

What We Decided Report

Meyokumin Neighbourhood and Alley Renewal

February 2024

Updated March 2026

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

What We Decided Report: Meyokumin Neighbourhood and Alley Renewal

What is Neighbourhood and Alley Renewal?

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

Purpose

This report shares how the Project Team arrived at the final design for the Meyokumin Neighbourhood and Alley 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 and Alley Renewal in Meyokumin.

What is in the What We Decided Report?

The report provides information on four main topics:

NEIGHBOURHOOD RENEWAL PROGRAM

- + Information about Neighbourhood Renewal and how decisions are made

DESIGN FOR WALKING, BIKING AND ROLLING

- + Final design to enhance walking, biking and rolling connections on neighbourhood streets

DESIGN FOR TRAFFIC SAFETY AND STREET CROSSINGS

- + Measures to make it safer to walk, bike, roll and drive through the neighbourhood, including near schools

DESIGN FOR PARKS AND OPEN SPACES

- + Final design for City-owned open spaces

Neighbourhood Renewal Program

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 in renewing neighbourhoods to enhance their livability and longevity.

Neighbourhood Renewal 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 and Alley Renewal in Meyokumin

Neighbourhood and Alley Renewal construction is anticipated to start in 2024 in Meyokumin and is expected to take three years. It will include the following:

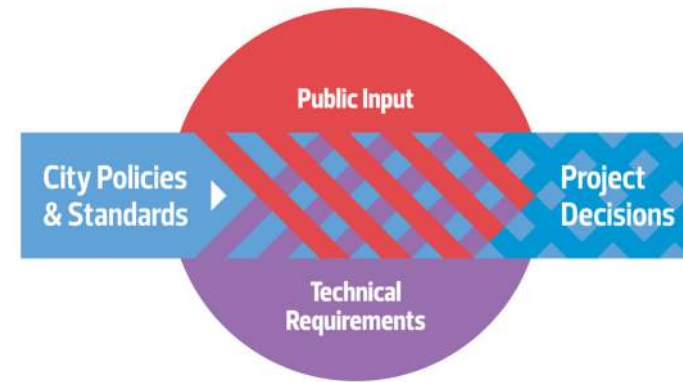
- + Improvements to all local and collector roads
- + Reconstruction of alleys
- + Reconstruction of sidewalks and addition of new sidewalks and curb ramps where missing
- + Measures to slow traffic and improve street crossings
- + Improved connections for people of all ages and abilities who walk, roll, bike or move by other active modes
- + Widened pathways, new pathways and enhanced open spaces
- + Upgrades to existing and adding new lighting
- + Addition of absorbent landscaping to reduce local flooding

How decisions are made

Decision making process

City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Neighbourhood Renewal design. 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 makes decisions using a combination of policy and program information, public 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.



Public Engagement Spectrum

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



How decisions are made

City policies and programs

The following plans, programs and policies have been considered in the design process.

ConnectEdmonton

- + Provides direction to create a healthy city, vibrant urban places, regional prosperity and climate resilience
- + Supports safe bike routes, vibrant gathering spaces, adding missing sidewalks, partnering with local businesses, planting trees, creating green space from existing paved surfaces and measures to calm traffic

Edmonton City Plan

- + Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities

Neighbourhood Renewal Program

- + Funds the renewal of existing infrastructure and the construction of new/missing elements such as sidewalks, shared pathways and public open space enhancements. The cost of new/missing elements are not shared with property owners

Local Improvement Policy

- + Follows the Municipal Government Act of Alberta to outline the process to pay for improvements that are of a larger benefit to those near them than to the city as a whole

Public Engagement Policy

- + Directs the creation of specific public engagement and best practices to hear from the diverse groups impacted by the project

Active Transportation Policy

- + Includes opportunities for people to walk, roll and bike and promotes the inclusion of shared pathways
- + Encourages active transportation in the neighbourhood and beyond

The Bike Plan

- + Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons

Safe Mobility Strategy

- + Supports initiatives to manage driver speeds and shortcutting to increase safety for all road users
- + Supports bike routes and facilities that prevent injuries and encourage more people to bike and use active modes of transportation

Community Traffic Management Policy

- + Supports curb extensions to improve visibility and shorten the crossing distance for people walking; enforce parking offsets from crosswalks and intersections; and to reduce driver speeds
- + Supports marked crossings to draw attention to people crossing the street

Accessibility for People with Disabilities Policy

- + Supports accessibility as fundamental to good public engagement and design for all ages and abilities to use neighbourhood infrastructure for the next 50 years



How decisions are made

City policies and programs (continued)

Open Space Policy

- + Outlines the importance of connected, multifunctional and equitable green, open space networks to Edmonton's environmental and community wellness

Parkland Bylaw and Corporate Tree Management Policy

- + Encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction the value of the trees removed will be replaced with new tree plantings in or nearby the neighbourhood
- + Requires any work for open space upgrades that includes work around existing trees or removal of existing trees be reviewed by the City of Edmonton's Urban Forester

Breathe : Edmonton's Green Network Strategy

- + Ensures each neighbourhood will be supported by an adequate supply, quality and distribution of open space that is accessible to people of all ages and abilities

Snow and Ice Control Policy

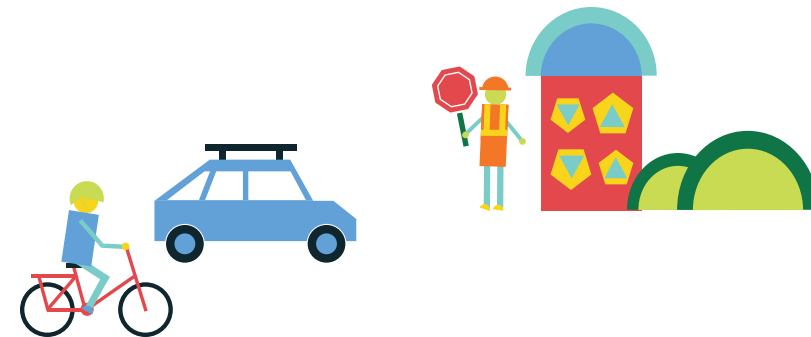
- + The City provides year-round maintenance, including snow removal, of protected bike lanes and most shared pathways to support all-season access and use

Winter Design Guidelines

- + Includes design standards to create an inviting and vibrant community during the winter months that are accessible, safe and enjoyable for people of all ages and abilities

Economic Action Plan

- + Directs strategies to attract and revitalize neighbourhood commercial areas with the Corner Store Program
- + Includes investing in public places that provide enhanced economic and social connection



How decisions are made

Public engagement input

The role of public engagement input is to help the City understand what is important to community members in the neighbourhood, as well as how the Neighbourhood and Alley Renewal design decisions will affect them. Community members are invited to:

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

Technical Requirements

Technical requirements ensure changes to the neighbourhood follow current standards and best practices, while taking into account constraints such as existing public and private infrastructure, land uses and activities in the neighbourhood.

Infrastructure assessments, including utilities

- + Prioritizes when city infrastructure will be renewed based on current conditions

Complete Streets Design and Construction Standards

- + Provides direction for the design and construction of roads, sidewalks and shared pathways, measures to slow traffic, and enhance intersections (particularly around crosswalks)

Drainage Design and Construction Standards

- + Documents key Low impact development (LID) principles, such as preserving natural site features, using small-scale, dispersed features throughout the site, creating multi-functional landscapes and prolonging stormwater runoff flow paths
 - + LID is a form of stormwater management that mimics natural hydrology by using landscape features to manage frequent, low-volume storm events close to their source.

Access Design Guidelines

- + Supports access and use for people of all ages and abilities, and was used to inform the design of wider and new sidewalks, seating along pathways and picnic table and bench selections

Raised Crossings Design Technical Memo

- + Establishes best practices in design guidance to support the implementation, design and construction of raised crossings, including raised crosswalks, raised intersections and continuous crossings

Crime Prevention Through Environmental Design (CPTED)

- + Encourages designing infrastructure to reduce crime by making spaces visible, inviting, connected, and including natural deterrents such as plant selection and placement

And more

Public engagement input opportunities

Neighbourhood Renewal Road Map

People living in and with an interest in Meyokumin were invited to provide input into the City's decision making process for Neighbourhood and Alley Renewal at various stages along the road map shown across.

A detailed list of all public engagement input opportunities is provided on the next pages.



Public engagement input opportunities

The Meyokumin Neighbourhood and Alley Renewal public engagement input opportunities included:

Timeline	Roadmap steps	Public engagement	Participation	Outcome
January – April 2022	Building a Project Vision Together and Exploring Opportunities	Community conversations Engaged with community members and leaders to learn about the most appropriate and effective engagement and communication approaches in Meyokumin	+ 21 participants	Created a draft Vision and Guiding Principles to inform the Neighbourhood and Alley Renewal design
		Online survey Survey was conducted to understand the key factors that make Meyokumin a great place to live, work and play	+ 54 participants	
September – October 2022	Exploring Options and Tradeoffs	Community League Day participation Attendees at the Millhurst Community League Day event were asked to confirm the draft Vision and Guiding Principles, provide input on proposed options for Meyokumin and identify existing and desired walking routes	+ 75 participants	Confirmed the Vision and Guiding Principles. Identified the priorities to guide the decision making process to create a draft design for the project
		Online survey Participants were asked to confirm the draft Vision and Guiding Principles and to provide input on proposed options for Meyokumin	+ 86 responses	
		Project Webpage Community members could visit the project webpage to access information about the project and view a presentation summarizing the main options and tradeoffs	+ 880 unique visitors and 110 video views	
April – May 2023	Community Feedback on Draft Design	Community conversations Representatives from the Millhurst Community League and staff at Meyokumin Elementary School and St. Richard Catholic School were asked to provide feedback on the draft design	+ 47 participants	Refined the design for Meyokumin using feedback to inform changes
		Online survey Participants were shown specific design ideas and asked questions to help refine the draft design	+ 66 responses	



Throughout the project we communicated opportunities for residents, stakeholders and organizations to provide feedback through:

- + Social media advertising
- + Doorhangers delivered to addresses in Meyokumin and at community events
- + Newsletters to Meyokumin addresses
- + Targeted letters to residents and owners to identify specific proposed changes near their property
- + Road signs
- + A-frame signs
- + Posters
- + Emails to list subscribers and local stakeholders

Public engagement input opportunities

Timeline	Roadmap steps	Public engagement	Participation	Outcome
April – May 2023	Community Feedback on Draft Design (continued)	Drop-in open house Display boards showed the design to participants, who were asked to provide feedback on the draft design	+ 45 participants	See previous page
		Online engagement session A summary of the design was presented to participants, who were asked to provide feedback on the draft design	+ 33 participants	
		Project Webpage Community members could visit the project webpage to access the draft design package and view a video summarizing the design	+ 1,229 unique visitors and 243 design booklet views	
October 2023	Community Feedback on Final Design	Survey Participants were shown the final design for the neighbourhood and asked how well it reflected the Vision and Guiding Principles, as well as any final details the Project Team should be aware of that might impact the final design	+ 133 responses	Identified specific areas for potential adjustments to the final design and assessed alignment with the Vision and Guiding Principles
		Drop-in open house Display boards showed the final design to participants, who were asked to provide feedback on any minor adjustments needed to the final design	+ 66 participants	
		Online engagement session A summary of the design was presented to participants, followed by a Q&A session to answer questions about the project and the final design	+ 9 participants	
		Project Webpage Community members could visit the project webpage to access the final design package and view a video summarizing the design	+ 1,416 unique visits and 253 design booklet views	

Engagement Summaries and What We Heard Reports from each stage can be found posted in the project history at edmonton.ca/BuildingMeyokumin

Meyokumin Vision

"Meyokumin – where community meets to live, work, play and grow together."

Meyokumin Guiding Principles

We value building a thriving community where we celebrate:



Gathering. We gather in safe, inclusive spaces to create memories and experiences with friends, families, neighbours and those we haven't met yet



Connections. We are connected by wide pathways and safe roadways that link us to Meyokumin and the city beyond



Beauty. We enjoy nature's gifts in all four seasons: the abundance of trees, plants and greenery throughout our community that all ages and abilities can experience



Active Living. We enjoy walking and biking with friends and family on smooth, clean sidewalks and pathways that can be used by people of all ages and abilities as they travel to their desired destinations



Diversity. We are a community of all ages, abilities and generations, diverse cultures and experiences. Inclusion makes us stronger as we meet in community gathering spaces, community programs and events



Community. We care for one another, have a strong sense of community and feel safe in our neighbourhood

Final design

What we decided

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

Note: All project decisions are subject to final approvals and funding




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

The tables presented in the next pages are a summary of the main policies and programs, technical requirements and public engagement input reviewed when making design decisions. They are not inclusive of all the information considered.

Legend for "What we accounted for to make our decisions"

This report uses three icons to illustrate which decision making criteria are a policy or program, public engagement input or technical requirement. You will see these icons in the "What we accounted for to make our decisions" tables in the following pages.

The decision making criteria are:

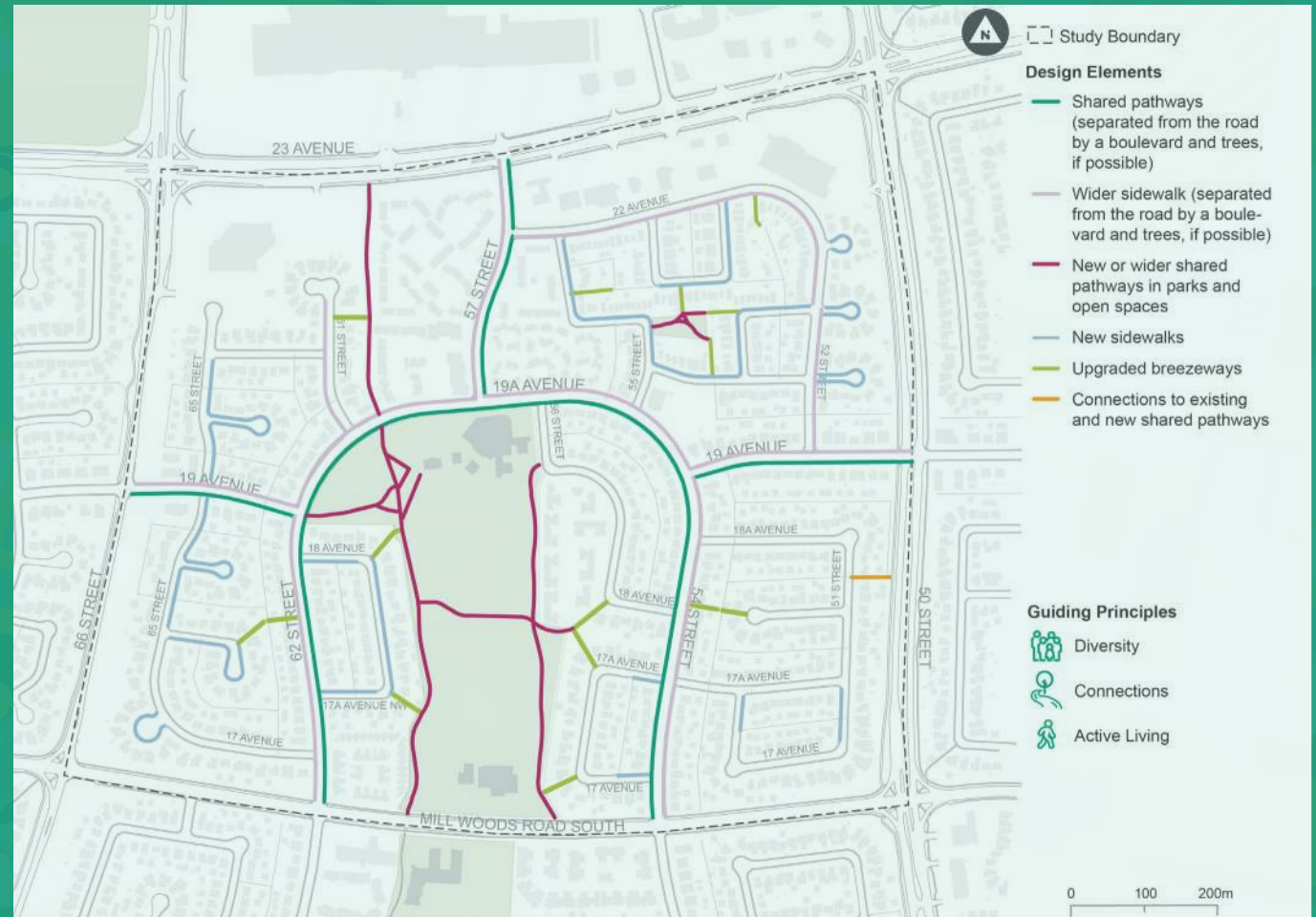
-  City policies and programs
-  Technical requirements
-  Public engagement input

Design for walking, biking and rolling

Overview of what we decided

- + Shared pathways along main walking and biking routes
- + New sidewalks where they were previously missing
- + Wider sidewalks on main walking routes and on other streets where feasible
- + Treed boulevards on main walking and biking routes and on other streets where feasible
- + Upgraded breezeways (pathways between lots that connect one street or alley to another)
- + New connections and shared pathways on the edges of the neighbourhood




In addition, some roadways will include absorbent landscaping. This type of landscaping features plants and special soils that capture, store and manage the water from small rain events.



Main walking, biking and rolling routes

19 Avenue from 66 Street to east of 65 Street



What we decided	What we accounted for to make our decision	
<ul style="list-style-type: none"> + A wider sidewalk is provided on the north side + A shared pathway is provided on the south side and is separated from traffic with a boulevard in most places + Trees are planted in the boulevard where possible + Parking is removed on the south side, except near Kay-Sal Manor (6505 19 Avenue NW), where there is a commercial and passenger loading area + Raised crossings are provided at 65 Street and curb extensions are provided at 66 Street and 65 Street 	<p> Policies and programs</p> <ul style="list-style-type: none"> + The City Plan + Complete Streets Policy + Active Transportation Policy + The Bike Plan + Safe Mobility Strategy + Winter Design Guidelines + Urban Tree Canopy Expansion Program <p> Public engagement input</p> <ul style="list-style-type: none"> + Community members supported the addition of a shared pathway to allow them to walk, bike and roll side-by-side and away from traffic + Removing or moving private landscaping on City right-of-way was the preferred way to add better biking connections + The removal of on-street parking spaces raised some concerns 	<p> Technical requirements</p> <ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Drainage Design and Construction Standards + Access Design Guide + Aligning shared pathways, sidewalks and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities

VISION AND GUIDING PRINCIPLES



Active Living



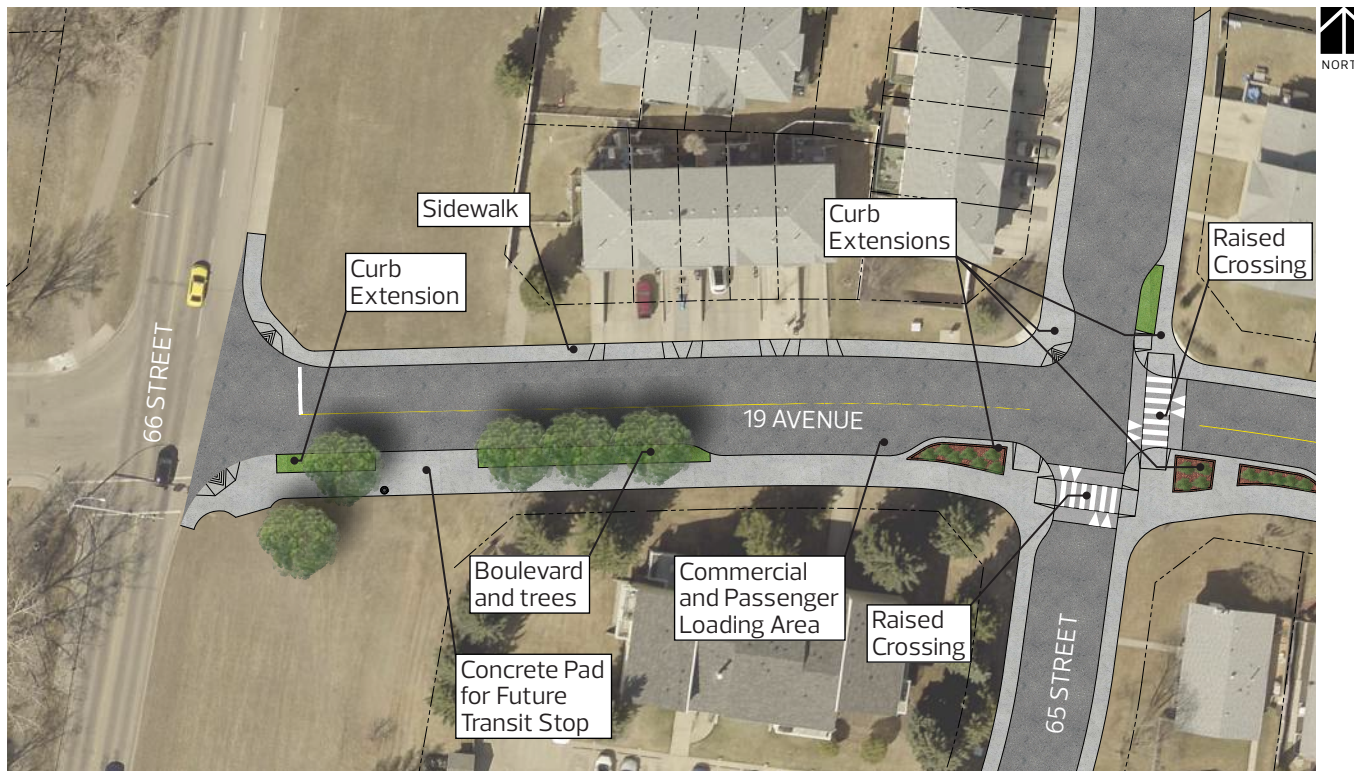
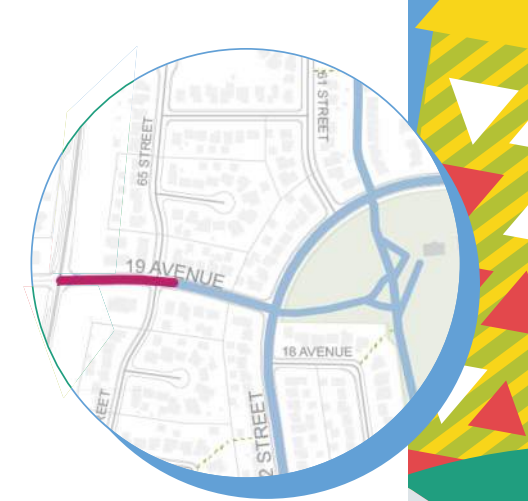
Connections



Diversity

Main walking, biking and rolling routes

19 Avenue from 66 Street to east of 65 Street






THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

Main walking, biking and rolling routes

19 Avenue from east of 65 Street to 62 Street



What we decided	What we accounted for to make our decision	
<ul style="list-style-type: none"> + A wider sidewalk is provided on the north side + A shared pathway is provided on the south side + Curb extensions are provided at 62 Street <ul style="list-style-type: none"> + Parking is removed on the south side along the curb extension 	<p> Policies and programs</p> <ul style="list-style-type: none"> + The City Plan + Complete Streets Policy + Active Transportation Policy + The Bike Plan + Safe Mobility Strategy + Winter Design Guidelines + Urban Tree Canopy Expansion Program <p> Public engagement input</p> <ul style="list-style-type: none"> + Community members supported the addition of a shared pathway to allow them to walk, bike and roll side-by-side and away from traffic + Removing or moving private landscaping on City right-of-way was the preferred way to add better biking connections + The absence of boulevards on this section of road led to some disappointment 	<p> Technical requirements</p> <ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Drainage Design and Construction Standards + Access Design Guide + Aligning shared pathways, sidewalks and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities

VISION AND GUIDING PRINCIPLES



Active Living



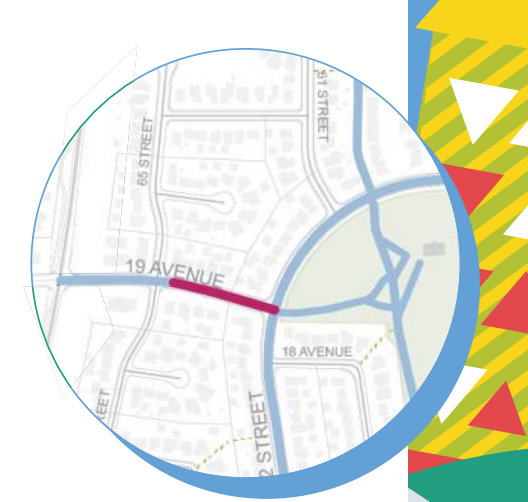
Connections



Diversity

Main walking, biking and rolling routes

19 Avenue from east of 65 Street to 62 Street






There is no boulevard on most of 19 Avenue due to conflicts with underground utilities.

THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

Main walking, biking and rolling routes

From 62 Street at Mill Woods Road to 19A Avenue at the shared pathway crossing



What we decided	What we accounted for to make our decision	
<ul style="list-style-type: none"> + A wider sidewalk is provided on the west side and is separated from traffic with a boulevard and trees in most places + A shared pathway is provided on the east side and is separated from traffic with a boulevard and trees in most places north of 17A Avenue + Parking is maintained on both sides of the road + Raised crossings are provided at 17 Avenue, 17A Avenue, 18 Avenue and 19 Avenue and curb extensions are provided at 17 Avenue, 18 Avenue, 19 Avenue and 61 Street 	<p> Policies and programs</p> <ul style="list-style-type: none"> + The City Plan + Complete Streets Policy + Active Transportation Policy + The Bike Plan + Safe Mobility Strategy + Winter Design Guidelines + Urban Tree Canopy Expansion Program <p> Public engagement input</p> <ul style="list-style-type: none"> + Community members supported the addition of a shared pathway to allow them to walk, bike and roll side-by-side and away from traffic + Other community members thought a shared pathway was redundant since there is a pathway in Meyokumin Park + Removing or moving private landscaping on City right-of-way rather than removing parking was the preferred way to add better walking, biking and rolling connections 	<p> Technical requirements</p> <ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Drainage Design and Construction Standards + Access Design Guide + Aligning shared pathways, sidewalks and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities

VISION AND GUIDING PRINCIPLES



Active Living



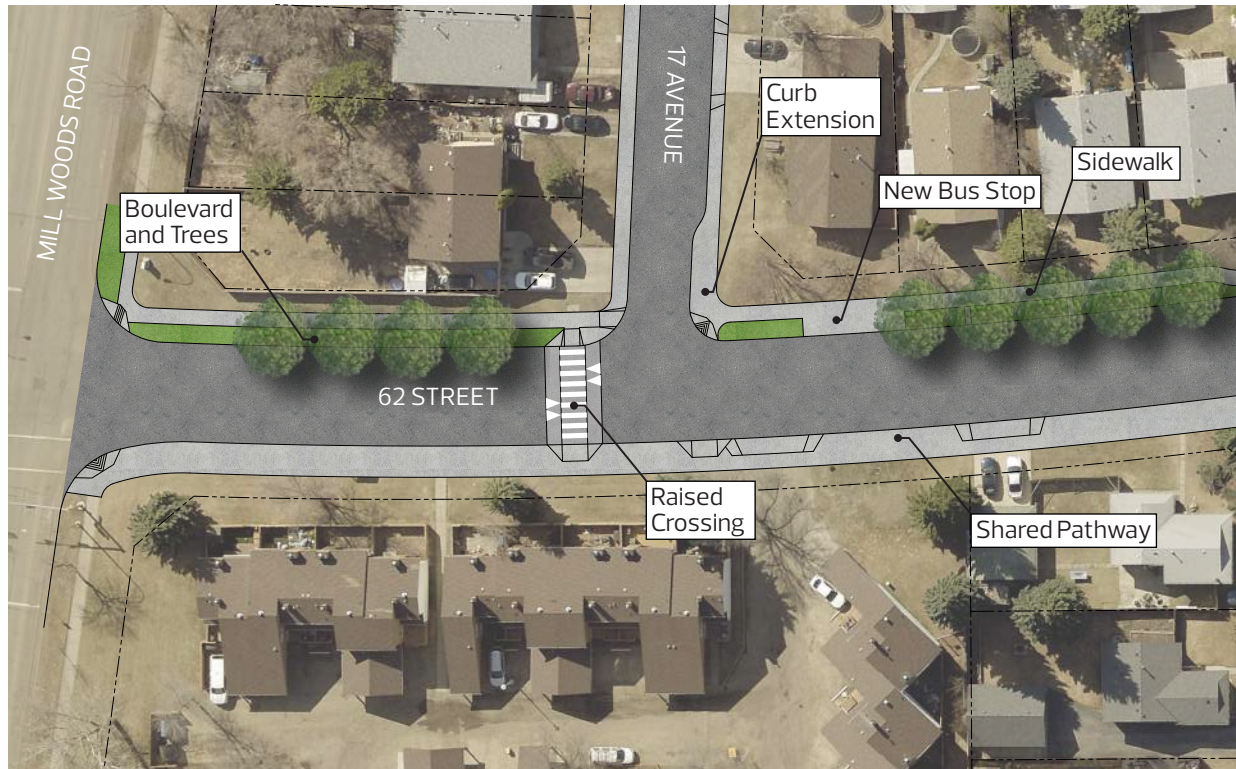
Connections



Diversity

Main walking, biking and rolling routes

62 Street from Mill Woods Road to south of 17A Avenue



There is no boulevard on the east side of 62 Street due to steep grades and to limit impacts to existing trees or private landscaping on City right-of-way.

THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

Main walking, biking and rolling routes

62 Street from south of 17A Avenue to south of 18 Avenue

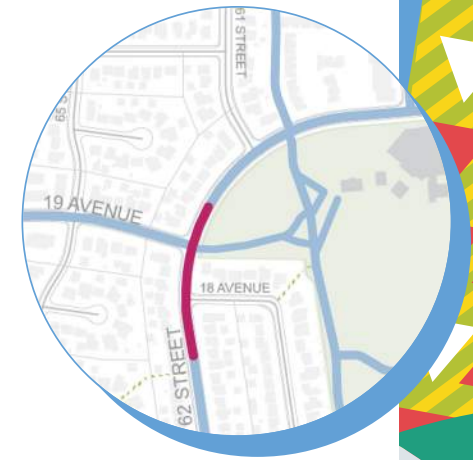


The boulevard is narrowed in several locations where it is possible to limit impacts to existing trees or private landscaping on City right-of-way.

THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

Main walking, biking and rolling routes

62 Street from south of 18 Avenue to north of 19 Avenue

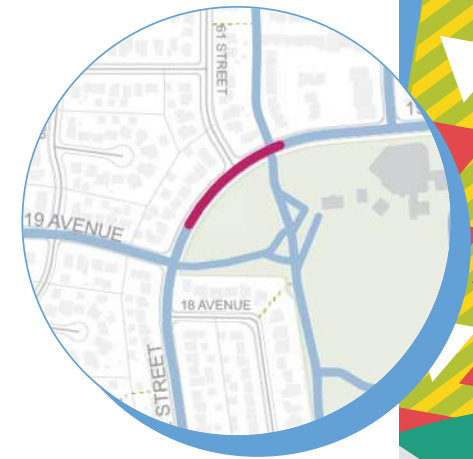


There is no boulevard on the west side of 62 Street to limit impacts to existing trees or private landscaping on City right-of-way.

THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

Main walking, biking and rolling routes

From 62 Street north of 19 Avenue to 19A Avenue east of the shared pathway crossing

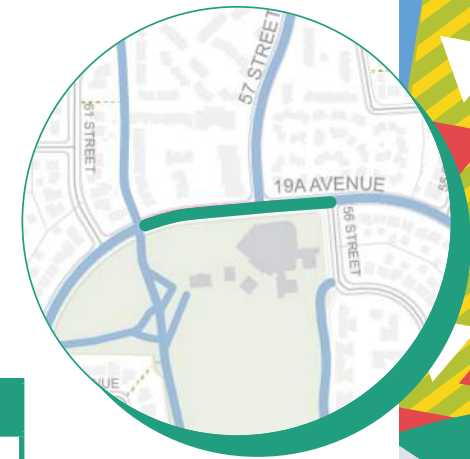


The boulevard is narrowed or removed in some locations where it is possible to limit impacts to existing trees or private landscaping on City right-of-way.

THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

Main walking, biking and rolling routes

19A Avenue from the shared pathway crossing east of 61 Street to 56 Street



VISION AND GUIDING PRINCIPLES



Active Living



Connections

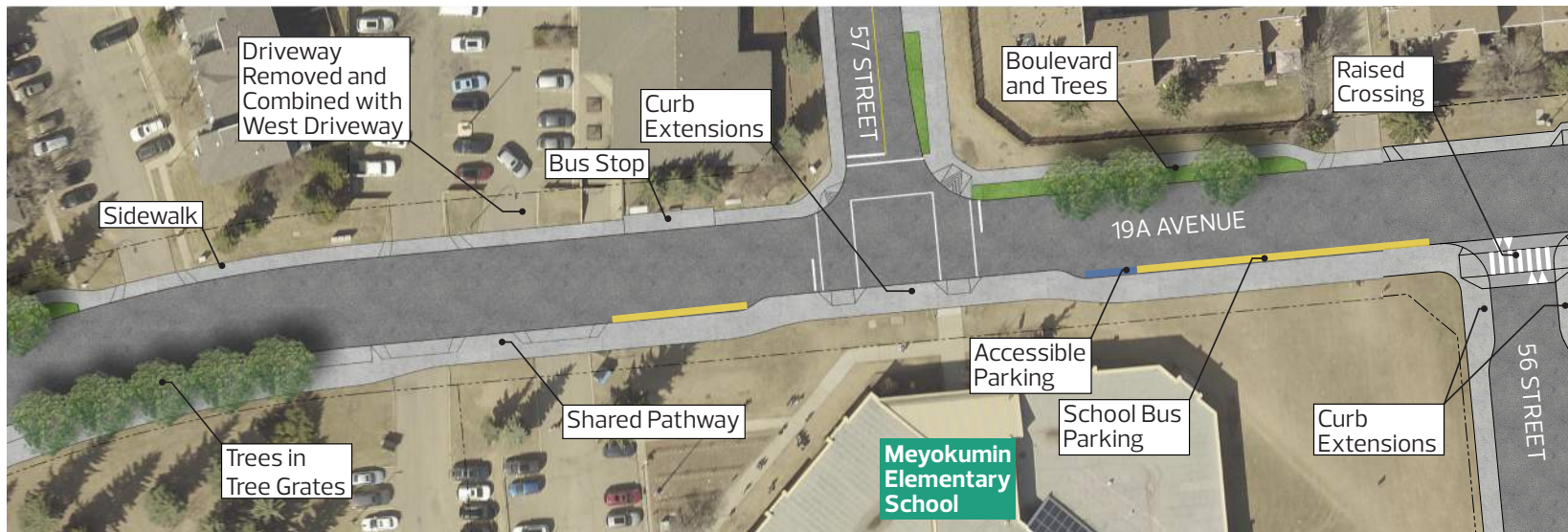
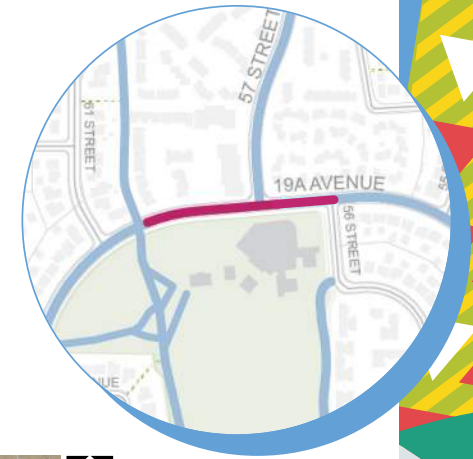


Diversity

What we decided	What we accounted for to make our decision	
<ul style="list-style-type: none"> + A wider sidewalk is provided on the north side <ul style="list-style-type: none"> + In some places, it is separated from traffic with a boulevard and trees + A wide shared pathway is provided on the south side <ul style="list-style-type: none"> + West of the Community League driveway, it is lined with trees in tree grates + Parking is maintained on both sides of the road + The east driveway to the commercial property on the north side of the road is removed + School bus parking is added on the south side of the road, east of the school parking lot driveway + A raised crossing is provided at 56 Street. Curb extensions are provided at 57 Street and 56 Street 	<p> Policies and programs</p> <ul style="list-style-type: none"> + The City Plan + Complete Streets Policy + Active Transportation Policy + The Bike Plan + Safe Mobility Strategy + Winter Design Guidelines + Urban Tree Canopy Expansion Program <p> Public engagement input</p> <ul style="list-style-type: none"> + Community members supported the addition of a wide shared pathway in front of the school to allow children and adults to walk, bike and roll side-by-side and away from traffic + Maintaining parking for pick up and drop off was considered important 	<p> Technical requirements</p> <ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Drainage Design and Construction Standards + Access Design Guide + Aligning shared pathways, sidewalks and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities + Minimum space requirements for school bus parking and accessible parking + Turning movements for busses at the intersection of 19A Avenue and 57 Street

Main walking, biking and rolling routes

19A Avenue from east of the shared pathway crossing to 56 Street



There is no boulevard on a large portion of 19A Avenue to allow for easier pick up and drop off.

THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

Main walking, biking and rolling routes

From 19A Avenue east of 56 Street to 54 Street at Mill Woods Road



What we decided	What we accounted for to make our decision	
<ul style="list-style-type: none"> + A wider sidewalk is provided on the east side and is separated from traffic with a boulevard and trees in most places + A shared pathway is provided on the west side and is separated from traffic with a boulevard and trees in most places south of 19 Avenue + Parking is maintained on both sides of the road + Raised crossings are provided at 19 Avenue, 18 Avenue, 17A Avenue and 17 Avenue and curb extensions are provided at 55 Street, 18A Avenue, 18 Avenue, 17A Avenue and 17 Avenue 	<p> Policies and programs</p> <ul style="list-style-type: none"> + The City Plan + Complete Streets Policy + Active Transportation Policy + The Bike Plan + Safe Mobility Strategy + Winter Design Guidelines + Urban Tree Canopy Expansion Program <p> Public engagement input</p> <ul style="list-style-type: none"> + Community members supported the addition of a shared pathway to allow them to walk, bike and roll side-by-side and away from traffic + Removing or moving private landscaping on City right-of-way rather than removing parking was the preferred way to add better walking, biking and rolling connections + Removing existing trees on City right-of-way to accommodate the design raised some concerns 	<p> Technical requirements</p> <ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Drainage Design and Construction Standards + Access Design Guide + Aligning shared pathways, sidewalks and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities

VISION AND GUIDING PRINCIPLES



Active Living



Connections



Diversity

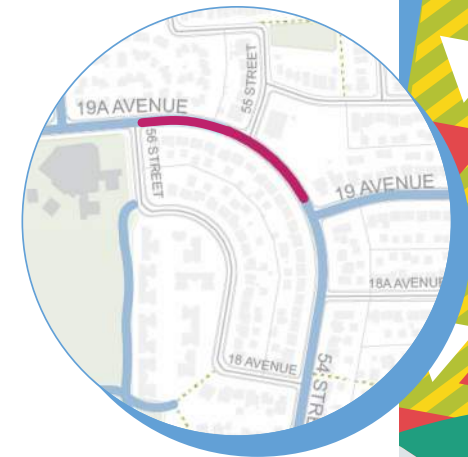
Main walking, biking and rolling routes

19A Avenue from west of 55 Street to north of 19 Avenue



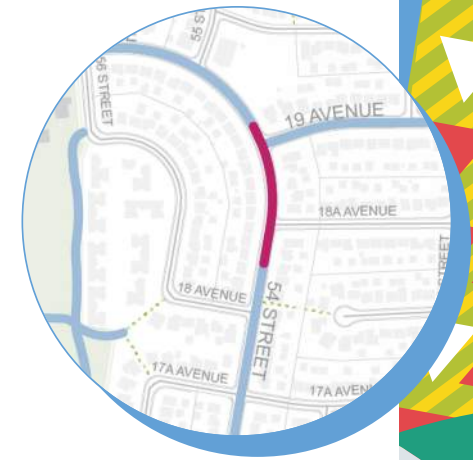
The boulevard is removed on the west side of 19A Avenue to avoid additional impacts to existing trees and private landscaping on City right-of-way.

THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.



Main walking, biking and rolling routes

54 Street from north of 19 Avenue to south of 18A Avenue

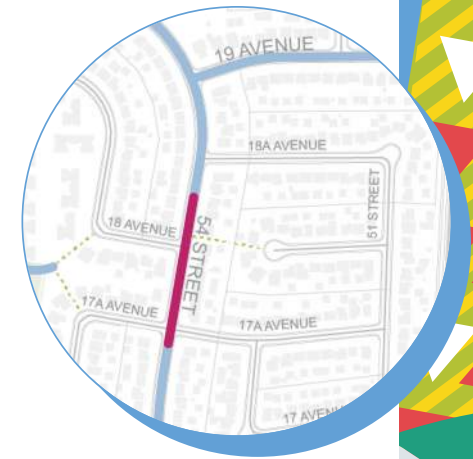


The boulevard is narrowed or removed in some locations where it is possible to limit impacts to existing trees or private landscaping on City right-of-way.

THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

Main walking, biking and rolling routes

54 Street from south of 18A Avenue to south of 17A Avenue

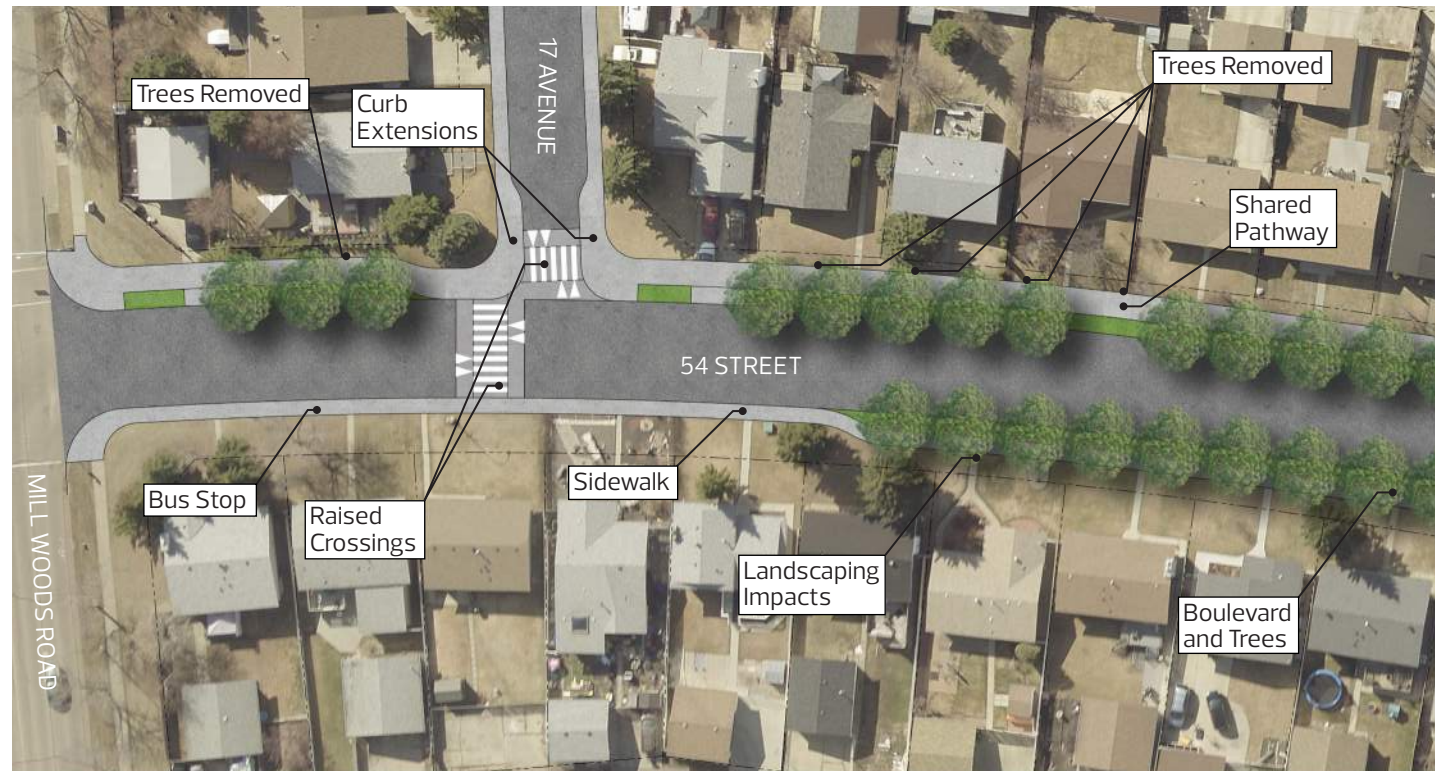


The boulevard is removed in some locations where it is possible to limit impacts to existing trees or private landscaping on City right-of-way.

THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

Main walking, biking and rolling routes

54 Street from south of 17A Avenue to Mill Woods Road

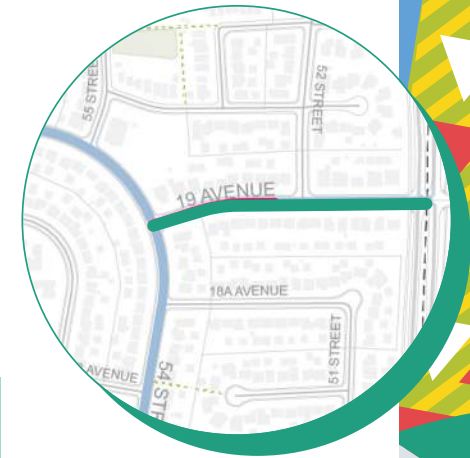


There is no boulevard on the east side for part of 54 Street to limit impacts to existing trees or private landscaping on City right-of-way.

THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

Main walking, biking and rolling routes

19 Avenue from 54 Street to 50 Street



What we decided	What we accounted for to make our decision	
<ul style="list-style-type: none"> + A wider sidewalk is provided on the north side + A shared pathway is provided on the south side and is separated from traffic with a boulevard and trees + Curb extensions are provided at 52 Street 	<p> Policies and programs</p> <ul style="list-style-type: none"> + The City Plan + Complete Streets Policy + Active Transportation Policy + The Bike Plan + Safe Mobility Strategy + Winter Design Guidelines + Urban Tree Canopy Expansion Program <p> Public engagement input</p> <ul style="list-style-type: none"> + Many people supported the addition of a shared pathway to allow them to walk, bike and roll side-by-side and away from traffic + Removing or moving private landscaping on City right-of-way was the preferred way to add better biking connections 	<p> Technical requirements</p> <ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Drainage Design and Construction Standards + Access Design Guide + Aligning shared pathways, sidewalks and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities

VISION AND GUIDING PRINCIPLES



Active Living



Connections



Diversity

Main walking, biking and rolling routes

19 Avenue from 54 Street to west of 52 Street



There is no boulevard on the north side of 19 Avenue to limit impacts to existing trees or private landscaping on City right-of-way.

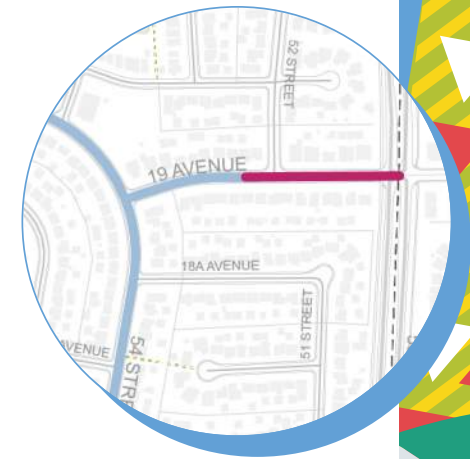
THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

Main walking, biking and rolling routes

19 Avenue from west of 52 Street to 50 Street



There is no boulevard on the north side of 19 Avenue to limit impacts to existing trees or private landscaping on City right-of-way.





THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

Main walking, biking and rolling routes

57 Street from 19A Avenue to south of 22 Avenue



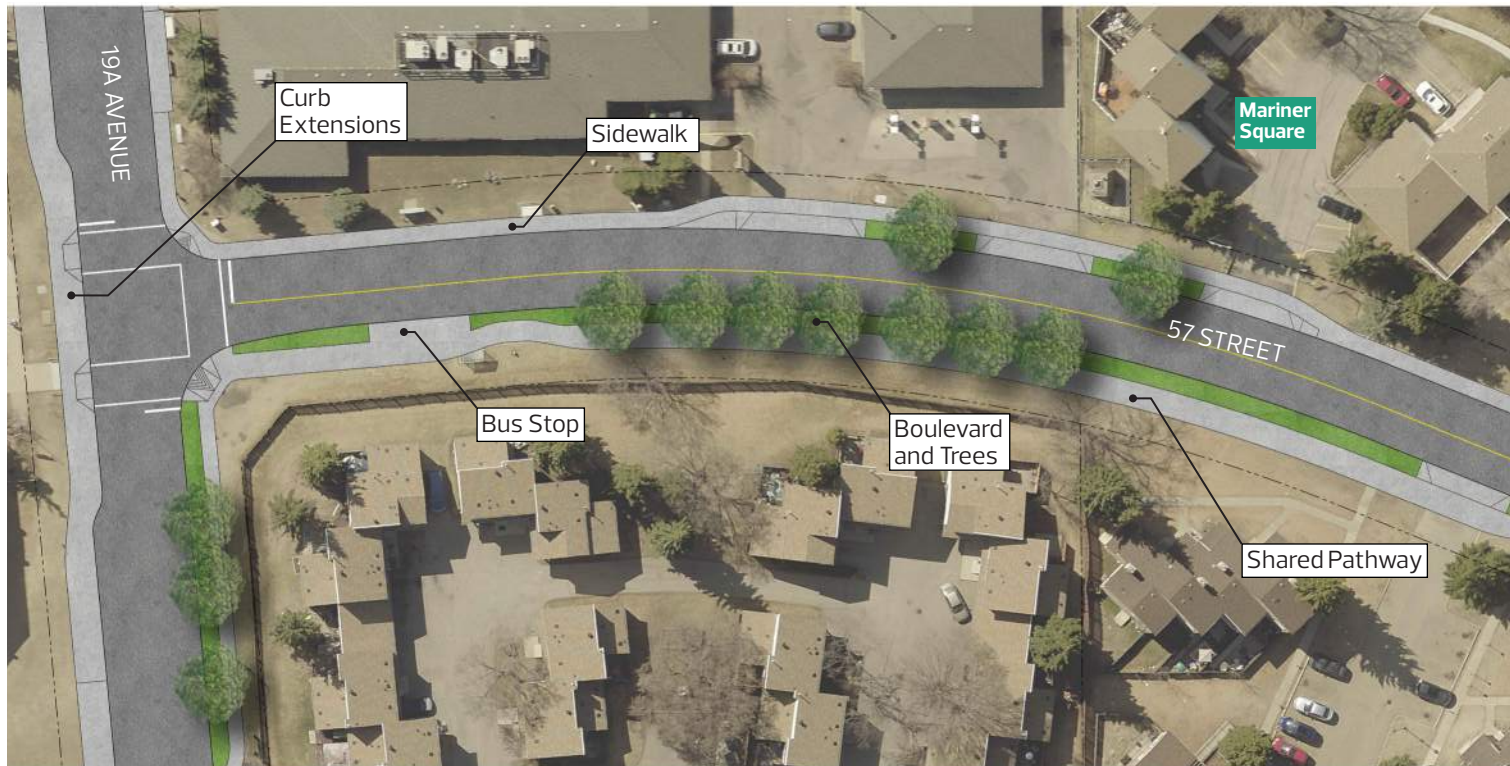
What we decided	What we accounted for to make our decision	
<ul style="list-style-type: none"> + A wider sidewalk is provided on the west side and is separated from traffic with a boulevard in some places + A shared pathway is provided on the east side and is separated from traffic with a boulevard in most places <ul style="list-style-type: none"> + Trees are added in the boulevard where possible + The roadway is narrowed on the east side where parking is already not allowed + Parking is maintained on the west side + A raised crossing is provided at 22 Avenue and curb extensions are provided at 19A Avenue and 22 Avenue + Seating areas are combined with existing bus stops 	<p> Policies and programs</p> <ul style="list-style-type: none"> + The City Plan + Complete Streets Policy + Active Transportation Policy + The Bike Plan + Safe Mobility Strategy + Winter Design Guidelines + Urban Tree Canopy Expansion Program <p> Public engagement input</p> <ul style="list-style-type: none"> + Community members supported the addition of a shared pathway to allow them to walk, bike and roll side-by-side and away from traffic 	<p> Technical requirements</p> <ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Drainage Design and Construction Standards + Access Design Guide + Aligning shared pathways, sidewalks and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities

VISION AND GUIDING PRINCIPLES



Main walking, biking and rolling routes

57 Street from 19A Avenue to south of 22 Avenue

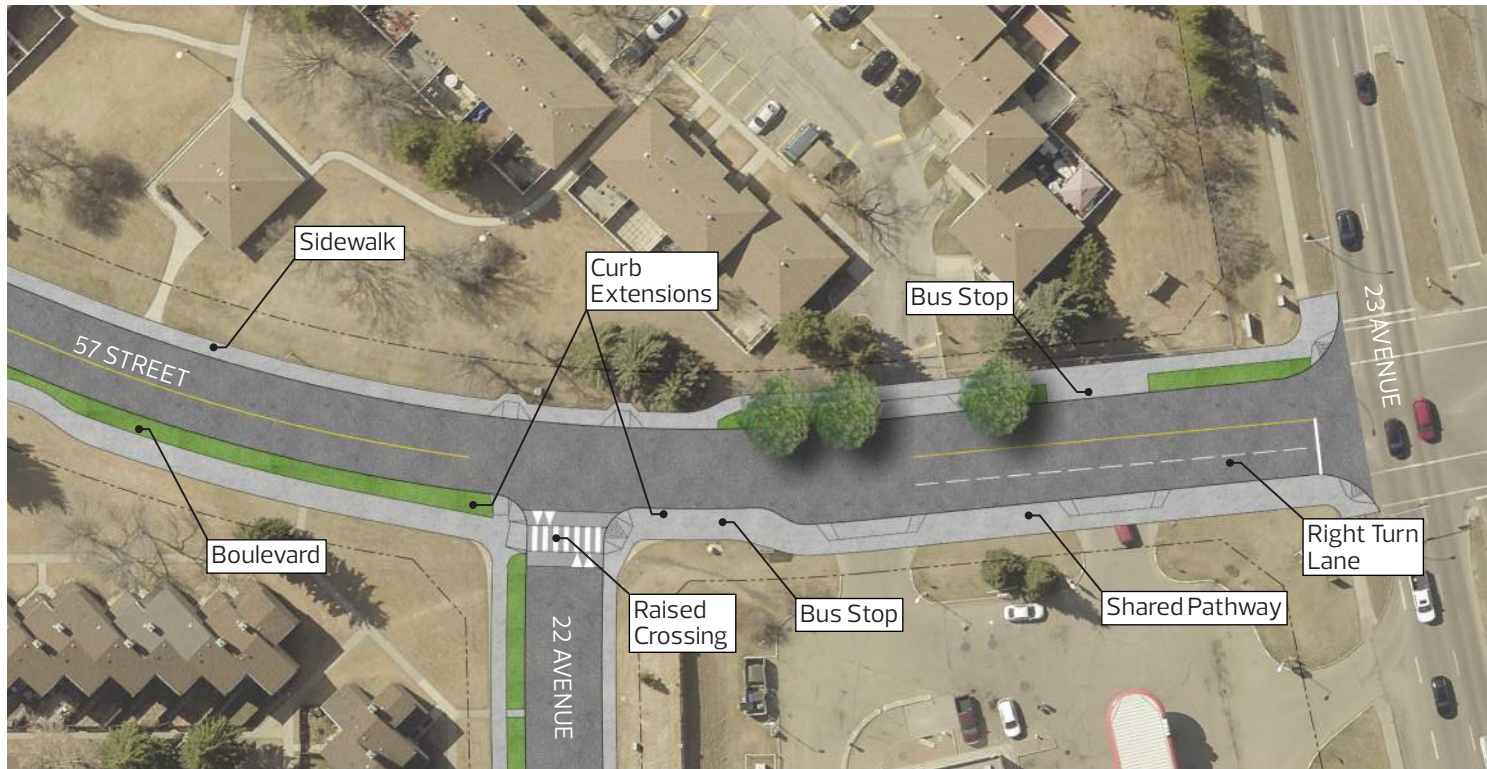


There is no boulevard on most of the west side of 57 Street due to steep grades and to limit impacts to existing trees or private landscaping on City right-of-way.

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Main walking, biking and rolling routes

57 Street from south of 22 Avenue to 23 Avenue



There is no boulevard on most of the west side of 57 Street due to steep grades and to limit impacts to existing trees or private landscaping on City right-of-way.

From 22 Avenue to 23 Avenue, there is no boulevard on the east side of the road to maintain the right turn lane onto 23 Avenue.

THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

New sidewalks



What we decided

- + New sidewalks are added throughout the neighbourhood where they are currently missing, as detailed in the map left
- + In most cases, parking is maintained on both sides of the road
 - + Dark blue lines on the map show where a sidewalk is added and parking is removed.
 - + Parking is removed on the side of the road where the sidewalk is added
- + In addition to the new sidewalk, a landscaped island is added in the cul-de-sac at the angle of 65 Street and 17 Avenue

New sidewalks

What we accounted for to make our decision



Policies and programs

- + The City Plan
- + Complete Streets Policy
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Safe Mobility Strategy
- + Walkability Strategy
- + Sidewalk Strategy – Ped Connections



Technical requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Aligning sidewalks by considering existing trees and landscaping, grading, drainage patterns and underground utilities
- + Orientation of properties in relation to the road
- + Driveways and on-street parking supply



Public engagement input

- + Community members did not want to add sidewalks where they are currently missing, often citing the requirement to shovel the sidewalk in winter
- + Other community members thought adding sidewalks would help them and their neighbours walk around the neighbourhood

VISION AND GUIDING PRINCIPLES



Active Living



Connections



Diversity

Images of the final design are available in the final design booklet at edmonton.ca/BuildingMeyokumin

Road redesign



What we decided

- + The road is narrowed to the standard for local roads with parking on both sides
- + A boulevard is provided
 - + On the west side for **A**
 - + On the south and west sides for **B**
 - + On the east side for **C**
- + Trees are added in the boulevard for **C**

Road redesign

What we accounted for to make our decision



Policies and programs

- + The City Plan
- + Complete Streets Policy
- + Active Transportation Policy
- + Safe Mobility Strategy
- + Urban Tree Canopy Expansion Program



Technical requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Aligning sidewalks and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities



Public engagement input

- + Narrowing the road raised concerns that the design would impact circulation, particularly during winter

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Active Living



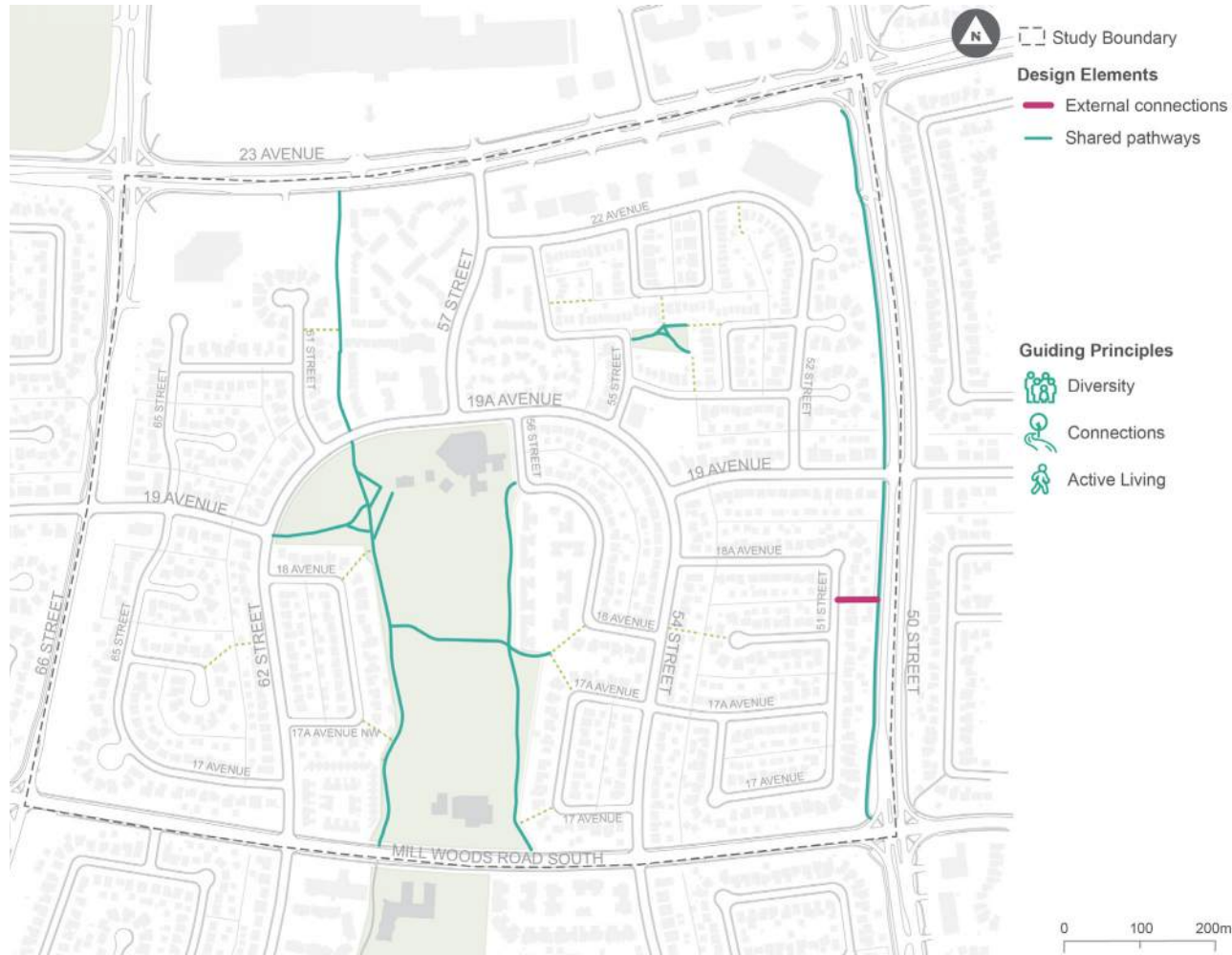
Connections



Diversity

Images of the final design are available in the final design booklet at edmonton.ca/BuildingMeyokumin

Shared pathways and biking network



What we decided

- + In addition to shared pathways along roads, new or wider shared pathways are provided in Meyokumin Park and other open spaces
- + Raised crossings are provided at most intersections where a shared pathway crosses a road
- + The crossing at Mill Woods Road is updated to a two-stage design (see [Traffic safety and street crossings](#))
- + Seating areas are provided along shared pathways

Shared pathways and biking network

What we accounted for to make our decision



Policies and programs

- + The City Plan
- + Active Transportation Policy
- + The Bike Plan
- + Safe Mobility Strategy
- + Winter Design Guidelines
- + Urban Tree Canopy Expansion Program



Technical requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide
- + Aligning shared pathways by considering existing trees and landscaping, grading, drainage patterns and underground utilities



Public engagement input

- + Community members supported the addition of shared pathways to allow them to walk, bike and roll side-by-side and away from traffic
- + Other community members thought additional shared pathways were not necessary because few people currently bike or thought shared pathways along streets were not necessary

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Connections



Diversity

Upgraded breezeways



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What we decided

- + Breezeways in poor condition are reconstructed and widened where possible
- + Breezeways in adequate condition are repaired as needed
- + Bollards are added or replaced at breezeway entries to prevent people driving from inappropriately using breezeways
- + Lighting is upgraded where needed

What we accounted for to make our decision

Policies and programs

- + The City Plan
- + Active Transportation Policy

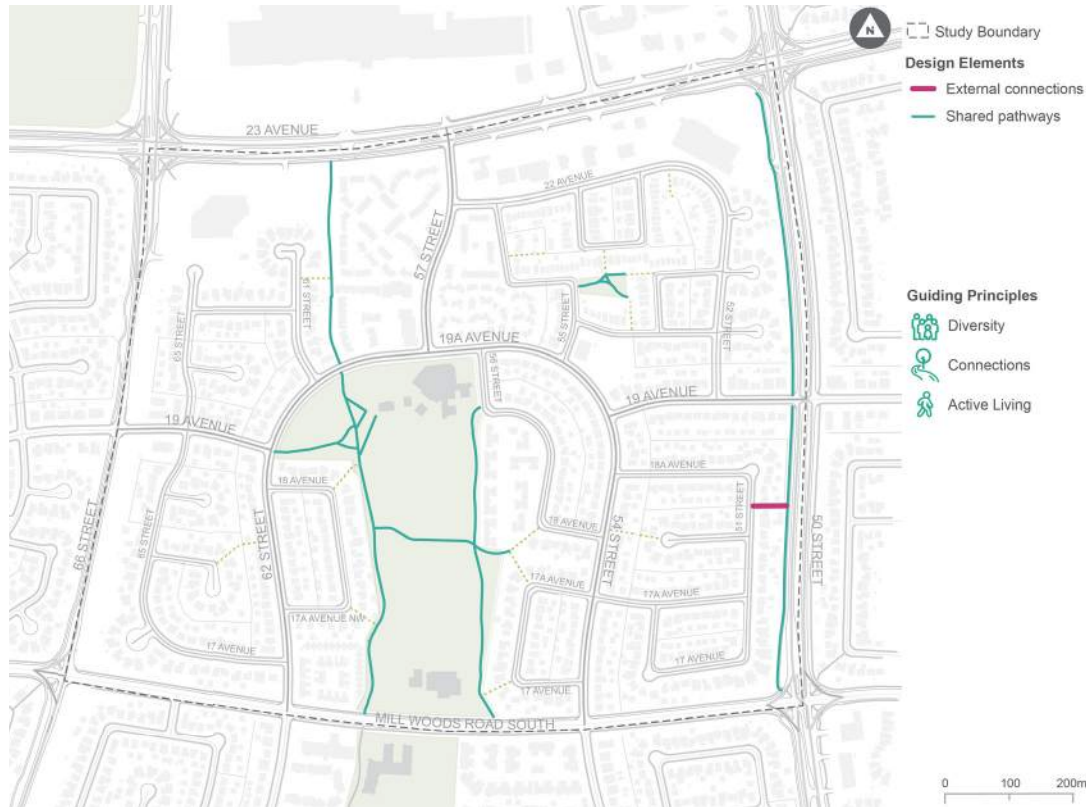
Technical requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide

Public engagement input

- + Community members generally saw upgrading breezeways as a positive step

Missing connections



What we decided

- + Connections to existing and new shared pathways are provided in key locations to connect to shared pathways along 66 Street and 50 Street

What we accounted for to make our decision

Policies and programs

- + The City Plan
- + Active Transportation Policy

Technical requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide

Public engagement input

- + Community members would have liked to see additional connections in the northeast corner of the neighbourhood to provide links to the commercial area and 50 Street

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Connections



Diversity

Absorbent landscaping



What we decided

- + Absorbent landscaping is added in some boulevard spaces to capture, store and manage the water from small rain events and reduce local flooding

What we accounted for to make our decision

Policies and programs

- + The City Plan
- + Climate Resilient Edmonton: Adaptation Strategy and Action Plan

Technical requirements

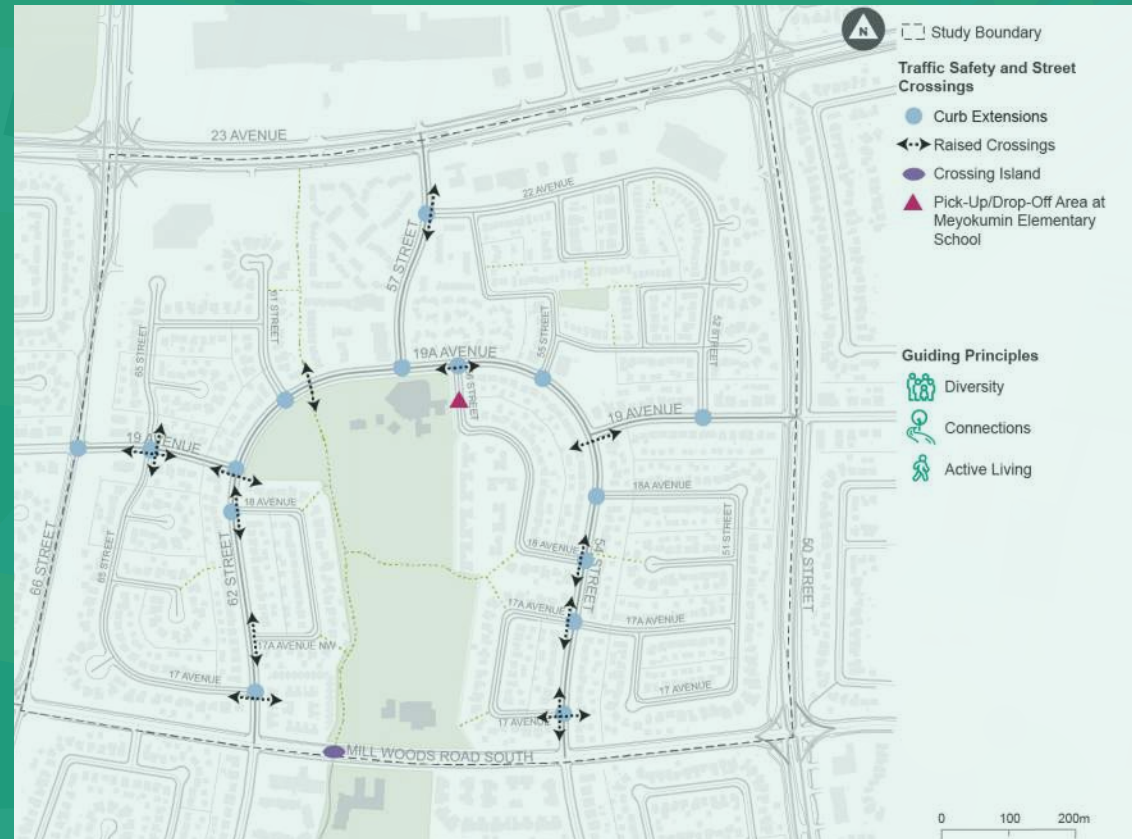
- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide

Note: Absorbent landscaping is not subject to public engagement input.

Design for traffic safety and street crossings

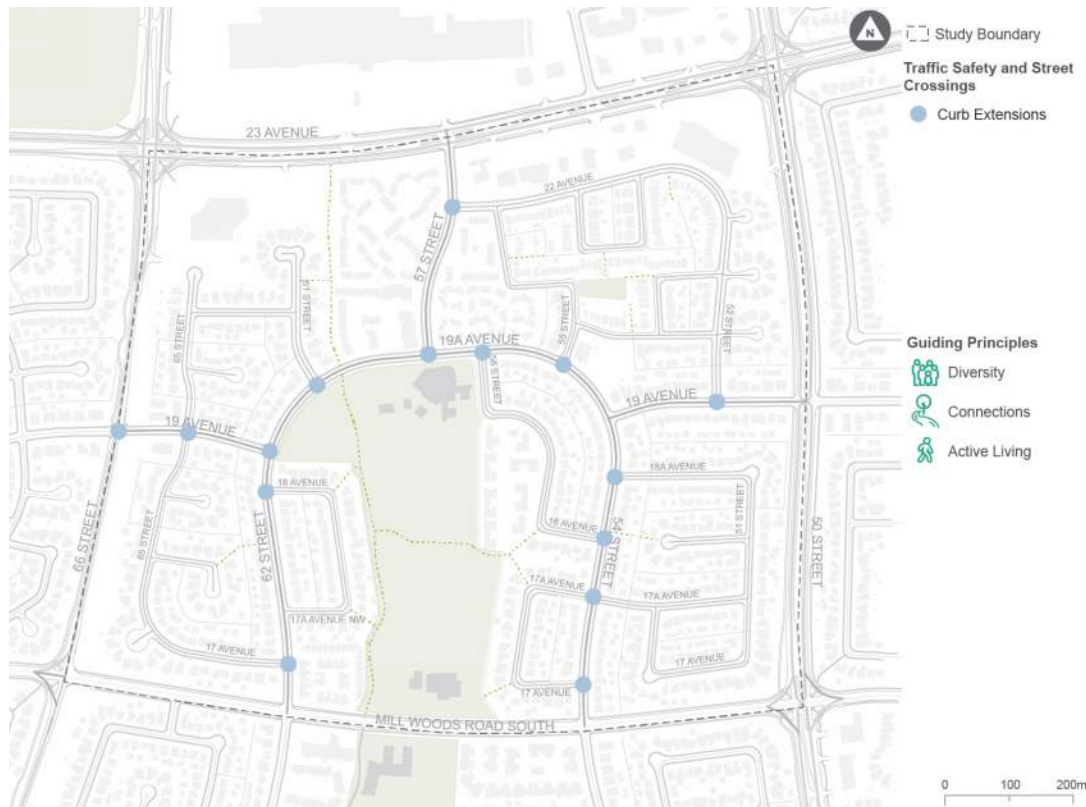
Overview of what we decided

- + Curb extensions at most intersections along the main walking, biking, and rolling routes
- + Raised crossings at most intersections where a shared pathway crosses a road and near some neighbourhood entrances
- + Enhanced pick-up/drop-off area at Meyokumin Elementary School
- + Crossing island on Mill Woods Road



Traffic safety and street crossings




Curb extensions



What we decided

- + Curb extensions are placed at most intersections along main Meyokumin roads. See the [Design for Walking, Biking and Rolling](#) to view the detailed design at each intersection

What we accounted for to make our decision

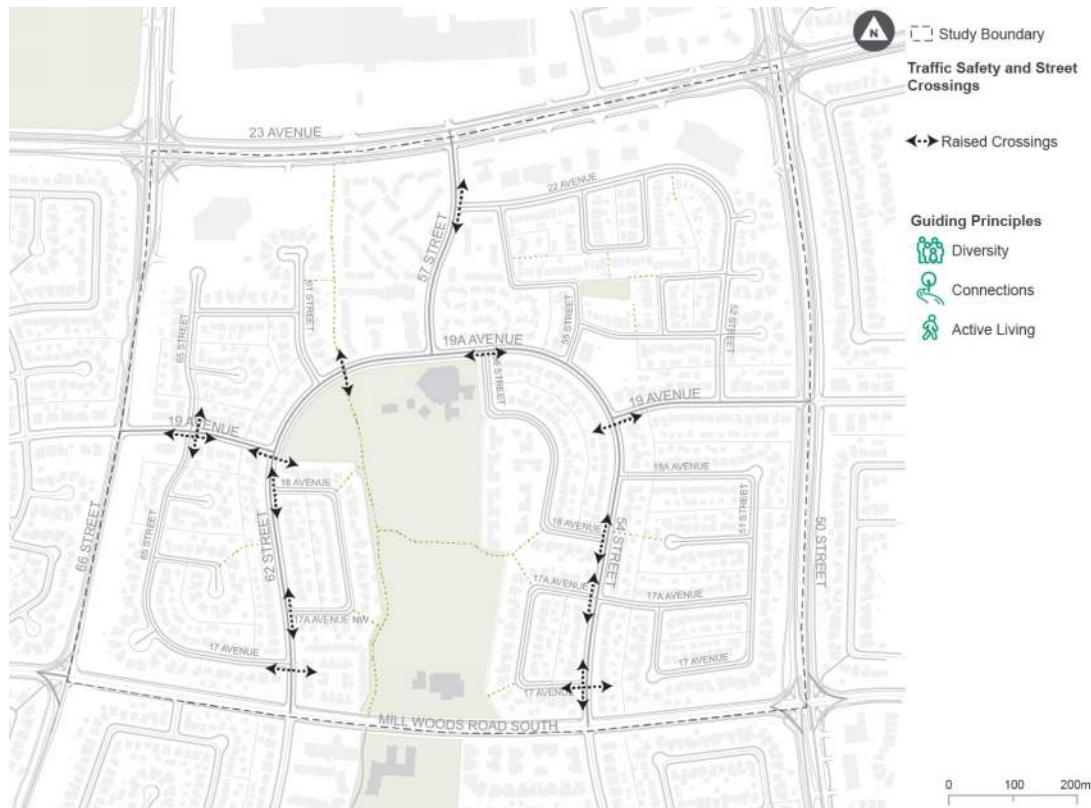
- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p> Policies and programs</p> <ul style="list-style-type: none"> + The City Plan + Safe Mobility Strategy + Active Transportation Policy | <p> Technical requirements</p> <ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Drainage Design and Construction Standards + Access Design Guide |
| <p> Public engagement input</p> <ul style="list-style-type: none"> + Community members were concerned curb extensions would remove on-street parking | |

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Traffic safety and street crossings

Raised crossings



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What we decided

- + Raised crossings are placed at most intersections along main biking routes, where shared pathways are present and near some neighbourhood entrances. See the [Design for Walking, Biking and Rolling](#) to view the detailed design at each intersection

What we accounted for to make our decision

Policies and programs

- + The City Plan
- + Safe Mobility Strategy
- + Active Transportation Policy

Technical requirements

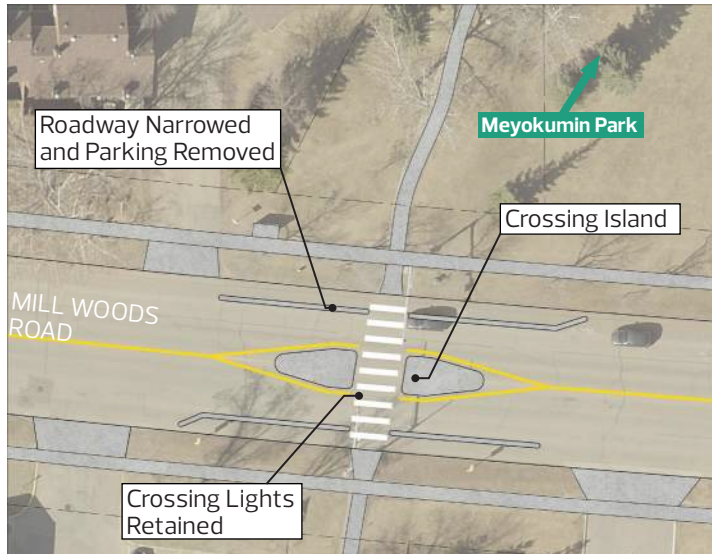
- + Complete Streets Design and Construction Standards
- + Raised Crossings Design technical memo
- + Drainage Design and Construction Standards
- + Access Design Guide

Public engagement input

- + Some community members thought raised crossings would not fulfill the intended goals to slow traffic and make it easier to see people waiting to cross or crossing the street
- + Winter maintenance around raised crossings was identified as a concern

Traffic safety and street crossings

Crossing island on Mill Woods Road



THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.

What we decided

- + A crossing island creates a two-stage crossing and allows people walking, biking and rolling to cross one lane of traffic at a time

What we accounted for to make our decision



Policies and programs

- + The City Plan
- + Safe Mobility Strategy
- + Active Transportation Policy



Technical requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide



Public engagement input

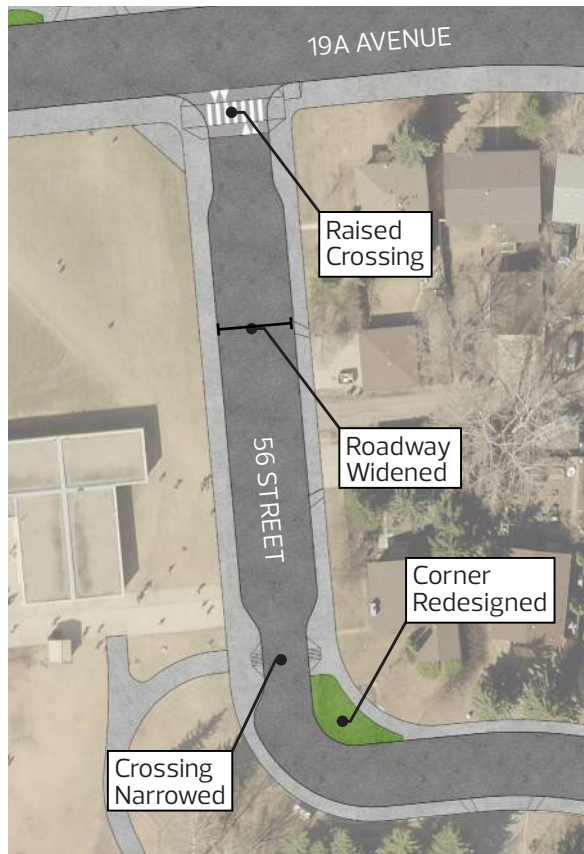
- + Community members thought the crossing island would make it easier to cross the road
- + Other community members thought the overhead lights currently at the crossing were sufficient

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Traffic safety and street crossings

Pick-up/drop-off area near Meyokumin Elementary School



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What we decided

- + School busses are relocated to 19A Avenue to allow for additional space for pick up and drop off
- + The northern section of 56 Street is widened to allow for more space for pick up and drop off and parking is maintained on both sides
- + The crossing is narrowed to make it easier for people to cross the street
- + Where 56 Street turns, the corner on the northeast side of the road is redesigned to slow down people driving and make it easier to see people waiting to cross or crossing the street

What we accounted for to make our decision

Policies and programs

- + The City Plan
- + Safe Mobility Strategy
- + Active Transportation Policy

Technical requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide

Public engagement input

- + Community members were supportive of the changes to the pick-up and drop-off area
- + Other community members thought the changes would not be sufficient to change behaviour during pick-up and drop-off

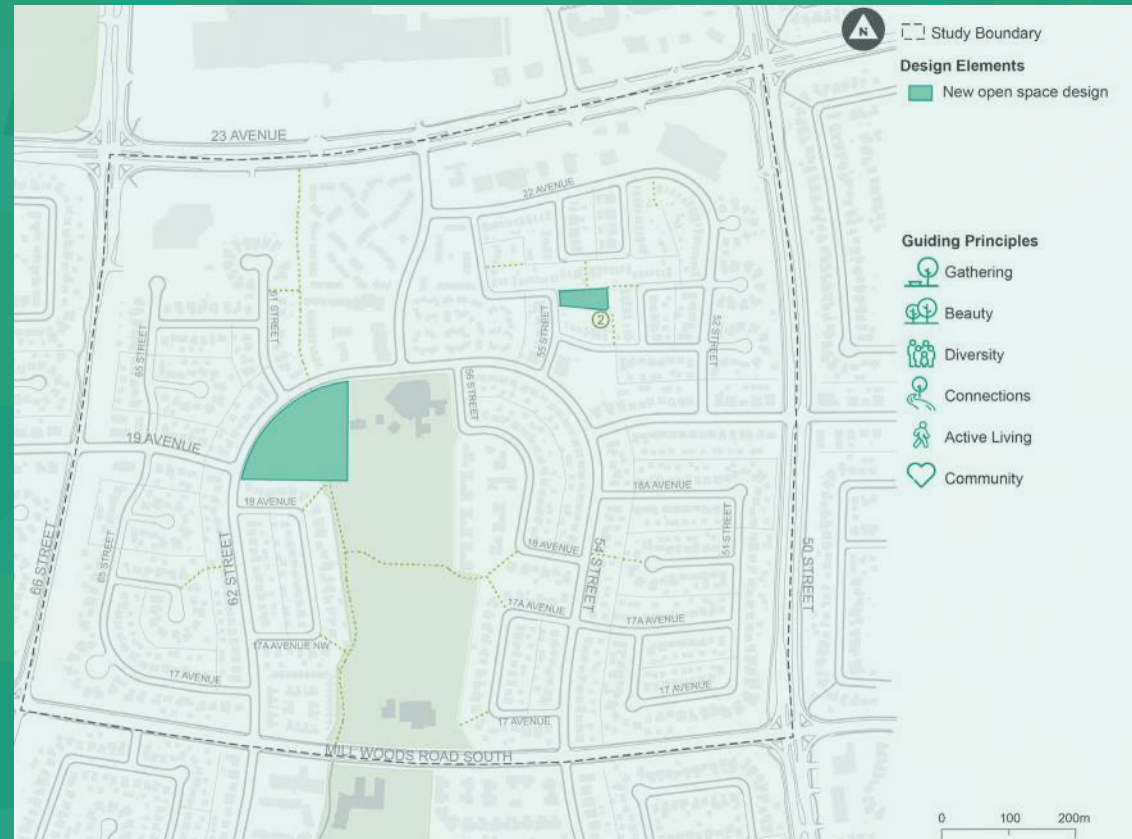
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Design for open spaces

Overview of what we decided

- + Additional and upgraded lighting
- + New seating areas
- + Some trees trimmed or removed to make it easier to see into and out of the open spaces so that people feel safer
- + New trees planted
- + Additional and upgraded shared pathways through Meyokumin Park – see Shared pathways and biking network



Open spaces

Meyokumin Park



What we decided	What we accounted for to make our decision	
<ul style="list-style-type: none"> + Walkways upgraded to shared pathways and new shared pathways through the open space to address desire lines and support access for all users + Additional furnishings, such as waste bins + New tree and shrub plantings in key locations + Tree trimming and removal to improve sightlines into and out of the park and new lighting to increase feelings of personal safety and security + New plaza, including: <ul style="list-style-type: none"> + Covered area + Picnic tables accessible for people using wheelchairs or other mobility devices + Benches + Tree and shrub plantings + Waste bins 	<p> Policies and programs</p> <ul style="list-style-type: none"> + The City Plan + Active Transportation Policy + Winter Design Guidelines + Climate Resilient Edmonton: Adaptation Strategy and Action Plan + Breathe: Edmonton's Green Network Strategy + Urban Tree Canopy Expansion Program <p> Public engagement input</p> <ul style="list-style-type: none"> + Community members were pleased with the changes to Meyokumin Park and thought it was a good balance between keeping the space open and adding seating and gathering areas + Additional lighting was considered critical to making people feel safe in the space and making it usable throughout the year 	<p> Technical requirements</p> <ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Drainage Design and Construction Standards + Access Design Guide + Crime Prevention Through Environmental Design (CPTED) principles

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Open Spaces

Meyokumin Park



THE DESIGN IS SUBJECT TO FINAL APPROVALS AND FUNDING.



Plaza detail



Open spaces

55 Street Park



What we decided	What we accounted for to make our decision	
<ul style="list-style-type: none"> + Realigned and wider pathways + New seating areas with benches + New boulder seating area + Additional furnishings, such as waste bins + New tree and shrub plantings in key locations + Tree trimming and removal to improve sightlines into and out of the park and new lighting to increase feelings of personal safety and security 	<p> Policies and programs</p> <ul style="list-style-type: none"> + The City Plan + Active Transportation Policy + Winter Design Guidelines + Climate Resilient Edmonton: Adaptation Strategy and Action Plan + Breathe: Edmonton's Green Network Strategy + Urban Tree Canopy Expansion Program <p> Public engagement input</p> <ul style="list-style-type: none"> + Many community members did not know this park existed, while others described it as a hidden gem + Community members were pleased with the upgrades, thinking it would make the space more attractive 	<p> Technical requirements</p> <ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Drainage Design and Construction Standards + Access Design Guide + Crime Prevention Through Environmental Design (CPTED) principles

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55 Street Park

Design features



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Seating areas



What we decided

- + Seating areas consisting of a bench and waste bin are added along shared pathways along roads and in open spaces
- + Additional seating areas are located near bus stops

What we accounted for to make our decision

Policies and programs

- + The City Plan
- + Safe Mobility Strategy
- + Active Transportation Policy

Technical requirements

- + Complete Streets Design and Construction Standards
- + Drainage Design and Construction Standards
- + Access Design Guide

Public engagement input

- + Community members thought additional seating areas in open spaces were a good idea, but did not think the seating areas along roads were necessary

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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