



What We Decided Report

Eastwood and Elmwood Park Neighbourhood Renewal

Spring 2020

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

What is Neighbourhood Renewal?

Through the City of Edmonton's Building Great Neighbourhoods and Open Spaces branch, the Neighbourhood Renewal program has been developed to rehabilitate roads, replace street lights, curb and gutters, repair sidewalks and connect missing sidewalk links where possible. Other opportunities to improve parks and public spaces are also explored, such as:

- + Trees
- + Park amenities
- + Walkways
- + Accessible connections
- + Sports fields

Purpose

This report shares how the City of Edmonton arrived at final designs for the Eastwood and Elmwood Park 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 Eastwood and Elmwood Park.

Message from the Project Manager

On behalf of the City of Edmonton, I am pleased and excited to share that Eastwood and Elmwood Park's neighbourhood renewal construction will begin in spring 2020, with completion scheduled for 2022.

The Neighbourhood Renewal program reflects the City's commitment to support our mature neighbourhoods, and ensure that we take a cost-effective, long-term, strategic approach to addressing the neighbourhoods' infrastructure needs.

To honour this commitment, the City takes time to get to know the neighbourhood as well as people's vision of it for the future. We work to understand what people like about living in Eastwood and Elmwood Park, and where there are opportunities for enhancements, to turn these ideas into designs for neighbourhood renewal. The designs are created to reflect a combination of City policies and programs, public engagement input and technical requirements (e.g., current standards and best practices and constraints from existing infrastructure, such as mature trees). Additionally, the designs consider available funding and identify ideas that can be explored outside of neighbourhood renewal as part of community partnerships or other City programs.

Planning in Eastwood and Elmwood Park began in October 2018, when we introduced the neighbourhood renewal project to the community and initiated conversations with key stakeholders. Over the planning process, we co-created a vision and guiding principles for the neighbourhoods with residents, asked people for their ideas and then returned with draft designs for their input. We held public engagement sessions, pop-up events and community conversations, invited survey input and engaged with residents to share information and gather feedback. We've gathered background information and data, walked the neighbourhood,

and collaborated with infrastructure service providers—such as underground and above ground utilities. We've learned as much as we can about the neighbourhood to better inform our conversations with the community and our design decisions.

Our learnings through the public engagement process concluded in February 2020, when we presented the final design for Eastwood and Elmwood Park's neighbourhood renewal. The final design reflected what we learned since October 2018, and we invited people to tell us anything else that we should consider before moving into construction. We received a lot of positive feedback on the design and public engagement process, and would like to thank you for your role in the project.

Through this report, we will share what will be constructed in Eastwood and Elmwood Park and how we made these decisions. I'm proud to say that much of what we decided is based on public input and in support of Eastwood and Elmwood Park's neighbourhood renewal vision.

As a City, we undertake these projects to support the needs and quality of life of our residents. As a City Project Manager, I am grateful to everyone for sharing their ideas and feedback, and helping our plan evolve into what it is today. This includes working in the industrial area (Yellowhead Corridor East) as part of the project, as we heard feedback that this area should be renewed with the residential area originally identified for neighbourhood renewal. It is an honour to be a steward of Eastwood and Elmwood Park's infrastructure improvements and to help bring your neighbours' and your vision for a great neighbourhood to life.

Thank you.

Emily McDonald
Project Manager, Eastwood and Elmwood Park
Neighbourhood Renewal

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 reconstruction to enhance livability and longevity.

Building Great Neighbourhoods is designed to improve infrastructure and increase vibrancy 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.

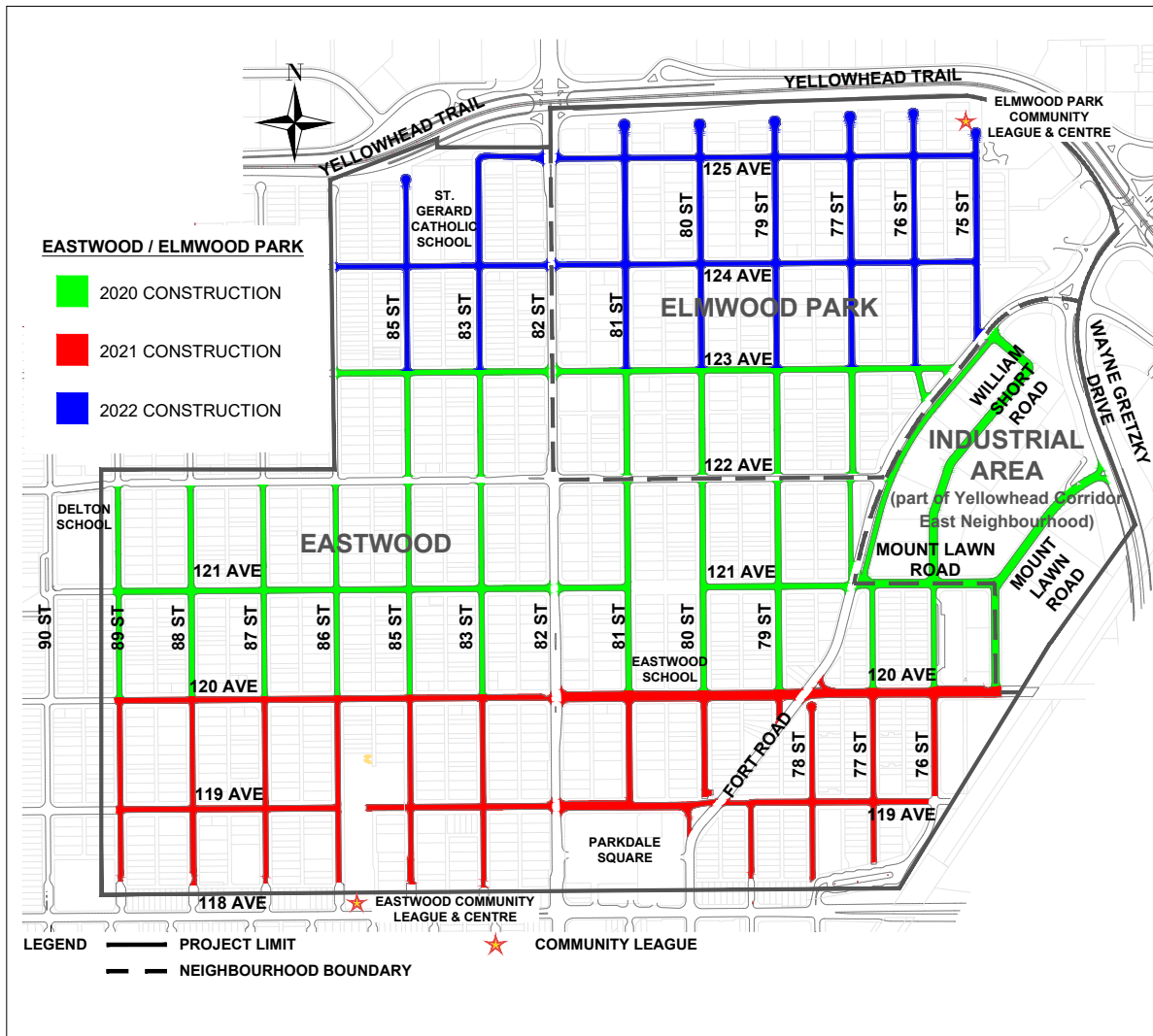
Neighbourhood Renewal in Eastwood and Elmwood Park

In spring 2020, neighbourhood renewal construction will begin in Eastwood and Elmwood Park, and includes the following:

- + Enhancements to park spaces to make them more safe, accessible and welcoming
- + New trees and green space to add to the natural beauty of the area
- + Providing lighting to improve safety
- + Improving connections for people of all ages and abilities who walk and bike

The reconstruction in Eastwood and Elmwood Park is expected to be a three-year renewal, with anticipated completion in fall 2022.

Planned construction staging for roads and sidewalks



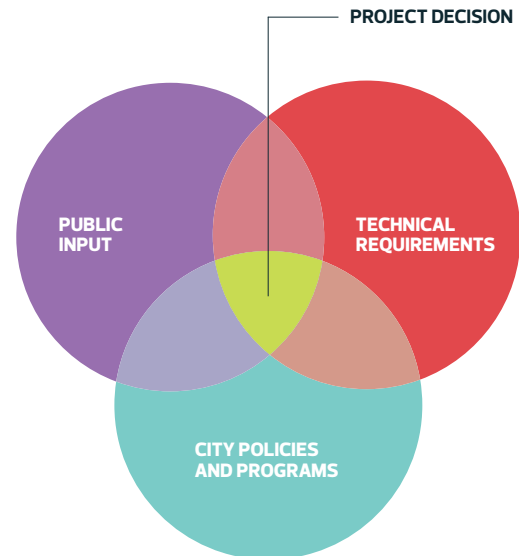
The planned construction staging is subject to change depending on weather conditions, coordination with utilities and unforeseen design and construction issues.

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 our city.

The role of public engagement input is to help the City consider what is important to people with an interest in Eastwood and Elmwood Park, as well as how the neighbourhood renewal construction decisions will affect them. The City policies and programs, technical requirements and public engagement input include:



City Policies and Programs

- + City's Strategic Plans – The “Ways”
- + Active Transportation Policy (Sidewalk Strategy: Bicycle Transportation Plan)
- + Local Improvement Policy
- + Public Engagement Policy
- + Breathe – Green Network Strategy
- + Winter City Guidelines
- + Vision Zero
- + Community Traffic Management Policy
- + Snow and Ice Control Policy
- + Dogs in Open Spaces Strategy
- + Corporate Tree Management Policy
- + and more

Public Engagement Input

- + **REFINE** approach to public engagement
- + **CREATE** Neighbourhood Renewal vision and guiding principles
- + **REFINE** vision and guiding principles and understanding of neighbourhood assets, opportunities, and priorities
- + **REFINE** draft designs and neighbourhood priorities based on a benefits and trade-offs discussion
- + **ADVISE** on refined Neighbourhood Design
- + **ADVISE** on construction for Neighbourhood Renewal
- + **DECIDE** on local improvements

Technical Requirements

- + Infrastructure assessments
- + Universal design (i.e., Access Design Guide)
- + Crime prevention through environmental design
- + Complete Streets Design and Construction Standards

The City's approach to public engagement input

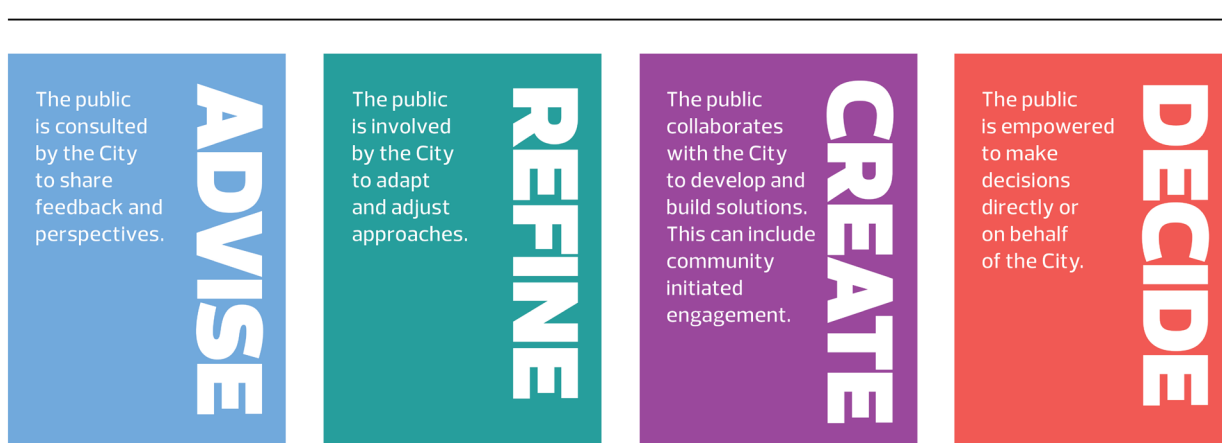
People living in and with an interest in Eastwood and Elmwood Park were invited to provide input into the City's decision-making process for neighbourhood renewal at various stages along the roadmap below.



Increasing influence of the public

The City of Edmonton solicited input from citizens 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.

Increasing influence of the public



The Eastwood and Elmwood Park neighbourhood renewal public engagement input opportunities included:

Timeline	Steps	Public engagement	Number of participants	Outcome
October 2018 to December 2018	<p>Starting the Conversation</p> <p>Share information about the project and invite public input for the approach to public engagement</p>	<p>Information booth at Yellowhead Trail Freeway Conversion Program event</p> <p>Community Engagement Advisory Group formed and the first meeting occurred October 25, 2018 to REFINE the approach to public engagement and share project information</p>	60+	A public engagement plan

Timeline	Steps	Public engagement	Number of participants	Outcome
December 2018 to February 2019	<p>Building a Project Vision Together and Exploring Opportunities</p> <p>Invite public input to understand the needs of the community</p> <p>Use public input to support the development of a draft vision and guiding principles</p>	<p>A community walk, two online surveys, three community pop-ups including a classroom handout for St. Gerard School students to ADVISE and REFINE on what exists and what is needed for infrastructure in the neighbourhood</p> <p>Workshop-style public engagement session to explore opportunities, issues, and ideas for neighbourhood renewal and CREATE a draft vision and guiding principles</p>	150+	<p>A draft vision and guiding principles that describes what the community should look like in the future and what is most important to community members</p> <p>A compilation of opportunities, issues, and ideas for neighbourhood renewal</p> <p>Draft design options</p>
February 2019 to May 2019	<p>Exploring Options and Trade-offs</p> <p>Invite public input to confirm the draft vision and guiding principles</p> <p>Use public input to refine draft design options</p>	<p>An online survey and two drop-in public engagement sessions to confirm the draft vision and guiding principles and REFINE the ideas for draft designs</p>	100+	<p>A final vision and guiding principles for neighbourhood renewal in Eastwood and Elmwood Park</p> <p>Refined neighbourhood design based on the options and trade-offs discussion</p> <p>List of prioritized designs</p>
May 2019 to February 2020	<p>Community Feedback on Refined Design</p> <p>Use public input to improve and finalize the design</p>	<p>Community conversations, community pop-up, two drop-in public engagement sessions and an online engagement tool to ADVISE on the refined design</p>	140+	<p>Final designs based on public feedback</p>
February 2020 to April 2020	<p>Preparing for Construction</p> <p>Use public input to inform the plans for construction and to make a decision on sidewalk reconstruction and also decorative street lights for Elmwood Park</p>	<p>Drop-in public information session to ADVISE on construction for neighbourhood renewal and for property owners to DECIDE on the Local Improvement for sidewalk reconstruction and decorative street lights for Elmwood Park through the petition process</p>	75+	<p>A plan for construction that has considered the needs of the community and the results of the sidewalk reconstruction and decorative street light petition process</p>

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

Eastwood and Elmwood Park's 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 Eastwood and Elmwood Park, and the guiding principles indicate the aspects of the neighbourhoods that are most important to maintain and improve.

Vision

Eastwood and Elmwood Park are proud to be safe, prosperous and self-reliant neighbourhoods. Many generations are welcome to set down roots in this quiet and inviting area of Edmonton, known for its vibrant parks and greenery.

Guiding principles



Safety: Eastwood and Elmwood Park are safe areas where residents feel comfortable walking throughout the neighbourhoods at any time of day.



Amenities: Eastwood and Elmwood Park residents have access to a range of amenities, businesses, and resources located within the community.



Connectivity and accessibility: Eastwood and Elmwood Park are both connected and accessible, while offering a peaceful and serene quality.



Multi-generational: Eastwood and Elmwood Park are multi-generational neighbourhoods, where families can grow with the community.



Natural beauty: Eastwood and Elmwood Park feature a natural beauty within their parks, open spaces and community garden.

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.

What we heard along the way

The Eastwood and Elmwood Park neighbourhood renewal project team developed What We Heard reports following key public engagement activities and published these on our website, and also presented this information on display boards at subsequent public engagement events. These reports and display boards were created to keep people informed about the public input the City heard.

Public input helped to inform the creation of designs for Eastwood and Elmwood Park's neighbourhood renewal, which were presented at public engagement sessions and can be viewed at edmonton.ca/BuildingEastwoodElmwoodPark. We also shared the What We Heard reports and displays on the project webpage and at the public engagement sessions.

The What We Heard reports, display boards and handouts describe how feedback was used to develop the vision and guiding principles, ideas for neighbourhood renewal, the neighbourhood designs, plans for construction and Eastwood and Elmwood Park Local Improvement results.



What We Decided

This section presents the final project decisions for neighbourhood renewal in Eastwood and Elmwood Park, 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 designs, please visit edmonton.ca/BuildingEastwoodElmwoodPark.


Note: All design 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 accounted for to make our decisions” column in each table on the following page:

The decision making criteria are:

 Public engagement input/what we heard

 Technical requirements

 City policies and programs

Eastwood Park – Open field space (north of the Eastwood Community League, 11803 86 Street NW)

What we decided

- + To add lighting for those who walk and bike
- + To reserve space for future public art opportunities that the community can decide to pursue with help from the City of Edmonton Neighbourhood Resource Coordinator
- + To add a mini soccer pitch for recreational purposes
- + To include an east-west shared-use path for people who walk and bike
- + To provide a north-south pathway on the east side of the park to enhance connectivity to the off-leash dog park
- + To plant new shrubs. Some plants in the planting beds were selected to maintain colour through the winter months.

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + Enhanced park amenities create a more welcoming and safe park space
- + Pathways increase connectivity and accessibility for people of all ages and abilities



What We Heard

- + People felt that a shared-use path will improve access to the area for people who walk and bike
- + People shared that lighting along the shared-use path is important to improve safety for people who walk when it is dark
- + The financial expense of public art was a concern to many based on the need for improvement to other areas in the neighbourhood in the short term



Technical Requirements

- + The design is informed by and will support landscaping design standards
- + Working around existing underground and above ground utilities
- + One tree will need to be removed to accommodate the new shared-use path



City Policies and Programs

- + The City follows universal design (i.e. 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
- + Winter Design Guidelines promotes transforming Edmonton into a Great Winter City by using colour to liven the cityscape through design choices such as public art opportunities and plant selection
- + 2009 Bicycle Transportation Plan is being enhanced by the development of an *Edmonton Bike Plan* to be completed in 2020 – both plans support the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes for fun

Eastwood Park – Off-leash dog park (north of 119 Avenue, west of 85 Street)

What we decided

- + To add a black chain link fence around the off-leash dog park consistent with other off-leash areas in Edmonton
- + To provide new benches with lighting, waste receptacles, and dog waste bag stations
- + To add a new sidewalk along the west side of the dog park with lighting and landscaping to provide a connection to the community garden, as well as Eastwood Park open field space and play space
- + To add double-gated entrances along the east and west sides of the dog park to provide entry points on opposite ends of the park
- + To include landscaping and a wood fence on the north side of the park that provides additional separation from the dog park and the residential property. Some plants in the planting beds were selected to maintain colour through the winter months.
- + To add a gate access for maintenance from 85 Street
- + To include park signage with hours of operation

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + Enhanced park amenities create a more welcoming and safe park space
- + Pathways increase connectivity and accessibility for people of all ages and abilities
- + Additional landscaping and greenery enhance the natural beauty



What We Heard

- + The fence was supported because it offers a physical barrier for pets and people in surrounding areas. A different material than chain link fencing would be preferred by some residents.



Technical Requirements

- + The design is informed by and will support landscaping design standards
- + Working around existing underground and above ground utilities
- + One tree will be removed due to health concerns
- + New landscaping considers sight lines and maintaining visibility
- + In consultation with Urban Forestry, existing trees will be maintained to improve sight lines



City Policies and Programs

- + The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities
- + The City of Edmonton's 2010 Corporate Tree Policy supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy
- + The Way We Green promotes managing stormwater runoff by providing green spaces and plantings for low impact development
- + BREATHE – Green Network Strategy promotes an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Design and Construction Standards Volume 5 – Landscaping 2017
- + Complete Streets Design and Construction – Roadways 2018
- + Winter Design Guidelines promotes transforming Edmonton into a Great Winter City by using design strategies such as fencing to block wind and using colour to liven the cityscape through landscaping choices which retain colour throughout the year

James Kidney Park (11821 78 Street NW)

What we decided

- + To add a new pathway with lighting through James Kidney Park to enhance connectivity to the Coliseum LRT and Transit Centre
- + To replace the existing sidewalk with a new shared-use path on the west side of the park to enhance connection from the 119 Avenue bike route to the Capital Line LRT shared-use path south of 118 Avenue
- + To add new shrubs and park signs at the northwest and southeast corners of the park. Some plants in the planting beds were selected to maintain colour through the winter months.
- + To add a new waste receptacle
- + To remove the chain link fence on the southside of the park to allow for better connectivity to the Transit Centre

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + Enhanced park amenities create a more welcoming, connected and safe park space and encourage multi-generational use
- + Additional landscaping and greenery enhance the natural beauty of parks



What We Heard

- + The pathways were supported, but safety concerns such as lighting and clear sightlines were emphasized for the City to consider
- + The community preferred this space to remain passive, due to past difficulties with gathering spaces attracting unwanted or illicit activities. No gathering spaces were added to James Kidney Park.



Technical Requirements

- + New landscaping considers sight lines and maintaining visibility
- + In consultation with Urban Forestry, existing trees will be maintained to improve sight lines
- + The design is informed by and will support landscaping design standards
- + Working around existing underground and above ground utilities
- + Three small trees along the west side of the park will be removed/relocated to accommodate the shared-use path



City Policies and Programs

- + The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities
- + The Way We Green promotes managing stormwater runoff by providing green spaces and plantings for low impact development
- + BREATHE – Green Network Strategy promotes an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Design and Construction Standards Volume 5 – Landscaping 2017
- + Complete Streets Design and Construction – Roadways 2018
- + Winter Design Guidelines promotes transforming Edmonton into a Great Winter City by using colour to liven the cityscape through landscaping choices which retain colour throughout the year
- + 2009 Bicycle Transportation Plan is being enhanced by the development of an *Edmonton Bike Plan* to be completed in 2020 – both plans support the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes for fun

*Additional improvements to James Kidney Park may be considered in the future when development on the land next to the park occurs and/or when the Exhibition Lands project is refined. Future improvements may be explored by the community as funding becomes available with the Neighbourhood Resource Coordinator.

Elmwood Park – Park 1 (12505 75 Street NW)

What we decided

- + To add a walking loop located on the southern half of the park, and a new sidewalk on the west side
- + To install a waste receptacle, bench and pedestrian-oriented lighting along the walking loop
- + To keep the existing children's playground, gazebo, spray park and baseball diamond as the key features of the park
- + To relocate the existing Community League sign
- + To plant new shrubs. Some plants in the planting beds were selected to maintain colour through the winter months.
- + To plant three new trees along the east side of 75 Street

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + Enhanced park amenities create a more welcoming and safe park space
- + Connectivity and accessibility for people of all ages and abilities is enhanced by the walking loop and new sidewalk
- + The additional shrubs and trees support natural beauty



What We Heard

- + People believed that the walking loop can be used by a greater number of people and the connection to the apartments in the area creates a sense of community
- + Others saw this loop as unnecessary due to the expense, maintenance concerns and the belief that the path will not be used



Technical Requirements

- + Park design considers sightlines for the new shrubs and trees
- + The design is informed by and will support landscaping design standards
- + One small tree will be removed/relocated to accommodate the new sidewalk
- + Working around existing underground and above ground utilities



City Policies and Programs

- + The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities
- + The Way We Green promotes managing stormwater runoff by providing green spaces and plantings for low impact development
- + BREATHE – Green Network Strategy promotes an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Design and Construction Standards Volume 5 – Landscaping 2017
- + Complete Streets Design and Construction – Roadways 2018
- + Winter Design Guidelines supports transforming Edmonton into a Great Winter City through design choices such as landscaping which retains colour throughout the year

Elmwood Park – Park 2 (7513 123 Avenue NW)

What we decided

- + To re-align the intersection at 76 Street and Fort Road to shorten the crossing distance for people who walk and enhance visibility for people who drive
- + To install additional park amenities (i.e., benches, lighting, waste receptacle) and plant new shrubs. Some plants in the planting beds were selected to maintain colour through the winter months.
- + To expand the park to the north by closing 123 Avenue between 76 Street and Fort Road
- + To construct a new east-west alley to maintain vehicle connectivity due to the closure of 123 Avenue. Bollards will be added at the east end to reduce shortcutting
- + To add an upgraded community entrance sign

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + The intersection enhancement and additional park amenities create a more welcoming and safe park space
- + Connectivity and accessibility is maintained by extending the back alley
- + The natural beauty of Elmwood Park is enhanced by expanding the size of the existing park space



What We Heard

- + The impact to area access for people who drive was raised as a concern



Technical Requirements

- + Park design considers sightlines for the new shrubs
- + The design is informed by and will support landscaping design standards
- + One tree will be removed/relocated to reconstruct the existing curb ramp at the northwest corner of Fort Road and 76 Street
- + Working around existing underground and above ground utilities
- + Access to Fort Road at 75 Street and 76 Street will be maintained, as well as all other existing accesses, including at all avenues south of 123 Avenue to 118 Avenue



City Policies and Programs

- + The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities
- + The Way We Green promotes managing stormwater runoff by providing green spaces and plantings for low impact development
- + BREATHE – Green Network Strategy promotes an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Design and Construction Standards Volume 5 – Landscaping 2017
- + Complete Streets Design and Construction – Roadways 2018
- + Winter Design Guidelines promotes transforming Edmonton into a Great Winter City through design choices such as landscaping which retains colour throughout the year



Seating areas

What we decided

- + To install new amenities (ie. benches, waste receptacles and lighting) along walking and/or biking routes, which include:
 - + 119 Avenue and 86 Street (near Eastwood Park), will also include a bike rack
 - + 121 Avenue and 83 Street (intersection of two enhanced pedestrian routes)
 - + 124 Avenue and 83 Street (near St. Gerard School)
 - + 121 Avenue and 81 Street (near Eastwood School/ Park), will also include a bike rack and new shrubs. Some plants in the planting bed were selected to maintain colour through the winter months.
 - + 120 Avenue and 76 Street (near commercial area)
- + Backless benches were chosen to provide rest places where the enhanced pedestrian corridors intersect. Some backed benches were provided for longer rests near businesses and historic locations (ie. Eastwood School).
- + All benches will have multiple arm rests which will help seniors sit and stand and prevent people from laying down

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + Providing amenities enhances the comfort and experience of people of all ages and abilities who walk and bike
- + New planting improves the natural beauty of the neighbourhood
- + Locations chosen are in high traffic and visible areas near community destinations to promote safety



What We Heard

- + Participants liked that the gathering areas provide a resting space for people who walk, especially seniors
- + People believed that gathering areas would attract illicit or unwanted activity within the community



Technical Requirements

- + The design is informed by and will support landscaping design standards
- + Working around existing trees and underground and above ground utilities



City Policies and Programs

- + The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities
- + Design and Construction Standards Volume 5 – Landscaping 2017
- + Complete Streets Design and Construction – Roadways 2018
- + Winter Design Guidelines promotes transforming Edmonton into a Great Winter City through design choices such as landscaping which retains colour throughout the year

*One location for new amenities was removed from the design (at 119 Avenue and 81 Street, near Parkdale Square) based on additional technical considerations regarding safety along the higher traffic volume area of 119 Avenue

120 Avenue enhancements

What we decided

- + To install curb extensions at key intersections to encourage slower traffic, improve the visibility of people walking for people driving and reduce the crossing distance for people walking
- + To maintain on-street parking along 120 Avenue
- + Additional street parking will be provided between 80 Street and 81 Street on both sides of the road
- + To add a new sidewalk on the south side between 82 and 83 Street
- + To narrow the road between 82 Street and Fort Road and add new boulevards on both sides
- + To add new trees along the south side between 82 Street and 80 Street
- + To narrow the road between Fort Road and 76 Street and add new boulevards on the north side

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + Curb extensions enhance safety for people walking
- + Additional street parking gives those who drive a space for their vehicles, providing an amenity for drivers
- + Connectivity and accessibility is enhanced by the new sidewalk and addition of new boulevards to increase the separation between people walking from people driving
- + New trees and boulevards enhance the natural beauty



What We Heard

- + On-street parking is important to the community
- + Many felt that adding lighting would make the area safer for people who walk



Technical Requirements

- + Design considers sightlines for the new trees
- + The design is informed by and will support landscaping design standards
- + Working around existing trees and underground and above ground utilities
- + Curb extensions will be designed to minimize impacts on parking and turning movements, calm traffic, and accommodate emergency services and drainage
- + Adjusting lane widths to conform with Complete Streets Standards
- + Existing street lighting will be upgraded to standard galvanized poles with LED bulbs



City Policies and Programs

- + The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities
- + The City of Edmonton's 2010 Corporate Tree Policy supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy
- + The Way We Green promotes managing stormwater runoff by providing green spaces and plantings for low impact development
- + Community Traffic Management Policy supports 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
- + Design and Construction Standards Volume 5 – Landscaping 2017
- + Complete Streets Design and Construction – Roadways 2018

New sidewalks

What we decided

- + To add new sidewalks along most avenues and some streets in the neighbourhoods to improve connectivity and eliminate missing links along one or both sides of the road

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + Constructing new sidewalks promotes connectivity and accessibility for people of all ages and abilities



What We Heard

- + The current sidewalks are in need of repair and many saw the benefit of improved accessibility from the addition of new sidewalks
- + There was concern about the possible added expenses and added maintenance responsibilities for property owners that new sidewalks would create



Technical Requirements

- + Working around existing trees/landscaping along properties and underground and above ground utilities
- + Where feasible, wider sidewalks (up to 1.8 metres to align with Complete Streets) will be constructed. Wider sidewalks will help to accommodate people walking who want to pass another person and people with mobility aids (e.g. walkers, strollers, wheelchairs) along high pedestrian routes, including for vulnerable populations (e.g. children near schools).
- + Complete Streets Design and Construction Standards requires sidewalks on both sides of a street
- + Ensuring road and lot drainage is not negatively impacted



City Policies and Programs

- + The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities
- + Section 6 of The Way We Move promotes a walkable environment
- + Complete Streets Design and Construction – Roadways 2018
- + The Neighbourhood Renewal Program funds the construction of new sidewalks. This portion is not cost-shared with property owners.

New trees

What we decided

- + To plant new trees at the following locations:
 - + Along 125 Avenue between 75 Street and 82 Street
 - + Along 124 Avenue between 75 Street and 82 Street
 - + Along 123 Avenue between 82 Street and 85 Street
 - + Along the west side of 77 Street between Mount Lawn Road and 120 Avenue
 - + Along the northside of 121 Avenue between 81 Street and 89 Street
 - + Along the southside of 120 Avenue between 80 Street and 82 Street
 - + Along 119 Avenue between 76 Street and 82 Street
 - + Along the southside of 119 Avenue between 86 Street and 88 Street

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + New trees add to the natural beauty of the neighbourhoods



What We Heard

- + Maintaining current trees and planting new trees was important to residents



Technical Requirements

- + Design considers sightlines for the new trees
- + The design is informed by and will support landscaping design standards
- + Working around existing underground and above ground utilities



City Policies and Programs

- + The City of Edmonton's 2010 Corporate Tree Policy supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy



83 Street enhanced pedestrian route and improvements near St. Gerard School

What we decided

- + To install curb extensions at key intersections to encourage slower traffic, improve the visibility of people walking for people driving and reduce the crossing distance for people walking
- + A zebra crosswalk will be added on the west side of 83 Street to cross in the north-south direction
- + New drop off pads for parent/ bus pick-up and drop-off will be constructed along the northside of 124 Avenue

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + Enhancing the pedestrian route along 83 Street provides an alternative to walking along the busy 82 Street arterial road and increases north-south accessibility and connectivity between St. Gerard School and 118 Avenue
- + New curb extensions and upgraded crosswalk will enhance safety



What We Heard

- + People recognized the benefit of increasing safety for those who walk
- + Some believed that curb extensions were unnecessary and were concerned about the reduction of parking



Technical Requirements

- + Working around existing trees and underground and above ground utilities
- + Curb extensions will be designed to minimize impacts on parking and turning movements, calm traffic, and accommodate emergency services and drainage



City Policies and Programs

- + The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities
- + Complete Streets Design and Construction – Roadways 2018
- + Community Traffic Management Policy supports 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

121 Avenue enhanced pedestrian route

What we decided

- + To install curb extensions at key intersections to encourage slower traffic, improve the visibility of people walking for people driving and reduce the crossing distance for people walking
- + To add a pedestrian flasher* at the intersection of 121 Avenue and Fort Road to enhance connectivity to existing bus stops and businesses along Fort Road
- + To add a new sidewalk to the north side of 121 Avenue between Fort Road and 89 Street
- + To plant new trees along the north side of 121 Avenue between 81 Street and 89 Street

*To be confirmed after an assessment is completed.

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + Enhancing the pedestrian route between Delton School and Eastwood School improves connectivity and accessibility between these two important destinations. Connectivity to 81 Street and 83 Street would also be improved.
- + New curb extensions and a pedestrian flasher will enhance safety
- + New trees add to the natural beauty of the area



What We Heard

- + Improved connections between Eastwood School/park and Delton School/park were appreciated
- + Others felt that the improvements would be unnecessary for the small amount of people who currently walk in the area



Technical Requirements

- + Working around existing trees and underground and above ground utilities
- + Design considers sightlines for the new trees
- + Curb extensions will be designed to minimize impacts on parking and turning movements, calm traffic, and accommodate emergency services and drainage



City Policies and Programs

- + The City of Edmonton's 2010 Corporate Tree Policy supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy
- + The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities
- + Complete Streets Design and Construction - Roadways 2018
- + Design and Construction Standards Volume 5 - Landscaping 2017
- + Community Traffic Management Policy supports 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



Intersection enhancements – 75 Street and Fort Road & 77 Street and Fort Road

What we decided

75 Street and Fort Road

- + To realign the intersection to enhance visibility for people walking and driving. The crossing distance will also be reduced for people walking north-south.
- + To improve the road alignment of 75 Street and William Short Road to reduce conflicts in the intersection for people driving and people walking across Fort Road

77 Street and Fort Road

- + To make adjustments to the intersection by squaring it up to shorten the crossing distance for people walking and enhance visibility

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + The intersection enhancements support the guiding principles of safety, and connectivity and accessibility



What We Heard

- + Safety for those who walk was important to many residents



Technical Requirements

- + Working around existing trees, underground and above ground utilities
- + Enhancing sight lines through adjustments to the intersection alignment



City Policies and Programs

- + The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities
- + Complete Streets Design and Construction – Roadways 2018

Bus drop-off at Delton School

What we decided

- + To add a bus drop-off at Delton School that provides space for buses to pick-up and drop off students. This will allow students to board to and from a sidewalk along the curb instead of a grassed boulevard. Additionally, traffic congestion in front of the school will be reduced as buses will not be parked in the travel lane.
- + To add a raised and marked crosswalk on the west side of 89 Street at 121 Avenue to help promote awareness of the crossing and encourage vehicles to slow down
- + To add new curb extensions that will encourage slower traffic, improve the visibility of people walking for people driving and reduce the crossing distance for people walking
- + To maintain parking on the east side

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + Features such as a raised crosswalk, curb extensions and a bus drop-off enhance safety
- + Connectivity and accessibility is enhanced by improving traffic congestion and improving boarding for students



What We Heard

- + Safety of youth is important to residents



Technical Requirements

- + Working around existing underground and above ground utilities
- + Five trees will be removed/relocated to accommodate the new bus drop-off
- + Curb extensions will be designed to minimize impacts on parking and turning movements, calm traffic, and accommodate emergency services and drainage



City Policies and Programs

- + The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities
- + Complete Streets Design and Construction - Roadways 2018
- + Community Traffic Management Policy supports 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 raised crosswalks draw attention to pedestrian crossing locations, reduce driver speeds and may deter shortcutting.



81 Street bike and pedestrian route

What we decided

- + The north-south shared bike route along 81 Street between Yellowhead Trail and 119 Avenue will be maintained with curb extensions added to help slow traffic
- + To install curb extensions at key intersections to encourage slower traffic, improve the visibility of people walking for people driving and reduce the crossing distance for people walking
- + To maintain parking on both sides
- + To add a new marked crosswalk on the west side of 81 Street to cross 119 Avenue

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + New features such as curb extensions and a new crosswalk enhance safety. Additionally, 81 Street is a narrow roadway and vehicles tend to drive at slower speeds which will help with the comfort of people biking.
- + Maintaining street parking gives those who drive a space for their vehicles, supporting an amenity for drivers
- + The bike route enhances connectivity and accessibility between the shared-use path south of the Yellowhead Trail noise wall and further north as well as the bike route on 119 Avenue



What We Heard

- + There is support for maintaining parking on 81 Street
- + People believed that a shared bike route supports the current way that people are biking and driving in this area



Technical Requirements

- + Working around existing trees and underground and above ground utilities
- + Curb extensions will be designed to minimize impacts on parking and turning movements, calm traffic, and accommodate emergency services and drainage



City Policies and Programs

- + The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities
- + Complete Streets Design and Construction – Roadways 2018
- + Section 6 of The Way We Move promotes a walkable environment and bike-friendly city
- + 2009 Bicycle Transportation Plan is being enhanced by the development of an *Edmonton Bike Plan* to be completed in 2020 – both plans support the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes for fun
- + Community Traffic Management Policy supports 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

119 Avenue bike route

What we decided

- + To create a complete east-west bike route along 119 Avenue between 89 Street and the Capital Line LRT shared-use path (75 Street) by constructing:
 - + Two one-way protected bike lanes from 89 Street to 86 Street for continuity with Alberta Avenue
 - + A shared-use path through Eastwood Park to connect the bike infrastructure on the east and west sides of the park
 - + Two one-way raised bike lanes from 85 Street to 75 Street to fit within the space constraints while providing continuity from Alberta Avenue to the Capital Line LRT shared-use path
- + To upgrade signals to improve crossings for people walking and biking across 82 Street and Fort Road
- + To maintain parking where possible

What we accounted for to make our decisions



Public Engagement Input

In alignment with the project vision and guiding principles:

- + New features such as signal upgrades enhance safety
- + Maintaining street parking (where feasible) gives those who drive a space for their vehicles, supporting an amenity for drivers
- + The new bike route enhances connectivity and accessibility in all seasons to the bike route along 119 Avenue in Alberta Avenue to 97 Street and to the Capital Line LRT shared-use path



What We Heard

- + Some supported adding more bike connections to encourage more people to bike
- + Participants did not support constructing two one-way protected bike lanes as there is a perception that the current number of people who bike would not justify the expense
- + Some people strongly disagreed with the removal of on-street parking
- + Some residents noted that separation between people who walk and bike would improve safety for both groups



Technical Requirements

- + Working around existing underground and above ground utilities
- + Working within space constraints of existing infrastructure to provide bike facilities
- + Minimizing impact to on-street parking
- + Four trees will need to be removed/relocated to accommodate the protected bike lanes
- + Two trees will need to be removed/relocated to accommodate the new sidewalk planned along the south side of 119 Avenue between 82 to 83 Street
- + Aligning intersections and crossings to be intuitive for all users and enhance sight lines for people walking and driving



City Policies and Programs

- + The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities
- + Complete Streets Design and Construction – Roadways 2018
- + Section 6 of The Way We Move promotes a walkable environment and bike-friendly city
- + Protected bike infrastructure helps to achieve the long-term goal of the City's Vision Zero: zero traffic fatalities and serious injuries
- + 2009 Bicycle Transportation Plan is being enhanced by the development of an *Edmonton Bike Plan* to be completed in 2020 – both plans support the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes for fun

Eastwood design features

During previous engagement, we heard from members of the Eastwood Community League that there is interest in the installation of artistic elements in the neighbourhood, including entry features, sidewalk imprinting and artistic fencing for the dog park. Your input helped us to understand if there is interest for these features throughout the community. We asked attendees to provide input on the potential benefits and impacts of the artistic elements and we received seven responses with varying levels of support.

Based on public engagement best practices, minimal feedback on particular items indicate a lower priority/importance for those who participated. From the seven we heard from, respondents felt that artistic elements would give a unique look to Eastwood but there was varying interest whether this should be completed in the short term (1-3 years) and long term (10+ years).

Therefore in the short term with the neighbourhood renewal project, funding will be prioritized for other design elements in the neighbourhood to enhance existing park spaces. Future artistic elements may be explored by the community as funding becomes available with the Neighbourhood Resource Coordinator.

Local Improvements in Eastwood and Elmwood Park

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 offered cost-sharing opportunities between the City and property owners of Eastwood and Elmwood Park for two local improvement options—decorative street light upgrades and sidewalk reconstruction. Local improvements and the cost-sharing opportunities offered by the City were part of the neighbourhood renewal discussion with you and your neighbours.

Property owners in Eastwood and Elmwood Park had the opportunity to upgrade to their community's choice of decorative street lights through a community-initiated Local Improvement process.

Both communities submitted their choice of decorative lighting to the City for consideration before the deadline of July 2, 2019, which were:


Eastwood:	Elmwood Park:
+ Black colour	+ Dark green colour
+ Fluted pole	+ Octagonal pole
+ Heritage arm	+ Heritage arm
+ Renaissance light fixture	+ Regular light fixture

In September 2019, the City sent an Expression of Interest (EOI) package containing estimated costs, asking registered property owners to indicate whether or not they supported the local improvement and to return the EOI to the City by November 15, 2019. The EOI package included a form with a "yes" or "no" indication for responses.

For Eastwood, more than 50% +1 of the received responses were not in support ("no"), so the decorative street light Local Improvement process concluded. Upgrades to the existing street lights will still be made and include:

+ New 24 foot galvanized poles*	*In neighbourhoods with mature trees, the height of the poles are shortened by 4 feet to reduce obstruction from the tree canopy. This allows the street lights to better light the roads and sidewalks.
+ New underground wiring	
+ New foundation	
+ Energy efficient LED lights	

For Elmwood Park, more than 50% +1 of the received responses were in support ("yes"), so the decorative street light Local Improvement process began. On January 20, 2020, the City sent out Local Improvement Tax notices to Elmwood Park property owners to decide whether they wanted to proceed with decorative street lighting or not. Property owners had a 30-day petition period until February 19, 2020 to petition against the local improvement, by completing and returning the provided petition form. Of the 369 assessable properties in Elmwood Park, 10 total valid petitions against decorative street lights (approximately 3% of properties within the neighbourhood) were received. Since the City did not receive majority (50% +1) petitions against the local improvement, decorative street lights will be installed in Elmwood Park.



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 Eastwood and Elmwood Park.

On January 20, 2020, the City sent out a Local Improvement Tax Notice to all registered property owners in Eastwood and Elmwood Park which contained information needed to decide whether they wanted to proceed with sidewalk reconstruction or not, including the approximate cost. Property owners had a 30-day petition period until February 19, 2020 to petition against the local improvement, by completing and returning the provided petition form.

Eastwood and Elmwood Park were divided into sidewalk renewal project areas, which were defined in the Local Improvement Tax Notice. Of the 1118 assessable properties in Eastwood, 19 total valid petitions against sidewalk reconstruction (approximately 2% of properties within the neighbourhood) were received. Of the 333 assessable properties in Elmwood Park, 8 total valid petitions against sidewalk reconstruction (approximately 2% of properties within the neighbourhood) were received. Since the City did not receive majority (50% +1) petitions against the local improvement, sidewalk reconstruction will take place in all project areas over three years of construction for Eastwood and Elmwood Park.

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

Eastwood and Elmwood Park Neighbourhood Renewal pre-construction information

Construction is scheduled in Eastwood and Elmwood Park over three years starting in spring 2020. You may have seen a few activities in your neighbourhood prior to construction, including:

- + Utility companies completing their work before construction begins. This minimizes cutting into the street 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 street lights 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 and their contact information can be found at edmonton.ca/BuildingEastwoodElmwoodPark.

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

Preparing for construction in front of your house

Now that the designs and cost-sharing opportunities have been finalized, the City asks that you start to prepare for 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 this time. The 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 landscaping from street 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/BuildingEastwoodElmwoodPark, or by calling 311.

For more information:

Web: edmonton.ca/BuildingEastwoodElmwoodPark

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

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