

Beacon Heights Neighbourhood Renewal

CHAPTER 1

BACKGROUND REPORT

MARCH 2026

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton



Land acknowledgement

The City of Edmonton acknowledges the traditional land on which we reside is in Treaty Six Territory. We would like to thank the diverse Indigenous Peoples whose ancestors' footsteps have marked this territory for centuries, such as nēhiyaw (Nay-hee-yow) / Cree, Dene (Dehneyh), Anishinaabe (Ah-nish-in-ah-bay) Saulteaux (So-toe), Nakota Isga (Na-koh-tah ee-ska) / Nakota Sioux (Na-koh-tah sue), and Niitsitapi (Nit-si-tahp-ee) / Blackfoot peoples.

We also acknowledge this as the Métis' (May-tee) homeland and the home of one of the largest communities of Inuit south of the 60th parallel. It is a welcoming place for all peoples who come from around the world to share Edmonton as a home. Together we call upon all of our collective, honoured traditions and spirits to work in building a great city for today and future generations.



Artist: Lana Whiskeyjack

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SECTION 1

BACKGROUND INFORMATION & ANALYSIS



1.0 Introduction

1.1 Project background

Beacon Heights is a mature neighbourhood in the northeast sector of the city of Edmonton where the sidewalks, roads and infrastructure are in need of renewal and repair.

The City of Edmonton Neighbourhood Renewal Program applies a holistic and integrated approach to increase the vibrancy of neighbourhoods through improvements and enhancements that support livability, sustainability and longevity. The project team works with neighbourhood residents to refine the program's vision and strategy of renewal to recognize the unique context and flavour of neighbourhoods alongside the City of Edmonton policy requirements. Decisions regarding infrastructure renewal are informed by city policy and long-term strategic direction, as well as a clear understanding of existing conditions and constraints. Renewal priorities reflect the values and needs of residents, considering where and how people live, work, and move throughout the city. This approach ensures that investments align with established planning objectives, respond to current system performance and asset condition, and remain feasible

within financial, environmental, and technical limitations. The purpose of the Neighbourhood Renewal Program is to renew and rebuild aging infrastructure through cost-effective and strategic approaches.

The scope of these renewal projects includes the following elements:

- + Replacing sidewalks
- + Rehabilitating local and collector roads
- + Upgrading street lights and LED luminaires, including consideration for decorative street light options
- + Constructing curb ramps and other intersection improvements
- + Addressing missing links in the active transportation network

City Council has prioritized the renewal of front streets and alleys in Edmonton's 13 Business Improvement Areas (BIAs). As a result, this project will include the renewal of the Beverly BIA alleys, between 118 Avenue and 119 Avenue. Alley renewal includes reconstruction and repaving, improvements to surface drainage where possible, and upgrading existing alley lighting to LED fixtures.

Typical Beacon Heights Residential Street
Figure 1



BGN Road Map
Figure 2

1.2 Project approach & process

Urban design is an overarching city-building discipline that is concerned with how people experience the urban environment during their day-to-day activities.

Urban design focuses on the public realm and how the interconnected network of streets, parks, trails and open spaces are organized, function and connect with city-wide networks. The Beacon Heights Urban Design Analysis (UDA) is part of the Concept Phase outlined in green in the Neighbourhood Renewal Road Map (See Figure 2).

Public engagement and communication opportunities are about understanding the neighbourhood and building a shared foundation before any design work begins.

Public engagement and communication aim to:

- + Sharing early design ideas so residents can see how the neighbourhood vision was used
- + Explaining any limits the design team must consider, using simple and clear language
- + Asking residents what they like or would change about the draft ideas
- + Updating the design based on what the community tells us

The concept phase takes the neighbourhood vision and turns it into early design ideas. These ideas help show what changes could happen on streets, sidewalks, shared pathways, and other public spaces.

Concept phase:

- + Creates design drafts based on what residents shared earlier
- + Shows how the neighbourhood vision was applied to the designs
- + Explains any limits the team needs to work around, such as space or technical needs
- + Gets feedback from residents on what they like and what could be improved
- + Updates the design ideas so they better match what the community needs

This UDA will be used by the Project Team to guide and support decision making through the life of this project. The draft design recommended through the UDA will guide the development of the final design and construction drawings. Designs are subject to approvals and funding.

Road Map to Neighbourhood Renewal



SECTION 2

NEIGHBOURHOOD BACKGROUND & CONTEXT



2.0

2.1 Study area

Beacon Heights is a mature residential neighbourhood in northeast Edmonton within the city of Edmonton Ward Métis. The neighbourhood is physically defined by 122 Avenue to the north, the 118 Avenue to the south, 50 Street to the west, and 34 Street to the east.

Surrounding communities include Bergman to the north, Newton to the west, Abbottsfield to the east and Beverly Heights to the south. While not included in the scope of this project, these neighbourhoods are included in the UDA to inform the analysis and enable a wider look at the connections within and around the surrounding communities. The scope of the Beacon Heights Neighbourhood Renewal project (roads, alleys and city owned lands) is shown in [Map 1 – Study Area and Land Ownership](#).

City owned lands

Land ownership and surrounding City projects play a key role in Neighbourhood Renewal. Various parcels are managed by different organizations, including the City of Edmonton and the Public and Catholic School Boards.

[Map 1 – Study Area and Land Ownership](#) illustrates city-owned lands, parcels under joint-use agreements with the Public and Catholic School Boards and areas leased to the Beacon Heights Community League.

There are several City of Edmonton land holdings as follows and are identified on [Map 1](#):

- 1 **Jubilee Park** is a municipal reserve lot at 121 Avenue and 43 Street, including an area leased to the Beacon Heights Community League in the northeast portion of the lot
- 2 **Beacon Heights Vollema Park** is a small park on municipal reserve lots located at 48 Street and 121 Avenue, near Beacon Heights School. This park is situated on 5 unconsolidated lots
- 3 A small **unnamed park** on a municipal reserve lot located west of the bend of 119A Avenue and 35 Street
- 4 A Cvida-operated **townhome** development on a Housing and Economic Sustainability land holding in southeast Beacon Heights

There are two areas of right-of-way that either serve as formal or informal open spaces:

- 5 A small **unnamed plaza** where the right-of-way has been widened is located at the northeast corner of 118 Avenue at 45 Street
- 6 The **west portion of the 34 Street road right-of-way** that was previously used for overland drainage but is now vacant

Under the Joint Use Agreement, school sites in Beacon Heights are operated by the respective school boards. The ownership of school land is shared between the City of Edmonton and the different boards through a unique legal and collaborative framework.

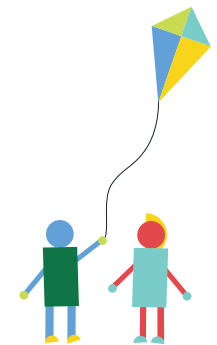
In the neighbourhood there are two school sites:

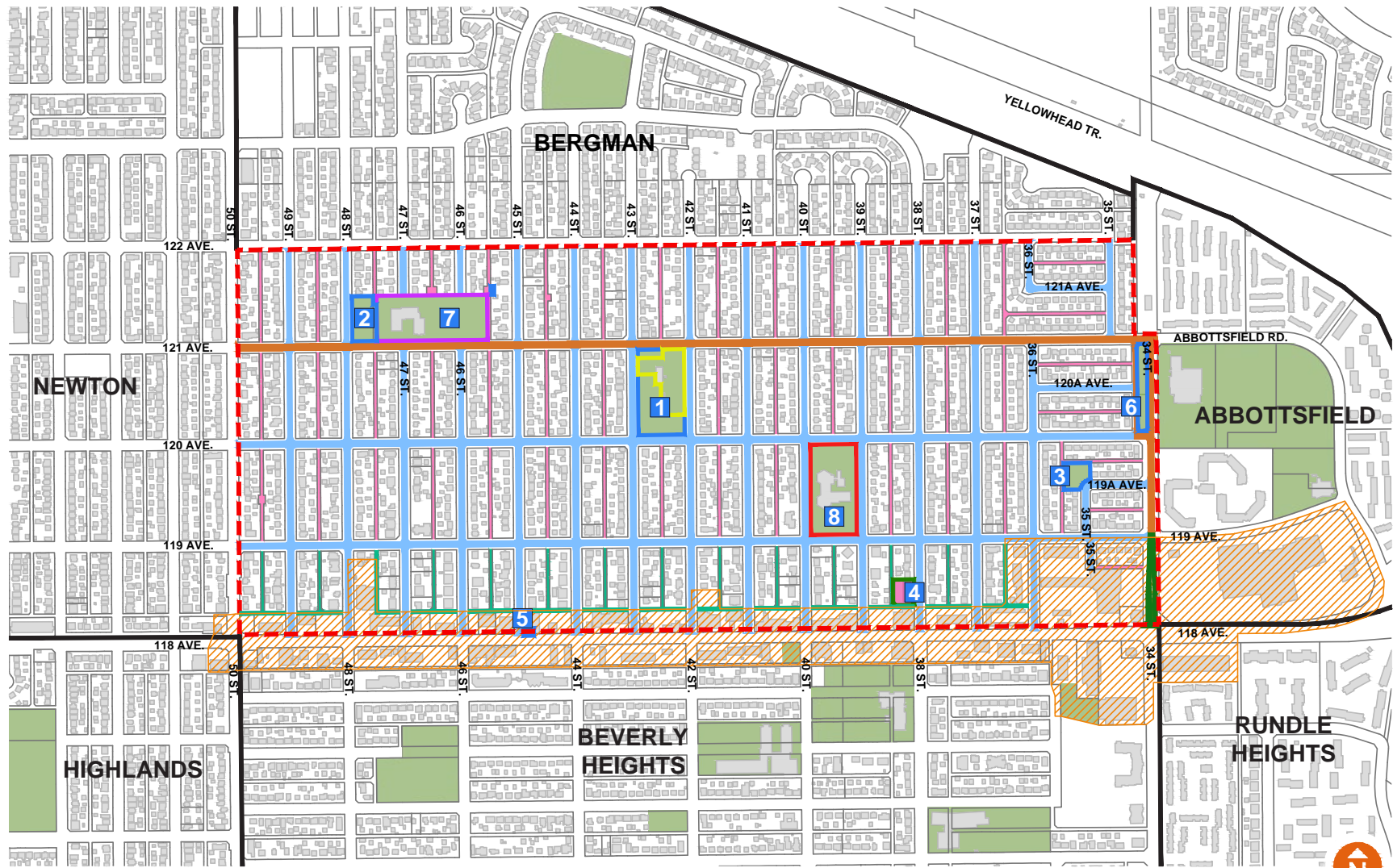
- 7 **Beacon Heights School** is a joint-use agreement with Edmonton Public Schools
- 8 **St. Bernadette School** is a joint-use agreement with Edmonton Catholic Schools

Jubilee Park ground settlement

In 2024, the Community League and the City of Edmonton completed a geotechnical assessment to identify the possible cause or causes of the settling area in the south-central portion of Jubilee Park.

The findings from this assessment will be directly referenced and utilized when developing future design options to address the site's stability. Jubilee Park is also an area of concern for drainage issues within the Community League License area.





LEGEND

- | | | | |
|----------------------------|------------------------|---|-----------------------------------|
| Beacon Heights Boundary | Alley (In Scope) | Edmonton Public School Joint Use Land | Beverly Business Improvement Area |
| Urban Collector Road | Alley (Out of Scope) | Edmonton Catholic School Joint Use Land | |
| Residential Collector Road | Open Space/School Site | Housing & Economic Sustainability Holdings Joint Use area | |
| Local Road | City of Edmonton Lands | Beacon Heights Community League License Area | |

Map 1 – Study Area and Land Ownership

2.2 Historical context

Before European settlement, the lands that became Beacon Heights and Beverly Heights formed part of a long-used Indigenous travel and gathering corridor along the North Saskatchewan River, where Cree, Nakota Sioux, Blackfoot, Dene, Chipewyan, Beaver and Métis peoples traded, held ceremonies and harvested seasonally. These lands later became part of Treaty 6 territory, a traditional meeting place and travel route reflected in thousands of years of Indigenous campsites and cultural sites across amiskwaciy-wāskahikan (Edmonton).

Although no documented pre-contact archaeological sites lie directly within present-day Beacon Heights, the neighbourhood sits just above the archaeologically rich North Saskatchewan River valley, where deeply buried pre-contact deposits show longstanding Indigenous occupation even within today's urban landscape¹.

In the twentieth century, the area currently known as Beacon Heights developed as a result of early coal mining activity, with development beginning in 1910 after rich coal seams were discovered. The area became the Village of Beverly in 1913 and a town in 1914, with 50 Street marking the boundary with Edmonton. The former town's northern portion now includes Beacon Heights and Bergman,

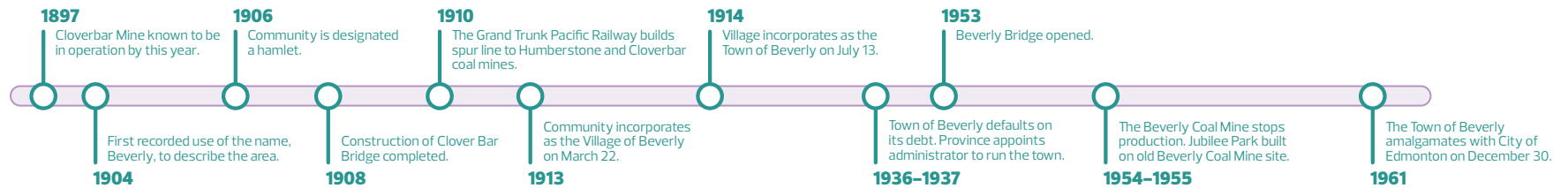
while Beverly Heights lies to the south. Beverly's growth fluctuated with the coal industry and by the time the last mine closed in 1952 the population was about 2,000. The 1953 completion of the Beverly Bridge, linking 118 Avenue to Highway 16, catalyzed suburban growth, drawing workers from emerging petrochemical and industrial facilities².

Most homes in Beacon Heights are single- and semi-detached built forms, developed primarily in the decade preceding amalgamation³.

Community infrastructure expanded alongside residential growth. Beacon Heights Elementary (founded in 1953) and St. Bernadette Catholic Elementary (founded in 1957) serve the neighbourhood,

with Abbott Elementary (founded in 1960) on the eastern periphery drawing students from the area's east edge. Jubilee Park was established in 1955 on the former Beverly Coal Mine entrance to commemorate Alberta's Jubilee and it evolved as a community hub. By 1961, Beverly's population reached roughly 9,000 and the town was amalgamated into the City of Edmonton. In 1965, the Beverly Community League split into Beverly Heights and Beacon Heights leagues; Beacon Heights operated a rink and clubhouse at Jubilee Park and a new community hall opened in 1975, with ongoing park improvements added over time to support local recreation and gatherings⁴.

That is why Beacon Heights residents still maintain strong ties to the Beverly Heights Community League.



University of Calgary Glenbow Archives | Beverly Presbyterian Church Location at Beverly Boulevard between 116 and 117 Avenue Date around 1914 *Figure 3*



University of Calgary Glenbow Archives | Beverly Coal Company Limited | Somewhere between 118 Avenue and North Saskatchewan River | Date around 1932 *Figure 4*



City of Edmonton Archives | Beacon Heights Community League Hall Location at 4318 118 Avenue Date around 2005 *Figure 5*



¹Lifeways of Canada Ltd., Historical Resources Impact Assessment: North Saskatchewan River Valley (Edmonton, AB:2012).

²Lawrence Herzog, Built on Coal: A History of Beverly, Edmonton's Working Class Town (Edmonton, AB: Beverly Community Development Society, 2000), 12.

³City of Edmonton, Naming Edmonton: From Abasand to Ziedler (Edmonton, AB: University of Alberta Press, 2004), 18.

⁴Herzog, Built on Coal, 45.

⁵City of Edmonton, Beacon Heights Neighbourhood Profile (Edmonton, AB: City of Edmonton, 2024).

⁶Edmonton Historical Board, "Beverly Town Hall and Coal Mine Site," Edmonton's Architectural Heritage.

⁷City of Edmonton, Beacon Heights Neighbourhood Profile.

⁸Edmonton Public Schools Archives and Museum, "School Histories: Beacon Heights and Abbott."

⁹Herzog, Built on Coal, 88.

¹⁰Beacon Heights Community League, "Our History and Community Hall," accessed October 23, 2023.

2.3 Physical context

Streets and connectivity

The transportation network of Beacon Heights offers multiple connections into the community due to the strong grid pattern of the local and collector road network.

121 Avenue serves as an important east west collector road and transit route. Additionally, it provides the main access to Beacon Heights Elementary School.

34 Street along the east side of the project area is the second collector road of note.

Streets are discussed further in [Section 3.4](#).

Several roads and alleys south of 122 Avenue dead end at Beacon Heights School and Vollema Park.

Local and collector roads generally include sidewalks with or without boulevards. There are some avenues with missing sidewalks on one side or both sides. The grid street pattern provides strong connectivity for people walking. Additional sidewalks and pathways are available at schools and parks.

Open spaces are generally enclosed by chain link fencing, which limits connectivity and route options for people walking.

Most of the residential properties in the neighbourhood are served by alleys with garages typically located at the rear of properties with access from alleys. Some properties have developed driveways in the front that provide access to a garage in the rear or sides of properties.

Free on-street parking is available throughout the neighbourhood, where residents can park in front of homes. While some places of worship utilize this street parking, others provide private lots next to their facilities.

Major transportation routes

Beacon Heights benefits from arterial routes such as 50 Street, which connects north to Yellowhead Trail and 118 Avenue. 118 Avenue also functions as an important commercial street and is the focus of the Beverly Business Improvement Area.

Because of roadway width and traffic volume, 118 Avenue and 50 Street act as barriers that make it harder for residents to enter and exit the neighbourhood when walking, rolling or biking. Arterial streets are discussed further in [Section 3.4](#).

Educational facilities

Beacon Heights Public Elementary School and St. Bernadette Catholic Elementary School are centrally located in the neighbourhood and have associated nearby open spaces for sports fields and playgrounds. The Beacon Heights neighbourhood is also served by Abbott Elementary School, located just outside of the neighbourhood to the east of 34 Street.

Junior High and High School students are not accommodated within the neighbourhood and attend schools in the surrounding neighbourhoods generally located south of 118 Avenue.



Open space and recreation

Jubilee Park is a community park located in the centre of the neighbourhood. This mature park hosts a broad range of recreation amenities and facilities including the Beacon Heights Community League building, playgrounds, spray park, community rinks, gathering spaces, seating areas and open grassed areas ([See Figure 6](#)).

There are three other park spaces located in the Beacon Heights neighbourhood including a small playground park in the east area (119A Avenue and 35 Street), a small park near Beacon Heights School and a small plaza space located north east corner of 118 Avenue and 45 Street. A majority of open space amenities such as play area, sports fields, park utilities and pathways range from unknown, fair and poor conditions.

The school sites (Beacon Heights School, St. Bernadette Catholic Elementary School and nearby Abbott Elementary School) significantly contribute to the open space offerings for the neighbourhood with sports fields and playgrounds.

Beacon Heights Community League

The Beacon Heights Community League is an active volunteer non-profit organization that operates a community building and rink facilities located in Jubilee Park. The building hosts a broad range of community and private social gatherings, events and activities. Notably, the Beacon Heights Community League extends its services and programming beyond the neighbourhood boundaries to include the neighbourhoods of Bergman and Abbottsfield.

Beacon Heights Spray Park and Playground at Jubilee Park
Figure 6



Other community amenities

The nearby Abbottsfield neighbourhood offers additional facilities such as Abbott Elementary School, Abbottsfield Recreation Centre (ARC), Abbottsfield Park, River view Crossing (Abbottsfield Mall), Abbottsfield Transit Centre, Candora Society and the Abbottsfield Public Library.

Several places of worship are situated between 119 Avenue and 120 Avenue east of 50 Street. The Neighbourhood Renewal project will seek to understand the travel distances and journeys of people that visit places of worship.

Commercial services

The Beverly BIA hosts vibrant and eclectic businesses that serve the local surrounding communities as well as the northeast sector of the city. The BIA is located along 118 Avenue and forms a strong commercial edge south of Beacon Heights. Commercial/retail uses in the vicinity of the Beacon Heights neighbourhood include convenience stores, bake shops, restaurants, delicatessens, vintage shops, banks, daycares, motels, professional offices and services and other retail businesses. A motel with multiple accesses into the neighbourhood and extensive parking is located at 34 Street and 118 Avenue.

A few local businesses are located within the interior of the Beacon Heights neighbourhood, including businesses occupying the former post office on 121 Avenue, west of 45 Street.

Riverview Crossing (Abbottsfield Mall) located just east of Beacon Heights serves the community with a large format grocery store and other businesses, including a year-round Farmers' Market.

Built form

The neighbourhood consists mainly of single storey single-family dwellings, with some low-density walk-up apartments and rowhouses along the edges of the neighbourhood. Some newly-built two-storey residential dwellings located on redeveloped low density lots include multiple suites with basement units. Local streets are lined with mature trees that create a dense canopy during spring and summer. Open spaces and parks are concentrated around school sites, with smaller parks scattered throughout.

The Beverly BIA features a diverse mix of street-oriented businesses along 118 Avenue. There are instances where parking and/or access is available from the alley. Found throughout the area are pockets of low-rise, walk-up apartment developments, also oriented toward 118 Avenue.

Buildings along 118 Avenue are predominantly low-rise, with most commercial structures standing one to two storeys tall. Businesses are generally oriented toward the street and some sections feature enhancements—such as parking stalls converted into outdoor seating near restaurants—to encourage street activity. Recent development trends include the construction of new two-storey buildings, which are typically emerging on vacant properties.

Notably, the eastern portion of 118 Avenue, particularly east of 39 Street, is characterized by a concentration of large scale commercial development.



2.4 Social context

Neighbourhood connections

Beacon Heights maintains strong ties to nearby communities including Bergman, Newton, Abbottsfield and Beverly Heights, fostering inter-neighbourhood interaction.

Historic Town of Beverly identity

Historically, when the area was the Town of Beverly, the commercial corridor along 118 Avenue was its main street. Now part of the Beverly BIA, the area is home to a diverse and active business community committed to revitalizing the corridor while preserving a small-town atmosphere and celebrating historic roots (See Figure 7 and 8).

Beacon Heights Community League

The Beacon Heights Community League is a volunteer-run organization that coordinates local recreation and social programs. From youth baseball to seniors' services, the league works to keep the neighbourhood active while managing shared spaces like Jubilee Park.

Through a mix of steady governance and diverse programming, the league focuses on keeping residents connected. By balancing community funding with clear communication, they aim to build a reliable support system where everyone in Beacon Heights feels welcome. The community building hosts various community and private events.

Popular community events include outdoor concerts, a pancake breakfast, a Halloween Pit Stop and the City's green shack recreation program.

Community gathering places

Places of worship serve as important social gathering points and the Beacon Heights Community League in Jubilee Park functions as a social hub for local activities and events.

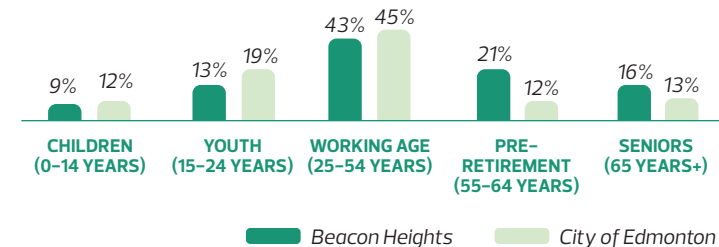
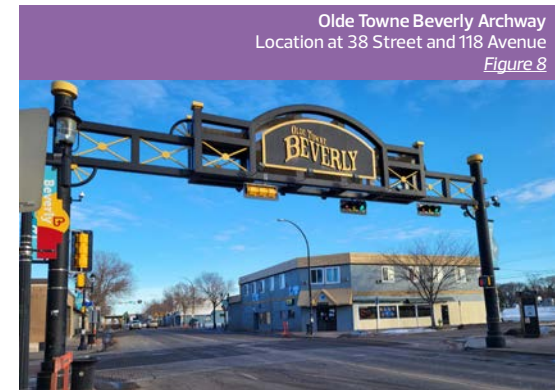
Schools act as social anchors for families, providing spaces for education and recreation. Abbottsfield Mall, Abbottsfield Public Library, Abbottsfield Recreation Centre and the Candora Society offer additional opportunities for community interaction and engagement near the Beacon Heights neighbourhood.

Neighbourhood demographics

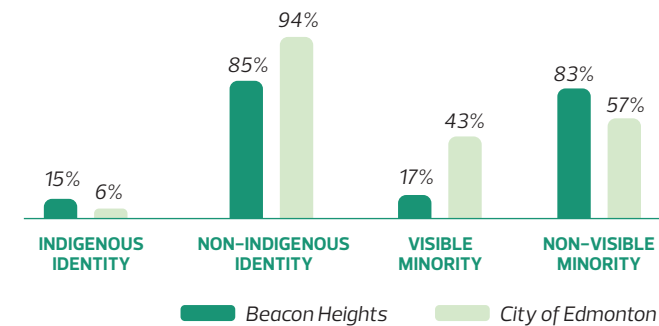
The 2021 Federal census recorded the population in Beacon Heights is 2,855. Since 1981, the neighbourhood has experienced a steady decline in population. The Beacon Heights population on average is older than the rest of the city with higher percentages of pre-retirement and older adults¹¹.

Indigenous and visible minority population

The Beacon Heights neighbourhood has a proportionally larger population of individuals that identify as Indigenous and Non-Visible Minority compared with the rest of the city¹¹.



Age Demographics



Indigenous and Visible Minority Population

Note: Visible minority is defined as "persons, other than Aboriginal peoples, who are non-Caucasian in race or non-white in colour"
Source: City of Edmonton Neighbourhood Profiles Federal Census 2021.

¹¹ Data is provided by the 2021 Federal Census.

Household composition (with and without children)

Overall, Beacon Heights tends to have more single-parent households and couples without children, while the City of Edmonton has a much higher concentration of traditional two-parent households with children¹¹.

Household income distribution

Most households in Beacon Heights are in the “middle” for household income. While the City of Edmonton has a broader income distribution, Beacon Heights has a significant proportion of households earning medium income (between \$60,000 and \$150,000 a year). Compared to the city average, the neighbourhood has a lower proportion of households in both the highest (>\$150,000) and lowest (<\$20,000) income brackets¹¹.

Shelter costs and affordability

Shelter costs account for the amount of household income required for rent or a mortgage. If more than 30% of income is spent on shelter costs, it impacts other expenditures such as food, clothing, utilities, etc.

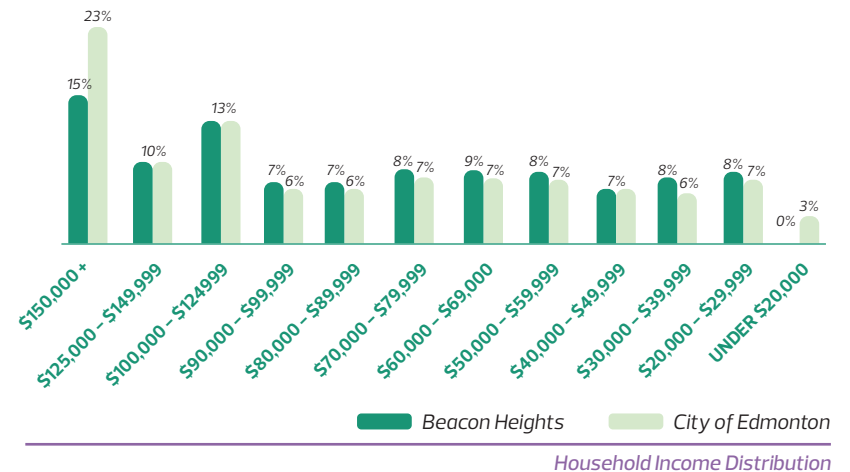
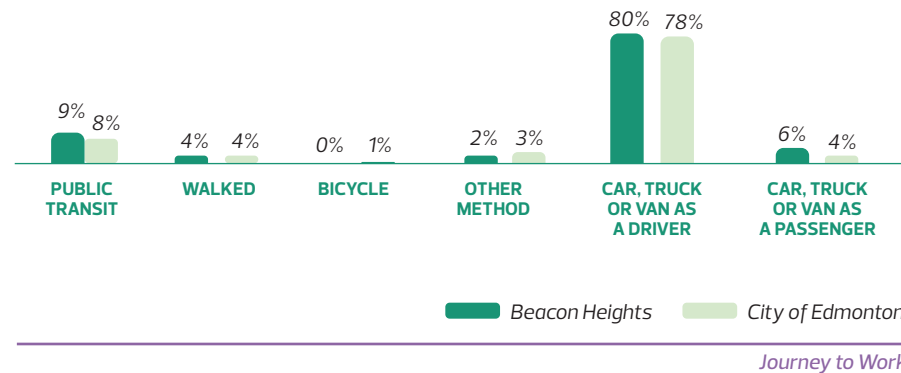
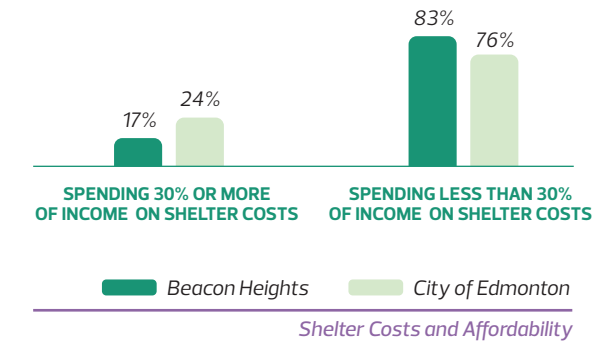
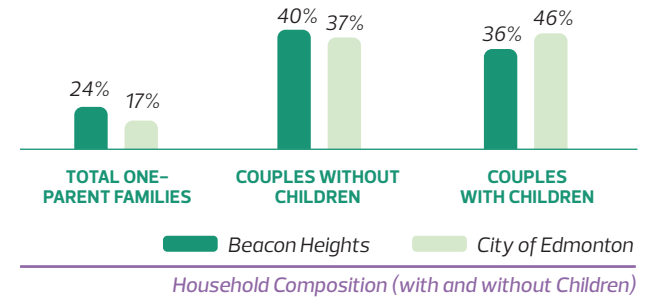
In Beacon Heights, about 17 out of every 100 families spend 30% or more on shelter costs¹¹. Comparatively, the City of Edmonton average is 24 out of every 100 families¹¹.

Beacon Heights shows a higher level of housing security compared to the city overall. This indicates that most residents appear to have sufficient financial capacity to manage essential living expenses beyond their monthly housing payments.

Journey to work

The journey to work for Beacon Heights residents closely resembles city-wide trends, where the primary commuting mode is personal vehicles. Transit use is slightly higher than the city-wide average at 9.3% of residents using transit to get to work¹¹.

As the data was collected during the COVID 19 pandemic, when many workers and students temporarily worked and studied from home, it may not accurately represent current commuting patterns.



¹¹ Data is provided by the 2021 Federal Census.

Dwelling (type, age and suitability)

Dwelling types: Beacon Heights is a neighbourhood dominated by single family homes. There are very few row houses or side-by-side homes compared to the rest of Edmonton. There are no apartment buildings taller than 4 storeys in Beacon Heights.

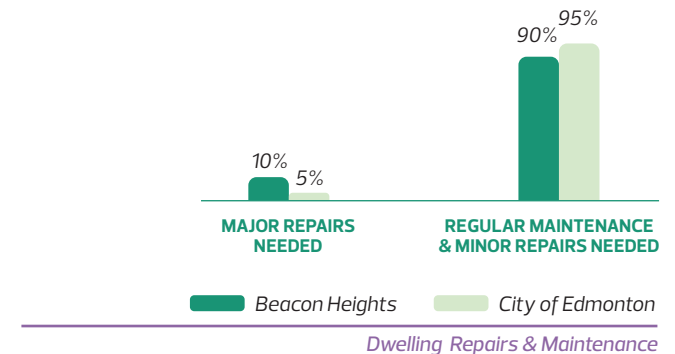
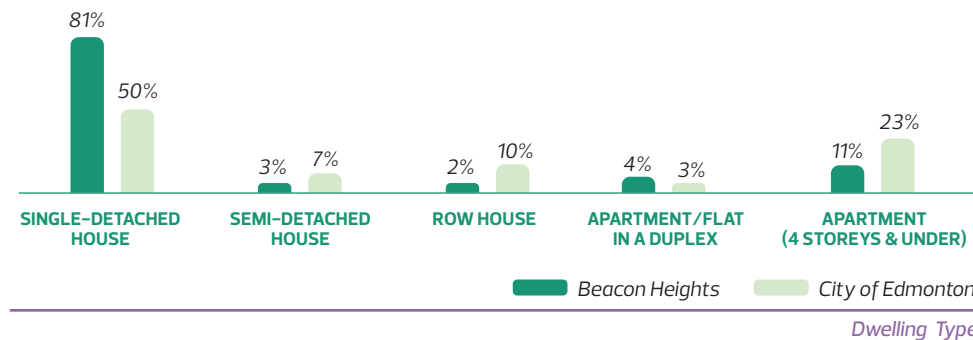
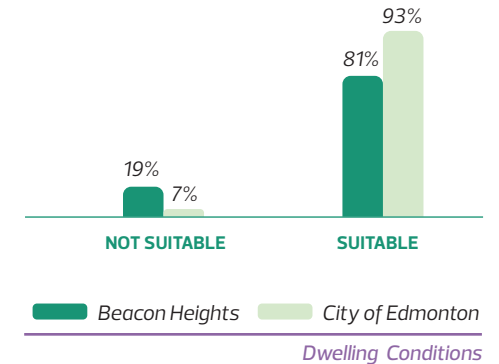
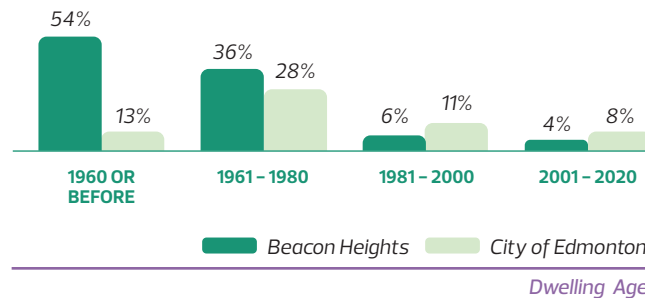
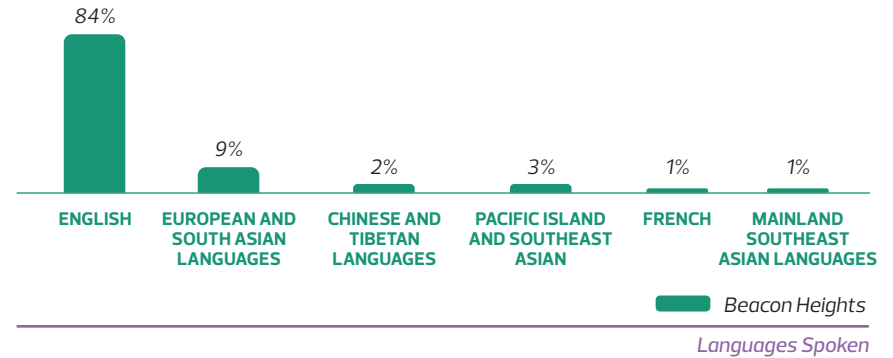
Dwelling age: Most of Beacon Heights housing stock was built more than 40 years ago. More than half of the houses were built before 1960. Many of these homes are part of the original Town of Beverly. Very few new houses have been built after 2001¹¹. In recent years there is some increased infill building activity and the dwelling age has the potential of contributing to this trend.

Dwelling conditions: Although a majority (92%) of homes were built before 1980, housing suitability is considered a high percentage (81%) of dwellings.

However, with the age of dwellings in this neighbourhood, homes in Beacon Heights require major repairs twice as often as the average home in the rest of the city¹¹.

Languages spoken

Beacon Heights is predominantly English-speaking (84%), but the community includes a diverse range of mother tongues. Because 16% of the population may not speak English as their primary language, the project will apply a GBA+ (Gender-Based Analysis Plus) lens to all engagement opportunities. This ensures that communication is inclusive and that all residents can meaningfully participate in the renewal process.



¹¹ 'Housing suitability' refers to whether a private household is living in suitable accommodations according to the National Occupancy Standard (NOS); that is, whether the dwelling has enough bedrooms for the size and composition of the household. A household is deemed to be living in suitable accommodations if its dwelling has enough bedrooms, as calculated using the NOS.

¹¹ Data is provided by the 2021 Federal Census.

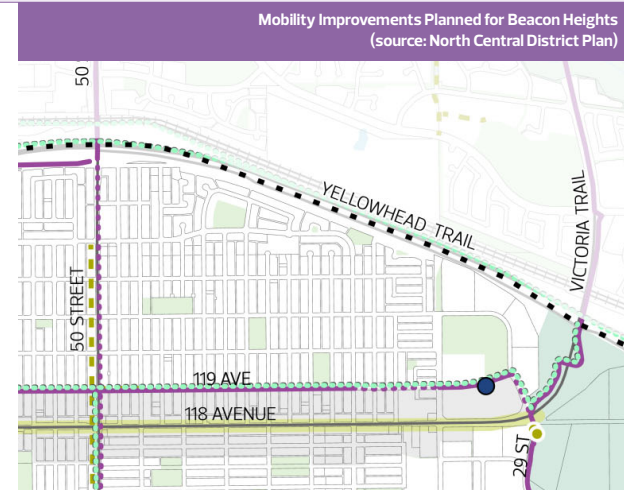
2.5 Policy context

The Beacon Heights Neighbourhood Renewal project aims to follow the relevant policies, strategies, standards, guidelines and bylaws as much as possible during the design process. However, recognizing the retrofit situation, there may be cases where full adherence is not possible.

Published guidance will support design rationale, engagement and trade-offs during the design process:

Table 1 – Policy / Standard / Guideline Overview

Policy / Standard / Guideline	How It Applies to Beacon Heights Neighbourhood Renewal
<p>The City Plan</p>	<p>The City Plan is Edmonton's big-picture map for how we build our community. It combines two major plans to guide how the city grows and how people move around. This plan focuses on creating '15-minute communities,' where residents can find what they need within a short walk or roll from home. It also sets goals to plant more trees and makes it easier for people to choose transit, biking, or walking instead of driving.</p> <ul style="list-style-type: none"> + Policy 2.2.1.3: Directs the City to rebuild and renew mature neighbourhoods to provide high-quality public spaces and infrastructure + Renewal Goals: Enhancing the active transportation network (walking and biking) and applying a GBA+ lens to ensure equitable decision-making
<p>District Policy & North Central District Plan</p>	<p>Confirms corridor/node intent, local growth expectations, and transportation priorities. Helps determine appropriate curbside uses and modal prioritization unique to Beacon Heights.</p> <p>Beacon Heights is described as a Redeveloping Area, where we expect gradual, neighbourhood-scale infill housing, reinvestment, and mixed-use activity, especially along 118 Avenue.</p> <p>To support an Edmonton with 1.25 million residents, mobility improvements are planned along 119 Avenue for active transportation and along 50 Street for active transportation and mass transit (see right image).</p> <ul style="list-style-type: none"> + 119 Avenue is an urban greenway (green dotted) and a district bike connector route (purple dotted and line) + 50 Street is a district bike connector route (purple dashed) + 118 Avenue is a pedestrian priority area (yellow highlight) + Pedestrian transportation opportunity (green dash)
<p>Accessibility for People with Disabilities Policy C602A & Access Design Guide</p>	<p>Uses universal design principles to ensure facilities and transportation systems are equitable for people of all ages and abilities. This includes filling missing sidewalk links and installing curb ramps during the Beacon Heights reconstruction.</p>
<p>Winter Design Policy & Guidelines</p>	<p>Guides consideration for snow storage, catchbasin placement, pedestrian comfort, and compatibility with winter maintenance in constrained retrofit areas.</p>
<p>Safe Mobility Strategy (Vision Zero)</p>	<p>Guides the design of roads to eliminate traffic-related fatalities and serious injuries. Under Section 3.3 (Safe Road Design), the strategy mandates the use of "self-enforcing infrastructure" to influence driver behavior. In Beacon Heights, this includes the strategic implementation of curb extensions, tightened corner radii, and road narrowing. These measures physically reduce vehicle speeds and shorten crossing distances, significantly lowering the risk to pedestrians and cyclists.</p>
<p>Active Transportation Policy</p>	<p>Guides sidewalk network expansion, accessibility, destination connectivity, and winter considerations.</p>



Policy / Standard / Guideline	How It Applies to Beacon Heights Neighbourhood Renewal
<p>Complete Streets Policy & Complete Streets Design & Construction Standards (CSDCS)</p>	<p>Ensures streets are designed for everyone by completing a “Link vs. Place” analysis. A Link is a route that helps people and goods travel from one location to another, while a Place is a destination where people want to stay, gather, and spend time. To make Beacon Heights safer and more enjoyable, improvements will include wider sidewalks on both sides of the road, safer street corners, and traffic-calming measures to slow vehicle speeds. These updates will help create streets that are more welcoming, accessible, and easy to use in all seasons. To improve the neighbourhood, the following elements will be considered:</p> <ul style="list-style-type: none"> + Design road layouts that balance movement and community space, following the Complete Streets Policy and the Complete Streets Design and Construction Standards Section 2.0 (Design Principles and Process) + Add new sidewalks on both sides of every street to make walking and rolling easier for everyone, as supported by Complete Streets Policy C518C, which prioritizes mobility options beyond private vehicles + Use traffic-calming features, such as curb extensions, to help reduce vehicle speeds. These tools follow the Complete Streets Policy and the Complete Streets Design and Construction Standards Section 4.0 (Traffic Calming) to make residential streets safer and more comfortable + Improve visibility at intersections by adjusting intersection alignment. This aligns with the Complete Streets Policy and the Complete Streets Design and Construction Standards Section 3.0 (Intersections) to ensure people walking, rolling, biking, and driving can see each other clearly + Update older street designs to improve accessibility for people using wheelchairs, walkers, or strollers. This follows the Complete Streets Policy and the Complete Streets Design and Construction Standards Section 6.0, which sets guidelines for building accessible sidewalks and pathways
<p>Bike Plan & Bike Plan Implementation Guide</p>	<p>Supports decisions on bike facility routing, selection, and integration of cycling infrastructure into the city-wide All Ages and Abilities network. It provides the technical design standards necessary to build a connected, year-round accessible network. During the Beacon Heights renewal, this policy is applied to identify and fill critical missing links, ensuring the local network aligns with broader sustainable transportation strategies and provides safe, high-quality routes for all users.</p>
<p>Access Management Guidelines</p>	<p>Guides driveway spacing, widths, and treatments for safer intersections and alley interfaces. Assess the current conditions of intersection space requirements and every single point where a vehicle enters the road to ensure it does not compromise the safety of existing and new infrastructure.</p>
<p>Curbside and Priorities Framework</p>	<p>Informs the allocation of all curbside uses—including parking, loading, transit, active modes, and greening—especially along commercial frontages. It serves as a decision-making tool when removing or changing the allocation of on-street parking, often facilitating the necessary tradeoffs to implement bike infrastructure and other active transportation goals.</p>
<p>Snow & Ice Control Policy</p>	<p>Ensures designs support winter maintenance equipment and standards, critical for traffic calming and protected facilities.</p>
<p>Drainage Standards – LID</p>	<p>Identifies standardized LID facility types (bioretention garden, bioretention basin, bioswale, soil cells, permeable pavement, absorbent landscaping) and their requirements.</p>
<p>Breathe / Open Space Policy</p>	<p>Guides enhancements to parks, open spaces, and greening opportunities where relevant in Beacon Heights.</p>



SECTION 3

NEIGHBOURHOOD ANALYSIS



3.0 Neighbourhood Analysis

3.1 Places and destinations

The existing places and destinations in and surrounding Beacon Heights are identified on [Map 2 – Places and Destinations](#).

Community centres

- + Beacon Heights Community League

Institutional destinations

- + Beacon Heights School
- + St. Bernadette Catholic Elementary School
- + Abbott Elementary School

118 Avenue

Various small and medium scale retail/commercial uses and multi-unit residential developments are located along 118 Avenue between 50 Street and 35 Street.

Significant shops and services

The intersection of 118 Avenue and 34 Street features Riverview Crossing (Abbottsfield Mall) and Rundle Centre with many large-scale retail units and large parking facilities.

Services that may be of interest to residents and near the Beacon Heights neighbourhood may include:

- + Abbotsfield Recreation Centre
- + Abbotsfield Transit Centre
- + Abbotsfield Public Library
- + Candora Society

Hotels and accommodations

There are two hotels within the project area:

- + Travelodge
- + Jockey Motel

Places of worship

- 1 Beulah Church of Jesus Christ Apostolic
- 2 Crosspoint Church
- 3 Edmonton Bible Presbyterian Church
- 4 Emmanuel Christian Assembly
- 5 Lighthouse Baptist Church
- 6 Living Hope Christian Centre
- 7 Maranatha Christian Reformed Church
- 8 Protection of the Blessed Virgin Mary Parish
- 9 Bethlehem Lutheran Church

Parks and open spaces

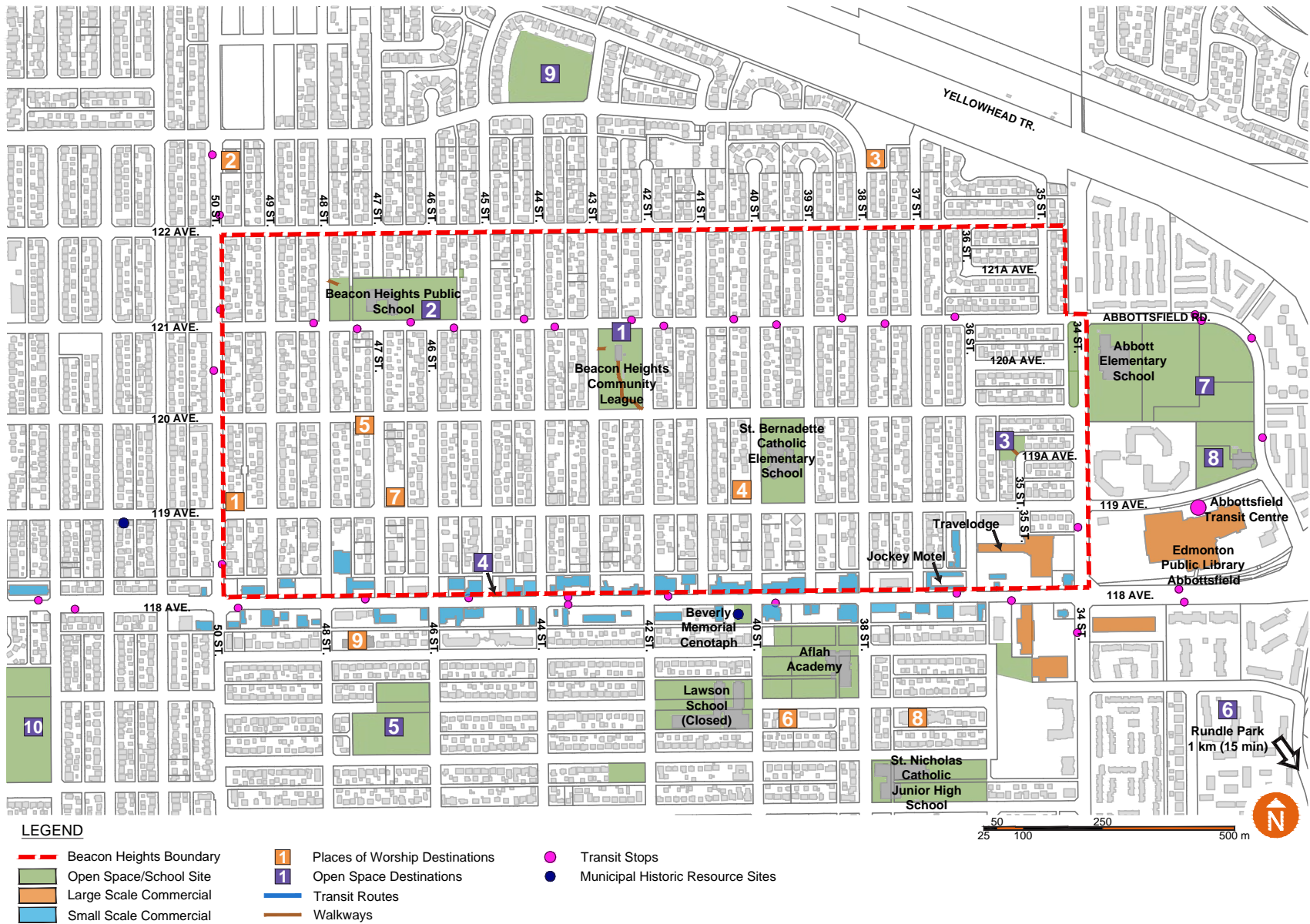
There are several parks and open spaces in and around the Beacon Heights neighbourhood with varied amenities.

- 1 Jubilee Park
- 2 Beacon Heights Vollema Park
- 3 119A Avenue and 35 Street Pocket Park
- 4 118 Avenue and 45 Street Plaza Park
- 5 John J. Olinyk Park
- 6 Rundle Park
- 7 Abbotsfield Park
- 8 Abbotsfield Recreation Centre
- 9 Bergman Park
- 10 Gaby Haas Park

Historical resources

The Beacon Heights neighbourhood does not contain any designated historical resources. There are nearby historical features such as the Beverly Heights Cenotaph Park, which commemorates local veterans and serves as a community landmark, and the Otto Reher Cottage, an early 20th-century residence that reflects the architectural and cultural heritage of the region. These resources highlight the historical significance in the vicinity of Beacon Heights.





Map 2 – Places and Destinations

3.2 Land use and built form

The land use and built form for the Beacon Heights neighbourhood is shown on [Map 3 – Land use and Built Form](#).

Land use

Land uses in the neighbourhood have remained largely unchanged since the Town of Beverly was amalgamated with the City of Edmonton. Most of the area consists of low-density residential development. Along 118 Avenue, there is a mix of commercial and residential uses, including some mixed-use developments with street-level commercial and residential units above. The commercial corridor along 118 Avenue serves as a destination for residents from surrounding communities and attracts visitors from across the city.

Built form

The neighbourhood has more one to two storey single detached homes than the City average. Other kinds of housing, such as townhomes or apartments, make up a much smaller share. Like many neighbourhoods built in the same time period, most single detached and semi detached homes are set back from the street and have alleys behind the home or garage. Because these homes are set back and have access from the alley, they are not expected to be affected if changes are made within the road right of way.

Two to three storey multi-unit developments are set back from the roadway, with resident access provided through individual or shared entrances. These developments are concentrated along 118 Avenue and 119 Avenue.

The 118 Avenue corridor is characterized by one and two storey strip commercial buildings with varying site configurations. While many structures are street-oriented to encourage walking, others are set back to accommodate internal parking lots. Some newer developments feature vertical mixed-use designs, integrating street-level commercial spaces with residential units above.

Schools typically occupy entire residential blocks, with sidewalk connections along roads to the main building. Buildings are centrally located on their sites and surrounded by open space for playgrounds and sports fields.

Places of worship are distributed throughout the neighbourhood and vary in built form based on property size. Some resemble low-density residential homes, while others are larger and set farther back from the street.

Existing development conditions

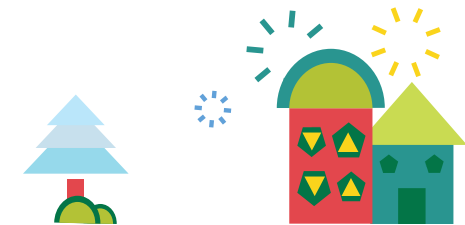
Infill development has continued in the neighbourhood over the past few years. Since 2021, residents have applied for about six approved residential development permits each year, mostly for single detached and semi detached homes, and in some cases these included a secondary suite. Recent infill has been steady but modest compared with other mature areas of the city, with most changes happening on individual lots rather than through larger redevelopment projects. Housing growth in nearby east side neighbourhoods has also been limited, which shows that Beacon Heights is experiencing a similar pace and scale of redevelopment as other communities of the same age.

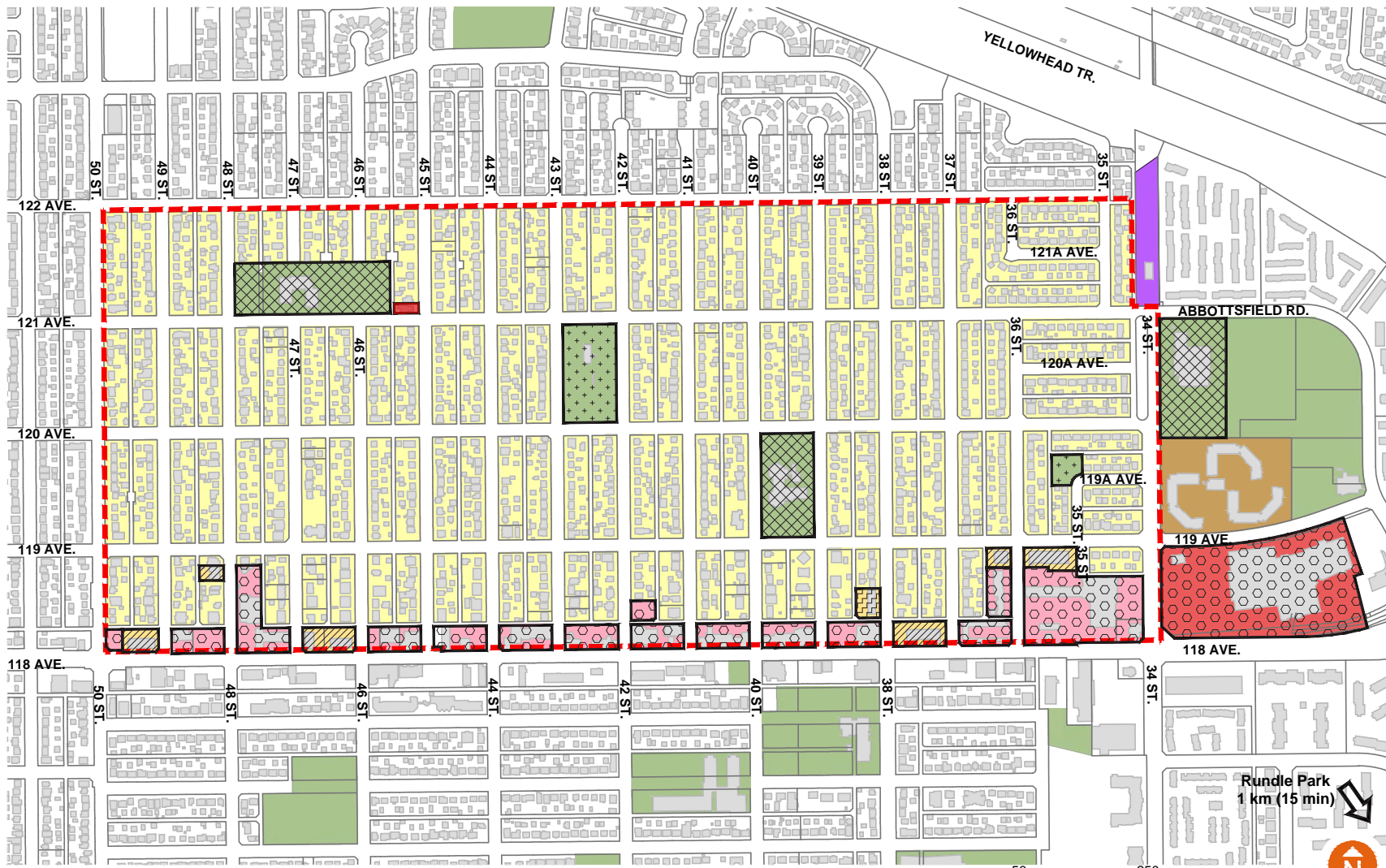
This ongoing activity reflects gradual reinvestment in existing homes and lots, rather than rapid change.

Infrastructure

Overhead utilities that may impact Neighbourhood Renewal designs:

- + North side of 121 Avenue (between 36 Street and 49 Street)
- + West side of 34 Street (between 118 Avenue and 121 Avenue)
- + East side of 35 Street south of 119 Avenue
- + North side of 119 Avenue (between 35 Street and 39 Street)
- + All residential and commercial alleys





LEGEND

- | | | |
|---|---|--|
| Beacon Heights Boundary | High Density Residential (RL h50) Large Scale Residential | Commercial (CN) Neighbourhood Commercial |
| Low Density Residential (RS) Small Scale Residential | Parks and Services (PS) | Commercial (MU h16 f3.5 cf) Mixed Use |
| Medium Density Residential (RM h16) Medium Scale Residential | School Site (PS) Parks and Services | Public Utility (PU) |
| Medium Density Residential (RSM h12) Small-Medium Scale Residential | Open Space (PSN) Neighbourhood Parks and Services | |
| | Mixed Use (MU h16 f3.5 cf) Mixed Use | |

Map 3 – Land Use and Built Form

3.3 Green infrastructure assessment

3.3.1 Parks and open space

Open spaces are vital for creating healthy, inclusive and vibrant communities. They provide opportunities for recreation, social interaction and cultural activities, supporting both physical and mental well-being. A well-designed open space network should cater to all age groups and offer flexibility for year-round use. Locations of parks, open spaces and facilities are identified on [Map 4 – Parks and Open Space](#).

The City's Green Network Strategy – Breathe identifies Beacon Heights as somewhat underserved with parks and open spaces, in comparison to the City averages based on population density. Breathe identifies that providing parks and open space in underserved areas is challenging due to land ownership patterns although the demand for open space and parks continues to grow. The Breathe strategy points to finding opportunities to expand and enhance park spaces where possible.

Jubilee Park (community park)

Located north of 120 Avenue and east of 43 Street, Jubilee Park is a mix of passive and active green spaces ([See Figure 9](#)). This destination park features mature trees, seating areas and a north south paved pathway along the east edge of the site providing access to the park facilities, bisecting the site north south. Beacon Heights Community League facilities include two community rinks and a community building within a leased area in the northeast portion of the park.

Other active features include a spray park, playground, small open grassed area, paved surfaces and seating areas including benches and picnic tables.

The park hosts a broad range of activities including community events and passive use. The spray park and playground attract families with children. The mature vegetation and elevated grade at the south edge of the site form somewhat of a visual and physical barrier near roads.

Beacon Heights and Vollema Park (community park)

Beacon Heights Vollema Park ([See Figure 10](#)) is located north of 121 Avenue and east of 48 Street, on the west edge of Beacon Heights School. This park located on five individual parcels features mature low canopy trees and some shrub plantings, including roses, and an identification sign. Dense mature shrub plantings form a visual barrier on the southwest edge of the site. The south portion of the park has no significant features and serves as a pass-through open space. The playground area is fenced on the north, west and south edges and is accessed from the west via a walkway. This playground also serves the Beacon Heights School. A paved section of the north south alley extends from the north into the park with a small, paved unused turnaround with fencing.



Jubilee Park at 121 Street
Figure 9



Beacon Heights Vollema Park with Playground
Figure 10



St. Bernadette School site (community park)

The school site is north of 119 Avenue and east of 40 Street, featuring a large central open field for active sports bordered by mature deciduous trees.

The St. Bernadette Catholic Elementary School building occupies the central portion of the site, with associated asphalt play areas and basketball hoops near the structure, while a well-maintained playground with modern structures serves as a primary draw for families to the west. A paved pathway system skirts the edges of the site, facilitating walking between the school grounds and the surrounding residential neighbourhood. The site is relatively flat, offering clear sightlines across the fields with the school building acting as a significant physical anchor on the north end. The site functions as a community hub, balancing structured school-day use with informal neighbourhood recreation and passive green space enjoyment.

The school district plans to close the school in 2027. The student population from St. Bernadette School will attend St. Nicholas School in Rundle Heights. Plans for the park and amenities once the school closes will be determined in the future.

119A Avenue Park (pocket park)

This small, unnamed park is situated west of 35 Street along 119A Avenue. Currently, it functions primarily as a pass-through open space, with a central paved pathway

connecting the street to an alley. The park contains aging play equipment and surfacing designed for young children (See Figure 11).

Mature trees and shrubs dominate the landscape and dense, low-canopy trees limit visibility from the street.

The park is bordered by two alleys, reducing natural surveillance or “eyes on the park” from nearby residences—a concern from a Crime Prevention Through Environmental Design perspective that likely contributes to its neglected condition and perceived lack of safety. There is evidence of misuse, including encampment activity. The entire park is enclosed by a chain-link fence, with small openings at both ends of the pathway.

118 Avenue plaza (main streets)

A small unnamed passive plaza is located north of 118 Avenue at 45 Street (See Figure 12). The paved surface includes worn decorative concrete with paver banding and two trees in grates along its north edge, bordered by a raised curb. There is no seating within this plaza. All surfaces and plantings are in poor condition.

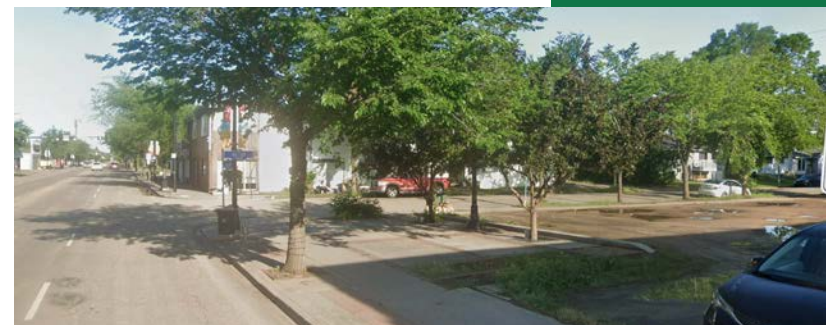
34 Street (open space corridor / roadway green)

A vacant linear open space within the 34 Street (See Figure 13) right-of-way extending from 120 Avenue to 121 Avenue is located directly west of Abbot Elementary School on 34 Street. This grassed open space was previously used for overland drainage and contains no plantings. An enhanced sidewalk connection provides direct access to the school from 120 Avenue. This vacant open space presents an opportunity for enhancements.

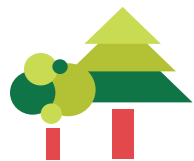
19A Avenue Park, View from Alley
Figure 11



45 Street and 118 Avenue Plaza
Figure 12



34 Street Open Space
Figure 13





Map 4 – Parks and Open Spaces

3.3.2 Tree Canopy

Current conditions

The public street tree canopy in Beacon Heights is very dense and generally consists of mature trees located between the curb line and the separate walk on local streets running north south (See Figure 14).

There is a gap in the street tree pattern on 47 Street north of Beacon Heights School. In addition, the residential area located east of 36 Street, where the street grid pattern has been interrupted, generally lacks street trees or plantings except for the south boulevard of 120A Avenue. An illustrative inventory of Beacon Heights tree canopy is shown on Map 5.

For avenues running east west, the location of boulevard trees is less consistent. The sidewalks on 122 Avenue are curbside and no boulevard tree plantings exist. Similarly, 121 Avenue is a collector road / transit route with separate walks, however, there are no boulevard trees except for a small section of the roadway with large canopy trees on the north side of the boulevard between 36 Street and 34 Street (See Figure 15). 120 Avenue has separate walks with a generally consistent boulevard tree canopy from 50 Street to 37 Avenue, where at this location the tree canopy abruptly ends. 119 Avenue has inconsistent sidewalk conditions where there is a mix of separate walks, curbside walks, walks on one side and no walks. As a result, most of 119 Avenue does not have street trees.

The private tree canopy is robust in Beacon Heights. Many private properties with retained mature coniferous and deciduous trees contribute to the overall tree canopy of the neighbourhood.

Over time, some aging, hazardous trees have been removed to make way for new plantings.

The unique form and shape of the mature trees in Beacon Heights is noteworthy. Many of the trees have very dense canopies, possibly caused by a lack of structural pruning and maintenance early in the life of the trees.

Surface root encroachment on existing sidewalk are evident in many locations, where surface roots are lifting and buckling the concrete sidewalk surfaces.

The dominant boulevard tree species in Beacon Heights are American Elm (*Ulmus americana*) and Green Ash (*Fraxinus pennsylvanica*) with some Bur Oak (*Quercus macrocarpa*), Manitoba Maple (*Acer negundo*) and Black Ash (*Fraxinus nigra*) located in isolated locations through the neighbourhood.

American Elm species generally dominate the following boulevards:

- + 120 Avenue
- + 38 Street north of 120 Avenue
- + 40 Street
- + 41 Street

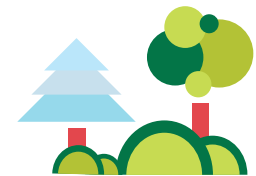
Green Ash species generally dominate the following boulevards:

- + 37 to 39 Street
- + 42 to 49 Street

Tree Canopy at 46 Street at 122 Avenue
Figure 14



Tree Canopy Conditions Along 36 Street
Figure 15





Map 5 – Tree Canopy (illustrative Rendering)

3.3.3 Low impact development

Beacon Heights is an established neighbourhood that experiences periodic surface flooding and underground combined sewer pipes that can fill up during heavy rain. The information about where water gathers on the ground and where pipes might overflow helps show which areas need fixes and closer study ([Summarized in Map 6](#)). Analysis will identify areas where utilizing Low Impact Development (LID) strategies may be beneficial. LID is an approach to land development (or re-development) that works with nature to manage stormwater as close to its source as possible.

The overall LID strategy will aim to:

- + Mitigate surface flooding and pipe surcharging, reducing the load on existing infrastructure
- + Enhance resilience to extreme rainfall events **in a relatively impermeable developed area**
- + Integrate sustainable stormwater solutions within renewal works, **possibly in support of enhanced vegetation and tree health**

LID designs will be developed based on known conditions and constraints and through investigation of unknowns. While roadway renewal and neighbourhood function are prioritized, LID designs are intended to complement this work and find creative solutions to drainage concerns. Opportunities for implementation will be outlined during public engagement to clarify design intent and highlight efforts to build community climate resilience.

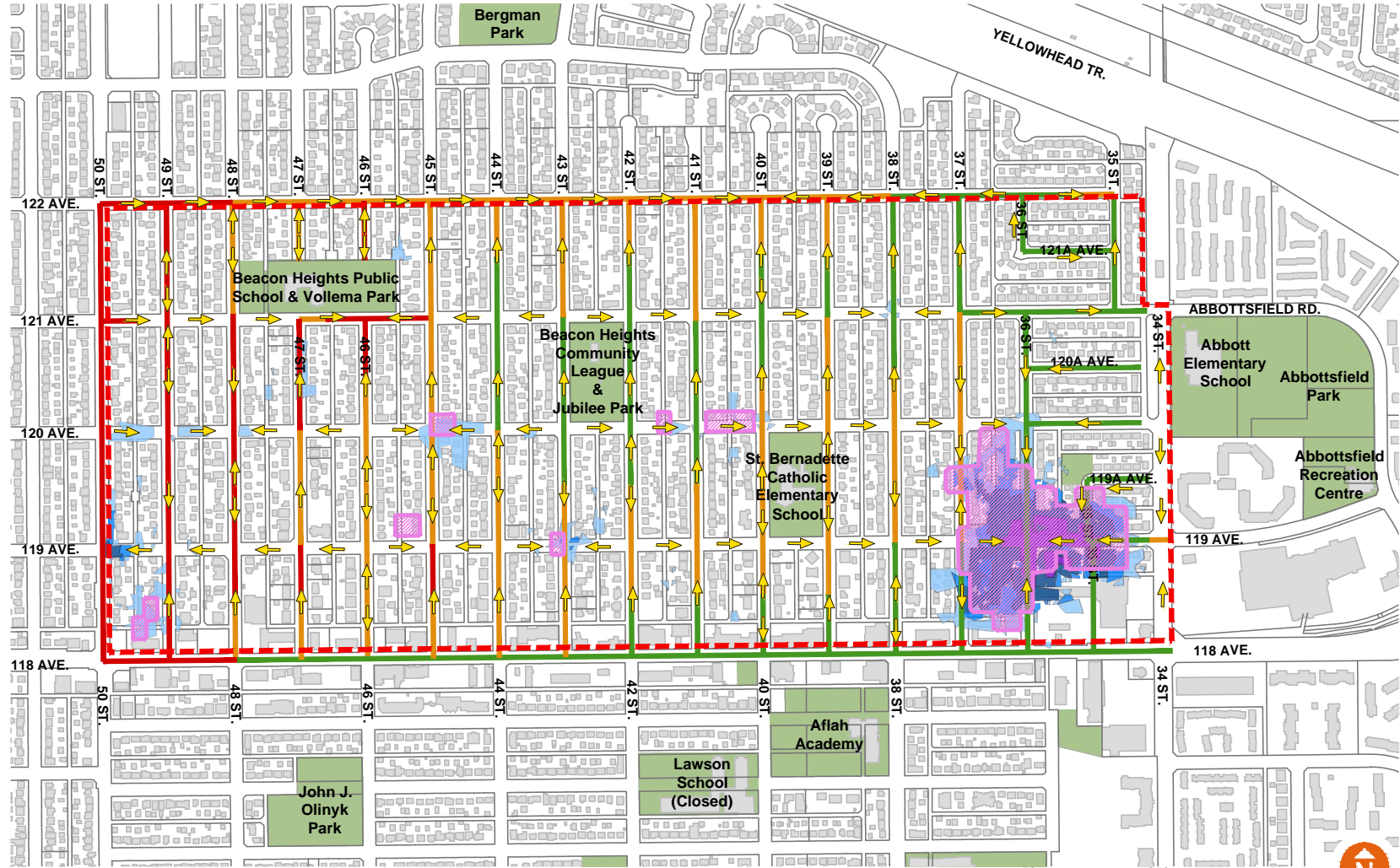
Current conditions

The area's aging infrastructure and shallow utilities present design challenges and opportunities for LID implementation.

Existing elements for consideration and improvement include:

- + **Flood Risk Areas:** Identified in several low-lying intersections, both alley and roadway crossings ([Map 6](#))
- + **Underground Infrastructure:** Existing combined sewer pipe, and shallow utility (gas, electrical, telecom) locations will guide horizontal and vertical alignment for new installations
- + **Existing Connections:** Catch basins and combined sewer pipes will require assessment of suitability for proposed tie-ins and may require rehabilitation





LEGEND

- - - Beacon Heights Boundary

→ Direction of surface water drainage

Sag Area
(Areas impacted by 1:200 year storm events)

Sewer backup depth

- Greater than 2.5 m
- Between 1.5 to 2.5 m
- Less than 1.5 m

- Open Space/School Site
- Ponding Depth 0.00 - 0.35 m
- Ponding Depth 0.35 - 0.50 m
- Ponding Depth 0.50 - 0.75 m
- Ponding Depth Greater than 0.75 m

Source: City of Edmonton 2014 Flood Mitigation Study
<http://data.edmonton.ca/Externally-Sourced-Datasets/2014-Flood-Mitigation-Study-Surcharge-Depth-Map/sjb5-vcv2>

http://data.edmonton.ca/Externally-Sourced-Datasets/2014-Flood-Mitigation-Study-Surface-Ponding-Depth/jx5-h7w?category=Externally-Sourced-Datasets&view_name=2014-Flood-Mitigation-Study-Surface-Ponding-Depth-

Map 6 – Low Impact Development Conditions

3.4 Mobility assessment

3.4.1 Mobility network

Roadway classifications in Beacon Heights are identified on [Map 7](#). Roads in the plan area offer a strong grid network for all road users with some gaps in service levels and roadway conditions ranging from poor to acceptable.

Current conditions

Arterials

The abutting arterials serve as the primary roads to the neighbourhood, providing entry opportunities to the neighbourhood and connections to commercial areas and Yellowhead Trail.

The surrounding arterial roads, although outside the scope of the Neighbourhood Renewal project, provide important connectivity to transit, services and businesses reached by walking, rolling, biking and driving.

The arterial roads are:

- + 50 Street from 118 Avenue to 122 Avenue
- + 118 Avenue from 34 Street to 50 Street

Arterial roadway conditions bordering the neighbourhood vary significantly. 50 Street (118 Avenue to Yellowhead Trail) and the eastern segment of 118 Avenue (34 to 42 Streets) were repaved in 2014. Conversely, the western segment of 118 Avenue (42 to 50 Streets) is not scheduled for paving renewal until after 2030.

50 Street features transit service from Routes 102, 104 and 627, with connections to the Coliseum Transit Centre, the East Clareview Transit Centre, Kingsway, Eastglen and Bannerman.

118 Avenue offers transit service on Route 8, with connections to downtown and the University of Alberta/NAIT and Route 589 with access to the Coliseum Transit Centre and the Edmonton Waste Management Centre.

Both 50 Street and 118 Avenue are restricted truck routes, allowing trucks between 7am and 10pm Monday through Saturday as outlined in the City of Edmonton Truck Route Map.

Collectors

Collector streets, including 34 Street and 121 Avenue, facilitate internal circulation and connect local traffic to the broader arterial network. The collector roads provide many opportunities for people to enter the neighbourhood to reach their destination and offer direct access to Beacon Heights School, Abbott Elementary School, Beacon Heights Community League and the Abbottsfield Recreation Centre.

The collector roads include:

- + 121 Avenue from 34 Street to 50 Street
- + 34 Street from 118 Avenue to 121 Avenue

121 Avenue is a two-lane undivided road with curbside parking. It has a consistent cross-section and road width through the neighbourhood.

In contrast, the width and cross-section of 34 Street vary greatly between 118 Avenue and 121 Avenue. A summary of collector roadway characteristics is shown in [Table 2](#).



One unusual aspect of 34 Street is the 17.7 m wide grass median and service road between 119 Avenue and 120 Avenue at Abbott Elementary School, as shown in [Figure 16](#). Residential lots on the west side front onto the service road.

Median on 34 Street at 120 Avenue
Figure 16



Table 2 – Collector Roadway Characteristics

Road	Number of Lanes	Median	Extra Space*
121 Avenue	2	No	Yes
34 Street – 118 Avenue to 119 Avenue	4	Yes	Yes
34 Street – 119 Avenue to 120 Avenue	2	No	Yes
34 Street – 120 Avenue to 121 Avenue	4	No	Yes

* Extra Space: When compared to current standards for similar road type.

As shown in [Table 2](#), 121 Avenue and 34 Street are wider than the standard width of 9.3 m to 13.7 m for a collector roadway. The extra space could be repurposed.

Both collectors allow on-street parking and have speed limits of 40 km/h. However, in front of schools, the school zone speed limit of 30 km/h applies between 7:30 and 21:00.

The collector streets do not feature bike lanes, cycle tracks nor shared pathways. Active transportation is discussed in [Section 3.4.2](#).

Transit route 102, which runs between the Kingsway Royal Alexandra Hospital and the Abbotsfield Transit Centre, connects through Beacon Heights along 121 Avenue, as shown in [Figure 17](#). There are currently no transit routes or bus stops located on local roads.

The bus stops on 121 Avenue include undersized concrete bus pads at most stops. Select stops have additional furnishings such as benches, shelters and waste receptacles ([See Figure 18](#)).

Current Complete Streets Design and Construction Standards requires a concrete bus pad 9.0 m to 12.0 m long and 2.25 m to 3.95 m wide.

Local Roads

The grid pattern of local roads provides residents and visitors with reliable navigation and on-street parking throughout the neighbourhood. [Figure 19](#) identifies the widths of the neighbourhood's roads. Local roadway widths range from less than 9.0 m to 11.0 m or wider. Since the current standard width for a local roadway is 9.0 m, this means a number of roads have extra space that could be repurposed. The local roads within Beacon Heights have a 40 km/h speed limit.

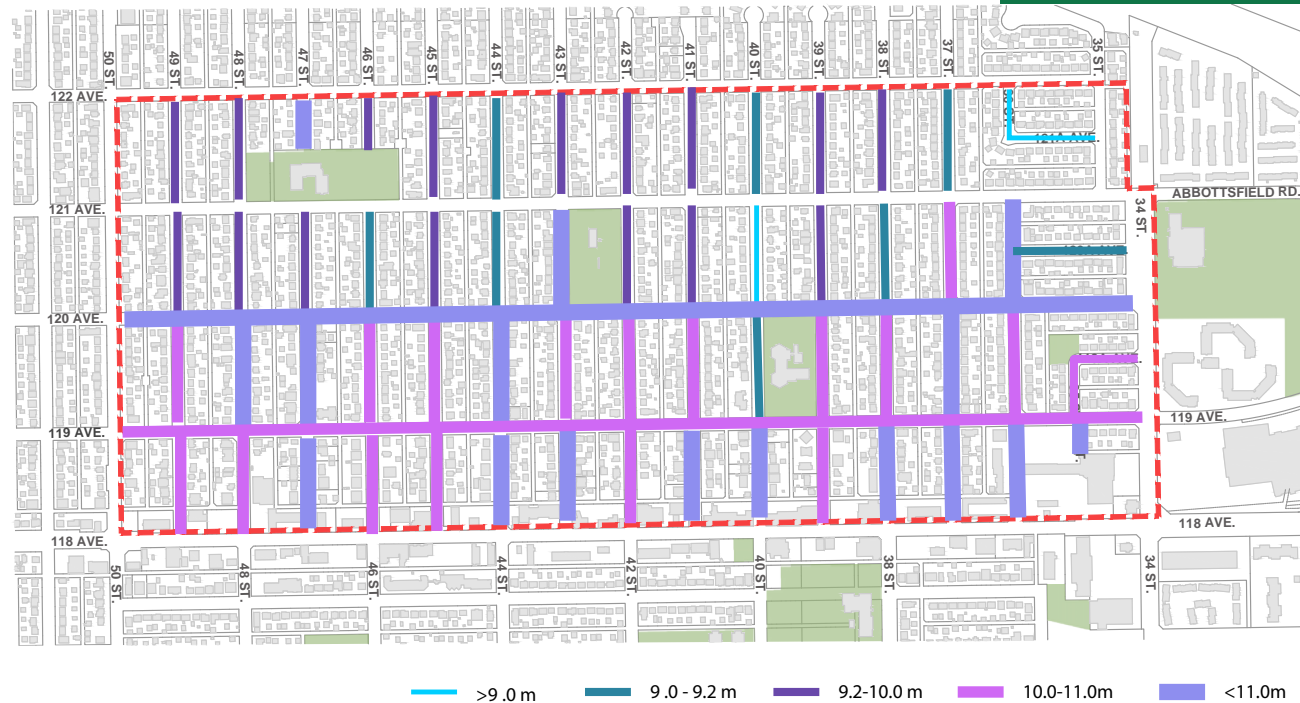
Route 102 in Beacon Heights
Figure 17



ETS bus stop at 121 Avenue and 46 Street with additional furnishings *Figure 18*



Local Neighbourhood Road Widths
Figure 19



Three local roads terminate abruptly without cul-de-sacs (see [Map 7](#)), which affects the ability of people driving to safely turn around:

- + 46 Street south of 122 Avenue
- + 47 Street south of 122 Avenue
- + 35 Street south of 119 Avenue

Throughout the neighbourhood, some residential lots have both alley and front driveway or side yard access.

Active transportation on the local roads is discussed in [Section 3.4.2](#).

School bus zones

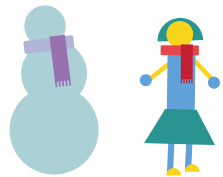
All schools in the neighbourhood have designated bus drop-off zones located along the roads near their main entrances.

Parking and stopping

- + On-street parking is available on most local roads in the neighbourhood
- + On-street parking and stopping are prohibited near schools and playgrounds

Beverly Business Improvement Area alleys

The east west alleys between 118 Avenue and 119 Avenue, along with the north south alley between 34 Street and 50 Street, are within the BIA.



The alley network in this area is distinct in its orientation and function.

The north south alleys, as shown in [Figure 20](#), have an existing width of 4.0 m and primarily serve a residential function. They provide essential rear access, waste collection, parking, and utility servicing for local residents.

In contrast, the east west alleys, as shown in [Figure 21](#), have an existing width of 6.0 m and primarily serve a commercial function. Many businesses along the north side of 118 Avenue rely on them for customer parking, loading, deliveries, and waste collection.

The alleys are paved with asphalt and feature overhead utility poles on one side. Shallow utilities including gas and power are also located in the alleys. Locations with shallow utilities may present design constraints.

The current Complete Streets Design and Construction Standards specifies 4.0 m width for residential alleys and 6.0 m width for commercial alleys. There may be locations where residential alleys require additional width if there is perpendicular parking accessed from the alley. In this case, paving the entire alley right-of-way may be necessary. The current function of alleys in this area will be reviewed to determine the appropriate alley classification and design.

Winter use

Roads within the neighbourhood have varying snow-clearing priorities under the City's snow removal hierarchy¹². Local residential streets, such as 119 Avenue are a Priority 4 (Maintained to 5 cm snowpack and completed within 14 days once a residential blading cycle is initiated). Collector roads like 34 Street are a Priority 2 (Maintained to a bare pavement standard within 5 days following the end of snowfall).

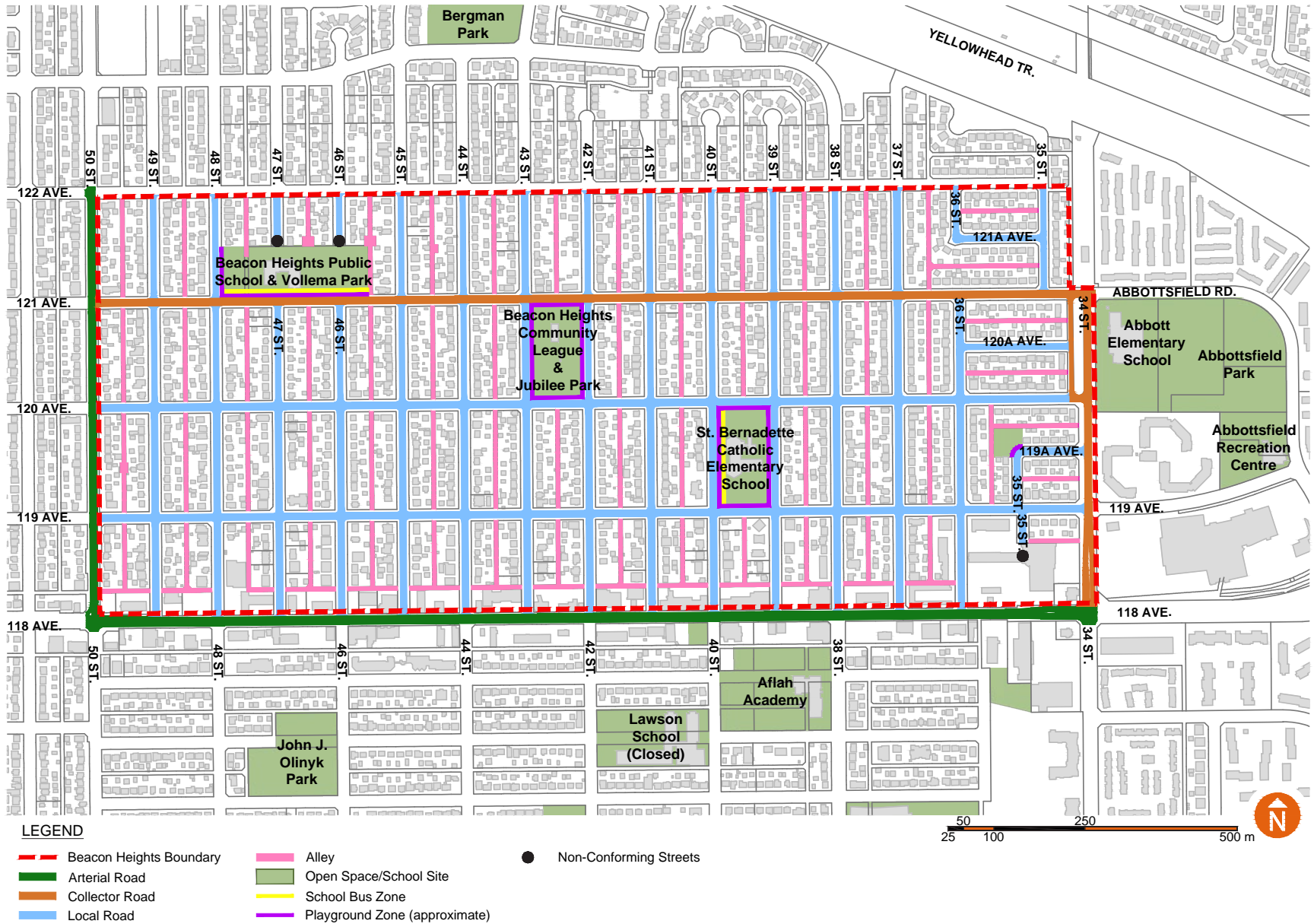
A North South Alley
[Figure 20](#)



An East West Alley
[Figure 21](#)



¹² Source: [City of Edmonton snow clearing service levels](#).



Map 7 – Mobility Network | Roads

3.4.2 Active transportation

Walking

The walking network throughout the neighbourhood is identified on [Map 8](#).

Sidewalks are provided throughout the neighbourhood and at various levels of service.

Typical sidewalk widths at schools range from 1.4 m in front of St. Bernadette Catholic Elementary School to 1.6 m in front of Beacon Heights School and 1.8 m in front of Abbott Elementary School; Complete Streets Design and Construction Standards recommends at least 2.5 m. On local streets, sidewalks are about 1.4 m wide, which does not align with Complete Streets guidance of 1.8 m (or the 1.6 m minimum acceptable for separate sidewalks in retrofit situations).

Curb ramps are missing from most intersections, which causes accessibility issues.

Throughout the network, mature boulevard trees have impacted the condition of sidewalks. These trees may also impact the potential for sidewalk widening.

Missing sidewalks

In some places, sidewalks are missing from one or both sides of the road, which means people walk on the roadway or on an uneven landscaped area. This impact is significant during the winter months.

The following streets are missing sidewalks along both sides:

- + 35 Street between 119 Avenue and the alley
- + 119 Avenue between 47 Street and 50 Street

The following street is missing a sidewalk on one side:

- + 119 Avenue between 46 Street and 47 Street

Informal pathways

There is one informal pathway within the 34 Street median across from Abbott School. The informal pathway communicates the need to investigate the possibility to formalize this pathway for accessibility, safety and user experience.

Driveways

The driveways accessing some residential properties cross sidewalks, creating potential conflict points between people walking or children biking and people driving. Where the driveways cross curbside sidewalks, they create a sloped walking surface that impacts accessibility.

Crossings

There are numerous opportunities for people walking to cross 118 Avenue and 121 Avenue at marked crossings ([see Map 8](#)). Within the neighbourhood, intersections are controlled by stop or yield signs.

Recently completed crossing upgrades include:

- + Rapid Flashing Beacon on 34 Street south of 121 Avenue (2019)
- + Rapid Flashing Beacon on 118 Avenue west of 35 Street (2018)

Alleys

Alleys function as shared spaces and provide viable active transportation routes throughout the year; while most accessible in warmer months, their low traffic volumes and speeds offer consistent potential for pedestrian and cyclist use. Alleys behind the businesses on 118 Avenue include day-to-day operations and customer access. They can also be a desirable route to connect to pathways and other destinations. At the same time, drivers have a hard time seeing people walking, rolling or biking when they enter the street from alleys.

Lighting

Lighting plays a key role in how people travel through the neighbourhood. Street lights throughout the neighbourhood are identified on [Map 9](#).

There are street lights along the roads and alleys, however, the number of light poles does vary. There are some instances where lighting is missing along alleys, which may deter use by people walking. Alleys within scope do have light poles.

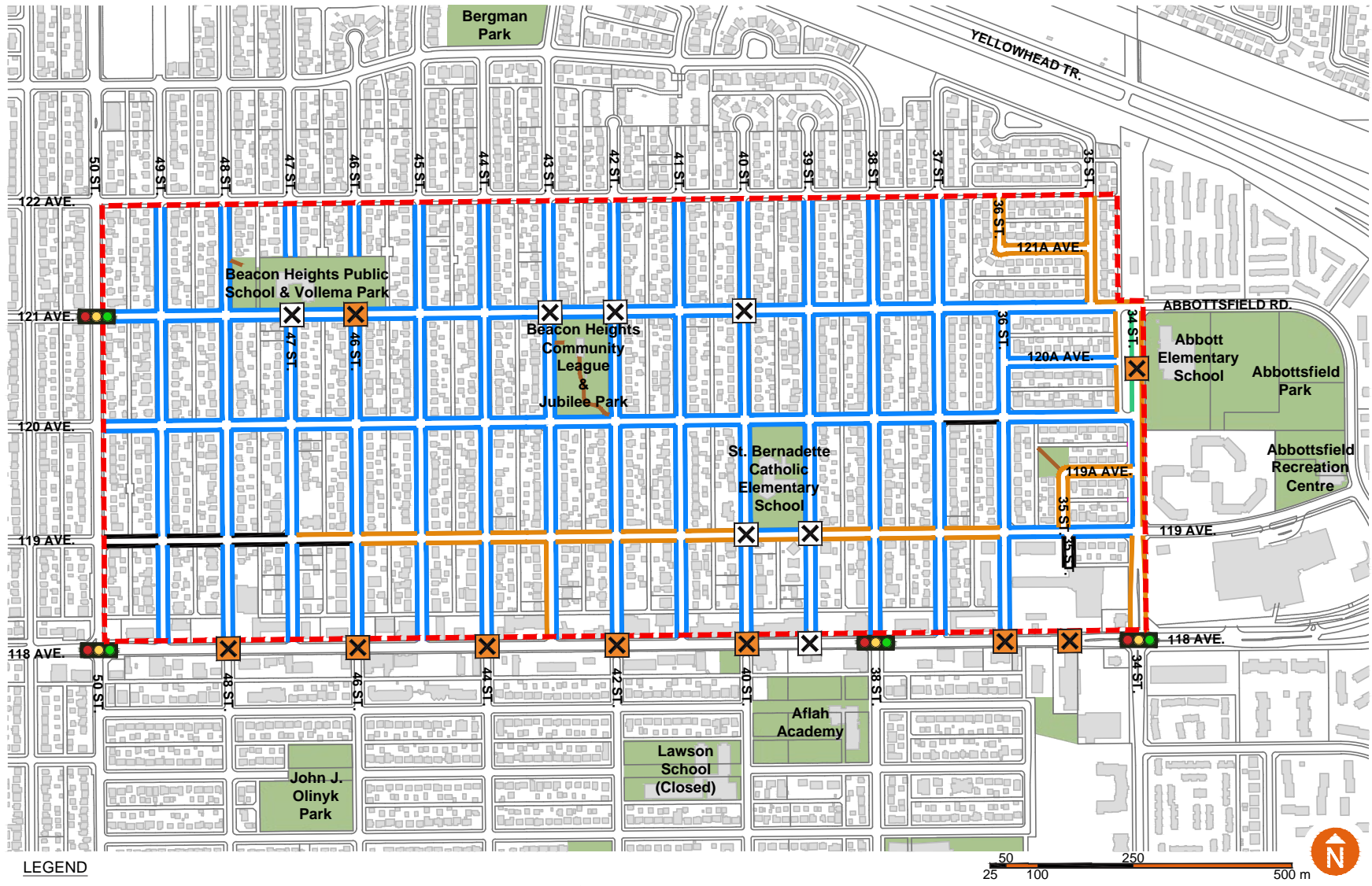
The degree of lighting throughout the neighbourhood may be impacted by the size and scale of mature boulevard trees. Lowering street lights beneath the tree canopy may be an option.

Complete Streets Design and Construction Standards recommends special consideration for people-oriented lighting in school zones, playgrounds and crosswalks to ensure adequate levels of lighting, with a recommended spacing of 30m approximately 5m above the sidewalk surface, adjusted as needed to accommodate street tree locations. Light fixtures for mixed traffic may be spaced every 60m. People-oriented lighting fixtures can be attached to the same pole as street lighting or placed on separate poles.

Transit

The transit routes and amenities are described in [Section 3.4.1](#). The bus stops along 121 Avenue are connected by sidewalks. A person travelling to a bus stop may cross at any intersection. There are opportunities to cross at marked crossings and amber signals.

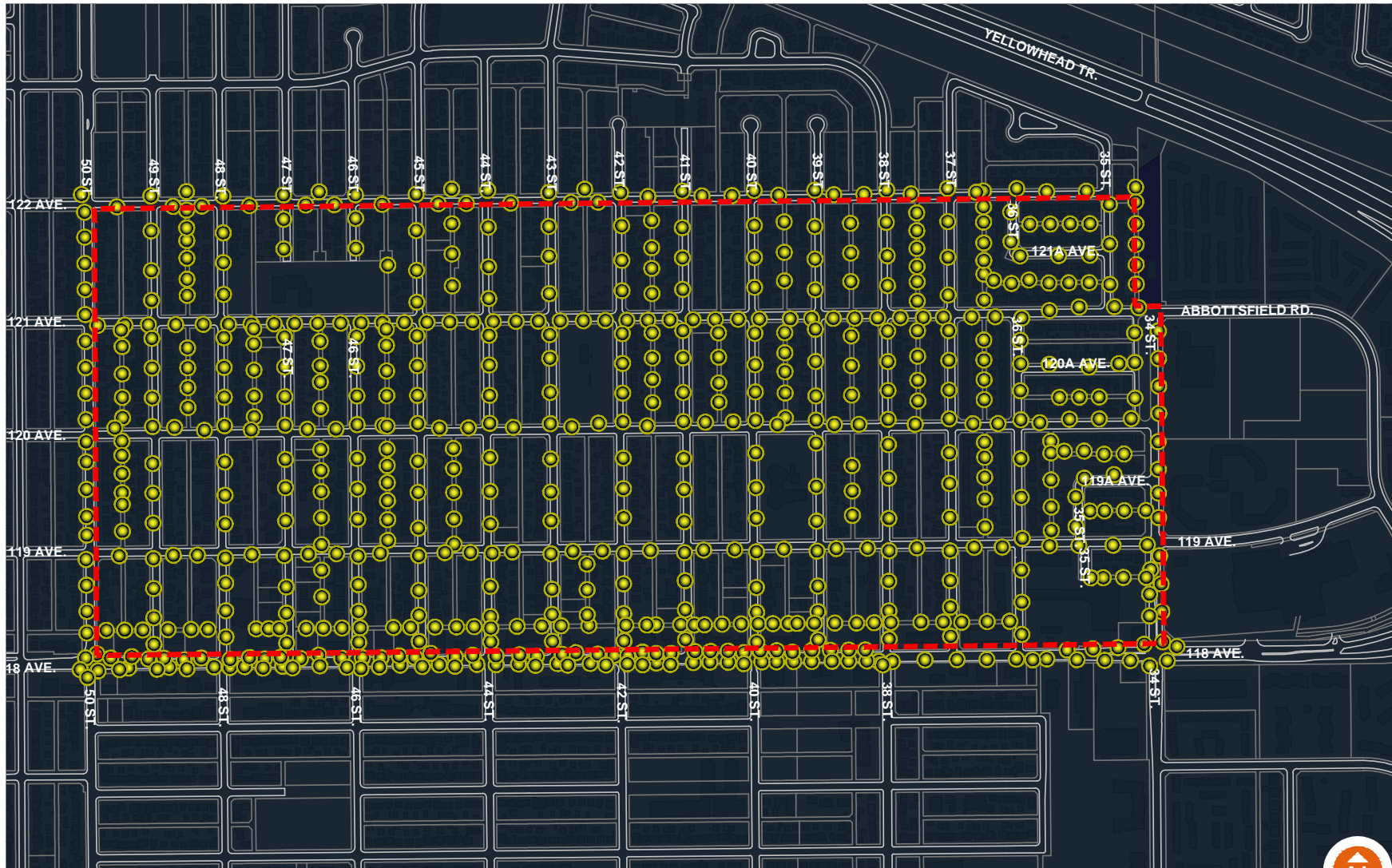




LEGEND

- - - Beacon Heights Boundary
- Open Space/School Site
- Pathways
- Separate Sidewalk
- Curbside Sidewalk
- Missing Sidewalk
- Informal Pathway
- ● ● Traffic Light Controlled Intersection
- X Marked Pedestrian Crossing
- X Pedestrian Crossing with Amber Signals

Map 8 – Active Transportation | Walking



LEGEND

- Beacon Heights Boundary
- Street Light



Map 9 – Lighting

Biking

Edmonton's Bike Plan aims to make biking inviting for people of all ages and abilities, for all reasons, in all seasons. The neighbourhood's current bike route through and connecting to the City bike network is shown in [Map 10](#). The Bike Plan identifies two existing routes in the Beacon Heights neighbourhood that are considered substandard due to a lack of dedicated cycling infrastructure and the pavement quality of the road being in bad condition; **which currently serve as shared roadway routes:**

119 Avenue – district connector route

Location: Between 38 Street and 50 Street, continuing into the Newton neighbourhood.

Function: Provides an east west connection to destinations within Beacon Heights and beyond.

A local street bikeway in the nearby Newton neighbourhood was completed in 2025. This bikeway connects to the 119 Avenue shared roadway east of 50 Street and links to new routes along Wayne Gretzky Drive, 64 Street, 55 Street and 71 Street, improving north–south connections. East of the neighbourhood, there is a shared pathway district connector along 119 Avenue between Abbotsfield Road and 34 Street. People riding bikes entering the neighbourhood from the east shared pathway must transition to a shared roadway between 34 Street and 38 Street along a missing bike link that is not identified in the bike network.

38 Street – neighbourhood route

Location: Between 119 Avenue and 118 Avenue, continuing into the Beverly Heights neighbourhood. To cross 118 Avenue,

people biking must wait for the traffic signal to show it is safe to cross.

Function: Offers a link between Beacon Heights, Beverly Heights and the river valley trail system.

Wayfinding

Currently, there is no signage at the neighbourhood boundaries on either 119 Avenue or 38 Street that indicate these roads are part of the City's bike network and intended for shared use by vehicles and bikes.

The only existing signage is located at the intersection of 119 Avenue and 38 Street, indicating the bike route transitions between the two streets ([See Figure 22](#)).

Winter use

Bike routes within the neighbourhood have varying snow clearing priorities under the City's snow removal hierarchy – 119 Avenue is a priority 4 (Maintained to 5 cm snowpack and completed within 14 days once a residential blading cycle is initiated) and 34 Street is a Priority 2 (Maintained to a bare pavement standard within 5 days following the end of snowfall). Consequently, winter maintenance is inconsistent, making winter biking unreliable following heavy snowfall events.

Although 118 Avenue and 50 Street are a high priority in snow clearing, these streets are not preferred for biking due to the lack of dedicated facility, curbside parking, ETS bus routes, truck routes, high traffic volumes on arterials and deteriorated pavement condition.



Future bike network improvements

The following are nearby future bike routes identified in the Bike Plan:

- + District connector route along 50 Street (between 118 Avenue and 124 Avenue)
- + A future district connector route on 119 Avenue (between 34 Avenue and 38 Avenue)

Missing links

There are no identified north south routes through the neighbourhood.

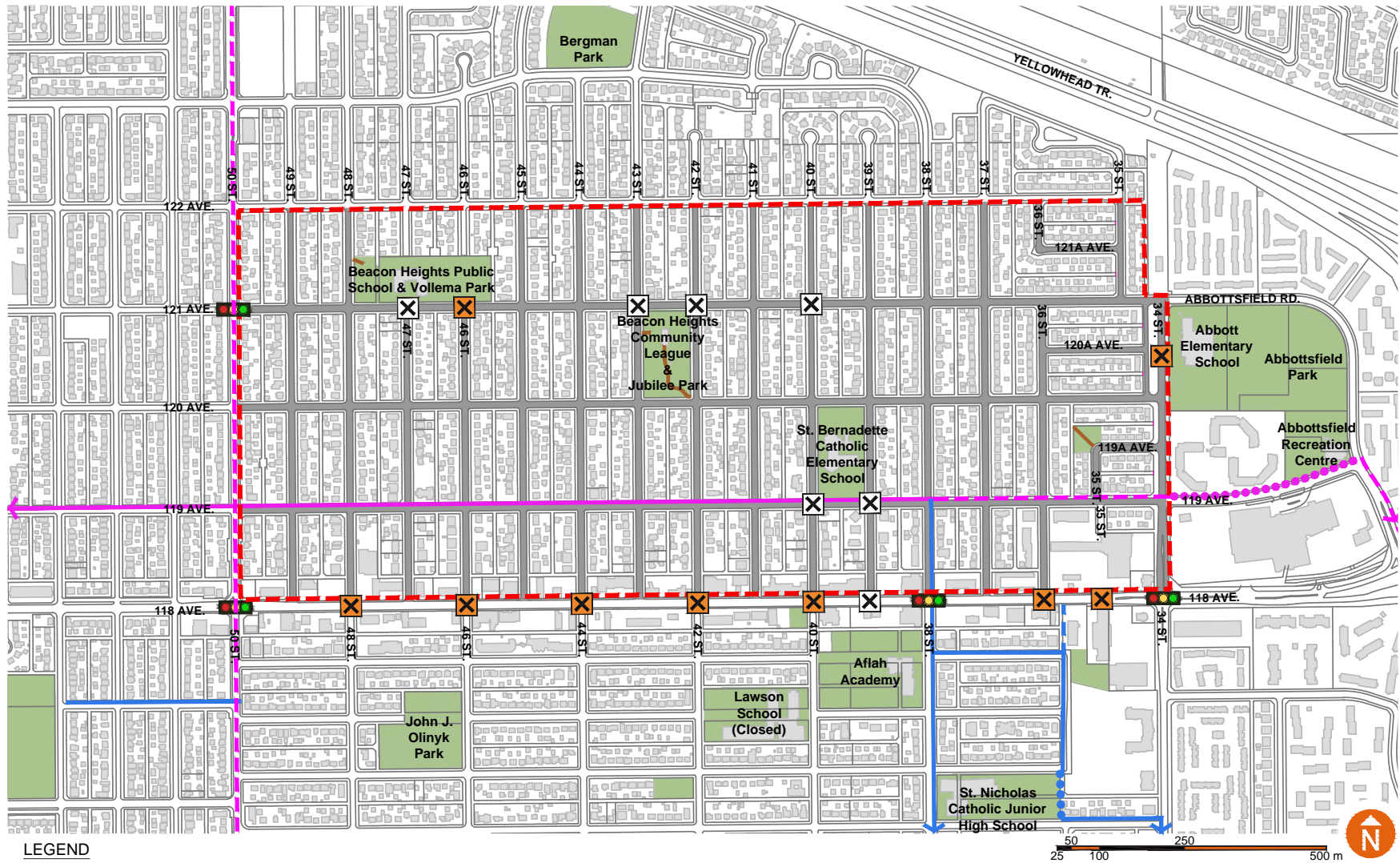
Roads lacking bike infrastructure

Current Complete Street design guidance states that district connector routes are often separated from vehicle traffic and recommends that collector streets include a cycle track or pathway. The specific facility type considerations should be evaluated through further technical analysis and input from the community and interested parties. Neither 119 Avenue nor 38 Street have traffic calming, cycle tracks nor pathways.



Biking Wayfinding at 119 Avenue and 38 Street
Figure 22





LEGEND

- - - Beacon Heights Boundary
- Open Space/School Site
- Walkways

- Traffic Light Controlled Intersection
- X Marked Pedestrian Crossing
- X Pedestrian Crossing with Amber Signals

District Connector Routes

- - - Shared Roadway
- Shared Pathway
- - - Future Route

Neighbourhood Routes

- - - Shared Roadway
- Shared Pathway
- - - Future Route

Map 10 – Active Transportation | Cycling

3.4.3 Traffic safety

Due to the neighbourhood's strong grid pattern, there is an increased potential for drivers to shortcut through local streets or detour during peak traffic periods. These movements can create safety concerns, particularly during times when students are travelling to and from school or being dropped off and picked up. Data collection and public engagement can help the Project Team understand the significance of shortcutting.

On-street parking is available on most local residential streets in the neighbourhood. Typically, parked vehicles visually narrow the street and encourage slower speeds.

Traffic control signs

Yield and stop controlled intersections are present throughout the neighbourhood. Yield signs are typically located along north south roads. This gives a sense of priority to vehicles traveling on east west roads.

Stop signs are generally installed at local collector intersections, requiring vehicles on local roads to stop and proceed only when it is safe to cross or turn onto the collector. Additionally, stop signs are strategically placed along certain east west roads to give priority to north south traffic and to manage the distance vehicles can travel without interruption ([as shown on Map 11](#)).

There are limited pedestrian-controlled or priority crossings along relatively busier roads, such as 121 Avenue and 122 Avenue. People may cross at any corner regardless of painted crosswalks.

In 2018, a School Safety Upgrade changed a Yield Sign to a Stop Sign on 34 Street at 120 Avenue to encourage drivers to watch for people walking and rolling.

Playground zones 30 km/h

The roads near all school sites, parks and playgrounds are subject to a 30 km/hr speed limit.

City photo radar data from 2022–2024 indicates that while the majority of drivers comply with the 30 km/h limit—averaging 27 km/h—speeding remains a concern near Beacon Heights School on 121 Avenue. On average, a violation of at least 10 km/h above the posted speed limit was recorded every two hours.

A permanent Speed Check Sign is in place on 34 Street north of 120 Avenue near Abbott Elementary School to display the speeds of drivers exceeding the speed limit providing instant reminders to drivers to comply with speed limits. Until recently, Speed Check signs were usually placed in response to complaints.

Vision zero project

At St. Bernadette School, traffic calming curbs were added to four intersections in summer 2025 as part of the Safe Routes to School program ([as shown on Map 11](#)).

Traffic calming curbs enhance safety by narrowing the roadway to naturally slow vehicle speeds and discourage aggressive driving.

These methods improve pedestrian visibility and reduce crossing distances, creating a more accessible and secure environment for everyone using the street.

The locations include:

- + 119 Avenue at 39 Street
- + 119 Avenue at 40 Street ([as shown in Figure 23](#))
- + 120 Avenue at 39 Street
- + 120 Avenue at 40 Street

There is an opportunity to formalize and add to the traffic calming with the Neighbourhood Renewal project.

Collision history (2019–2023)

The collision history for Beacon Heights between 2019 and 2023 identifies that the most common locations for crashes were at arterial streets, particularly 118 Avenue.

Seventy eight crashes were recorded within the neighbourhood (excluding 118 Avenue and 50 Street). **The reasons for the collisions, from most common to least common, were:**

- + striking a parked vehicle
- + yield sign violations
- + stop sign violations
- + running off road
- + backing unsafely

One of the crashes within the neighbourhood, a stop sign violation at 121 Avenue at 40 Street, resulted in major injuries at an intersection.

Nearly 13% of crashes within the neighbourhood were along the neighbourhood's main collector road, 121 Avenue, and were primarily associated with stop sign violations and backing up unsafely.

The majority of the neighbourhood crashes occurred on local roads. Collisions on local roads were split evenly between intersections and mid-block locations.

The main causes of crashes on local roads were striking parked vehicles and yield sign violations.

A small number of crashes occurred in the alleys, where the cause was running off-road.

Of the crashes involving people walking, rolling and biking, most were at intersections on 118 Avenue. The primary cause was drivers failing to yield.

Traffic Calming Curbs
Figure 23





LEGEND

- | | | |
|-------------------------|----------------------|--|
| Beacon Heights Boundary | Seasonal Parking Ban | Adaptable Curb Extensions |
| Open Space/School Site | Stop Signs | Marked Pedestrian Crossing |
| School Bus Zone | Yield Signs | Pedestrian Crossing with Amber Signals |
| Playground Zone | Traffic Barrier | Traffic Light Controlled Intersection |



Note: All signs are positioned based on its location at the intersection.

Map 11– Traffic Safety