

Building Great Neighbourhoods

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 roads, sidewalks, street lights and park spaces, while promoting 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.

Hillview Neighbourhood and Alley Renewal

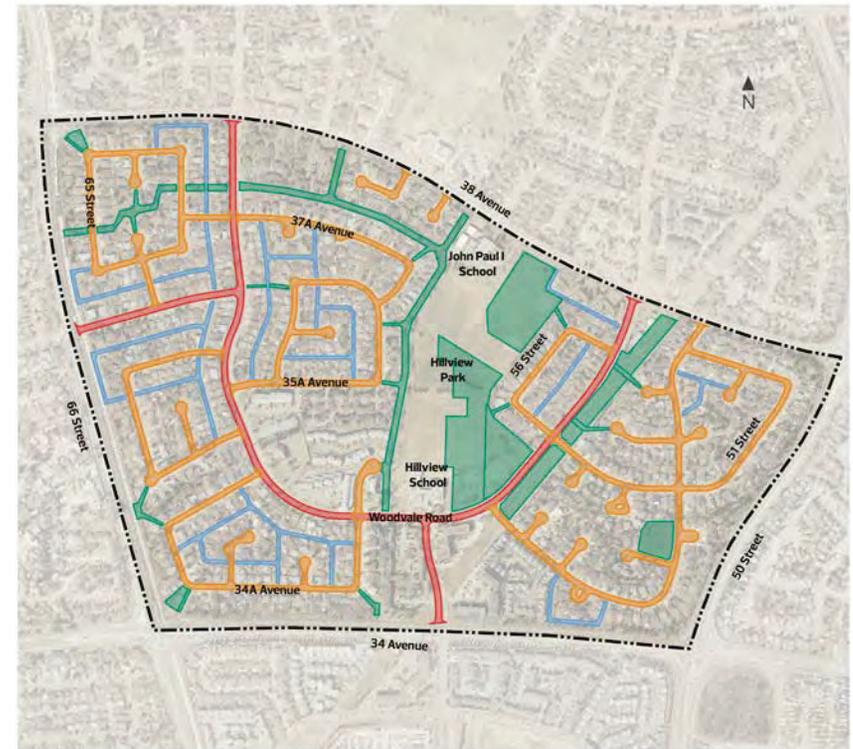
The Neighbourhood and Alley Renewal Program will reconstruct roads, curbs, replace street lights, repair sidewalks, and where possible, connect missing sidewalk links. Other opportunities to improve how people walk, bike, roll, drive and gather in the neighbourhood, and how they enjoy City-owned parks and open spaces are also explored.

Alley Renewal will also be included as part of this project and involves alley reconstruction and repaving, improvements to surface drainage where possible and upgrading of existing lighting to LED fixtures.

The new infrastructure will provide enhancements to the neighbourhood for the next 30 to 50 years.

Cost-sharing opportunities will be made available through the Local Improvement process for sidewalk reconstruction and decorative street light upgrades in the neighbourhood.

This map shows the local roads and alleys that will be renewed as part of the project. Other opportunities to improve City-owned parks and public spaces will also be explored.



 Hillview neighbourhood boundary  Collector road  Alley
 Local road  City-owned public spaces

Public Engagement for Hillview Neighbourhood and Alley Renewal

The Building Great Neighbourhoods Project Team members are genuinely interested guests, stepping into your neighbourhood like visitors in your home. We want to learn and appreciate how you live and what you value and need in your neighbourhood. We seek to involve you in decision making to shape the vision for engagement and neighbourhood improvements. Working together, we can make the most out of your neighbourhood.

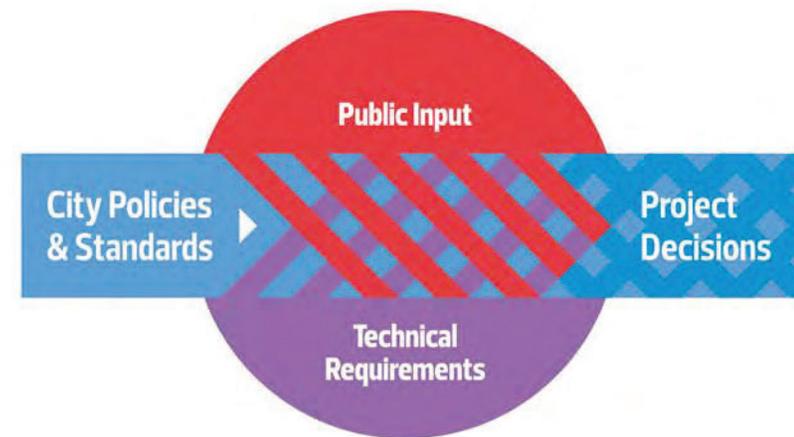
We have created a road map to help you and your neighbours understand the steps of the opportunities to provide feedback and how you can participate. At each step, we will tell you what the purpose is and how your input will inform the decisions being made. We commit to reporting back on how we used your input. Please note that some steps may happen at the same time and out of sequence.

We are in the **Exploring Options and Tradeoffs** step of the engagement road map shown below.



How project decisions are made

City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Neighbourhood and Alley Renewal designs. Since each neighbourhood is unique, the Project Team also asks for input from residents who live, work and play in the neighbourhood. The Project Team also considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood.



Vision and Guiding Principles

Input gathered from public engagement in November 2022 was used to draft the following Vision and Guiding Principles.

Vision

A Vision is a short description that sets the direction for the community's future liveability.

Hillview is a welcoming and closely connected community with excellent outdoor spaces including public parks, walking paths and trails, and greenery. The neighbourhood features, and is in close proximity to different types of community amenities, public spaces, and local businesses that are easily accessible through multiple modes of travel. We are a friendly, laid-back and peaceful neighbourhood where people can feel a sense of community and belonging.

Guiding Principles

Guiding Principles are ideas which inform how the Vision is applied to the neighbourhood design.

- + Maintain and enhance the area's existing natural features including public parks, trails and walking paths, and greenery with an emphasis on making Hillview Park and the open space along the utility corridor the neighbourhood's key public spaces
- + Create diverse and accessible infrastructure to enjoy Hillview's outdoor public spaces network including child and teen play structures, a dog park and additional seating and gathering spaces
- + Create a transportation network with roadways, crossings and sidewalks that encourage safety and accessibility for multiple modes of travel including people who walk, roll, bike, drive and take public transit
- + Ensure public spaces and commercial businesses are safe and accessible
- + Ensure infrastructure like pathways, roads and sidewalks are usable year-round
- + Identify areas where traffic calming should be integrated such as school zones, public spaces and commercial areas
- + Establish connections to destinations and amenities close to the neighbourhood including the River Valley Trail Network, Grey Nuns Hospital, the Mill Woods Town Centre and the Mill Woods Recreation Centre.

Woodvale Road

Proposed changes to sections of Woodvale Road include measures to slow traffic and improved crossings.

Look through the images and information below while you consider how you and your neighbours drive, walk, roll and bike along Woodvale Road.



Woodvale Road proposed changes



- | | | |
|--|---|---|
|  Proposed curb extension |  Proposed raised crossing |  Existing park pathway |
|  Existing curb extension |  Proposed wider sidewalk or shared pathway | |
|  Proposed raised intersection |  Proposed shared pathway | |

Curb extension



A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.

Raised intersection



An intersection that is constructed higher than the surrounding roadway surfaces.

Raised crosswalk



A crosswalk which is constructed higher than the roadway surface.

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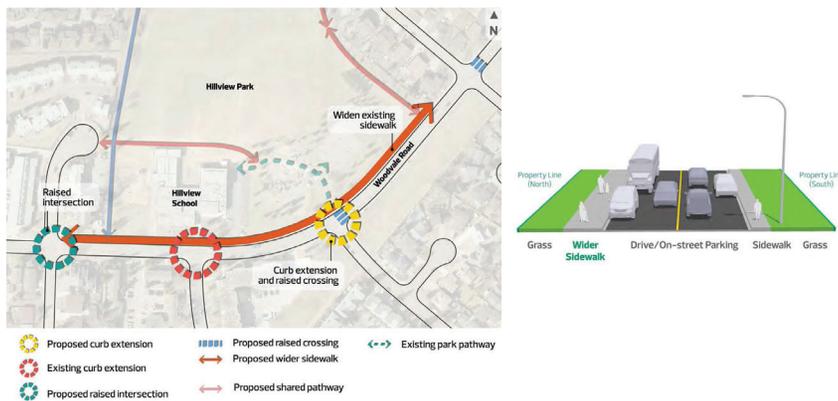


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Woodvale Road



Option #1: Wider sidewalk on the north side of Woodvale Road (between 60 Street and 35 Avenue)



Benefits

- + More space for people walking and rolling
- + Maintains existing trees where possible

Option #2: Shared pathway on the north side of Woodvale Road (between 60 Street and 35 Avenue)



Shared pathway

People biking share the path with people walking and rolling and are separate from people driving

Benefits

- + More space for people walking and rolling
- + More space for people biking
- + Separates people biking from people driving

Tradeoffs

- + People walking, rolling and biking share the same space
- + Some green space removed
- + Removes some existing trees

All options would: Improve crossings at key locations, include measures to slow traffic at key intersections

Benefits associated with all options

- + Encourages slower traffic
- + Improves visibility of people crossing the street
- + Level surface for crossing improves accessibility and the walking and rolling experience for all
- + Improves the awareness of crossings for people who drive
- + Shortens the crossing distance for people who walk or roll
- + Provides physical buffer to prevent parking too close to the intersection or crosswalk
- + Opportunity for beautification and landscaping

Tradeoffs associated with all options

- + May cause discomfort for people on buses and those who bike when crossing
- + May cause some braking and accelerating traffic noise

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36 A Avenue

Proposed changes to 36A Avenue include measures to slow traffic and improve crossings.

Look through the images and information below while you consider how you and your neighbours drive, walk, bike and roll along 36A Avenue.



Measures to slow traffic and improved crossings



 Proposed speed table

Benefits

- + Encourages slower traffic
- + Opportunity to bike around the speed table which increases comfort of people biking
- + Improves visibility of people crossing the street
- + Improves the awareness of crossings for people who drive
- + Shortens the crossing distance for people who walk or roll
- + Provides physical buffer to prevent parking too close to the intersection or crosswalk
- + Creates an opportunity for beautification and landscaping

Tradeoffs

- + May cause discomfort for people on buses and those who bike when crossing
- + May cause some braking and accelerating traffic noise
- + May reduce on-street parking

Curb extension



A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.

Speed hump



Speed tables are a raised section of the road. They are very similar to raised crosswalks but are not placed at crossings.



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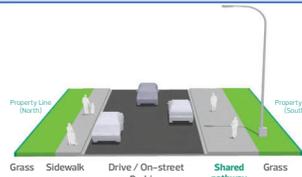
35 A Avenue

Proposed changes along 35A Avenue include narrowing the roadway and widening the sidewalk on the north side.

Look through the images and information below while you consider how you and your neighbours drive, walk, bike and roll along 35A Avenue.



Option #1 for 35A Avenue: Shared pathway on the south side of the roadway, add curb extensions in certain locations



Curb extension

Shared pathway



A curb extension extends the curb to define the parking lane

People biking share the path with people walking and rolling and are separate from people driving

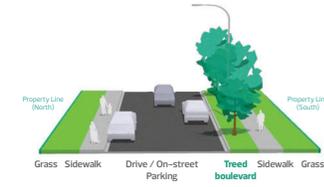
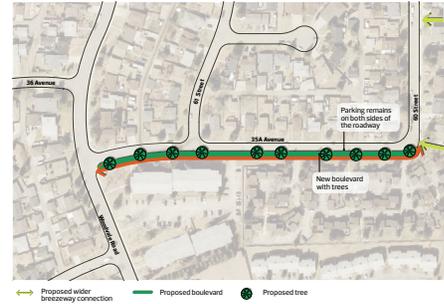
Benefits

- + Improved connections between Woodvale Road and Hillview Park
- + More space for people walking and rolling
- + More space for people biking
- + Separates people biking from people driving
- + Encourages slower traffic
- + Provides physical buffer to prevent parking too close to vehicle access points to the multi-unit buildings
- + Improves sightlines
- + Creates and opportunity for beautification and landscaping
- + Snow on the shared pathway is cleared by the City

Tradeoffs

- + People walking, rolling and biking share the same space

Option #2 for 35A Avenue: Wider sidewalk on the south side of roadway, add boulevard trees



Proposed wider breezeway connection

Proposed sidewalk

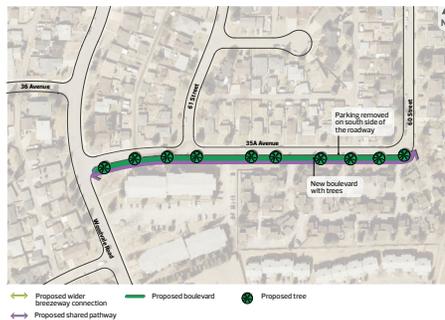
Proposed boulevard

Proposed tree

Benefits

- + More space for people walking and rolling
- + The treed grass boulevard:
 - + Separates the sidewalk from the road
 - + Adds greenery and shade
 - + Provides space off the street for snow storage

Option #3 for 35A Avenue: Shared pathway on the south side of roadway, add boulevard with trees



Benefits

- + Improved connections between Woodvale Road and Hillview Park
- + More space for people walking and rolling
- + More space for people biking
- + Separates people biking from people driving
- + Snow on the shared pathway is cleared by the City
- + The treed grass boulevard:
 - + Separates the pathway from the road
 - + Adds greenery and shade
 - + Provides space off the street for snow storage

Tradeoffs

- + People walking, rolling and biking share the same space
- + Reduces some on-street parking



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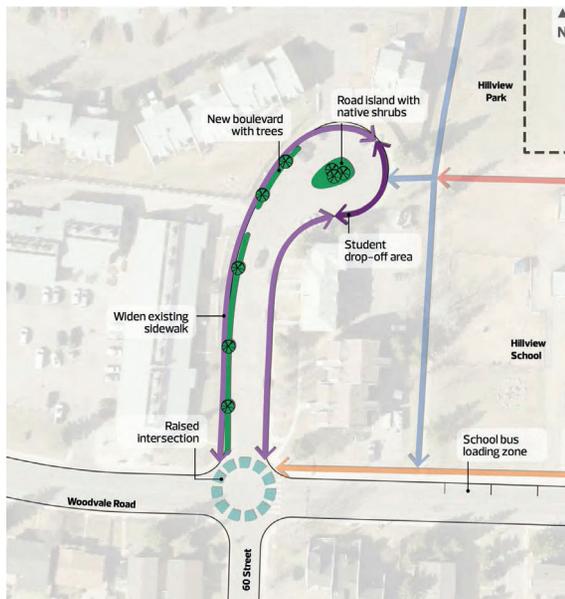
60 Street cul-de-sac



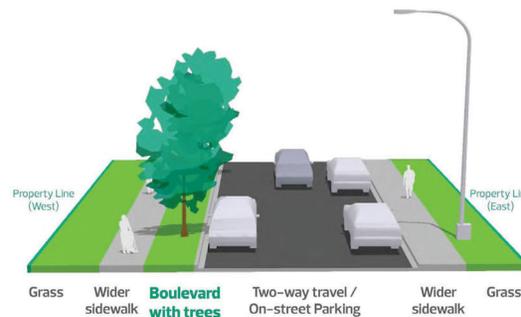
Proposed changes to 60 Street include adding a student drop-off area, narrowing the road, widening the sidewalk, adding a boulevard with trees and a road island with landscaping within the cul-de-sac.

Look through the images and information below while you consider how you and your neighbours drive, walk, roll and bike along 60 Street.

60 Street cul-de-sac



-  Proposed raised intersection
-  Proposed changes - see Woodvale Road
-  Proposed wider sidewalk
-  Existing pathway
-  Proposed boulevard
-  Proposed tree
-  Proposed shared pathway connection to Hillview School



Benefits

- + Encourages slower traffic
- + Improves connections for people who walk and roll between Hillview Park and the commercial area on Woodvale Road
- + Reduces traffic congestion on Woodvale Road
- + The treed grass boulevard:
 - + Separates the sidewalk from the road
 - + Adds greenery and shade
 - + Provides space off the street for snow storage

Tradeoffs

- + Reduces some on-street parking

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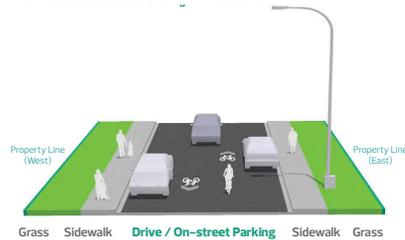
65 Street

Proposed changes to 65 Street include measures to slow traffic and improve crossings. Two options for additional changes improve the walking, rolling and biking connections to and from the Millbourne / Woodvale LRT stop. We are seeking your feedback on these changes.

Look through the images and information below while you consider how you and your neighbours drive, walk, bike and roll along 65 Street.



Option #1: On-street bike boulevard with parking on both sides of the roadway



On-street bike boulevard



Also known as a bike boulevard, it is a bikeway that is located on the road. People biking and people driving share the same space along the road. This design is suitable for low volume, low-speed vehicle traffic and includes traffic calming measures to ensure the space is suitable for all ages and abilities

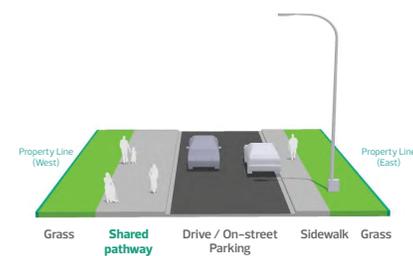
Benefits

- + Increases awareness of people biking and driving through signage and pavement markings
- + Provides connections to other area bike routes
- + Maintains existing parking and traffic patterns

Tradeoffs

- + No physical barrier between people biking and people driving
- + Bikeway is cleared of snow at the same priority as the rest of the roadway

Option #2: Shared pathway with parking on the east side of roadway



Shared pathway



People biking share the path with people walking and rolling and are separate from people driving

Benefits

- + More space for people walking and rolling
- + More space for people biking
- + Separates people biking from people driving
- + Snow on the shared pathway is cleared by the City

Tradeoffs

- + People walking, rolling and biking share the same space
- + Reduces some on-street parking

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Alleys east of 66 Street

Proposed changes to the alleys directly east of 66 Street would turn the alley spaces into shared streets.

What is a shared street? A shared street prioritizes people walking, while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert people who drive that they are entering a shared space.

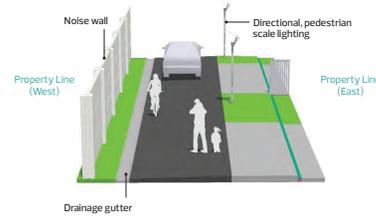
Look through the images and information below while you consider how you and your neighbours drive, walk, bike and roll along the alleys directly east of 66 Street.



Converting two alleys directly east of 66 Street to shared streets



- Existing alley
- ↔ Breezeway connection
- ★ Proposed enhanced lighting features
- ↔ Proposed shared street



Benefits

- + Encourages slower traffic by increasing awareness of shared users in the area
- + Improves connections for people walking and rolling inside the neighbourhood and to the Millbourne / Woodvale LRT stop at 66 Street and 38 Avenue

Tradeoffs

- + Shared space for all users

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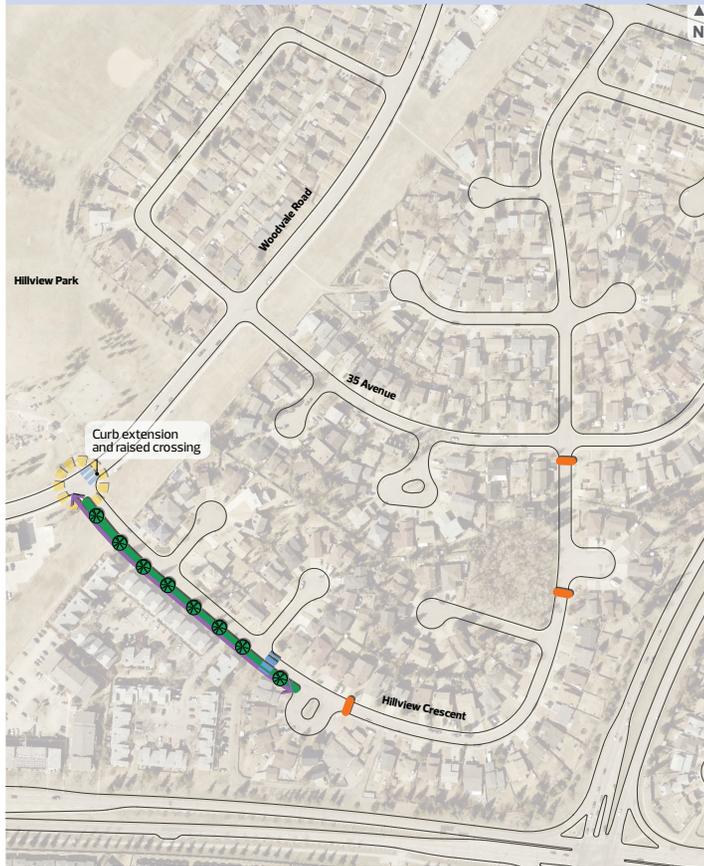
Hillview Crescent

Proposed changes to Hillview Crescent include narrowing the road, widening the sidewalk, adding measures to slow traffic and adding a boulevard sidewalk with trees on the south side of the road.

Look through the images and information below while you consider how you and your neighbours drive, walk, roll and bike along Hillview Crescent.

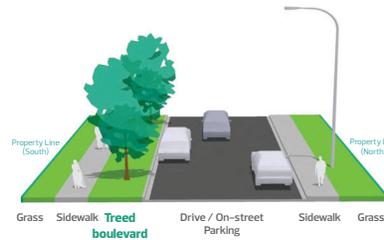


Hillview Crescent



-  Proposed curb extension
-  Proposed boulevard
-  Proposed tree
-  Proposed raised crossing
-  Proposed sidewalk
-  Proposed speed hump

Proposed changes: Narrowing the road, widening the sidewalk, adding measures to slow traffic, adding a boulevard sidewalk with trees on the south side of the road



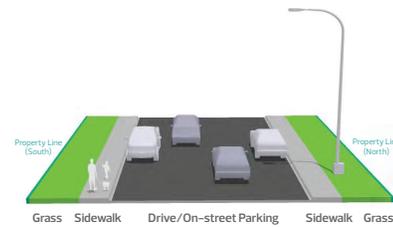
Raised crosswalk



A crosswalk which is constructed higher than the roadway surface.

Benefits

- + Encourages slower traffic
- + Opportunity for beautification and landscaping
- + Improves connections for people who walk and roll
- + Improves visibility of people crossing the street
- + Provides a level surface for crossing, which improves accessibility and the walking and rolling experience for all
- + Improves the awareness of crossings for people who drive
- + Treed grass boulevard:
 - + Separates the sidewalk from the road
 - + Adds greenery and shade
 - + Provides space off the street for snow storage



Speed hump



Speed humps are a raised section of the road. They are similar to raised crosswalks but are shorter in length and not placed at crossings.

Tradeoffs

- + May cause discomfort for people who bike when crossing
- + May cause some braking and accelerating traffic noise

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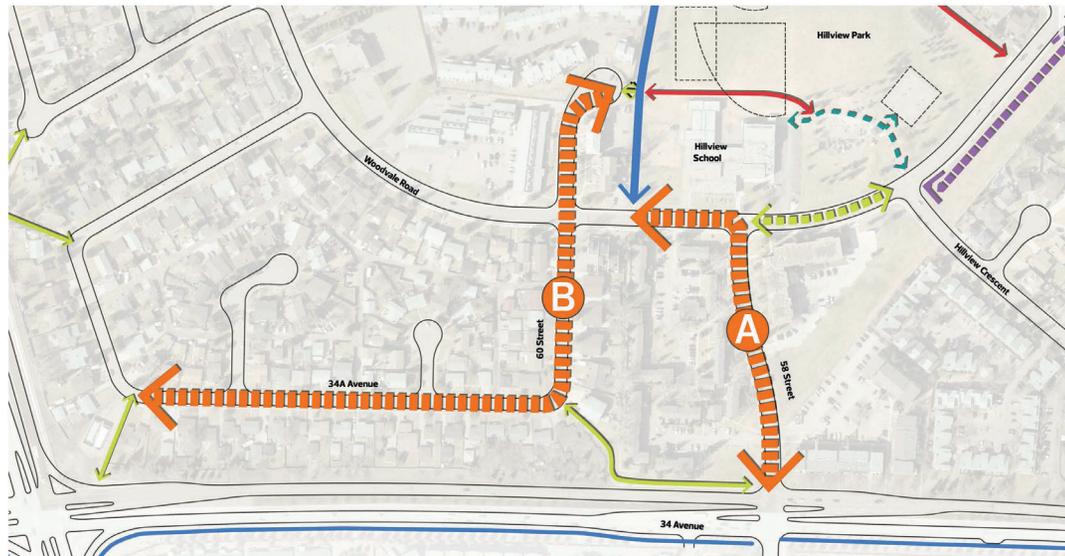
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Bike routes

Bike routes are proposed to enhance how people bike through Hillview and connect with surrounding neighbourhoods. The proposed changes align with the City of Edmonton's Bike Plan. You can learn more about the Bike Plan at edmonton.ca/BikePlan. We would like your feedback on two proposed bike route options.

Look at the map and information below while you consider how you and your neighbours bike through Hillview and connect with other neighbourhoods by bike.



- | | |
|-------------------------|--|
| Existing context | Proposed bike routes |
| Breezeway | Bike route option A and B |
| Shared pathway | Potential shared pathway |
| Park pathway | Future bike route along utility corridor |
| | Park pathway/bike routes options |

Option A : Bike route along 58 Street includes raised bike lanes or shared pathway

Benefits

- + Separates people biking from people driving
- + More direct connection to/from 34 Avenue
- + More direct connection to/from Hillview School and Park to destinations south of Hillview
- + Close to multi-family residential buildings

Tradeoffs

- + People walking, rolling and biking share the same space (if shared pathway)

Option B: Bike route along 34 A Avenue and 60 Street includes an on-street bike boulevard

Benefits

- + Separates people biking from people walking or rolling
- + More direct connection to/from 66 Street
- + More direct connection to/from Hillview School and Park with destinations west of Hillview

Tradeoffs

- + No physical barrier between people biking and people driving

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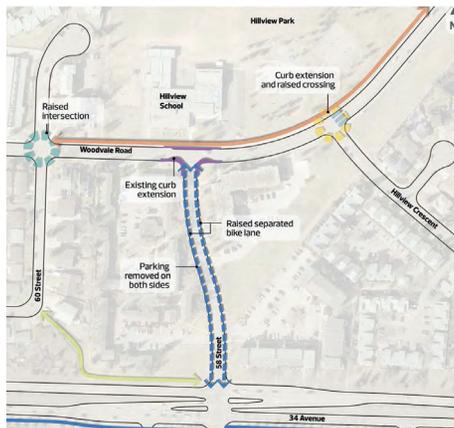
58 Street



Proposed changes to 58 Street include narrowing the roadway, improving crossings and providing spaces for biking.

Look through the images and information below while you consider how you and your neighbours drive, walk, bike and roll along 58 Street.

Option #1: Raised protected bike lanes, on-street parking removed on both sides of the road



Raised protected bike lane



The bike lane is at the same height as the sidewalk. It is a separate space from people walking and from people driving.

- Proposed curb extension
- Proposed raised intersection
- Proposed raised crossing
- Proposed changes - see Woodvale Road
- Proposed raised separated bike lane
- Proposed wider sidewalk
- Existing shared pathway

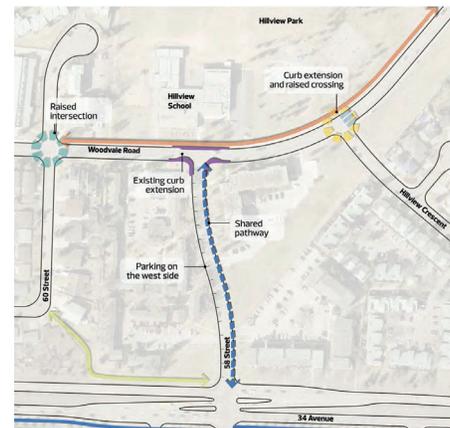
Benefits

- + Improves north/south connection in and out of the neighbourhood from the existing shared pathway on the south side of 34 Avenue
- + Separate space for people walking and rolling
- + Separate space for people biking
- + Safe connections for people of all ages and abilities

Tradeoffs

- + Removes on-street parking on both sides of the road

Option #2: Shared pathway on the east side of the road, on-street parking removed on the east side of the road



Shared pathway



People biking share the path with people walking and rolling and are separate from people driving.

- Proposed curb extension
- Proposed raised intersection
- Proposed raised crossing
- Proposed changes - see Woodvale Road
- Proposed shared pathway
- Proposed wider sidewalk
- Existing shared pathway

Benefits

- + More space for people walking and rolling
- + More space for people biking
- + Separates people biking from people driving
- + Snow on the shared pathway is cleared by the City
- + Maintains on-street parking on the west side of the road

Tradeoffs

- + People walking, rolling and biking share the same space
- + Removes on-street parking on the east side of the road

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Open space along utility corridor

Proposed changes to the open space along the utility corridor include adding seating, naturalized landscaping, waste bins and adding a shared pathway.

Look through the images and information below while you consider how you and your neighbours use the open space along the utility corridor.

This open space currently includes an off-leash dog area. Your preferences related to users with or without dogs sharing the same space will help us understand which options might be possible.

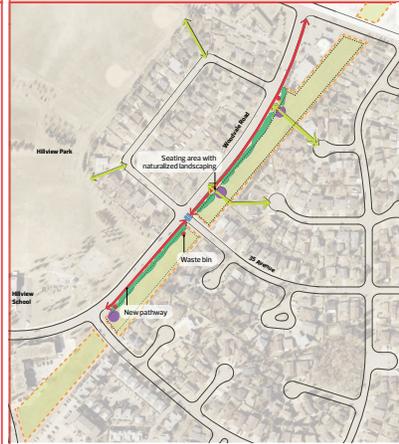


Option #1 for open space along utility corridor: Shared pathway within the park



- ← Proposed wider breezeway connection
- Proposed shared pathway connection
- ↔ Existing dog off-leash areas
- Proposed naturalized landscaping
- Proposed seating area
- Proposed waste bin

Option #2 for open space along utility corridor: Shared pathway adjacent to the park



- ← Proposed wider breezeway connection
- Proposed shared pathway connection
- ↔ Existing dog off-leash areas
- Proposed naturalized landscaping
- Proposed seating area
- Proposed waste bin

Option #3 for open space along utility corridor: Treed boulevard and a shared pathway



- ← Proposed wider breezeway connection
- Proposed shared pathway connection
- ↔ Existing dog off-leash areas
- Proposed naturalized landscaping
- Proposed seating area
- Proposed waste bin
- Proposed treed boulevard
- Proposed tree



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Hillview Park

Proposed changes to Hillview Park include new shared pathways, new seating areas, a sliding hill, the addition of waste bins and naturalized landscaping.

Look through the images and information below while you consider how you and your neighbours move through and gather in Hillview Park.



Hillview Park



Shared pathway



People biking share the path with people walking and rolling and are separate from people driving

Benefits

- + Improved accessibility and connections within the park
- + Places for people to gather and rest
- + Improved year-round use of the park space
- + Space for events and connection with neighbours
- + Adds greenery

Tradeoffs

- + People walking, rolling and biking share the same space

- | | | |
|-------------------------------|-------------------------------------|----------------------------------|
| Existing shared pathway | Proposed wider breezeway connection | Proposed naturalized landscaping |
| Proposed shared pathway | Proposed seating area | Proposed sliding hill |
| Proposed stepped seating area | Existing park pathway | |

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Charles B. Hill Park

Proposed changes to Charles B. Hill Park include improvements to existing seating areas, widening the existing sidewalk, adding a new sidewalk where one is currently missing and adding a naturalized road island to the nearby cul-de-sac.

Look through the images and information below while you consider how you and your neighbours walk, roll, or gather in Charles B. Hill Park.



Option #1: Adding a gateway feature and public art



- ← Proposed wider sidewalk
- Proposed sidewalk
- ★ Potential public art
- Proposed gateway feature
- Existing seating area
- Parkland



Benefits

- + Opportunity for beautification
- + Creates sense of arrival and identity for the space

Option #2: New seating areas, wider entrance to the park



- ← Proposed wider sidewalk
- Proposed sidewalk
- Existing seating area
- Proposed seating area on a concrete pad
- Parkland



Benefits

- + New places for people to gather and rest
- + Improves access for people who walk or roll

All Options

Add a new sidewalk where one is currently missing, widen sidewalks, improve the existing seating area and add a new road island with naturalized area

Benefits

- + Creates new connections for people who walk or roll
- + Improves connections for people who walk or roll
- + Improves places for people to gather and rest
- + Road island with naturalized landscaping:
 - + Shortens crossing distance
 - + Adds greenery

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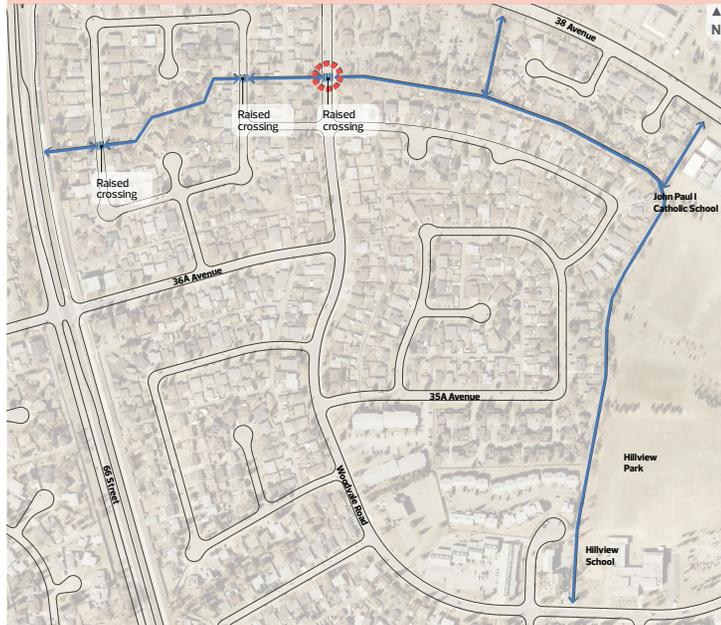
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Additional changes

Additional changes will be completed as part of the Hillview Neighborhood and Alley Renewal project including:

- + Adding new sidewalks where they are missing
- + Improving the pathway along Hillview Park and west toward the Millbourne / Woodvale LRT stop

Shared pathway along Hillview Park and west toward 66 Street



- Existing curb extension
- Upgraded shared pathway
- Proposed raised crossing

Raised crosswalk



A crosswalk which is constructed higher than the roadway surface.

Upgrades will be made to the existing pathway that runs along Hillview Park and west towards 66 Street. The pathway will be reconstructed and enhanced crossings will be added at roadways. These changes will improve connections for people walking, rolling and biking through Hillview

New sidewalks where they are missing



Proposed sidewalks where they are missing

Missing sidewalks will be added to both sides of the street, where possible. These changes will improve accessibility and connections for people walking and rolling and align with current standards.

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