



What We Decided Report

Dunluce Neighbourhood and Alley Renewal

November 2024
Updated April 2026

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton





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What is Neighbourhood and Alley Renewal?

The Neighbourhood and Alley Renewal Program is designed to increase vibrancy and improve infrastructure in Edmonton's mature neighbourhoods. It is a cost-effective, long-term, strategic approach to address infrastructure needs. The Neighbourhood Renewal Program also considers how a specific neighbourhood connects to Edmonton's broader open space and transportation networks so local residents can live, work and play with greater ease across the city now and in the future.

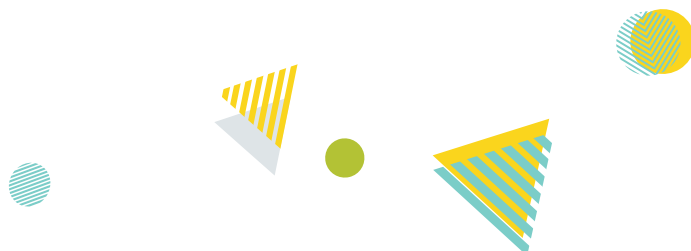
Neighbourhood Renewal rehabilitates roads, replaces street lights, sidewalks, curbs and gutters and adds missing sidewalk links where possible. Other opportunities to improve how people walk, roll, bike and drive in the neighbourhood, and how they enjoy City-owned parks and open spaces, are also explored. Alley Renewal is also included as part of this project and involves rebuilding alleys and improvements to surface drainage.

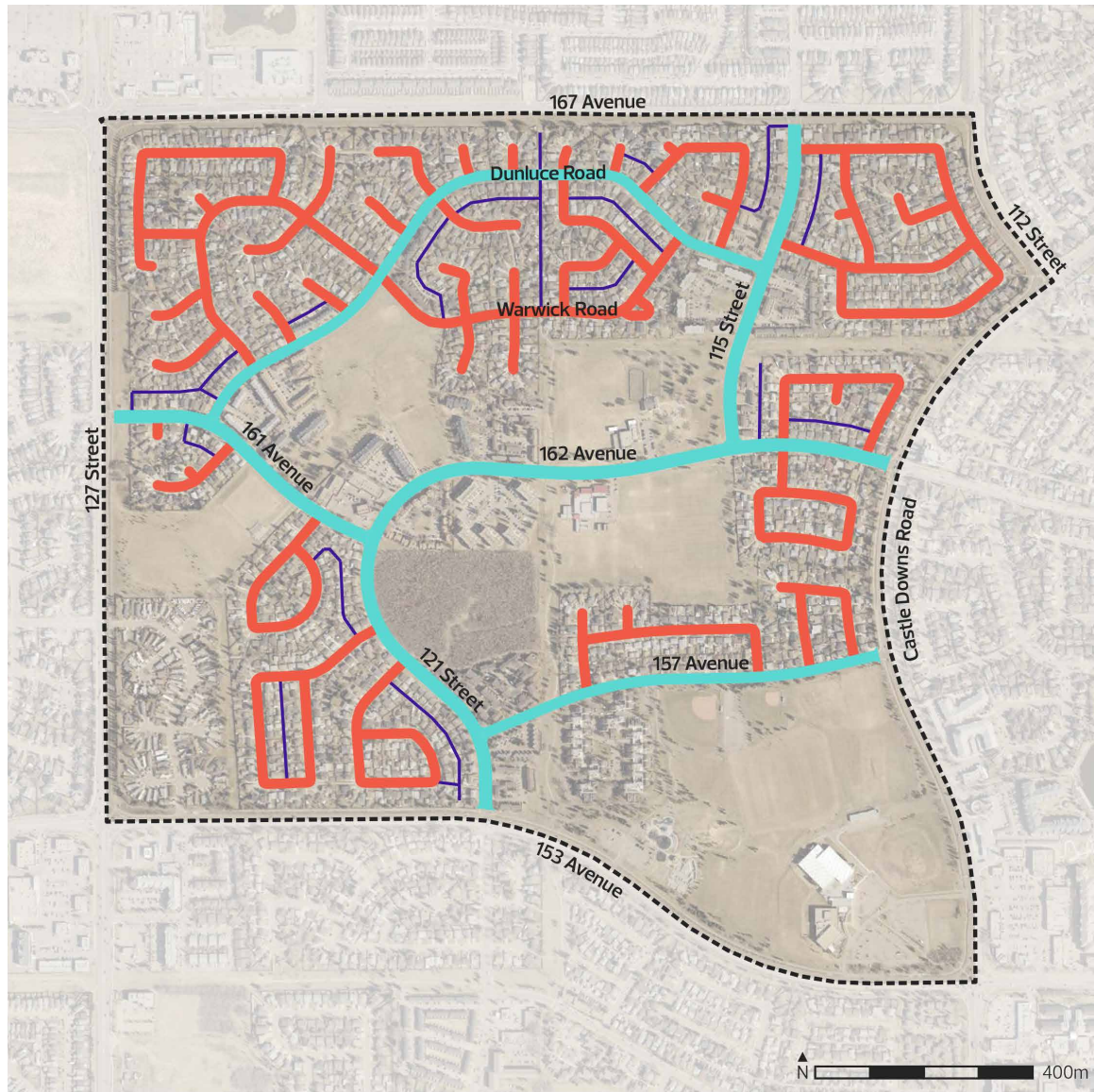
Purpose of this report

This report shares the Neighbourhood and Alley Renewal design to be constructed in Dunluce along with how the Project Team arrived at the final design using City policies and standards, technical requirements, public engagement input and the co-created community Vision and Guiding Principles.

In this report you are invited to review the:

- + Decision making process which includes: City policies and standards, technical requirements and public input
- + Public engagement process including:
 - + The Neighbourhood Renewal Public Engagement Road Map and Spectrum
 - + A summary of the Dunluce public engagement opportunities implemented
- + Vision and Guiding Principles
- + **Final designs including images, maps and rationale**
- + Next steps
 - + Local Improvement and decorative street blade options
 - + Funding for Neighbourhood and Alley Renewal
 - + Preparing for Construction



Dunluce Neighbourhood and Alley Renewal Scope Map

 Dunluce neighbourhood boundary

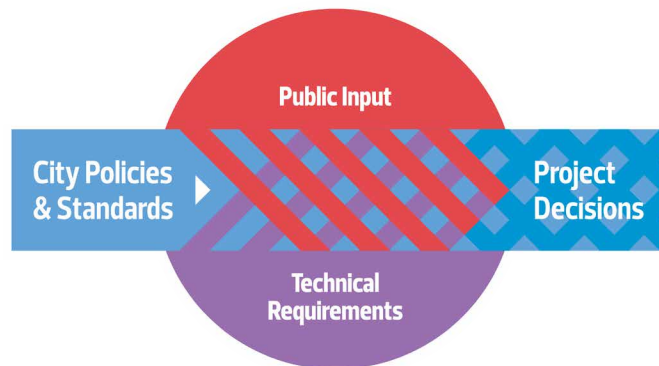
Roads in scope

 Collector road

 Local road

 Alley

Decision making process



City policies and standards

Does it align with City policies and standards?

City policies and standards such as The City Plan, Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter Design Policy direct the Project Team in creating a holistic neighbourhood design to meet the current and future needs of residents of all ages and abilities. These policies prioritize what should be considered such as traffic safety, green infrastructure and new active transportation connections.

The following are the main policies considered:

- + Neighbourhood Renewal Program
 - + Funds the renewal of existing infrastructure and the construction of new and missing elements such as sidewalks, shared pathways and public open space enhancements. The cost of new and missing elements are not shared with property owners
- + The City Plan
 - + Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + ConnectEdmonton
 - + Provides direction to create a healthy city, vibrant urban places, regional prosperity and climate resilience
 - + Supports safe bike routes, vibrant gathering spaces, adding missing sidewalks partnering with local businesses, planting trees, creating green space from existing paved surfaces and measures to calm traffic

- + Active Transportation Policy
 - + Includes opportunities for people to walk, roll and bike and promotes the inclusion of shared pathways
 - + Encourages active transportation in Dunluce and nearby neighbourhoods
- + Safe Mobility Strategy
 - + Supports initiatives to manage driver speeds and shortcutting to increase safety for all road users
 - + Supports bike routes and facilities that prevent injuries and encourage more people to bike and use active modes of transportation
 - + Identified changes to crossings in neighbourhoods based on Safe Crossings Program
 - + Identified opportunities for continuous crossing in project area
- + Vision Zero
 - + Supports protected bike infrastructure to achieve the long-term goal of zero traffic fatalities and serious injuries
 - + Supports curb extensions to improve visibility and shorten the crossing distance for people walking; enforce parking offsets from crosswalks and intersections; and to reduce driver speeds
 - + Supports marked crossings to draw attention to people crossing the street
- + Accessibility for People with Disabilities Policy
 - + Supports accessibility as fundamental to good public engagement and design for all ages and abilities to use neighbourhood infrastructure for the next 50 years
- + GBA+
 - + A process for Project Teams to identify how we can work in more inclusive ways to understand the impact of the work and the project on diverse individuals and groups
- + Edmonton Bike Plan
 - + Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + Corporate Tree Management Policy
 - + Encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction, the value of the trees removed will be replaced with new tree plantings in or nearby the neighbourhood

- + Economic Action Plan
 - + Directs strategies to attract and revitalize neighbourhood commercial areas with the Corner Store Program
 - + Includes investing in public places that provide enhanced economic and social connection
- + FRESH: Food and Urban Agriculture Strategy
 - + Encourages developing local food infrastructure and supply in public spaces, such as the fruit bearing plants proposed in some parks and open spaces
- + Local Improvement Policy
 - + Follows the Municipal Government Act of Alberta to outline the process to pay for improvements that are of a larger benefit to those near them than to the city as a whole
- + PED Connections: a Sidewalk Strategy
 - + Increases the priority of walkability in Edmonton by maximizing opportunities for walking and enhancing safety, convenience and strategic improvements and expansions of the sidewalk system, thereby promoting a healthy and sustainable community
- + Public Engagement Policy
 - + Directs the creation of specific public engagement and best practices to hear from the diverse groups impacted by the project
- + Snow and Ice Control Policy
 - + The City provides year-round maintenance, including snow removal, of protected bike lanes and most shared pathways to support all-season access and use
- + Winter City Design Guidelines
 - + Includes design standards to create an inviting and vibrant community during the winter months that is accessible, safe and enjoyable for people of all ages and abilities
- + Breathe – Green Network Strategy
 - + Ensures each neighbourhood will be supported by an adequate supply, quality and distribution of open space that is accessible to people of all ages and abilities



Technical requirements

Can it physically be built?

Each road, sidewalk, park and open space is unique, which is why the Project Team refers to technical requirements to determine if and where new infrastructure can be built. Challenges include roadway widths, underground and above ground utilities, property impacts and mature trees and roots. This process helps ensure the decisions we make are fiscally responsible; align with best practices; consider the existing public and private infrastructure, land uses and activities in the neighbourhood; and result in the best outcomes for our city now and in the future. Other technical reviews the team uses to make design decisions provide important information on traffic flow, parking use and intersection concerns.

- + City of Edmonton Design and Construction Standards including Complete Streets
 - + Provides direction for the design and construction of roads, sidewalks, bike lanes and shared pathways, measures to slow traffic, and enhanced intersections (particularly around crosswalks)
- + Transportation Association of Canada (TAC) Standards including Geometric Design Guide for Canadian Roads and Manual of Uniform Traffic Control Devices
 - + Supplements COE Complete Streets design and construction standards for the design of roads, sidewalks, bike lanes, traffic calming, street lighting and signage
- + Universal Design Guidelines (i.e. Access Design Guide)
 - + Supports access and use for people of all ages and abilities, and was used to inform the design of wider and new sidewalks, seating along pathways and picnic table and bench selections
- + Crime Prevention Through Environmental Design (CPTED)
 - + Encourages designing infrastructure to reduce crime by making spaces visible, inviting, connected, and including natural deterrents, for example plant selection and placement
- + Urban Design Framework
 - + Outlines opportunities in the neighbourhood to improve how people move through the neighbourhood, experience open spaces and gather
- + Existing Infrastructure assessments (utilities, trees and landscaping)
 - + Prioritizes when city infrastructure will be renewed based on current conditions



Public input

What can the public influence?

Local knowledge is important in helping the Project Team understand how the neighbourhood is used today and how it can be improved for the future.

The City of Edmonton follows a Neighbourhood Renewal Road Map (Image A – see page 10) through each development stage to gather input from residents, businesses, users and other stakeholders who work in, live in and visit the Dunluce neighbourhood. The City's Public Engagement Spectrum (Image B – see page 11), shows the four levels of influence the public could have on decisions made by the City throughout the project.

Public engagement feedback is not a vote, nor is it a statistical representation of all residents. It does, however, provide an indication of local concerns and desires. It is important to note that input received through Neighbourhood Renewal engagement cannot change City policy direction or construction standards. For example, the Project Team cannot remove active transportation lanes or change road widths because of public feedback alone. However, the Project Team will listen to concerns and work to address them by designing changes, where possible, based on the public's feedback on priorities and desired tradeoffs.



Image A: Neighbourhood Renewal Road Map



LEGEND

Public Engagement
and Communications
Opportunities

Concept
Phase

Design
Phase

Build
Phase

Operate
Phase

Image B: Public Engagement Spectrum

Public engagement opportunities

Residents, stakeholders and organizations shared input for Dunluce Neighbourhood and Alley Renewal through the following opportunities:

Road Map Stage	Timeline	Engagement Opportunities	Participation	Outcome
Starting the Conversation, Building a Project Vision Together and Exploring Opportunities	June – November 2023	Pop-up events	145 participants	+ Developed an understanding of how community members would like to participate in public engagement and receive information about the project
		Interactive display boards	139 comments	
		Focus groups	29 participants	
		Community walk and workshop	40 walk participant 33 workshop participants	+ Created a draft Vision and Guiding Principles to inform the Neighbourhood and Alley Renewal design
		Survey (online and paper)	155 responses	+ Identified opportunities to improve or enhance the neighbourhood based on community members' lived experiences in Dunluce
		Stakeholder meetings	2 stakeholder meetings	
		Business meet and greet	6 business visits	
Exploring Options and Tradeoffs	April – May 2023	Survey (online and paper)	219 responses	+ Confirmed the Vision and Guiding Principles
		Public engagement event (in-person)	73 participants	+ Identified priorities to guide the decision making process to create a draft design
		Pop-up events	107+ participants	
		Public information event (virtual)	4 participants	
		Stakeholder meetings	3 meetings	
Community Feedback on draft design	November 2023	Survey (online and paper)	97 responses	+ Refined the design for Dunluce using City policies and standards, technical requirements and public input to inform changes
		Public engagement event (in-person)	68 participants	
		Public information event (virtual)	6 participants	
		Pop-up events	82 participants	
		Stakeholder meetings	1 meeting	
Community Feedback on Final Design	November 2024	Survey (online and paper)	171 responses	+ Refined the design for Dunluce using City policies and standards, technical requirements and public input to inform changes
		Public engagement event (in-person)	157 participants	

Vision and Guiding Principles

The Vision and Guiding Principles were co-created with the community and are unique to Dunluce. They helped guide decision making throughout the Neighbourhood Renewal planning process. The Vision sets the direction for Neighbourhood Renewal by stating the elements that are most important to the community for the future. The Guiding Principles are ideas and priorities that shape how the Vision is applied to the neighbourhood design.

Vision

Dunluce is a friendly, mature neighbourhood with generationally and culturally diverse residents. There are opportunities to engage in social, recreational and sporting activities in the many vibrant green spaces and parks throughout the neighbourhood. Residents and visitors enjoy opportunities for all-season walking/rolling and biking in Dunluce. Sidewalks and pathways are smooth, accessible and comfortable, allowing leisurely movement through the streets and parks and providing connections to key destinations and amenities within Dunluce and to nearby neighbourhoods. The roadways and alleys are smooth, user-friendly, easy to navigate and safe in all seasons.

Guiding Principles



1. All ages and abilities experience comfort when walking/rolling and biking

- + Provide smooth sidewalks, paths and roads
- + Improve accessibility (e.g. connections, curb ramps, wider sidewalks, no dead ends)
- + Improve crossing safety (e.g. centre medians, curb extensions)
- + Improve visibility (e.g. pedestrian lighting, clear sight lines, curb extensions)



2. Parks and green spaces are welcoming, accessible and feel safe

- + Improve visibility (e.g. park lighting, clear sight lines)
- + Beautify spaces (e.g. tree plantings, garbage cans)
- + Create gathering spaces (e.g. benches, picnic tables, barbeques, amenities)



3. Drivers experience comfortable, safe roads and alleys

- + Provide smooth driving surfaces
- + Enhance safety/visibility at intersections
- + Design for 40 km/h speed limit
- + Encourage slower speeds (traffic calming)
- + Consider parking in high use areas
- + Consider snow removal/windrows

What We Decided: The final design

You are invited to review the final design overview showing how all the designs work together as a neighbourhood system followed by the details for each specific location.

For each specific location you can review:

- + Images of the final design
- + A description of what is included in the final design
- + What was considered when making decisions
- + How the final design may have changed from the draft design (shared in November 2023)

Three coloured icons are used to illustrate the different decision making criteria.



City Policies and
Standards



Technical
Requirements



Public
Engagement Input

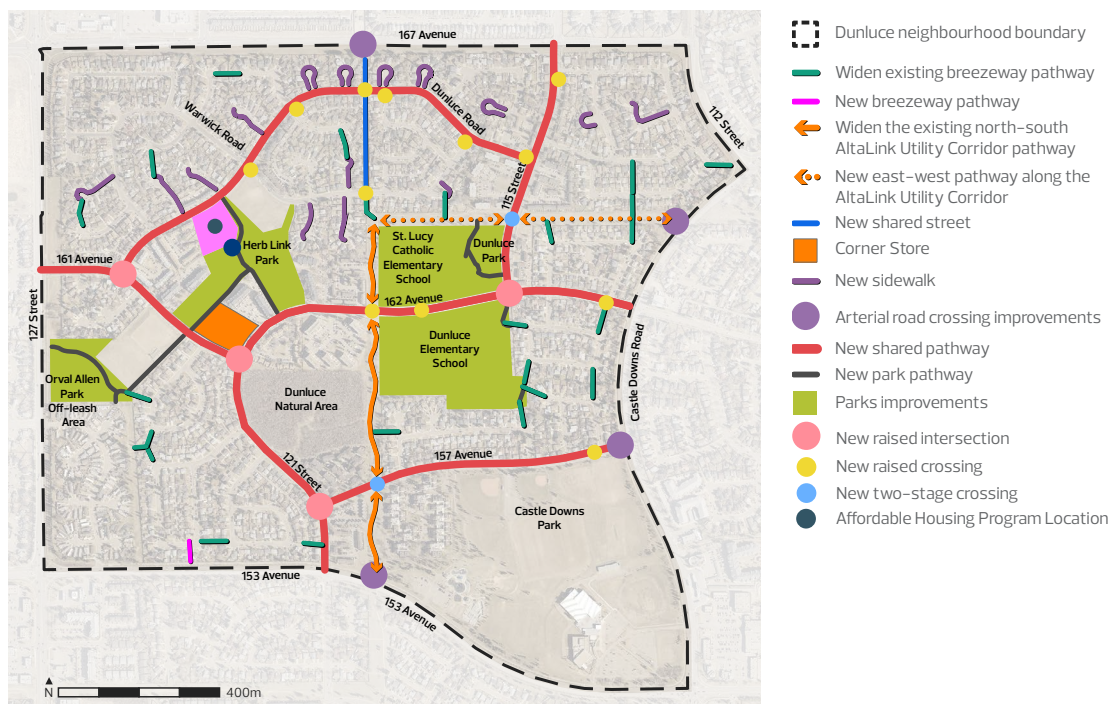


Dunluce Neighbourhood and Alley Renewal Final Design

The Dunluce neighbourhood and alley final design prioritizes City policy direction, considers technical requirements, incorporates public input, when possible, and aligns with the project's Vision and Guiding Principles. The final design also considers operational impacts and maintenance costs. All design elements are subject to final approvals and funding.

What we decided:

The map below shows all streets with significant enhancements or changes to how the street functions which may be different from today. This section provides the highlights of what is included in the final design for Dunluce. The pages that follow provide location specific details.



Changes from final design

There have been a few changes made to the design since the final design was shown in November 2024. These changes are noted throughout the document.

Neighbourhood Renewal funding is prioritized for the transportation network and active transportation connections within a neighbourhood. Funding is not currently available for open space (park) development.

Changes from final design:

- + Shared pathway on 167 Avenue (south side) removed
- + New or enhanced crossing improvements removed at the following arterial locations:
 - + 127 Street and 161 Avenue
 - + 127 Street at the Oxford Stormwater shared pathway
 - + Castledowns Road at the Castledowns Transit Centre
- + New two-stage crossing added on 157 Avenue and the AltaLink Utility Corridor
- + Raised intersection added to 161 Avenue and Dunluce Road (previously a raised crossing)
- + Raised crossings added to:
 - + 115 Street and 166 Avenue
 - + 162 Avenue and 114 Street

The following highlights the majority of neighbourhood renewal changes:

Sidewalks

- + Replace and widen all neighbourhood sidewalks, when possible (*pending Local Improvement decision*)
- + Adding new sidewalks where they are currently missing (*"new" refers to sidewalks that do not exist today and are 100 per cent funded by the City*)
- + Adding or replacing curb ramps on all residential streets

Shared pathways

East-west

- + Adding shared pathways along:
 - + 161 Avenue (north side) between 127 Street and 121 Street
 - + 162 Avenue (south side) between 161 Avenue and Castle Downs Road
 - + The AltaLink Utility Corridor between the north-south AltaLink Utility Corridor pathway and Castle Downs Road, including enhanced lighting (see Pages 19–20 for design details)
 - + 157 Avenue (south side) between 121 Street and Castle Downs Road
 - + Dunluce Road (south side) between 161 Avenue and 115 Street

North-south

- + Adding shared pathways along:
 - + 121 Street (east side) between 161 Avenue and 153 Avenue
 - + 115 Street (west side) between 167 Avenue and 162 Avenue
 - + Widening the shared pathway along the north-south AltaLink Utility Corridor. Includes enhanced lighting on the existing light poles (see Pages 19–20 for design details)

Shared street*

- + Adding a shared street connecting the north end of the AltaLink Utility Corridor to 167 Avenue (*no vehicle access to 167 Avenue*). See Pages 22–23 for design details

Breezeways**

- + Widening the breezeways along existing locations
- + Adding a new breezeway to connect 156 Avenue to 153 Avenue
- + Adding enhanced lighting

Crossings/intersections

- + Adding **raised intersections***** to the following locations:
 - + 121 Street/157 Avenue
 - + 161 Avenue/162 Avenue/121 Street
 - + 162 Avenue/115 Street
 - + 161 Avenue/Dunluce Road
- + Adding **raised crossings****** to the following locations:
 - + 162 Avenue/AltaLink Utility Corridor
 - + 162 Avenue/midblock in front of schools
 - + 162 Avenue/114 Street
 - + 115 Street/166 Avenue
 - + 157 Avenue/114 Street
 - + Dunluce Road/115 Street
 - + Dunluce Road along all south side intersections leading onto Dunluce Road
 - + Dunluce Road/shared street
 - + Warwick Road/Dunluce Road (*at Herb Link Park and east end of Warwick Road*)
 - + Warwick Road/AltaLink Utility Corridor

- + Adding a **two-stage crossing******* to:
 - + 115 Street /AltaLink Utility Corridor
 - + 157 Avenue/AltaLink Utility Corridor
- + Adding **new and/or enhanced crossings** to the following arterial roads:
 - + 167 Avenue and shared street (*alley*)
 - + Castle Downs Road and the east-west AltaLink Utility Corridor shared pathway
 - + Castle Downs Road and 157 Avenue
 - + 153 Avenue and the north-south AltaLink Utility Corridor shared pathway

Curb extensions

- + Adding curb extensions to most intersections (*curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways*)

Parks

- + Adding new pathways, seating areas, lighting and waste bins to:
 - + Dunluce Park and Dunluce School Park
 - + Herb Link Park
 - + Orval Allen Park (*includes new fencing along 127 Street and an accessible picnic table*)

Not shown on the map, but included in Dunluce Neighbourhood and Alley Renewal:

- + Full road and alley pavement reconstruction
- + Lower profile rounded curbs along local roads where safe and applicable
- + Traffic calming measures including narrowed road widths
- + Changes to availability of on-street parking
- + Changes to traffic controls – i.e. four way stops, stops and yield sign changes
- + Renewal of street lights (standard galvanized poles with LED lights)
- + New trees, seating and waste bins along select routes
- + New street blades with decorative options
- + Drainage improvements

Changes from final design:

- + Shared pathway on 167 Avenue (south side) removed
- + New or enhanced crossing improvements removed at the following arterial locations:
 - + 127 Street and 161 Avenue
 - + 127 Street at the Oxford Stormwater shared pathway
 - + Castledowns Road at the Castledowns Transit Centre
- + New two-stage crossing added on 157 Avenue and the AltaLink Utility Corridor
- + Raised intersection added to Dunluce Road and 161 Avenue (previously a raised crossing)
- + Raised crossings added to:
 - + 162 Avenue/114 Street
 - + 115 Street/166 Avenue

Designs are subject to approval and funding

*A shared street (pedestrian-oriented alley): an alley that is designed as a shared street to prioritize people walking/rolling, while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert drivers they are entering a shared space.

**A breezeway is a public pathway between two private properties. It enhances accessibility and connectivity within the neighbourhood.

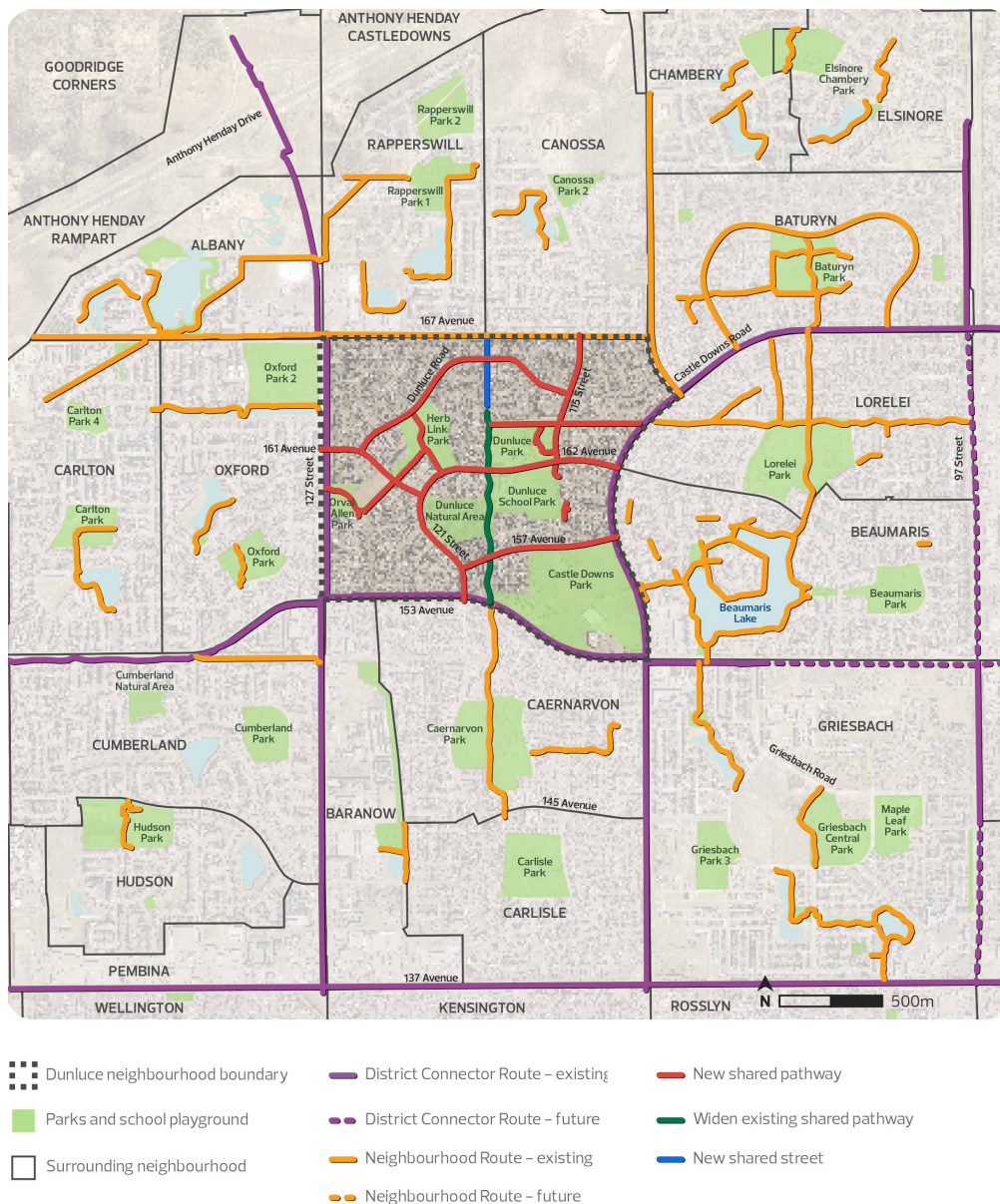
***Raised intersection: An intersection that is constructed higher than the surrounding roadway surfaces.

****Raised crossing: A crosswalk which is constructed higher than the roadway surface.

*****Two stage crossing: Provide people a mid-way safe place to wait so they can cross one direction of traffic at a time

Bike Network Connections

The Bike Plan and The Bike Plan Implementation Guide lay the foundation for a network that is accessible and predictable for people of all ages and abilities and where people can choose to bike for any reason and in any season. The plans support active transportation and safe and direct routes for people commuting to work, running errands, accessing the river valley for recreational trips and improving neighbourhood networks to connect people to local destinations. The network of bike connections planned for Dunluce are part of the city-wide active transportation plan and include multiple shared pathways allowing for accessible connections within and through the community.



Change from final design:

- + Shared pathway on 167 Avenue (south side) removed



AltaLink Utility Corridor: shared pathways

What we decided:

Key design influences:

- + The City Plan sets the strategic direction for the way Edmonton grows. This includes implementing a variety of transportation options that creates a connected and accessible city for people of all ages and abilities in all seasons
- + To complete the connection along the AltaLink Utility Corridor to the Lorelei Neighbourhood (to the east) and renew existing section to current standard (subject to approvals and funding)

The final design includes:

- North-south
 - + A wider shared pathway
 - + Enhanced lighting on the existing light poles
 - + A raised crossing at 162 Avenue
 - + A two-stage crossing at 157 Avenue
- East-west
 - + A shared pathway between the north-south AltaLink Utility Corridor pathway and Castle Downs Road
 - + Enhanced lighting
 - + A two-stage crossing at 115 Street

Changes from draft design:

- + The raised crosswalk on 115 Street has been changed to a two-stage crossing
- + Planting beds removed
- + Opportunities for naturalized areas will be reviewed and implemented at a future date

Changes from final design:

- + Added new two-stage crossing on 157 Avenue at the AltaLink Corridor (was previously a raised crossing)

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies
and Standards

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Vision Zero Initiative/Safe Mobility Strategy
- + Snow and Ice Control Policy (C409K)



Technical
Requirements

- + Complete Streets Design and Construction Standards
- + Transportation Association of Canada
- + Access Design Guide

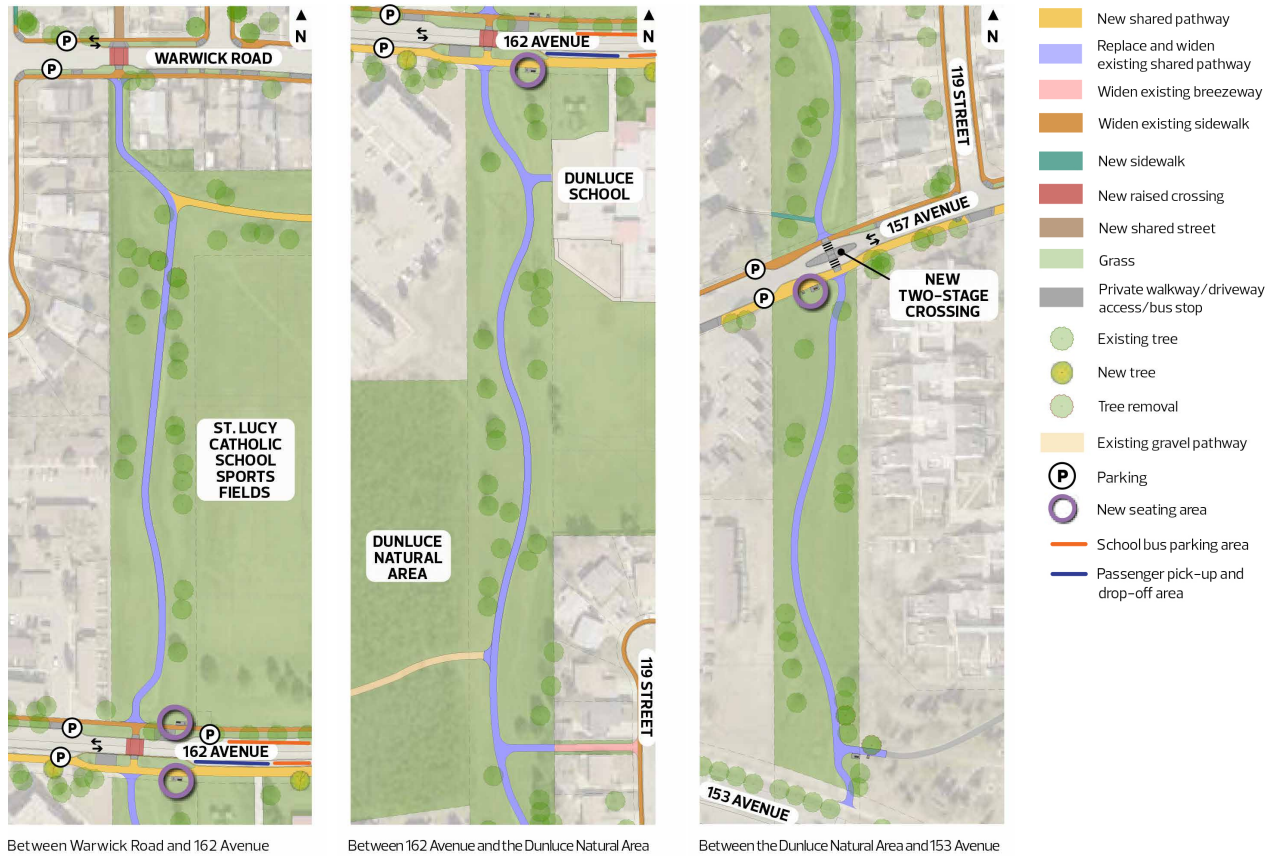


Public
Engagement
Input

Respondents support:

- + Improving, widening the current shared AltaLink Utility Corridor north-south shared pathway
- + Adding an active modes connection along the east-west AltaLink Utility Corridor
- + Brighter and more pedestrian-oriented lighting
- + Crossing improvements

AltaLink Utility Corridors: shared pathways | north-south connection



AltaLink Utility Corridors: shared pathways | east-west connection



Rendering looking east towards 115 Street from behind the Dunluce Community League



Rendering looking north from 157 Avenue



AltaLink Utility Corridor connection to 167 Avenue: Shared street*



What we decided:

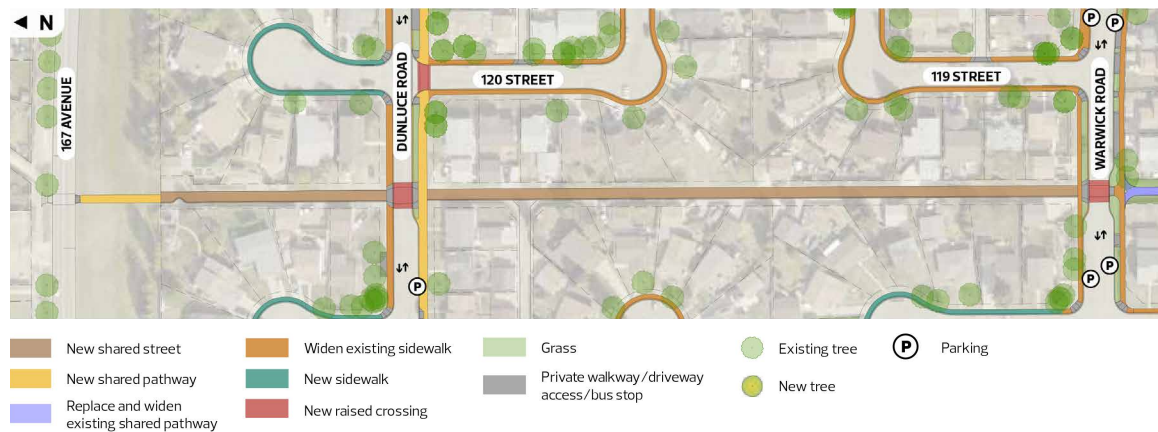
- + To provide a direct and comfortable active transportation connection from the AltaLink Utility Corridor to 167 Avenue by adding:
 - + A shared street through the alley for people walking/rolling, biking and driving (*there will be no vehicle access to 167 Avenue*). To improve usability, comfort and safety of the shared street, traffic calming measures such as surface treatments, signage and pedestrian-oriented lighting will be added
 - + Raised crossings across Warwick Road and Dunluce Road
 - + A crossing signal at 167 Avenue

Changes from final design:

- + Chicanes have been removed from the shared street

**Shared street (pedestrian-oriented alley): an alley that is designed as a shared street to prioritize people walking and rolling, while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert drivers they are entering a shared space.*

Shared street: connection between the AltaLink Utility Corridor and 167 Avenue



What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Standards

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Vision Zero Initiative/ Safe Mobility Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Transportation Association of Canada
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Consider locations for absorbent landscaping
- + Manage impacts to private landscaping on public lands (removing or relocating fencing, plantings or decorative rocks)
- + Manage utility conflicts
- + Incorporate a v-gutter for drainage



Public Engagement Input

Respondents support:

- + Adding an active mode connection between the AltaLink Utility Corridor to 167 Avenue
- + Brighter and more pedestrian-oriented lighting
- + Traffic calming measures
- + Crossing improvements at 167 Avenue

Respondents are concerned about:

- + Conflicts between those who walk/roll and bike and those who drive, especially when backing out of driveways
- + Increased foot and bike traffic that may attract undesirable activity to the area

Roadway designs

City policies and standards provided direction to the Project Team to address active transportation connections and traffic issues and design liveable, safe streets for residents and all road users.

Technical requirements determined where new infrastructure such as shared pathways and raised crosswalks should and could be built.

Public input provided local knowledge about the community's roadway and active transportation needs, desires and concerns.

As you review the roadway designs please keep in mind the following general changes that will be included as part of Neighbourhood and Alley Renewal throughout Dunluce:

- + Reconstruction of all residential roads and alleys. All local roadways, alleys and collector roads will be reconstructed
- + Sidewalk replacement throughout neighbourhood (*cost shared between property owner and City – pending a Local Improvement decision*)
- + Wider sidewalks, where possible
- + Missing sidewalk links added
- + Curb ramps added/replaced on all residential streets
- + Upgrades to street lighting (*new poles with LED lights*)
- + Lower profile rounded curbs along local roads where safe and applicable
- + Changes to intersection designs
- + Traffic calming measures
- + Roadway widths narrowed to current standards
- + Changes to availability of on-street parking
- + Changes to traffic controls (*e.g. changes to stop and yield signs*)
- + Drainage improvements

Some roads will experience additional design changes that will be specific to that street and may include the addition of shared pathways, curb extensions, raised crossings, etc.

What we heard about roadways in Dunluce:

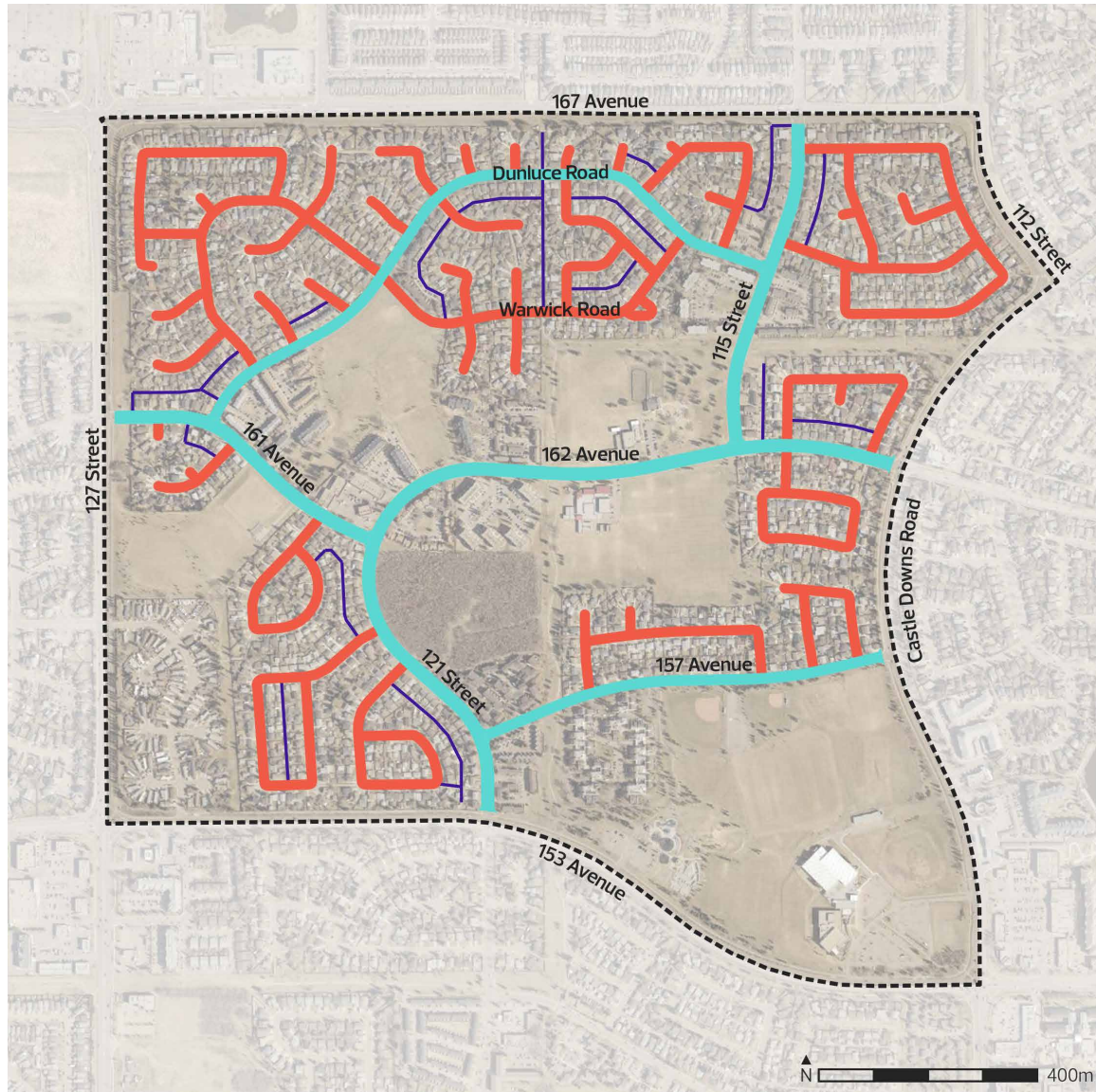
- + Respondents would like the rough roads and potholes fixed on their streets and alleys
- + On-street parking is important in high-use areas
- + Slower traffic is desired on collector roads like 121 Street, 162 Avenue and Dunluce Road
- + Drivers experience reduced visibility at their driveways and at intersections due to cars parking too close
- + Consider winter driving conditions and snow windrows when narrowing road widths

In this section you can review the final design specific for:

- + 121 Street: 153 Avenue to 162 Avenue
- + 162 Avenue: 161 Avenue to Castle Downs Road
- + 161 Avenue: 121 Street to 127 Street
- + 157 Avenue: Castle Downs Road to 121 Street
- + 115 Street: 167 Avenue to 162 Avenue
- + Dunluce Road
- + Warwick Road

Dunluce roads and alleys

All local roadways (shown in red), alleys (shown in purple) and collector roads (shown in blue) will be reconstructed. See location specific designs for more details.



Dunluce neighbourhood boundary

Roads in scope

- Collector road
- Local road
- Alley

121 Street: 153 Avenue to 162 Avenue



What we decided:

- + To improve north–south active transportation connections by:
 - + Adding a shared pathway with a wide treed boulevard on the east side of the road that separates people walking/rolling and biking from people driving
 - + Adding a shared pathway with trees to the west side of 121 Street between 153 Avenue and the east–west breezeway
- + To improve crossing visibility and encourage slower vehicle traffic speeds by:
 - + Adding a raised intersection at:
 - + 157 Avenue
 - + 161 Avenue
 - + Narrowing roadway widths, which:
 - + Meets current City standards
 - + Encourages drivers to follow the posted speed limit
 - + Provides space for other amenities (e.g. *shared pathways, boulevards*)
 - + Adding curb extensions at most intersections (*curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways*)
- + To encourage slower vehicle traffic speeds and create a more controlled, accessible and pedestrian friendly intersection near the corner store (161 Avenue/162 Avenue and 121 Street) by adding:
 - + A three-way stop
 - + A raised intersection
 - + Curb extensions
 - + Updated corner radii and alignment for curb extensions
 - + An on–street bus stop on the northside of 161 Avenue just west of 121 Street
- + To maintain on–street parking on the west side (*parking removal is required on the east side to accommodate the new design*)
- + To maintain most trees in the area (*a few tree removals are required on the east side to accommodate the new design; replacement trees will be planted, where feasible*)

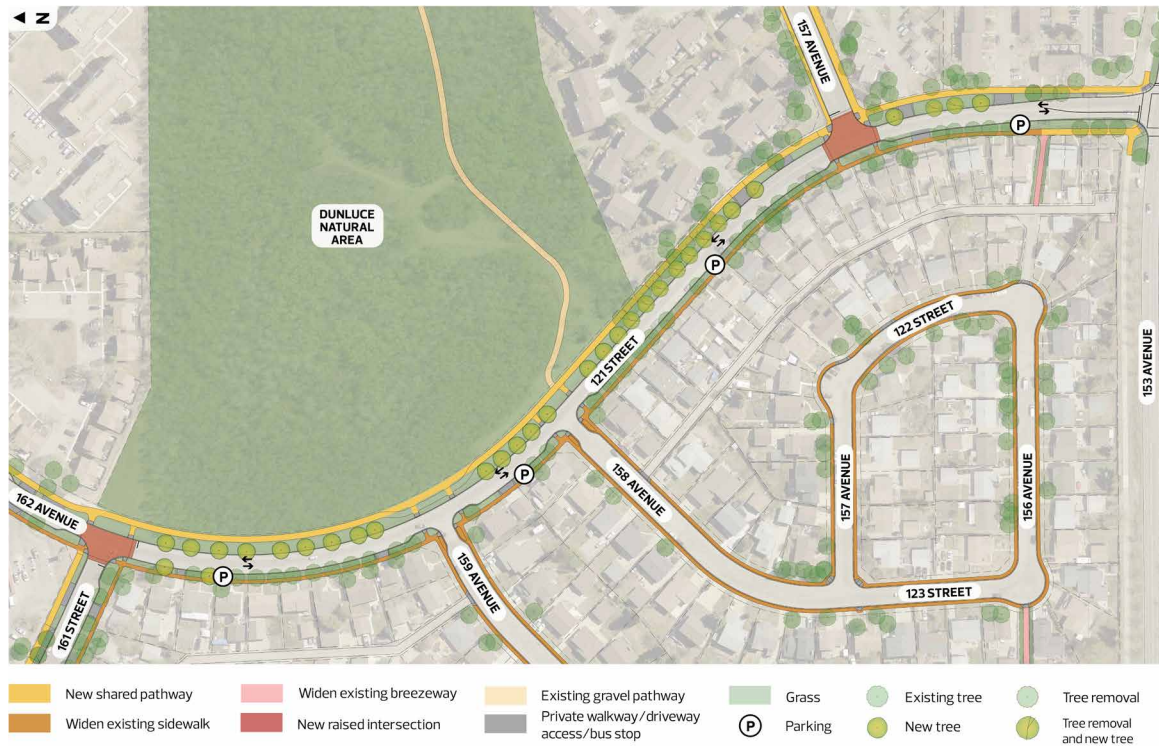
Changes from draft design:

- + On–street bike lanes changed to one shared pathway along the east side to be consistent with the new 162 Avenue shared pathway infrastructure
- + Raised crossings removed from 159 Avenue and 158 Avenue as raised crossings are not required for a shared pathway
- + New raised intersection at 157 Avenue

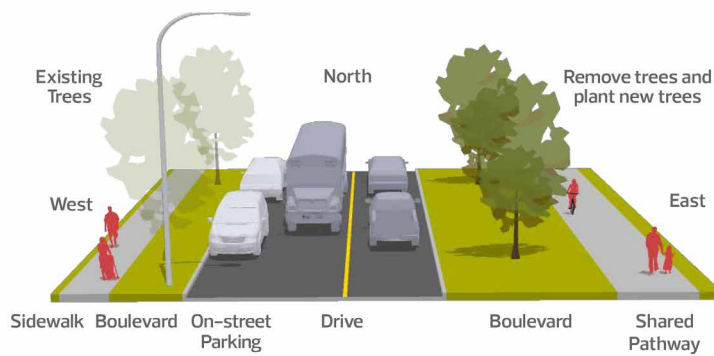
Changes from final design:

- + A shared pathway and trees added to south side of 121 Street between 153 Avenue and the north–south breezeway
- + Sidewalk and boulevard space realigned on 121 Street to accommodate existing hedge
- + Bus stop bay changed to an on–street bus stop on the northside of 161 Avenue just west of 121 Street

121 Street: 153 Avenue to 162 Avenue



Cross section



Rendering looking north towards 157 Avenue



What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Standards

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Winter Design Policy (C588)
- + Vision Zero Initiative/Safe Mobility Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Transportation Association of Canada
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Potential tree or utility conflicts (*shared pathway widths and alignment may need to deviate at conflict points, remove some trees or relocate utilities*)
- + Incorporate additional drainage infrastructure for raised intersections and curb extensions
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving
- + Align lane widths to Complete Streets standards to encourage slower speeds



Public Engagement Input

Respondents support:

- + Improved crossings, especially the raised intersection and three-way stop at the 161 Avenue/162 Avenue/121 Street intersection
- + Improved crossing visibility at intersections (*curb extensions deter cars from illegally parking too close to intersections*)
- + Treed boulevard
- + Shared pathways instead of on-street bike lanes at this location as they are less impactful to driving and parking while still separating people who bike from people who drive

Respondents are concerned about:

- + Potential vehicle traffic congestion resulting from changes to the 161 Avenue/162 Avenue/121 Avenue intersection
- + Any reduction in parking along 121 Street
- + Impact to hedge along property line at condos adjacent to 121 Street and 157 Avenue

162 Avenue: 161 Avenue to AltaLink Utility Corridor



What we decided:

- + To improve active transportation connections by:
 - + Adding a shared pathway (*curbside*) on the south side of the road that separates people walking/rolling and biking from people driving
- + To improve crossing visibility and encourage slower vehicle traffic speeds by:
 - + Adding a raised crossing across 162 Avenue at the AltaLink Utility Corridor
 - + Narrowing roadway widths, which also:
 - + Meets current City standards
 - + Encourages drivers to follow the posted speed limit
 - + Provides space for other amenities (*e.g. shared pathways, boulevards*)
 - + Adding curb extensions at most intersections (*curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways*)
- + To encourage slower vehicle traffic speeds and create a more controlled and pedestrian friendly intersection near the corner store (161 Avenue/162 Avenue and 121 Street) by adding:
 - + A three-way stop
 - + A raised intersection
 - + Curb extensions
 - + Updated corner radii and alignment for curb extensions
 - + An on-street bus stop on the northside of 161 Avenue just west of 121 Street
- + To maintain most on-street parking
- + To maintain most trees in the area (*a few tree removals are required west of the AltaLink Utility Corridor due to construction needs; replacement trees will be planted, where feasible*)

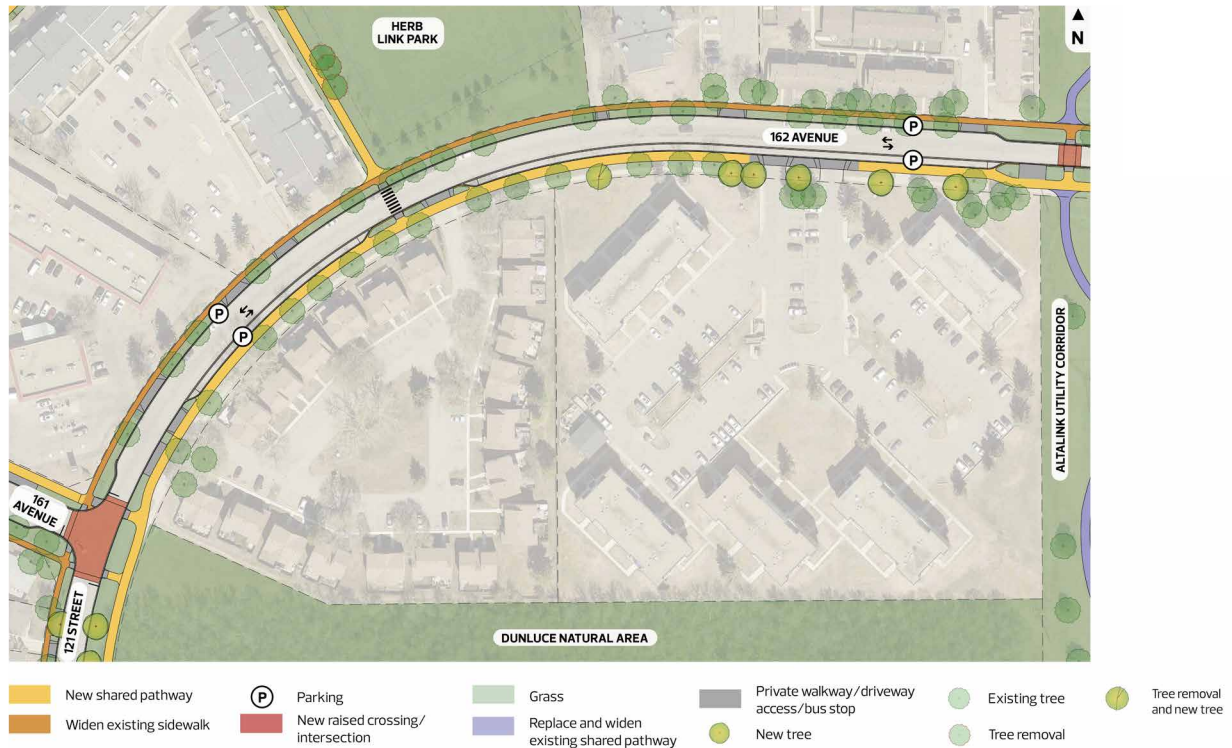
Changes from draft design:

- + On-street bike lanes changed to one shared pathway (along the south side) due to utility conflicts and constructability issues
- + On-street parking maintained on both sides of the road due to the change from on-street bike lanes to one shared pathway providing available roadway space

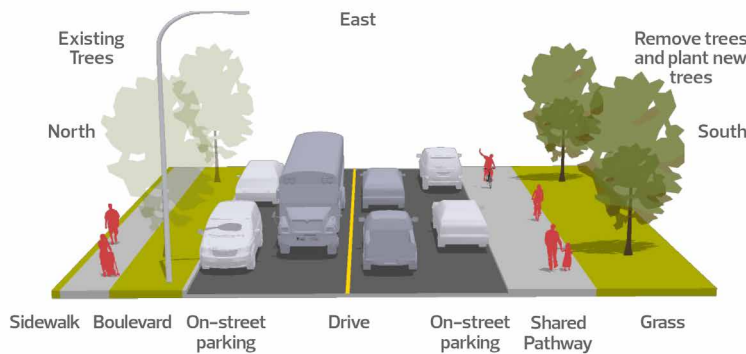
Changes from final design:

- + 161 Avenue/162 Avenue and 121 Street intersection:
 - + Updated corner radii and alignment for curb extensions
 - + Bus stop bay changed to an on-street bus stop on the northside of 161 Avenue just west of 121 Street

162 Avenue between 161 Avenue and AltaLink Utility Corridor



Cross section



Rendering looking northeast



What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Standards

- + Active Transportation Policy (C544)
- + The City Plan
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Vision Zero Initiative/Safe Mobility Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Transportation Association of Canada
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Potential tree or utility conflicts (*shared pathway widths and alignment may need to deviate at conflict points, remove some trees or relocate utilities*)
- + Incorporate additional drainage infrastructure for raised crossings and curb extensions
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving
- + Align lane widths to Complete Street standards to encourage slower speeds



Public Engagement Input

Respondents support:

- + Improved crossings, especially the raised crosswalk at the AltaLink Utility Corridor and the raised intersection and three-way stop at the 161 Avenue/162 Avenue/121 Street intersection
- + Improved crossing visibility at intersections (*curb extensions prevent cars from illegally parking too close to intersections*)
- + Shared pathways instead of on-street bike lanes as they are less impactful to driving and parking while still separating people who bike from people who drive
- + Maintaining parking, especially near the schools
- + Traffic calming measures to encourage slower vehicle speeds

Respondents are concerned about:

- + Potential vehicle traffic congestion resulting from changes to the 161 Avenue/162 Avenue/121 Avenue intersection
- + Narrowed roadways potentially increasing congestion especially during the winter months when snow windrows narrow the roads further

162 Avenue: AltaLink Utility Corridor to 115 Street – in front of schools

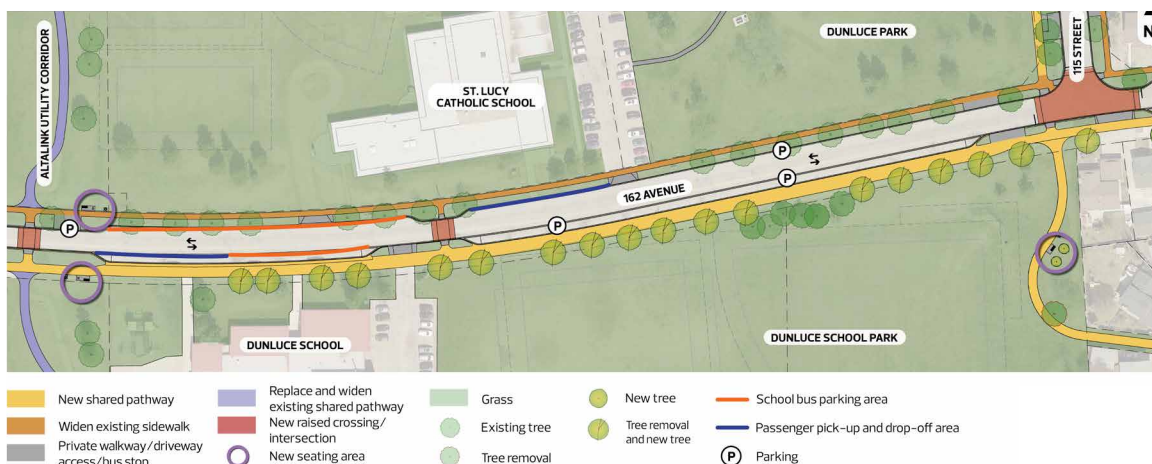


What we decided:

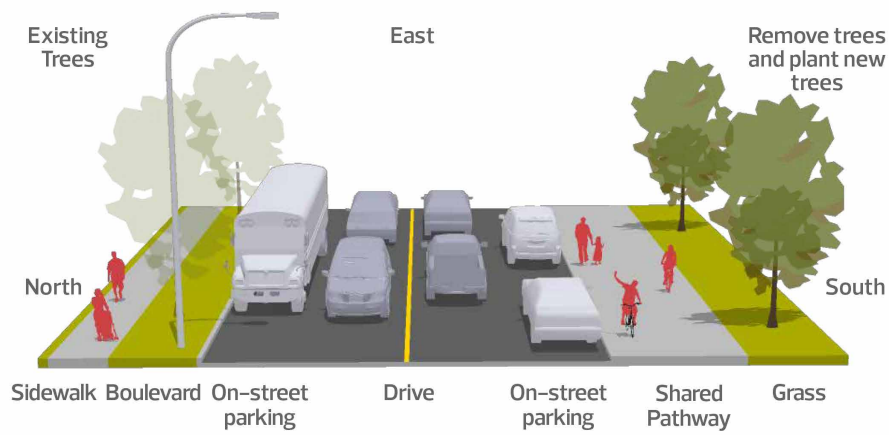
- + To improve active transportation connections by:
 - + Adding a shared pathway (*curbside*) on the south side of the road that separates people walking/rolling and biking from people driving
- + To improve crossing visibility and encourage slower vehicle traffic speeds by:
 - + Adding a raised intersection at 115 Street
 - + Adding raised crossings across 162 Avenue at:
 - + The AltaLink Utility Corridor
 - + Midblock, in front of Dunluce and St. Lucy school
- + Narrowing roadway widths, which also:
 - + Meets current City standards
 - + Encourages drivers to follow the posted speed limit
 - + Provides space for other amenities (*e.g. shared pathways, boulevards*)
- + Adding curb extensions at most intersections (*curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways*)
- + To maintain on-street parking
- + To maintain most trees on the north side. All boulevard trees on the south side require removal; replacement trees will be planted, where feasible

Changes from draft design:

- + On-street bike lanes changed to one shared pathway along the south side of the road due to utility conflicts and constructability issues
- + All boulevard trees on the south side require removal to accommodate the south side shared pathway



Cross section



Rendering looking west in front of Dunluce School



What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Standards

- + Active Transportation Policy (C544)
- + The City Plan
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Vision Zero Initiative/Safe Mobility Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Transportation Association of Canada
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Potential tree or utility conflicts (*bike lane widths and alignment may need to deviate at conflict points, remove some trees or relocate utilities*)
- + Incorporate additional drainage infrastructure for raised crossings and curb extensions
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving
- + Align lane widths to Complete Street standards to encourage slower speeds
- + Maintain most parking for school pick-up and drop-off



Public Engagement Input

Respondents support:

- + Improved crossings, especially the raised crosswalks at the AltaLink Utility Corridor, those in front of the schools, and the raised intersection at 115 Street
- + Improved crossing visibility at intersections (*curb extensions deter cars from illegally parking too close to intersections*)
- + Shared pathways instead of on-street bike lanes at this location as they are less impactful to driving and parking while still separating people who bike from people who drive
- + Maintaining parking, especially near the schools
- + Traffic calming measures to encourage slower vehicle speeds

Respondents are concerned about:

- + Narrowed roadways potentially increasing congestion, especially during school pick-up and drop-off times and during the winter months when snow windrows narrow the roads further

162 Avenue: 115 Street to Castle Downs Road



What we decided:

- + To improve active transportation connections by:
 - + Adding a shared pathway (*curbside*) on the south side of the road that separates people walking/rolling and biking from people driving
- + To improve crossing visibility and encourage slower vehicle traffic speeds by:
 - + Adding a raised intersection at 115 Street
 - + Adding a raised crossing at 114 Street
 - + Narrowing roadway widths, which also:
 - + Meets current City standards
 - + Encourages drivers to follow the posted speed limit
 - + Provides space for other amenities (*e.g. shared pathways, boulevards*)
 - + Adding curb extensions at most intersections (*curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways*)
- + To maintain parking on both sides of the roadway
- + To maintain most trees on the north side (*the majority of trees on the south side east of 115 Street will be removed to accommodate the design, replacement trees will be planted, where feasible*)

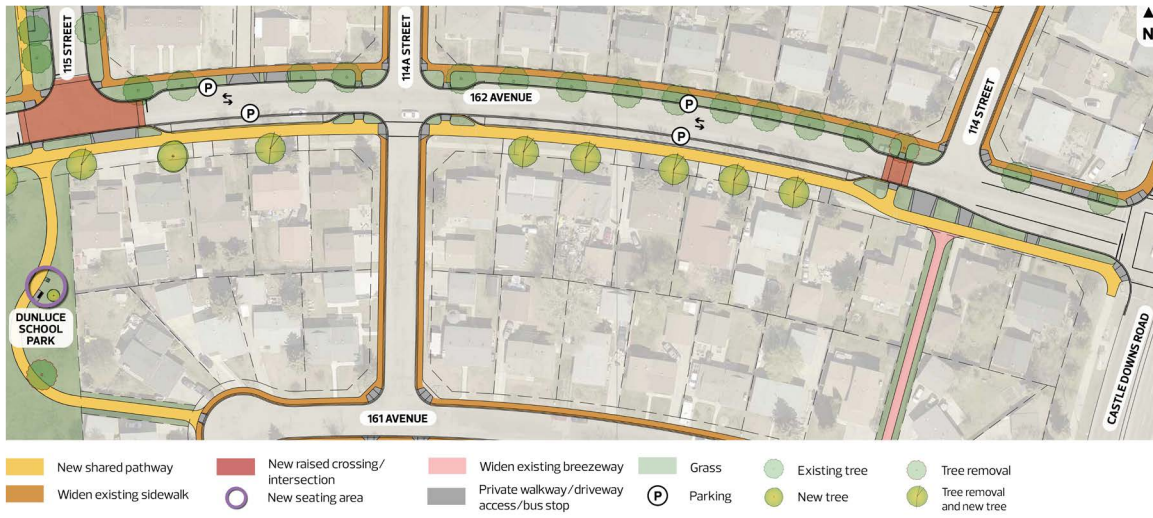
Changes from draft design:

- + On-street bike lanes changed to one shared pathway along the south side due to utility conflicts and constructability issues
- + On-street parking is maintained on both sides of the road due to the change from on-street bike lanes to one shared pathway providing available roadway space
- + Raised crossings removed from:
 - + 114A Street as raised are not required for a shared pathway
 - + Raised crossing reestablished at 114 Street
- + Tree removals are now required along the south side to accommodate the shared pathway

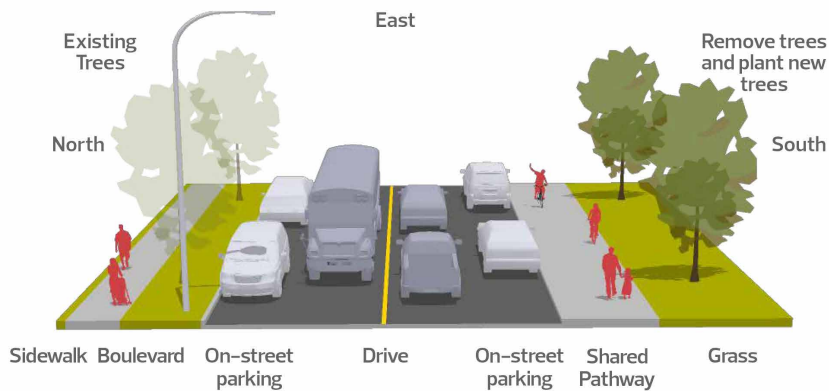
Changes from final design:

- + New raised crossing added at 114 Street

162 Avenue between 115 Street and Castle Downs



Cross section



Rendering looking east towards 114A Street



What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Standards

- + Active Transportation Policy (C544)
- + The City Plan
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Vision Zero Initiative/Safe Mobility Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Transportation Association of Canada
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Potential tree or utility conflicts (*bike lane widths and alignment may need to deviate at conflict points, remove some trees or relocate utilities*)
- + Incorporate additional drainage infrastructure for raised crossings and curb extensions
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving
- + Align lane widths to Complete Street standards to encourage slower speeds



Public Engagement Input

Respondents support:

- + Improved crossings, especially at 115 Street
- + Improved crossing visibility at intersections (*curb extensions deter cars from illegally parking too close to intersections*)
- + Shared pathways instead of on-street bike lanes at this location as they are less impactful to driving and parking while still separating people who bike from people who drive
- + Maintaining parking
- + Traffic calming measures to encourage slower vehicle speeds

Respondents are concerned about:

- + Narrowed roadways potentially increasing congestion especially during the winter months when snow windrows narrow the roads further

161 Avenue: 121 Street to 127 Street



What we decided:

- + To improve active transportation connections by:
 - + Adding a shared pathway with a wide treed boulevard on the north side of the road that separates people walking/rolling and biking from people driving
- + To improve crossing visibility and encourage slower vehicle traffic speeds by:
 - + Adding a raised intersection on 161 Avenue across Dunluce Road
 - + Adding curb extensions at most intersections (*curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways*)
- + To encourage slower vehicle traffic speeds and create a more controlled and pedestrian friendly intersection near the corner store (161 Avenue/162 Avenue and 121 Street) by adding:
 - + A three-way stop
 - + A raised intersection
 - + Curb extensions
 - + Updated corner radii and alignment for curb extensions
 - + An on-street bus stop on the northside of 161 Avenue just west of 121 Street
- + Most on-street parking maintained on both sides of the roadway
- + To maintain most trees on the south side. The majority of trees on the north side will be removed to accommodate the design, replacement trees will be planted, where feasible

Note: There is an ongoing internal City review of the intersection of 127 Street and 161 Avenue. Any changes will be shared at the pre-construction stage.

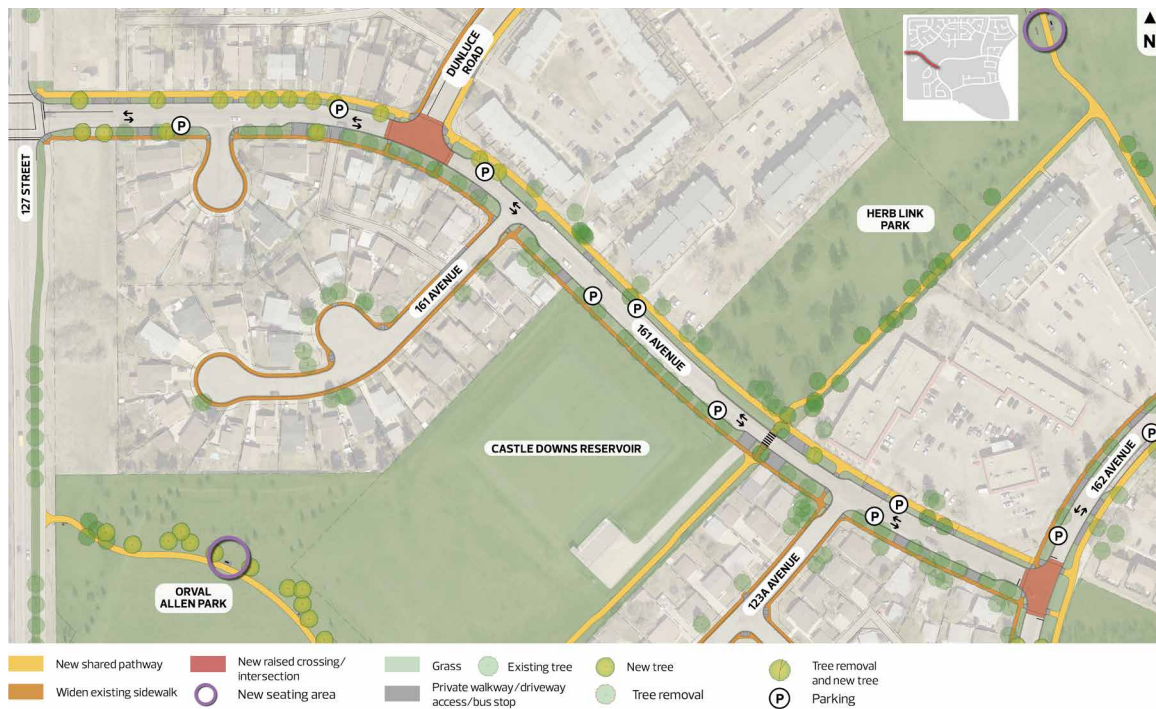
Changes from draft design:

- + Some on-street parking has been removed to accommodate bus stops along 161 Avenue

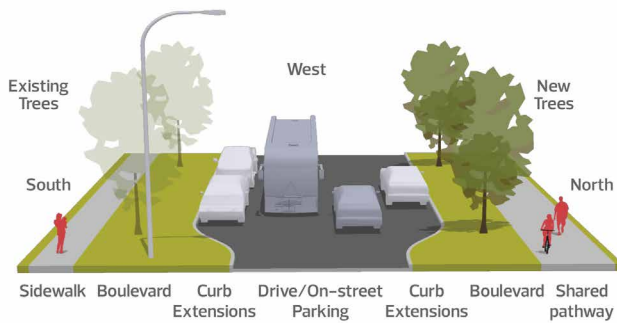
Changes from final design:

- + 161 Avenue/162 Avenue and 121 Street intersection:
 - + Updated corner radii and alignment for curb extensions
 - + Bus stop bay changed to an on-street bus stop on the northside of 161 Avenue just west of 121 Street
- + 161 Avenue and Dunluce Road intersection:
 - + Added in lane by removing parking on the east side of Dunluce Road / design has a dedicated right and left turn lanes off of Dunluce Road
 - + Added a raised intersection (previously raised crosswalk)
- + 127 Street and 161 Avenue: No changes to this intersection / team reviewed with Traffic Operations (signals and traffic operations). Timing of signal is being evaluated

161 Avenue: 121 Street to 127 Street



Cross section



Corner store intersection



Rendering looking north towards Dunluce Road



What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Standards

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Vision Zero Initiative/Safe Mobility Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Transportation Association of Canada
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Manage tree and utility conflicts (*shared pathway widths and alignments may need to deviate at conflict points and require removal or relocation in other locations*)
- + Incorporate additional drainage infrastructure for raised crossings and curb extensions
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving



Public Engagement Input

Respondents support:

- + Shared pathways to separate people who bike and people who drive
- + Improved crossing visibility at intersections (*curb extensions deter cars from illegally parking too close to intersections*)
- + The raised intersections to improve crossing safety
- + Most of the parking being maintained on 161 Avenue
- + The traffic calming measures to encourage slower traffic
- + Addressing traffic congestion concerns around the corner store as well as the 127 Street intersection

Respondents are concerned about:

- + Tree removals
- + Narrowed roadways potentially increasing congestion, especially during the winter months when snow windrows narrow the roads further

157 Avenue: Castle Downs Road to 121 Street



What we decided:

- + To improve active transportation connections by:
 - + Adding a shared pathway on the south side that separates people walking/rolling and biking from people driving
- + To improve crossing visibility and encourage slower vehicle traffic speeds by:
 - + Adding a two-stage crossing at 157 Avenue at the AltaLink Utility Corridor
 - + Adding a raised crossing across 157 Avenue at 114 Street
 - + Adding curb extensions at most intersections (*curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways*)
- + To maintain most of the on-street parking on both sides of the roadway
- + To plant new trees, where feasible (*some trees to be removed along the south side to accommodate the design*)

Changes from draft design:

- + Added a raised crossing at 157 Avenue and 114 Street

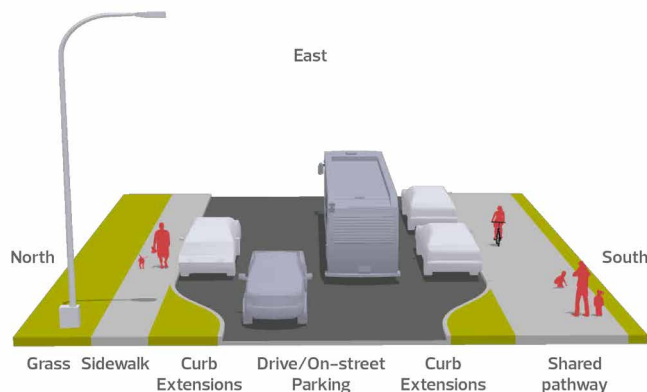
Changes from final design:

- + Added new two-stage crossing on 157 Avenue at the AltaLink Corridor (was previously a raised crossing)



 New shared pathway	 Widen existing sidewalk	 Grass	● Existing tree	P Parking
 Replace and widen existing shared pathway	 New raised crossing/intersection	 Private walkway/driveway access/bus stop/existing pathway	● Tree removal	S New seating area
 Widen existing breezeway	 New sidewalk		● Tree removal and new tree	

Cross section



Rendering looking east



Rendering looking west



What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies
and Standards

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Vision Zero Initiative/Safe Mobility Strategy



Technical
Requirements

- + Complete Streets Design and Construction Standards
- + Transportation Association of Canada
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Manage tree and utility conflicts (*shared pathway widths and alignments may need to deviate at conflict points and require removal or relocation in other locations*)
- + Consider retaining wall along the south side of the new shared pathway across from the 115 Street intersection
- + Incorporate additional drainage infrastructure for raised crossings and curb extensions
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving



Public
Engagement
Input

Respondents support:

- + Shared pathways to separate people who bike and people who drive
- + Improved crossing visibility at intersections (*curb extensions deter cars from illegally parking too close to intersections*)
- + The raised crossing across 157 Avenue to improve safety
- + Parking being maintained along 157 Avenue

Respondents are concerned about:

- + Narrowed roadways and curb extensions potentially increasing congestion, especially during the winter months when windrows narrow the roads further

115 Street: 167 Avenue to 162 Avenue



What we decided:

- + To improve active transportation connections by:
 - + Adding a shared pathway on the west side that separates people walking/rolling and biking from people driving
- + To improve crossing visibility and encourage slower vehicle traffic speeds by adding:
 - + A raised intersection at 115 Street and 162 Avenue
 - + A two-stage crossing* across 115 Street at the AltaLink Utility Corridor
 - + Raised crossings:
 - + at 166 Avenue
 - + across Dunluce Road
 - + Curb extensions at most intersections (*curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways*)
- + To maintain on-street parking on both sides
- + To plant new trees, where feasible (*minor tree removal may be required due to construction needs*)

*Two-stage crossing: Provides people a mid-way safe place to wait so they can cross one direction of traffic at a time

Changes from draft design:

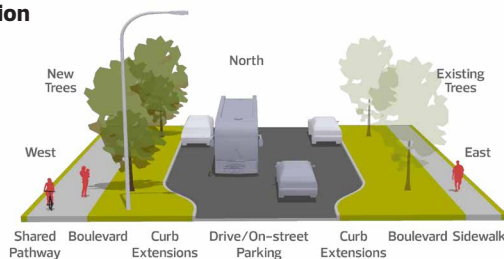
- + The raised crossing at the AltaLink Utility Corridor was changed to a two-stage crossing to encourage slower vehicle traffic and improve crossing safety

Changes from final design:

- + To improve visibility and encourage slower speeds a raised crossing at 115 Street / 166 Avenue was added



Cross section



Rendering looking south towards 165 Avenue**Rendering looking north towards Dunluce Road****What we accounted for to make our decisions:****Vision and Guiding Principles considered:**City Policies
and Standards

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Vision Zero Initiative/Safe Mobility Strategy

Technical
Requirements

- + Complete Streets Design and Construction Standards
- + Transportation Association of Canada
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Manage tree and utility conflicts (*shared pathway widths and alignments may need to deviate at conflict points and require removal or relocation in other locations*)
- + Incorporate additional drainage infrastructure for raised crossings and curb extensions
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving

Public
Engagement
Input**Respondents support:**

- + Shared pathways to separate people who bike and people who drive
- + Additional crosswalks to improve 115 Street crossing safety
- + Improved crossing visibility at intersections (*curb extensions deter cars from illegally parking too close to intersections*)
- + Parking being maintained along 115 Street

Respondents are concerned about:

- + Narrowed roadways and curb extensions potentially increasing congestion, especially in front of the schools during the winter months when snow windrows narrow the roads further

Dunluce Road: 161 Avenue to 115 Street



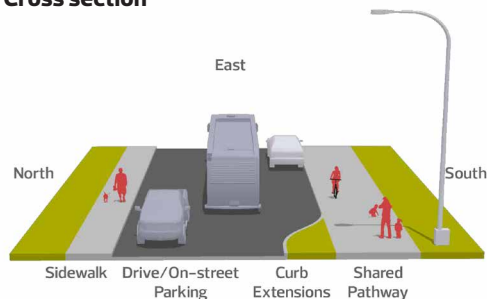
What we decided:

- + To improve active transportation connections by:
 - + Adding a shared pathway along the south/east sides that separates people walking/rolling and biking from people driving
- + To improve crossing visibility and encourage slower vehicle traffic speeds by:
 - + Adding a raised intersection at 161 Avenue
 - + Adding raised crossings:
 - + Across Dunluce Road:
 - > West of 120 Street
 - > At 115 Street
 - + Along all south side intersections leading onto Dunluce Road
 - + Narrowing roadway widths, which also:
 - + Meet current City standards
 - + Encourage drivers to follow the posted speed limit
 - + Provide space, where possible, for other amenities (e.g. shared pathways, boulevards)
 - + Adding curb extensions at most intersections (curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways)
- + Parking on south side maintained (parking removed on the north side)
- + Some parking available along the north side between 161 Avenue and Warwick Road
- + No tree impacts

Changes from final design:

- + Some parking added to the north side between 161 Avenue and the middle Warwick Road intersection
- + Raised intersection added to Dunluce Road at 161 Avenue (previously raised crossing)



Cross section**Rendering looking south towards Herb Link Park****What we accounted for to make our decisions:****Vision and Guiding Principles considered:**

City Policies and Standards

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + Complete Streets Policy (C573A)

- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Vision Zero Initiative/Safe Mobility Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Transportation Association of Canada
- + Access Design Guide
- + Urban Design Framework
- + Existing infrastructure assessments
- + Shorten the crossing distance

- + Manage tree and utility conflicts (*shared pathway widths and alignments may need to deviate at conflict points and require removal or relocation in other locations*)
- + Consider additional drainage infrastructure for raised crossings and curb extensions
- + Heighten crossing awareness and visibility for people crossing and people driving to see each other



Public Engagement Input

Respondents support:

- + Shared pathways to separate people who bike and people who drive
- + Raised crossings to improve crossing safety along Dunluce Road
- + Improved crossing visibility at intersections (*curb extensions deter cars from illegally parking too close to intersections*)
- + Traffic calming measures to encourage slower traffic

Respondents indicate concern about:

- + Any reduction in parking along Dunluce Road
- + Narrowed roadways and curb extensions potentially increasing congestion, especially during the winter months when windrows narrow the roads further

Warwick Road



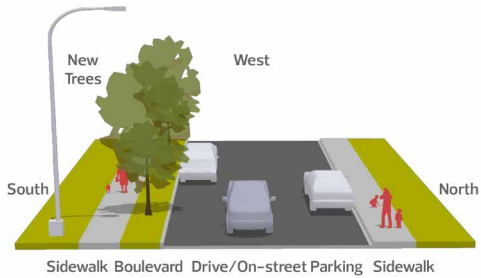
What we decided:

- + To improve active transportation connections, comfort and accessibility by:
 - + Widening sidewalks
 - + Adding a treed boulevard west of Herb Link Park
- + To improve crossing and encourage slower vehicle traffic speeds by:
 - + Adding curb extensions at most intersections east of Herb Link Park (curb extensions shorten crossing distances and prevent parking too close to intersections, crosswalks, bus stops, accesses and driveways)
 - + Adding a raised crossing at the AltaLink Utility Corridor shared pathway/shared street
 - + Narrowing roadway widths west of Herb Link Park which also:
 - + Meet current City standards
 - + Encourage drivers to follow the posted speed limit
 - + Provide space, where possible, for other amenities (e.g. boulevards)
- + To maintain on-street parking

Changes from draft design:

- + Roadways widths east of Herb Link Park will not be narrowed due to utility conflicts, additional curb extensions added
- + Treed boulevards removed east of Herb Link Park, due to utility conflicts



Cross section**Rendering looking east towards Dunluce Road****What we accounted for to make our decisions:****Vision and Guiding Principles considered:**

City Policies and Standards

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + Complete Streets Policy (C573A)
- + ConnectEdmonton
- + Corporate Tree Management Policy (C456C)
- + Vision Zero Initiative/Safe Mobility Strategy



Technical Requirements

- + Complete Streets Design and Construction Standards
- + Transportation Association of Canada
- + Access Design Guide
- + Urban Design Framework
- + Incorporate utility constraints such as watermain offsets, catch basin locations, hydrants and pedestals
- + Shorten the crossing distance
- + Increase awareness and visibility of both people crossing and people driving
- + Align lane widths to Complete Street standards (*designed to accommodate all necessary service vehicles*) to encourage slower speeds



Public Engagement Input

Respondents support:

- + New trees in the area adding beauty and shade to the active transportation experience
- + No reduction in parking along Warwick Road

Respondents are concerned about:

- + Finding empty parking spots to pull into to allow oncoming vehicles to pass
- + Narrowed roadways and curb extensions potentially increasing congestion, especially during the winter months when snow windrows narrow the roads further

Corner store improvements

The commercial site located at the corner of 161 Avenue and 121 Street qualifies for the City's Corner Store Program. This program supports streetscaping around commercial properties or properties that meet the commercial needs of local residents. To complete improvements under the Corner Store Program, the site was rezoned on December 12, 2025.

The Project Team worked closely with the property owner and operators of this commercial site and to develop a concept plan.

Key improvements include:

- + New trees, shrubs and landscaping to add greenery to the neighbourhood
- + New plaza spaces with seating, lighting and waste bins to create gathering spaces for people
- + Realigning existing access and travel aisles in the parking area to improve vehicle flow of visitors and services
- + New pedestrian-oriented connections for safe and accessible access through the site



Parks



 Dunluce neighbourhood boundary  Parks improvements

City policies and standards provided direction to the Project Team to design a network of high-quality, accessible and connected open spaces in Edmonton that also consider climate resilience. Technical studies and public input guide the designs that include active transportation connections to and through Dunluce park spaces.

The following include design ideas and options to improve the following areas:

1. Dunluce Park and Dunluce School Park
2. Herb Link Park
3. Orval Allen Park
4. Dunluce Natural Area

Dunluce Park and Dunluce School Park



What we decided:

Dunluce Park

- + To improve accessibility and connectivity within the park and neighbourhood by:
 - + Adding shared pathway connections:
 - + From north of the playground to the new east-west AltaLink Utility Corridor shared pathway
 - + From the new 115 Street shared pathway to the shared pathway north of the playground
- + To improve usability, safety and comfort along the pathways by adding:
 - + Additional lighting to increase visibility for people walking/rolling and biking
 - + Waste bins to encourage cleanliness
 - + One new seating area on the north end of the park to provide places for people of all ages to gather and rest

Dunluce School Park

- + To improve accessibility and connectivity within the park and neighbourhood by:
 - + Adding shared pathway connections (*some tree removals required*):
 - + On the north-east side between 162 Avenue and the breezeway at 161 Avenue
 - + On the south-east side between the park and the breezeways at 160 Avenue, 159 Avenue and 116 Street
- + To improve usability, safety and comfort along the pathways by adding:
 - + Additional lighting to increase visibility for people walking/rolling and biking
 - + Waste bins to encourage cleanliness
 - + Two new seating areas on the northeast and southeast side of the park to provide places for people of all ages to gather and rest

Designs are subject to approval and funding

Changes from draft design:

Neighbourhood Renewal funding is prioritized for the transportation network and active transportation connections within a neighbourhood. Funding is not currently available for open space (park) development.

Dunluce Park

- + Adjusted the shared pathway alignment from 115 Street to the shared pathway north of the playground
- + Removed the new path around the playground
- + Shared pathway linking 162 Avenue to the community hall removed
- + Seating areas reduced from two to one
- + Naturalization areas removed

Dunluce School Park

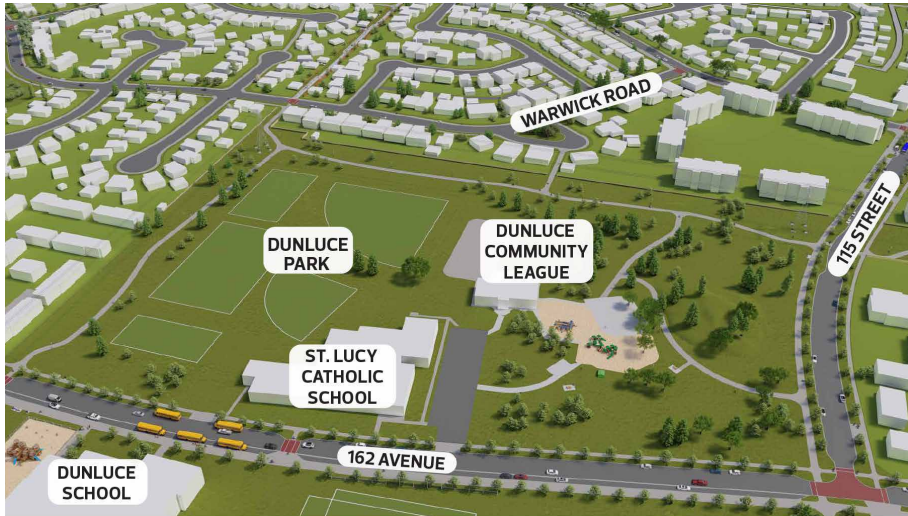
- + Shared pathways on northeast corner simplified
- + East-west shared pathway on the south side of the park removed
- + No impacts to sports fields
- + Outdoor nature classroom removed
- + Seating areas reduced from five to two

Dunluce Park and Dunluce School Park

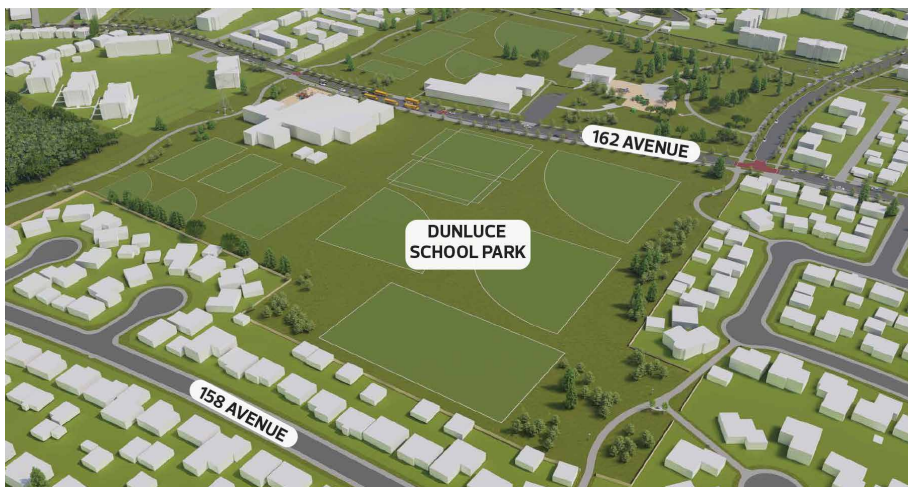


- | | | | |
|--|---|--|-------------------------------------|
| | New shared pathway | | Existing tree |
| | Replace and widen existing shared pathway | | New tree |
| | Widen existing sidewalk | | Tree removal |
| | New raised crossing/intersection | | Tree removal and new tree |
| | Widen existing breezeway | | New seating area |
| | Grass | | Parking |
| | Private walkway/driveway access/bus stop | | School bus parking area |
| | | | Passenger pick-up and drop-off area |

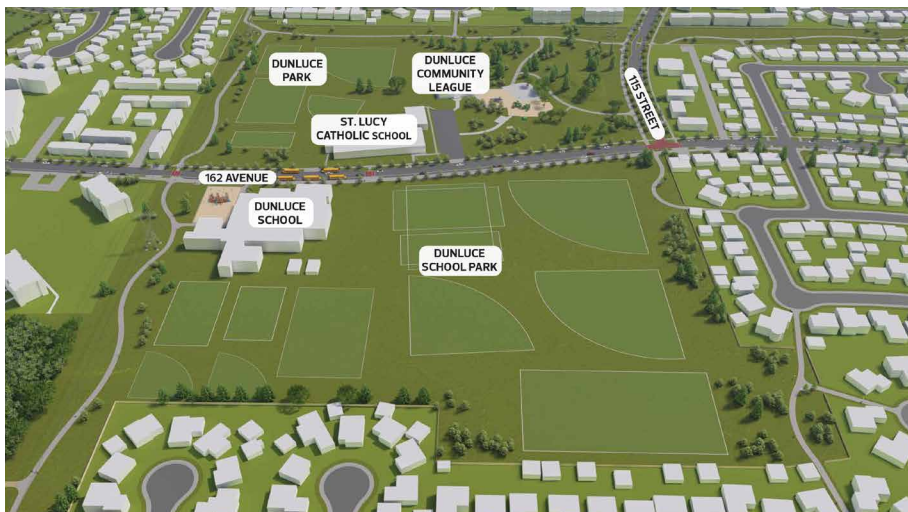
Dunluce Park – Rendering



Dunluce School Park – Rendering



Dunluce Park and Dunluce School Park – Rendering



What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Standards

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + Open Space Policy (C594) and BREATHE – Green Network Strategy
- + The City Plan
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Winter Design Policy (C588)



Technical Requirements

- + Select resilient and low maintenance plantings
- + Review path alignments and widths to minimize tree impacts
- + Design with Crime Prevention Through Environmental Design (CPTED) principles in mind to create safe, inviting and visible seating areas
- + Consider winter design including:
 - + Maximizing exposure to sunshine by placing south facing benches
 - + Plant deciduous trees south of seating areas to provide shade during the summer and allow sunshine during the winter
 - + Plant shrubs and coniferous trees north of seating areas to create a wind block during the winter
 - + Plant plants with vibrant colours
- + Access Design Guide
- + Urban Design Framework



Public Engagement Input

Respondents support:

- + Adding, widening and improving walking/rolling connections within the parks
- + New and brighter lighting
- + Waste bins
- + Seating areas

Respondents are concerned about:

- + Tree removals

Herb Link Park



What we decided:

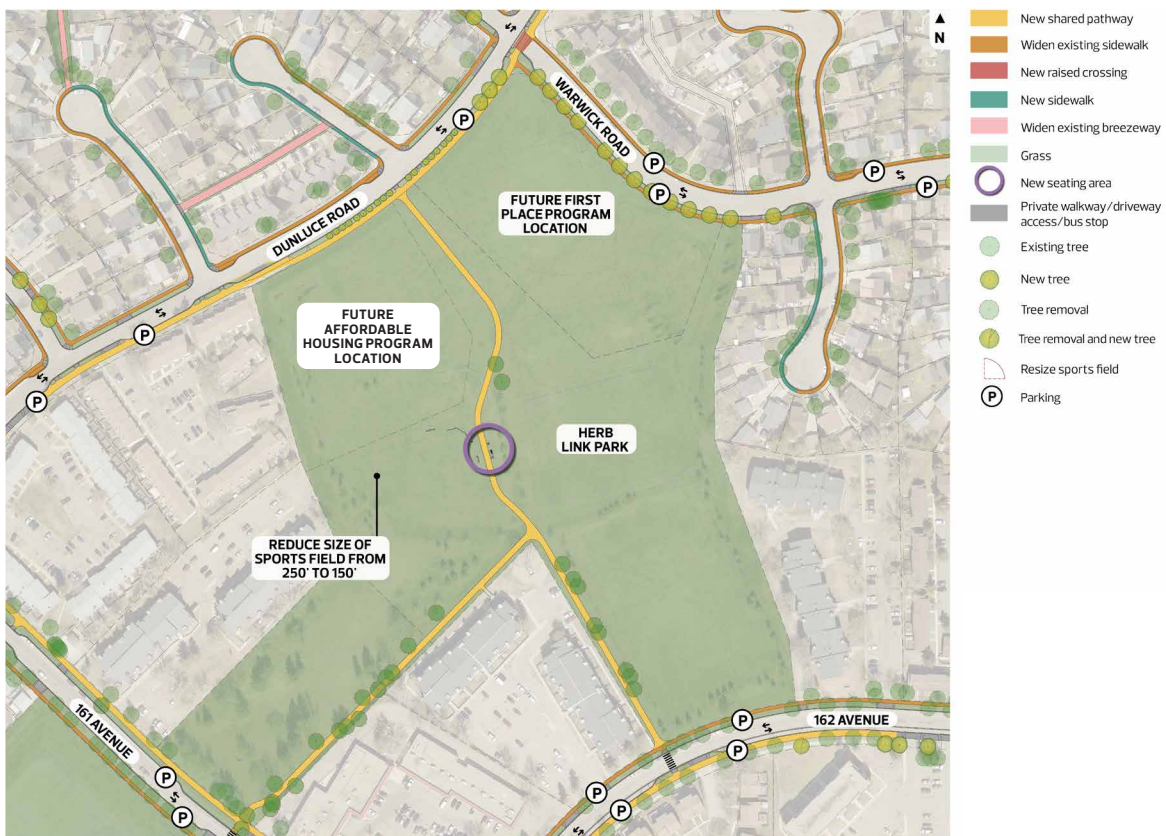
- + To improve accessibility and connectivity within the park and neighbourhood by:
 - + Adding two new shared pathways connecting 162 Avenue, Dunluce Road and 161 Avenue (some tree removals for pathway construction)
- + To improve usability, safety and comfort along the pathways by adding:
 - + More lighting to increase visibility for people walking/rolling and biking
 - + Waste bins to encourage cleanliness
 - + One seating area with a bench to provide a place for people of all ages to gather and rest

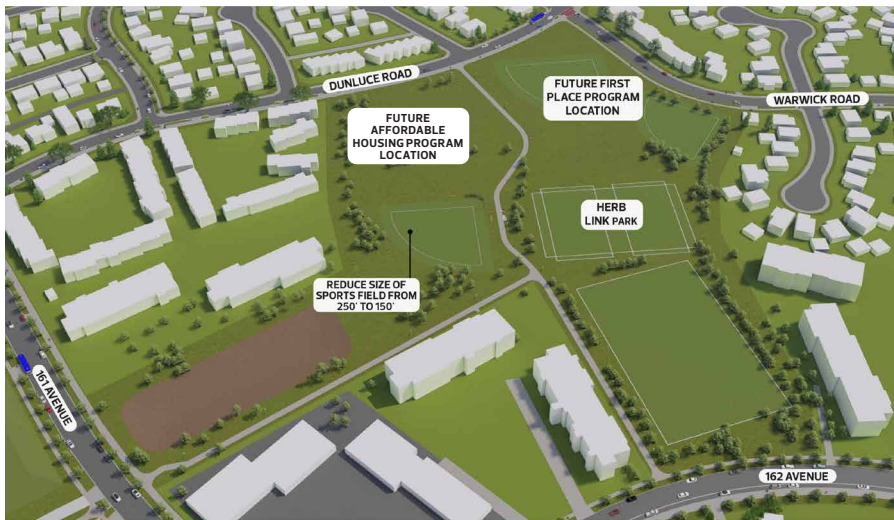
Designs are subject to approval and funding

Changes from draft design:

Neighbourhood Renewal funding is prioritized for the transportation network and active transportation connections within a neighbourhood. Funding is not currently available for open space (park) development.

- + Shared pathway simplified to two connecting pathways
- + Seating areas reduced from two to one
- + Sports field resized instead of removed
- + New location and size of ball diamond to be completed with new development



Herb Link Park – Rendering**What we accounted for to make our decisions:****Vision and Guiding Principles considered:**

City Policies and Standards

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + The City Plan
- + ConnectEdmonton
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Winter Design Policy (C588)



Technical Requirements

- + Review path alignments and widths to minimize tree impacts
- + Design with Crime Prevention Through Environmental Design (CPTED) principles in mind to create safe, inviting and visible seating areas
- + Consider winter design including:
 - + Maximizing exposure to sunshine by placing south facing benches
 - + Plant deciduous trees south of seating areas to provide shade during the summer and allow sunshine during the winter
 - + Plant shrubs and coniferous trees north of seating areas to create a wind block during the winter
 - + Plant plants with vibrant colours
- + Access Design Guide
- + Urban Design Framework



Public Engagement Input

Respondents support:

- + Adding, widening and improving the pathway connections within the park
- + New and brighter lighting
- + Waste bins
- + Seating areas
- + Maintaining the baseball diamonds/sports fields

Respondents are concerned about:

- + Tree removals and would like to see as few impacts as possible

Orval Allen Park



What we decided:

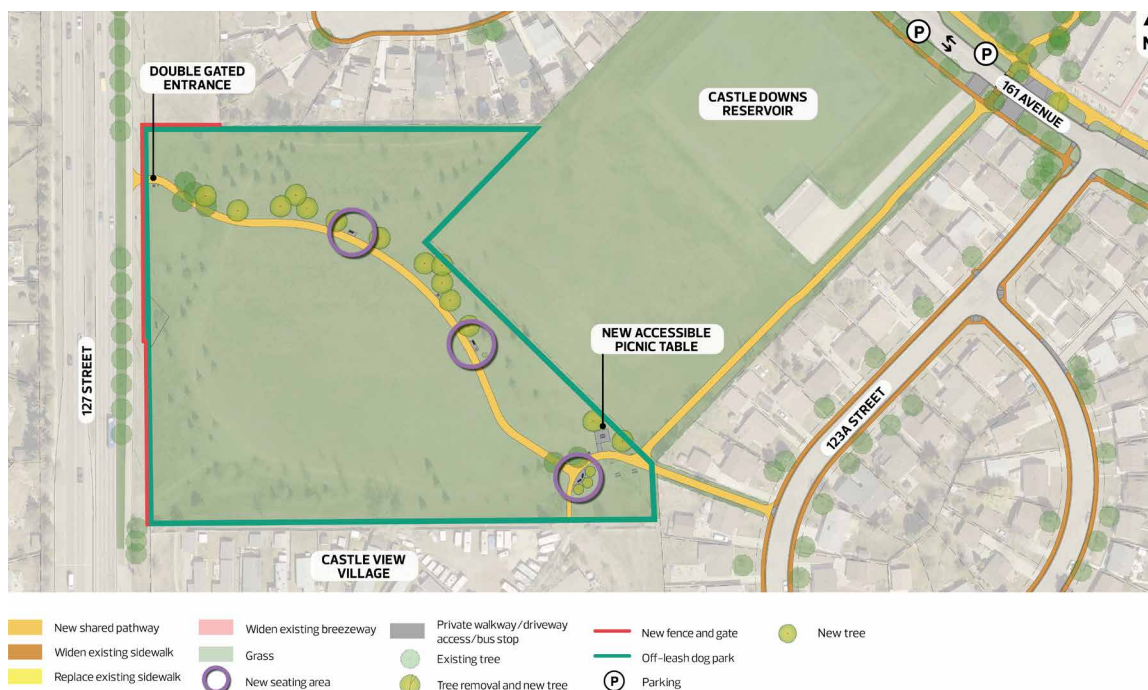
- + To improve accessibility and connectivity within the park and neighbourhood by:
 - + Adding a new east-west shared pathway (*some tree removal required, replacement trees and other plantings will be added, where feasible*)
- + To improve usability, safety and comfort of park users by adding:
 - + A fence and gate along the east side of 127 Street
 - + More lighting to increase visibility for all users
 - + Waste bins to encourage cleanliness
 - + Seating areas with benches and an accessible picnic table to provide places for people of all ages to gather and rest
 - + New tree plantings
- + To remove the off-leash zoning from the linear park sections along 127 Street north of Orval Allen Park

Designs are subject to approval and funding

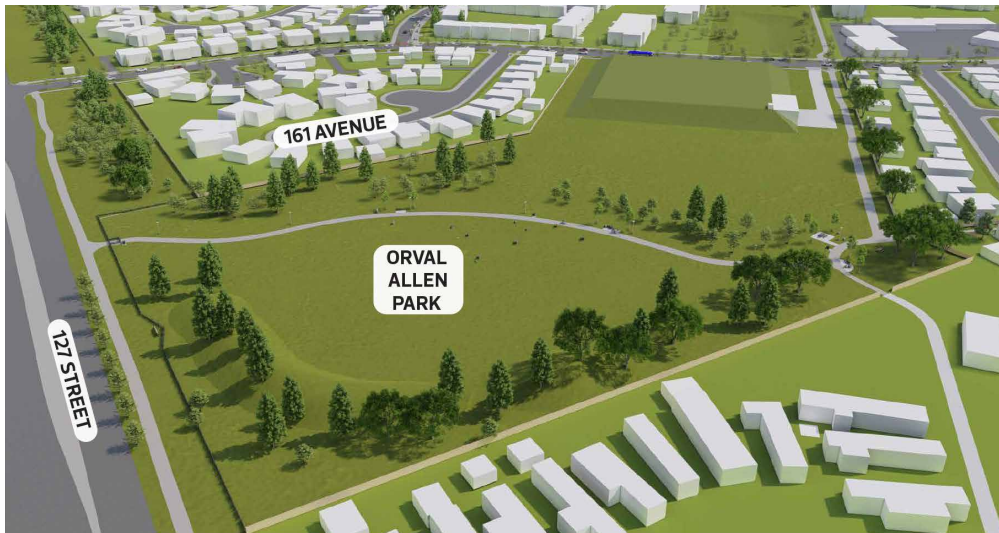
Changes from draft design:

Neighbourhood Renewal funding is prioritized for the transportation network and active transportation connections within a neighbourhood. Funding is not currently available for open space (park) development.

- + Shared pathway simplified on the northwest side
- + Seating areas reduced from five to three, added an accessible picnic table
- + Naturalization removed from the linear park sections along 127 Street



Orval Allen Park – Rendering: Overview



Orval Allen Park – Rendering: Large seating area



Orval Allen Park – Rendering: Small seating area



What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Standards

- + Accessibility for People with Disabilities Policy (C602)
- + Active Transportation Policy (C544)
- + Open Space Policy (C594) and BREATHE – Green Network Strategy
- + The City Plan
- + ConnectEdmonton
- + Dogs in Opens Spaces Strategy
- + Edmonton Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Winter Design Policy (C588)



Technical Requirements

- + Review path alignments and widths to minimize tree impacts
- + Design changes are proposed for City park lands and exclude the nearby Castle Downs Reservoir lands east of the park, which are owned by EPCOR
- + Design with Crime Prevention Through Environmental Design (CPTED) principles in mind to create safe, inviting and visible seating areas
- + Winter considerations such as:
 - + Maximize exposure to sunshine by placing south facing benches
 - + Plant deciduous trees south of seating areas to provide shade during the summer and allow sunshine during the winter
 - + Plant shrubs and coniferous trees north of seating areas to create a wind block during the winter
 - + Plant plants with vibrant colours
- + Access Design Guide
- + Urban Design Framework



Public Engagement Input

Respondents support:

- + Adding a fence along 127 Street
- + Adding, widening and improving pathway connections within the park
- + Waste bins
- + Seating areas
- + Additional lighting

Respondents are concerned about:

- + Tree removals and would like as few impacts as possible
- + Conflicts between dogs and pathway users

Dunluce Natural Area



What we decided:

- + To leave the natural area as is exists today

Changes from draft design:

- + Removed the east-west gravel paths upgraded to accessible hard-surface shared pathway
- + Removed the east-west shared pathway on north edge of park
- + Removed the seating areas / waste bins
- + Removed the enhanced and additional LED lighting along paths
- + Removed the new plantings and trees

Changes from final design:

- + Upgrading the existing lighting along the path
-

Low Impact Development (LID) in Dunluce*

The City of Edmonton, in partnership with EPCOR, will be installing Low Impact Development (LID) facilities in the neighbourhood to help mitigate surface flooding. The construction of these LID facilities will not have any overall impact on the design of the road width, walkways, private properties or green spaces. All costs associated with design, construction, maintenance and operation of these facilities are funded by EPCOR.

What the plan includes:

Three different types of LID facilities are being considered for Dunluce:

- + **Absorbent landscaping:** Absorbent landscaping looks similar to other grassed boulevards, but is designed with a very shallow depression to collect road runoff and allow it to absorb into the ground. Absorbent landscaping areas will be grass and may have trees
- + **Bioretention basins:** Bioretention basins look like a typical shrub bed but underneath have specially blended soils and rock layers to hold water during and after a rainfall. Excess water drains into the underground pipes as it did before
- + **Soil cells:** Soil cells are plastic milk crate-like structures that contain specially blended soils to store stormwater while remaining hidden beneath sidewalks. Excess water drains into the underground pipes as it did before

What are the benefits?

- + Helps reduce local flooding. Small amounts of rain can be absorbed entirely by the facility. During bigger storms, the facility slows the speed of water entering underground pipes, reducing the chance of backup and flooding
- + Cleaner stormwater leads to a cleaner river. LID facilities improve stormwater quality, preventing certain pollutants from entering creeks and rivers
- + Adds important green spaces and vegetation for citizens, bees, and wildlife
- + Helps to combat climate change impacts by adding greenery and reducing the impact of heat reflecting off paved surfaces

If you have any questions about LID facilities or their construction please contact:

EPCOR
780-412-4200
epcorprojects@epcor.com
Website: <https://www.epcor.com/ca/en/ab/edmonton/operations/construction/flood-mitigation/low-impact-development.html>

*Installation of LID facilities is pending final grading of proposed LID locations



Dunluce Low Impact Development proposed locations



LEGEND

	NEW SHARED PATHWAY		REPLACE EXISTING WALKWAY/DRIVEWAY CONNECTION		NEW FENCE AND GATE
	WIDEN EXISTING SIDEWALK		NEW TREE		OFF-LEASH DOG PARK
	REPLACE EXISTING SIDEWALK		TREE REMOVAL AND NEW TREE		INTERSECTION IMPROVEMENT
	NEW SIDEWALK		EXISTING TREE		LID FACILITY
	EXISTING GRAVEL PATHWAY		TREE REMOVAL		
	WIDEN EXISTING BREEZEWAY		NEW SEATING AREA		
	GRASS		TWO WAY TRAFFIC		
	REPLACE AND WIDEN EXISTING SHARED PATHWAY		PARKING		
	NEW RAISED CROSSING/INTERSECTION		SCHOOL BUS PARKING AREA		
	NEW SHARED STREET		PASSENGER PICK-UP AND DROP-OFF AREA		



For project updates and more information:

Web: edmonton.ca/BuildingDunluce

Email: buildinggreatneighbourhoods@edmonton.ca

Call: 311

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