

What We Heard

Malmö Plains Neighbourhood Renewal

Community Feedback
on Draft Design
June 2020

REFINE

BUILDING GREAT
NEIGHBOURHOODS

Edmonton

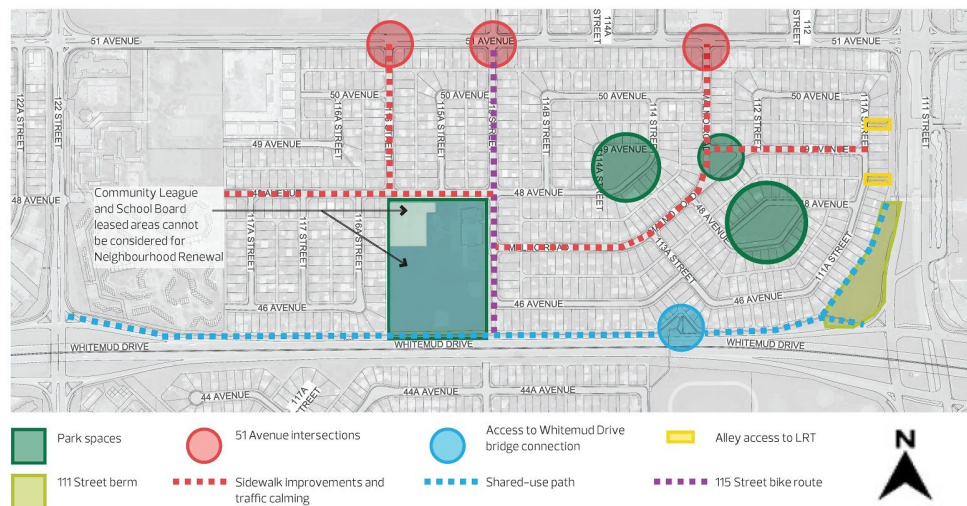
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Project overview

The construction for Malmo Plains Neighbourhood Renewal will begin in spring 2021. Through the City of Edmonton's Building Great Neighbourhoods and Open Spaces Branch, the Neighbourhood Renewal program will rehabilitate roads, replace street lights, curbs and gutters, repair sidewalks and connect missing sidewalk links where possible in Malmo Plains. Cost sharing opportunities will be made available through the Local Improvement process for sidewalk reconstruction and decorative street lighting upgrades in the neighbourhood. Other opportunities to improve City-owned parks and public spaces will also be explored.

Malmo Plains Draft Design details



Impact to engagement due to COVID-19

The COVID-19 pandemic impacted nearly every aspect of daily life, including how we were able to connect with you about Neighbourhood Renewal. Thank you to everyone who engaged with us virtually during the Community Feedback on the Draft Design stage of the project as we adjusted our engagement practices as a result of **COVID-19**.

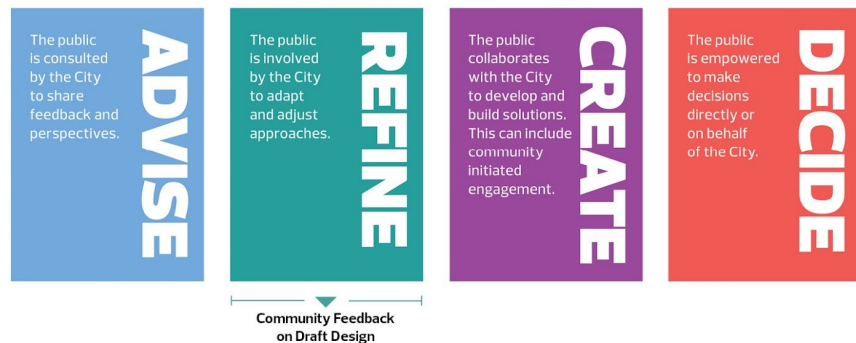
Neighbourhood Renewal ensures that neighbourhood infrastructure is maintained, safe, and serves the people who live in that community, and depend on this work. The Malmo Plains project team will refine the

neighbourhood design to ensure construction remains on schedule to begin in 2021. Although in-person public events were postponed, the project team remains committed to delivering project information and meaningful public engagement opportunities as efficiently and safely as we can.

Public engagement spectrum

The public engagement spectrum is a tool that explains the level of influence the public has when they participate in City of Edmonton public engagement activities. As we move across the spectrum from left to right, there is an increasing level of public influence and commitment from the City and the public.

The subject we have engaged in is shown on the spectrum below, reflecting the level of public influence at this stage.



Roadmap to Building Great Neighbourhoods

The Neighbourhood Renewal program follows the roadmap below, and this report focuses on public input that was heard during the “Community Feedback on Draft Design” stage. At each step, the project team will share with you how your input will inform the decisions being made.

Reports that highlight the public input from previous stages are available to view online at edmonton.ca/BuildingMalmoPlains.



Community Feedback on Draft Designs

In June 2020, the City of Edmonton held the Community Feedback on Draft Design engagement event online. The design options were presented in a 26 minute video hosted on the project webpage, edmonton.ca/BuildingMalmoPlains. The video highlighted enhancements for parks, traffic calming measures, crossing improvements, bike facilities and sidewalk improvements. Participants were encouraged to complete the online survey after watching the video to help REFINE the design options. A paper copy of the survey was also available upon request. A Q&A tool on the City's Engaged Edmonton platform was available for participants who had specific questions about any of the design options.

In this report, we have analyzed and summarized the input collected through virtual engagement. Input was collected by:

- Participants completing the online or paper survey
- Participants asking questions through the online Engaged Edmonton Q&A tool
- Participant feedback via emails and phone calls to the project team

How the draft design was created

The project team refined the design options that were presented in January 2020. Each design option considered:

- The Vision and Guiding Principles co-created with the community
- Feedback from the community and other stakeholders, such as Malmo School
- Technical requirements and constraints within the neighbourhood
- Current design and construction standards and best practices
- Current City of Edmonton policies and programs

How decisions are made

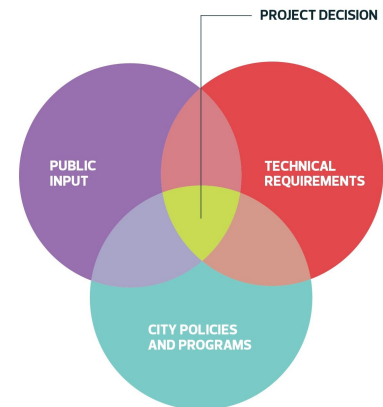
As part of the decision-making process, multiple sources of funding will also be identified for improvements to City-owned parks and public spaces.

Neighbourhood Renewal decisions are made based on three components:

Technical requirements - what infrastructure best meets the area's needs, where it can fit and what impacts it will have to the immediate and surrounding area

City policies and programs - how City initiatives and activities are implemented

Public input - local knowledge of the community



There is continued work to finalize details for upgrades to the City-owned outdoor parks and green spaces.

How we engaged

Draft Design video

The Draft Design video highlighted the different aspects of Neighbourhood Renewal. Details were provided for each proposed design option. The Draft Design video had 319 unique viewers, with a total of 459 views.

Online question and answer tool

The project team responded to more than 30 questions and comments from community members and posted answers online on the Engaged Edmonton Q&A tool.

Paper Draft Design

The project team dropped off 18 paper copies of the Draft Design and survey for people to review, complete the survey and submit feedback back to the project team.

Online and paper survey

There were a total of 144 completed online and paper surveys.

Other comments

There were more than 15 comments and inquiries submitted to the project team.

What we heard

**All construction designs are subject to final approvals and funding*

Malmo Park

89% of survey respondents support or somewhat support the draft design for Malmo Park

What we proposed in the draft design	What we heard	What we are considering for the revised design*
<p>New plantings along 48 Avenue at the north end of Malmo Park to create a welcoming look</p> <p>Enhancing the shared-use path, upgrading existing lighting to LED lighting and adding a new seating area along the path</p> <p>Updating the fence along the south end of the park</p> <p>Closing the alley to vehicle traffic</p>	<p>Participants supported the overall design options presented</p> <p>Participants suggested adding additional seating</p> <p>Participants supported closing the alley to vehicle traffic</p> <p>Closing the alley access for near-by residents and service vehicles was a concern for some participants</p>	<p>Planning and design of the proposed elements in Malmo Park will continue to be explored</p> <p>We will continue to discuss the type of fence with the school</p> <p>We will consider the number and placement of benches along the shared-use path</p> <p>We will consider sightlines and maintenance in relation to the fence and planting materials</p>

Shared-use path along Whitemud Drive alley

88% of survey respondents support or somewhat support the draft design for the

What we proposed in the draft design	What we heard	What we are considering for the revised design*
<p>Enhancing the existing shared-use path that runs along Whitemud Drive, while minimizing impacts to landscaping</p>	<p>Participants supported the overall design options presented</p> <p>Participants suggested a visual or physical cue</p>	<p>The enhancement of the shared-use path will continue in the plan</p> <p>We will explore pavement treatments</p>

shared-use path along Whitemud Drive alley

<p>Upgrading existing lighting to LED lighting</p> <p>Improving the alley roadway conditions next to the shared-use path</p>	<p>between the alley and shared-use path</p> <p>Participants requested lighting shines into alley and not into backyards or homes</p>	<p>to contrast from the alley</p> <p>We will consider a tactile surface between the shared-use path and the alley</p> <p>Direction and levels of lighting in the alleys will be considered prior to final design</p>
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111 Street berm area

79% of survey respondents support or somewhat support the draft design for the 111 Street berm area

What we proposed in the draft design	What we heard	What we are considering for the revised design*
<p>New shared-use path along the alley</p> <p>New trail on top of the berm</p> <p>New bench on top of the berm</p> <p>Waste bins added to the area</p>	<p>Participants supported the shared-use path in the alley and the trail added on top of the berm</p> <p>There was less support for the trail on the top of the berm due to concerns about privacy, safety and security</p> <p>We heard feedback that three paths along the berm was too many</p> <p>Participants supported the upgraded lighting along the berm</p> <p>Adding a bench and trail to the top of the berm was a concern for some residents that it may encourage loitering</p> <p>Participants suggested adding more waste bins to the berm area</p>	<p>The shared-use path in the alley will remain in the design</p> <p>The project team will continue with the path along the alley</p> <p>The trail on top of the berm will be removed as it would be more difficult to maintain long-term due to the steep slope and would not be cleared in the winter</p> <p>Adjustments to the locations for the bench and waste bin will be considered, to be added along the alley path</p>

Alleys near the LRT

83% of survey respondents support or somewhat support the draft design for the **north alley** near the LRT

83% of survey respondents support or somewhat support the draft design for the **south alley** near the LRT

What we proposed in the draft design	What we heard	What we are considering for the revised design*
Repaving the alleys with a decorative surface	Participants supported the upgraded lighting	Further assessment is required by the City to determine feasibility and impacts of closing the alley
Upgrading existing lighting to LED lighting	Residents near the south alley did not support closing the south alley	Further assessment is required regarding snow clearing and maintenance of the alley
Closing the south alley to vehicle traffic		We will consider visual and physical cues to indicate pedestrian friendly spaces
New landscaping along the south alley		

Pocket Park A - 114 Street and 48 Avenue

79% of survey respondents support or somewhat support the draft design for **Pocket Park A**

What we proposed in the draft design	What we heard	What we are considering for the revised design*
New sidewalk along 48 Avenue to provide a direct connection for people walking	Participants supported the overall design options presented	The sidewalk along 48 Avenue will remain in the design
New path through the park	Participants liked the sidewalk along the roadway	Adjustments will be made to the path design to minimize interference with park activities
Add a picnic table or a shade structure off the new path	Participants liked the new plantings	A picnic table will be added to the design with accessible placement and shading considered
New plantings	Participants liked the seating in the park	
	Participants were concerned the path through the park would interfere with activities in the middle of the park	

Pocket Park B - Malmo Road and 49 Avenue

83% of survey respondents support or somewhat support the draft design for Pocket Park B

What we proposed in the draft design	What we heard	What we are considering for the revised design*
<p>New sidewalks on the east and north edges of the park along Malmo Road and 49 Avenue</p> <p>New curb extensions and realigned intersections along Malmo Road and 49 Avenue at the south west corner of the park and along 49 Avenue at the north east corner of the park</p> <p>New plantings</p>	<p>Participants supported the overall design options presented</p> <p>Participants liked the sidewalks added to the park</p> <p>Participants like the curb extensions added along Malmo Road and 49 Avenue</p>	<p>The sidewalks along Malmo Road and 49 Avenue will continue in the design</p> <p>We will continue with the proposed curb extensions and realigned intersections</p> <p>We will consider adding a bench to the park near the sidewalks</p> <p>We will consider impacts to nearby property owners and work with them to reduce maintenance responsibilities</p>

Pocket Park C - 48 Avenue

78% of survey respondents support or somewhat support the draft design for Pocket Park C

What we proposed in the draft design	What we heard	What we are considering for the revised design*
<p>New plantings</p> <p>New picnic table and waste bin</p>	<p>Participants supported the overall design options presented</p> <p>Participants suggested additional picnic tables added to the park and a path through the park to make it more accessible</p>	<p>We will continue to include in the design a picnic table on a concrete pad in the park</p> <p>We will consider adding a path that to access the picnic table</p>

51 Avenue

What we proposed in the draft design	What we heard	What we are considering for the revised design*
<p>Marked crosswalk at</p>	<p>Participants supported</p>	<p>We will continue with</p>

82% of survey respondents support or somewhat support the draft design for 51 Avenue

<p>116 Street**</p> <p>New pedestrian and bike activated signal at 115 Street**</p> <p>New curb extensions extending onto 51 Avenue at 115 Street, 116 Street, and Malmo Road</p>	<p>the overall design options presented</p>	<p>curb extensions in the design along 51 Avenue at all three intersections</p> <p>Crossing and signal upgrades will be confirmed</p>
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**subject to further assessment by the City

Curb Extensions

74% of survey respondents support or somewhat support the draft design for curb extensions

<p>What we proposed in the draft design</p>	<p>What we heard</p>	<p>What we are considering for the revised design*</p>
<p>New curb extensions with landscaping at the following intersections:</p> <ul style="list-style-type: none"> ● 50 Avenue and 116 Street ● 48 Avenue and 116 Street ● 48 Avenue and 115 A Street ● 50 Avenue and 115 Street ● 48 Avenue and 115 Street ● Malmo Road and 115 Street ● Malmo Road and 113A Street ● Malmo Road and 48 Avenue ● Malmo Road and 49 Avenue ● 51 Avenue at Malmo Road, 115 Street and 116 Street 	<p>Participants supported the overall design options presented</p> <p>Participants suggested adding curb extensions to locations along 111A Street</p> <p>Participants were concerns curb extensions would cause problems for snow removal</p>	<p>We will continue with curb extensions in the design at the proposed locations</p> <p>Further assessment is required of 111A Street to consider adding curb extensions</p>

Raised Crosswalks

79% of survey

<p>What we proposed in the draft design</p>	<p>What we heard</p>	<p>What we are considering for the revised design*</p>
<p>New raised crosswalks to be added at the</p>	<p>Participants supported the overall design</p>	<p>We will continue to consider raised</p>

respondents support or somewhat support the draft design for raised crosswalks

<p>following intersections:</p> <ul style="list-style-type: none"> • 50 Avenue and 116 Street • 50 Avenue and 115 Street • 48 Avenue and 115 Street 	<p>options presented</p> <p>Participants suggested adding raised crosswalks to locations along 111A Street</p>	<p>crosswalks at the proposed intersections but the placement on the north or south side of the intersection is still to be determined</p> <p>Further assessment is required of 111A Street to consider adding a raised crosswalk</p>
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115 Street

73% of survey respondents support or somewhat supports the draft design for 115 Street

<p>What we proposed in the draft design</p>	<p>What we heard</p>	<p>What we are considering for the revised design*</p>
<p>New shared-use path on the west side of 115 Street</p> <p>Additional space in front of school created for drop-off and pick-up</p> <p>New curb extensions and raised crosswalks</p>	<p>Participants supported the overall design options presented</p> <p>Participants liked that the safety of drop-off and pick-up at the school was considered</p> <p>Participants were concerned about safety between people who bike and walk</p> <p>Participants were concerned about reduced parking along 115 Street</p> <p>Participants supported the shared-use path and connecting to the larger bike and active transportation network</p> <p>Participants recognize adding the missing link north of 51 Avenue in Lendrum Place is an important link to the larger network</p>	<p>We will continue with the shared-use path on the west side of 115 Street with space in front of the school for drop-off and pick-up</p> <p>We will continue to consider impacts to parking as we move through the design</p> <p>The City will consider ways to minimize impacts to private landscaping and trees</p> <p>The City will look into the option to continue the shared-use path on the west side of 115 Street through Lendrum Place to complete the missing link between 51 Avenue and the University of Alberta South Campus</p>

Sidewalk improvements

69% of survey respondents support or somewhat support the draft design for sidewalk improvements

What we proposed in the draft design	What we heard	What we are considering for the revised design*
<p>Widening existing sidewalks along key walking routes along Malmo Road, 116 Street, 48 Avenue and 49 Avenue on both sides of the street</p> <p>Reconstructing all existing sidewalks</p>	<p>Participants supported the overall design options presented</p>	<p>Sidewalks throughout the neighbourhood will be reconstructed with curb ramps added at crossing locations pending the outcome of the sidewalk local improvement</p> <p>Exact widths of sidewalks are still to be determined</p> <p>Sidewalks being widened along key routes and curb ramps added at crossing locations</p>

Whitemud Drive bridge connection

89% of survey respondents support or somewhat support the draft design for the Whitemud Drive bridge connection

What we proposed in the draft design	What we heard	What we are considering for the revised design*
<p>Remove chain link fence and some landscaping to add two new curved paths</p> <p>New path and landscaping</p> <p>New sidewalk between the bridge connection and the noise wall</p>	<p>Participants supported the overall design options presented</p> <p>Participants liked the improved look of the area</p> <p>Participants suggested a waste bin is added to the area</p> <p>Participants liked the direct path between the bridge connection and the noise wall</p> <p>Some residents were concerned about impacts to trees and birds in the area</p>	<p>We will continue to refine the design of the new trail connection in order to minimize impacts to mature trees and birds</p> <p>We will explore the addition of a new sidewalk connection along the noise wall</p>

Next steps

The project team will continue to refine and finalize the design. We will use the feedback received during the Draft Design phase from the public, along with technical requirements and City policies and programs to create the refined neighbourhood designs that will be shared in fall 2020.



Black octagonal pole with heritage arm

Refined Neighbourhood Plan Public Event - Fall 2020

- + Share any additional input on the refined neighbourhood design
- + Share your thoughts on how the neighbourhood design reflects the Vision and Guiding Principles
- + Malmo Plains Community League has chosen the black octagonal pole with heritage arm as a decorative street light option. Expression of interest forms will be mailed out to all residents to provide input in the fall. Completed forms must be submitted back to the City or dropped off at the Malmo Plains Community League Hall prior to **November 15, 2020**.

Pre-construction Public Event - Early 2021

- + Learn more about the Neighbourhood Renewal construction process
- + Information on the Local Improvement process for sidewalks and decorative street lights will be available at future presentations and events as well as online at edmonton.ca/LocalImprovements

Stay informed!

Visit edmonton.ca/BuildingMalmoPlains for more information and to sign-up to receive email updates throughout the project.