

What We Decided Report Meyonohk Neighbourhood and Alley Renewal

March 2026

| **SHARE** YOUR VOICE
SHAPE OUR CITY

Edmonton

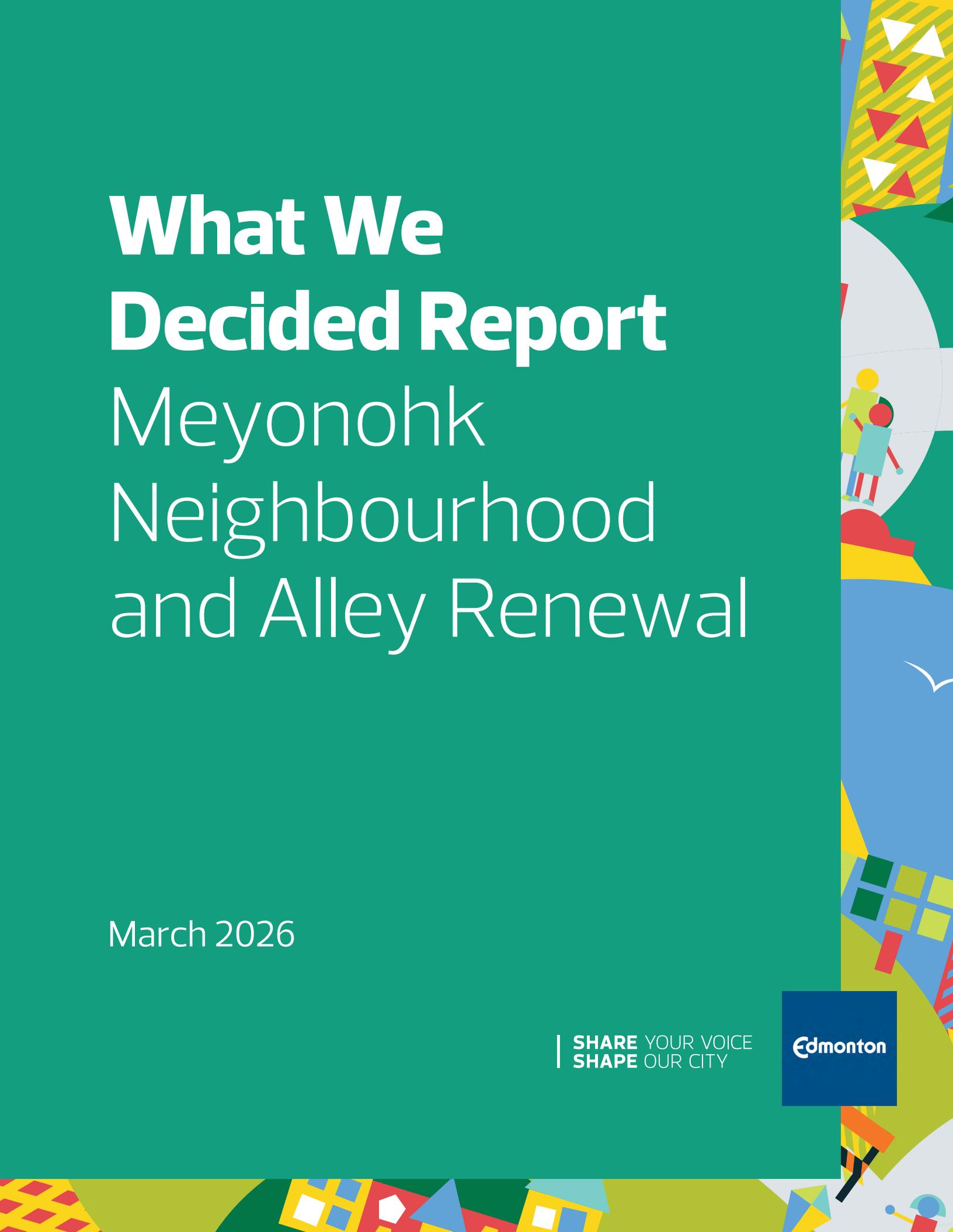


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Message from the Project Manager

On behalf of the City of Edmonton, I am pleased to share the final design for Meyonohk Neighbourhood and Alley Renewal. The planned construction schedule will be provided during the Preparing for Construction stage event in early 2027.

The Neighbourhood Renewal program reflects the City's commitment to supporting our mature neighbourhoods and ensuring we take a cost-effective, long-term, strategic approach to addressing the neighbourhood's 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 Meyonohk and where there are opportunities for enhancements. These ideas, guided by City policy and technical requirements, become the final design for Neighbourhood Renewal. The design is created to reflect a combination of City policies, programs, public input and technical requirements (ex. current standards, best practices and constraints from existing infrastructure and mature trees). Additionally, the design considers available funding and identifies ideas that may be explored outside of Neighbourhood Renewal as part of community partnerships or other City programs.

Planning in Meyonohk began in September 2023, when we introduced the Neighbourhood Renewal project to the community and initiated conversations with community members. Throughout the planning process, we co-created a Vision and Guiding Principles for the neighbourhood with residents, asked people for their ideas and then returned with a draft design for feedback. We held public engagement sessions, pop-up events and community conversations. We also invited survey input and engaged with community members 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.

Engagement began in September 2023 and helped shape the design throughout the project. The public engagement process informed the design for the Meyonohk Neighbourhood and Alley Renewal, which is being presented to the community as the final design in March 2026. We received positive feedback on both the design and the engagement process. Thank you for your contributions.

Through this report, we will share what will be constructed in Meyonohk 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 Meyonohk'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 the plan evolve into what it is today. It is an honour to be a steward of Meyonohk infrastructure improvements and to help bring your neighbours' and your vision for a great neighbourhood to life.

Thank you.

Sherry Wallace

Project Manager, Meyonohk Neighbourhood and Alley Renewal



What is Neighbourhood and Alley Renewal

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

Purpose of this report

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

In this report you are invited to review the:

- + Decision making process, including:
 - + City policies and standards
 - + Technical requirements
 - + Public input
- + Public engagement process, including:
 - + The Neighbourhood Renewal Public Engagement Road Map
 - + The City of Edmonton Public Engagement Spectrum
 - + A summary of the Meyonohk public engagement opportunities
- + Vision and Guiding Principles
- + Final design, including images, maps and rationale
- + Next steps
 - + Local improvement opportunities
 - + Decorative street blade options
 - + Funding for Neighbourhood and Alley Renewal
 - + Preparing for Construction



Meyonohk Neighbourhood and Alley Renewal Scope Map



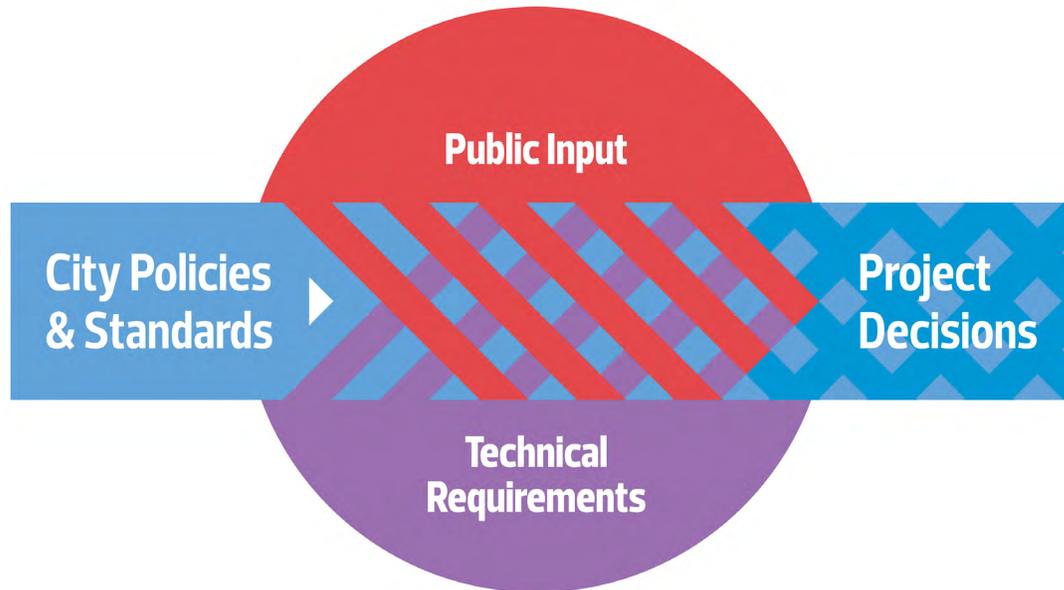
Roads in Scope

- Roads
- Alleys
- Neighbourhood boundary



Decision making process

Decision making diagram



City policies and standards

Does it align with City policies and standards?

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

The following policies and guidelines are considered:

Neighbourhood Renewal Program

- + Funds the renewal of existing infrastructure and the construction of new and missing elements such as sidewalks, shared pathways and public open space enhancements

The City Plan

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



Complete Streets Design and Construction Standards

- + Provides direction for the design and construction of roads, alleys, sidewalks and shared pathways, as well as measures to slow traffic and intersection enhancements (particularly around crosswalks)

ConnectEdmonton

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

Active Transportation Policy

- + Includes opportunities for people to walk, roll and bike and promote the inclusion of shared pathways
- + Encourages active transportation within and to nearby neighbourhoods

Safe Mobility Strategy

- + Supports initiatives to manage driver speeds and shortcutting to increase safety for all road users
- + Supports bike routes and facilities that prevent injuries and encourage more people to bike and use active modes of transportation
- + Identified changes to crossings in neighbourhoods based on Safe Crossings Program
- + Identified opportunities for continuous crossings in project area

Vision Zero

- + Supports protected bike infrastructure to achieve the long-term goal of zero traffic fatalities and serious injuries

Accessibility for People with Disabilities Policy

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

GBA+ (Gender-Based Analysis)

- + A process for Project Teams to identify how we can work in more inclusive ways to understand the impact of the work and the project on diverse individuals and groups

Edmonton Bike Plan

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



City policies and standards (continued)

Corporate Tree Management Policy

- + Encourages and accounts for the maintenance, renewal and expansion of our urban forest. If trees need to be removed during construction, the value of the trees removed will be replaced with new tree plantings in or nearby the neighbourhood

Economic Action Plan

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

Note: Refer to [page 39](#) for the Corner Store Program

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, such as sidewalk reconstruction or upgrading to decorative street lighting

Public Engagement Policy

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

Snow and Ice Control Policy

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

Winter Design Policy and Winter Design Guidelines

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

BREATHE- Green Network Strategy

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



Technical requirements

Can it physically be built?

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

Other supporting City design and construction standards

- + Provides direction on various other design and construction elements including Drainage, Water, Landscaping, Street Lighting, Power and Pavement Marking

Transportation Association of Canada (TAC) Standards including Geometric Design Guide for Canadian Roads and Manual of Uniform Traffic Control Devices

- + Supplements City of Edmonton Complete Streets Design and Construction Standards for the design of roads, sidewalks, bike lanes, traffic calming, street lighting and signage

Access Design Guide

- + Supports access and use for people of all ages and abilities, and informs the design of wider and new sidewalks, seating along shared pathways and bench selections

Crime Prevention Through Environmental Design (CPTED)

- + Encourages designing infrastructure to reduce crime by making spaces visible, inviting, connected and including natural deterrents such as plant selection and placement
- + CPTED deters criminal activity through natural surveillance (visibility, positive social activities), natural access control (entry and exit points, fences) and natural boundaries (clear ownership, clearly marked private spaces).

Existing infrastructure assessments (utilities, trees and landscaping)

- + Prioritizes when city infrastructure will be renewed based on current conditions
- + Provides background information to create designs that work with existing infrastructure, such as utility constraints



Public input

What can the public influence?

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

The City of Edmonton follows the Neighbourhood Renewal Road Map through each development stage to gather input from residents, businesses, users and other interested parties who work in, live in and visit the Meyonohk neighbourhood. The City's Public Engagement Spectrum shows the four levels of influence the public could have on decisions made by the City throughout the project.

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

Public Engagement Spectrum



Neighbourhood Renewal Road Map



LEGEND

- Public Engagement and Communications Opportunities
- Concept Phase
- Design Phase
- Build Phase



Public engagement opportunities

Residents, interested parties and organizations shared input for Meyonohk Neighbourhood and Alley Renewal through the following opportunities:

Road map Stage	Timeline	Engagement opportunities	Participation	Outcome	Level of influence
Starting the Conversation and Building a Project Vision Together	November 2023 – January 2024	<ul style="list-style-type: none"> Community meeting Community drop-in event Survey (online and paper) 	<ul style="list-style-type: none"> 1 meeting 12 participants Over 80 responses 	<ul style="list-style-type: none"> Developed an understanding of how community members would like to participate in public engagement and receive information about the project Drafted a Vision and Guiding Principles to inform the Neighbourhood and Alley Renewal design 	ADVISE and CREATE
Exploring Opportunities	March – April 2024	<ul style="list-style-type: none"> Community walk Community drop-in event Engaged Edmonton 	<ul style="list-style-type: none"> 22 participants 30 participants Over 40 responses 	Identified opportunities to improve or enhance the neighbourhood based on community members' lived experiences in Meyonohk	REFINE
Exploring Options and Tradeoffs	September – October 2024	<ul style="list-style-type: none"> Community meeting Community drop-in event Community pop-up events Survey (online and paper) 	<ul style="list-style-type: none"> 1 meeting 24 participants Over 170 conversations 90 responses 	<ul style="list-style-type: none"> Confirmed a Vision and Guiding Principles to inform the Neighbourhood and Alley Renewal design Identified community priorities to guide the decision making process to create a draft design 	REFINE

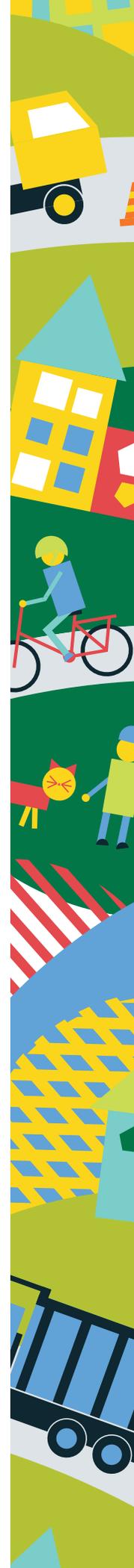


Road map Stage	Timeline	Engagement opportunities	Participation	Outcome	Level of influence
Community Feedback on Draft Design	April – May 2025	Community meetings Community drop-in event Community pop-up events Survey (online and paper)	2 meetings 56 participants Over 150 conversations 58 responses	Refined the design for Meyonohk using City policies and standards, technical requirements and public input to inform changes	REFINE
Community Feedback on Final Design	March 2026	With City policy as the foundation for our design direction and the technical considerations due to existing infrastructure, there is limited opportunity to reflect meaningful public input in adjustments to the final design. We invite you to review the final design and reach out with specific questions to the Project Team through edmonton.ca/BuildingMeyonohk			INFORM

Communication methods

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

- + Direct emails to subscribers
- + Door hangers
- + Postcards
- + Newsletters
- + Posters
- + Project web page updates
- + Road and yard signs
- + Targeted social media posts



Final Vision and Guiding principles

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

Vision

We are the friendly, welcoming and vibrant community of Meyonohk.

Our neighbourhood values safety, inclusivity and accessibility. Our residents are well connected with walking trails and major roadways nearby, which allows them to easily explore Meyonohk and beyond.

Guiding Principles

Community-focused spaces



Foster a sense of community by enhancing public spaces to encourage interaction and inclusion for all ages, backgrounds and abilities

Active and engaged lifestyles



Support healthy, vibrant lifestyles with enhanced recreational opportunities that encourage physical and social activity for everyone

Connectivity and mobility



Strengthen Meyonohk's network of pathways to ensure convenient movement to destinations and public transit

Eco-friendly design



Integrate eco-friendly infrastructure and green spaces, foster environmental health and resilience, encourage native landscaping and support local ecosystems

Aesthetic and functional spaces



Design public spaces to blend beauty with function and to create places that are enjoyable and practical for everyday use

Vibrant commercial spaces



Foster dynamic commercial areas that boost business, attract visitors and provide lively community gathering spots

Safe and secure environment



Prioritize safety through infrastructure to enhance safety for all residents

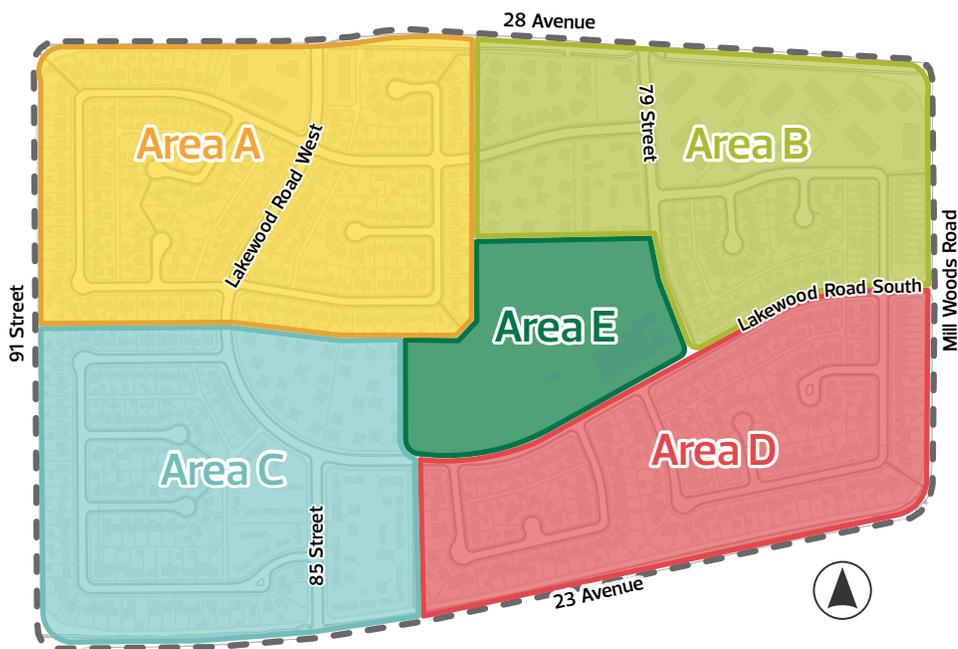


What we decided: The final design

This section shows the final design and describes how the final project decisions for Meyonohk Neighbourhood and Alley Renewal were made. To view What We Heard reports from previous stages of engagement, visit the project history area at edmonton.ca/BuildingMeyonohk.

The final design in this document aligns with the project's Vision and Guiding Principles, prioritizes adherence to City policies, considers technical requirements and incorporates public input when possible. All design elements are subject to final approvals and funding.

Click on the area you are interested in to jump to that section of the report.



How to read images and tables

The following tables summarize the City programs and policies, technical requirements and public engagement input that informed decision making. The neighbourhood is divided into different areas, with criteria shown for each. The overview table below explains what information is included in each table on the following pages.

Identified Area – What we considered to make decisions	
Public Input – What we heard 	
<ul style="list-style-type: none"> + This section summarizes relevant feedback from the public + Feedback was collected through public engagement opportunities that started November 2023 	
Vision and Guiding Principles	
<ul style="list-style-type: none"> + Guiding principle icons are used to show which ones apply to decisions made + See page 14 of this report for the list of guiding principles and the corresponding icons + Guiding principles were co-created through public engagement opportunities that started November 2023 	
City Policies and Programs 	Technical Requirements 
<ul style="list-style-type: none"> + City policies and programs provide the overall direction of the Neighbourhood Renewal designs + See pages 6, 7 and 8 of this report for the list and descriptions of the City policies and programs that helped shape the final designs and decision making for Meyonohk 	<ul style="list-style-type: none"> + Technical requirements and aspects such as roadway widths and constraints with utilities and trees determine what designs will work well in the neighbourhoods + See page 9 for a list and descriptions of technical requirements that helped shape the final design and decision making for Meyonohk
What we decided	
All roads in area	
<ul style="list-style-type: none"> + Decisions in this section apply to all the roads in the area map below the table + The information in this section may vary within the area and across the neighbourhood 	
Specific road in area	
<ul style="list-style-type: none"> + Decisions in this section apply to only the identified area or road + Specific roads were chosen to be highlighted based on the different treatments that will be applied 	



Area A – What we considered to make decisions

Public Input – What we heard

What some participants supported:

- + Adding wider sidewalks and landscaped boulevards
- + Renewal of roads, sidewalks and alleys
- + Widening existing sidewalks
- + Adding tree-lined boulevards to add shade and create a healthier more sustainable environment
- + Proposed traffic calming and shared pathway for improved safety for people who walk and bike

What some participants are concerned about:

- + Roadways and drive lanes being too narrow to accommodate on-street parking and snow clearing / windrows
- + The number of trees being added to boulevard spaces that may block light and increase the amount of leaves for those who choose to remove them during fall clean up

Vision and Guiding Principles

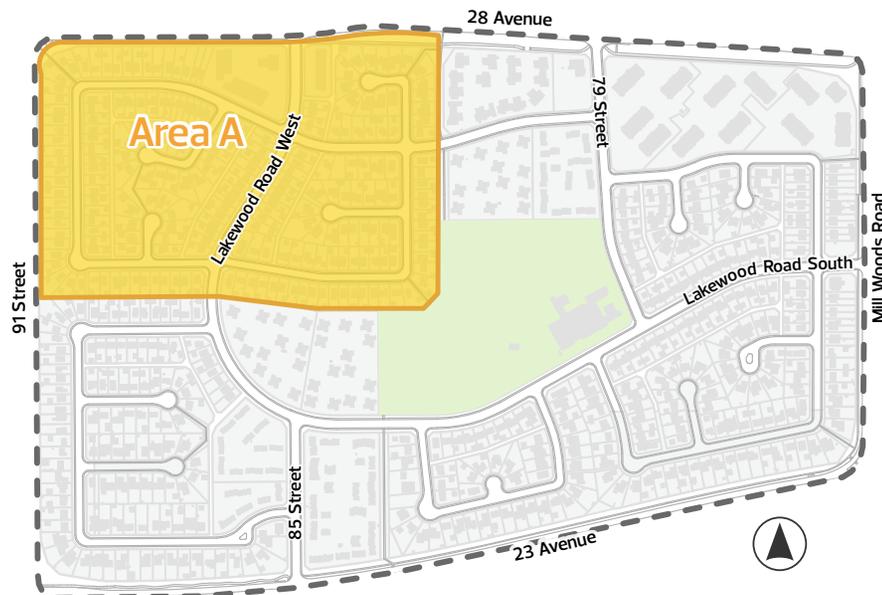


City Policies and Programs

- | | |
|---|-------------------------------|
| + Accessibility for People with Disabilities Policy | + Economic Action Plan |
| + Active Transportation Policy | + Safe Mobility Strategy |
| + BREATHE – Green Network Strategy | + Snow and Ice Control Policy |
| + The City Plan | + Vision Zero |
| + ConnectEdmonton | + Winter Design Guidelines |
| + Corporate Tree Management Policy | |

Technical Requirements

- + Complete Streets Design and Construction Standards
- + Crime Prevention Through Environmental Design
- + Access Design Guide
- + Aligning sidewalks, the shared pathway and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities



What we decided Bold text shows the changes from draft design to final design

All roads in Area A

- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)
- + Add LID in some areas to assist with flood mitigation in coordination with EPCOR (see [pages 40 and 41](#) for more information)

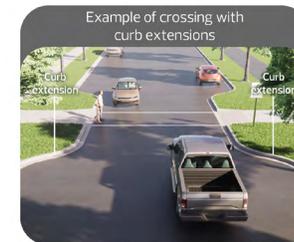
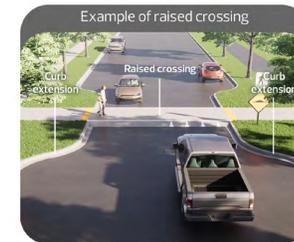
Lakewood Road West

- + Add a shared pathway on the inner loop of Lakewood Road West (east side)
- + Add a treed boulevard on the inner loop of Lakewood Road West (east side) south of 27 Avenue
- + **Widen the sidewalk on the outer loop of Lakewood Road West (west side)**
- + Add a raised crossing at 27 Avenue across Lakewood Road West
- + Add curb extensions at Lakewood Road across 27 Avenue and 26 Avenue
- + Add a continuous crossing** at 27 Avenue and 26 Avenue on the east side of Lakewood Road West

**A continuous crossing is a raised continuation of the sidewalk or shared pathway through an intersection



- LEGEND**
- Roadway and alley replacement
 - Grass boulevard
 - Widen existing sidewalks
 - Widen to shared pathway
 - New tree
 - Existing tree
 - Existing tree that may be impacted



What we decided

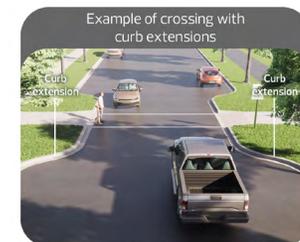
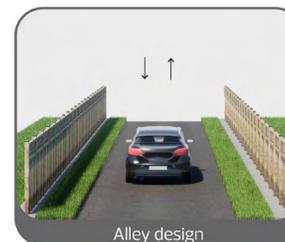
All roads in Area A

- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)
- + Add LID in some areas to assist with flood mitigation in coordination with EPCOR (see [pages 40 and 41](#) for more information)

27 Avenue east of Lakewood Road West

- + Add a treed boulevard on the north side of 27 Avenue from Lakewood Road West to 83 Street
- + Widen the sidewalk on the south side of 27 Avenue from Lakewood Road West to the shared pathway
- + Add a speed table mid-block between Lakewood Road West and 83 Street
- + Add a raised crossing with curb extensions at the shared pathway

- LEGEND**
- Roadway and alley replacement
 - Grass boulevard
 - Widen existing sidewalks
 - Widen to shared pathway
 - New tree
 - Existing tree
 - Existing tree that may be impacted



What we decided Bold text shows the changes from draft design to final design

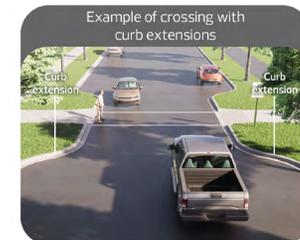
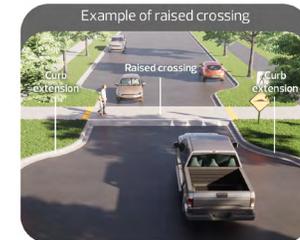
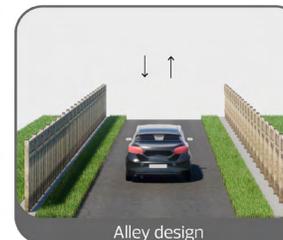
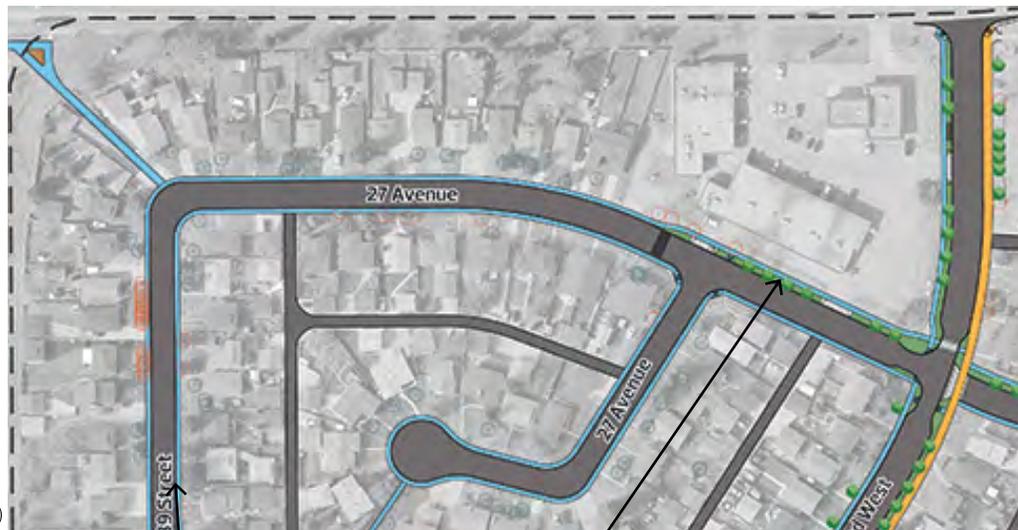
All roads in Area A

- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)
- + Add LID in some areas to assist with flood mitigation in coordination with EPCOR (see [pages 40 and 41](#) for more information)

27 Avenue west of Lakewood Road West

- + **The road will remain wider from Lakewood Road West to the 27 Avenue cul-de-sac, near the commercial property to accommodate commercial traffic**
- + Add a treed boulevard on the north side of 27 Avenue with a sidewalk at the commercial property
- + Widen sidewalks on both sides of the road
- + Add a speed table west of the 27 Avenue cul-de-sac

- LEGEND**
- Roadway and alley replacement
 - Grass boulevard
 - Widen existing sidewalks
 - Widen to shared pathway
 - Potential area for naturalization
 - New tree
 - Existing tree
 - Existing tree that may be impacted



What we decided

All roads in Area A

- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)
- + Add LID in some areas to assist with flood mitigation in coordination with EPCOR (see [pages 40 and 41](#) for more information)

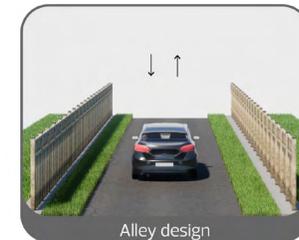
Sidewalk connections, shared pathway and breezeways*

- + Add new trees and landscaping along sidewalk connections or breezeways* where possible, some existing trees may be removed during construction
- + Renew existing north/south shared pathway to the City's current standards
- + No new shared pathway will be added on 28 Avenue between 91 Street and Lakewood Road West
- + Realign the breezeway* from 89 Street to 28 Avenue and 91 Street to connect with the bus stop and existing shared pathway on 91 Street
- + Add naturalized planting along the breezeway connection from 89 Street where possible

*A breezeway is a public pathway between two private properties. Wider breezeways and pathways make it easier for people who walk and bike to move around the neighbourhood



- LEGEND**
- Roadway and alley replacement
 - Grass boulevard
 - Widen existing sidewalks
 - Widen to shared pathway
 - Potential area for naturalization
 - New tree
 - Existing tree
 - Existing tree that may be impacted



Area B – What we considered to make decisions

Public Input – What we heard

What some participants supported:

- + Adding wider sidewalks and landscaped boulevards
- + Renewal of roads, sidewalks and alleys
- + Widening existing sidewalks
- + Adding tree-lined boulevards to add shade and create a healthier more sustainable environment
- + Adding shared pathway for improved safety for people who walk and bike
- + Adding traffic calming to slow down people who drive

What some participants are concerned about:

- + Removal of parking near multi-unit complexes
- + The number of trees being added to boulevard spaces that may block light and increase the amount of leaves for those who choose to remove them during fall clean up
- + Removal of existing trees

Vision and Guiding Principles

City Policies and Programs

- | | |
|---|--|
| <ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy + Active Transportation Policy + BREATHE - Green Network Strategy + The City Plan + ConnectEdmonton | <ul style="list-style-type: none"> + Corporate Tree Management Policy + Safe Mobility Strategy + Snow and Ice Control Policy + Vision Zero + Winter Design Policy |
|---|--|

Technical Requirements

- + Complete Streets Design and Construction Standards
- + Crime Prevention Through Environmental Design
- + Access Design Guide
- + Aligning sidewalks, the shared pathway and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities



What we decided Bold text shows the changes from draft design to final design

All roads in Area B

- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)
- + Add LID in some areas to assist with flood mitigation in coordination with EPCOR (see [pages 40 and 41](#) for more information)

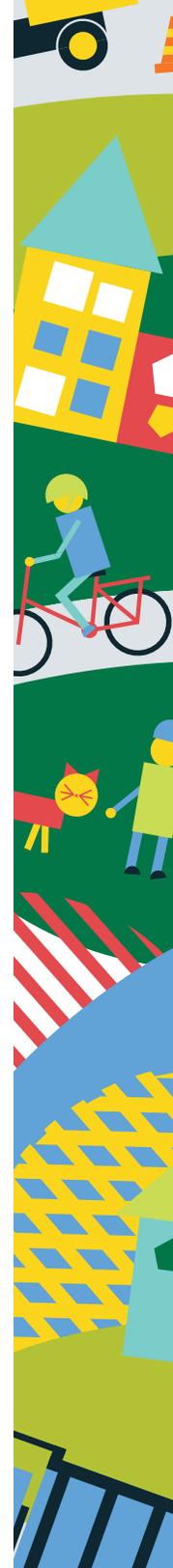
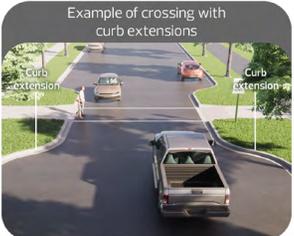
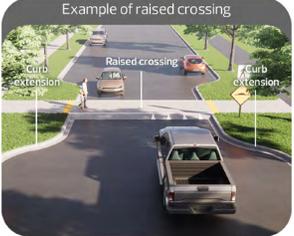
79 Street

- + Realign the sidewalk on 28 Avenue to the crosswalk across 79 Street
- + Add a curb extension at 28 Avenue on the west side of 79 Street
- + **Widen the sidewalk in front of the church**
- + **Add a landscaped boulevard with a sidewalk on the west side of 79 Street between 27 Avenue and 26 Avenue**
- + **Add a raised crossing across 79 Street at 27 Avenue**
- + **Add a raised crossing across 79 Street at 26 Avenue**
- + Add a continuous crossing** at 27 Avenue with curb extensions on the west side of 79 Street
- + **Add curb extensions at 26 Avenue on the east side of 79 Street**
- + Widen sidewalk south of 26 Avenue on 79 Street for student and drop off and pick up
- + Realign the crosswalk north of existing location near the alley and add curb extensions
- + Add a raised crosswalk across Lakewood Road South on the west side of 79 Street
- + Maintain crosswalk across Lakewood Road South on the east side of 79 Street
- + Add a continuous crossing** across 79 Street at Lakewood Road South

**A continuous crossing is a raised continuation of the sidewalk or shared pathway through an intersection



- LEGEND**
- Roadway and alley replacement
 - Grass boulevard
 - Widen existing sidewalks
 - Widen to shared pathway
 - New tree
 - Existing tree
 - Existing tree that may be impacted



What we decided

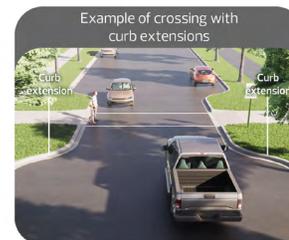
All roads in Area B

- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)
- + Add LID in some areas to assist with flood mitigation in coordination with EPCOR (see [pages 40 and 41](#) for more information)

27 Avenue west of 79 Street

- + Widen sidewalk on the south side of 27 Avenue from the shared pathway to 79 Street
- + Add a speed table mid-block between the shared pathway and 79 Street
- + Add a treed boulevard on the north side of 27 Avenue

- LEGEND**
- Roadway and alley replacement
 - Grass boulevard
 - Widen existing sidewalks
 - Widen to shared pathway
 - New tree
 - Existing tree
 - Existing tree that may be impacted



What we decided

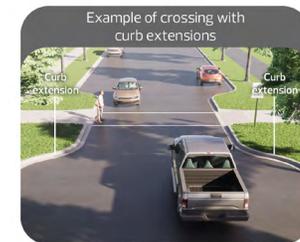
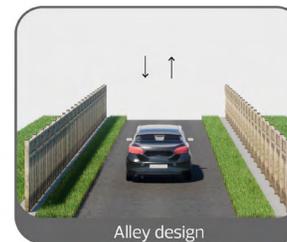
All roads in Area B

- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)
- + Add LID in some areas to assist with flood mitigation in coordination with EPCOR (see pages 40 and 41 for more information)

26 Avenue

- + Add a speed table between the two culs-de-sac
- + Add a treed boulevard on the north side of 26 Avenue

- LEGEND**
- Roadway and alley replacement
 - Grass boulevard
 - Widen existing sidewalks
 - Widen to shared pathway
 - New tree
 - Existing tree
 - Existing tree that may be impacted



What we decided Bold text shows the changes from draft design to final design

All roads in Area B

- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)
- + Add LID in some areas to assist with flood mitigation in coordination with EPCOR (see pages 40 and 41 for more information)

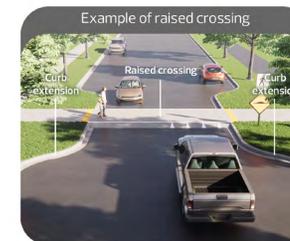
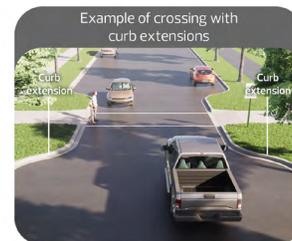
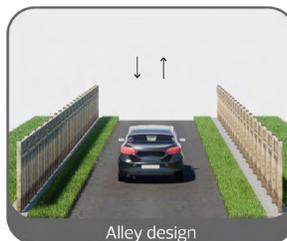
Lakewood Road South

- + Add a treed boulevard with a shared pathway on the north side of Lakewood Road South
- + **Widen sidewalk on the south side of Lakewood Road South, adding new trees where possible**
- + Add a raised crossing across Lakewood Road South on the east side of 78 Street
- + Add a continuous crossing** at Lakewood Road South at 78 Street and 79 Street
- + Add curb extensions at 78 Street and 79 Street

**A continuous crossing is a raised continuation of the sidewalk or shared pathway through an intersection



- LEGEND**
- Roadway and alley replacement
 - Grass boulevard
 - Widen existing sidewalks
 - Widen to shared pathway
 - New tree
 - Existing tree
 - Existing tree that may be impacted



What we decided Bold text shows the changes from draft design to final design

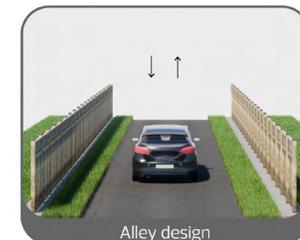
All roads in Area B

- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)
- + Add LID in some areas to assist with flood mitigation in coordination with EPCOR (see [pages 40 and 41](#) for more information)

Breezeways*

- + Add new trees and landscaping along sidewalk connections or breezeways* where possible, some trees may be removed during construction
- + **Widen the breezeway* to a shared pathway** connection 26 Avenue to Mill Woods Road and upgrade bollards

*A breezeway is a public pathway between two private properties. Wider breezeways and pathways make it easier for people who walk and bike to move around the neighbourhood



Area C – What we considered to make decisions

Public Input – What we heard

What some participants supported:

- + Adding wider sidewalks and landscaped boulevards along Lakewood Road
- + Renewal of the roads, sidewalks and alleys
- + Widening existing sidewalks
- + Adding tree-lined boulevards to add shade and create a healthier more sustainable environment
- + Proposed traffic calming and shared pathway for improved safety for people who walk and bike

What some participants are concerned about:

- + Proposed changes to 24 Avenue island could impact on-street parking
- + The number of trees being added to boulevard spaces that may block light and increase the amount of leaves for those who choose to remove them during fall clean up

Vision and Guiding Principles

City Policies and Programs

- | | |
|---|--|
| <ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy + Active Transportation Policy + BREATHE – Green Network Strategy + The City Plan + ConnectEdmonton | <ul style="list-style-type: none"> + Corporate Tree Management Policy + Safe Mobility Strategy + Snow and Ice Control Policy + Vision Zero + Winter Design Policy |
|---|--|

Technical Requirements

- + Complete Streets Design and Construction Standards
- + Crime Prevention Through Environmental Design
- + Access Design Guide
- + Aligning the sidewalks, the shared pathway and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities



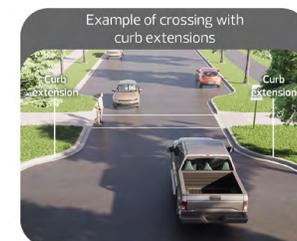
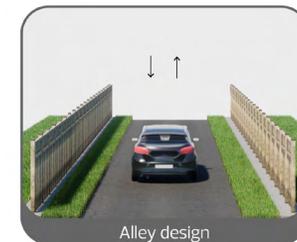
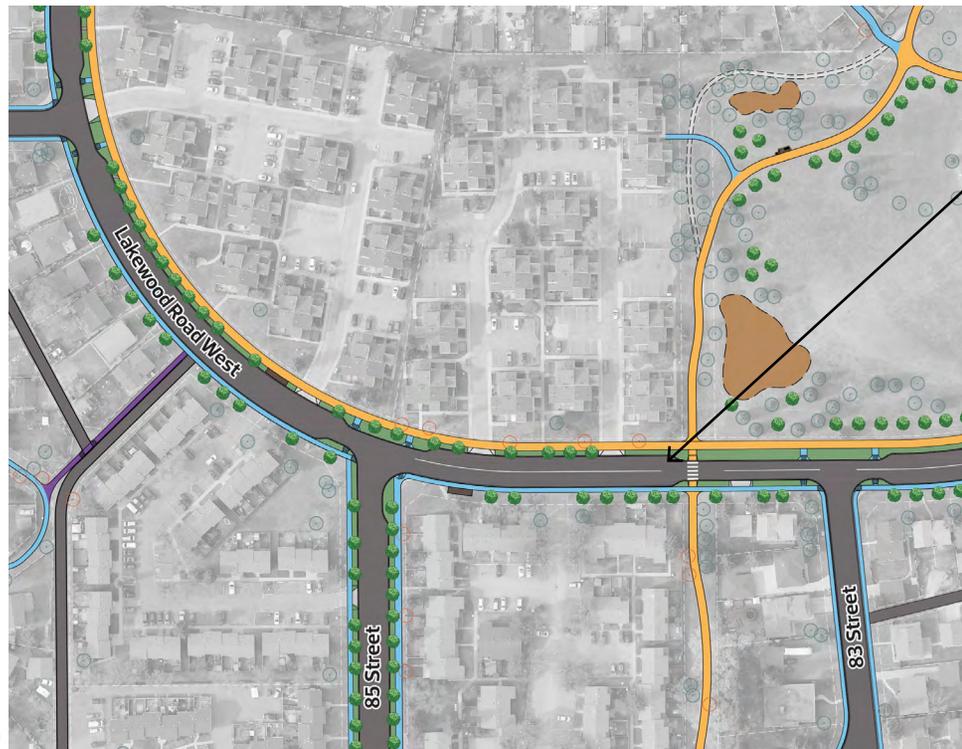
What we decided Bold text shows the changes from draft design to final design

All roads in Area C

- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)
- + Add LID in some areas to assist with flood mitigation in coordination with EPCOR (see [pages 40 and 41](#) for more information)

Lakewood Road West

- + Add a shared pathway with a treed boulevard on the east and north side of Lakewood Road West
- + **Widen the sidewalk on the west and south side of Lakewood Road West**
- + Add curb extensions at 25A Avenue, 85 Street and 83 Street on all sides
- + Add continuous crossings at the entrances to the multi-unit complexes along the east and north side of Lakewood Road West
- + **Add curb extensions at the shared pathway crossing Lakewood Road South that connect to 83 Street**



What we decided Bold text shows the changes from draft design to final design

All roads in Area C

- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)
- + Add LID in some areas to assist with flood mitigation in coordination with EPCOR (see [pages 40 and 41](#) for more information)

24 Avenue island

- + **Widen sidewalk on the north side of 24 Avenue**
- + Add curb extension to the south side of the corner to provide clear route of travel
- + Widen existing island

85 Street

- + Add curb extensions at intersections
- + **Add a raised crossing on the south side of 24 Avenue across 85 Street**
- + Add a treed boulevard with a sidewalk on both sides of the street with a wider sidewalk on the east side

- LEGEND**
- Roadway and alley replacement
 - Grass boulevard
 - Widen existing sidewalks
 - New tree
 - Existing tree
 - Existing tree that may be impacted



Road with sidewalks next to curb



Road with treed boulevards and sidewalks



What we decided Bold text shows the changes from draft design to final design

All roads in Area C

- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)
- + Add LID in some areas to assist with flood mitigation in coordination with EPCOR (see pages 40 and 41 for more information)

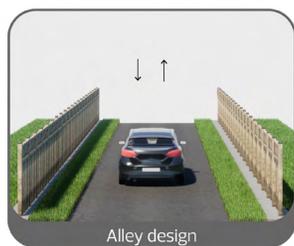
Sidewalk in alley access to Lakewood Road West from 24 Avenue

- + **Add a raised sidewalk** from the breezeway* to Lakewood Road West
- + Upgrade existing light to LED lighting

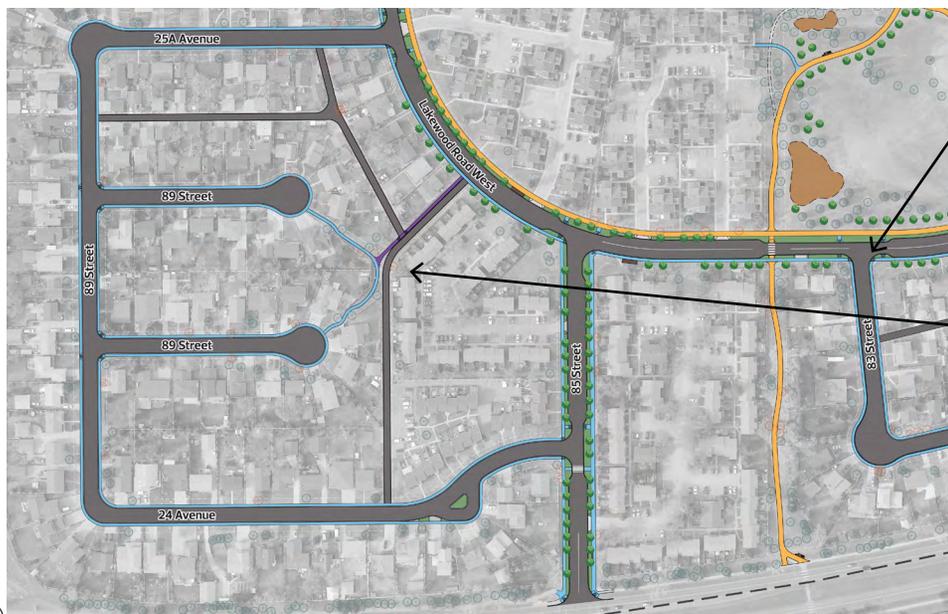
Shared pathway and breezeways*

- + Add new trees along sidewalk connections or breezeways* where possible, some trees may be removed during construction
- + Renew existing north/south shared pathway to the City's current standards
- + Maintain mature trees where possible

*A breezeway is a public pathway between two private properties. Wider breezeways and pathways make it easier for people who walk and bike to move around the neighbourhood



- LEGEND**
- Roadway and alley replacement
 - Grass boulevard
 - Widen existing sidewalks
 - Widen to shared pathway
 - New sidewalk
 - Potential area for naturalization
 - New tree
 - Existing tree
 - Existing tree that may be impacted



Area D – What we considered to make decisions

Public Input – What we heard

What some participants supported:

- + Adding wider sidewalks and landscaped boulevards
- + Renewal of the roads, sidewalks and alleys
- + Widening existing sidewalks
- + Adding tree-lined boulevards to add shade and create a healthier more sustainable environment
- + Proposed traffic calming and shared pathway for improved safety for people who walk and bike

What some participants are concerned about:

- + Proposed changes to 78 Street island could impact movement of large vehicles (such as garbage trucks and emergency vehicles) and snow storage
- + The number of trees being added to boulevard spaces that may block light and increase the amount of leaves for those who choose to remove them during fall clean up

Vision and Guiding Principles

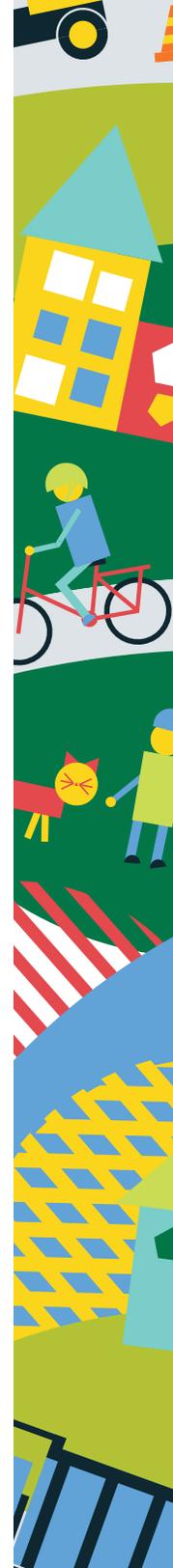


City Policies and Programs

- | | |
|---|--|
| <ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy + Active Transportation Policy + BREATHE – Green Network Strategy + The City Plan + ConnectEdmonton | <ul style="list-style-type: none"> + Corporate Tree Management Policy + Safe Mobility Strategy + Snow and Ice Control Policy + Vision Zero + Winter Design Policy |
|---|--|

Technical Requirements

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



What we decided Bold text shows the changes from draft design to final design

All roads in Area D

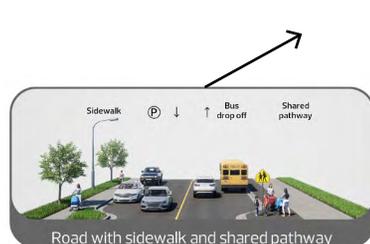
- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)
- + Add LID in some areas to assist with flood mitigation in coordination with EPCOR (see [pages 40 and 41](#) for more information)

Lakewood Road South

- + Add a treed boulevard with a shared pathway on the north side of Lakewood Road South
- + **Widen sidewalk on the south side of Lakewood Road South, adding new trees where possible**
- + Add a raised crossing across Lakewood Road South on the east side of 78 Street
- + Add a continuous crossing** at Lakewood Road South at 78 Street and 79 Street
- + Add curb extensions at 78 Street and 79 Street

**A continuous crossing is a raised continuation of the sidewalk or shared pathway through an intersection

- LEGEND**
- Roadway and alley replacement
 - Grass boulevard
 - Widen existing sidewalks
 - Widen to shared pathway
 - New tree
 - Existing tree
 - Existing tree that may be impacted



What we decided Bold text shows the changes from draft design to final design

All roads in Area D

- + Replace and widen (where possible) existing sidewalks, pending local improvement decision, on both sides of the road to meet the City's current standards
- + Replace street lights and upgrade to LED fixtures
- + Renew existing roadways and curbs to the City's current standards
- + Renew existing alleys
- + Maintain parking on all roads
- + Maintain existing mature trees (where possible)

78 Street cul-de-sac

- + Realign and lengthen the island to accommodate more parking and snow storage

Breezeways*

- + Add new trees and landscaping along sidewalk connections or breezeways* where possible, some trees may be removed during construction
- + **Widen the breezeway*** connecting 78 Street to 23 Avenue

*A breezeway is a public pathway between two private properties. Wider breezeways and pathways make it easier for people who walk and bike to move around the neighbourhood



Area E – What we considered to make decisions

Public Input – What we heard

What some participants supported:

- + Adding seating nodes and waste bins around the neighbourhood
- + Adding trees in open spaces, specifically along walking paths for shade

What some participants are concerned about:

- + Proposed changes may increase congestion around the school during peak times
- + Snow clearing and snow storage around the school drop-off and pick-up areas
- + The current playground needs updating due to its age and condition

Vision and Guiding Principles



City Policies and Programs

- | | |
|---|------------------------------------|
| + Accessibility for People with Disabilities Policy | + Corporate Tree Management Policy |
| + Active Transportation Policy | + Safe Mobility Strategy |
| + BREATHE – Green Network Strategy | + Snow and Ice Control Policy |
| + The City Plan | + Vision Zero |
| + ConnectEdmonton | + Winter Design Policy |

Technical Requirements

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



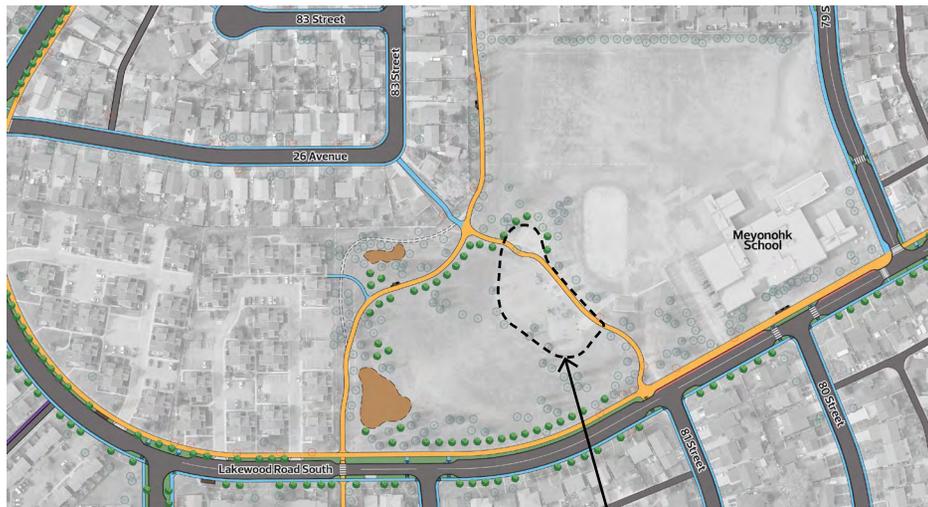
What we decided

Meyonohk Park

- + Widen trail to a shared pathway throughout the park
- + Realign the shared pathway and add a connection to the multi-unit complex to the west of Meyonohk Park
- + Add trees and landscaping where possible, as some trees may be removed during construction
- + Maintain existing mature trees (where possible)
- + Upgrade existing park lights and replace with LED fixtures
- + Add benches and waste bins (where possible) along the trails throughout the neighbourhood

The playground in Meyonohk Park has been prioritized for renewal. Coordination between both projects is ongoing, with playground construction anticipated to start summer 2026.

See edmonton.ca/PlaygroundRenewal for details.



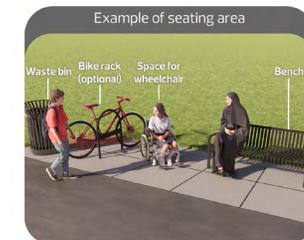
- LEGEND**
- Roadway and alley replacement
 - Grass boulevard
 - Widen existing sidewalks
 - Widen to shared pathway
 - Potential area for naturalization
 - New tree
 - Existing tree
 - Existing tree that may be impacted



Meyonohk Playground
Renewal area



Example of naturalization area



Example of seating area

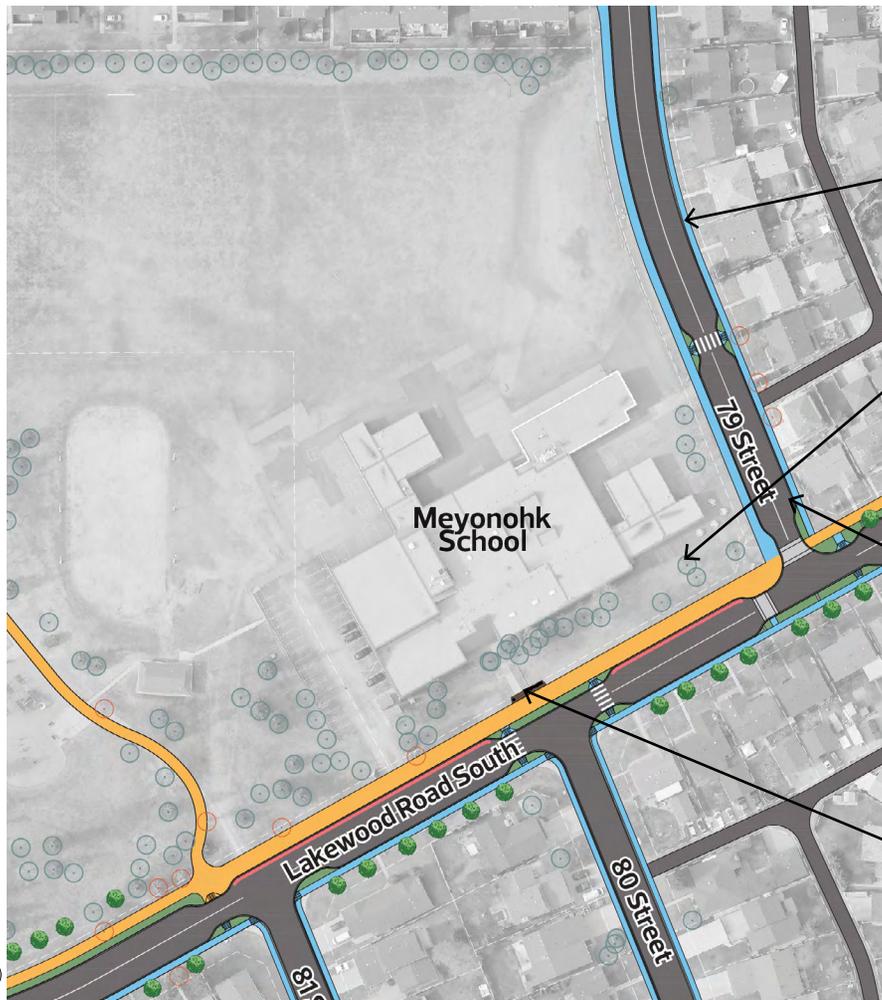


Shared pathway

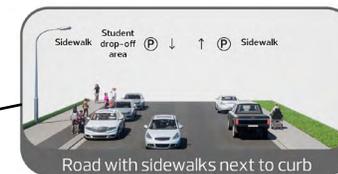
What we decided

At Meyonohk School

- + Add a widened shared pathway in front of Meyonohk School
- + Add benches and a waste bin in front of the school on Lakewood Road
- + Add drop-off areas for student drop off and pick up by buses on Lakewood Road South and caregivers on 79 Street
- + Add raised crosswalk across Lakewood Road at 79 Street
- + Add curb extensions at 81 Street, 80 Street and 79 Street to improve visibility of people crossing roadways, slow traffic and define legal parking spaces
- + Realign the crosswalk north of existing location near the alley along 79 Street and add curb extensions
- + Maintain existing mature trees (where possible)



- LEGEND**
- Roadway and alley replacement
 - Grass boulevard
 - Widen existing sidewalks
 - Widen to shared pathway
 - School bus drop-off area
*During school hours
 - Potential area for naturalization
 - New tree
 - Existing tree
 - Existing tree that may be impacted



Corner Store Program

The Corner Store Program works to revitalize neighbourhood commercial areas through streetscape improvements and building renovations. By increasing community connection and economic viability, the program directly contributes to The City Plan's objectives.

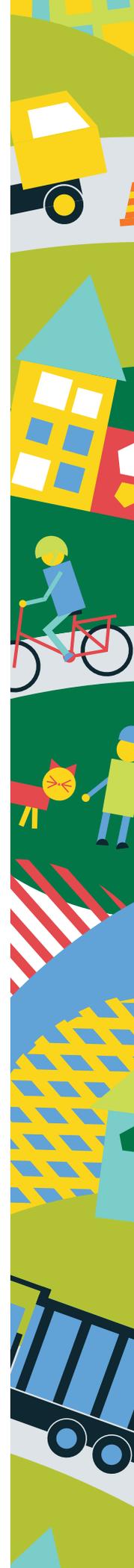
Corner Store projects are coordinated with Neighbourhood Renewal to create efficiencies and cost savings. Typically involving upgrades to City-owned land surrounding neighbourhood commercial areas and strategic improvements on privately owned land within the commercial area. Improvements may include: new landscaping, sidewalks, street lights, furnishings, bus shelters, accessibility features, amenities for people who bike, decorative features, upgraded pedestrian connections and other elements that support commercial vibrancy and placemaking.

Meyonohk has two neighbourhood commercial areas, south of 28 Avenue and west and east of Lakewood Road West, that qualify for the Corner Store Program. The City Project Team has been coordinating with the owners of the two local commercial areas to design streetscape improvements that enhance community connection and economic viability of local businesses.

Note: This work is dependent on funding and approvals of development permits and property owners.



† Rendering, subject to change



Low impact development (LID)

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

What the plan includes:

Two different types of LID facilities are being considered for Meyonohk:

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

What are the benefits?

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

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



Proposed locations for LID in Meyonohk



Local improvement information

The Neighbourhood Renewal Program has been paid for through City-wide property taxes by creating a reserve fund dedicated to the program. In conjunction with the program, the City offers cost-sharing opportunities between the City and property owners of Meyonohk for decorative street light upgrades and sidewalk reconstruction local improvements. Local improvement information and the cost-sharing opportunities offered by the City were shared during Community Feedback on Draft Design.

A local improvement is a project that benefits a property owner more than it benefits the city as a whole, such as sidewalk reconstruction. During Neighbourhood Renewal, the property owner and the City of Edmonton split the cost for these improvements 50/50. Outside of Neighbourhood Renewal, the property owners pay 100 per cent.

All property owners have the right to petition against any local improvement. The petition process is guided by the provincial Municipal Government Act as well as City policies and procedures.

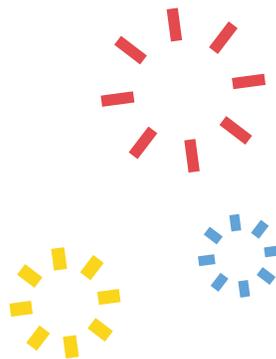
An alley lighting local improvement can be requested by property owners where no lighting currently exists to have new lighting installed. Please visit edmonton.ca/AlleyLighting for more information.

Decorative street light local improvement

Meyonohk did not submit a choice for decorative street lighting before the fall 2025 deadline. This means decorative street lighting will not move forward. All street lights will be replaced with new, galvanized steel poles and LED luminaries at no additional cost.



Standard street light



Sidewalk local improvement

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 infrastructure work is already planned for Meyonohk.

- + The City will send out local improvement notices to registered property owners in the winter before construction begins
- + Petitions against the Local Improvement must be received within 30 days of the notice being sent

Learn more about the sidewalk reconstruction local improvement at: edmonton.ca/SidewalkReconstruction.

The City will post the results of the petition process on edmonton.ca/BuildingMeyonohk.

Decorative street blades

As part of Neighbourhood Renewal, the community has the option to receive decorative street blades throughout the neighbourhood at no additional cost to property owners.

Street blades can contain a community logo, historic street name and the year the neighbourhood was established. There are five different colours, 15 shapes and a variety of fonts that the neighbourhood can choose from (except for the main address area which requires standard font). For more information contact the Project Manager.



Next steps

The planned construction schedule will be shared the year construction starts. More information will be available as part of the Preparing for Construction stage. The Local Improvement process will begin in 2027. All property owners in Meyonohk will receive a local improvement notice in their mailbox to initiate the one month petition period prior to construction.

Ways the City will communicate with you

Prior to the start of construction 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. Their email can be found at edmonton.ca/BuildingMeyonohk. You can also sign up for updates throughout construction at the project web page.

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

A pre-construction event will be held early 2027 to share more information on what to expect during construction and how to prepare your property.

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.

For project updates and more information:

Web: edmonton.ca/BuildingMeyonohk

Email: buildinggreatneighbourhoods@edmonton.ca

Call: 311

