

Hillview Neighbourhood and Alley Renewal

# URBAN DESIGN ANALYSIS

Chapter 1 Background Report

January 2023



## 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 nêhiyaw (Cree), Anishinaabe (Saulteaux), Nakota Isga (Nakota Sioux), Niitsitapi (Blackfoot), and Dené peoples. We also acknowledge this as the Métis' homeland and the home of one of the largest communities of Inuit south of the 60th parallel. It is a welcoming place for all people 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.

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# CHAPTER 1

## GATHER BACKGROUND INFORMATION AND PERFORM ANALYSIS



# 1.0 Introduction

## 1.1 Background

Hillview is a mature neighbourhood in southeast Edmonton. The sidewalks, streets, alleys and infrastructure in Hillview are in need of repair. Neighbourhood and Alley Renewal reconstruction for Hillview is scheduled to start in 2025.

### Neighbourhood Renewal Program

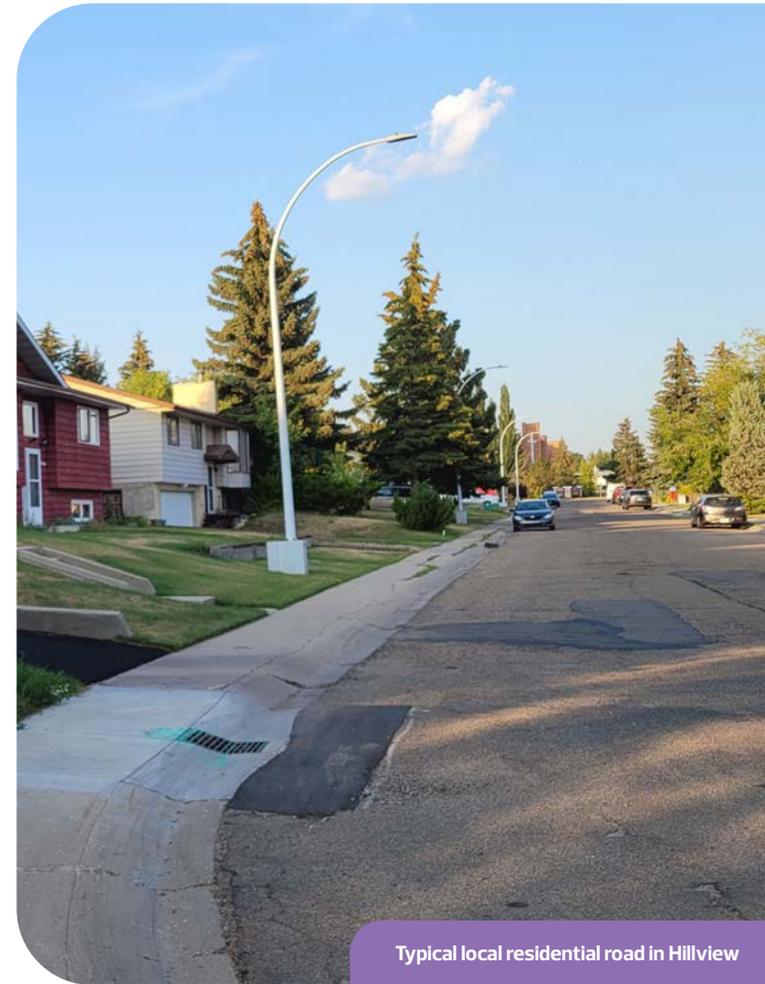
The purpose of the Neighbourhood Renewal Program is to outline cost-effective and long-term strategic approaches to renew and rebuild infrastructure within mature neighbourhoods and along collector roadways. The scope of work for neighbourhood reconstruction typically includes the following elements:

- + Replacement of sidewalks, local roadways and collector roadways
- + Upgrading street lights with LED luminaries and an opportunity for neighbourhoods to consider options for a decorative street light pole upgrade
- + Construction of curb ramps and other intersection improvements
- + Addressing missing links in the active transportation network

The Neighbourhood Renewal Program also offers the opportunity for two types of cost-sharing Local Improvements: sidewalk reconstruction and decorative street lights. Opportunities to improve other City-owned areas, such as green spaces and parks, will also be reviewed with Neighbourhood Renewal. The intention is to make desired upgrades and enhancements in coordination with the Neighbourhood Renewal Program and leverage other funding sources.

### Alley Renewal Program

The Alley Renewal Program outlines a cost-effective, long-term strategic approach to renew and rebuild alleys across the city over the next 25 years. Alley Renewal will also be included as part of the Hillview Neighbourhood Renewal Project. The alleys in Hillview will be reconstructed and, where possible, improvements to drainage will be made.



Typical local residential road in Hillview

## 1.2 Urban Design Analysis

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 how streets, parks, trails and open spaces are organized, function and connect with larger citywide networks.

This Urban Design Analysis (UDA) looks at Hillview through an urban design lens in terms of the existing urban context, character areas, design aesthetics, access to day-to-day community destinations and connectivity with other parts of the city. Key objectives of the UDA include:

- + Presenting concepts, developed through public engagement, to inform Neighbourhood Renewal efforts and develop a community plan to inform future City initiatives
- + Identifying gaps and opportunities within the neighbourhood through different user experiences such as walking, rolling, biking and driving
- + Guiding future investment and redevelopment to enhance the overall quality of life

The UDA will be used by the Project Team to support decision making throughout the Concept, Design and Build phases of the project. Concepts selected for implementation will require detailed design before construction, as well as consideration of appropriate funding sources. Funding could come from the public, private or community sectors. It is recognized that limited financial resources are available, so while some initiatives will be prioritized, others will likely be developed over longer time frames or reassessed in time.



### 1.3 Project Approach and Process

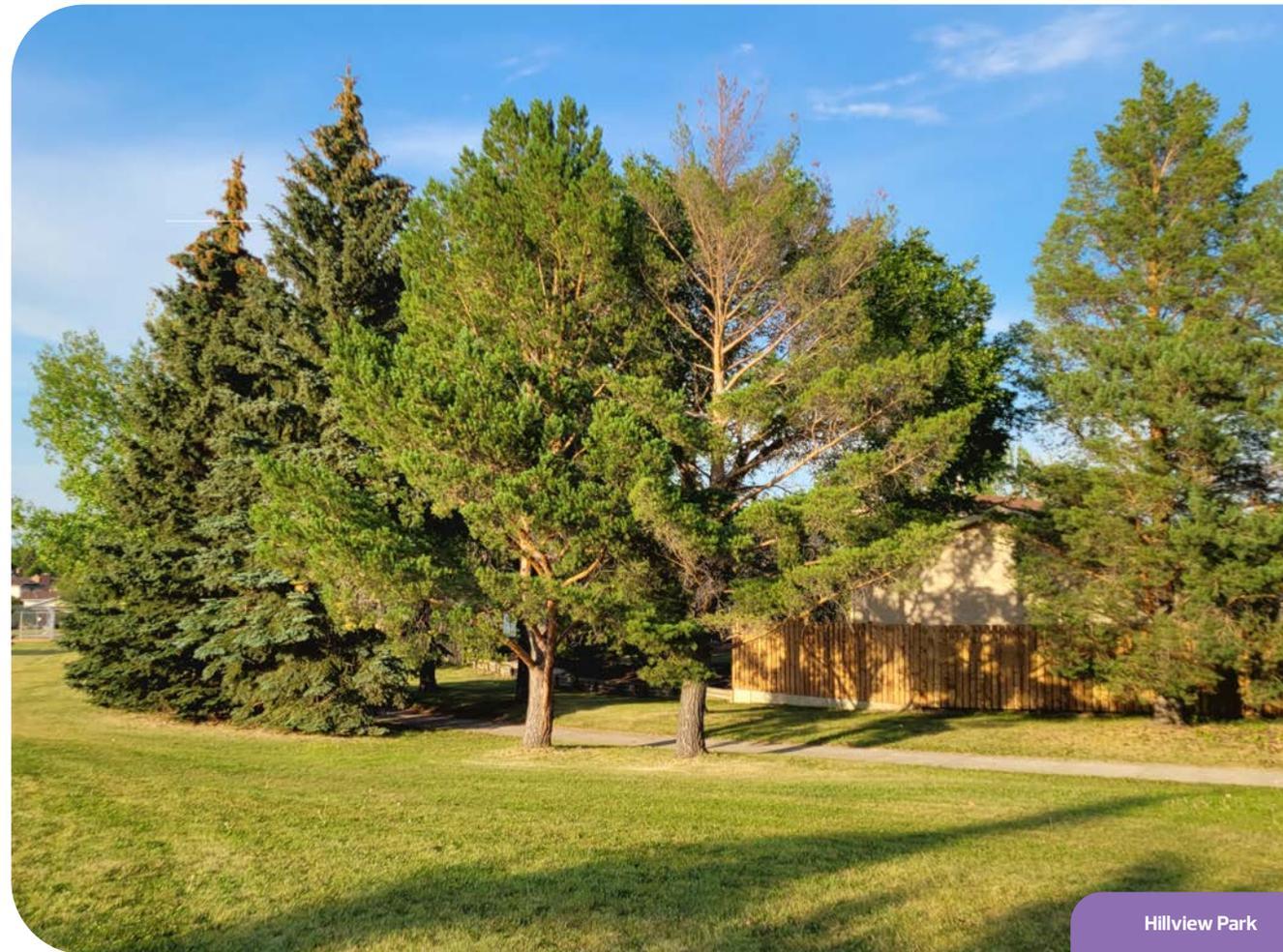
The Hillview UDA is part of the Concept Phase set out in the Building Great Neighbourhoods (BGN) Road Map. The key steps in the Concept Phase are:

1. Sharing information about BGN with the community
2. Establishing a neighbourhood vision for livability and transportation
3. Analyzing neighbourhood urban design features to identify strengths and opportunities for renewal
4. Developing a draft design that prioritizes the opportunities identified

Key chapters of the UDA that inform the Concept Phase are:

- + Gather Background Info & Perform Analysis
- + Build Vision, Generate Ideas, Explore Opportunities
- + Develop Draft Design

The draft design recommended within the UDA will inform the development of the final design and construction drawings.



Hillview Park

# 2.0 Neighbourhood background and context

## 2.1 Study area

The scope of the Neighbourhood Renewal in Hillview includes the local roads, alleys, cul-de-sacs and open spaces shown in **Map 1**. The arterials, 34 Avenue and 66 Street, and the collector, 38 Avenue, are outside of neighbourhood boundaries and are not part of the Neighbourhood and Alley Renewal Scope. Woodvale Road, running through the middle of Hillview, 36 A Avenue and 58 Street underwent renewal in 2017 and will not be reconstructed as part of this project. However, these roadways and the broader neighbourhood connections are within the project's zone of impact. They will be analyzed and any opportunities will be identified.

## 2.2 Neighbourhood context

The following are key characteristics of Hillview that the Project Team will consider when preparing design concepts.

### Ward Karhiio

- + As the fur trade continued its expansion westward, Iroquois men became frequent traders in the NorthWest and Hudson's Bay Companies. These traders married Cree and Métis women along these settlements, and a distinct Band known as Michel First Nation was formed. Michel Karhiio was the Chief of the Michel band. Karhiio Karhiio comes from the Indigenous language of Mohawk and means tall, beautiful forest

- + The Michel First Nation first settled in the Lac Ste Anne area where a treaty was signed in 1855. The band was involuntarily enfranchised in 1958 and nearly all members of the Michel First Nation lost their Indian Status. In 1985, amendments were made to the Indian Act, restoring the status of 750 Michel Band members, but its members continue to fight for status land recognition.
- + Hillview is in the Ward Karhiio, established by bylaw in 2020. The bylaw approved new ward boundaries and names created by iyiniw iskwewak wihtwawin, the Indigenous Ward Naming Knowledge Committee. The committee consisted of 17 women from First Nations in Treaty No. 6, 7, 8 as well as Métis and Inuit representatives.

### History of Development

- + The area known as Mill Woods was settled, under treaty, by a Métis-Cree band led by John Papaschase. To relocate the Métis-Cree away from Fort Edmonton and the highly valued North Saskatchewan River, negotiations were made to create the Papaschase Indian Reserve in 1877. People were forcibly removed from the reserve and by 1889 the band was disbursed. The Papaschase Indian Reserve was later sold to early white settlers and much of the land in the Mill Woods area was in agricultural production until the late 1960s.
- + Mill Woods was a land bank consolidated by the province and annexed to Edmonton in 1971.
- + Most homes were built in the 1970s with some development lasting into the 1980s
- + Hillview is home to approximately 3,527 residents<sup>1</sup>
- + Hillview features a mix of single-detached and multi-unit housing including duplexes, row-housing and apartments. Single-detached housing makes up 52.5 per cent of the neighbourhood while multi-unit housing makes up 47.5 per cent (2016 Federal Census)

1. 2019 Municipal Census



### Streets and sidewalks

- + The road network in Hillview is comprised of a looping collector and curvilinear local roads with multiple cul-de-sacs (24 total) and some rear alleys
- + A majority of sidewalks on local roads are narrow and curbside with rolled-face curbs
- + Several multi-unit developments have private sidewalks and roads which are out of scope of the project, but important to consider when developing future connections
- + The collector road (Woodvale Road) consists of curbside sidewalks with straight-face curbs and reconstruction of the roadway is out of scope for this Neighbourhood Renewal project
- + There are four roadway access points into the neighbourhood from the nearby arterial roads
- + There are seven breezeways that create connections between cul-de-sacs throughout the neighbourhood for people who walk and roll

### Parks and open spaces

- + Hillview shares the Woodvale Community League with the Greenview Neighbourhood. The Community League building is located at the Mill Woods Golf Course
- + Hillview Park is very large and centrally located. In the north and west, it is connected by greenways and paths
- + The park amenities include sports fields, baseball diamonds, a basketball court and playgrounds
- + The diagonal linear park (utility right-of-way) is designated as a dog off-leash area
- + Charles B. Hill Park is a naturalized wooded greenspace that includes an internal path and bench along the southern boundary

### Schools

- + John Paul I Catholic School is a K-6 Elementary located along the edge of the neighbourhood along the collector roadway (38 Avenue)
- + Hillview School is a K-6 Elementary located internally in the neighbourhood along the collector roadway
- + Although not within neighbourhood boundaries, Greenview School is a K-6 Elementary and is immediately north of Hillview on 38 Avenue

### Commercial amenities

- + A neighbourhood commercial area located along Woodvale Road and 60 Street, west of Hillview School. Services include restaurants, convenience retail, educational facilities, child care, places of worship and recreation
- + A small commercial node is located along Woodvale Road and 38 Avenue. Services include a daycare and gas station
- + Mill Woods Town Centre is less than one kilometre south of Hillview, providing access to a shopping centre and large-scale commercial amenities
- + Millbourne Market Mall is approximately 600m from Hillview's west edge. It contains a large grocery store and many other commercial amenities

### Transportation

- + The neighbourhood is bordered by major roadways in each direction, providing close access to Whitemud Drive to the north and Calgary Trail and Gateway Boulevard to the west
- + There is one east-west shared roadway bike route along 38 Avenue on the northern edge of the neighbourhood

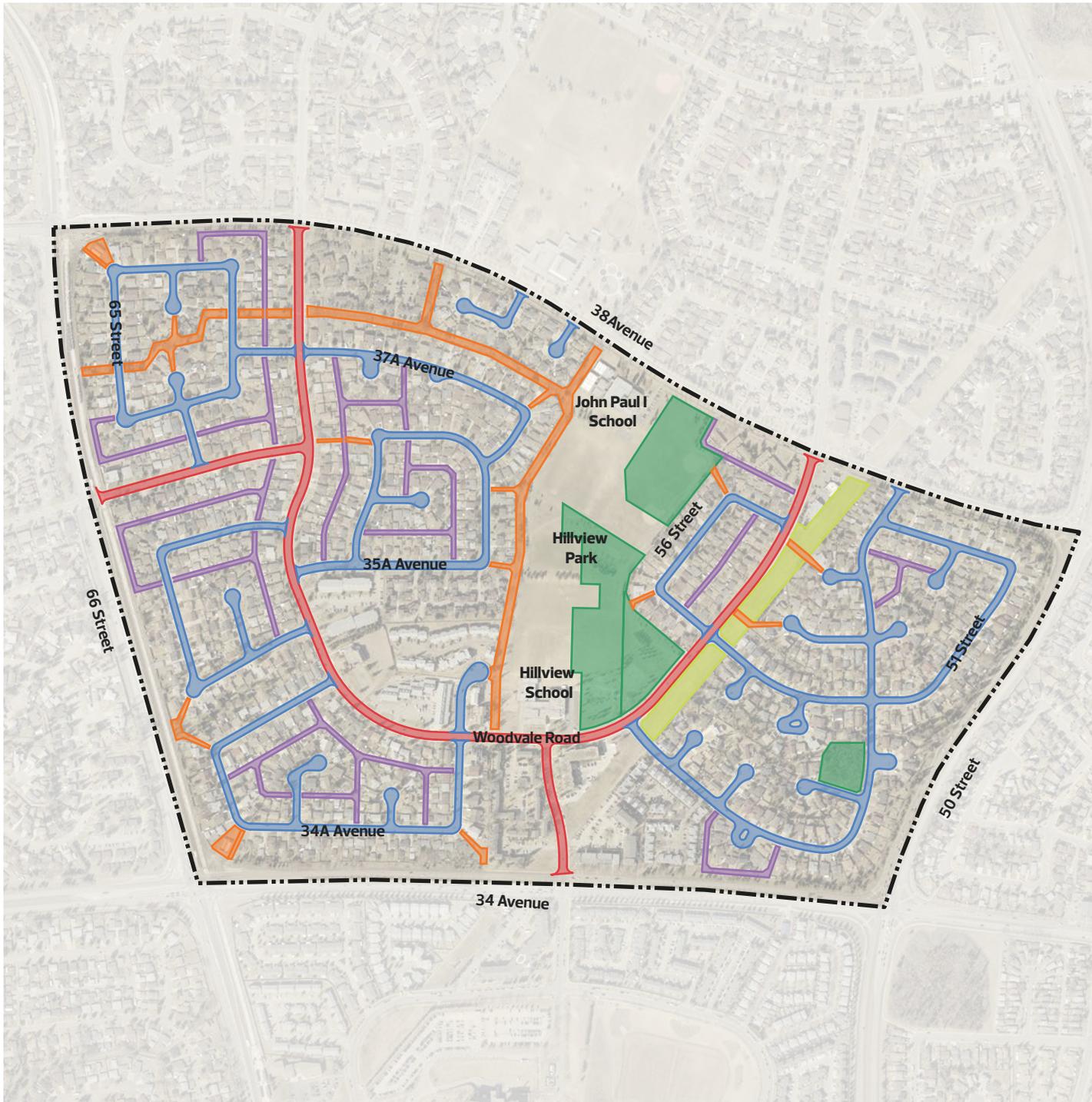
- + The neighbourhood is serviced by ETS bus routes and stops
- + The Valley Line – Southeast LRT route and station is located along 66 Street
- + The Millbourne/Woodvale LRT stop is less than 50 meters from the northwest corner of the neighbourhood and the Grey Nuns Stop is less than 400 meters from the southwest corner of the neighbourhood.
- + The Millwoods LRT Station and Transit Centre is located south of the neighbourhood

### Utilities

- + Street lights throughout the neighbourhood are mounted on utility box pedestals. During renewal, street light poles on utility box pedestals will not be relocated, but will be replaced
- + Electrical power lines are located underground and electrical transformers are located behind existing sidewalks
- + EPCOR water mains are primarily located under local and collector roadways
- + ATCO gas lines are primarily under alleys ways or the rear of property line of parcels
- + Telecommunication lines are primarily located under local and collector roadways



Map 1. Study area



 Hillview neighbourhood boundary

**Roads in scope for reconstruction**

 Local road

 Alley

**Parks and Open Spaces in scope for renewal**

 Parks

 Public utility lot (PUL)  
(Municipal Use Property)

 Walkway lot  
(Transportation Holding)

**Roads not in scope for renewal or reconstruction\***

 Collector

\* These roads were renewed in 2017





### 2.3 Neighbourhood stats

The following are key stats about the Hillview neighbourhood

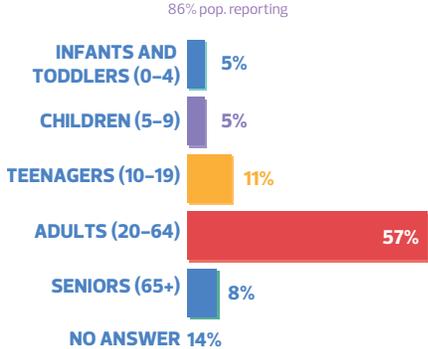
#### Population<sup>1</sup>

Hillview

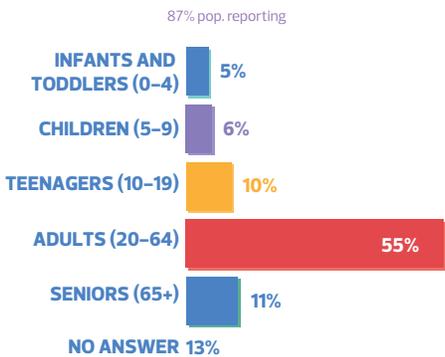


#### Age range<sup>1</sup>

Hillview

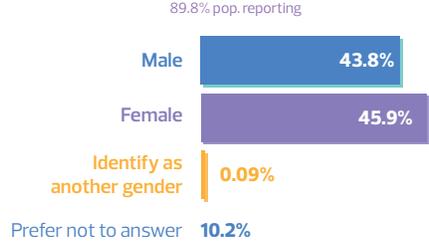


City of Edmonton

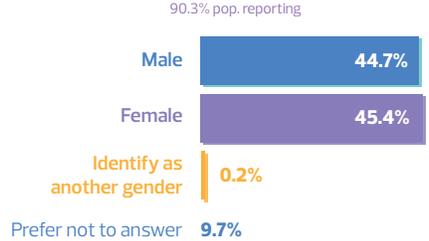


#### Gender<sup>1</sup>

Hillview



City of Edmonton



- + The majority age demographic is 25-54 years with the largest age groups being 30-34 and 60-64
- + Hillview has a higher than average percentage of those in the pre-retirement age group (55-64) when compared to the city average

- + During public engagement, it will be important to include the perspectives of residents of varying ages in the conversation. This will include communication and engagement tactics that support those at the upper end of this age range (e.g. face-to-face

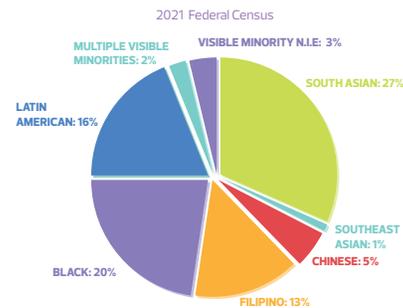
meetings, paper mail, etc.) as well as those who are at the lower end of the range (e.g. information distributed through schools, community pop-up events, etc.)

- + There are slightly more women and girls than men and boys in Hillview
- + Approximately 10 per cent responded as other or prefer not to answer when asked to identify their gender.

1. 2019 Municipal Census

### Visible Minority<sup>1</sup>

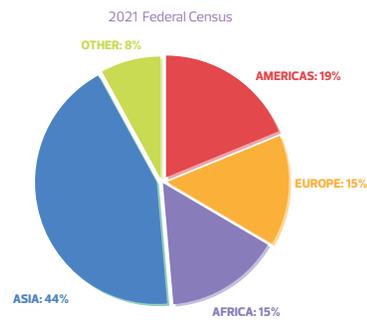
Hillview



- + Visible minorities account for a total of 31% of the population in Hillview
- + Visible minority N.I.E means visible minority “not included elsewhere”
- + The Project Team will need to consider visible minorities when undertaking public engagement and proposing design options

### Place of Birth for the Immigrant Population<sup>1</sup>

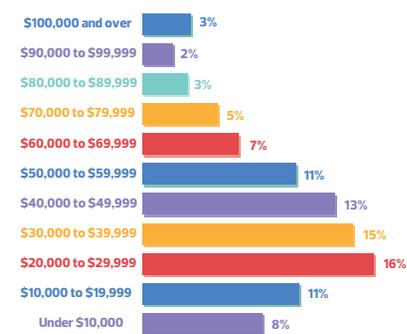
Hillview



- + The immigrant population accounts for 28% of the population in Hillview
- + During public engagement it will be important to consider the perspectives of residents with different cultural and ethnic backgrounds

### Income After Tax<sup>1,2</sup>

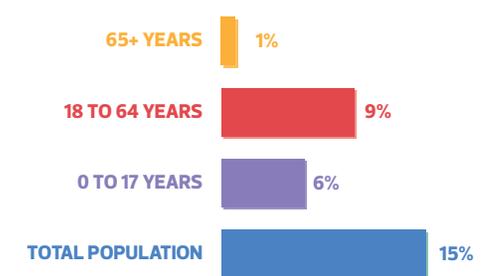
Hillview



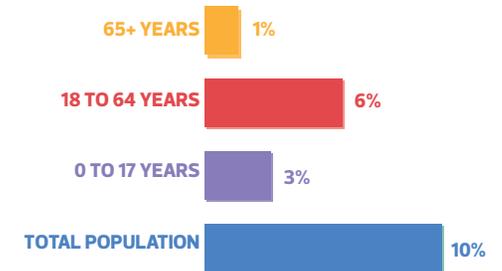
- + The largest after tax income bracket is \$20,000 to \$29,000
- + The prevalence of low income with in the total population of Hillview is 15%, compared to the City at 10%
- + The largest prevalence of low income in Hillview exists within the 18–64 age group, at 9%, compared to the City at 6%

### Prevalence of low income<sup>1,2</sup>

Hillview

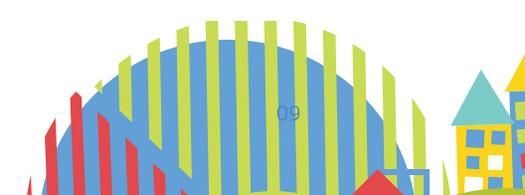


City of Edmonton



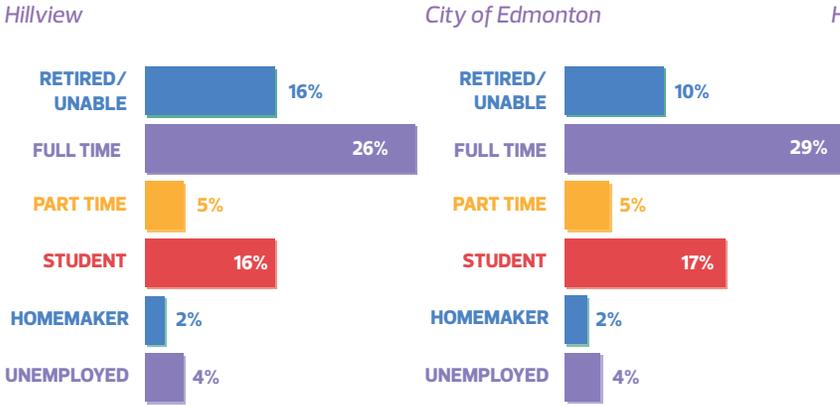
1. 2021 Federal Census

2. Census information not available for Dissemination Area (DA) 4811260 and 48110721



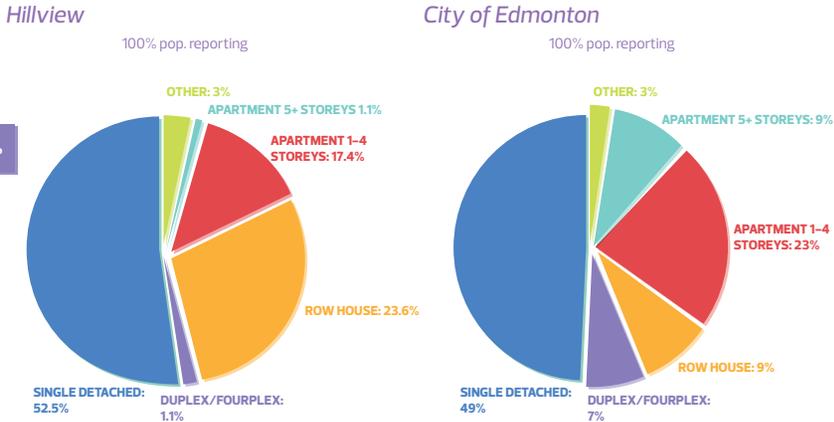


**Employment<sup>1</sup>**



+ Public engagement events should be offered different times of day, including weekdays and weekends, to capture a wide range of input

**Dwelling types<sup>2</sup>**

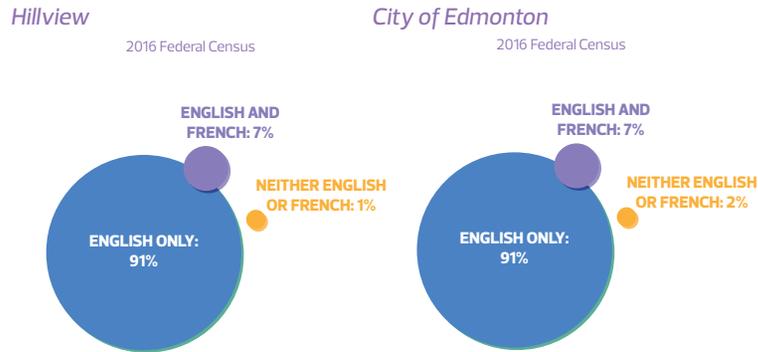


- + Majority of residential properties in Hillview are single-detached dwellings (53 per cent)
- + Multi-unit apartments account for 19 per cent of residential properties in Hillview
- + Semi-detached houses and row houses account for 29 per cent of residential properties in Hillview
- + Design concepts should consider how private walkways and roads within the multi-unit apartment areas in Hillview connect to the overall network

1. 2016 Municipal Census  
 2. 2016 Federal Census



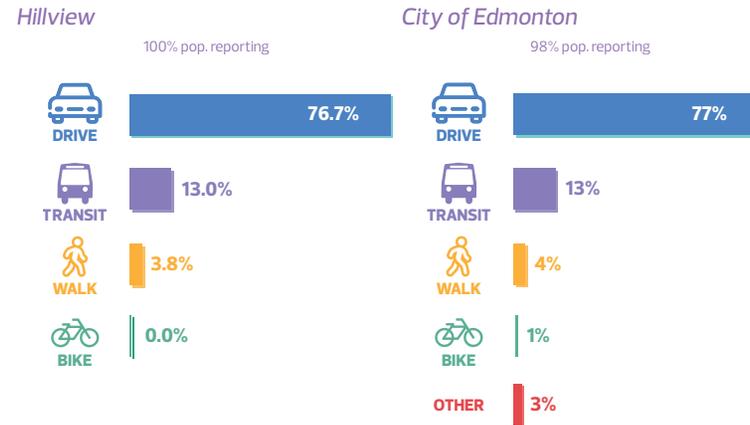
### Knowledge of official language<sup>1</sup>



- + Comparable knowledge of the official language between the neighbourhood and city average
- + During public engagement activities, the Project Team will develop relationships with local businesses and community leaders that serve community members who speak languages other than English

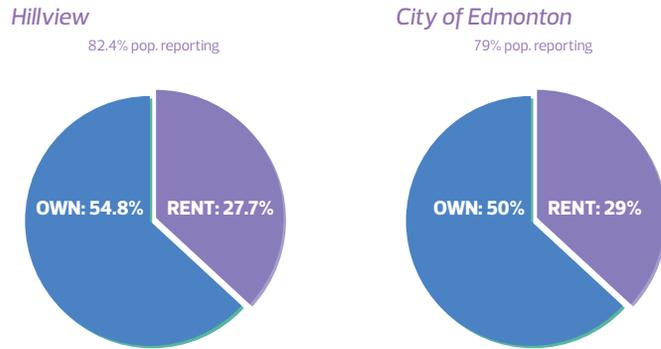
1. 2016 Federal Census  
2. 2016 Municipal Census

### Mode of transportation from home to work<sup>2</sup>



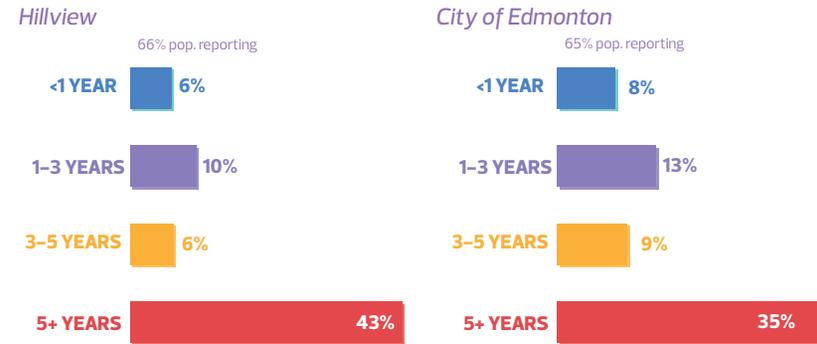
- + The majority of Hillview residents drive to work (77 per cent)
- + A slightly smaller percentage of residents walk and take public transit when compared to the city average
- + No residents reported biking to work
- + The Project Team will need to consider connectivity to public transit stops and facilities as well as improvements to, and around the facilities themselves. In particular, the Valley Line Southeast LRT will stop at the northwest corner of the neighbourhood (Millbourne/Woodvale Stop) and just south of the neighbourhood (Grey Nuns Stop), both located along 66 Street
- + Explore design concepts to encourage more people to bike, walk, roll and take transit
- + Engagement and communication tactics will target those who work, live and play in the area
- + Engagement will ask residents about their mode of transportation for non-work-related commutes (i.e. trips to school, errands, recreation)

### Home ownership<sup>1</sup>



- + A higher percentage of residents have a own (54.8 per cent) when compared to the City average (50.0 per cent)

### Years in the neighbourhood<sup>1</sup>



- + 43 per cent of neighbourhood residents have resided in Hillview for 5 years or more
- + Public engagement events should capture the input of both long-term residents and new residents as they may have different perspectives. Bringing engagement activities and opportunities for input to where people naturally gather will help achieve this

1. 2016 Municipal Census

### Sports field use in Hillview Park<sup>1</sup>

Hillview Park includes six soccer fields and four baseball diamonds. Baseball diamond and soccer fields are considered heavily booked and utilized with the exception of John Paul Soccer #4. Below is a list of the booking hours for each field in 2022 from May to September.

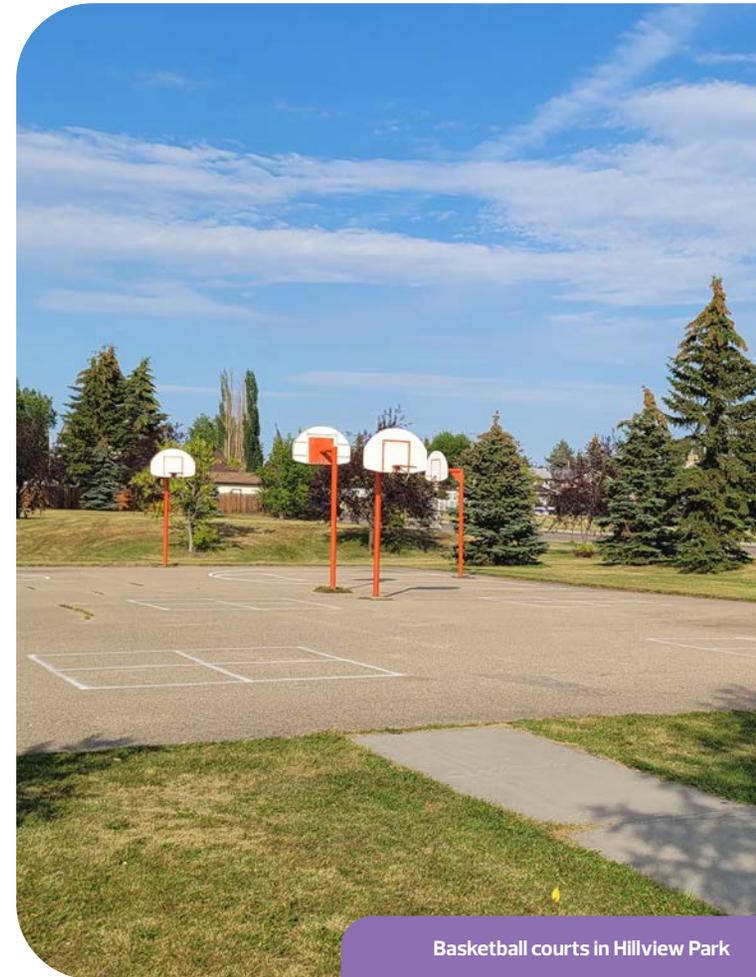
- + Hillview Soccer #5: 96.50 hours booked through May 1 to July 28 (Adult Co-Ed Rec use)
- + Hillview Soccer #6: 166 hours booked through May 1 to June 23 (Minor Soccer use)
- + John Paul I Soccer #2: 128 hours booked May 1 to Sept 1 (mix of Adult Rec and Minor Soccer use)

- + John Paul I Soccer #3: 70.50 hours booked May 1 to Sept 1 (Adult Co-Ed Rec use)
- + John Paul I Soccer #4: 3 hours booked on June 28 (Minor Soccer use)
- + John Paul I Diamond #3: 122.50 hours booked May 1 to Sept 2 (mix of Minor Softball and Adult Co-Ed use)
- + John Paul I Diamond #4: 156.5 hours booked May 1 to Sept 7 (primarily Minor Softball with two other adult slow pitch users)

Sports field bookings provide an insight into the formal recreational use of the park. Throughout the project, we will engage residents on how the park is being used for informal activities.



Sports fields in Hillview Park



Basketball courts in Hillview Park

1. City of Edmonton Data

## 2.4 Policy and standards review

City policies and programs provide the overall direction for Neighbourhood and Alley Renewal designs. Public input and technical constraints will help guide how City policies and programs are applied in Hillview.

The City's Neighbourhood Renewal Program – Policy Review document will be used to guide the development of urban design concepts. Several plans, policies and standards identified in the Neighbourhood Renewal Program – Policy Review document are uniquely applicable to Hillview. These are summarized below.

### Economic Action Plan (Action 10)

The Edmonton Economic Action Plan (Action 10) is a 10-year plan, guiding Edmonton to create a vibrant, inclusive and sustainable economy. The plan presents tangible, specific actions to advance the direction provided in the City Plan and ConnectEdmonton. It aims to create a positive business environment, create jobs, industry diversification and investment in emerging markets. The Neighbourhood Renewal project can support this action by partnering with the Corner Stores Program to incentivize the revitalization of the commercial area in Hillview.

### Access Design Guide

The Access Design Guide is intended for use when planning, designing, building and maintaining facilities, parks and open spaces owned or leased by the City of Edmonton. The goal of the Access Design Guide is to create well-designed public spaces that are accessible and safe, and considers the needs of those with diverse abilities. An LRT stop is located adjacent to Hillview and a breezeway system connects Hillview Park to the LRT stop. It will be important to consider the accessibility of the connections from the LRT stop to Hillview Park, particularly along this breezeway system. **The project should also include design considerations to improve access and mobility in the neighbourhood to provide barrier-free connections and amenities.**

### Bike Plan (2020)

The Bike Plan provides a strategic framework to create local, district-level and citywide bike networks that are safe and efficient for all ages, abilities and seasons. The Bike Plan identifies the diagonal green space along Woodvale Road as a Future Neighbourhood Route and 66 Street as a Future District Connector Route. **The Project Team will identify opportunities to leverage Hillview's path network to improve mobility and alignment with the Bike Plan.**

### Urban Forest Management Plan

Edmonton's Urban Forest Management Plan (UFMP) is a strategy for sustainably managing and enhancing our diverse urban forest. The plan applies to all trees within city limits, including trees found in parks, natural areas, the river valley, ravines, roadways, rooftop gardens, commercial, residential and private lands. The plan is rooted in four guiding principles:

- + Promote a healthy and sustainable urban forest
- + Engage the community in protecting and managing the urban forest
- + Think globally and regionally; plan and act locally
- + Use best practices, innovation, science, information and technology

**The Project Team will consider how to maintain existing trees and add new trees, where possible to align with UFMP. This will include the forested paths and trees in Hillview Park.**



### Breathe: Edmonton's Green Network Strategy

Breathe: Edmonton's Green Network Strategy is a long-range strategic plan to support a network of high-quality, accessible and connected open spaces for the next 30 years, as Edmonton continues to grow. The main goal of Breathe is to plan and sustain a healthy city by encouraging connection and integration of open space at the site, neighbourhood, city and regional levels. It aligns with the City's strategic goals and provides 10 strategic directions with accompanying policies to guide open space planning, design, (re)development, management and use as the city grows and changes. The Project Team can implement Breathe by examining how Hillview Park can better serve residents and contribute to the city-wide park network.

### Climate Resilient Edmonton: Adaptation Strategy and Action Plan (2018)

The Climate Resilient Edmonton: Adaptation Strategy and Action Plan focuses on understanding the climate impacts due to ongoing climate change, and provides insight into how the City can build resilience around those impacts. To address the goals of the plan, the Neighbourhood Renewal Program has an opportunity to increase the tree canopy in park spaces and along streets (i.e. converting monowalk to boulevards where feasible) and implementing climate-sensitive designs for roads and sidewalks (i.e. decreasing impervious surface area).

### Edmonton's Community Energy Transition Strategy & Action Plan (2021)

The Community Energy Transition Strategy is the City of Edmonton's path forward for a low carbon city –transforming how energy is generated, how people move around the city, how buildings are constructed, all through the lens to ensure a just and equitable transition. The plan includes four pathways to support limiting the rise of global average temperature increase to 1.5 degrees Celsius:

- + Renewable and Resilient Energy Transition
- + Emission Neutral Buildings
- + Low Carbon City and Transportation
- + Nature Based Solutions and Carbon Capture

The Neighbourhood Renewal Program has the opportunity to implement the Action Plan by exploring opportunities in Hillview for improving infrastructure so that more people choose to travel using active modes and transit. In addition, the Project Team will look at ways to decrease the amount of hardscape and increase the amount of landscaping and trees.

### Gender-Based Analysis Plus (GBA+)

Gender-Based Analysis Plus (GBA+) is a process where policies, programs, initiatives or services are evaluated for their diverse impacts on various groups of individuals. A GBA+ approach recognizes that people are influenced by intersecting identity factors that are either marginalized or privileged and that change over time. Applying GBA+ requires ongoing research, reflection, sharing and evaluation. The Hillview Project Team will use a GBA+ Tracking Tool to monitor progress/gaps when evaluating and engaging the neighbourhood to include diverse perspectives. GBA+ will be applied during all stages of the project to ensure the needs of diverse community groups are met.



## Area Specific Plans

### City Plan

The City Plan combines a Municipal Development Plan and Transportation Master Plan and charts out how will get to a future city that has the benefits we enjoy today, with new opportunities for the future. The City Plan describes Edmonton's Green and Blue Network, which is a series of human and ecological elements. As a part of this network, the City Plan identifies Mill Woods Park as a Major Recreation Park, the importance of Mill Creek Ravine, and the utility right-of-way corridor in Hillview as a Habitat Greenway connecting the two. The Project Team has an opportunity to implement the vision of the City Plan for the utility right-of-way corridor to fulfill the role as a Habitat Greenway.

### Transit-Oriented Development (TOD) Guidelines

Transit-oriented development concentrates housing, shopping and employment along a network of walkable and bikable streets within a five minute walk of a transit station. The City's TOD Guidelines encourage and guide TOD in neighbourhoods near transit stations and set out expectations for transit-oriented development near current and future transit stations. The TOD guidelines designate different station types based on the existing neighbourhood characteristics and future envisioned function of the surrounding area. Each station type has a different set of expected outcomes for land use, building and site design and the public realm. The stop at 38 Avenue and 66 Street (Millbourne/Woodvale Stop) as Neighbourhood Station and the stop at the Grey Nuns as a Institutional Station. The Project Team as an opportunity to implement the guidance described in the TOD guidelines by improving access and connections for people who walk, roll and bike.



Millbourne/Woodvale LRT Station

# 3.0 Neighbourhood analysis

## 3.1 Land ownership and development opportunities

The Neighbourhood Renewal Program evaluates all city-owned land in Hillview and works with other land owners, such as School Boards, to coordinate improvements. Different parcels of land are owned or maintained by different organizations, such as the City of Edmonton, public and Catholic school boards or other organizations. These lands may be subject to different governance requirements and require different types of approvals in order to build improvements. Land ownership within the Hillview neighbourhood is identified on Map 2.

### Walkway holding

- + Walkway lots are a City-owned Transportation Holding and approvals for improvements are the same as for road right-of-way
- + Hillview has several breezeways, providing access in between houses and cul-de-sacs, and shared pathways running behind homes and through Hillview Park

### Neighbourhood commercial areas

- + The commercial/retail areas located at the southwest corner of Hillview park along Woodvale Road and at the intersection of Woodvale Road and 38 Avenue have been identified as potential sites for the Corner Store Program.

### Public Utility Lots (PUL)/Municipal Use Properties (MUP)

- + MUPs, or PULs, are land to be used for public use and consultation or benefits for utilities, infrastructure and transportation
- + MUPs in Hillview are typically used for breezeways and shared pathways
- + PULs are part of the City's Municipal Use Properties Holding and do not need easements for public access or utilities

### Joint-use agreements

- + The City of Edmonton has established joint-use agreements with public and Catholic School Boards for respective school sites
- + Map 2 shows land owned by the City of Edmonton and land governed by a joint-use agreement with the Edmonton Public and Catholic School Board



Hillview neighbourhood commercial area

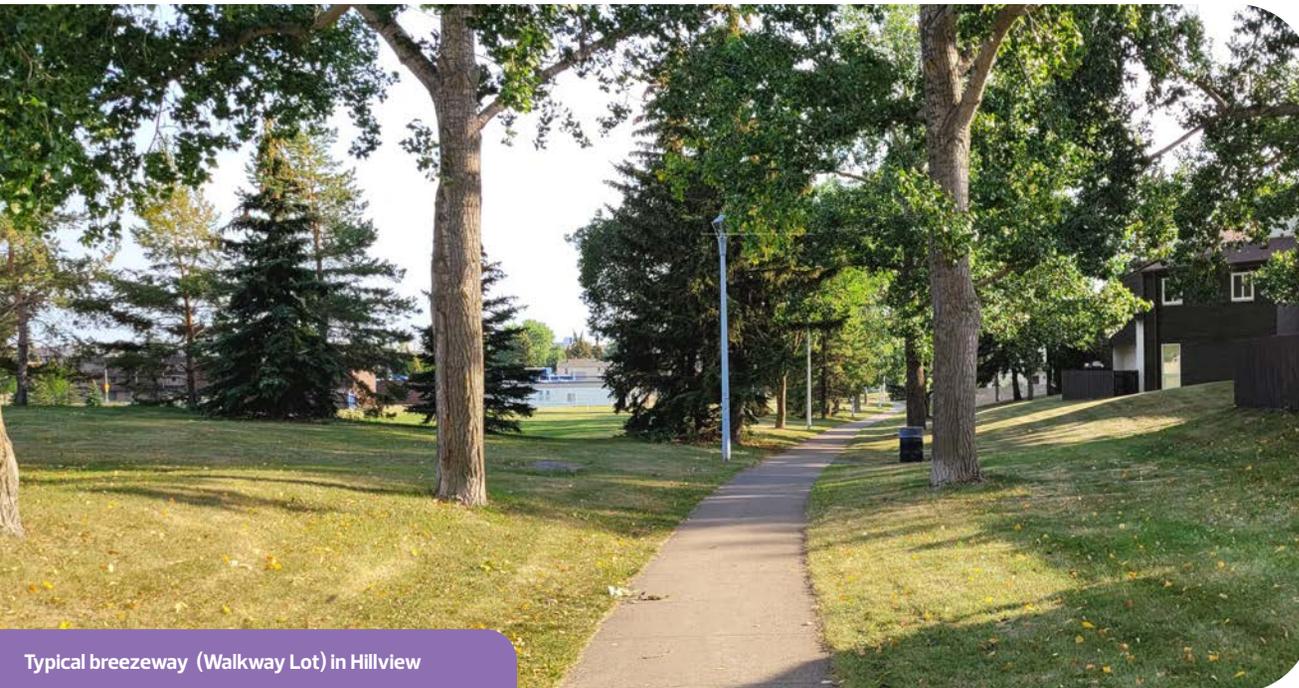
### Planned and in-progress projects

- + Construction of the Valley Line LRT Southeast extension is in progress. This stage will connect Mill Woods Town Centre and Downtown. This project will include two stops in close proximity to Hillview, one at 38 Avenue and 66 Street and the other at 31 Avenue and 66 Street, near the Grey Nuns Hospital. Both stops are less than 800 metres from the neighbourhood boundary

### Community Housing Holding

- + The land is owned by the City and leased to Civida
- + Civida (formerly Capital Region Housing Corporation) facilitates the development, provision, operation and maintenance of affordable housing accommodation throughout Edmonton

- + There are three community housing properties managed by Civida located in Hillview and they include row house style developments with private internal pathways and roads



### Opportunities

- + Explore opportunities to enhance connections through Hillview and to the LRT stations by adding new pathways, adding/upgrading lighting and adding landscaping
- + Coordinate with Edmonton Public and Edmonton Catholic School Board to explore opportunities on their lands in Hillview Park such as new pathways and seating areas
- + Where possible, coordinate public engagement activities with other ongoing City and community-led projects
- + Coordinate the development and construction of the potential Corner Store Program site as part of the project

Map 2. Land ownership and development



-  Hillview Neighbourhood Boundary
  -  Community housing holding
  -  Parks holding
  -  Public utility lot (PUL)/  
Municipal Use Property (MUP)
  -  Walkway lot  
(Transportation Holding)
  -  Potential Corner Store Program site
- Future Valley Line LRT Extension**
-  LRT Station
  -  LRT Route

## 3.2 Commercial nodes and community destinations

Existing commercial nodes and community destinations in and surrounding Hillview are identified on Map 3. The following are either within Hillview or within a 15-minute walk from the edge of the neighbourhood.

### Community facilities

- + The Woodvale Community Facility is located at the north end of the Greenview neighbourhood. The Woodvale Community League includes the Hillview neighbourhood, however the facility is longer than a 15-minute walk from Hillview
- + Ridgewood Community League Hall
- + Leefield Community League Hall
- + Lakewood Community League Hall
- + Edmonton Public Library – Mill Woods
- + Mill Woods Seniors and Multicultural Centre
- + Grey Nuns Community Hospital

### Small-scale commercial development (Millcreek Plaza)

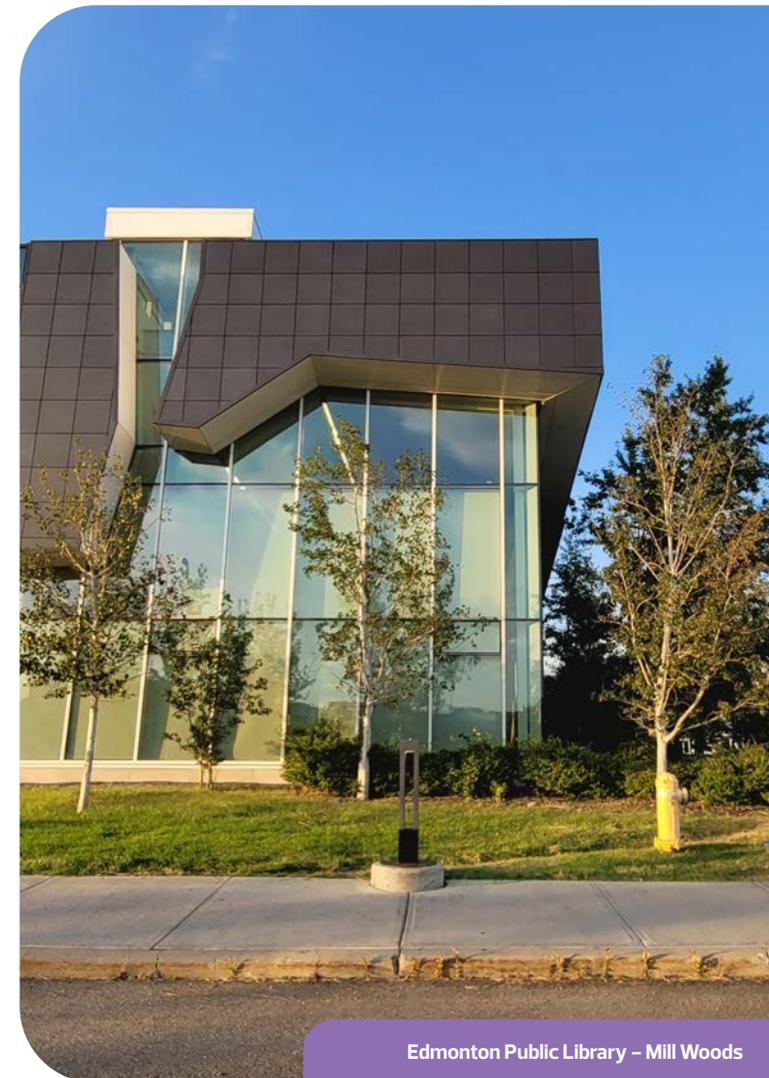
- + Millcreek Plaza, which includes: medical clinic, daycare, restaurants and pharmacy

### Large-scale commercial development

- + Mill Woods Mainstreet
  - + Shoppers Drug Mart
  - + Pizza Hut
  - + Tim Hortons
  - + UPS Store
  - + Lifemark Physiotherapy
  - + Anytime Fitness
  - + The Punjab Parantha Hut
- + Mill Woods Town Centre
  - + Co-op Food Store
  - + Canadian Tire
  - + Canada Post
- + Millbourne Market Mall
  - + Freshco
  - + Dynalife Medical Labs

### Schools

- + John Paul I Catholic School (K-6)
- + Hillview School (K-6)
- + Schools nearby:
  - + Greenview School (K-6)
  - + In the Neighbourhood Playschool (Pre-school)
  - + Kate Chegwin School (7-9)
  - + Weinlos School (K-6)
  - + Lee Ridge School (K-6)
  - + Minchau School (K-6)



Edmonton Public Library – Mill Woods

### Parks and open spaces

- + Hillview Park – includes two playgrounds, basketball courts, baseball diamonds and several soccer fields
- + Hillview Utility Right-of-Way Linear Green Space
- + Charles B. Hill Park
- + Greenview Park
- + Graunke Park
- + Sister Mary Ann Casey Park
- + Weinlos Park
- + Lee Ridge Park
- + Minchau Park
- + Malcolm Tweddle Park
- + Mill Creek Ravine
- + Jackie Parker Park – Located a 15 minute walk from the north edge of Hillview, the park has a district-level dog park, an ice rink, spray park and several large playgrounds
- + Mill Woods Sports Park – located a 15 minute walk from the south-west edge of Hillview, the sports park offers comprehensive recreation amenities such as cricket grounds, a full-size football field, a spray park, baseball diamonds, soccer fields, basketball courts, tennis courts, a skatepark, oval track and field track, and an indoor recreation facility (Mill Woods Recreation Centre)

### Transit Hubs

- + The Mill Woods Transit Centre is located less than a 15-minute walk from the south edge of Hillview and is a major transit hub for all of Mill Woods
- + The upcoming Mill Woods Valley Line LRT stop is located immediately north of the Mill Woods Transit Centre and will be a major transit hub

### Places of Worship

- + Hillview Baptist Church
- + Masjid Al Farooq Mosque
- + Places of worship nearby
  - + Zimbabwe United Chrch
  - + South Edmonton Alliance Church
  - + Mill Woods Presbyterian Church
  - + Mill Woods United Church
  - + Telugu-English Christian Fellowship
  - + Multicultural Christian Church of Edmonton
  - + Ridgewood Baptist Church

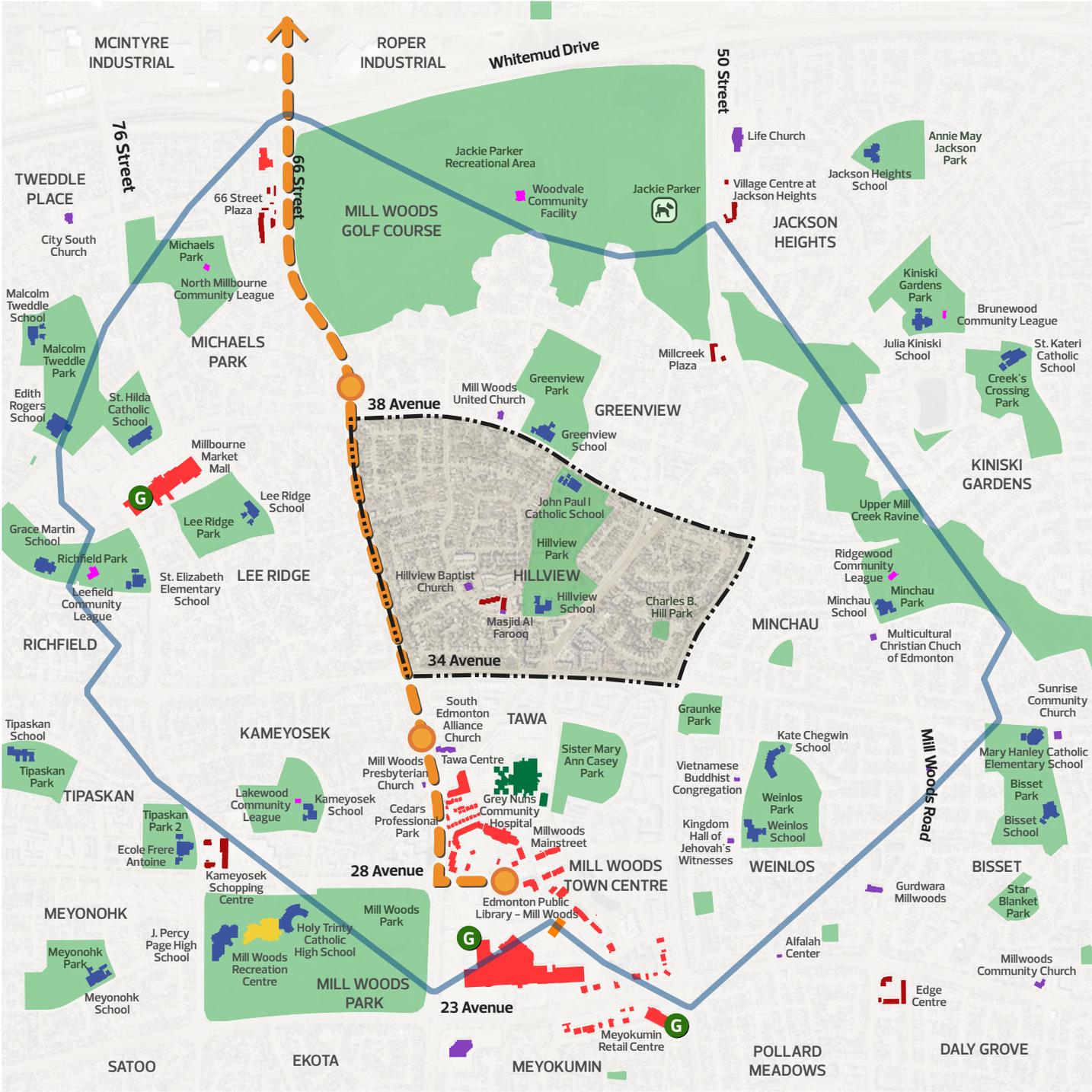


Greenview Park playground

### Opportunities

- + Explore opportunities to enhance connections to the Mill Woods Transit Centre and the new LRT stops
- + Concentrate improvements to the public realm around key nodes and community destinations
- + Explore opportunities to enhance the experience along key routes for people who walk and bike
- + Explore opportunities to enhance connections within the neighbourhood to and from surrounding destinations

Map 3. Commercial nodes and community destinations



- Hillview neighbourhood boundary
- Parks and open spaces
- Off-leash dog area
- 15 minute walk from the edge of Hillview

**Destinations**

- Recreation Centre
- Library
- Community League building
- Small scale commercial development
- Large format commercial development
- Place of worship
- School
- Hospital

Grocery store	Drug store
Cafe	Medical clinic

**Valley Line LRT**

- Route
- Station

N 500m

### 3.3 Built form and character areas

The general built form types and character areas within Hillview are identified on Map 4.

#### Built form

##### Low-density residential

- + Most of the neighbourhood is composed of 1970s and 1980s one to two-storey single-detached homes with front yards
- + Homes feature a mix of rear detached garages along alleys and front attached garages facing the street

##### Low-density, multi-unit residential

- + Two-storey row houses set back with ground-oriented units, internal roads, pathways and fenced yards
- + These developments are predominantly oriented internally, towards private roads, parking lots and walkways

##### Medium-density, multi-unit residential

- + Three- to four-storey apartment buildings with grassed front yards, balconies and parking lots positioned centrally or to the front of the building
- + Buildings are both street-oriented and internally oriented

##### Commercial

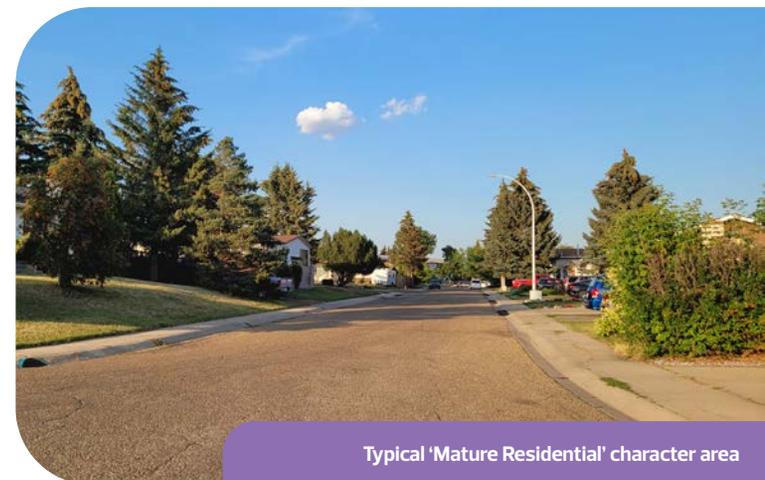
- + Several one-storey, auto-oriented commercial buildings that are setback from roads with an parking lots in front and serviced by a rear alley
- + One gas station and child care services building that fronts Woodvale Road and includes multiple accesses off of the collector roadways

##### Institutional

- + John Paul I Catholic School (K-6) and Hillview School (K-6) are centrally located in Hillview Park



'Community Hub' character area



Typical 'Mature Residential' character area

## Character areas

### Community hub

- + Hillview Park serves as the central open space of the neighbourhood
- + A community hub is created by the configuration of breezeways and roads leading towards the centrally located Hillview Park. The clustering of schools and recreational amenities further defines this character area
- + The park and amenities provide a space for the community to gather and connect with one another

### Green spine

- + A distinct trail network located at the back of lots
- + Serves as a connection between the centrally located Hillview Park and the north west of the community
- + Contains many significant old grown trees

### Mature residential

- + Predominantly low-density single-detached homes, semi-detached homes and row housing with front yards and front attached garages with driveways
- + Network of wide curvilinear roadways with cul-de-sacs
- + Most local roads have curbside sidewalks and on-street parking along both sides

### Travel corridor

- + Multi-unit residential, commercial, and institutional development
  - + Multi-unit residential tends to face internally, resulting in an inactive street frontage
  - + Commercial and institutional development tend to front towards the street, but are set back significantly
  - + Single-detached residential development typically fronts the street providing a more active streetscape
- + Roads have curbside sidewalks that are considered narrow. The front yards of private, single-detached residential development provide trees and landscaping along the corridor
- + Provides access to internal local roads and cul-de-sacs

## Opportunities

- + Strengthen east-west connections by extending and exploring opportunities for new shared pathways. These pathways will improve connectivity from where people live to where they work, learn, play, and access services and amenities. Enhancing these connections will encourage more people to walk, bike and roll
- + Collaborate with the Corner Store Program and business owners at the commercial centre to improve placemaking opportunities on public and private land
- + Opportunity to plant new trees and landscaping
- + Opportunity to build and strengthen the trail and pathway network and highlight the significance of Charles B. Hill Park
- + Explore opportunities to utilize the pipeline corridor as a linear connection or amenity area

Map 4. Built form and character areas



Hillview Neighbourhood Boundary

**Built form**

- Low-density residential
- Low-density multi-unit residential
- Medium-density multi-unit residential
- Commercial
- Institutional
- Parks and open space
- Front driveways
- Parking lot access

**Character areas**

- Community hub
- Mature residential
- Travel corridor
- Green spine

**Future Valley Line LRT Extension**

- LRT Station
- LRT Route

N 200m

### 3.4 Surrounding open space network

It is important to analyze the surrounding context of a neighbourhood to understand the availability of various types of open spaces and the amenities within them. By doing so, insights can be gathered to identify opportunities and gaps within the open space network. Various parks and amenities in the neighbourhoods surrounding Hillview are identified on Map 5.

Park Amenities surrounding Hillview within a 15-minute walk is shown on **Map 5** include:

- + Soccer fields: 30
- + Basketball courts: 7
- + Baseball diamonds: 10
- + Rinks/Arenas: 3
- + Playgrounds: 10
- + Dog parks: 1
- + Spray parks: 2
- + Skate parks: 1
- + Tennis court: 1
- + Golf course: 1
- + Cricket field: 1

#### 15 minute walk and bike ride from Hillview

- + The City Plan promotes 15-minute districts where people can easily complete their daily needs in a 15-minute walk, roll, bike ride or transit trip
- + Map 5 shows what parks and amenities surrounding Hillview are within a 15-minute walk from the edge of Hillview (average walking speed of 5.0 km/h)
- + All parks and amenities shown in Map 5 are less than a 15-minute bike ride from the edge of Hillview (average speed of 15.0 km/h)

#### Opportunities

- + Explore opportunities to add amenities that do not exist and may benefit current and future residents of Hillview and surrounding neighbourhoods
- + Improve active modes connections for people who travel between Hillview and surrounding open space destinations
- + Explore opportunities for non-sport recreation uses



Map 5. Surrounding open space network



- Hillview neighbourhood boundary
- Parks and open spaces
- Surrounding neighbourhood
- Off-leash dog area
- 15 minute walk from the edge of Hillview
- Soccer field
- Combination field
- Baseball diamond
- Track field
- Rink/Arena
- Basketball Court
- Recreation Centre
- Playground
- Spray park
- Skate park
- Tennis court
- Cricket field
- Shared pathway (unpaved)
- Shared pathway (hard surfaced)
- Valley Line LRT**
- Route
- Station
- N 500m

### 3.5 Neighbourhood open space network

The public open spaces and amenities in Hillview are identified on Map 6 and summarized below. Any improvements to titled property (for example park spaces) will require a Development Permit. Typically construction needs to start within a year of the Development Permit being issued.

#### Open Space Network

##### Charles B. Hill Park

- + A large forested park that is approximately 0.4 hectares
- + The park contains a short walking path that leads to a seating area along the south side of the green space
- + The tree stand provides a natural habitat for wildlife

##### Hillview Park:

- + One of two open spaces in Hillview
- + Centrally located and approximately 8.5 hectares
- + The park has no formal internal pathways but contains walking desire lines (worn paths in the grass) that show where formal pathways may be desired
- + The park is shared with Hillview School and John Paul I Catholic School
- + A walking path runs north-south along the west side of the park
- + Single-detached homes back onto the park perimeter
- + Park amenities include:
  - + Baseball diamonds: 4
  - + Basketball courts: 3
  - + Soccer fields: 8
  - + Playgrounds: 2
  - + Sand jump pits: 2
  - + Benches: 10+

##### Breezeways

- + Hillview contains 14 breezeways with pathways that provide additional access points for people who walk, roll and bike
- + Several of these breezeways connect to a shared pathway that runs east-west along the rear of the properties in the northwest corner of the neighbourhood
- + Four breezeways provide direct access to Hillview Park for people who walk, roll and bike
- + Two of these breezeways, along the east side of the park starting at 56 Street, do not provide fully accessible connection through the park
- + Elements that vary in each breezeway include trees, lighting and waste bins



Pathways along Hillview Park



### Utility Corridor/Off-Leash Dog Park

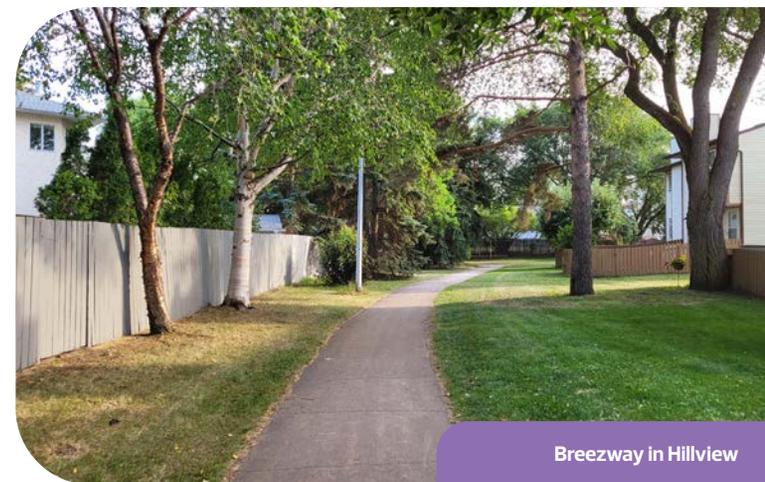
- + The utility corridor adjacent to Woodvale Road between 58 Street and 38 Avenue is a designated off-leash dog park
- + This dog park is best for ball throwing and active uses due to minimal pathways crossings and potential conflicts with people who walk, roll, and bike
- + The park is not enclosed

### Opportunities

- + Explore opportunities to add paved pathways where there are desire lines
- + Explore opportunities to improve the east-west connections in Hillview Park
- + Collaborate with Hillview School and John Paul I Catholic School to identify opportunities
- + Explore opportunities to enhance the design of parks and open spaces with a focus on user experience during the winter
- + Incorporate design elements in parks, open spaces and breezeways (such as benches, lighting, etc.) that provide comfort during the winter and enhance the accessibility and connectivity of these areas
- + Enhance the accessibility of existing pathways
- + Coordinate with pipeline and utility providers to confirm amenities that are acceptable within a pipeline/utility right-of-way

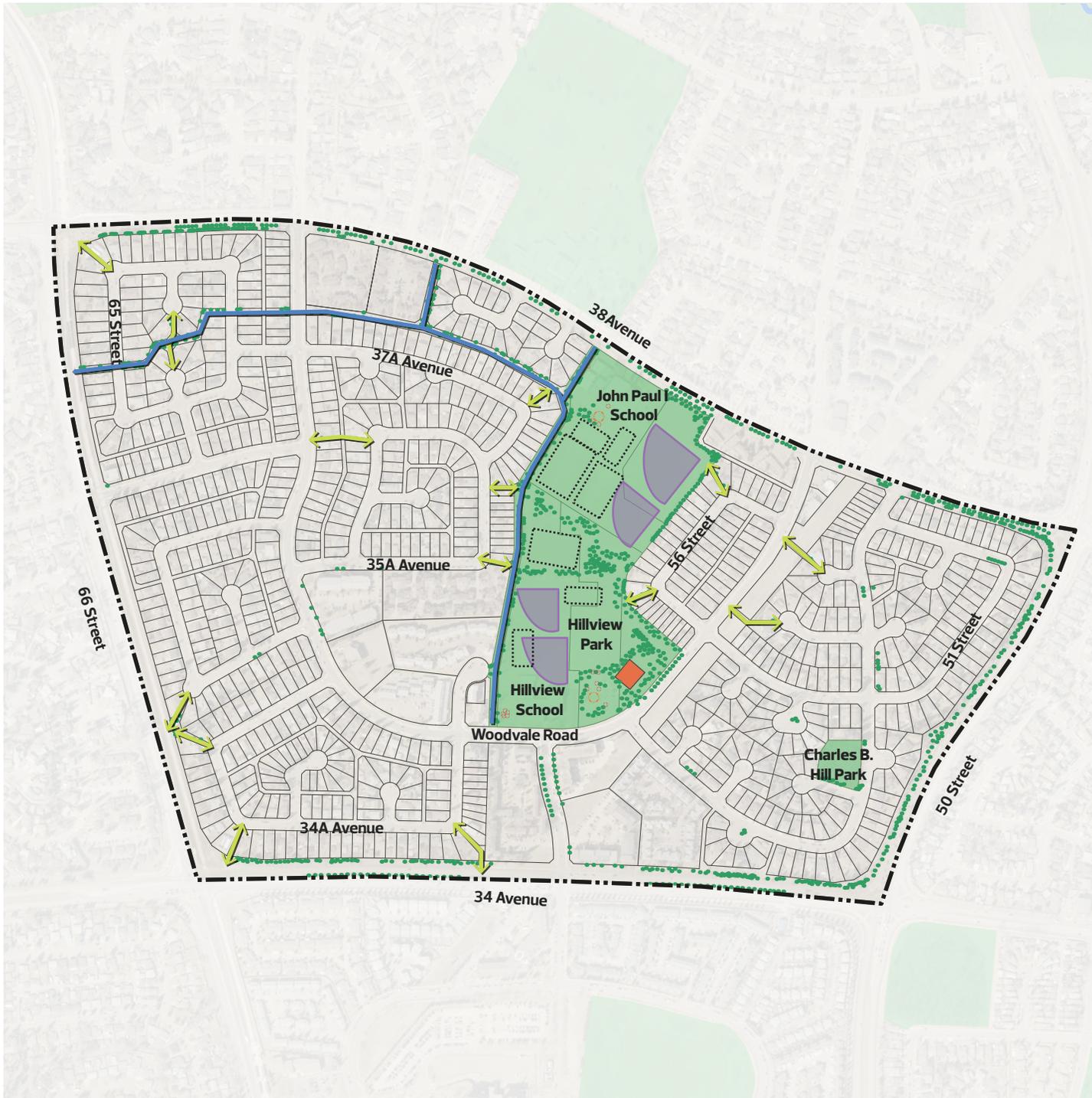


Utility corridor/dog off-leash park



Breezeway in Hillview

Map 6. Hillview open space network



-  Hillview Neighbourhood Boundary
-  Breezeway
-  Trees
-  Picnic Table
-  Playground
-  Shared pathway
-  Baseball diamond
-  Soccer field
-  Basketball Court



### 3.6 Complete streets analysis

The City of Edmonton uses the Complete Streets Design and Construction Standards (CSDCS) to govern roadway design. The Complete Streets approach provides direction for designing streets that reflect the surrounding context, land use, and users. Complete Streets are designed to be:

- + Safe
- + Attractive
- + Comfortable
- + Welcoming to people of all ages and abilities

In a retrofit context such as Neighbourhood Renewal, design must consider the location of existing buildings, mature trees, utility infrastructure, private landscaping within the public right-of-way, and numerous other constraints, within an existing right-of-way. These constraints must be addressed while striving to address the needs of all street users and incorporating input through public engagement as well as City standards and policies. Strategic tradeoffs may need to be explored to address costs, technical feasibility and other constraints.

CSDCS acknowledges it may not be feasible or possible to completely align with the standards in a retrofit context. In these instances, it should be identified where there is a variation from the standards and the rationale for the deviation should be documented using a Design Exception.

#### Complete Streets Review

Roadway classifications in Hillview that are part of the project scope are identified on **Map 7**:

- + Alley
- + Local residential
- + Collector residential (not within the Hillview Neighbourhood Renewal project scope but included in the analysis)

The following table ranks the user experience of people who walk, roll, bike, ride public transit and drive in Hillview along

with different roadway types as:

- H** High: Mode facilities provide the user with a high level of comfort with no or few barriers or challenges for all ages and abilities
- M** Medium: Mode facilities provide the user with a medium level of comfort with minor barriers or challenges for all ages and abilities
- L** Low: Mode facilities provide the user with a low level of comfort and many barriers or challenges for all ages and abilities

Table 1: User experience rankings of roadway types

	Walking and Rolling	Biking	Transit	Driving
Local Residential	L	L	N/A	H
Collector Residential	L	L	H	H

## Map 7. Complete streets analysis

 Hillview Neighbourhood Boundary

### Built form

-  Low-density residential
-  Low-density multi-unit residential
-  Medium-density multi-unit residential
-  Commercial
-  Institutional
-  Parks and open space

### Road classification

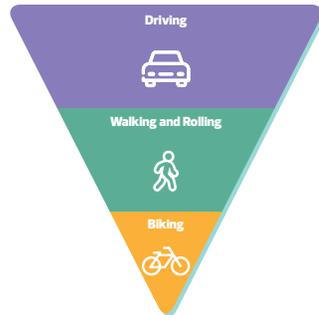
-  Local residential (9.1m wide)
-  Local residential (11.5m wide)
-  Collector residential
-  Arterial Class C (truck route, low speeds)
-  Arterial Class D (non-truck route)
-  Alley (4.0m wide)
-  Zebra-marked crosswalk
-  Marked crosswalk
-  Amber flashing beacons



 N  200m

## Local residential roads

### Existing modal priority



### User experiences

#### Driving – High

- + Roads with plenty of on street parking, some roads are wider
- + Mostly front private driveway access
- + High-profile rolled face curbs have resulted in some residents using ramps at driveways for smoother access
- + Curvilinear roads in the neighbourhood decrease the clear line of sight and may create blind spots for people who drive

#### Walking – Low

- + Narrow 1.2m and 1.5m curbside sidewalks make it difficult for two people to walk side-by-side or for two people in wheelchairs, pushing strollers or walkers to pass each other
- + There is no separation between the curb and on-street parking/traffic
- + No boulevard trees to provide shade protection for people walking and rolling, only a few trees behind the curbside sidewalk
- + Front driveways frequently cross the sidewalk, which increases potential conflicts between people who walk and drive and may impact safety/comfort for people walking in the winter

#### Biking – Low

- + Bikes and vehicles share the same space on low traffic local roads
- + Low traffic volumes and speeds of vehicles may increase the comfort of people who bike
- + People who drive backing out of their driveways may be a concern for people who bike on local roads
- + The user experience during winter would be considered low

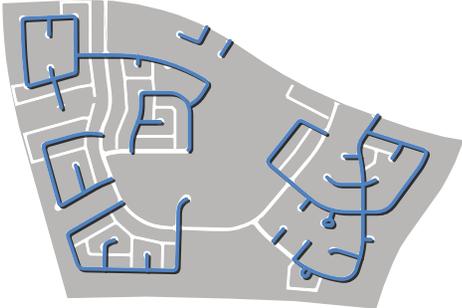
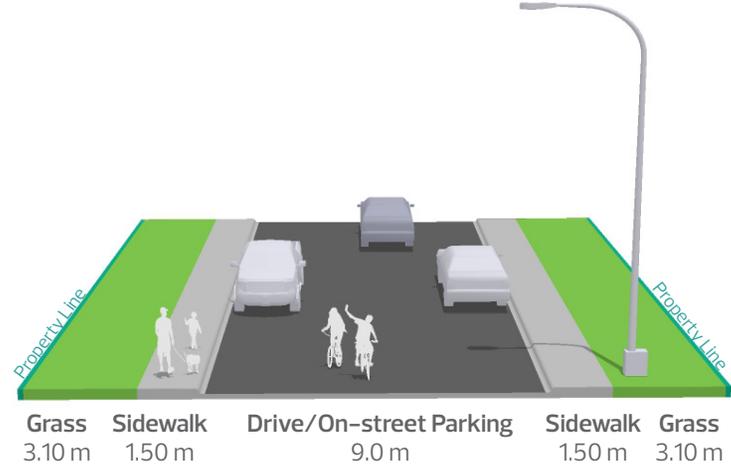
### Nearby land uses and frontages

- + Primarily street-oriented, single-detached homes with landscaped front yards and a combination front facing garages with private driveways or rear garages
- + Internally oriented, semi-detached housing and multi-unit housing with individual entrances and either a shared rear facing garage or no garage, relying on street parking

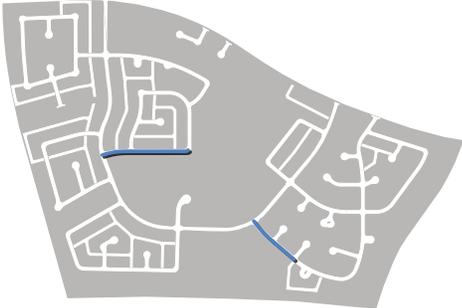


Local residential roadway in Hillview

Typical local residential road cross section | 18.2 m right-of-way

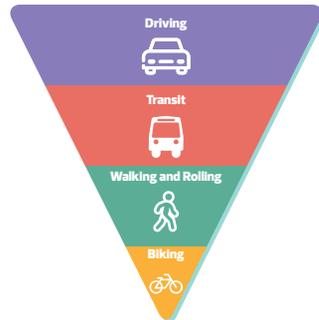


Typical local residential road cross section | 20.1m right-of-way



## Collector residential roads

### Existing modal priority



### User experiences

#### Walking – Low

- + Narrow 1.5m curbside sidewalks, with the exception of the sidewalks in front of Hillview School, make it difficult for two people to walk side-by-side or for two people in wheelchairs, pushing strollers or walkers to pass each other
- + Sidewalks are in good condition with standard curb ramps at intersections
- + There is no separation between the curb and on-street parking/traffic
- + Few trees for shade and weather protection

- + The cleared sidewalk width in winter may be narrow due to nearby snow banks
- + Some measures to slow traffic (curb extensions and mid-block bulb-outs)

#### Biking – Low

- + No bike facilities exist on collector residential roads
- + Bikes share the road with vehicles which may result in some people biking on the sidewalk as there is no alternative
- + High traffic volumes and speeds of vehicles, as well as transit/school buses, may decrease the comfort of people who bike
- + Since there are no bike facilities in the neighbourhood, people who bike will not have a snow-cleared path to travel on during winter

#### Driving – High

- + Wide roads with plenty of on-street parking
- + Few private driveway accesses

#### Transit – High

- + Several bus stops are located along the collector
- + Bus stop amenities (shelter, bench, waste bins, etc.) vary between bus stops
  - + Total shelters: 4
  - + Total benches: 3
  - + Total bus stops without amenities: 8
- + Bus stops are accessible by sidewalks from the nearby local residential roads

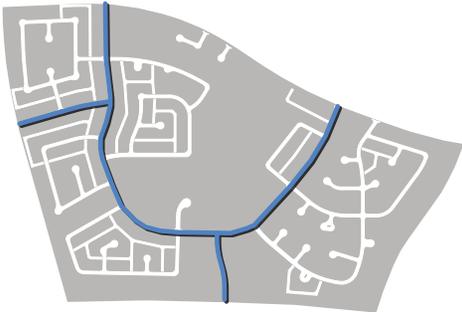
### Nearby land uses and frontages

- + Row housing on the east side of 58 Street with internal roadways and walking paths. Development does not front onto the street
- + Three-story apartments on the corner of 58 Street and Woodvale Road, fronting onto an internal parking lot
- + Four-storey apartments on the corner of 34 Avenue and 58 Street, fronting internally with a large setback from both roads

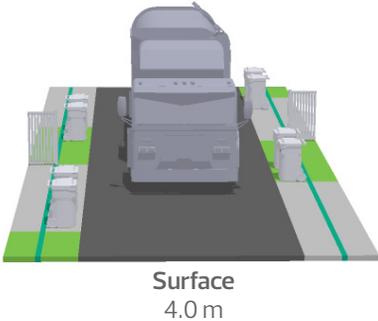


Collector residential road – Woodvale Road

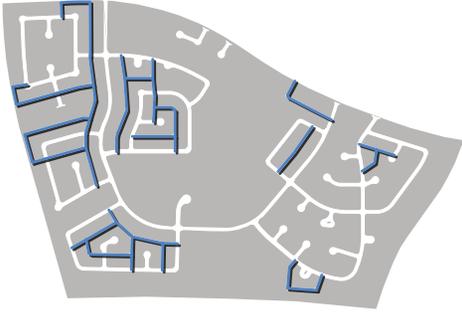
Typical collector residential road cross section / 24.3 m right-of-way



Typical alley cross section / 6.0 m right-of-way



- + Alley renewal is included as part of the Hillview Neighbourhood Renewal Project
- + All alleys will be reconstructed and repaved to improve drainage, where possible
- + A majority of alleys are curvilinear and do not provide direct connections





### Local residential road opportunities

- + Explore widening sidewalks along all local roads to meet minimum standards for people who walk and roll
- + Explore the feasibility of planting trees and adding boulevard sidewalks along local streets
- + Explore creating bike connections on local roads that connect to the bike network

### Collector residential road opportunities

- + Collector renewal work for Woodvale Road was completed as part of an earlier project

### Neighbourhood-wide opportunities

- + Where possible, retrofit streets to meet the CSDCS
- + Improve roadway conditions to shift the modal priority to align with CSDCS and other policies and standards
- + Identify roadways with speeding and shortcutting issues and explore the feasibility of implementing measures to ensure the safety of all road users throughout the neighbourhood, specifically around the school and playground
- + Identify popular walking connections to inform where to widen sidewalks
- + Identify key bike routes and connections and create safe and comfortable bike facilities to encourage people to bike who are interested but concerned
- + Investigate strategies to improve design for all users in the winter months



### 3.7 Mobility network – walking and rolling

Existing walking and rolling infrastructure within the Hillview neighbourhood is identified on Map 8.

#### Sidewalks

- + Most roads in Hillview have curbside sidewalks on both sides
- + Most sidewalks are approximately 1.5 meters wide with rolled-face curbs and some sidewalks are 1.2 meters wide

#### Missing sidewalks

- + Nine cul-de-sacs out of 20 total do not have sidewalks and eight have incomplete or disconnected sidewalks (refer to Map 8 for the locations of missing sidewalks)
- + All local-residential and collector-residential roads have sidewalks on both sides

#### Pedestrian crossings

- + The following crosswalk types and control devices are in Hillview (refer to Map 8 for exact locations):
- + Marked crosswalks
- + Zebra-marked crosswalks
- + Pedestrian activated amber flashers
- + Traffic signal-controlled intersections

#### Breezeways

- + Breezeways are connections within or between neighbourhoods that you can travel through by walking, rolling or biking. Many are located at the end of cul-de-sacs and streets. They are designed to connect to parks, schools, transit, shared pathways and other amenities. Some breezeways can also be used by emergency vehicles
- + 14 breezeway locations in Hillview
- + Breezeways create a network of connections between roads and park spaces
- + Breezeways and walkway widths vary
- + Walkway surface material is typically concrete with grass on either side



Monowalk



Pedestrian crossing



### Informal pathways.

- + Worn paths in the grass can be seen on the southeast edge of Hillview park and all along the east side

### Alleys

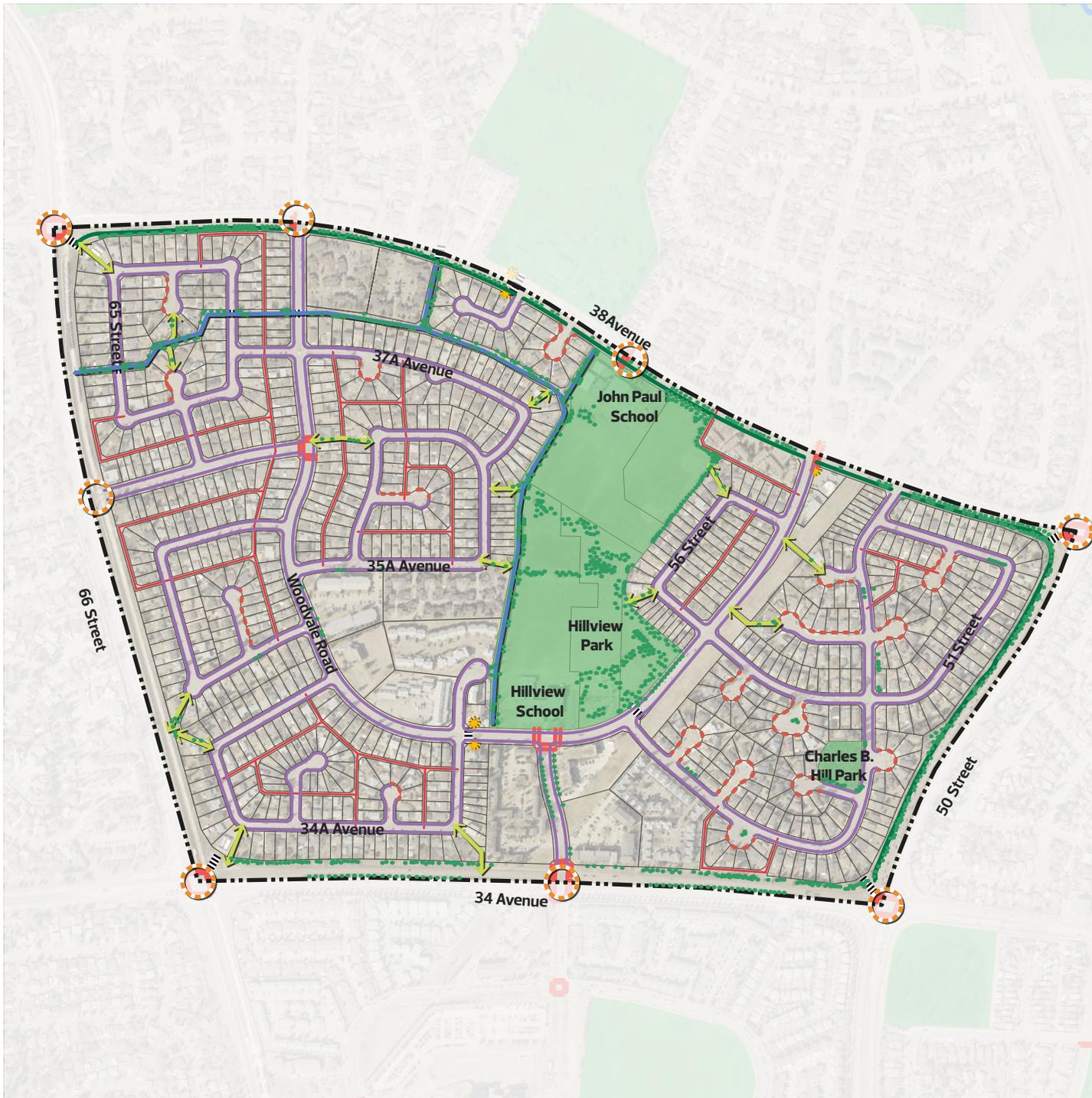
- + A majority of alleys are curvilinear and do not provide direct connections

### Opportunities

- + Enhance existing sidewalk connections and add new sidewalks at missing locations
- + Identify improvements to roadway geometry at crossings, such as curb extensions, road narrowing or other alignment changes
- + Increase accessibility for people walking and rolling to parks through wider and continuous sidewalk connections
- + Relocate catch basins away from crossings to reduce pooled water and ice buildup and improve accessibility for people who roll
- + Explore opportunities for new shared pathways to accommodate snow-clearing equipment
- + Explore opportunities to convert curbside sidewalks to boulevard sidewalks on one side of the road, particularly along key walking routes
- + Identify where designing alleys as shared street will better connect destinations or create direct routes
- + Evaluate all breezeways to examine if wider walkway connections or shared pathways would be beneficial
- + Complete sidewalks for cul-de-sacs for improved connectivity and accessibility



Map 8. Mobility network – walking and rolling



Hillview Neighbourhood Boundary

Boulevard sidewalk

Curbside sidewalk

Missing sidewalk

Breezeway

Shared pathway

Zebra-marked crosswalk

Marked crosswalk

Signal controlled intersection

Amber flashing beacons

Alley

N 200m

### 3.8 Mobility network – transit

Hillview is served by the Edmonton Transit Service (ETS) in the form of bus service. Existing bus stops and routes in Hillview are identified on Map 9.

The bus network redesign was implemented in spring 2021. There are now five types of routes including:

- + Frequent routes, which arrive every 15 minutes or better at most times of the day and most days of the week
- + Rapid (express) routes, which have limited stops and quickly connect the suburbs with central locations
- + Crosstown routes, which directly connect key suburban destinations without going through downtown
- + Local routes, which connect neighbourhoods to local destinations and other routes
- + Community routes, which connect seniors' residences with nearby services

#### Within the neighbourhood boundary

##### Bus Route 508

- + Connects residents to Meadows Transit Centre and Park and Ride and other destinations around Mill Woods
- + Travels along Woodvale Road and 38 Avenue
- + Destinations: Hillview Park, Millbourne Market Mall, Meadows Transit Centre
- + Route Type: Local/Community Route

#### Outside of the neighbourhood

##### Bus Route 53

- + Connects residents from Mill Woods Transit Centre to Clareview Transit Centre
- + Travels along 50 Street
- + Destinations: Mill Woods Town Centre, Capilano Mall, Concordia University, Coliseum Transit Centre, Belvedere Transit Centre, Clareview Transit Centre
- + Route Type: Crosstown Route

##### Bus route 509A/B

- + Connects residents to neighbourhood destinations in and around Mill Woods
- + Travels along 38 Avenue
- + Destinations: Mill Woods Transit Centre and Town Centre, Mill Woods Recreation Centre, surrounding residential communities
- + Route Type: Local/Community Route



Valley Line Southeast LRT



Bus route 508

### Bus route 507

- + Connects residents to Southgate Transit Centre and Meadows Transit Centre
- + Travels along 38 Avenue
- + Destinations: Meadows Transit Centre, Millbourne Market Mall, Millgate Transit Centre, Southgate Transit Centre and Mall
- + Route Type: Local/Community Route

### Bus route 523

- + Connects residents from Mill Woods Transit Centre to Downtown
- + Travels along 34 Avenue
- + Destinations: Mill Woods Transit Centre, industrial areas along 99 Street, Downtown
- + Route Type: Local/Community Route

### Bus route 510X

- + Connects residents from Mill Woods Transit Centre to Downtown
- + Travels along 66 Street
- + Destinations: Mill Woods Transit Centre, Millbourne Market Mall, Bonnie Doon Shopping Centre, Downtown
- + Route Type: Rapid Route

### Millbourne/Woodvale Stop

- + Located northwest Hillview
- + Future LRT stop as part of the Valley Line Southeast extension

### Mill Woods Transit Centre

- + Mill Woods Transit Centre is located south of Hillview
- + Current Transit Centre services multiple Edmonton Transit System (ETS) routes that connect to various locations in South and North East Edmonton and Downtown
- + Future LRT stop as part of the Valley Line Southeast extension

### Bus stop conditions

- + Amenities such as shelters, benches, waste bins and concrete pads vary at bus stop locations
- + Only four bus stops within the neighbourhood boundary have shelters (refer to Map 9 for locations)

### Opportunities

- + Enhance connections to bus stops and routes
- + Identify priority bus stops for additional bus stop amenities that improve user experience, such as winter weather protection
- + Widen narrow bus stop pads to align with Complete Streets Standards
- + Widen sidewalks and pathways and enhance connections to the future Millbourne/Woodvale LRT stop



Bus stop with shelter



Map 9. Mobility network – transit



- Hillview Neighbourhood Boundary
- Local route
- Crosstown route
- Rapid route
- Bus stop
- Bus stop with shelter
- Zebra-marked crosswalk
- Marked crosswalk
- Signal controlled intersection
- Amber flashing beacons



### 3.9 Mobility network – people riding a bike

The bike network surrounding Hillview is identified on Map 10.

#### Existing bike infrastructure

- + No dedicated bike facilities
- + Breezeways provide through access for people who walk, roll and bike
- + Shared pathways within Hillview Park are a substandard (1.8 m) width
- + Shared pathways (paved) located close to Hillview include:
  - + West side of 50 Street
  - + South side of 34 Avenue
  - + Along 66 Street
- + Other bike infrastructure includes:
  - + Shared roadway (higher traffic), with road markings and signage, along 38 Avenue which is identified as an existing substandard route in the Bike Plan
- + Bike routes close to Hillview help connect residents to destinations such as Millbourne Market Mall, Upper Mill Creek Ravine, Mill Woods Town Centre and other destinations in the surrounding area

#### Edmonton Bike Plan

The City of Edmonton's Bike Plan establishes a high-level strategic plan to guide the continued improvement and growth of the bike network and supporting programs. The following are highlights of the Bike Plan in relation to Hillview and the surrounding bike network.

- + 34 Avenue and 50 Street are identified as district connector routes
  - + Both have paved shared pathways
- + 66 Street is district connector route
  - + District connector routes are bike routes that serve as cycling arteries extending across multiple neighbourhoods, connecting districts and prioritizing directness
- + The shared pathway in Hillview Park and the 38 Avenue route are classified as neighbourhood routes
  - + Neighbourhood routes provide local access, opportunities for recreational cycling and connections to destinations outside of the district connector network. These routes focus on providing access to local amenities and connections

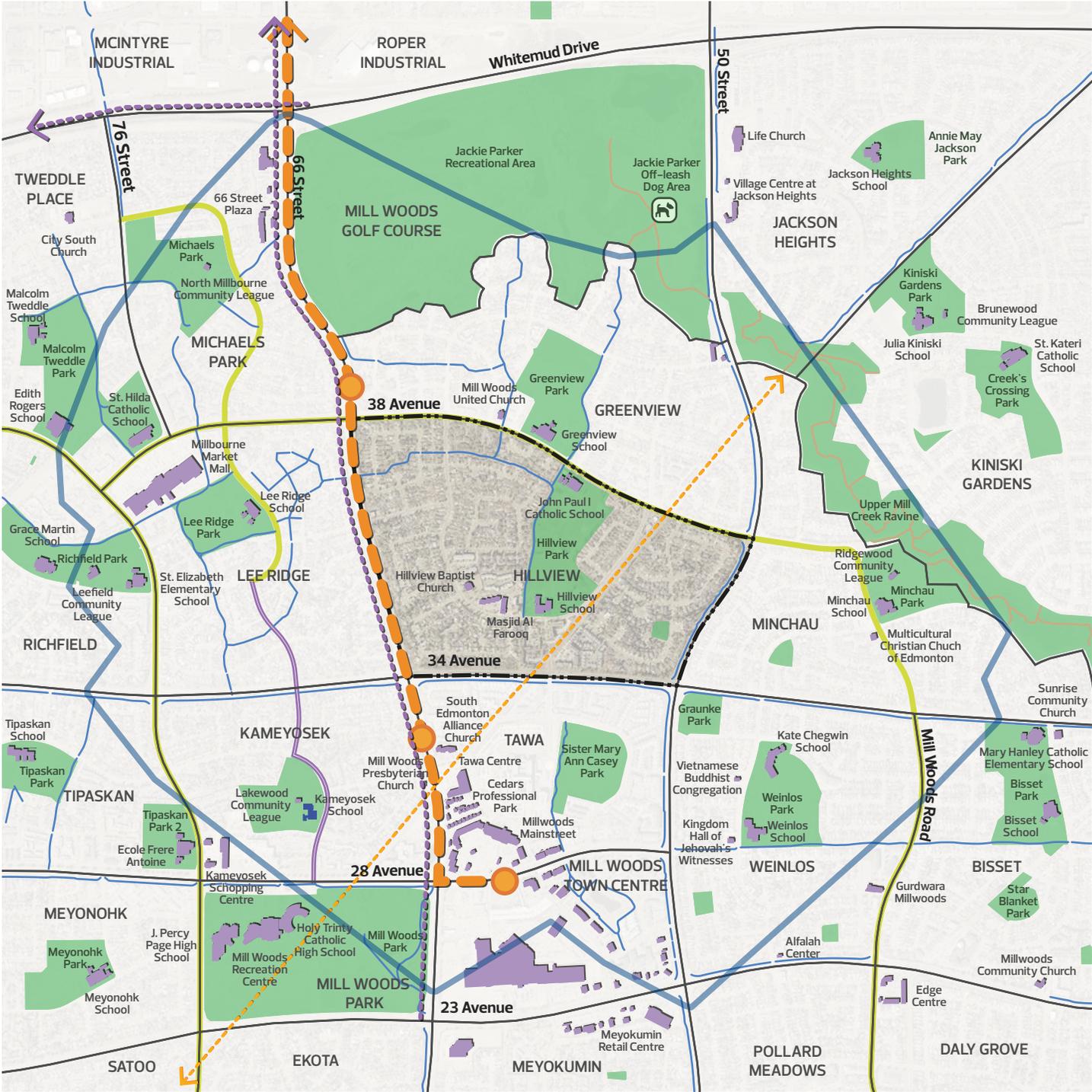
#### Opportunities

- + Explore opportunities to enhance bike connectivity to the overall network and within the neighbourhood
- + Enhance user safety and comfort in all seasons
- + Explore adding amenities such as benches and bike racks along bike routes and at destinations



Shared roadway (higher traffic) along 38 Avenue

Map 10. Mobility network – people biking



-  Hillview neighbourhood boundary
-  Parks and open space
-  Surrounding neighbourhood
-  Future neighbourhood route (identified in the Bike Plan)
-  Future district route (identified in the Bike Plan)
-  Key destination
-  Shared pathway (unpaved)
-  Shared pathway (hard surfaced)
-  Shared roadway (higher traffic)
-  Shared roadway (lower traffic)
-  Valley Line LRT Route
-  Station





## Traffic controls

### Playground zone

- + The playground zone designates a 30 km/h speed limit from 7:30 a.m. to 9:00 p.m. every day
- + Playground zones are designated by signage and a posted speed limit reduction
- + The playground zone in Hillview encompasses the section of Woodvale Road along the south side of Hillview Park. The zone includes a zebra-marked crosswalk at 60 Street and Hillview Crescent, and a marked crosswalk 58 Street respectively

### Controlled intersections

- + Yield and stop controlled intersections are typically located along the collector roadways (Woodvale Road, 58 Street and 37a Avenue), where people who drive must yield or stop before turning onto the collector roadway
- + Stop controlled intersections include those along the playground zone, and the intersections of 58 Street and 37a Avenue with Woodvale road
- + The majority of intersections in Hillview, most notably at cul-de-sacs, are uncontrolled intersections

## Traffic safety

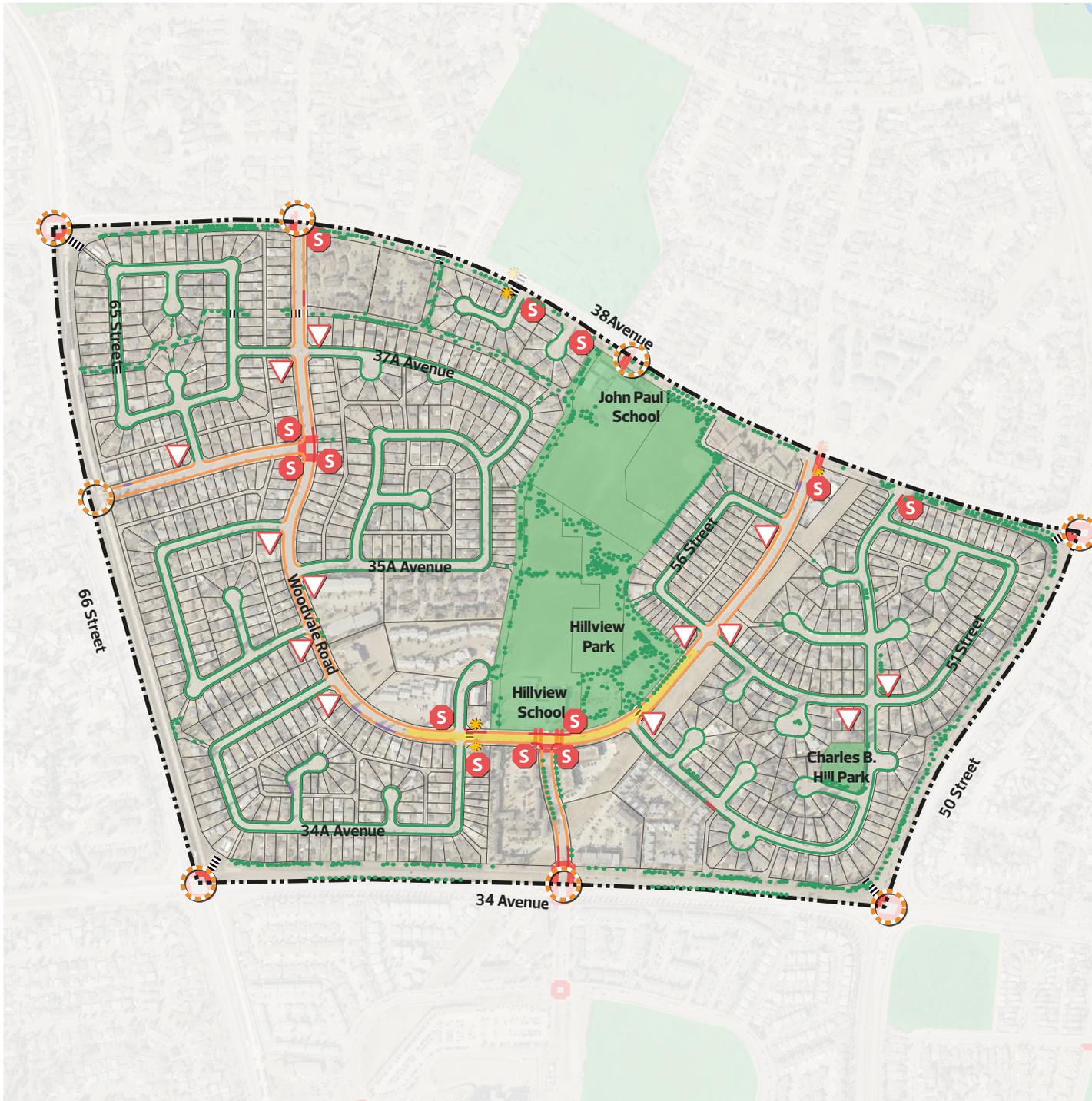
- + The neighbourhood includes several curvilinear roadways and cul-de-sacs with limited opportunities for shortcutting
- + An analysis of existing traffic data will help inform the design
- + An analysis of speed data will assist in determining where measures to slow traffic should be implemented
- + Incident data will also help identify where safety improvements may be needed

## Opportunities

- + Identify if traffic-calming measures are needed to address speeding and shortcutting concerns identified through stakeholder engagement, 311 inquiries, school safety assessments, traffic volume data, collision data and High Injury Network Maps
- + Evaluate traffic safety around important destinations (schools, parks, etc.) and along key routes to destinations for people who walk, roll and bike
- + Existing and missing traffic control signage will be reviewed
- + Reviewing existing on-street parking locations will help identify constraints when Exploring Options and Tradeoffs for potential new bike routes and traffic-calming measures within the neighbourhood



Map 11. Mobility network – parking and traffic controls



-  Hillview Neighbourhood Boundary
-  On-street parking
-  On-street parking restricted
-  Accessible parking
-  On-street seasonal parking
-  Playground zone
-  Stop sign
-  Yield sign
-  Zebra-marked crosswalk
-  Marked crosswalk
-  Signal controlled intersection
-  Amber flashing beacons

### 3.11 Infrastructure

#### Utility considerations

- + Hillview has pedestal based street lighting. This can impact redesign opportunities, as it is typically time and cost prohibitive to relocate
- + Hydrants may require relocating
- + Coordination with all utilities (ATCO Gas, ATCO Pipelines, EPCOR Drainage, EPCOR Water Services, TELUS Communications, Rogers, Shaw Cable, Zayo Canada) will commence during the circulation of the draft design to identify any potential existing and planned utility conflicts with the proposed new neighbourhood infrastructure
- + Any potential conflicts with underground utilities will be addressed during the preliminary design
- + With any proposed infrastructure changes, emphasis should be placed on protecting existing mature street trees where possible
- + Conflicts with utilities located at the back of the sidewalk will need to be considered where wider sidewalks are proposed
- + Additional lighting in park spaces should be located with safety considerations in mind

#### Crossing agreements

- + Crossing agreements must be obtained from pipelines for any work that will cross them. Hydrovac agreements must be obtained for locating the pipelines at proposed crossing locations
- + Pipeline companies with infrastructure within the pipeline corridor southeast of Woodvale Road include Keyera Energy Ltd., Plains Midstream Canada and Pembina Pipeline Corporation. The City of Edmonton has master agreements with Keyera and Pembina
- + Crossing agreements are typically valid for one year
- + Applications should be made during the detailed design phase, several months before the anticipated construction
- + Requirements for utility crossing agreements will be identified as needed

#### Encroachment agreements/Licences of occupation

- + An Encroachment Agreement/Licence of Occupation is a written confirmation between the City and an owner of a property that allows for the private use of a public right-of-way
- + Often, Encroachment Agreements/Licences of Occupation within residential areas are used to extend private yards into public right-of-ways

- + Encroachment Agreements can also exist for City infrastructure on private property, such as school board land
- + Consideration should be given to any potential impact on an existing Encroachment Agreement/Licence of Occupation

#### Land acquisition

- + During Neighbourhood Renewal, the City may need to acquire portions of private land to accommodate proposed improvements
- + Small land acquisitions are occasionally needed for new signal placements, installation of traffic-calming measures, and new sidewalks within narrow public right-of-ways
- + An assumption is made that all traffic signal replacements will be at their existing locations
- + Land acquisitions and related requirements will be identified and may impact design decisions during the concept phase

#### Drainage

- + During Renewal, the project may explore opportunities for new absorbent landscaping areas to help mitigate surface flooding issues in Hillview
- + Relocate existing catch basins where feasible. New catch basins and associated grading design will be identified and addressed at the preliminary design phase





January 2023

## Hillview Neighbourhood and Alley Renewal – Urban Design Analysis