

# What We Heard Report Hillview Neighbourhood & Alley Renewal

Exploring Options and Tradeoffs

**June 2023**

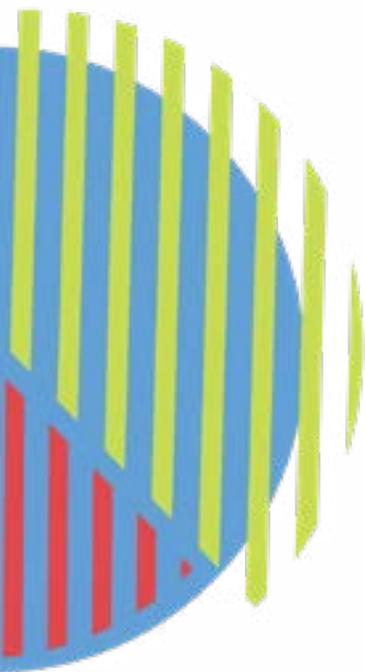
**REFINE**

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## Project overview

Neighbourhood and Alley Renewal construction in Hillview is anticipated to begin in spring 2025. Through the City of Edmonton's Neighbourhood Renewal program, we will rehabilitate roads, replace street lights, curbs and gutters, repair sidewalks and connect missing sidewalk links where possible. 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.

Cost-sharing opportunities will be made available through the Local Improvement process for sidewalk reconstruction and decorative street light upgrades in the neighbourhood. Other opportunities to improve City-owned parks and public spaces will also be explored.

### Hillview Neighbourhood and Alley Renewal



The above map shows the local roads and alleys that will be renewed as part of the project. Major changes to the collector roads (shown in red) are not part of the project's scope as they were renewed in 2017. Other opportunities to improve collector roads and City-owned public spaces will be explored.

# Road map to Building Great Neighbourhoods

The Neighbourhood and Alley Renewal program follows the road map below. At each step, the Project Team shares with you how your input will inform the decisions being made.

This report highlights the input received during the **Exploring Options and Tradeoffs** stage in June 2023.



## LEGEND

Public Engagement and Communications Opportunities	Concept Phase	Design Phase	Build Phase	Operate Phase
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## Public Engagement Spectrum

The City of Edmonton seeks input from residents to help guide the project. The City's Public Engagement Spectrum, below, shows the four levels of influence the public can have on decisions made by the City throughout the project.

The public was invited to provide input that would help:

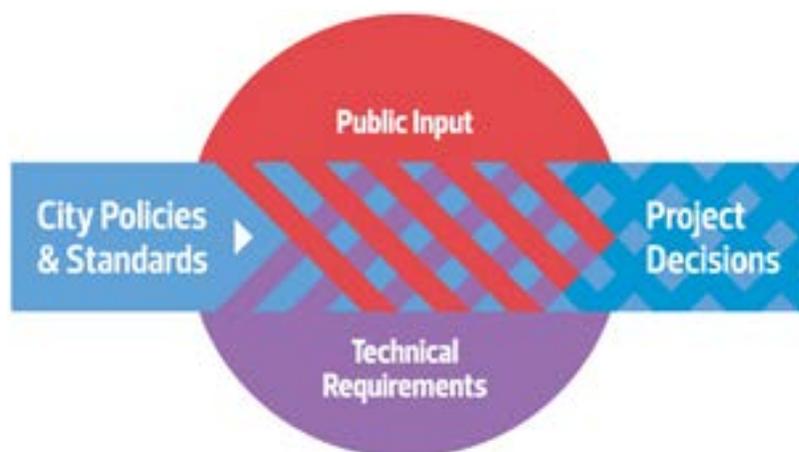
- + **REFINE** options for renewing Hillview's roads, sidewalks, alleys, street lights and open spaces and the final vision for the renewal work

We commit to telling you how public input influences decisions according to the Public Engagement Spectrum.



## Decision making process

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



This process helps to ensure that the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for our city.

## What we did and how we asked

The Hillview Neighbourhood and Alley Renewal Project Team organized the following opportunities for the public to share their thoughts on the most important considerations when looking at benefits and tradeoffs for design changes. This input will help the Project Team **REFINE** the options into a draft design for Neighbourhood and Alley Renewal.



### Surveys

- + An online survey was available from June 5 – 23, 2023. We shared proposed changes for Neighbourhood and Alley Renewal in Hillview and asked you questions to help the Project Team **REFINE** the options
- + Paper copies were made available upon request

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127 Completed Surveys

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### In-person event

- + An in-person drop-in event took place on June 14, 2023
- + The event introduced the options and tradeoffs for Hillview Neighbourhood and Alley Renewal
- + Project Team members shared proposed changes associated with the options and tradeoffs
- + Participants were encouraged to ask questions and share their feedback

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42 Participants

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## Community conversations

- + A pop-up event took place in the community on June 12, 2023
- + Participants were encouraged to ask questions and share their feedback
- + Additional emails and phone calls from residents, received by the Project Manager, were also included along with the overall feedback

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### Over 20 Conversations

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## How we communicated

- + 3 road signs
- + 20 yard signs
- + 81 emails to list subscribers and local stakeholders
- + 4,183 postcards delivered
- + 3 targeted social media ads reaching over 16,000 people
- + 1,184 page views on the the project web page



## What we heard

During public engagement for the **Exploring Options and Tradeoffs** stage, the Project Team presented a number of options for changes to Hillview. Each option had associated benefits and tradeoffs. We asked residents and stakeholders which benefits were most important and which tradeoffs were most concerning to them and why. The input helped us understand what the community deems important to maintain and what is flexible when making changes within the Neighbourhood Renewal design.

The input received is summarized in this report and will be considered in determining which design options will move forward, which design options require modification and which new design options are being proposed to be included in the draft design.

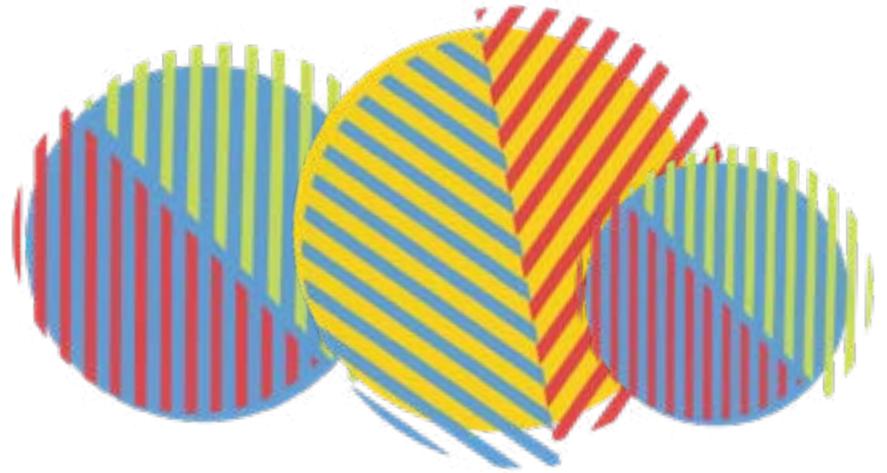
The following sections include a summary of what we heard at the in-person event, in conversations and through the online and paper survey. The summary has been developed to reflect the relevancy, frequency and diversity of the responses we received based on the questions we asked participants.

## Confirmation of Vision and Guiding Principles

In the previous stage of engagement, **Building a Project Vision and Exploring Opportunities**, we worked with the community to **CREATE** a neighbourhood Vision statement and a set of Guiding Principles. This Vision will be used to guide decision making for Neighbourhood Renewal. The Guiding Principles are ideas that inform how the Vision should be applied to the neighbourhood design.

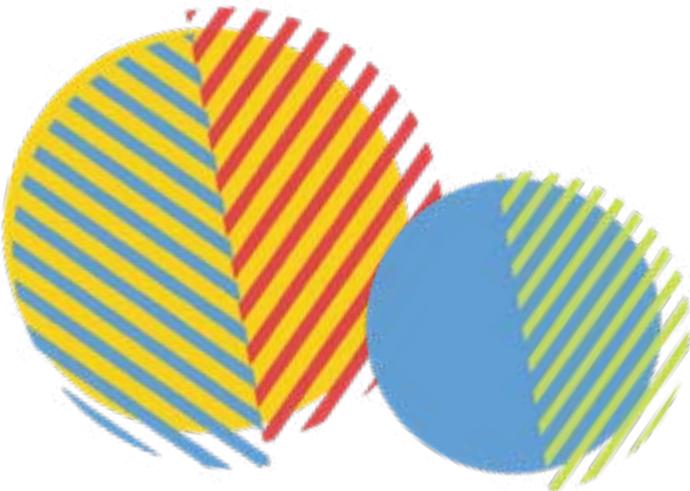
During the **Exploring Options and Tradeoffs** stage of engagement, we presented the Vision and Guiding Principles to the community through the survey and during the in-person event. When asked, the majority of participants confirmed they were comfortable with the Vision and Guiding Principles for the current and future needs of the community. A few suggestions for adjustments were offered, including ideas related to community safety. The Project Team will use these to refine and finalize the Vision and Guiding Principles.





## Draft Vision

*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.*





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



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



Ensure public spaces and commercial businesses are safe and accessible



Identify areas where traffic calming should be integrated such as school zones, public spaces and commercial areas

# Draft Guiding Principles



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 infrastructure like pathways, roads and sidewalks are usable year round



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

## Exploring options and tradeoffs

Within Hillview, we proposed changes that impact how people move around and gather in the neighbourhood in different ways – driving, biking, walking and rolling on roads, sidewalks or shared pathways, crossing streets and enjoying green spaces. What we heard in response to these options is included below. Keep in mind, during **Exploring Options and Tradeoffs** our goal was to understand what the community deemed important to help us **REFINE** the options into a draft design.

You can find additional detail on the proposed options by viewing the display boards at [edmonton.ca/BuildingHillview](https://edmonton.ca/BuildingHillview)

Within the 'What we heard' column, green text represents input from participants about which benefits were most important and which tradeoffs were most concerning. Black text represents other input from participants.

### 35A Avenue

Proposed options	What we heard
<p><b>Option #1:</b> Adding a shared pathway on the south side of the roadway with curb extensions in certain locations</p>	<ul style="list-style-type: none"> <li>+ Adding greenery and shade; opportunities for beautification and landscaping; and snow on the shared pathway being cleared by the City were shared most frequently as most important benefits</li> <li>+ Reduced on-street parking; people walking, rolling and biking sharing the same space; and Other were shared most frequently as most concerning tradeoffs. Some participants who chose Other, indicated reduced road space was a tradeoff</li> </ul>
<p><b>Option #2:</b> Widening the sidewalk on the south side of roadway and adding a boulevard with trees</p>	<ul style="list-style-type: none"> <li>+ Some participants would like to see road space maintained for the ease and comfort of people who drive and park and expressed concerns with bikes sharing space with vehicles</li> <li>+ Participants shared a range of perspectives related to curb extensions. Some indicated traffic slowing measures were welcome for the safety of people walking and biking. Others expressed views that curb extensions make the road difficult for vehicles to navigate and are not necessary in some locations</li> </ul>
<p><b>Option #3:</b> Adding a shared pathway on the south side of the roadway and adding a boulevard with trees</p>	<ul style="list-style-type: none"> <li>+ Some participants indicated improved connections would enhance access to the park, provide safer year-round connections for people who bike and encourage more people to bike, walk and roll</li> </ul>

## 65 Street

Proposed options	What we heard
<p><b>Option #1:</b> Adding an on-street bike boulevard along 65 Street with parking on both sides of the roadway</p> <p><b>Option #2:</b> Shared pathway along 65 Street with parking on the east side of roadway</p>	<ul style="list-style-type: none"> <li>+ Maintaining existing parking and traffic patterns; snow on the shared pathway being cleared by the City; and increasing awareness of people biking and driving through signage and pavement markings were shared most frequently as most important benefits</li> <li>+ Reduction in some on-street parking; no physical barrier between people biking and people driving; and Other were shared most frequently as most concerning tradeoffs. Some participants who chose Other, noted narrowing the road; more access to the LRT; and safety of on-street bike routes as tradeoffs</li> <li>+ A range of perspectives were shared about on-street bike boulevards. Some participants indicated on-street bike boulevards were not necessary with current user levels, others expressed concerns about safety and indicated that bike boulevards are not suitable for all ages and abilities</li> <li>+ Some participants indicated connections, including access to transit, make walking, rolling and biking easier and support the community and environment. Participants mentioned walking connections could be improved with renewed sidewalks</li> </ul>

## Converting two alleys directly east of 66 Street to shared streets

Proposed option	What we heard
<p>Converting two alleys directly east of 66 Street into shared streets and adding enhanced lighting</p>	<ul style="list-style-type: none"> <li>+ Improving connections for people walking and rolling inside the neighbourhood and to the Millbourne / Woodvale LRT stop at 66 Street and 38 Avenue; encouraging slower traffic by increasing awareness of shared users in the area; and Other were shared most frequently as most important benefits. For Other, participants noted increased safety as a result of lighting; improved connections for vehicles; and improved vehicle visibility with the LRT system as important benefits</li> <li>+ Concerns were expressed about safety and privacy related to increased foot traffic, access and usability for people driving and impact to property value</li> <li>+ Some participants would like to see changes that prioritise safety for all users</li> </ul>

## 36A Avenue

Proposed option	What we heard
Adding a speed table and curb extensions	<ul style="list-style-type: none"> <li>+ Encouraging slower traffic; improving visibility of people crossing the street; improving the awareness of crossings for people who drive; and providing a physical buffer to prevent parking too close to the intersection or crosswalk were shared most frequently as most important benefits</li> <li>+ May reduce on-street parking; may cause some braking and accelerating noise; and Other were shared most frequently as most concerning tradeoffs. Some participants who chose Other, noted reduced road space as tradeoff</li> <li>+ Some participants indicated crossing improvements and traffic slowing measures make crossing more safe by improving sight lines and slowing drivers who speed</li> <li>+ Some participants would like to see changes that prioritise ease of driving and flow of vehicle traffic</li> <li>+ Some concerns were expressed about the impact of curb extensions on vehicles navigating the road</li> </ul>

## Open space along utility corridor

Preference	What we heard
Preferences related to separation of spaces, different types of barriers and the boundary of off-leash dog area	<ul style="list-style-type: none"> <li>+ A slight majority of participants preferred that a barrier separate people who walk, roll or bike without dogs from users with dogs</li> <li>+ A fence or other hard barrier was preferred somewhat over a landscaped or soft barrier</li> <li>+ Many participants preferred that the off-leash area boundary remain the same</li> <li>+ Some concerns were expressed related to safety if all users shared the same space. Some participants expressed nervousness toward dogs, others expressed concerns about people who walk and bike sharing the same space</li> </ul>

## Hillview Park

Proposed option	What we heard
<p>Adding new shared pathways, new seating areas, a sliding hill, waste bins and naturalized landscaping</p>	<ul style="list-style-type: none"> <li data-bbox="751 331 1412 510">+ <b>Improving year-round use of the park space; improving accessibility and connections within the park; and places for people to gather and rest were shared most frequently as most important benefits</b></li> <li data-bbox="751 531 1412 636">+ Some participants indicated changes support year-round use of space, accessibility and connection with friends, family and neighbours</li> <li data-bbox="751 657 1412 730">+ Some participants would like to see additional greenery and trees that are maintained by the city</li> <li data-bbox="751 751 1412 825">+ Some participants shared ideas for additional amenities that would further activate the space</li> <li data-bbox="751 846 1412 951">+ Some concerns were expressed related to perceived community safety impacts resulting from increased access</li> </ul>

## Bike routes

Proposed routes	What we heard
<p><b>Option A:</b> North-south bike route along 58 Street</p> <ul style="list-style-type: none"> <li data-bbox="212 1293 743 1367">+ Adding a raised bike lane or shared pathway</li> </ul> <p><b>Option B:</b> North-south bike route along 34A Avenue and 60 Street</p> <ul style="list-style-type: none"> <li data-bbox="212 1493 743 1524">+ Adding an on-street bike boulevard</li> </ul>	<ul style="list-style-type: none"> <li data-bbox="751 1188 1412 1262">+ <b>Comfort levels were split between the two route options</b></li> <li data-bbox="751 1283 1412 1461">+ Concerns were expressed about the safety and usability of on-street bike routes including narrow road width resulting from parked vehicles and snow in winter, current speed limits and discomfort with biking on the road</li> <li data-bbox="751 1482 1412 1587">+ Some participants indicated the route along 58 Street provides more direct access to other services</li> <li data-bbox="751 1608 1412 1713">+ Some participants indicated the route along 34A Avenue and 60 Street would impact traffic and parking less</li> </ul>

## 58 Street

Proposed options	What we heard
<p><b>Option #1:</b> Adding raised protected bike lanes, removing on-street parking on both sides of the road</p> <p><b>Option #2:</b> Adding a shared pathway on the east side of the road, removing on-street parking on the east side of the road</p>	<ul style="list-style-type: none"> <li>+ <b>Maintaining on-street parking on the west side of the road; that snow on the shared pathway is cleared by the City; improving north-south connection into the neighbourhood from the existing shared pathway on the south side of 34 Avenue; safe connections for people of all ages and abilities; and Other were shared as most important benefits</b></li> <li>+ <b>Removal of on-street parking and Other were shared most frequently as most concerning tradeoffs. Some participants who chose Other, noted narrowing the roadway as a concerning tradeoff</b></li> <li>+ Some participants indicated vehicle traffic and parking should be prioritised for ease and comfort of people driving</li> <li>+ Some participants indicated the removal of some parking was a way to improve safety for people walking and biking and reduce road congestion</li> <li>+ Some participants indicated that separate spaces for people biking would be safer</li> <li>+ Some participants indicated a lack of necessity given number of current users, especially in winter, and that changing the road space for people who bike makes the road more difficult to navigate for vehicles</li> </ul>

## 60 Street cul-de-sac

Proposed option	What we heard
<p>Adding a designated student drop-off area, narrowing the roadway, widening the sidewalk, adding a boulevard with trees, adding a road island with native shrubs within the cul-de-sac</p>	<ul style="list-style-type: none"> <li data-bbox="823 329 1419 468">+ <b>Reducing traffic congestion on Woodvale Road; adding greenery and shade; and encouraging slower traffic were shared most frequently as most important benefits</b></li> <li data-bbox="823 495 1419 667">+ Some participants indicated that they chose benefits that improve safety during pick-up and drop-off, slow traffic and improve connections through Hillview Park to Woodvale Road</li> <li data-bbox="823 695 1419 793">+ Concerns were expressed regarding parking impacts, proposed location of drop-off area and narrowing the road</li> <li data-bbox="823 821 1419 888">+ Some participants indicated shade would be welcome and would beautify the area</li> <li data-bbox="823 915 1419 1054">+ Some participants indicated a raised intersection was not necessary to encourage drivers to follow the speed limit in the playground zone</li> </ul>



## Woodvale Road

Proposed options	What we heard
<p><b>Option #1:</b> Adding a wider sidewalk on the north side of Woodvale Road (between 60 Street and 35 Avenue)</p> <p><b>Option #2:</b> Adding a shared pathway on the north side of Woodvale Road (between 60 Street and 35 Avenue)</p> <p><b>Both options would:</b> Improve crossings at key locations and include measures to slow traffic at key intersections</p>	<ul style="list-style-type: none"> <li>+ Maintaining existing trees where possible; opportunities for beautification and landscaping; and encouraging slower traffic were shared most frequently as most important benefits</li> <li>+ Removal of some existing trees and greenspace; and may cause some braking and accelerating noise were shared most frequently as most concerning tradeoffs</li> <li>+ A range of perspectives was shared regarding measures to slow traffic. Some participants expressed concerns that measures would make the road difficult to navigate</li> <li>+ Participants indicated safety should be prioritised and noted proposed changes would improve visibility for people crossing, remove bikes from the road, decrease pedestrian congestion and improve accessibility</li> </ul>



## Hillview Crescent

Proposed option	What we heard
Narrowing the road, widening the sidewalk, adding measures to slow traffic, adding a boulevard sidewalk with trees on the south side of the road	<ul style="list-style-type: none"> <li>+ Opportunities for beautification and landscaping; adding greenery and shade; and providing space off the street for snow storage were shared most frequently as most important benefits</li> <li>+ May cause some braking and accelerating noise; may cause discomfort for people who bike when crossing; and Other were shared most frequently as most concerning tradeoffs. Some participants who chose Other, noted narrowing the road; reduced parking; lack of safe cycling infrastructure; and traffic slowing measures as tradeoffs</li> <li>+ Participants indicated ease and comfort of vehicle travel should be prioritised</li> <li>+ Some participants indicated traffic slowing measures would benefit the area and shared ideas for additional measures and locations</li> <li>+ Participants indicated safety and accessibility are important</li> </ul>

## Charles B. Hill Park

Proposed options	What we heard
<p><b>Option #1:</b> Adding a gateway feature and public art</p> <p><b>Option #2:</b> Adding new seating areas, wider entrance to the park</p> <p><b>All options would:</b> 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</p>	<ul style="list-style-type: none"> <li>+ Opportunities for beautification; providing new places for people to gather and rest; improving places for people to gather and rest were shared most frequently as most important benefits</li> <li>+ A range of perspectives was shared about increasing use of the park. Participants indicated proposed changes would enhance use of the park and create a sense of community. Ideas were shared for additional amenities and retaining the natural feel of the park. Some participants indicated the park should be kept more natural and not be developed</li> <li>+ Participants indicated wider sidewalks would improve connections and accessibility</li> <li>+ Some participants indicated improved sight lines might make the space feel safer</li> </ul>

## Additional feedback

Some additional feedback was received related to the costs of the designs, snow removal practices, maintenance of landscaping and green spaces and indicating changes weren't needed. To learn more about the Neighbourhood Renewal program, how neighbourhoods are selected for renewal and how design costs are approved, please visit [edmonton.ca/NeighbourhoodRenewal](https://edmonton.ca/NeighbourhoodRenewal)

The City has plans and programs in place for snow removal and maintenance of the urban forest and parks.

## Next steps

Thank you to all who shared their input during the **Exploring Options and Tradeoffs** stage of engagement.

The Project Team will return to the community to share a draft design for your neighbourhood during the **Community Feedback on Draft Design** stage of engagement. During that stage we will invite you to provide feedback that will be used to help **REFINE** the draft design for Hillview Neighbourhood and Alley Renewal.

Information will also be provided about **Cost-sharing Opportunities** for decorative street lights and sidewalk reconstruction through the Local Improvement process.

For more information regarding the Hillview Neighbourhood and Alley Renewal, upcoming public engagement activities and to subscribe for project updates, please visit [edmonton.ca/BuildingHillview](https://edmonton.ca/BuildingHillview)



## Working together to make the most 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. We will also promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used. Let's make the most out of your neighbourhood.

Visit [edmonton.ca/BuildingHillview](http://edmonton.ca/BuildingHillview) for more information on the project and to subscribe for project updates.

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