6. Curb extensions into both roads on all corners, except into 19 Avenue on the northwest corner
7. Curb extensions into 19A Avenue on the south/east side of the road and into 61 Street on the southwest corner
8. Curb extensions into 19A Avenue on the south side of the road and into 57 Street on the northwest corner
9. Curb extensions into 56 Street on the east and west sides of the road
10. Curb extensions into 19A Avenue on the south/west side of the road and into 55 Street on both the north and south side of the road
11. Curb extensions into both roads on all corners
12. Curb extensions into 18A Avenue on both the north and south side of the road
13. Curb extensions into 18 Avenue on both the north and south side of the road and into 54 Street on the northwest and southeast corners
14. Curb extensions into 17A Avenue on both the north and south side of the road, both to the east and to the west of 54 Street
15. Curb extensions into 17 Avenue on both the north and south side of the road
16. Curb extensions into 19 Avenue on both the north and south side of the road, both to the east and west of 52 Street
17. Curb extensions into 19 Avenue on both the north and south side of the road
18. Curb extensions into 57 Street on the northeast and southeast corners and into 22 Avenue on the southeast corner



Map 11: Curb Extension Locations

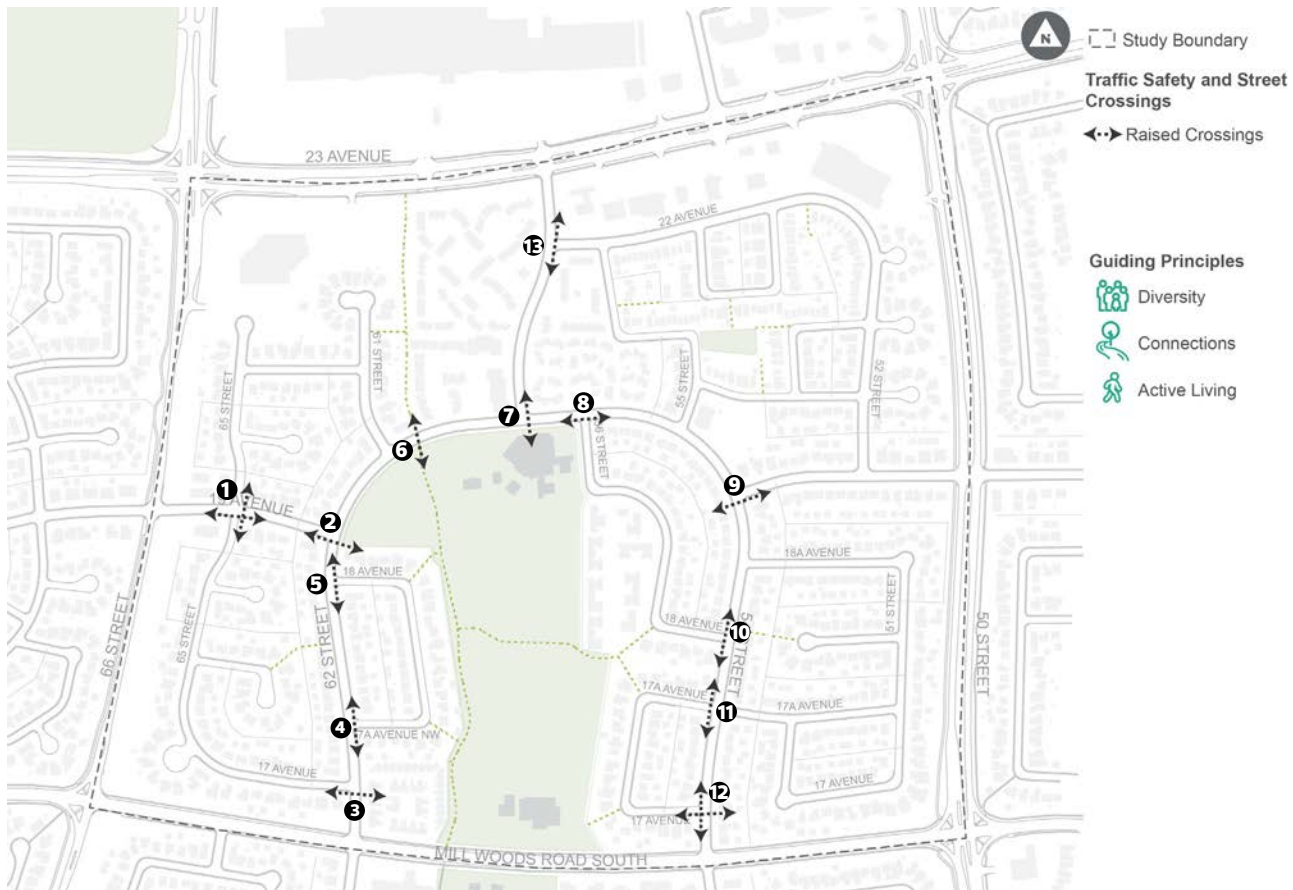
# Raised Crossings

## Design features

- Make it easier to see people waiting to cross or crossing the street
- Make it easier for people using wheelchairs, strollers or walkers to cross the road since the crosswalk is at the same height as the sidewalk
- Raised crossings encourage safer travelling speeds by acting in a similar way to speed humps when placed across the main road and encourage safer turning speeds when placed along the main road

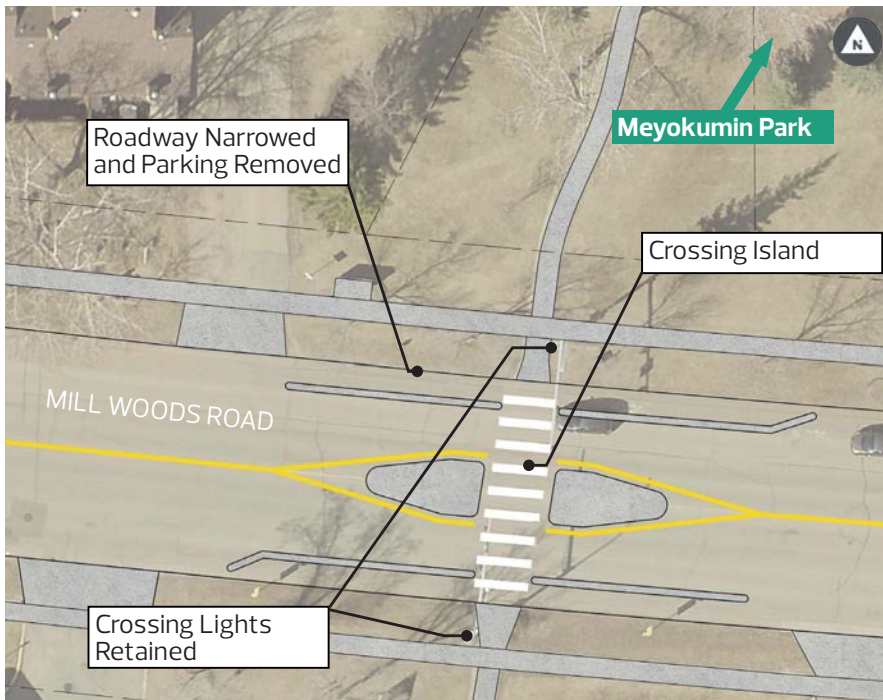
## Raised crossing locations

1. Across 65 Street on the south side of the intersection and across 19 Avenue on the east side of the intersection
2. Across 62 Street on the south side of the intersection
3. Across 17A Avenue on the east side of the intersection
4. Across 18 Avenue on the east side of the intersection
5. Across 62 Street on the south side of the intersection
6. Across 19A Avenue at the pathway
7. Across 19A Avenue on the east side of the intersection
8. Across 56 Street on the south side of the intersection
9. Across 54 Street on the south side of the intersection
10. Across 18 Avenue on the west side of the intersection
11. Across 17A Avenue on the west side of the intersection
12. Across 54 Street on the south side of the intersection and across 17 Avenue on the west side of the intersection
13. Across 22 Avenue on the east side of the intersection



Map 12: Raised Crossing and Raised Intersection Locations

## Crossing Island

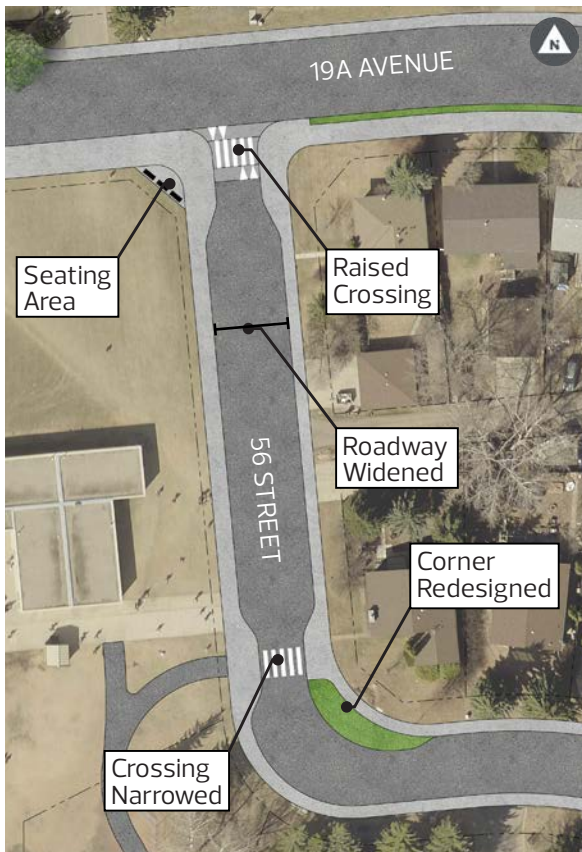


CROSSING ISLAND ON MILL WOODS ROAD

### Design features

- Reduces the distance to cross the road
- Allows people walking, biking and rolling to cross one lane of traffic at a time and stop in the middle of the road if they need more time to cross
- Makes it easier to see people waiting to cross or crossing the street
- Slows down people driving and draws their attention to the crossing

## Pick-up/drop-off area at Meyokumin School



PICK-UP/DROP-OFF AREA AT MEYOKUMIN SCHOOL

### Design features

- School buses are relocated to 19A Avenue to allow for additional space for pick up and drop off
- The northern section of 56 Street is widened to allow for more space for pick up and drop off and parking is maintained on both sides
- The crossing is narrowed to make it easier for people to cross the street
- Where 56 Street turns, the corner on the northeast side of the road is redesigned to slow down people driving and make it easier to see people waiting to cross or crossing the street

# Open Spaces

Designs were developed for the two main open spaces in the neighbourhood as well as seating areas.

## CITY POLICY AND PROGRAM ALIGNMENT

- **Edmonton City Plan** – Supports a multi-modal transportation network that provides safe alternatives to vehicle transportation and enables people to easily complete their daily needs within 15 minutes of their residence using active transportation modes
- **Complete Streets Design and Construction Standards** – Integrate best practices in design guidance to support the planning, design and construction of complete streets that are safe, attractive, comfortable and welcoming to all users in all seasons
- **Accessibility for People with Disabilities Policy and Access Design Guide** – Support access and use for people of all ages and abilities by improving infrastructure for people walking, biking and rolling
- **Climate Resilient Edmonton: Adaptation Strategy and Action Plan** – Focuses on understanding the climate impacts due to ongoing climate change and provides insight into how the City can build resilience around those impacts
- **Edmonton's Community Energy Transition Strategy & Action Plan** – Outlines a path forward for a low carbon city, transforming how energy is generated, how people move around the city, how buildings are constructed, through the lens of a just and equitable transition
- **Breathe: Edmonton's Green Network Strategy** – Calls for an integrated system of open spaces throughout the city, including parks, plazas, pedestrian-friendly streets, natural areas, greenways and green infrastructure
- **Edmonton Corporate Tree Management Policy and Urban Tree Canopy Expansion Program** – Maintains and protects existing boulevard trees and creates opportunities to expand Edmonton's urban forest
- **Winter Design Guidelines and Winter Design Policy** – Provide design guidance and principles to improve the outdoor experience in winter, championing active winter living

## ALIGNMENT WITH WHAT WE HEARD

Through engagement, we heard that people in Meyokumin would like:

- To feel safe in open spaces
- More benches and picnic tables at which to gather
- More areas with shelters
- To keep the spaces open for people to run and play, particularly in Meyokumin Park
- Seating areas along pathways in open spaces were prioritized over seating along roadways

# TECHNICAL CONSIDERATIONS FOR OPEN SPACES

## Design intent

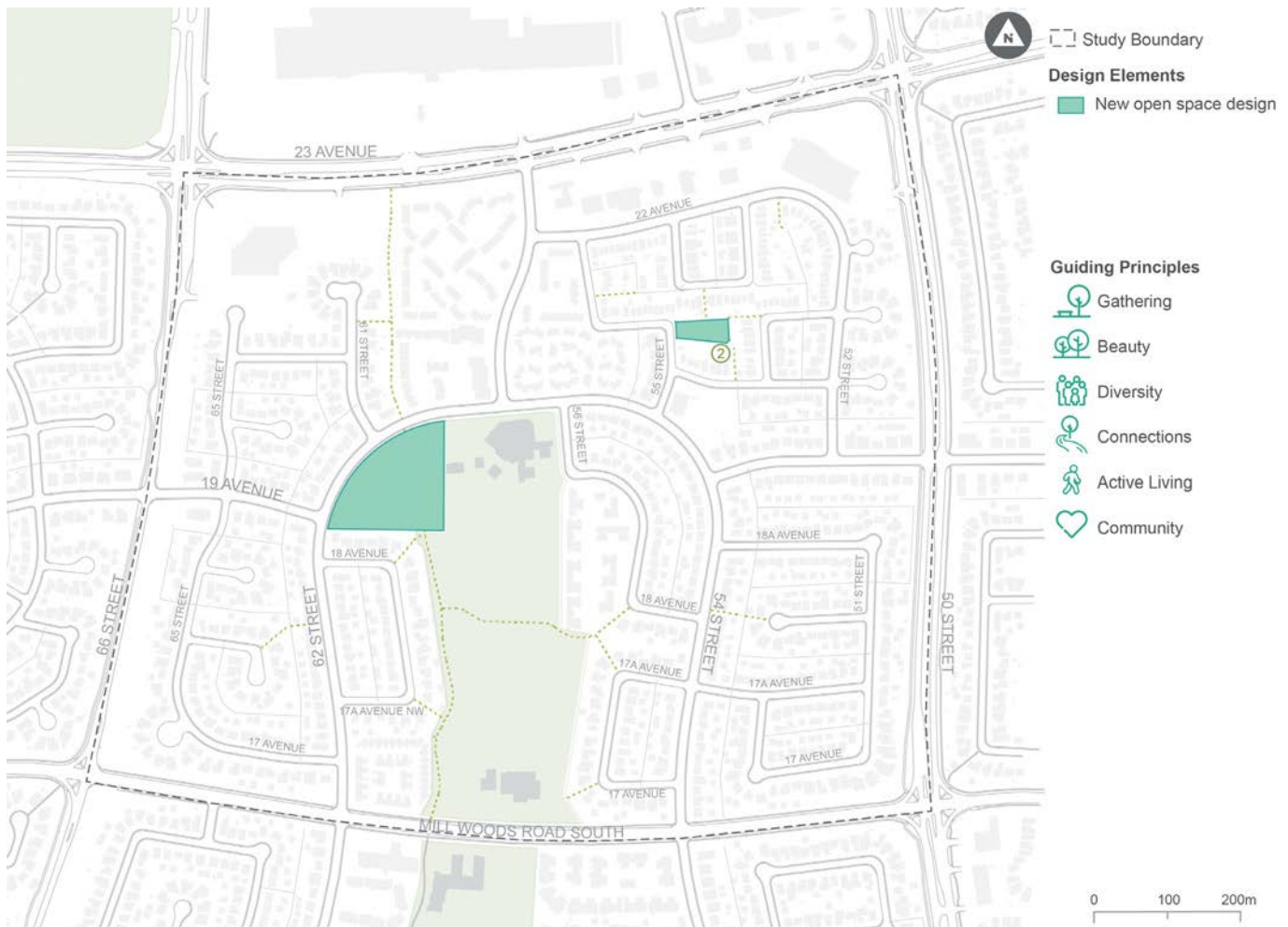
The design is intended to provide Meyokumin residents with open spaces that are connected to neighbourhood walking, biking and rolling routes in which they feel safe and where they can gather. We heard maintaining the existing function of the parks, notably the sports fields and the unprogrammed open spaces, was important to residents. Technical elements considered in the design include reviewing sightlines, grades and lighting placement.

## Design impacts

Some trees will be trimmed or removed to improve sightlines and increase feelings of safety. The addition of new shared pathways will slightly reduce the space that is open and unprogrammed.

## Resulting key design features

- Additional and upgraded lighting
- New seating areas
- Some trees trimmed or removed to make it easier to see into and out of the open spaces so that people feel safer
- New trees planted
- Additional and upgraded shared pathways through Meyokumin Park – see [Main Walking, Biking and Rolling Routes](#)



Map 13: Location of Open Spaces



## Meyokumin Park



### Design features

- Walkways upgraded to shared pathways and new shared pathways through the open space to address desire lines and support access for all users
- New plaza
- Additional furnishings, such as waste bins
- New tree and shrub plantings in key locations
- Tree trimming and removal to improve sightlines into and out of the park and new lighting to increase feelings of personal safety and security

A new plaza is proposed to connect to park entrances with wide shared pathways. The plaza design includes:

- Covered area
- Picnic tables accessible for people using wheelchairs or other mobility devices
- Benches
- Tree and shrub plantings
- Waste bins

## 55 Street Park



### Design features

- Realigned and wider pathways
- New seating areas with benches
- New boulder seating area
- Additional furnishings, such as waste bins
- New tree and shrub plantings in key locations
- Tree trimming and removal to improve sightlines into and out of the park and new lighting to increase feelings of personal safety and security

## Technical Considerations for Seating Areas

Seating areas are small nooks where benches and other amenities such as waste bins are located.

### Design intent

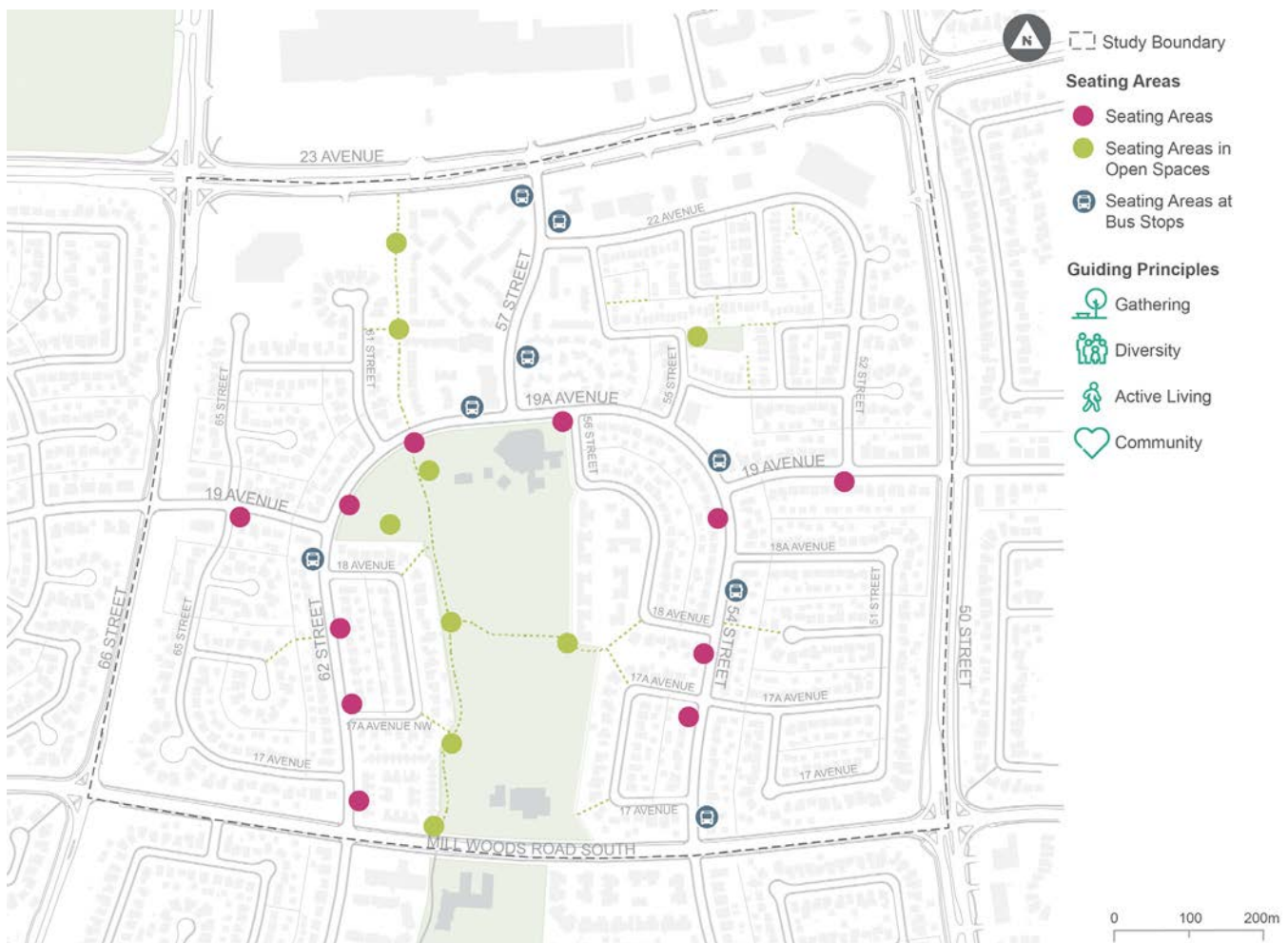
Seating areas are intended to support a more walkable neighbourhood by providing opportunities to rest and socialize. They are accessible from the sidewalk and can come in different shapes and sizes. Seating areas are placed to avoid direct views into private windows, preserving peaceful enjoyment and privacy for residents.

The location of the seating areas proposed in the design aims to move towards the goals of the Access Design Guide, which encourages the placement of benches every 100 m along shared pathways. This is generally achieved along all shared pathways in Meyokumin, with one exception: along 19A Avenue, near Meyokumin School, where there is no bench due to space limitations

### Design features

- Seating areas are typically a bench with a waste bin
- Some seating areas are located near bus stops or community mailboxes

The seating area locations at bus stops account for stops being closed by ETS. No seating areas are shown in those cases. Some seating areas are located in locations the ETS would like to protect for future bus service.



Map 14: Location of Seating Areas