



What We Decided Report: Killarney Neighbourhood Renewal

June 2021

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

What We Decided Report: Killarney Neighbourhood Renewal

What is Neighbourhood Renewal?

The Neighbourhood Renewal program has been developed to rehabilitate roads, replace street lights, repair sidewalks and connect missing sidewalk links where possible. Other opportunities to improve parks and public spaces are also explored.

Purpose

This report shares how the City of Edmonton arrived at the Final Designs for the Killarney Neighbourhood Renewal.

It describes when and how the City used policy and program information, public engagement input and technical requirements to make project decisions. The report also illustrates how the project decisions align with the co-created community vision for Neighbourhood Renewal in Killarney.

Killarney's design decisions are presented within the four topics that were explored through Neighbourhood Renewal:

- 1 PARKS AND OPEN SPACES:** City-owned open spaces, including enhancements to parks and green spaces
- 2 BIKING:** enhancing bike connections and routes
- 3 WALKING:** active connections, including new sidewalks, pathways and enhanced crossings
- 4 DRIVING:** including the introduction of measures used to slow traffic and improve sightlines along roads and at intersections

Message from the Project Manager

On behalf of the City of Edmonton, I am pleased and excited to share that new local infrastructure will be constructed in 2022 and 2023 in Killarney as part of the City's Building Great Neighbourhoods program.

Building Great Neighbourhoods is our City's commitment to take a cost-effective, long-term, and strategic approach to addressing infrastructure needs in Edmonton neighbourhoods. This means taking the time to get to know the neighbourhood and people's vision of it for the future, and then aligning new infrastructure to support this vision. It also means ensuring that all new infrastructure aligns with City policy and programs, including available funding and accounts for current standards and best practices.

Since September 2019, the City has been very active in Killarney. We've been inviting ideas and input from residents and stakeholders in the neighbourhood, including the schools, Community League, and more. We've been collaborating with organizations that provide infrastructure-related services, such as under- and over-ground utilities. We've been out walking and learning about the profile and existing infrastructure along each road and within City-owned public spaces.

In July 2020, our Building Great Neighbourhoods team presented a number of options that our project team felt confident would align with City policies and technical requirements.

In presenting the options, we asked people what they would be most comfortable experiencing in Killarney and why. We took this input, along with what we know about the neighbourhood, and we adapted the options to create a Draft Design.

In February 2021, our team presented the Draft Design to the neighbourhood and asked for input on anything else we should consider before moving forward with the Final Design. We received a lot of positive feedback on the Draft Design. We also received some great feedback that prompted us to make some adjustments to the designs.

Through this report, I am able to share what will be constructed in Killarney. I'm also able to share how we made these decisions, and proud that a lot of what we decided reflects what we heard and learned from the people who live, work, and play in the neighbourhood. As a City, we design and build infrastructure to support the activities and needs of our residents. We simply couldn't do this without the involvement of people who come forward to share their experiences, ideas, and what's important to them. As a City project manager, it's an honour to be a steward of Killarney's infrastructure improvements and to help bring your and your neighbours' vision for a great neighbourhood to life.

Thank you.

Cathy Dytiuk Project Manager, Killarney
Building Great Neighbourhoods

Building Great Neighbourhoods Working Together to Make the Most Out of Your Neighbourhood.

Great neighbourhoods are the building blocks of a great city, and the City of Edmonton is committed to building great neighbourhoods by investing taxpayer dollars in reconstructing neighbourhoods to enhance their livability and longevity.

Building Great Neighbourhoods 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 such as rebuilding and renewing roads, sidewalks and street lights.

Neighbourhood Renewal in Killarney

In spring 2022, Neighbourhood Renewal construction will begin in Killarney. It will include upgrades to:

- + Local and collector roads
- + Sidewalks, sidewalk connections and curb ramps
- + Street lights
- + Connections that help you walk, bike and move around your neighbourhood
- + Measures used to slow traffic and improve safety
- + Improvements to City-owned outdoor spaces

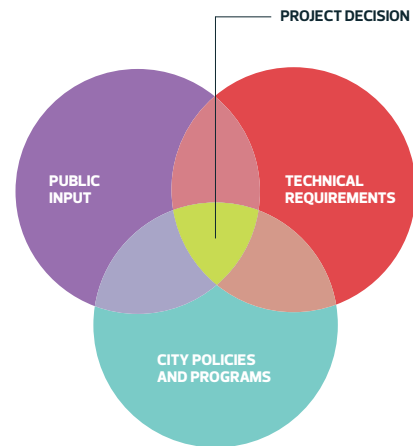
The reconstruction in Killarney is expected to take two years, starting in spring 2022. All design decisions are subject to final approvals and funding. Further information about construction will be available at edmonton.ca/BuildingKillarney.

Making Neighbourhood Renewal Decisions

Policy and program information, public engagement input and technical requirements

The City makes decisions using a combination of policy and program information, public engagement input, technical requirements and available funding. This process helps to ensure that 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 your neighbourhood and our city.

City policies and programs such as the Complete Streets Design and Construction Standards provide overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from residents who live, work and play in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the design.



The City's approach to public engagement input

The City of Edmonton asked for input from residents to help guide the project. The City's Public Engagement spectrum below shows the four distinct levels of influence that the public had on decisions made by the City throughout the project.



The role of public engagement input is to help the City understand what is important to community members in Killarney, as well as how the Neighbourhood Renewal design decisions will affect them. The City policies and programs, technical requirements and public engagement input include:

City Policies and Programs

- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Breathe – Green Network Strategy
- + Community Traffic Management Policy
- + Complete Streets Design and Construction Standards
- + Corporate Tree Management Policy
- + Edmonton Bike Plan
- + Edmonton City Plan
- + Local Improvement Policy
- + Neighbourhood Renewal Program
- + Public Engagement Policy
- + Safe Mobility Strategy
- + Snow and Ice Control Policy
- + Winter City Design Guidelines
- + And more

Public Engagement Input

- + **CREATE** Neighbourhood Renewal Vision and Guiding Principles
- + **REFINE** our understanding of neighbourhood assets, opportunities and priorities
- + **REFINE** the neighbourhood renewal options
- + **REFINE** the draft design
- + **ADVISE** on the final design
- + **DECIDE** on decorative street lights and sidewalk reconstruction improvements

Technical Requirements

- + Infrastructure assessments including utilities
- + Complete Streets Design and Construction Standards
- + Universal Design Guidelines (i.e. Access Design Guide)
- + Crime Prevention Through Environmental Design (CPTED)
- + Urban Design Framework
- + And more

Making Neighbourhood Renewal Decisions

People living in and with an interest in Killarney were invited to provide input into the City's decision making process for Neighbourhood Renewal at various stages along the roadmap below.



The Killarney Neighbourhood Renewal public engagement input opportunities included:

Timeline	Steps	Public Engagement	Participation	Outcome
September 2019	Starting the Conversation	Community kick-off party	30+ participants	Project introduced to the community
October 2019	Building a Project Vision Together Invite public input to support the development of a Vision and Guiding Principles Invite public input to confirm the draft Vision and Guiding Principles	Community walk and workshop, an online survey, pop-up events at Queen Elizabeth High School, Killarney Junior High School and the Killarney Community Garage Sale	150+ participants	A draft Vision and Guiding Principles to inform the Neighbourhood Renewal plans An inventory of opportunities, issues, and ideas for Killarney Neighbourhood Renewal
July 2020	Exploring Options and Tradeoffs Invite public input to help adapt and adjust our approach to design options and how to prioritize the use of available resources Use public input to prioritize and refine draft design options	12 drop-in online public engagement sessions, an online survey, meetings with community members	30+ participants	A Draft Design for the renewal of the Killarney neighbourhood
February 2021	Community Feedback on Draft Design Invite public input to adjust the draft design and confirm reflection of the Vision and Guiding Principles Use public input to improve and finalize the design	Two drop-in online public engagement sessions, an online survey and one-on-one meetings with community members	80+ participants	A Draft Design refined into Final Design based on public input, technical considerations and City policies and programs



Timeline	Steps	Public Engagement	Participation	Outcome
June 2021	<p>Community Feedback on Final Design</p> <p>Invite the public to share feedback and perspectives on the final design</p> <p>Use public input to confirm the final design</p>	Two drop-in online public engagement sessions, an online survey and one-on-one meetings with community members	TBD	<p>A Final Design, based on public feedback, technical considerations, and City policies and programs</p> <p>Design aligns with the Vision and Guiding Principles for the neighbourhood</p>
January 2022	<p>Preparing for Construction</p> <p>Use public input to inform the plans for construction and to make decisions on sidewalk reconstruction and decorative street lights for Killarney</p>	Public engagement planned	TBD	A plan for construction in Killarney that includes the results of the sidewalk reconstruction and decorative street light petition

Public engagement also incorporates input that the City of Edmonton project manager received through emails, letters and phone calls.



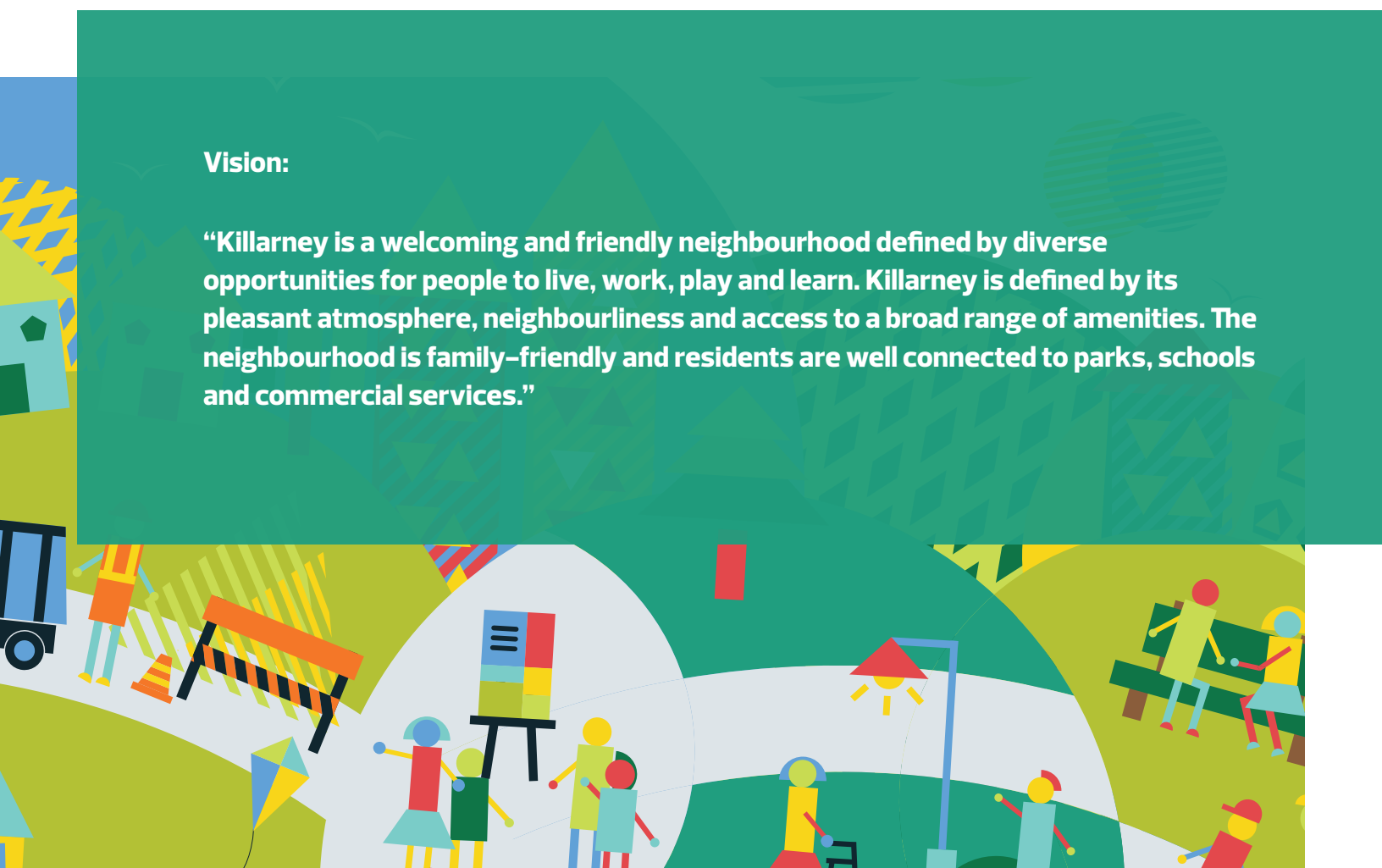
Killarney Neighbourhood Renewal

Vision and Guiding Principles

The Vision and Guiding Principles for Neighbourhood Renewal were co-created by the public and the City, and refined throughout the public engagement process. The Vision identifies what the public imagines for the future of Killarney, and the Guiding Principles guide our decision making by indicating the aspects of the neighbourhood that are most important to maintain and improve. We consider these when technical constraints or public consensus are impacting design decisions.

Vision:

“Killarney is a welcoming and friendly neighbourhood defined by diverse opportunities for people to live, work, play and learn. Killarney is defined by its pleasant atmosphere, neighbourliness and access to a broad range of amenities. The neighbourhood is family-friendly and residents are well connected to parks, schools and commercial services.”



Guiding Principles



Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood.



Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages.



Improve the safety of roadways for all users including people who walk, bike, roll and drive.



Generate options for residents to walk, bike, roll and drive.



Enhance the safety of connections to destinations and amenities within and outside of the neighbourhood.



Ensure infrastructure considers year-round use.

The Vision and Guiding Principles were shared with the public at multiple events throughout the public engagement process for them to refer to when sharing feedback on the designs.

Final Design

What We Decided

This section presents the final project decisions for Neighbourhood Renewal in Killarney, including the key City policies and programs, public engagement input and technical requirements that informed the City's decisions related to each topic.

To view the final design, please visit edmonton.ca/BuildingKillarney
Note: All project decisions are subject to final approvals and funding.

Legend for “What We Accounted For To Make Our Decisions”

The City uses policies and programs, public engagement input and technical requirements to make Neighbourhood Renewal decisions.

This report uses three coloured icons to illustrate which decision making criteria is a policy or program, public engagement input or a technical requirement. You will see these icons in the “What we considered to make our decisions” column in each table on the following page:

The decision making criteria are:



City Policies and Programs



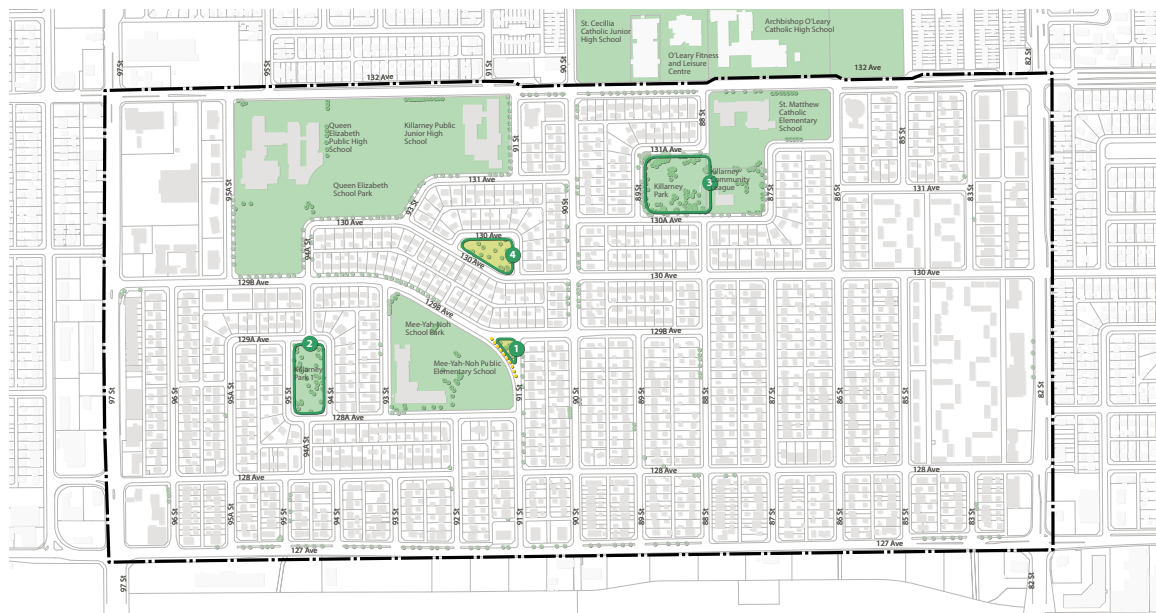
Technical Requirements



Public Engagement Input

Parks Focus Areas

This section presents the final project decisions for Parks and City-owned Green Spaces in Killarney. City policies and programs, public engagement input and technical requirements that informed the City's decisions related to each topic.



— Killarney Neighbourhood Boundary
●●●●● Road Closure
○ Parks Focus Areas

Parks Focus Areas

1. 129B Avenue Roadway Green and Road Closure
2. Killarney Park 1
3. Killarney Park
4. 120 Avenue Roadway Green Space

Parks Focus Areas: 129B Avenue Roadway Green Space

What We Decided*

- + To close the road from 129B Avenue to 91 Street along Mee-Yah-Noh School Park
- + To construct a plaza with seating
- + To add benches and waste bins along the interior pathway
- + To add new landscaping along the interior pathway
- + To install lighting

What We Heard as we Developed the Design



Public Input

- + Respondents supported:
 - + The road closure to add more green space and to make the area less confusing to navigate
 - + Additional lighting
 - + Adding a pathway to the Mee-Yah-Noh School Park
- + Respondents suggested relocating the corner plaza away from the T-intersection
- + Some respondents noted that the design should include fitness equipment and play areas. If the community wishes to add these amenities, they can be initiated with the Neighbourhood Resource Coordinator (NRC)

What We Considered as we Developed the Design



Vision and Guiding Principles

- Aligns with the following principles:
- + Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood
 - + Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages
 - + Ensure infrastructure considers year-round use



Technical considerations

- + Close the road to make the intersection easier to navigate and address concerns with fast moving vehicles
- + Relocate the plaza/gathering space further from the T-intersection to make it more comfortable
- + Remove the bus stop along 129B Avenue as part of the bus network redesign
- + Use naturalized plant materials for ease of maintenance
- + Plant new landscaping that will consider sightlines and maintain visibility
- + Work with the community league to relocate the existing sign if needed, to make it more functional at the corner of the green space



City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy – to support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access Design Guide – to support access and use for people of all ages and abilities
- + BREATHE – Green Network Strategy – to promote open spaces that are accessible and inclusive for all
- + Corporate Tree Policy – to reduce impacts to trees
- + Design and Construction Standards Volume 5 – Landscaping





* Enhancements to parks and open spaces are subject to available funding. If funding is not available as part of this project, the community can initiate these improvements with the Neighbourhood Resource Coordinator (NRC).

Parks Focus Areas: Killarney Park 1

What We Decided*

- + To construct an interior north-south pathway in the park
- + To construct sidewalks along the north and south edge to provide access to the park and to crossing locations
- + To add benches and waste bins
- + To construct a central seating area

What We Heard as we Developed the Design



Public Input

- + Respondents indicated:
 - + Support for walking connections through the park
 - + Support for new benches
 - + Support for a pedestrian-friendly design
- + Respondents suggested:
 - + The pathway be less curved and more direct through the park
 - + Sidewalks around the perimeter of the park
 - + Existing benches should be included in the design

What We Considered as we Developed the Design



Vision and Guiding Principles

- Aligns with the following principles:
- + Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood
 - + Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages
 - + Ensure infrastructure considers year-round use



Technical considerations

- + Use naturalized plant materials for ease of maintenance
- + Plant new landscaping and construct lighting that will consider sightlines and maintain visibility
- + Align pathways to minimize impacts to existing trees and shrubs as much as possible
- + Construct new sidewalks and curb ramps to make the park paths and seating area accessible for people of all ages and abilities
- + Design new pathways to consider walking connections through the neighbourhood



City Policies and Programs

- The design is informed by the following:
- + Access Design Guide – to support access and use for people of all ages and abilities
 - + BREATHE – Green Network Strategy promotes an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
 - + Corporate Tree Policy – reducing impacts to trees
 - + Snow and Ice Control Policy – maintain prioritized paths within a park space
 - + Design and Construction Standards Volume 5 – Landscaping



* Enhancements to parks and open spaces are subject to available funding. If funding is not available as part of this project, the community can initiate these improvements with the Neighbourhood Resource Coordinator (NRC).

Parks Focus Areas: Killarney Park

What We Decided*

- + To construct a diagonal east to west pathway
- + To widen the north to south pathway
- + To add two new picnic tables
- + To add new landscaping at the south park entrance
- + To add a new bench and waste bins along the north to south pathway
- + To construct a central seating area
- + To install lighting

What We Heard as we Developed the Design



Public Input

- + Overall, respondents indicated they were comfortable with the proposed design including features such as:
 - + New pathways
 - + Benches
 - + Wider sidewalks
 - + Waste bins
 - + Lighting
- + Some respondents indicated that they would like to see new picnic tables
- + Some respondents noted that the design should include fitness equipment, play areas, fire pits and be designed for all seasons. If the community wishes to add these amenities, they can be initiated with the Neighbourhood Resource Coordinator (NRC)

What We Considered as we Developed the Design



Vision and Guiding Principles

- Aligns with the following principles:
- + Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood
 - + Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages
 - + Ensure infrastructure considers year-round use



Technical considerations

- + Upgrade the lighting to increase visibility and to extend the life of the lights
- + Redesign the plaza space to encourage more people to use the park
- + Use naturalized plant materials for ease of maintenance
- + Design pathways and landscaping with winter in mind
- + Construct a wider north-south pathway to provide connections for people who walk, bike and roll
- + Construct a paved pathway to ensure people of all ages and abilities can access the picnic table
- + Plant new landscaping that will consider sightlines and maintain visibility



City Policies and Programs

- The design is informed by the following:
- + Access Design Guide – to support access and use for people of all ages and abilities
 - + BREATHE – Green Network Strategy promotes an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
 - + Corporate Tree Policy – reducing impacts to trees
 - + Design and Construction Standards Volume 5 – Landscaping
 - + Snow and Ice Control Policy – maintain prioritized paths within a park space (i.e. only the north to south pathway will be cleared in the winter)





* Enhancements to parks and open spaces are subject to available funding. If funding is not available as part of this project, the community can initiate these improvements with the Neighbourhood Resource Coordinator (NRC).

Parks Focus Areas: 130 Avenue Roadway Green Space

What We Decided*

- + To add a new seating area
- + To add new landscaping around the seating area
- + To install a new waste bin

What We Heard as we Developed the Design



Public Input

- + Overall, respondents indicated they were comfortable with the proposed design, including features such as:
 - + Waste bins
 - + Benches
 - + Renewed sidewalks
- + Some respondents indicated:
 - + That they would like to see more amenities in the park
 - + That the design should include new trees, a gazebo, community garden, play area, or fitness equipment. If the community wishes to add these amenities, they can be initiated with the Neighbourhood Resource Coordinator (NRC)

What We Considered as we Developed the Design



Vision and Guiding Principles

- Aligns with the following principles:
- + Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood
 - + Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages
 - + Ensure infrastructure considers year-round use



Technical considerations

- + Use naturalized plant materials for ease of maintenance
- + Plant new landscaping that will consider sightlines and maintain visibility



City Policies and Programs

- The design is informed by the following:
- + Access Design Guide – to support access and use for people of all ages and abilities
 - + BREATHE – Green Network Strategy promotes an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
 - + Corporate Tree Policy – reducing impacts to trees
 - + Design and Construction Standards Volume 5 – Landscaping





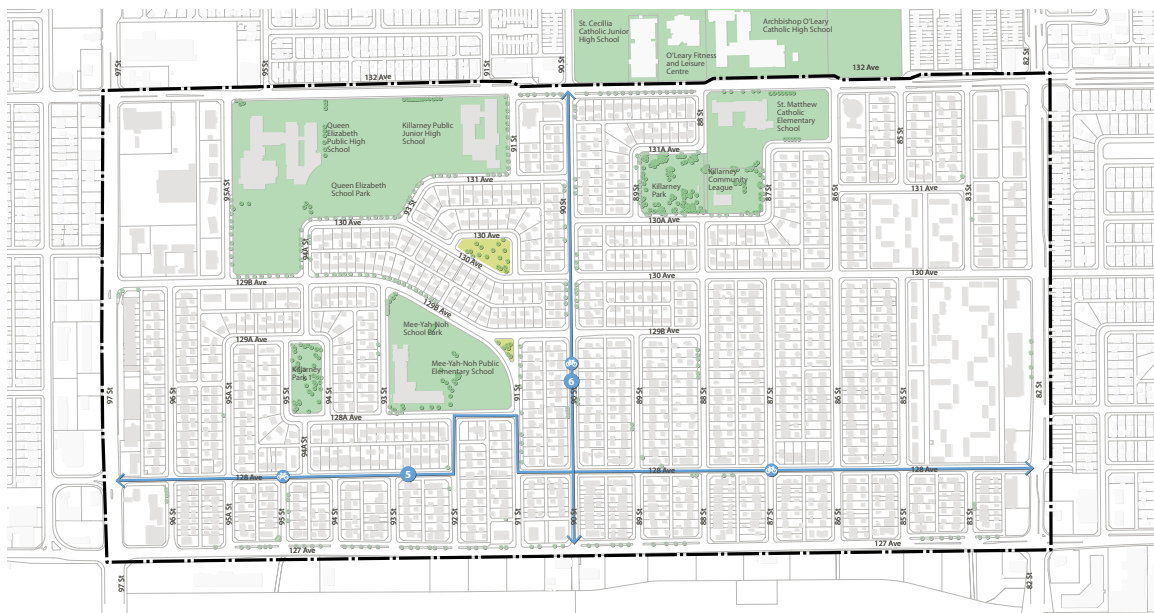
- | | | | |
|---|---------------------------|---|------------------------------------|
|  | Waste Bin |  | Wider Sidewalk (Key Walking Route) |
|  | Lighting to be Determined |  | Path |
|  | Seating Area |  | Existing Sidewalk |

* Enhancements to parks and open spaces are subject to available funding. If funding is not available as part of this project, the community can initiate these improvements with the Neighbourhood Resource Coordinator (NRC).



Bike Focus Areas

This section presents the final project decisions for biking in Killarney. City policies and programs, public engagement input and technical requirements that informed the City's decisions related to each topic.



— Killarney Neighbourhood Boundary

🚲 Bike Focus Areas

Bike Focus Areas

5. 128 Avenue bike facility
6. 90 Street bike facility

Bike Focus Areas: 128 Avenue Bike Route

What We Decided

- + To construct a shared road bike route along 128 Avenue from 82 Street to 91 Street and from 92 Street to 97 Street
- + To construct curb extensions along 128 Avenue at the following intersections:
 - + 96 Street
 - + 90 Street
 - + 86 Street
 - + 83 Street
- + To construct curb extensions along 128A Avenue at the following locations:
 - + 92 Street
 - + 91 Street
- + To construct a shared pathway at the following locations
 - + North-south along 91 Street from 128 Avenue to 128A Avenue on the west side of the road
 - + East-west along 128A Avenue from 91 Street to 92 Street on the south side of the road
 - + North-south along 92 Street from 128 Avenue to 128A Avenue on the east side of the roadway
- + To change yield signs to stop signs at the following locations along 128 Avenue:
 - + 96 Street
 - + 95A Street
 - + 89 Street
 - + 88 Street
 - + 87 Street
 - + 85 Street
 - + 83 Street
- + To add new stop signs at the following locations along 128 Avenue:
 - + 95 Street
 - + 94A Street
 - + 94 Street
 - + 93 Street
 - + 92 Street
 - + 91 Street
 - + 86 Street
- + To add new stop signs along 92 Street at 128A Avenue
- + To add a new stop sign along 128A Avenue at 91 Street
- + To construct a wider sidewalk along the north side of 128A Avenue between 91 Street and 92 Street
- + To evaluate whether a four-way stop or a north-south stop control will be installed at 128 Avenue and 90 Street
- + To realign the road along 128 Avenue at 85 Street to ensure crossings and travel lanes align across 85 Street

What We Considered as we Developed the Design

Vision and Guiding Principles



Aligns with the following principles:

- + Improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood
- + Improve the safety of roadways for all users including people who walk, bike, roll and drive
- + Generate options for residents to walk, bike roll and drive
- + Ensure infrastructure considers year-round use

Technical considerations



- + Design the roadway to reduce fast moving vehicles and increase sightlines for all users, particularly around schools
- + Construct curb extensions to reduce crossing distances, slow fast moving vehicles and increase sightlines for all roadway users
- + Design infrastructure that can support future enhancements identified in the Bike Plan
- + Convert yield signs to stop signs on 128 Avenue so traffic will come to a complete stop
- + Transition to a shared pathway along 91 Street, 128A Avenue, and 92 Street to reduce potential conflicts between roadway users around the school
- + Realign the roadway at 85 Street to ensure the driving lanes are aligned through the intersection

City Policies and Programs

The design is informed by the following:



- + Safe Mobility Strategy and Community Traffic Management Policy – support bike routes and facilities that prevent injuries and encourage more people to bike
- + Access Design Guide – support access and use for people of all ages and abilities
- + Edmonton Bike Plan – support the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Active Transportation Policy – strategic improvements to support active transportation
- + Complete Streets Design and Construction Standards

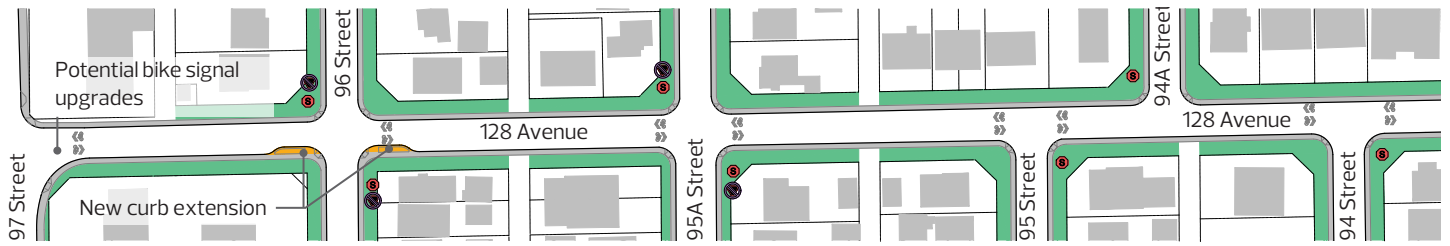
What We Heard as we Developed the Design



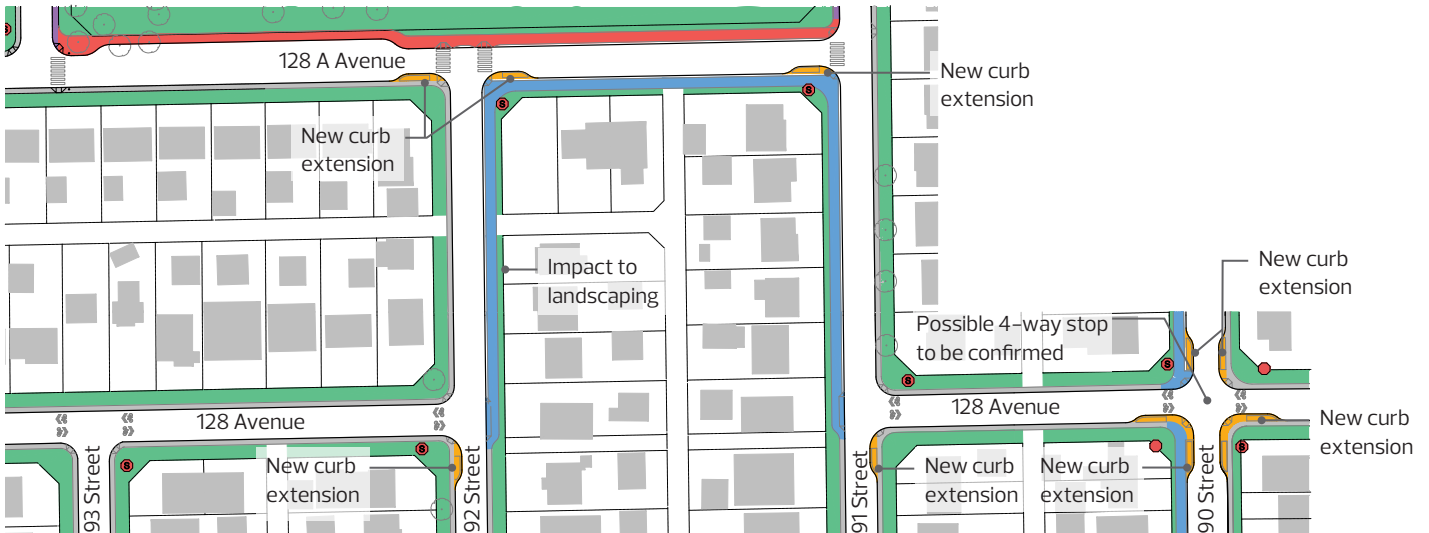
Public Input

- + Respondents value on-street parking
- + Respondents indicated a preference for:
 - + Bike infrastructure that have minimal impacts on traffic flow and parking
 - + Adding a pathway to connect with the Mee-Yah-Noh School Park
- + Respondents want to ensure the design of a bike route is safe, accessible and supports all ages and abilities

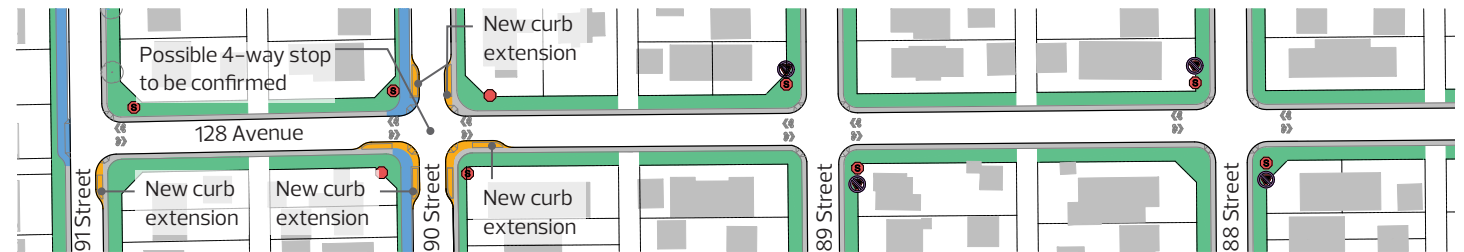
128 Avenue (97 Street – 94 Street)



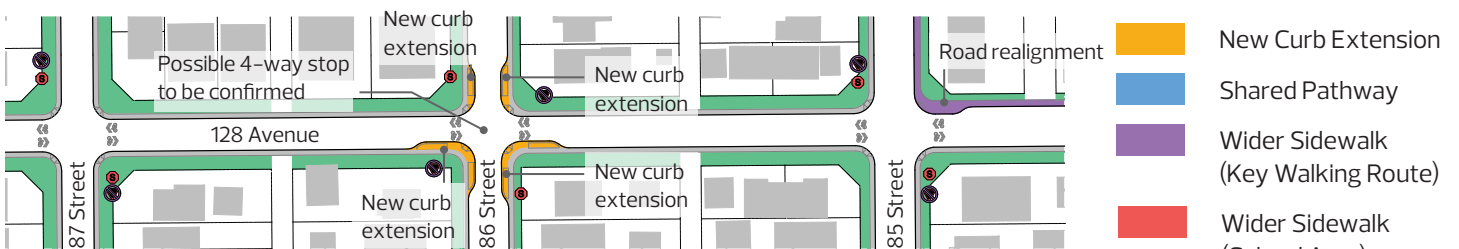
128 Avenue (93 Street – 90 Street)



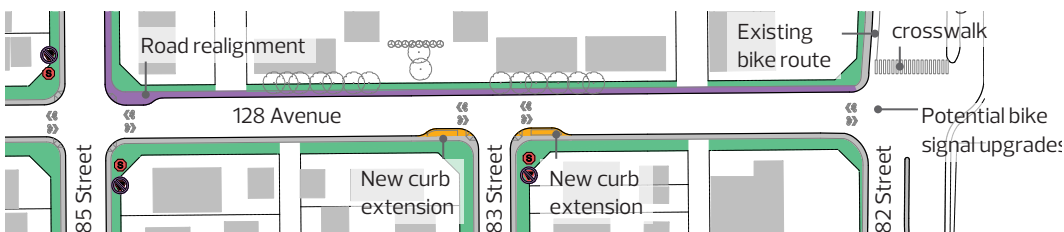
128 Avenue (91 Street – 88 Street)



128 Avenue (87 Street – 85 Street)



128 Avenue (85 Street – 82 Street)



-  New Curb Extension
-  Shared Pathway
-  Wider Sidewalk (Key Walking Route)
-  Wider Sidewalk (School Area)
-  Existing Sidewalk
-  Shared Road Bike Route Marking
-  Remove Existing Sign
-  Existing Stop Sign
-  Existing Yield Sign
-  New Stop Sign

Bike Focus Areas: 90 Street Bike Route

What We Decided

- + To construct a shared pathway, north-south from 127 Avenue to 132 Avenue along 90 Street on the west side of the roadway
- + To construct curb extensions along 90 Street at the following intersections:
 - + 128 Avenue
 - + 130 Avenue
 - + 131 Avenue
- + To construct marked pedestrian crossings at the intersection of 90 Street and 129B Avenue
- + To construct a four-way stop at 128 Avenue and 90 Street
- + To realign the curbline at the following locations:
 - + The west side of 90 Street from 132 Avenue to the alley south of 132 Avenue as a new bus stop
 - + 129B Avenue east of 90 Street

What We Heard as we Developed the Design



Public Input

- + Respondents indicated a high level of support for 90 Street as a bike route
- + Respondents are interested in bike facilities that can provide benefits to all roadway users, including those who walk, bike, roll and drive
- + Respondents value on-street parking
- + Respondents identified their preference for bike facilities that have minimal impacts on traffic flow and parking
- + Respondents noted that bike facilities should provide better connections in and around the neighbourhood

What We Considered as we Developed the Design



Vision and Guiding Principles

- Aligns with the following principles:
- + Improve the safety of roadways for all users
 - + Establish safe connections to destinations and amenities within the neighbourhood
 - + Improve the safety of roadways for all users including people who walk, bike, roll and drive
 - + Generate options for residents to walk, bike, roll and drive
 - + Ensure infrastructure considers year-round use



Technical considerations

- + Design curb extensions to reduce crossing distances and improve visibility for people who walk or bike and to slow fast moving vehicles travelling along the roadway
- + Reduce impacts to landscaping and mature trees, where possible
- + Locate potential conflicts with underground utilities
- + Convert the intersection at 128 Avenue and 90 Street to a 4-way stop to slow/stop traffic travelling through the intersection and to improve the crossings for people who walk, bike and roll
- + A shared pathway will separate people who drive from people who walk, bike and roll along a roadway with higher traffic volume
- + A new shared pathway will be constructed on the west side of the roadway to avoid significant challenges and requirements for retaining walls on the east side of the roadway



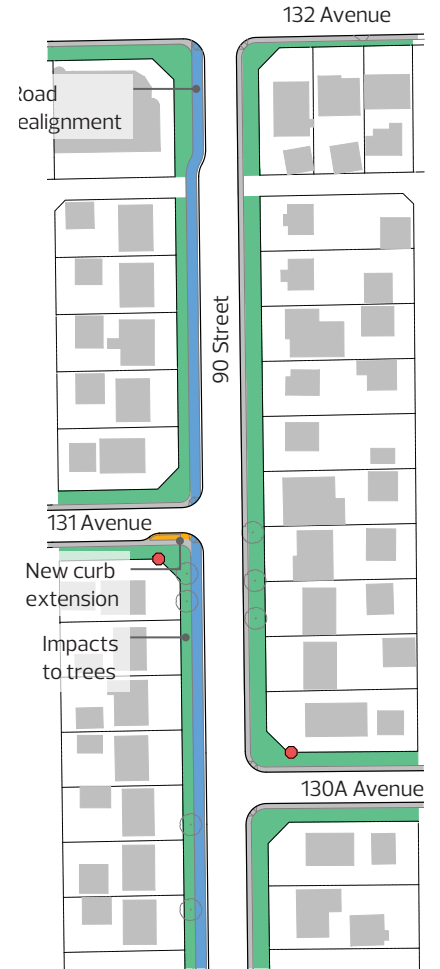
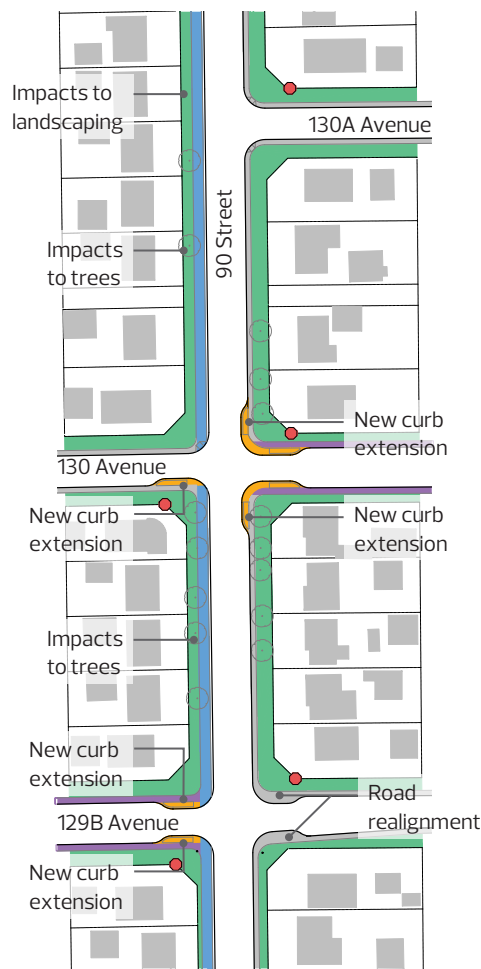
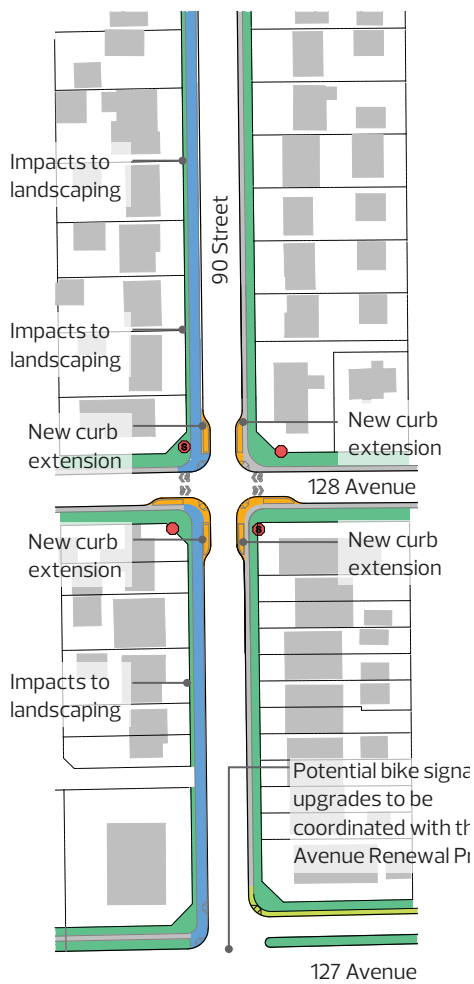
City Policies and Programs

- The design is informed by the following:
- + Safe Mobility Strategy and Community Traffic Management Policy – support bike routes and facilities that prevent injuries and encourage more people to bike
 - + Access Design Guide – support access and use for people of all ages and abilities
 - + Edmonton Bike Plan – support the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
 - + Active Transportation Policy – strategic improvements to support active transportation
 - + Complete Streets Design and Construction Standards

90 Street (127 Avenue – 128 Avenue)

90 Street (129B Avenue – 130A Avenue)

90 Street (130A Avenue – 132 Avenue)



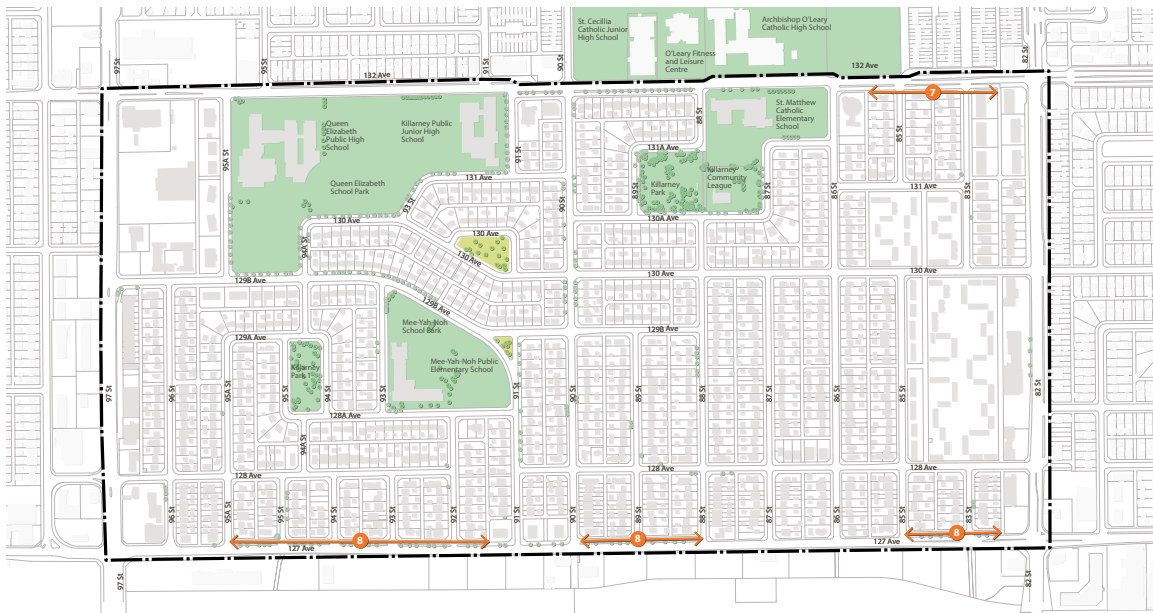
- New Curb Extension
- Wider Sidewalk (Key Walking Route)
- New Shared Pathway
- Existing Sidewalk

- S New Stop Sign
- X Existing Stop Sign
- Y Existing Yield Sign
- X Remove Sign



Walking Focus Areas

This section presents the final project decisions for walking in Killarney. City policies and programs, public engagement input and technical requirements that informed the City's decisions related to each topic.



— Killarney Neighbourhood Boundary

↔ Walking Focus Areas

Walking Focus Areas

- 7. 132 Avenue new sidewalks
- 8. 127 Avenue new sidewalks

Walking Focus Areas: 132 Avenue New Sidewalks

What We Decided

- + To construct a new sidewalk along the south side of the service road next to 132 Avenue between the alley west of 85 Street and the alley east of 83 Street

What We Heard as we Developed the Design



Public Input

- + Overall, respondents were comfortable with the proposed new sidewalks along 132 Avenue
- + Some respondents indicated a preference for curb extensions to be installed at this location
- + Some respondents indicated that the current lack of sidewalks along this street make it feel unsafe

What We Considered as we Developed the Design



Vision and Guiding Principles

- Aligns with the following principles:
- + Improve the safety of roadways for all users
 - + Establish safe connections to destinations and amenities within the neighbourhood
 - + Improve the safety of roadways for all users including people who walk, bike, roll and drive
 - + Generate options for residents to walk, bike, roll and drive
 - + Ensure infrastructure considers year-round use



Technical considerations

- + Locate potential conflicts with underground utilities
- + Create an opportunity for a connection for people who walk
- + Reduce impacts to landscaping and mature trees, where possible
- + Coordinate sidewalk improvements with the 132 Avenue Collector Renewal project

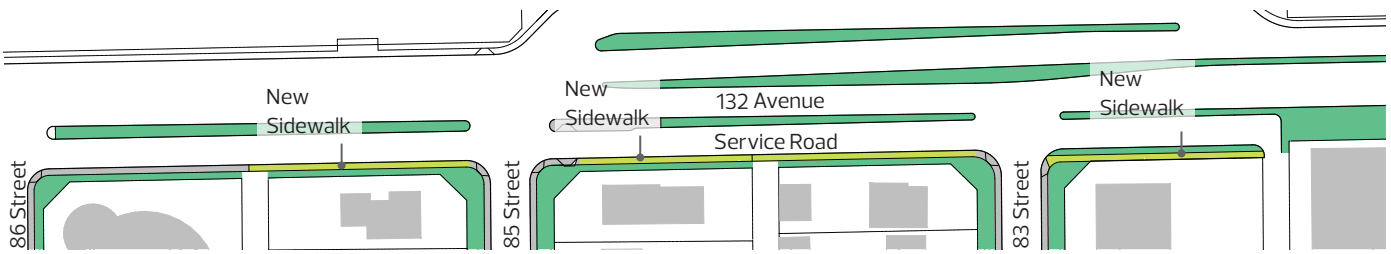


City Policies and Programs



- The design is informed by the following:
- + Active Transportation Policy – improve and support active transportation
 - + Access Design Guide – support access and use for people of all ages and abilities
 - + Complete Streets Design and Construction Standards
 - + The Neighbourhood Renewal Program funds the construction of new sidewalks. This portion is not cost-shared with property owners.



132 Avenue (86 Street to the alley east of 83 Street)



Note: Construction to be coordinated with the 132 Avenue Collector Renewal Project

-  New Sidewalk
-  Existing Sidewalk

Walking Focus Areas: 127 Avenue New Sidewalks

What We Decided

- + To construct a new sidewalk on the north side of the service road next to 127 Avenue between the following streets:
 - + The alley east of 92 Street to 95A Street
 - + 88 Street and 90 Street
 - + 85 Street to the alley east of 83 Street

What We Heard as we Developed the Design



Public Input

- + Overall, respondents support the proposed new sidewalks along 127 Avenue
- + Some respondents expressed concerns about potential impacts to landscaping, trees, and fences within the City right-of-way
- + Some respondents indicated a preference for curb extensions and marked crossings to make it feel safer for people who walk

What We Considered as we Developed the Design



Vision and Guiding Principles

- Aligns with the following principles:
- + Improve the safety of roadways for all users
 - + Establish safe connections to destinations and amenities within the neighbourhood
 - + Improve the safety of roadways for all users including people who walk, bike, roll and drive
 - + Generate options for residents to walk, bike, roll and drive
 - + Ensure infrastructure considers year-round use



Technical considerations

- + Locate potential conflicts with underground utilities
- + Create an opportunity for a connection for people who walk
- + Reduce impacts to landscaping and mature trees, where possible

City Policies and Programs

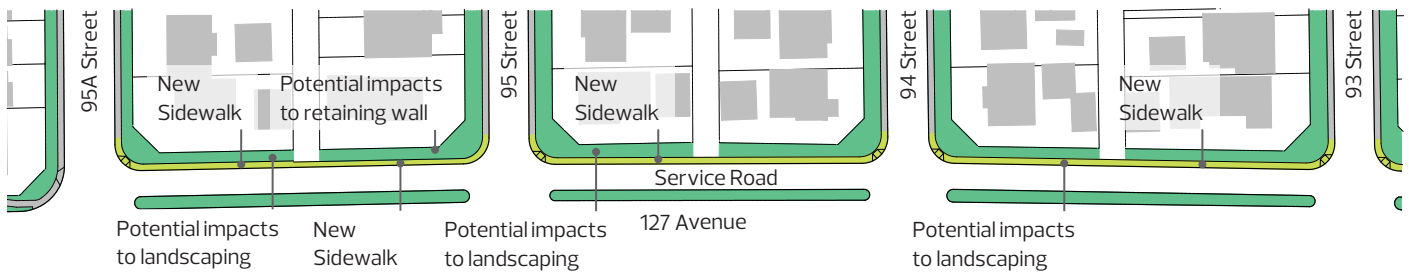
The design is informed by the following:



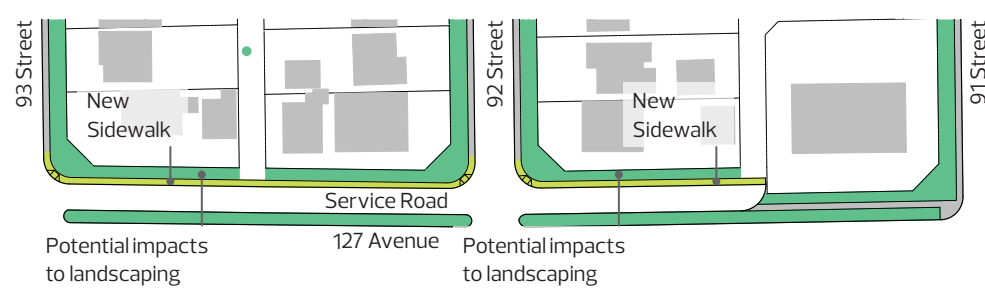
- + Active Transportation Policy – improve and support active transportation
- + Access Design Guide – support access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standards
- + The Neighbourhood Renewal Program funds the construction of new sidewalks. This portion is not cost-shared with property owners



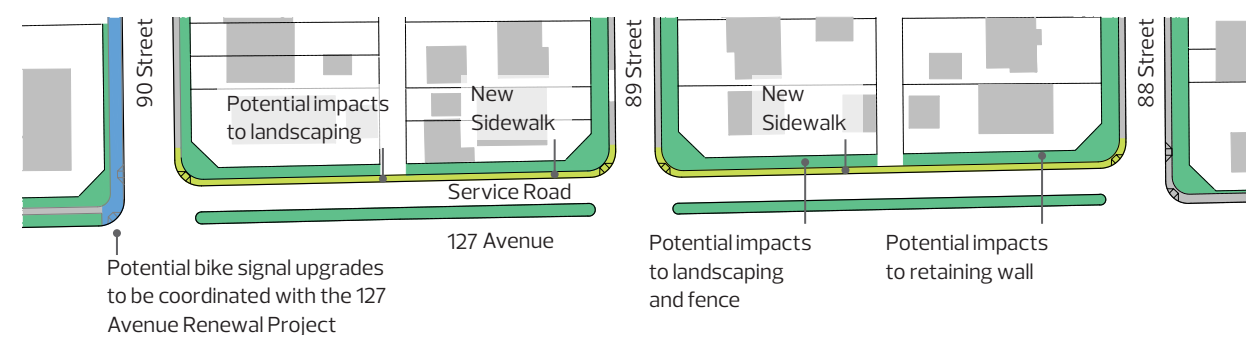
127 Avenue (95A Street – 93 Street)



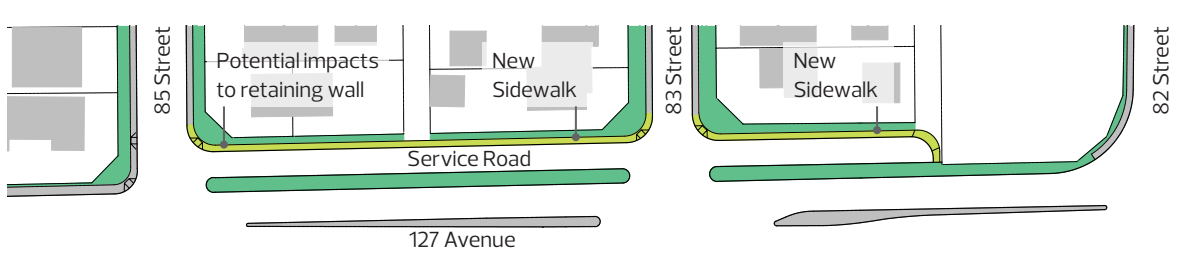
127 Avenue (93 Street – 91 Street)



127 Avenue (90 Street – 88 Street)



127 Avenue (85 Street – 83 Street)

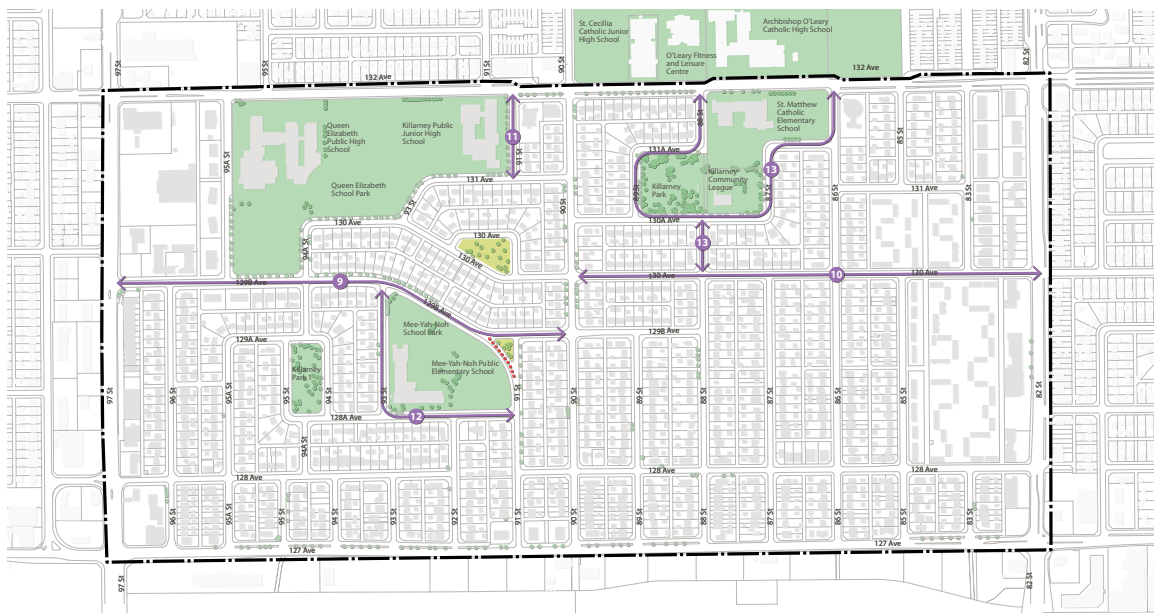


- New Sidewalk
- Existing Sidewalk



Driving and Traffic Calming Focus Areas

This section presents the final project decisions for driving and traffic calming in Killarney. City policies and programs, public engagement input and technical requirements that informed the City's decisions related to each topic.



- Killarney Neighbourhood Boundary
- Road Closure
- ↔ Driving and Traffic Calming Focus Areas

Driving and Traffic Calming Focus Areas

9. 129B Avenue (90 to 97 Street)
10. 130 Avenue (82 to 90 Street)
11. 91 Street (Killarney School drop-off)
12. 93 Street and 128 A Avenue (Mee-Yah-Noh School drop-off)
13. St. Matthew Elementary School and Killarney Park

Driving and Traffic Calming Focus Areas: 129 B Avenue (90 to 97 Street)

What We Decided

- + To construct a wider sidewalk along the north and south side of 129B Avenue from 90 Street to 97 Street
- + To construct curb extensions along 129B Avenue at the following locations:
 - + 95A Street
 - + 94A Street
 - + 93 Street
 - + 90 Street
- + To add a new marked pedestrian crossing at 129B Avenue and 95A Street
- + To add a new stop sign at 95A Street and 129B Avenue
- + To plant new landscaping and trees at the corner of Mee-Yah-Noh School Park at 129B Avenue and 93 Street. If the community wishes to add these amenities, they can be initiated with the Neighbourhood Resource Coordinator (NRC)

What We Heard as we Developed the Design



Public Input

- + Overall, respondents are comfortable with the proposed design for 129B Avenue which includes features such as curb extensions and crossings to improve safety for people who walk
- + Some respondents suggested more marked or raised crosswalks
- + Some respondents were concerned with:
 - + Potential impacts to traffic flow
 - + Fast moving vehicles

What We Considered as we Developed the Design



Vision and Guiding Principles

- Aligns with the following principles:
- + Improve the safety of roadways for all users
 - + Establish safe connections to destinations and amenities within the neighbourhood
 - + Ensure infrastructure considers year-round use



Technical considerations

- + Design curb extensions to reduce crossing distances and improve visibility for people who walk and to address concerns with fast moving vehicles
- + Locate potential conflicts with underground utilities
- + Construct wider sidewalks to provide an opportunity for a more comfortable connection for people who walk and roll
- + Align intersections and use marked crosswalks to indicate where people can cross the road

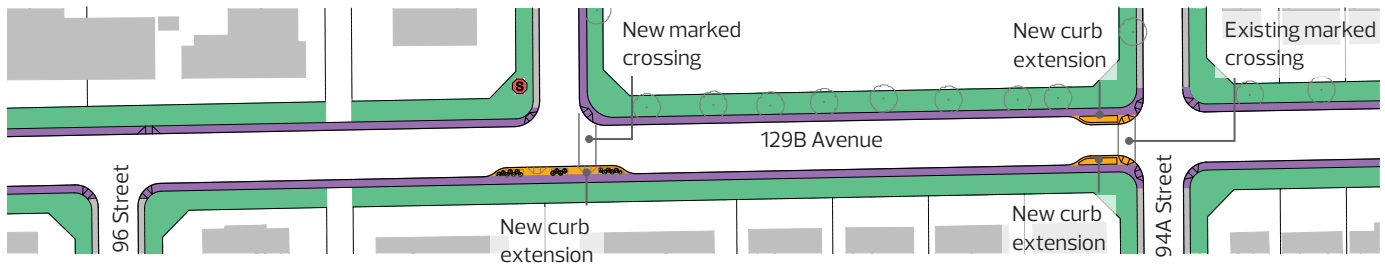


City Policies and Programs

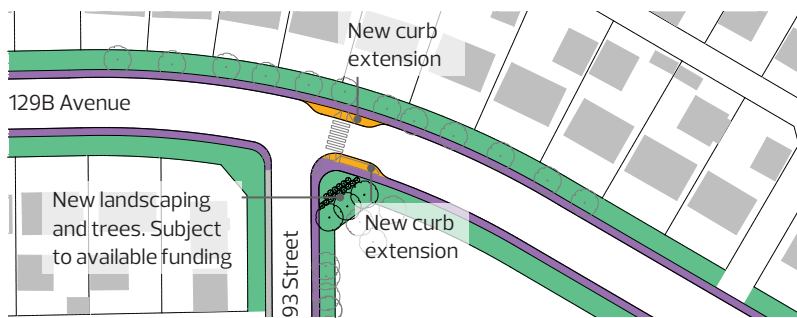
- The design is informed by the following:
- + Safe Mobility Strategy – support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
 - + Access Design Guide – support access and use for people of all ages and abilities
 - + Community Traffic Management Policy – supports curb extensions to improve visibility for people walking and to reduce driver speeds and shortcutting. Marked crossings draw attention to people crossing the street.
 - + Complete Streets Design and Construction Standards



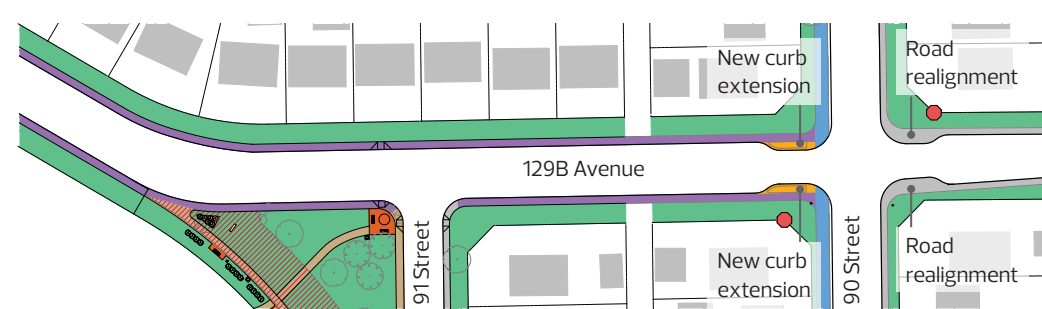
129B Avenue (96 Street to 94A Street)



129B Avenue (93 Street)



129B Avenue (91 Street to 90 Street)



- New Curb Extension
- Wider Sidewalk (Key Walking Route)
- New Shared Pathway
- Existing Sidewalk

- S New Stop Sign
- Existing Stop Sign
- ▽ Existing Yield Sign
- ⊘ Remove Sign

Driving and Traffic Calming Focus Areas: 130 Avenue (82 to 90 Street)

What We Decided

- + To construct wider sidewalks on the north and south side of 130 Avenue from 82 Street to 90 Street
- + To construct curb extensions along 130 Avenue at the following locations:
 - + 90 Street
 - + 86 Street

What We Heard as we Developed the Design



Public Input

- + Overall, respondents were comfortable with the proposed design for 130 Avenue and appreciated how the features could enhance safety for people who walk

What We Considered as we Developed the Design



Vision and Guiding Principles

Aligns with the following principles:

- + Improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood
- + Ensure infrastructure considers year-round use



Technical considerations

- + Design curb extensions to reduce crossing distances and improve visibility for people who walk, address concerns with fast moving vehicles, and reduce instances of shortcutting
- + Locate potential conflicts with underground utilities
- + Construct wider sidewalks to provide opportunities for more comfortable connections for people who walk and roll



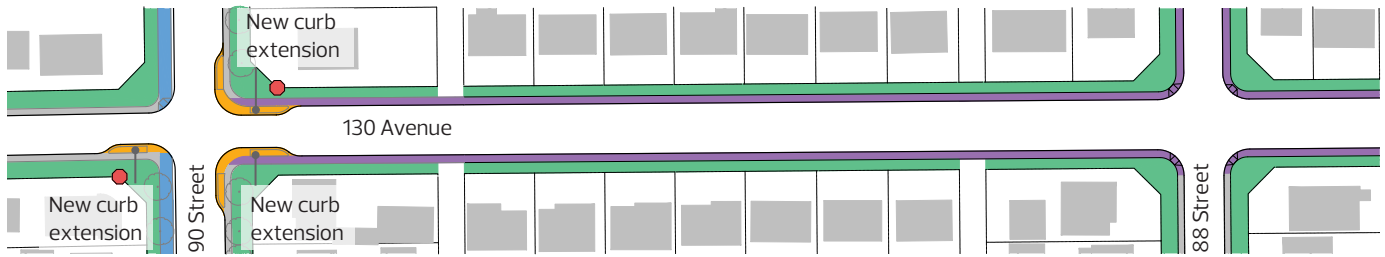
City Policies and Programs

The design is informed by the following:

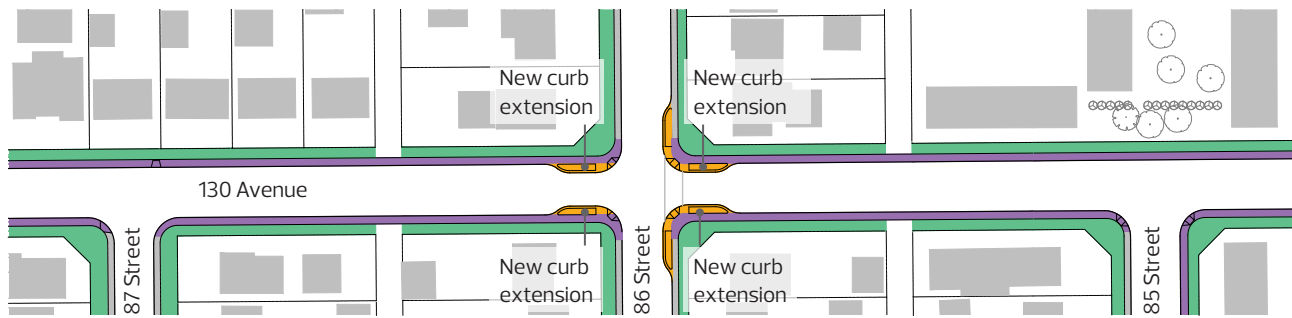
- + Safe Mobility Strategy – support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access Design Guide – support access and use for people of all ages and abilities
- + Community Traffic Management Policy – supports curb extensions to improve visibility for people walking and to reduce driver speeds and shortcutting. Marked crossings draw attention to people crossing the street.
- + Complete Streets Design and Construction Standards



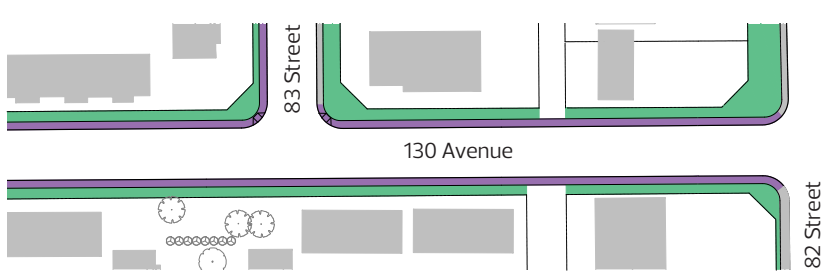
130 Avenue (90 Street to 88 Street)











130 Avenue (87 Street to 85 Street)



130 Avenue (83 Street to 82 Street)



- | | | | |
|---|---------------------------------------|---|---------------------|
|  | New Curb Extension |  | New Stop Sign |
|  | Wider Sidewalk
(Key Walking Route) |  | Existing Stop Sign |
|  | New Shared Pathway |  | Existing Yield Sign |
|  | Existing Sidewalk |  | Remove Sign |

Driving and Traffic Calming Focus Areas: 91 Street (Killarney School Drop-off)

What We Decided

- + To construct a wider sidewalk on the west side of 91 Street between 131 Avenue and 132 Avenue
- + To shift the roadway alignment to the east to accommodate the wider sidewalk
- + To construct curb extensions at the intersection of 131 Avenue and 91 Street
- + To add a marked pedestrian crossing at the intersection of 91 Street and 131 Avenue
- + To add a stop sign at the intersection of 91 Street and 131 Avenue

What We Heard as we Developed the Design



Public Input

- + Overall, respondents were comfortable with the proposed design for 91 Street in front of Killarney School, this includes features such as:
 - + A wider sidewalk next to the school
 - + Proposed marked crosswalk
 - + Proposed curb extensions
- + Some respondents indicated a preference for raised crosswalks
- + Respondents indicated support for wider sidewalks and curb extensions along Killarney School

What We Considered as we Developed the Design



Vision and Guiding Principles

- Aligns with the following principles:
- + Improve the safety of roadways for all users
 - + Establish safe connections to destinations and amenities within the neighbourhood
 - + Ensure infrastructure considers year-round use



Technical considerations

- + Coordinate construction with the 132 Avenue Collector Renewal Project
- + Design curb extensions over raised crosswalks to reduce crossing distances for people who walk and roll
- + Locate potential conflicts with underground utilities
- + Align intersections to define the movement of vehicles and other users and improve sightlines

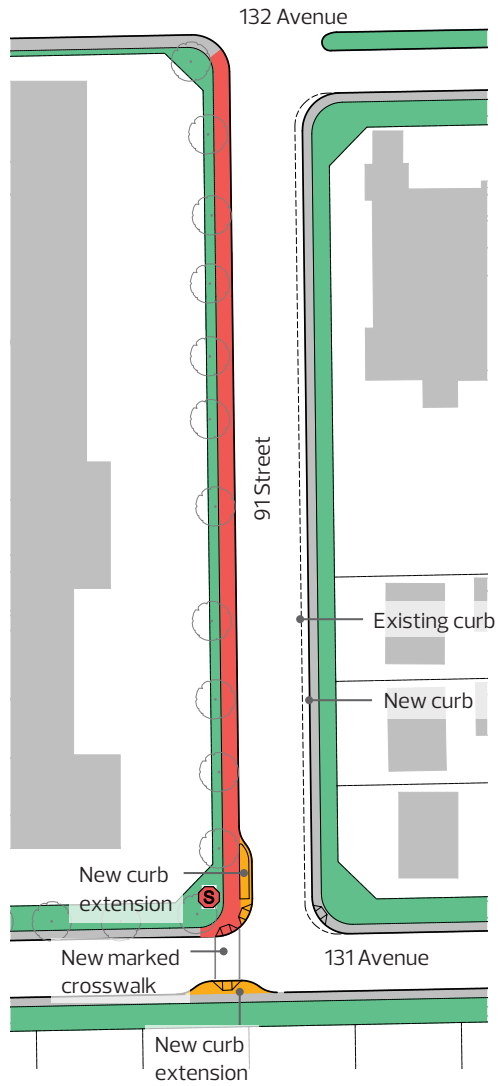


City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy – support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access Design Guide – support access and use for people of all ages and abilities
- + Community Traffic Management Policy – support curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings draw attention to pedestrian crossing locations.
- + Complete Streets Design and Construction Standards





- New Curb Extension
- Wider Sidewalk (School Area)
- Existing Sidewalk
- S New Stop Sign

Driving and Traffic Calming Focus Areas: 93 Street and 128A Avenue (Mee-Yah-Noh School Drop-off)

What We Decided

- + To construct a wider sidewalk at the following locations:
 - + The north side of 128A Avenue between 91 Street and 93 Street
 - + The east side of 93 Street between 128A Avenue and 129B Avenue
- + To construct a shared pathway along the south side of 128A Avenue between 91 Street and 92 Street
- + To construct a school bus parking bay along the north side of 128A Avenue between 92 Street and 93 Street
- + To construct curb extensions along 128A Avenue at the following locations:
 - + 92 Street
 - + 91 Street
- + To add three new marked crosswalks along 128A Avenue at the following locations:
 - + 92 Street and 91 Street

What We Heard as we Developed the Design



Public Input

- + Overall, respondents were comfortable with the proposed design
- + Respondents indicated support for:
 - + Wider sidewalks next to the school to make it more comfortable for people who walk, bike and roll
 - + Wider sidewalks along 92 Street and 128A Avenue and the creation of a school bus drop-off zone along 128A Avenue
- + Respondents indicated that additional marked crossings and stop signs may be necessary at some locations
- + Some respondents indicated a preference for raised crossings to lower traffic speeds

What We Considered as we Developed the Design



Vision and Guiding Principles

- Aligns with the following principles:
- + Improve the safety of roadways for all users
 - + Establish safe connections to destinations and amenities within the neighbourhood
 - + Ensure infrastructure considers year-round use



Technical considerations

- + Design curb extensions over raised crosswalks to reduce crossing distances for people who walk, bike and roll, slow fast moving vehicles and improve sightlines for all roadway users
- + Locate potential conflicts with underground utilities
- + Align intersections to define the movement vehicles and other users and improve sightlines
- + Use marked crosswalks and rapid flashing beacons to indicate where people cross the roadway
- + Design bus parking bays to reduce congestion
- + Reduce impacts to existing trees, where possible
- + Construct a wider sidewalk along the north side of 128A Avenue to provide more space for people who walk, bike and roll



City Policies and Programs

- The design is informed by the following:
- + Safe Mobility Strategy – support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
 - + Access Design Guide – support access and use for people of all ages and abilities
 - + Community Traffic Management Policy – support curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for people walking. The marked crossings and rapid flashing beacons draw attention to pedestrian crossing locations.
 - + Complete Streets Design and Construction Standards



- New Curb Extension
- Wider Sidewalk (Key Walking Route)
- Wider Sidewalk (School Area)
- New Shared Pathway
- Existing Sidewalk
- S New Stop Sign

Driving and Traffic Calming Focus Areas: St. Matthew Elementary School and Killarney Park

What We Decided

What We Heard as we Developed the Design

What We Considered as we Developed the Design

- + To construct a wider sidewalk at the following locations
 - + The west side of 86 Street between 131A Avenue to 132 Avenue
 - + The north side of 131A Avenue between 87 Street and 86 Street
 - + The west side of 87 Street between 130A Avenue to 131A Avenue
 - + The north side of 130A Avenue between 89 Street and 87 Street
- + To construct curb extensions at the following locations:
 - + 131A Avenue and 87 Street
 - + 88 Street and 130A Avenue
- + To plant new landscaping at the entrance to the playground at Killarney Park along 87 Street



Public Input

- + Overall, respondents were comfortable with the proposed design for St. Matthew School along 87 Street and 131A Avenue, which included features such as:
 - + Wider sidewalks along the north side of 131A Avenue and west side of 87 Street
 - + Curb extensions and marked crosswalks at the corner of 131A Avenue and 87 Street
- + Some respondents would like to see waste bins added at this location



Vision and Guiding Principles

- Aligns with the following principles:
- + Improve the safety of roadways for all users
 - + Establish safe connections to destinations and amenities within the neighbourhood
 - + Ensure infrastructure considers year-round use



Technical considerations

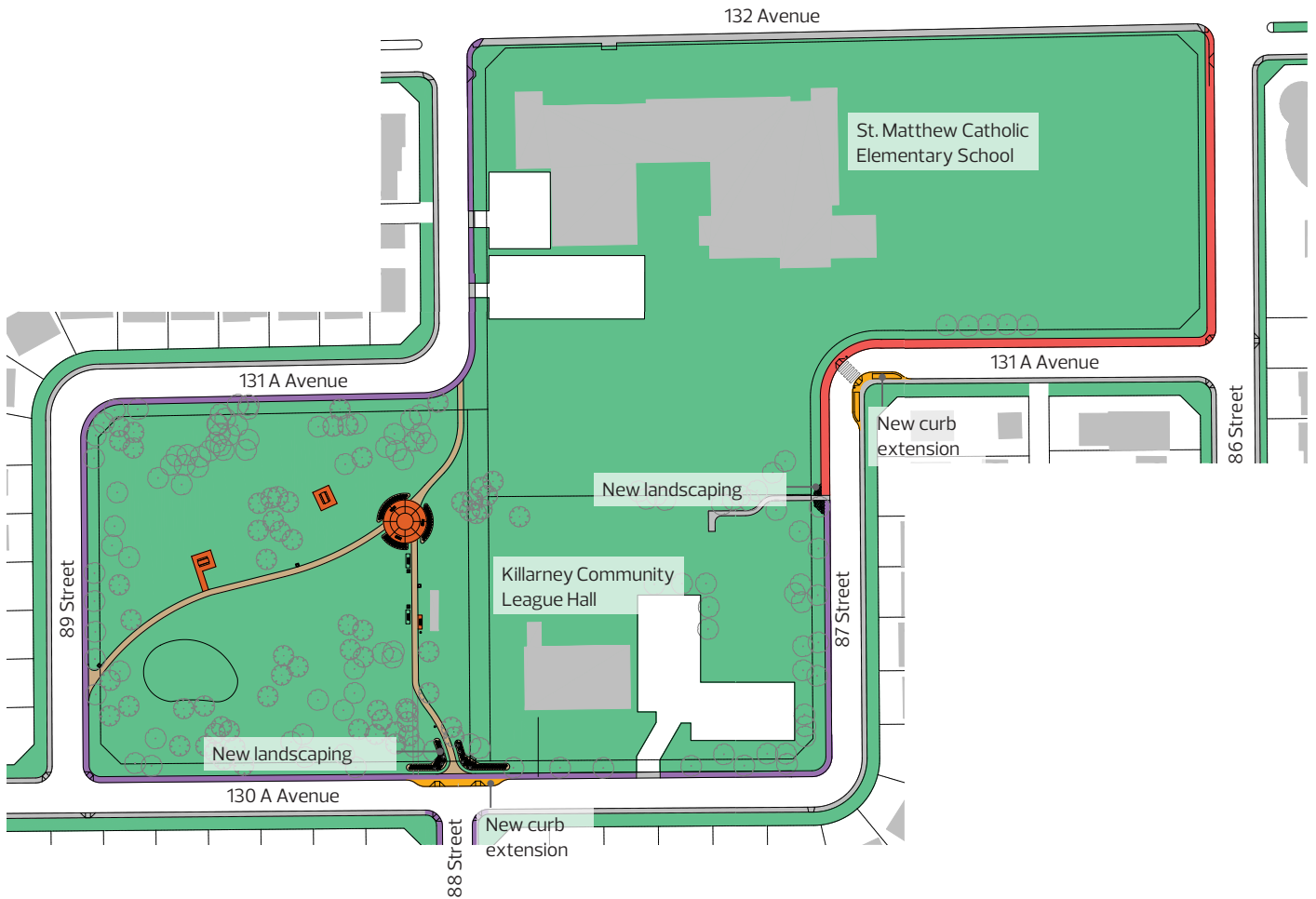
- + Design curb extensions to reduce crossing distances and improve visibility for people who walk and roll, slow fast moving vehicles and improve sightlines for all roadway users
- + Work around existing underground and above ground utilities
- + Construct a wider sidewalk to provide more space for people who walk, bike and roll
- + Align intersections and crossings to be intuitive for all users and enhance sight lines for people walking, biking, rolling and driving



City Policies and Programs

- The design is informed by the following:
- + Safe Mobility Strategy – support initiatives to manage driver speeds and shortcutting to increase the safety of all road users. Marked crossings and rapid flashing beacons draw attention to pedestrian crossing locations.
 - + Access Design Guide – support access and use for people of all ages and abilities
 - + Community Traffic Management Policy – support curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for people walking.
 - + Complete Streets Design and Construction Standards





- New Curb Extension
- Wider Sidewalk (Key Walking Route)
- Wider Sidewalk (School Area)
- Existing Sidewalk

Driving and Traffic Calming Focus Areas: Curb extensions

What We Decided

- + To construct curb extensions at the following intersections:
 - + 128 Avenue and 96 Street
 - + 128 Avenue and 92 Street
 - + 128 Avenue and 91 Street
 - + 128 Avenue and 90 Street
 - + 128 Avenue and 86 Street
 - + 128 Avenue and 83 Street
 - + 128A Avenue and 92 Street
 - + 128A Avenue and 91 Street
 - + 129B Avenue and 95A Street
 - + 129B Avenue and 94A Street
 - + 129B Avenue and 93 Street
 - + 129B Avenue and 90 Street
 - + 130 Avenue and 90 Street
 - + 130 Avenue and 86 Street
 - + 130A Avenue and 88 Street
 - + 131 Avenue and 91 Street
 - + 131 Avenue and 90 Street
 - + 131A Avenue and 87 Street

What We Heard as we Developed the Design



Public Input

- + Overall, respondents are comfortable using curb extensions as a measure to slow fast moving vehicles, improve sightlines, and reduce crossing distances for people who walk, bike and roll
- + Some respondents were concerned with potential impacts to traffic flow and fast moving vehicles

What We Considered as we Developed the Design



Vision and Guiding Principles

- Aligns with the following principles:
- + Improve the safety of roadways for all users
 - + Establish safe connections to destinations and amenities within the neighbourhood
 - + Improve the safety of roadways for all users including people who walk, bike, roll and drive
 - + Generate options for residents to walk, bike, roll and drive
 - + Ensure infrastructure considers year-round use



Technical considerations

- + Design curb extensions to reduce crossing distances and improve visibility for people who walk or bike and to slow fast moving vehicles travelling along the roadway
- + Reduce impacts to landscaping and mature trees, where possible
- + Locate potential conflicts with underground utilities



City Policies and Programs

- The design is informed by the following:
- + Safe Mobility Strategy and Community Traffic Management Policy – support bike routes and facilities that prevent injuries and encourage more people to bike
 - + Access Design Guide – support access and use for people of all ages and abilities
 - + Complete Streets Design and Construction Standards



Location of curb extensions



Local Improvements in Killarney

The Neighbourhood Renewal Program has been paid for through City-wide property taxes by creating a reserve fund dedicated to the program. In conjunction with the program, the City offers cost-sharing opportunities between the City and property owners of Killarney for two Local Improvement options—decorative street light upgrades and sidewalk reconstruction. Local Improvements and the cost-sharing opportunities offered by the City are part of the Neighbourhood Renewal discussion with you and your neighbours.

Property owners in Killarney had the opportunity to upgrade to their community's choice of decorative street lights through a community-initiated Local Improvement process. To demonstrate community support for the decorative option, an expression of interest with the choice of decorative light, needed to be submitted to the City by May 1, 2021. The project team did not receive an Expression of Interest from the Killarney community. Standard streetlights will be upgraded/replaced as part of the project with no additional local improvement charge to property owners.

Sidewalk reconstruction is a City-initiated Local Improvement. It is less disruptive to property owners and more cost effective to replace aging infrastructure, such as sidewalks, when it is already intended to do infrastructure work in Killarney.

Decorative Streetlight Upgrades



In January/February 2022, the City will send out a Local Improvement Tax Notice to all registered property owners in Killarney which contains information needed to decide whether they want to proceed with sidewalk reconstruction or not, including the approximate cost. Property owners will have a 30-day period to petition against the Local Improvement, by completing and returning the provided petition form. The results of the petition will be used to determine where sidewalk reconstruction will proceed with Neighbourhood Renewal. If the Sidewalk Local Improvement is successfully petitioned against, the City will complete maintenance on the existing sidewalks. Maintenance includes mudjacking, asphalt patching or grinding.

Final assessments and addition to your tax assessment for Local Improvements will be done in the year following construction completion.

For more information visit edmonton.ca/localimprovements

Sidewalk Reconstruction Local Improvement



Killarney Neighbourhood Renewal Pre-Construction Information

Construction is scheduled in Killarney over three years starting in spring 2022. You may see a few activities in your neighbourhood prior to construction, including:

- + Utility companies completing their work before construction begins. This minimizes cutting into the road after it is reconstructed
- + Trees being pruned if they are in the way of the construction equipment. If a tree on private property requires pruning, the City will notify the property owner
- + Existing street lights being removed and installation of new pole bases and streetlights typically occur prior to construction. The underground cabling system is also replaced at this time

Ways the City Will Communicate With You

Before construction starts in your neighbourhood, construction bulletins will be distributed to all residents.

The City's Delivery Project Manager will be your point of contact during construction.

The Delivery Project Manager can assist you with answering questions or addressing specific needs or concerns about construction.

Preparing for Construction in Front of My House

As we move toward construction, there are many things you can do to help prepare your property to make it easier for the City's contractor and you during construction. Construction consists of removal and replacement of sidewalks, curbs, gutters and reconstruction and paving of the road.

You can prepare your property for construction by:

- + Marking all underground sprinkler systems
- + Removing any potential conflicting landscaping adjacent to the sidewalk within 1-2m of the City-owned right-of-way
- + Removing plants and flowers before construction so they do not get damaged
- + Pulling back any mulch or rocks

If you have special access requirements, such as DATS, please advise your Delivery Project Manager during construction as soon as possible. Their contact information may be found on the construction bulletin, at edmonton.ca/BuildingKillarney, or by calling 311.

For more information:

Web: edmonton.ca/BuildingKillarney

Email: buildinggreatneighbourhoods@edmonton.ca

Call: 311



Working together to make the most out of your neighbourhood.

This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better.

We will engage and work with you on the renewal of streets, sidewalks, street lights, and park spaces, and promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used. Let's make the most out of your neighbourhood.

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton