

Chapter 3

Draft Designs

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5 Draft Designs

Biking, driving and traffic safety

5.1 Redesign of 36 Street



New shrubs and grasses see Section 5.2 36 Street linear green space on page 7

New seating area - see Section 5.12 Seating Areas, Location A, on page 35



Figure 1. Redesign of 36 Street - Overview

- New shared pathway
- Widen existing sidewalk
- Widen existing breezeway pathway
- New tree
- Existing deciduous tree
- Existing coniferous tree
- Remove existing tree
- Grass
- Coloured concrete crosswalk

What we propose

- + Add a shared pathway along the east side of 36 Street to make it easier for people who walk, bike and roll to move around the neighbourhood
- + Widen the existing sidewalk along the west side of 36 Street to reflect the City's Complete Streets Design and Construction Standards
- + Replace areas of on-street parking along the east side of 36 Street with a new boulevard and trees to slow traffic and add greenery to the neighbourhood
- + Maintain on-street parking near Hairsine Park and multi-family residential buildings
- + Replace the existing crosswalk on the west side of Hairsine Park with a two staged median crosswalk. The design will help slow traffic and enhance the feeling of safety for people who walk by improving sight lines and providing a shorter crossing distance.
- + Updating the intersection configuration at 137 Avenue with new islands that enhance sight lines when merging into traffic lanes



Coloured concrete crosswalk

New shrubs and grasses see Section 5.2 36 Street linear green space on page 7

New seating area – see Section 5.12 Seating Areas, Location A, on page 35

- New shared pathway
- Widen existing sidewalk
- Widen existing breezeway pathway
- Parking bay
- New tree
- Existing deciduous tree
- Existing coniferous tree
- Remove existing tree
- Grass



Corner store area – See Section 5.13 Corner store area on page 38

Figure 2. Redesign of 36 Street - 144 Avenue to 139 Avenue

Figure 3. Redesign of 36 Street - 139 Avenue to 137 Avenue



Figure 4. Redesign of 36 Street - Rendering north of 139 Avenue



Figure 5. Redesign of 36 Street - Rendering north of 137 Avenue

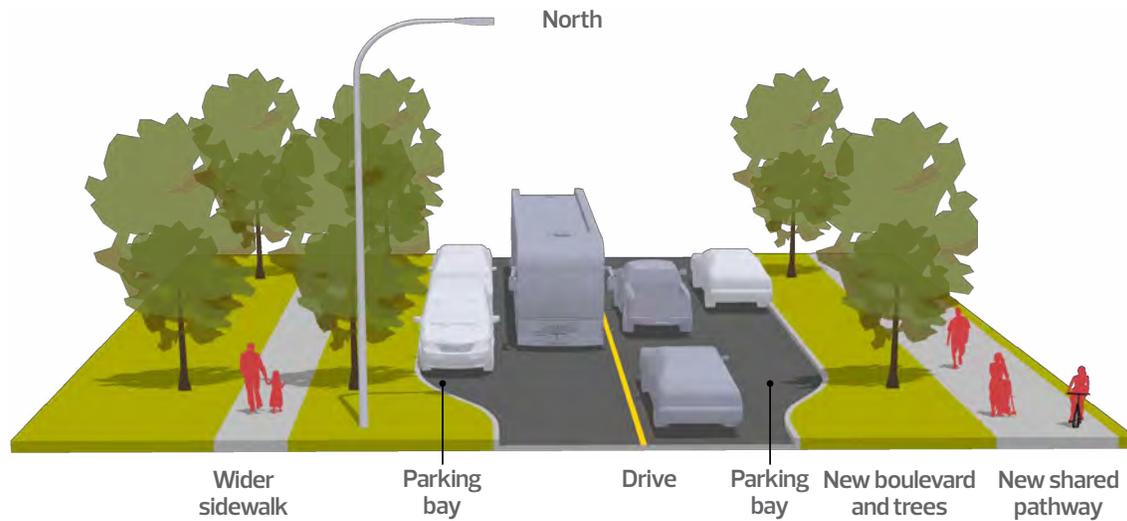


Figure 6. Redesign of 36 Street - Typical cross section

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on options for the redesign of 36 Street. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Most participants did not want design options that would impact driving ease, showing a prioritization of driving
- + Participants welcomed trees and greenery
- + Participants wanted traffic safety to be a key consideration for any redesigns

Vision and Guiding Principles

Aligns with the following principles:

- + Hairsine has upgraded sidewalks, roadways and wide pathways throughout the neighbourhood that provide safe and accessible connections for people of all ages and abilities
- + Hairsine has well-lit spaces, crosswalks and streets

Design considerations and technical requirements

- + Opportunity to select tree species that provide colour in the fall
- + The shared pathway alignment may shift slightly at some locations due to existing telephone vaults along the east side of 36 Street
- + Managing utility conflicts such as watermain offsets, catchbasin locations, hydrants, pedestals, and traffic lights

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + Complete Streets Design and Construction Standards
- + Corporate Tree Management Policy – new tree plantings
- + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Snow and Ice Control Policy – shared pathways will be prioritized for snow clearing by the City
- + The City Plan – Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + Vision Zero Initiative/Safe Mobility Strategy – support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from motor vehicle collisions

5.2 36 Street linear green space

What we propose

- + Add new low maintenance and naturalized plantings of shrubs and grasses along the 36 Street pipeline corridor
- + The new plantings will add greenery to the neighbourhood and support biodiversity
- + Ensure the design of planting areas will spark visual interest and a sense of character to people walking or biking nearby
- + The plantings will also help create a welcoming entrance to the neighbourhood



Figure 7. 36 Street linear green space with new shrubs and grasses

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the 36 Street linear green space. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Participants indicated that they would like greenery, but also want plants to be maintained to ensure visibility of signs and people who walk

Vision and Guiding Principles

Aligns with the following principles:

- + Hairsine is a family and kid-friendly neighbourhood with safe spaces, parks and amenities to enjoy
- + Hairsine has beautiful green, open spaces with picnic tables and benches for friends, family and neighbours to gather and build relationships with one another

Design considerations and technical requirements

- + Plant selection and location will not impact existing underground utilities and will be in accordance with ATCO standards
- + Select resilient and low maintenance shrubs and grasses

City Policies and Programs

- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
 - + Contributes to urban climate mitigation by providing a vegetative cover in an open space
 - + Supports biodiversity by providing various plant species
- + Climate Resilient Edmonton – reduce the impacts of urban heat island effect
- + The City Plan – prioritize and enable green infrastructure including low-impact development solutions

5.3 Intersection redesign (36 Street and 139 Avenue)

What we propose

- + Change the existing four-way stop intersection to a traffic circle to increase safety and improve flow of all modes
- + Reduce the crossing distance for people walking or rolling
- + Clearly mark crosswalks to improve the visibility of people walking or rolling to those driving
- + Improve the safety of people who walk, roll, bike and drive

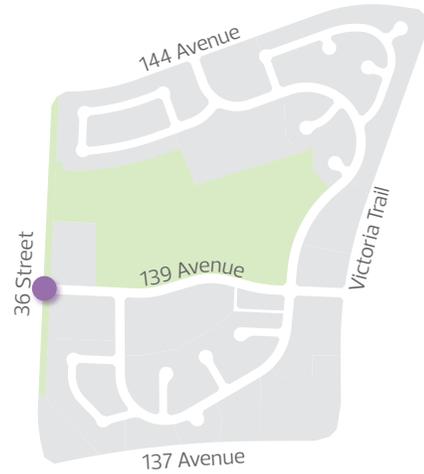


Figure 8. Intersection redesign (36 Street and 139 Avenue)



Figure 9. Intersection redesign (36 Street and 139 Avenue) - Rendering 1



Figure 10. Intersection redesign (36 Street and 139 Avenue) - Rendering 2

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the intersection redesign of 36 Street and 139 Avenue. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Participants overwhelmingly supported maintaining good traffic flow through the neighbourhood
- + Some participants felt that no changes are needed to this intersection
- + Some participants thought that street lights and crossing lights were missing at this location

Vision and Guiding Principles

Aligns with the following principles:

- + Hairsine has upgraded sidewalks, roadways and wide pathways throughout the neighbourhood that provide safe and accessible connections for people of all ages and abilities
- + Hairsine has well-lit spaces, crosswalks and streets

Design considerations and technical requirements

- + Improve clarity for movement through the intersection for people walking, biking, rolling or driving compared to the existing conditions
- + Assess need for the installation of new drainage infrastructure

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + Complete Streets Design and Construction Standards
- + Vision Zero Initiative/Safe Mobility Strategy – support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from motor vehicle collisions

5.4 Redesign of 139 Avenue

What we propose

- + Replace the north sidewalk with a shared pathway to make it easier for people who walk, bike and roll to move around the neighbourhood
- + Widen the existing south sidewalk to meet the City's Complete Streets Design and Construction Standards
- + Add new curb extensions at intersections and crosswalks to narrow crossing distances and improve visibility for people walking and to reduce driver speeds
- + Remove some areas of on-street parking to narrow the road and reduce driver speeds
- + Maintain some areas of on-street parking as parking bays near higher use areas, such as near schools and multi-family buildings

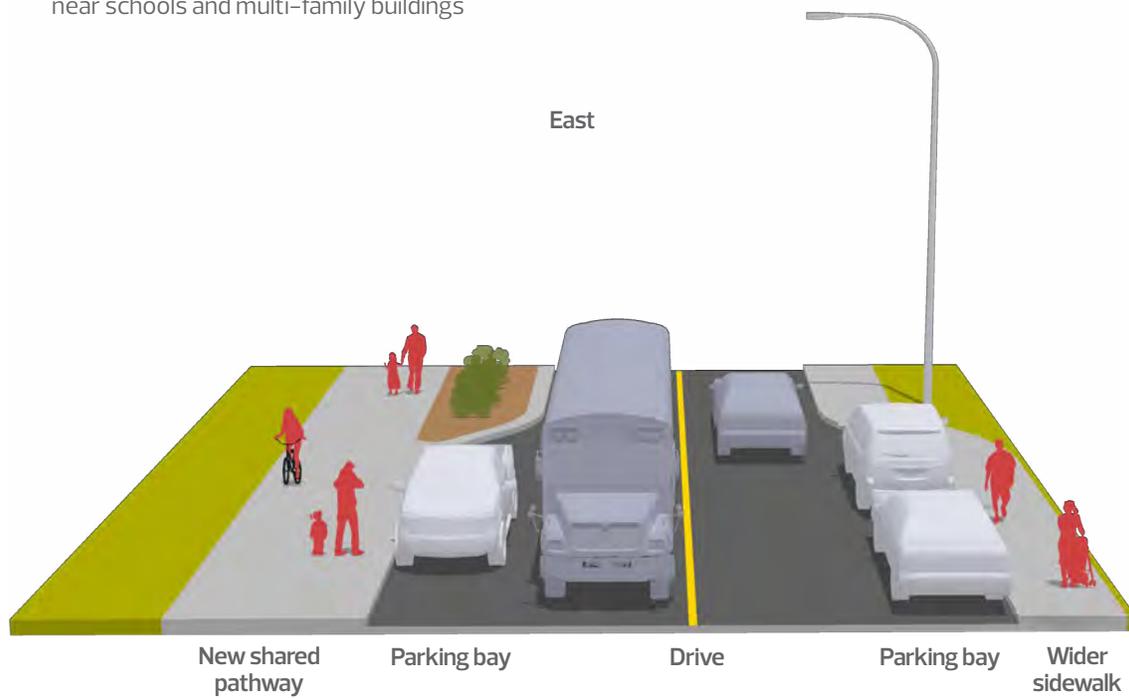


Figure 12. Redesign of 139 Avenue - Typical cross section



Figure 11. Redesign of 139 Avenue - Overview plan



Figure 13. Redesign of 139 Avenue - Plan showing from 36 Street to John D. Bracco High School



Figure 14. Redesign of 139 Avenue - Plan showing from Hairsine Playground to Victoria Trail

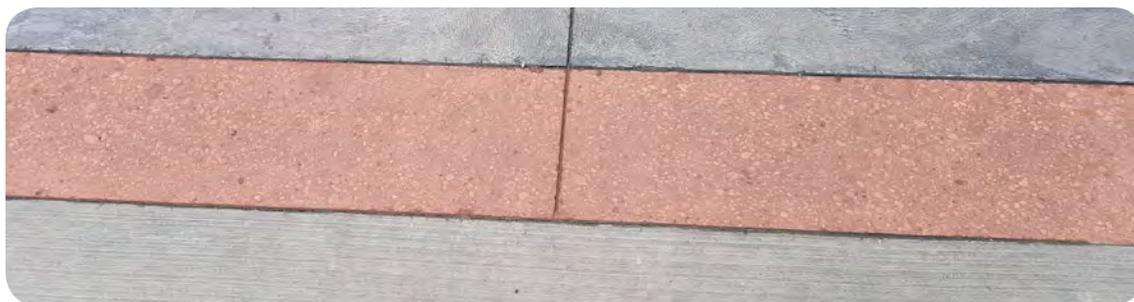


Figure 15. Example image of coloured concrete bands for along the new 139 Avenue shared pathway in front of the schools



Figure 16. Redesign of 139 Avenue - Rendering 1: Looking east



Figure 17. Redesign of 139 Avenue - Rendering 2: Crosswalk near John. D Bracco Junior High School

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the redesign of 139 Avenue. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Most participants liked the accessibility provided by the options for people who walk
- + Some participants indicated concern about the potential loss of parking spaces
- + Some participants suggested a drop-off/pick-up zone next to the schools

Vision and Guiding Principles

Aligns with the following principles:

- + Hairsine has upgraded sidewalks, roadways and wide pathways throughout the neighbourhood that provide safe and accessible connections for people of all ages and abilities
- + Hairsine has well-lit spaces, crosswalks and streets

Design considerations and technical requirements

- + Manage conflicts with utilities and collaborate with EPCOR to receive a design exception for the offset of the new north face of curb and watermain
- + Assess appropriate locations for absorbent landscaping
- + Install traffic calming measures including curb extensions and a raised crosswalk

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + Complete Streets Design and Construction Standards
- + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Snow and Ice Control Policy – shared pathways will be prioritized for snow clearing by the City
- + The City Plan – Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + Vision Zero Initiative/Safe Mobility Strategy – support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from motor vehicle collisions

5.5 New boulevard along the local loop road of 142 Avenue/30 Street/138 Avenue

What we propose

- + Remove some areas of on-street parking and replace with grassed boulevard and new trees
- + Add new curb extensions to narrow crossing distances, improve visibility for people walking and reduce driver speeds
- + Explore absorbent landscaping in the new boulevard to help improve drainage

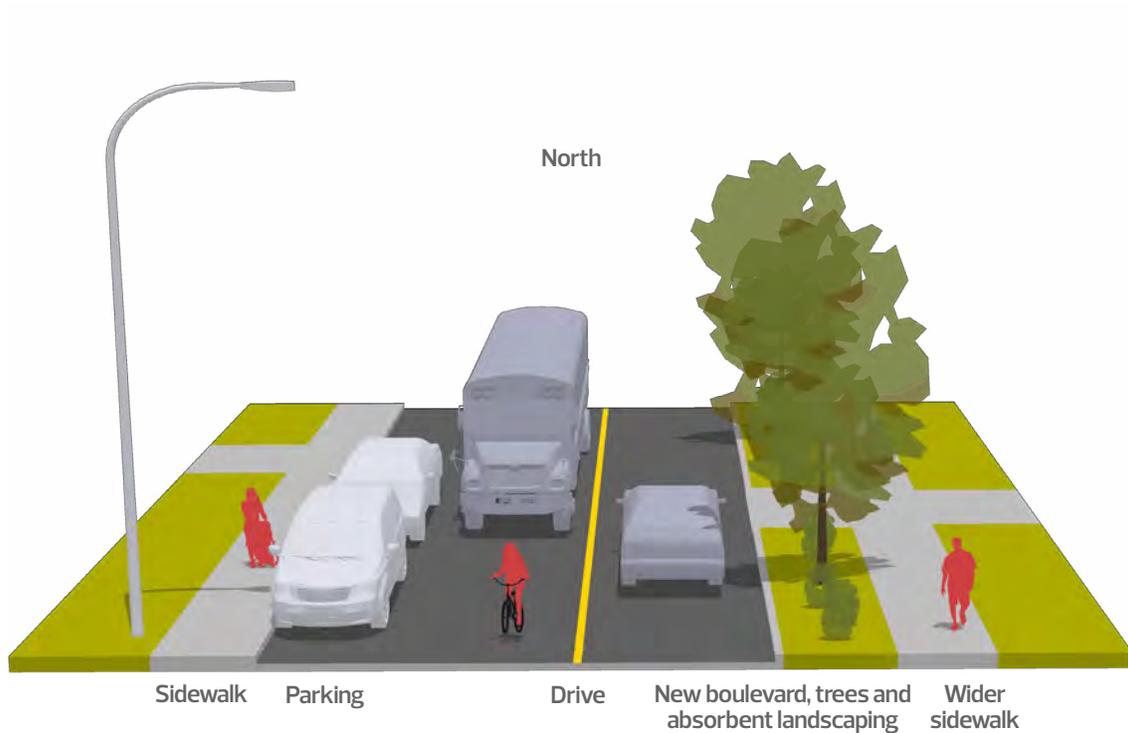


Figure 18. New boulevard along the local loop road of 142 Avenue/30 Street/138 Avenue - Typical cross section

+ absorbent landscaping

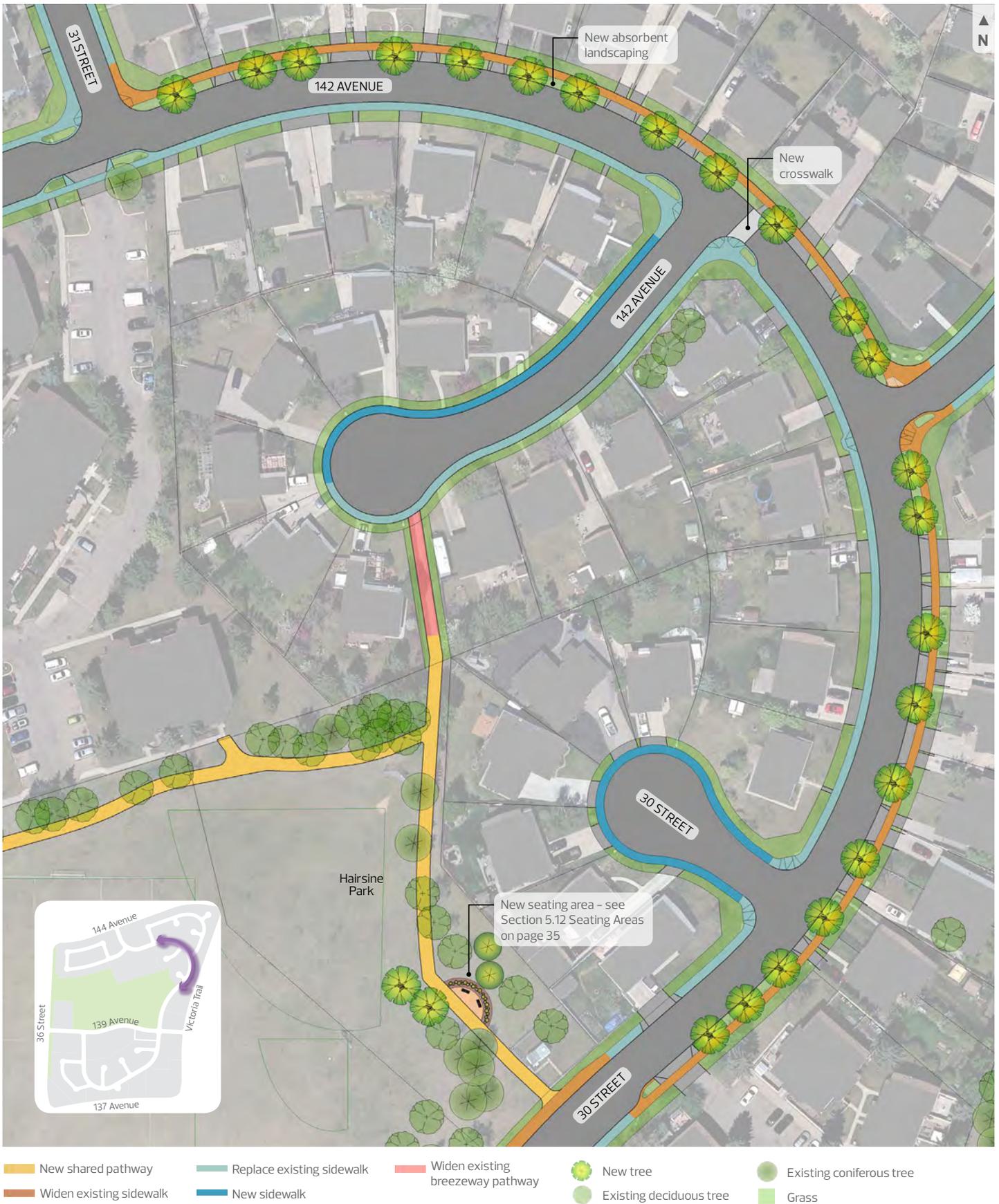


Figure 19. New boulevard along the local loop road of 142 Avenue/30 Street/138 Avenue - Plan: North portion



Figure 20. New boulevard along the local loop road of 142 Avenue/30 Street/138 Avenue - Plan: South portion

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team did not have options for the new boulevard along the local loop road of 142 Avenue/30 Street/138 Avenue. Community concerns about speeding along the local loop road, new traffic data and direction for exploring absorbent landscaping prompted the Project Team to create this design.

What we considered

What we heard

- + Residents expressed speeding concerns along the local loop road of 142 Avenue/30 Street/138 Avenue

Vision and Guiding Principles

Aligns with the following principles:

- + Hairsine has upgraded sidewalks, roadways and wide pathways throughout the neighbourhood that provide safe and accessible connections for people of all ages and abilities
- + Hairsine has well-lit spaces, crosswalks and streets

Design considerations and technical requirements

- + Manage conflicts with utilities
- + Assess appropriate locations for absorbent landscaping
- + Install traffic calming measures including curb extensions and a raised crosswalk

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Community Traffic Management Policy – supports curb extensions to narrow crossing distances and improve visibility for people walking and to reduce driver speeds
- + Complete Streets Design and Construction Standards
- + Corporate Tree Management Policy – new tree plantings
- + The City Plan – prioritize and enable green infrastructure including low-impact development solutions
- + Vision Zero Initiative/Safe Mobility Strategy – support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from motor vehicle collisions
- + Winter Design Guide – new boulevard creates snow storage space

5.6 Enhanced/new crosswalks

What we propose

- + Add curb extensions and narrow the road at existing crosswalks to slow traffic and enhance the feeling of safety for people who walk by improving sight lines and providing shorter crossing distances
- + Add raised mid-block crosswalks to help slow traffic along 139 Avenue and 30 Street and improve visibility of people crossing
- + Upgrade the crosswalk along the north portion of 36 Street to a two staged median crosswalk to shorten the crossing distance for people who walk and reduce driver speeds



During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on crosswalk types. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Most participants supported raised crosswalks
- + Some participants indicated more lighting is needed at future crosswalks
- + Some participants shared concern about the loss of parking caused by raised crosswalks
- + Some participants indicated concern about losing space for vehicles and that added green space would reduce visibility for drivers

Vision and Guiding Principles

Aligns with the following principles:

- + Hairsine has upgraded sidewalks, roadways and wide pathways throughout the neighbourhood that provide safe and accessible connections for people of all ages and abilities
- + Hairsine has well-lit spaces, crosswalks and streets

Design considerations and technical requirements

- + Relocate catch basins for new curb extensions and adjust other utilities as required
- + Add signage to curb extensions for winter visibility

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Community Traffic Management Policy – supports curb extensions to narrow crossing distances and improve visibility for people walking and to reduce driver speeds
- + Complete Streets Design and Construction Standards
- + Vision Zero Initiative/Safe Mobility Strategy – support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from motor vehicle collisions

Location A

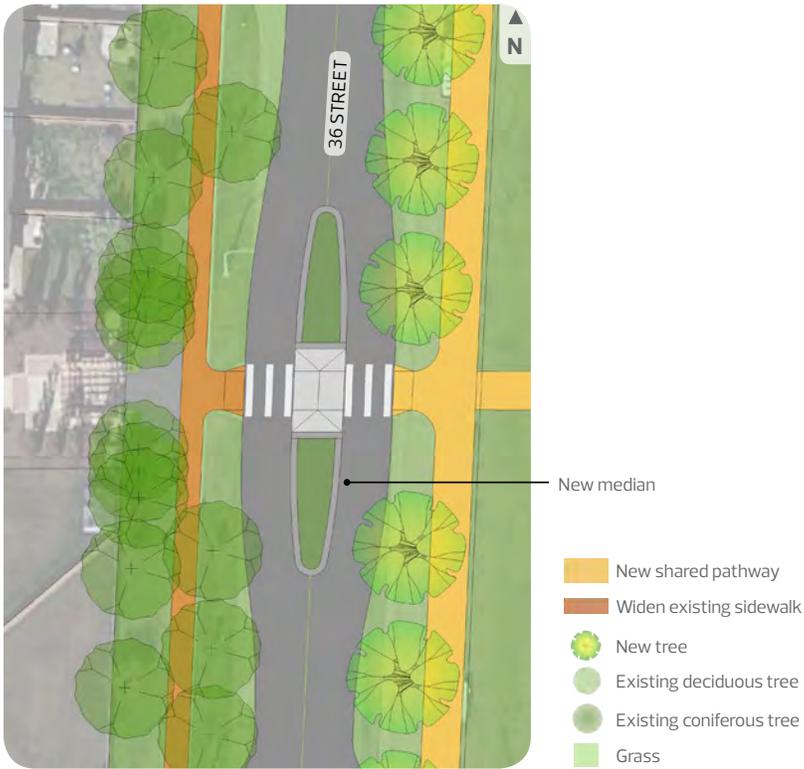


Figure 22. Enhanced crosswalk location A - Plan



Figure 21. Enhanced crosswalk location A - Rendering

Location B

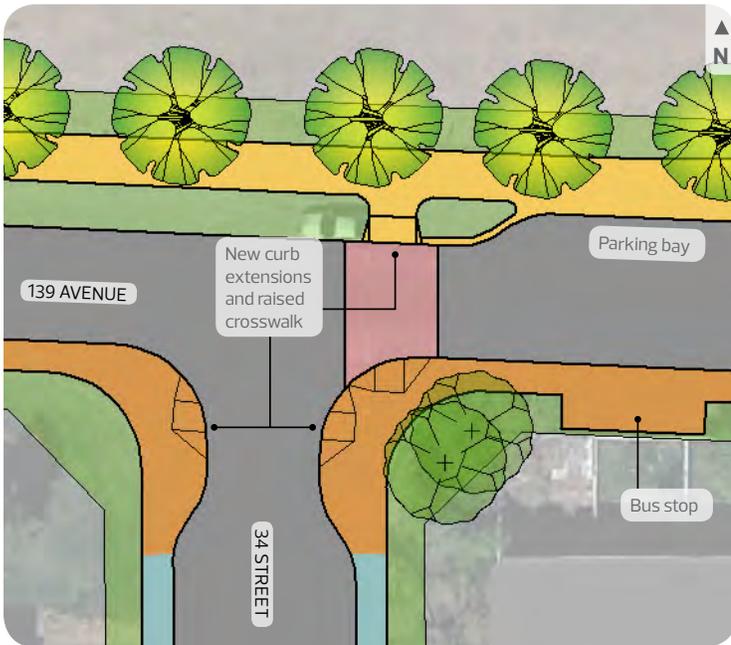


Figure 23. Enhanced crosswalk location B - Plan

- New shared pathway
- Widen existing sidewalk
- Replace existing sidewalk
- New tree
- Existing deciduous tree
- Existing coniferous tree
- Grass

Location C

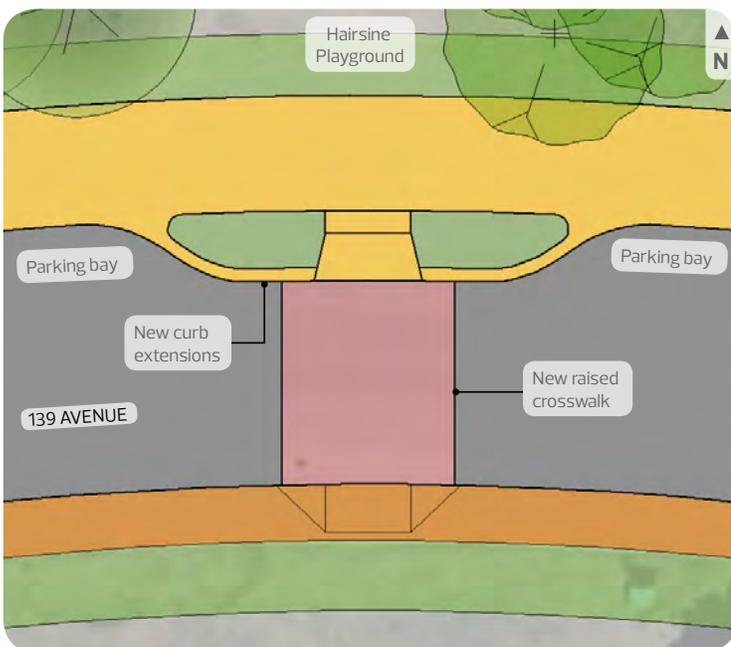
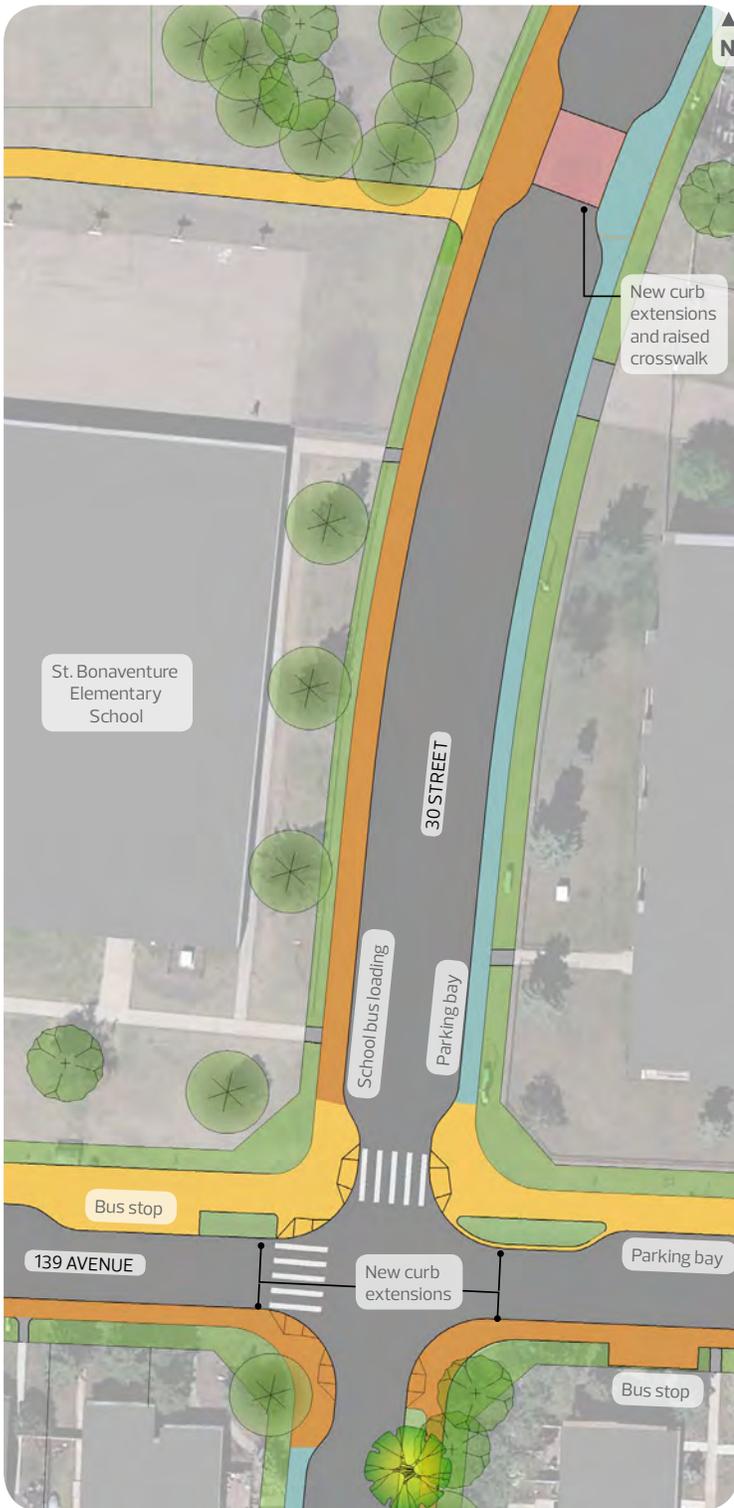


Figure 24. New crosswalk location C - Plan



Figure 25. New crosswalk location C - Rendering

Location D and E



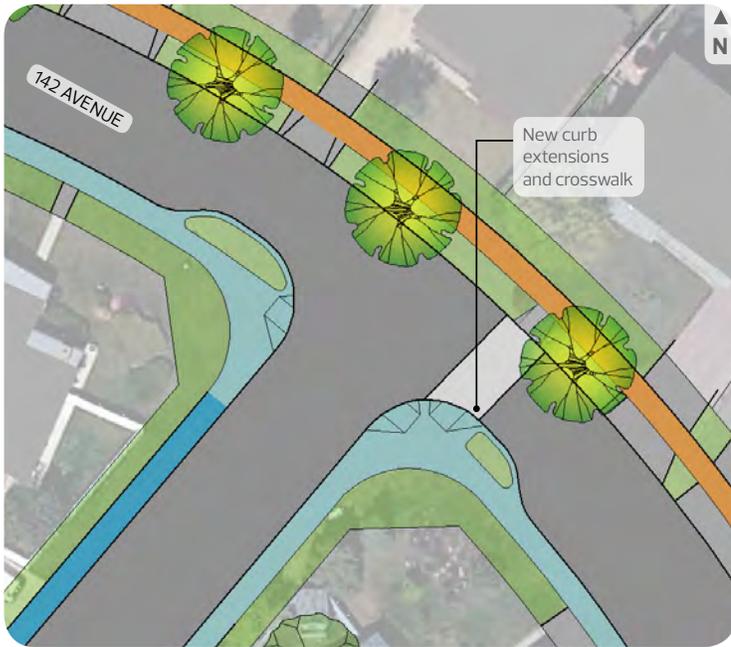
- New shared pathway
- Widen existing sidewalk
- Replace existing sidewalk
- New tree
- Existing deciduous tree
- Existing coniferous tree
- Grass

Figure 26. New crosswalk locations D and E - Plan



Figure 27. New crosswalk location E - Rendering

Location F



- Widen existing sidewalk
- Replace existing sidewalk
- New sidewalk
- New tree
- Existing deciduous tree
- Existing coniferous tree
- Grass

Figure 28. New crosswalk location F - Plan



Location G



- Replace existing sidewalk
- Existing deciduous tree
- Existing coniferous tree
- Grass

Figure 29. New crosswalk location G - Plan

Walking and rolling

5.7 Wider sidewalks along primary walking routes

What we propose

- + Widen the west sidewalk along 36 Street and the south sidewalk along 139 Avenue
- + Replace the east sidewalk along 36 Street and the north sidewalk along 139 Avenue with shared pathways
- + See the draft designs for 36 Street (page 3) and 139 Avenue (page 12) for more details



The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Residents suggested widened pathways and walkways would improve accessibility and connectivity

Vision and Guiding Principles

Aligns with the following principles:

- + Hairsine is a family and kid-friendly neighbourhood with safe spaces, parks and amenities to enjoy
- + Hairsine has upgraded sidewalks, roadways and wide pathways throughout the neighbourhood that provide safe and accessible connections for people of all ages and abilities

Design considerations and technical requirements

- + Sidewalk and shared pathway widths and alignments may deviate at certain points to avoid utility conflicts
- + Some utilities, such as hydrants, may require relocation
- + Some parking impacts to accommodate shared pathway widths

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – enhance opportunities for walking
- + Complete Streets Design and Construction Standards
- + Snow and Ice Control Policy – shared pathways will be prioritized for snow clearing by the City

5.8 Widen sidewalks along local roads where possible

What we propose

- + Widen the sidewalk along the local loop road of 142 Avenue/30 Street/138 Avenue behind the new boulevard
- + Widen existing sidewalks along local roads where possible
- + See the draft designs for the new boulevard along the local loop road of 142 Avenue/30 Street/138 Avenue (page 16) for more details



The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Residents suggested widened pathways and walkways would improve accessibility and connectivity

Vision and Guiding Principles

Aligns with the following principles:

- + Hairsine has upgraded sidewalks, roadways and wide pathways throughout the neighbourhood that provide safe and accessible connections for people of all ages and abilities

Design considerations and technical requirements

- + New design standard for rolled face curbs will provide a smoother access to driveways
- + Sidewalk widening to align with current standards or improve upon current conditions as feasible

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – enhance opportunities for walking
- + Complete Streets Design and Construction Standards

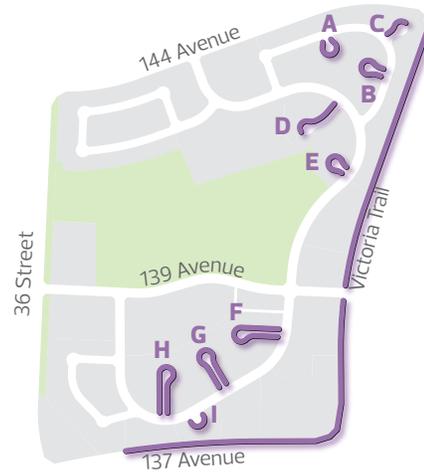
5.9 Missing sidewalk links

What we propose

- + Add new sidewalks on both sides of roadways, where possible, to align with the City's Access Design Guide and ConnectEdmonton to build a city for people of all abilities
- + Add new shared pathways on the north side of 137 Ave between 34 Street and Victoria Trail, as well as along the west side of Victoria Trail between 137 Avenue and 144 Avenue

For locations D and E see Figure 20 on page 17.

For locations F, G, H and I see Figure 21 on page 18.



The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Residents suggested widened pathways and walkways would improve accessibility and connectivity
- + Some residents expressed concern about losing on-street parking

Vision and Guiding Principles

Aligns with the following principles:

- + Hairsine has upgraded sidewalks, roadways and wide pathways throughout the neighbourhood that provide safe and accessible connections for people of all ages and abilities

Design considerations and technical requirements

- + Impacts to private landscaping on public lands to avoid road narrowing
- + Potential utility conflicts and parking impacts

City Policies and Programs

- + Access Design Guide - include access and use for people of all ages and abilities
- + Active Transportation Policy - enhance opportunities for walking
- + Complete Streets Design and Construction Standards
- + ConnectEdmonton - provide opportunities for walking that support the strategic goal of Health City

Locations A, B and C



- Replace existing sidewalk
- New sidewalk
- Widen existing breezeway pathway
- Grass
- Existing coniferous tree
- Existing deciduous tree

Figure 30. Missing sidewalk links: Locations A, B and C - Plan



5.10 Enhanced breezeways*

What we propose

- + Widen existing pathways to make it easier for people who walk, bike and roll to move around the neighbourhood
- + Install new and upgrade existing lighting along pathways to improve user comfort and the feeling of safety

*A breezeway is a public pathway between two private properties. They enhance accessibility and connectivity within the neighbourhood.



The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Residents suggested widened pathways and walkways would improve accessibility and connectivity

Vision and Guiding Principles

Aligns with the following principles:

- + Hairsine is a family and kid-friendly neighbourhood with safe spaces, parks and amenities to enjoy
- + Hairsine has upgraded sidewalks, roadways and wide pathways throughout the neighbourhood that provide safe and accessible connections for people of all ages and abilities
- + Hairsine has well-lit spaces, crosswalks and streets

Design considerations and technical requirements

- + Power source for new lighting
- + Pathway widening may be limited by utility or tree conflicts

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + Snow and Ice Control Policy – pathways in breezeways will be prioritized for snow clearing by the City

Location A



Figure 31. Enhanced breezeway location A - Plan

Location B

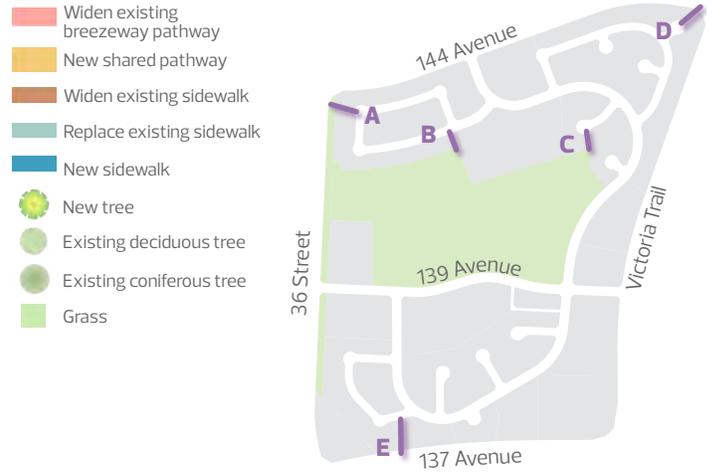


Figure 32. Enhanced breezeway location B - Plan

Location C



Figure 33. Enhanced breezeway location C - Plan



Location D



Figure 34. Enhanced breezeway location D - Plan

Location E



Figure 35. Enhanced breezeway location E - Plan

Open spaces

5.11 Improvements to Hairsine Park

What we propose

- + Add a new shared pathway network through Hairsine Park connecting the two schools with 36 Street and the residential area to the north
- + Add new trees and naturalized planting areas to add greenery to the neighbourhood and reduce mowing
- + Add new waste bins to help keep the community clean
- + Align the new shared pathway to minimize tree removal, shorten one soccer field and remove two small baseball diamonds

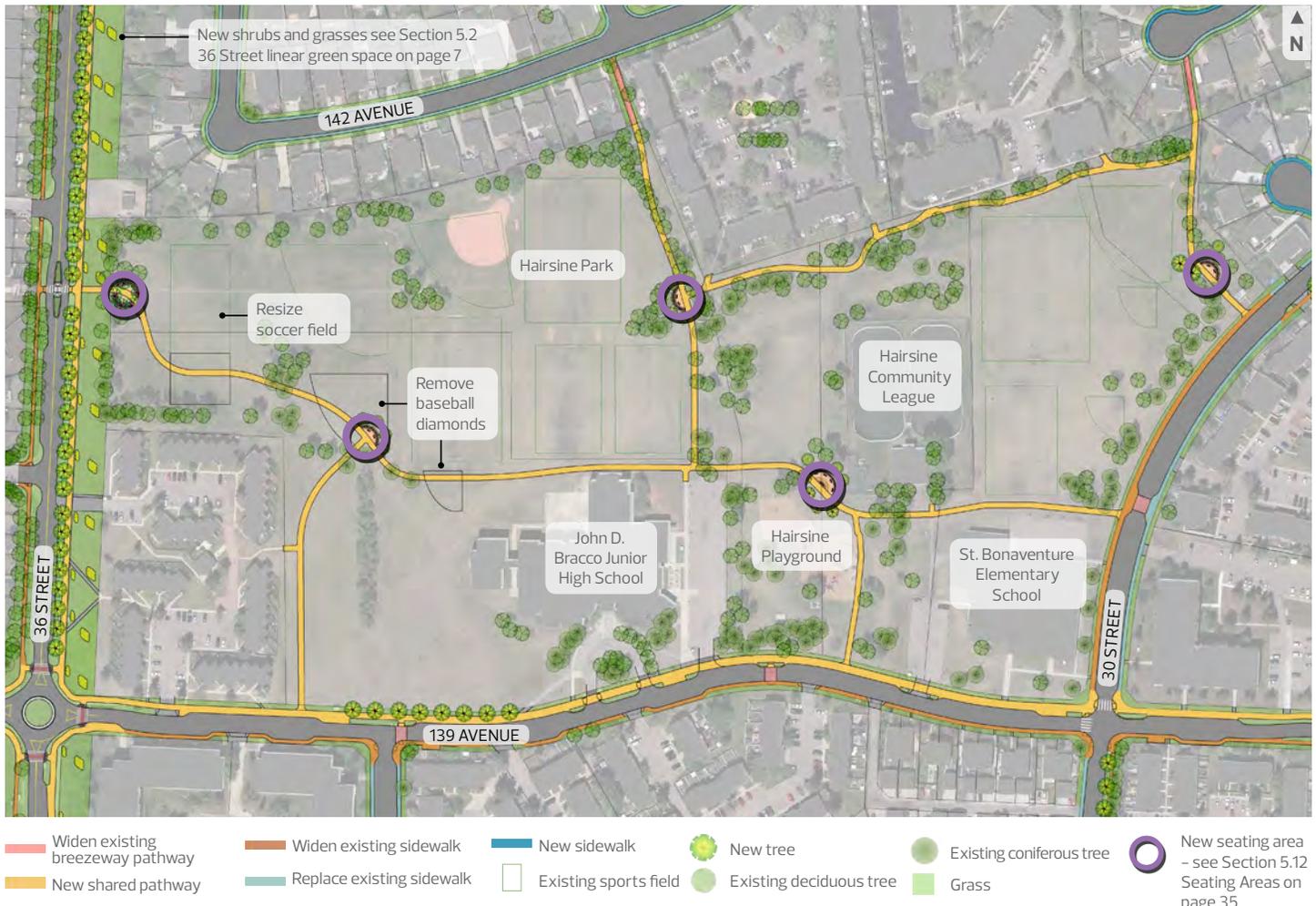


Figure 36. Improvements to Hairsine Park - Plan



Figure 37. Improvements to Hairsine Park - Rendering

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on improvements to Hairsine Park. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Participants shared strong support for all of the options for Hairsine Park improvements
- + Some participants told us that they thought additional waste bins were needed

Vision and Guiding Principles

Aligns with the following principles:

- + Hairsine is a family and kid-friendly neighbourhood with safe spaces, parks and amenities to enjoy
- + Hairsine has beautiful green, open spaces with picnic tables and benches for friends, family and neighbours to gather and build relationships with one another
- + Hairsine has upgraded sidewalks, roadways and wide pathways throughout the neighbourhood that provide safe and accessible connections for people of all ages and abilities
- + Hairsine has well-lit spaces, crosswalks and streets

Design considerations and technical requirements

- + Coordinate new shared pathways and lighting with the two schools
- + Review path alignments and widths with City Forestry to minimize tree impacts
- + Coordinate with internal City departments for changes to sports field sizes, configuration or removal

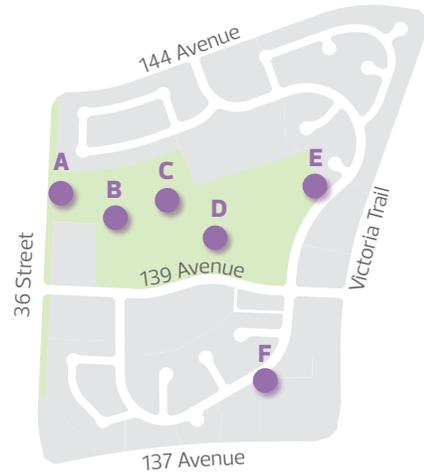
City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + Corporate Tree Management Policy – new tree plantings
- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Snow and Ice Control Policy – shared pathways will be prioritized for snow clearing by the City
- + Winter Design Guide – support year round use through lighting

5.12 Seating Areas

What we propose

- + Add new seating areas with benches along new shared pathways in Hairsine Park to create spaces for neighbours to rest and connect
- + Add new planting beds and trees to add greenery to the neighbourhood and provide shade in the summer and wind protection in the winter
- + Add new waste bins to help keep the community clean
- + Add kid-friendly sidewalk imprints and games to provide a new amenity



During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on seating areas. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Most participants appreciated more seating areas in the park
- + Concerned that seating areas could be misused

Vision and Guiding Principles

Aligns with the following principles:

- + Hairsine is a family and kid-friendly neighbourhood with safe spaces, parks and amenities to enjoy
- + Hairsine has beautiful green, open spaces with picnic tables and benches for friends, family and neighbours to gather and build relationships with one another
- + Hairsine has well-lit spaces, crosswalks and streets

Design considerations and technical requirements

- + Install benches, waste bins and other furnishing on concrete pads with vandal-proof connectors
- + Design with Crime Prevention Through Environmental Design (CPTED) principles in mind to create safe, inviting and visible seating areas
- + Winter considerations such as:
 - + Maximize exposure to sunshine by placing benches to face south
 - + Plant deciduous trees south of seating areas to provide shade during the summer and allow sunshine during the winter
 - + Plant shrubs and coniferous north of seating areas to create a wind block during the winter
 - + Select vibrant colours of the plants for vibrancy

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Winter Design Guide – support year-round use through lighting

Location A

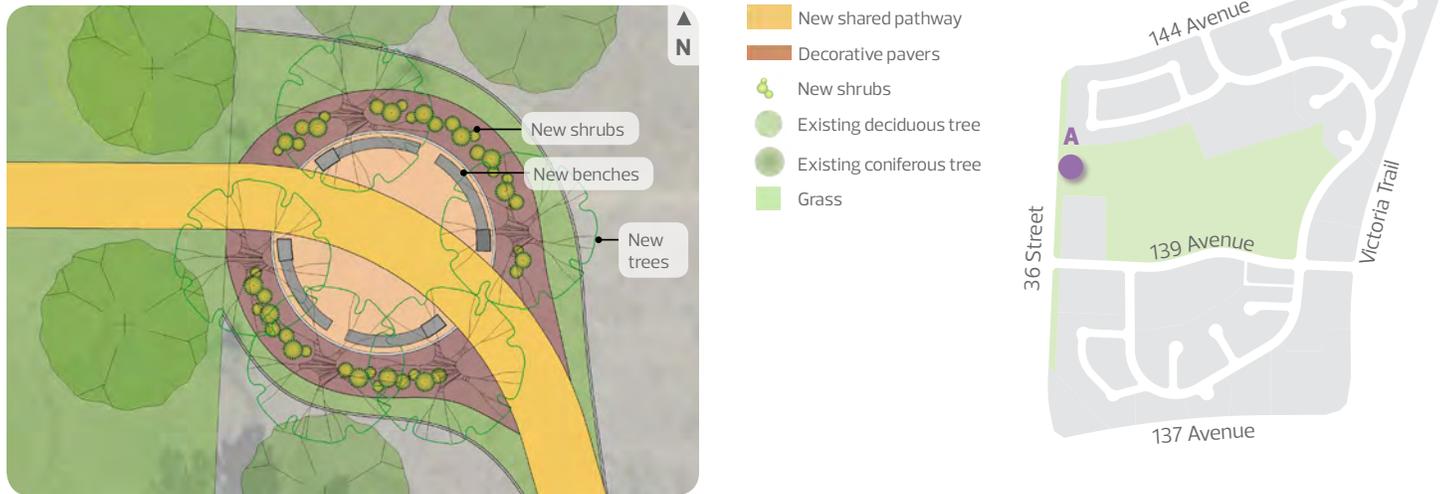


Figure 38. Seating area: Location A - Plan



Figure 39. Seating area: Location A - Rendering 1



Figure 40. Seating area: Location A - Rendering 2

Location B

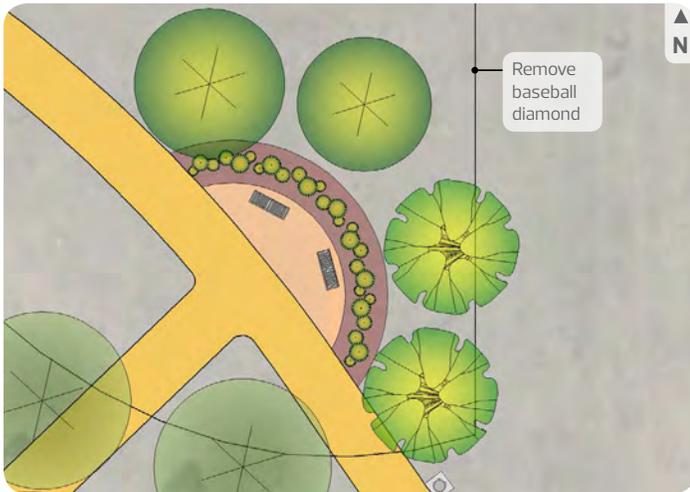


Figure 41. Seating area: Location B - Plan

Location C

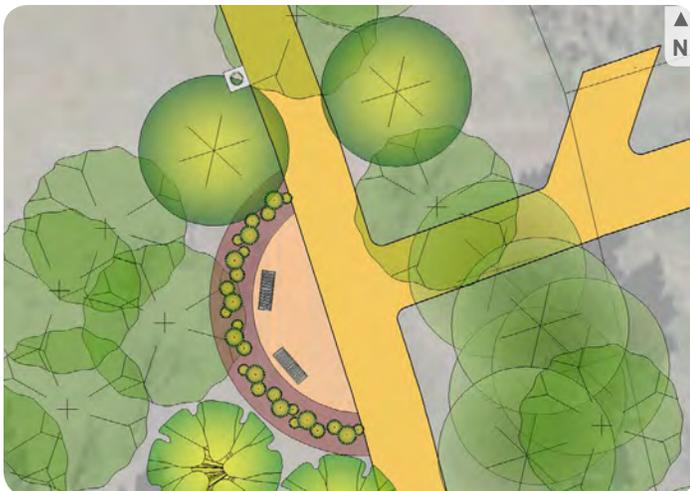


Figure 42. Seating area: Location C - Plan

Location D

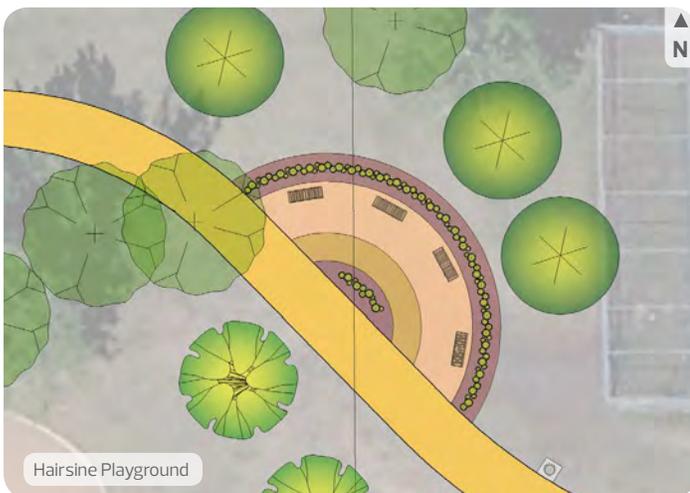
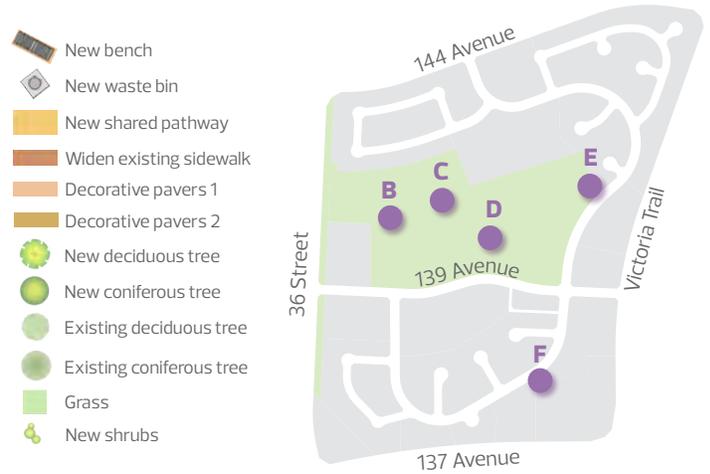


Figure 43. Seating area: Location D - Plan



Location E



Figure 44. Seating area: Location E - Plan

Location F

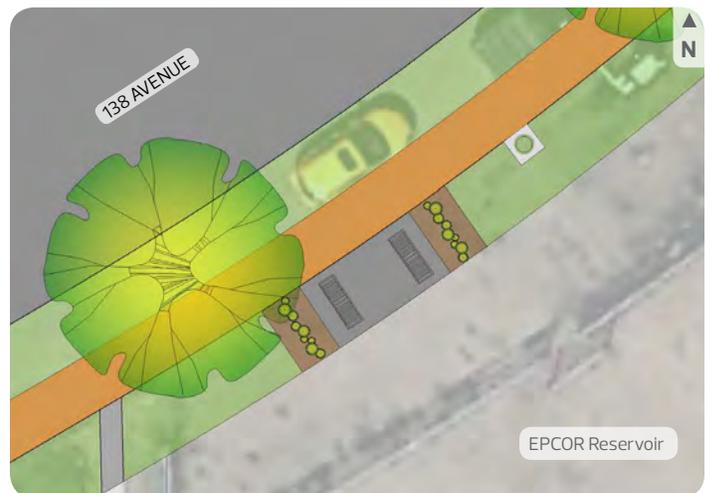


Figure 45. Seating area: Location F - Plan

5.13 Corner store area

What we propose

- + Add new patio space with seating, lighting, waste bins and bollards to create a gathering space for people
- + Widen the existing pathways in front of the corner store building and add new pathways and crosswalks in the parking lot to connect with nearby sidewalks to improve access for those who walk and roll
- + Add new low maintenance landscaping to add greenery to the neighbourhood
- + Add new hard surface and a seating area near the existing outdoor daycare play area
- + Add new shared pathway along 36 Street and 137 Avenue connecting to the 138 Avenue breezeway
- + Enhance the waste storage area with in-ground waste bins to reduce visual and odour impacts





Figure 47. Corner Store Area - Rendering

The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Support for a patio space
- + Desire for low maintenance landscaping
- + Maintain existing parking
- + Enhance the building facade

Vision and Guiding Principles

Aligns with the following principles:

- + Hairsine has beautiful green, open spaces with picnic tables and benches for friends, family and neighbours to gather and build relationships with one another
- + Hairsine has well-lit spaces, crosswalks and streets
- + Hairsine honours and celebrates the cultural diversity of all residents and visitors

Design considerations and technical requirements

- + Confirm Molok location, design and waste management truck route with the supplier
- + Consider impacts to existing trees
- + Coordination with the Corner Store Program

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + Corner Store Program Policy – invest in existing commercial buildings
- + Snow and Ice Control Policy – shared pathways will be prioritized for snow clearing by the City

