



What We Heard

Malmo Plains Neighbourhood Renewal

Exploring Options
and Trade-offs
February 2020

REFINE

| BUILDING GREAT
NEIGHBOURHOODS

Edmonton

TABLE OF CONTENTS

1. Project overview	PG 2
2. Roadmap to Building Great Neighbourhoods	PG 3
3. Public Engagement spectrum	PG 4
4. Exploring Options and Trade-offs	PG 4
5. How options were created	PG 5
6. What we heard	PG 5
7. Next steps	PG 12
8. Make sure you stay informed	PG 12

Project overview

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

Malmo Plains neighbourhood map



Roadmap to Building Great Neighbourhoods

The Neighbourhood Renewal program follows the roadmap below, and this report focuses on public input that was heard during the **“Exploring Options and Trade-offs”** stage. At each step, the project team will share with you how your input will inform the decisions being made.

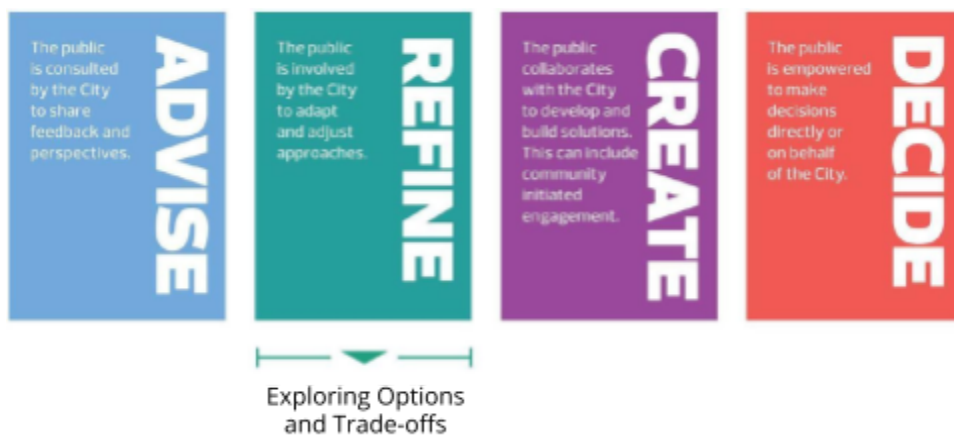
Reports that highlight the public input from previous stages are available to view online at edmonton.ca/BuildingMalmöPlains.



Public Engagement spectrum

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

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



Exploring Options and Trade-offs

On January 28, 2020, the City of Edmonton engaged with more than 90 participants at three identical community workshops held at the Malmo Plains Community League Hall to REFINE the design options being considered for neighbourhood renewal. The design options presented, with the benefits and trade-offs, included enhancements for parks, traffic calming measures, bike facilities and sidewalk and crossing improvements. Information was also shared with residents about the Local Improvement options available for decorative street lighting and sidewalk reconstruction.

In this report, we have analyzed and summarized the input collected at the community workshops. Input was collected by:

- + Participants completing workbooks to share their feedback and level of support for each design option
- + Participants prioritizing park enhancement options and indicating which pocket parks in their community they would like to see the potential enhancements

How options were created

The project team presented a total of 17 design options and seven park enhancements.

Each design option was developed to:

- + Align with City of Edmonton policies and programs
- + Consider the vision and guiding principles co-created with the community
- + Integrate public input gathered through several in-person or online public engagements completed since June 2019
- + Reflect technical requirements in the neighbourhood
- + Incorporate current construction standards and best practices

What we heard

Malmo Park

Option presented for Malmo Park:

- + *Alley is removed and existing shared-use path is widened adding green space*
- + *New planting creates a more pleasant environment for people walking and biking*
- + *Upgrade existing lighting to LED lighting*
- + *Fence is removed, expanding the open green space to the noise wall*

Participants support closing the alley but prefer to keep the fence to separate the school yard from the shared-use path.

Reasons for support include:	Reasons for could support if:	Reasons for not supporting include:
<ul style="list-style-type: none"> + Safety improvements for people using the shared-use path with closing the alley and upgraded lighting + Cleaner landscaping and low maintenance plants are desired 	<ul style="list-style-type: none"> + The fence remains for the safety of students, park users and shared-use path users 	<ul style="list-style-type: none"> + Maintenance of the welcome garden and landscaping in the alley + Connectivity for residents and emergency vehicles to homes along 116A Street

111 Street berm

Option 1 was widely supported and option 2 had less support.

Option 1 presented for 111 Street berm:

- + *New shared-use path connection to the LRT pedway entrance along the east side of the alley where people currently walk in the grass*

Option 2 presented for 111 Street berm:

- + *Add a new trail and seating along the top of the berm to encourage people to use the space*

Reasons for support include:	Reasons for could support if:	Reasons for not supporting include:
<ul style="list-style-type: none"> + Option 1 increases accessibility for people walking and biking in the alley and to the LRT + Both options encourage positive use of the area + Both options preserve nature in the green space and formalizes paths people are already using 	<ul style="list-style-type: none"> + Option 2 trail is made of natural materials 	<ul style="list-style-type: none"> + Option 2 could encourage negative uses of the space, such as loitering + Option 2 may encourage more people to see into yards from the top of the berm

Shared-use path

The option presented was supported as participants felt the design would improve safety and accessibility for people walking and biking along the shared-use path.

Option presented for shared-use path:

- + *Existing shared-use path is widened*
- + *Sight lines are improved by removal of existing shrubs*
- + *Upgrade existing lighting to LED lighting*

Reason for support include:	Reasons for could support if:	Reasons for not supporting include:
<ul style="list-style-type: none"> + A wider shared-use path increases the safety for people walking and biking + By upgrading lighting and removing overgrown shrubs, sight lines and 	<ul style="list-style-type: none"> + Not all shrubs and greenery are removed 	<ul style="list-style-type: none"> + The potential loss of the mature trees along the noise wall + Perception that there will be increased noise from Whitemud

<p>visibility would be improved, making the area feel safer</p> <ul style="list-style-type: none"> + Improvements will encourage and enhance people’s experience using the shared-use path 		<p>Drive with removal of greenery</p>
---	--	---------------------------------------

Pocket parks A & B

Option presented for pocket park A:

- + *New sidewalk along the north side of 48 Avenue*

Option presented for pocket park B:

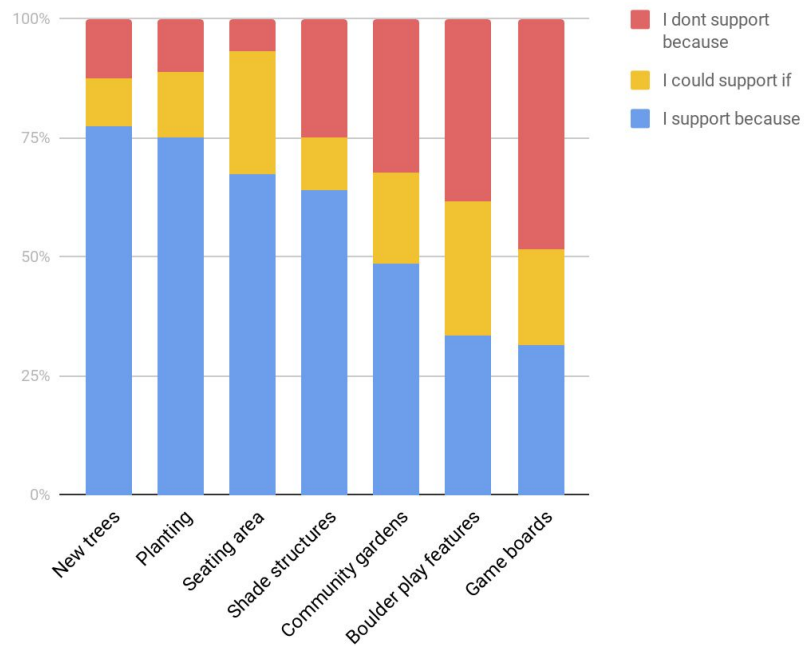
- + *New sidewalks*
- + *Parking removed to increase the size of the park and to allow for the addition of curb extensions*
- + *New curb extensions to slow vehicles on Malmö Road*
- + *Intersections re-aligned to improve sight lines for drivers of all ages*

Participants support maintaining and enhancing the green spaces in the pocket parks.

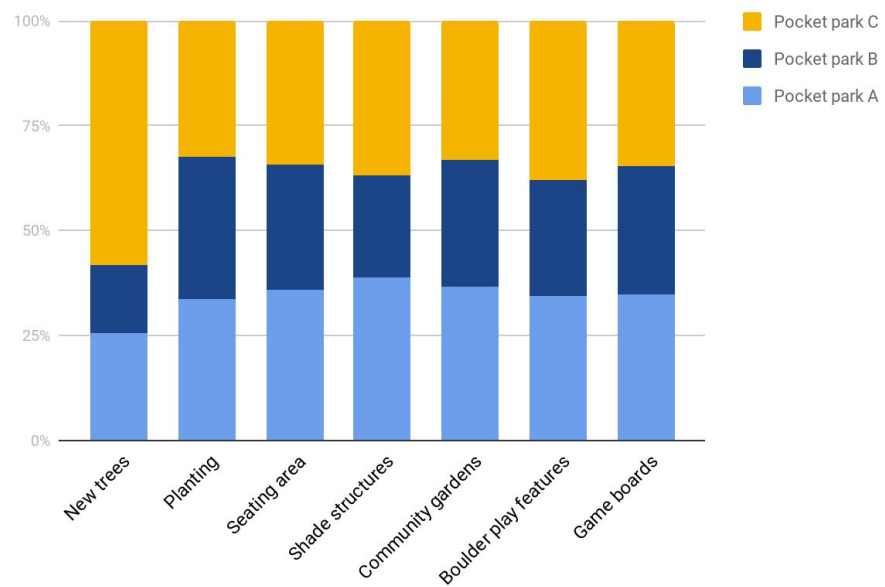
Reasons for support include:	Reasons for could support if:	Reasons for not supporting include:
<ul style="list-style-type: none"> + Encourages positive use of both parks + Better connections for people walking through the community for both parks + Enhances green space in both parks 	<ul style="list-style-type: none"> + Sidewalk for pocket park A is through the middle of the park 	<ul style="list-style-type: none"> + Roads being narrowed for pocket park B + Not having marked crosswalks to connect to the sidewalks in the park in both pocket park A and B

Pocket park enhancements

Participants shared their level of support for the pocket park enhancements presented. A total of 266 cards were submitted with the following results:



Participants also shared which of the three pocket parks they would prefer the enhancement be installed. The following chart shows the indicated supported pocket park location for each presented enhancement.



51 Avenue intersections

Participants supported the safety benefits of the options presented for people crossing 51 Avenue.

Options presented for 51 Avenue intersections:

- + *116 Street: new pedestrian activated flashing yellow lights*
- + *115 Street: new pedestrian and bike activated traffic signal*
- + *New curb extensions and planting on 51 Avenue and intersecting streets (116 Street, 115 Street and Malmo Road)*

Reasons for support include:	Reasons for could support if:	Reasons for not supporting include:
<ul style="list-style-type: none"> + Enhanced entrances to the community with the added green space + Options increase safety for people crossing 51 Avenue 	<ul style="list-style-type: none"> + Curb extensions do not add to the traffic congestion for turning out of Malmo Plains onto 51 Avenue 	<ul style="list-style-type: none"> + Perception that narrower roads make it hard for buses and cars to turn

Sidewalk improvements

Majority of participants supported the improvements in option 1 and majority of participants did not support option 2.

Option 1 presented for sidewalk improvements:

- + *Widened sidewalk directly next to the road along key walking routes*

Option 2 presented for sidewalk improvements:

- + *Separated sidewalk and boulevard with tree planting along key walking routes*

Reasons for support include:	Reasons for could support if:	Reasons for not supporting include:
<ul style="list-style-type: none"> + Improve the accessibility for people walking through the neighbourhood for option 1 and 2 + Option 1 is similar to what already exists 	<ul style="list-style-type: none"> + Property impacts and loss of mature trees are minimal for both options 	<ul style="list-style-type: none"> + Wider sidewalks increases maintenance for homeowners in the winter months + Loss of greenery and mature trees for option 2 + Accessibility to sidewalks for people with limited abilities is a concern in option 2, especially for winter months with windrows

Traffic calming

Options presented for traffic calming:

- + *Adding curb extensions to key intersections in the community*
- + *Adding raised crosswalks to key intersections in the community*

Raised crosswalks were supported for improving safety and accessibility for people walking in the locations proposed. Curb extensions had a mix of support and do not support due to the loss of parking for nearby residents.

Reasons for support include:	Reasons for could support if:	Reasons for not supporting include:
<ul style="list-style-type: none"> + Increased visibility of people walking for both options + Increased accessibility and connections for people walking for both options 	<ul style="list-style-type: none"> + Curb extensions are not built near t-intersections + Impacts to transit and school buses are reviewed for both raised crosswalks and curb extensions as participants felt this was not considered 	<ul style="list-style-type: none"> + Loss of parking where curb extensions are proposed

Option 1 presented:

- + *Shared roadway for people biking and driving*
- + *Curb extensions at intersections to slow traffic*
- + *Existing sidewalks on both sides are widened to improve conditions for people walking*

Option 2 presented:

- + *Raised bike lanes on both sides for people biking*
- + *Existing sidewalks on both sides are widened to improve conditions for people walking*

115 Street options

Option 1 was supported by participants. Option 2 was not supported by the majority of participants. Option 3 had support and some suggested that the shared-use path was moved to the east side of the street to avoid the conflict with students and people on bikes at Malmo School during drop-off and pick-up.

Reasons for support include:	Reasons for could support if:	Reasons for not supporting include:
<ul style="list-style-type: none"> + Separating people walking and biking from people driving for option 2 and 3 	<ul style="list-style-type: none"> + For option 3, the shared-use path is moved to the east side of the street 	<ul style="list-style-type: none"> + The shared-use path on the west side of the street creates the potential for conflict between people biking and students during

Option 3 presented:

- + *Shared-use path on the west side for people walking and biking*
- + *Curb extensions at intersections to slow traffic*
- + *Sidewalk on the east is widened to improve conditions for people walking*

<ul style="list-style-type: none"> + Parking is maintained in option 1 and 3 		<ul style="list-style-type: none"> drop-off and pick-up + The loss of parking for residents and park users in option 2
---	--	--

Alleys near LRT

Option 1 presented for alleys near LRT:

- + *Upgrade existing lighting to LED lighting*
- + *Decorative concrete paving from 111A Street to the sidewalks leading to the LRT station*

Option 2 presented for south alley near LRT:

- + *Close alley to people driving with bollards west of driveways*
- + *Remove road and replace with sidewalk*
- + *Upgrade lighting to LED lighting*
- + *Enhanced planting*

Participants supported changes to the alleys to improve accessibility and safety of people going to the LRT station.

Reasons for support include:	Reasons for could support if:	Reasons for not supporting include:
<ul style="list-style-type: none"> + Closing the alley improves accessibility and safety for people who walk and bike + Support upgrading lighting to LED lighting 	<ul style="list-style-type: none"> + Residents can continue to access their properties for option 2 + The quality and durability of decorative concrete paving can withstand all seasons 	<ul style="list-style-type: none"> + Impacts to residents who need to access the alley from 111A Street if bollards are installed + Perception that options presented will not improve the icy conditions related to both drainage and maintenance + Congestion in the alley from drop-off at the LRT entrance will not be resolved by either option

Whitemud Drive bridge connection

Option presented for Whitemud Drive bridge connection:

- + *New shared-use path connections from the bridge to the existing paths*
- + *Improved connection that removes the existing fence still promotes slower travel speeds by people biking*
- + *New walkway connection behind bridge structure*

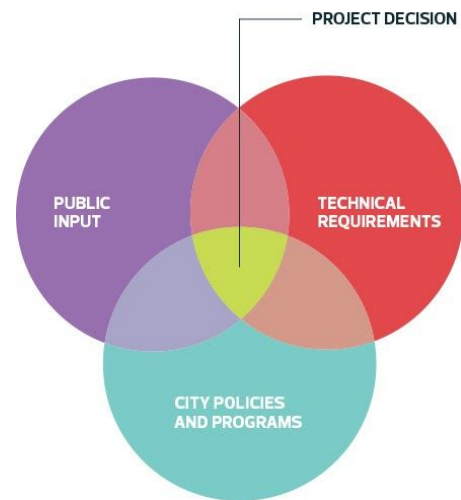
Participants support improvements to the Whitemud Drive bridge connection for accessibility, safety and aesthetic reasons.

Reasons for support include:	Reasons for could support if:	Reasons for not supporting include:
<ul style="list-style-type: none"> + Accessibility to the Whitemud Drive bridge for people walking and biking + Improved sight lines for people coming off the bridge 	<ul style="list-style-type: none"> + Speed of people on bikes coming down the hill into the alley can be controlled 	<ul style="list-style-type: none"> + The loss of mature trees

Next steps

Input from the public is one aspect considered to make decisions

The project team is reviewing all the feedback provided about the design options presented at the January 28, 2020 community workshops, including feedback received by the Project Manager through emails and phone calls. This feedback will be considered, along with City policies and programs, technical requirements, and available funding to create the draft design for your neighbourhood.



The draft design will be presented for input at a public engagement session planned for spring 2020.

Make sure you stay informed

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