



Urban Design Analysis

# Hairsine Neighbourhood Renewal



December 2021 - Updated July 2022

# Land acknowledgment

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 Introduction

## 1.1 Background

Hairsine is a mature neighbourhood in northeast Edmonton. The sidewalks, streets, and infrastructure in Hairsine require repair. Neighbourhood renewal reconstruction for Hairsine is scheduled to start in 2024.

### Neighbourhood Renewal Program

The City of Edmonton's Neighbourhood Renewal Program is part of the Building Great Neighbourhoods (BGN) Branch. 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 to underground wiring 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 pathways, sidewalks and the bike 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 Hairsine Neighbourhood Renewal Project. The one alley in Hairsine will be reconstructed, repaved and see improvements to drainage.



Deteriorating curb and sidewalk in Hairsine

## 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 city-wide networks.

The UDA looks at Hairsine 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 Neighbourhood Renewal Project. Concepts selected for implementation will require detailed engineering 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 Hairsine UDA is part of the Concept Phase set out in the BGN Road Map. The key steps in the Concept Phase (see Figure 1) are:

- + Sharing information about BGN with the community
- + Establishing a neighbourhood vision for livability and transportation
- + Analyzing neighbourhood urban design features to identify strengths and opportunities for renewal
- + 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 Options
- + Develop Draft Design

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

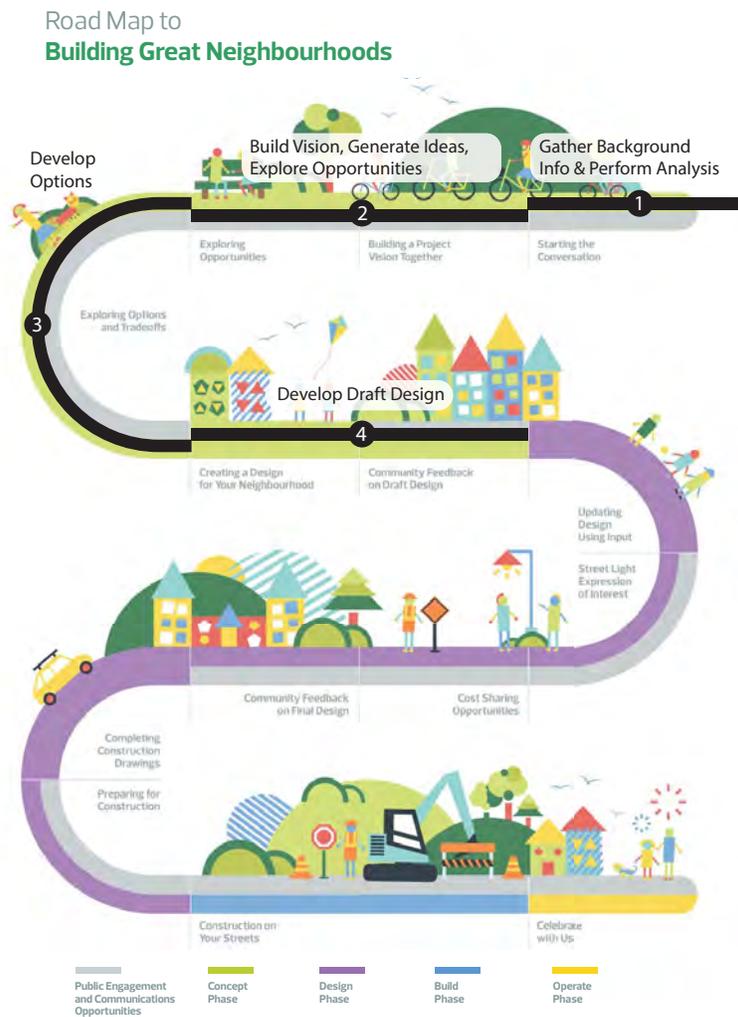


Figure 1. BGN Road Map

## 2 Neighbourhood background and context

### 2.1 Study area

The scope of neighbourhood renewal in Hairsine includes the areas of the neighbourhood shown in Map 1 (alleys, local roads, collector roads, and City-owned lands). The arterial roads surrounding Hairsine such as 144 Avenue, Victoria Trail and 137 Avenue are not part of the neighbourhood renewal scope. However, these surrounding roadways and neighbourhood area of influence are included in the UDA to help examine connections and destinations within and around the neighbourhood.

### 2.2 Neighbourhood context

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

#### Ward

Hairsine is located in the Dene Ward. The word Dene refers to the various tribes and people, Indigenous and non-Indigenous, that settled along the North Saskatchewan River and who live there now. Many Dene tribes settled along the shores of the river, including the area where Edmonton now sits.

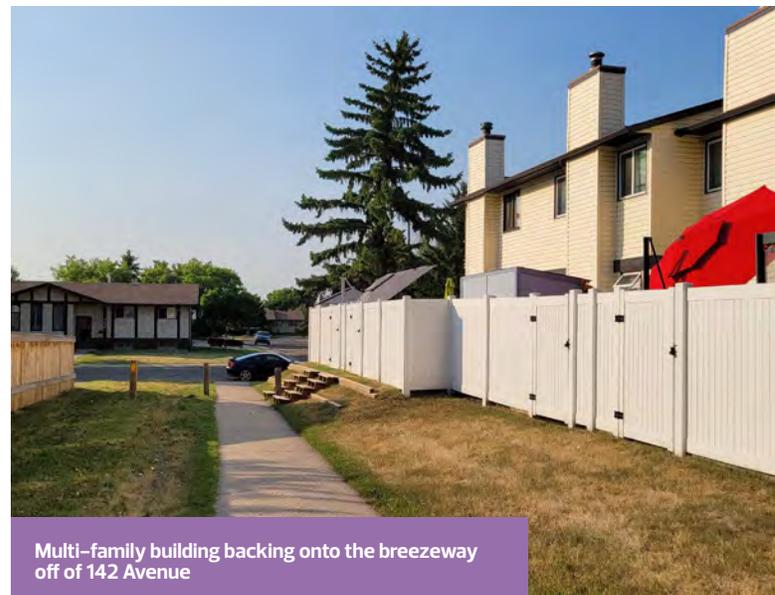
Dene people in Alberta include the Athabasca Chipewyan First Nation, the Cold Lake First Nations, and Dene Tha First Nation. Dene people are spread across Canada with the largest concentration of Dene language speakers living in Saskatchewan. Dene languages became one of the official languages of the Northwest Territories in 1990.

#### Development

- + The Hairsine area was annexed by the City of Edmonton in 1961
- + Hairsine was named in honour of Albert Hairsine, who was the first mayor of the Town of Beverly
- + The Hairsine neighbourhood was constructed during the 1970s and 1980s
- + Hairsine is home to approximately 2,393<sup>1</sup> residents
- + Close to 75% of residential properties in the neighbourhood are categorized as multi-family housing (duplexes, row housing and low-rise apartment structures)

#### Streets

- + The road network in Hairsine is curvilinear with multiple cul-de-sacs branching off
- + The majority of sidewalks are curbside and narrow with rolled faces
- + Three access points into Hairsine for people driving limits shortcutting but also concentrates traffic at these neighbourhood entrances
- + Three breezeways provide access points into the neighbourhood for people who walk
- + A large number of multi-family developments include private internal roads and walks, which are out-of-scope for Neighbourhood Renewal



Multi-family building backing onto the breezeway off of 142 Avenue

**Parks and open spaces**

- + Hairsine Park acts as a central hub of the community
- + Park amenities include sports fields, ice rinks, a playground, a community garden and the Hairsine Community League building
- + Hairsine Park lacks a pathway network

**Schools**

- + John D. Bracco Junior High School is a Public School that offers Grade 7 to Grade 9
- + St. Bonaventure Elementary School is a Catholic school that offers Kindergarten to Grade 6

**Commercial amenities**

- + A commercial area is located in the southwest corner of the neighbourhood
- + There is no direct access to the commercial area from within the neighbourhood
- + Two small scale commercial developments (Belmont Town Centre and Clareview Village) and two large-format commercial developments (Clareview Town Centre and SmartCentres Edmonton Northeast) are located near Hairsine

**Transportation**

- + The neighbourhood is serviced by ETS bus routes and stops
- + The Clareview LRT and Bus Station is located nearby (5-minute bike ride, 10-minute bus ride or 20-minute walk from the middle of Hairsine)

**Utilities and services**

The following are potential barriers identified that require coordination/consideration:

- + EPCOR's Clareview Reservoir and Pumphouse is located in the southeast of the community at the intersection of 137 Avenue and Victoria Trail
- + Adjacent to the Clareview Reservoir and Pumphouse is the Edmonton Fire Station No. 18
  - + Both facilities are accessed by Victoria Trail and create a barrier for people would who walk or bike in or out of the southeast corner of Hairsine
- + An ATCO gas pipeline is located in the grassed boulevard along the east side of 36 Street
- + Existing street lights are mounted on box pedestals
- + Telus Fibre Optic vaults are located behind existing sidewalks



Community garden in Hairsine Community League area



John D. Bracco Junior High School



St. Bonaventure Elementary School

Map 1. Study area



 Hairsine neighbourhood boundary

**Roads in scope**

 Collector road

 Local road

 Alley

## 2.3 Neighbourhood statistics

The following are key statistics about the Hairsine neighbourhood.

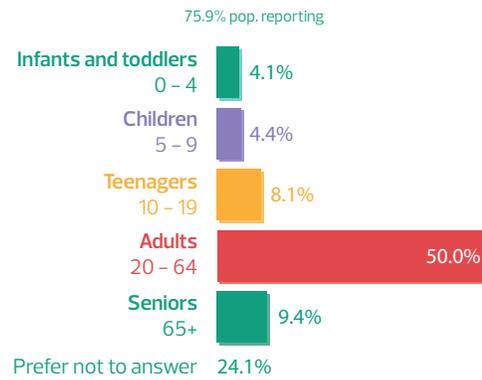
### Population<sup>2</sup>

#### Hairsine

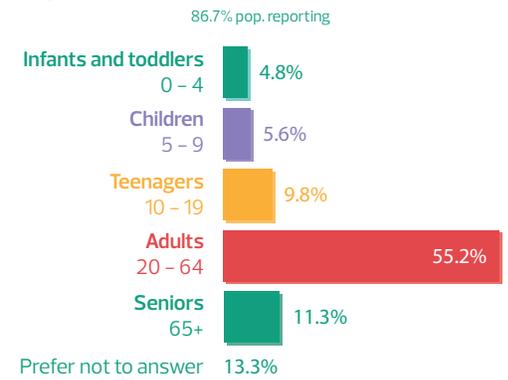


### Age range<sup>2</sup>

#### Hairsine



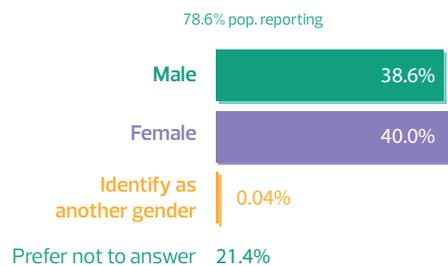
#### City of Edmonton



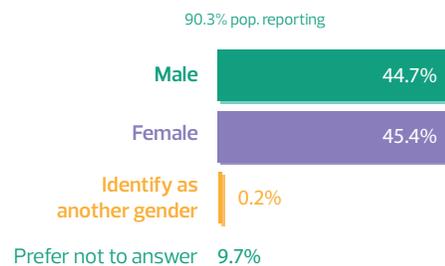
+ The majority of residents in Hairsine are adults

### Gender<sup>2</sup>

#### Hairsine



#### City of Edmonton

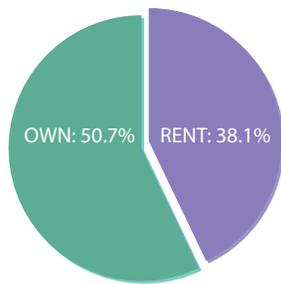


+ There are more females than males in Hairsine

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

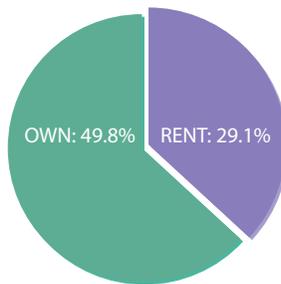
### Hairsine

88.8% pop. reporting



### City of Edmonton

78.8% pop. reporting

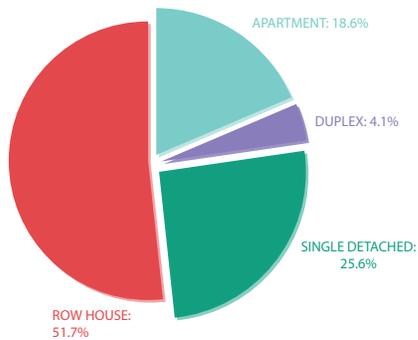


- + Half of Hairsine residents own their home and just under half rent
- + During public engagement, it will be important to hear the voices of residents who own and rent in Hairsine as well as property owners who are not Hairsine residents

## Dwelling types<sup>1</sup>

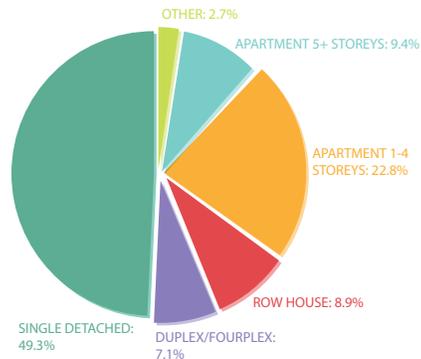
### Hairsine

100% pop. reporting



### City of Edmonton

100% pop. reporting



- + The majority of residential properties in Hairsine are multi-family buildings
- + Design concepts should connect to private walkways and roads within the various multi-family areas of Hairsine

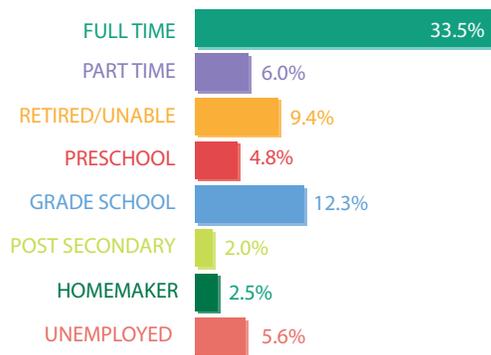
<sup>1</sup>2016 Municipal Census

<sup>2</sup>2019 Municipal Census

## Employment<sup>1</sup>

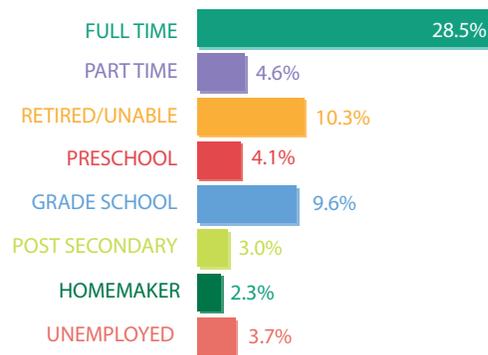
### Hairsine

76.1% pop. reporting



### City of Edmonton

66.0% pop. reporting

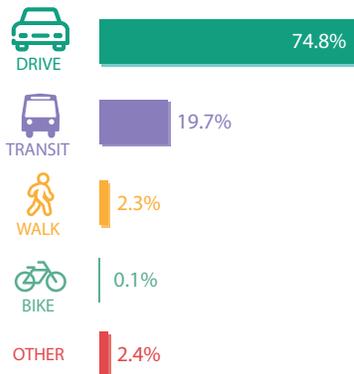


- + Public engagement events should be offered during both evenings and weekends to capture a wide range of input

## Commute to work<sup>1</sup>

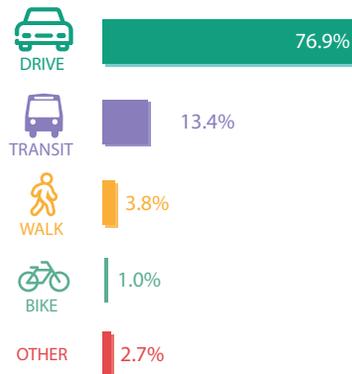
### Hairsine

99.3% pop. reporting



### City of Edmonton

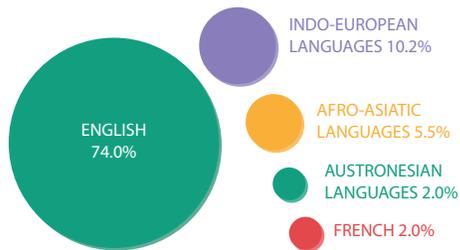
97.7% pop. reporting



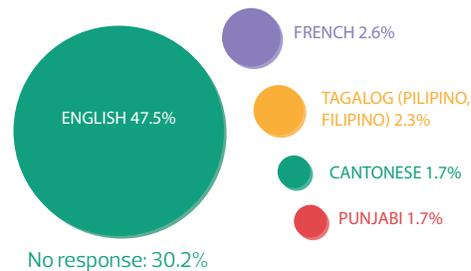
- + The majority of the population drives to work
- + A higher than average population takes public transit to work when compared to the City average
- + A lower than average population bikes to work when compared to the City average
- + The Project Team will need to consider connectivity to public transit stops and facilities as well as improvements to, and around the facilities themselves
- + The Project Team should explore design concepts to encourage more people to bike
- + The Project Team should ask residents if they bike for recreation, errands or school

## Top five languages spoken at home

Hairsine<sup>1</sup>



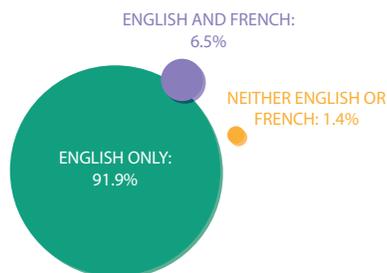
City of Edmonton<sup>2</sup>



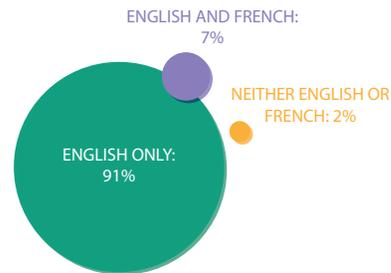
- + Top five languages spoken at home: English, Indo-European, Afro-Asiatic, Austronesian and French
- + This will be important to consider during public engagement activities, ensuring these residents can effectively engage with and communicate with the Project Team
- + The Project Team learned through the C5Hub that French, Arabic and Somali are commonly spoken languages in the neighbourhood

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

Hairsine



City of Edmonton

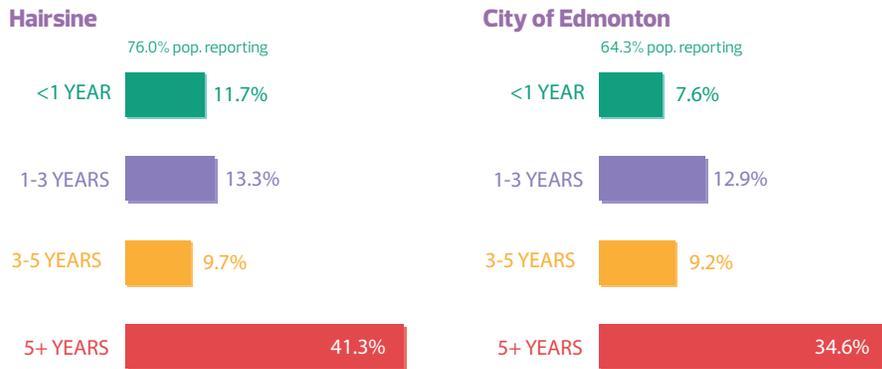


- + Comparable knowledge of the official language between the neighbourhood and City average
- + During public engagement activities, the project team will develop relationships with local businesses and community leaders that serve ethnic community members who are new to the neighbourhood

<sup>1</sup>2016 Federal Census

<sup>2</sup>2016 Municipal Census

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



- + A large proportion of the population has called Hairsine home for more than five years
- + A substantial proportion of the neighbourhood has called Hairsine home for either less than one year or one to three years
- + Public engagement events should capture the valuable input of both long-term residents and new residents that may have different perspectives

## 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 Hairsine.

The City's **Neighbourhood Renewal Program – Policy Review** document will be used to guide the development of urban design concepts. Public input, through public engagement activities, and technical requirements will also help guide the development of urban design concepts in conjunction with statutory plans, policies, and standards. Several plans, policies and standards identified in the Neighbourhood Renewal Program – Policy Review document that are uniquely applicable to Hairsine are identified below.

### Area-specific plans

A review of plans in effect was undertaken and no area-specific plans were identified for Hairsine.

### Economic Action Plan (Action 10)

The Edmonton Economic Action Plan (Action Plan) is a 10-year roadmap to building a vibrant, inclusive and sustainable economy. This Action Plan is one of the key elements of the City Plan and aims to create jobs, attract investment, and strengthen our economy.

Action 10 in the plan aims to develop tools and strategies to attract commercial, residential and mixed-use development in nodes and corridors. The Neighbourhood Renewal program can support this action by partnering with the Corner Stores Program to incentivize the revitalization of the Hairsine commercial area.

### 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. This includes transportation and open space infrastructure, and it is expected that the guidelines will be incorporated into the designs for Neighbourhood Renewal Program projects.

### The Bike Plan (2020)

The Bike Plan provides a strategic framework to support the implementation of The City Plan into an all ages, abilities and seasons bike network. Specific details of the Bike Plan relevant for Hairsine are included in Section 3.9 on page 35.

### 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 support Breathe by examining how Hairsine Park can better serve residents and contribute to the city-wide park network.

### Gender-Based Analysis Plus (2017)

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. Although there is no City of Edmonton guide for applying GBA+ to projects, there are best practices that project teams can follow. Applying GBA+ requires ongoing research, reflection, sharing and evaluation.



# 3 Neighbourhood analysis

## 3.1 Land ownership and development opportunities

Land ownership is an important consideration for neighbourhood renewal. Different parcels of land are associated with different organizations, such as the City of Edmonton or the Public and Catholic School Boards, which may be subject to different land governance requirements, and require different types of approvals to build improvements. Land ownership within the Hairsine neighbourhood is identified on Map 2.

### Walkway lots (Transportation Holding)

- + Used for breezeways (see Section 3.8 for more information on breezeways)
- + Walkway lots are part of the City's Transportation Holding and are treated as road right-of-way for the sake of approvals

### Public utility lots (PUL) (Municipal Use Properties)

- + The purpose of PULs is to provide land to be used for public consumption or benefit for utilities, infrastructure, and transportation
- + Similar to walkway lots, PULs throughout Hairsine are used for breezeways
- + The PUL along the east side of 36 Street is used for an underground ATCO gas pipeline
- + The ATCO utility property along 36 Street is fenced off and contains mechanical equipment for the underground gas pipeline
- + PULs are part of the City's Municipal Use Properties Holding and do not need easements for public access or utilities

### Community Housing Holding

- + Civida (formerly Capital Region Housing Corporation) facilitates the development, provision, operation and maintenance of affordable housing accommodation throughout Edmonton
- + A townhome development managed by Civida is located in Hairsine at the intersection of 36 Street and 139 Avenue

### Land ownership and leases

- + The City of Edmonton has established joint-use agreements with Public and Catholic School Boards for respective school sites
- + Map 2 also shows the lands owned by the City of Edmonton, lands under the joint-use agreement with the Edmonton Public and Catholic School Boards, and lands leased to the Hairsine Community League

### Potential Corner Store Program site

- + The commercial area located on the northeast corner of 36 Street and 137 Avenue has been identified as a potential candidate for the Corner Store Program. Planning, design and construction will be coordinated with the Hairsine neighbourhood renewal. Opportunities along 137 Avenue may be limited as the roadway is not within the project scope.

### EPCOR's Clareview Reservoir and Pumphouse

- + The reservoir was rehabilitated in 2021-2022
- + The Clareview reservoir is located partially underground
- + There is no public access through the site

### Zoning

- + The following zoning exists in Hairsine Park:
  - + AP – Public Park Zone: The purpose of this Zone is to provide an area of public land for active and passive recreational uses, and allow for an opportunity for public schools
  - + US – Urban Services Zone: The purpose of this Zone is to provide for publicly and privately owned facilities of an institutional or community service nature

### Opportunities

- + Explore the feasibility of enhancing mid-block connections by adding new or missing pathways, widening existing pathways, adding/upgrading additional lights and adding landscaping
- + Coordinate with the Edmonton Public and Catholic School Boards to explore neighbourhood renewal opportunities on their lands such as new pathways and seating areas
- + Where possible, coordinate public engagement activities of the Hairsine neighbourhood renewal with other ongoing and planned public and private projects
- + Coordinate the development and construction of the potential Corner Store Program site as part of the Hairsine neighbourhood renewal

## Map 2. Land ownership and development



- Hairsine neighbourhood boundary
- Hairsine Community League Agreement area
- Community housing holding
- Parks and school playground
- Utility lot (PUL) (Municipal Use Property)
- Walkway lot (Transportation Holding)
- Edmonton Catholic School Board lands (Joint-use Agreement with the City of Edmonton)
- Edmonton Public School Board lands (Joint-use Agreement with the City of Edmonton)
- City of Edmonton land
- Potential Corner Store Program site
- ATCO utility property
- AP** AP – Public Park Zone
- US** US – Urban Services Zone

## 3.2 Commercial nodes and community destinations

The existing commercial nodes and community destinations in and surrounding Hairsine are identified on Map 3.

The following are either in Hairsine or within a 15-minute walk from the edge of Hairsine.

### Community Centres

- + Clareview Community Recreation Centre and Library
- + Hairsine Community League
  - + The Hairsine Community League services the four neighbourhoods of Hairsine, Clareview Town Centre, Ebbers and Kirkness
- + South Clareview Community League
- + Fraser Community League

### Small scale commercial development

- + The Belmont Town Centre and the Clareview Village small scale commercial developments are near Hairsine
- + Key uses of these destinations include grocery stores, drug stores, a cafe and a medical clinic

### Large-format commercial development

- + The Clareview Town Centre and the Smart Centres Edmonton Northeast large format commercial developments are located west of Hairsine
- + Key uses of these destinations include grocery stores, medical clinics and a drug store

### Schools

- + John D. Bracco Public Junior High School
- + St. Bonaventure Catholic Elementary School
- + Schools nearby:
  - + Kirkness Public Elementary School
  - + Fraser Public Elementary School
  - + Bannerman Public Elementary School
  - + Anne Fitzgerald Catholic Elementary School
  - + Belmont Elementary School
  - + St. Elizabeth Seton Catholic School
  - + Sifton Elementary School
- + There are no Public or Catholic High Schools within a 15-minute walk of Hairsine

### Parks and school playgrounds

- + Hairsine Park
- + Nearby parks:
  - + Clareview Park – includes a skate park
  - + Hermitage Park and the North Saskatchewan River Valley
  - + Several school parks
- + Nearby dog off-leash areas:
  - + Manning Village dog off-leash area
  - + Fraser dog off-leash area

### Community facilities and services

- + C5 North East Community Hub (located in the Clareview Village small scale commercial development)
- + Clareview Bible Church
- + Bethel Community Church
- + Redeemed Christian Church
- + St. John Bosco Catholic Church

### Clareview LRT and bus station

- + Located west of Hairsine
- + Five-minute bike ride, 10-minute bus ride or 20-minute walk from the middle of Hairsine

### 15-minute walk gaps

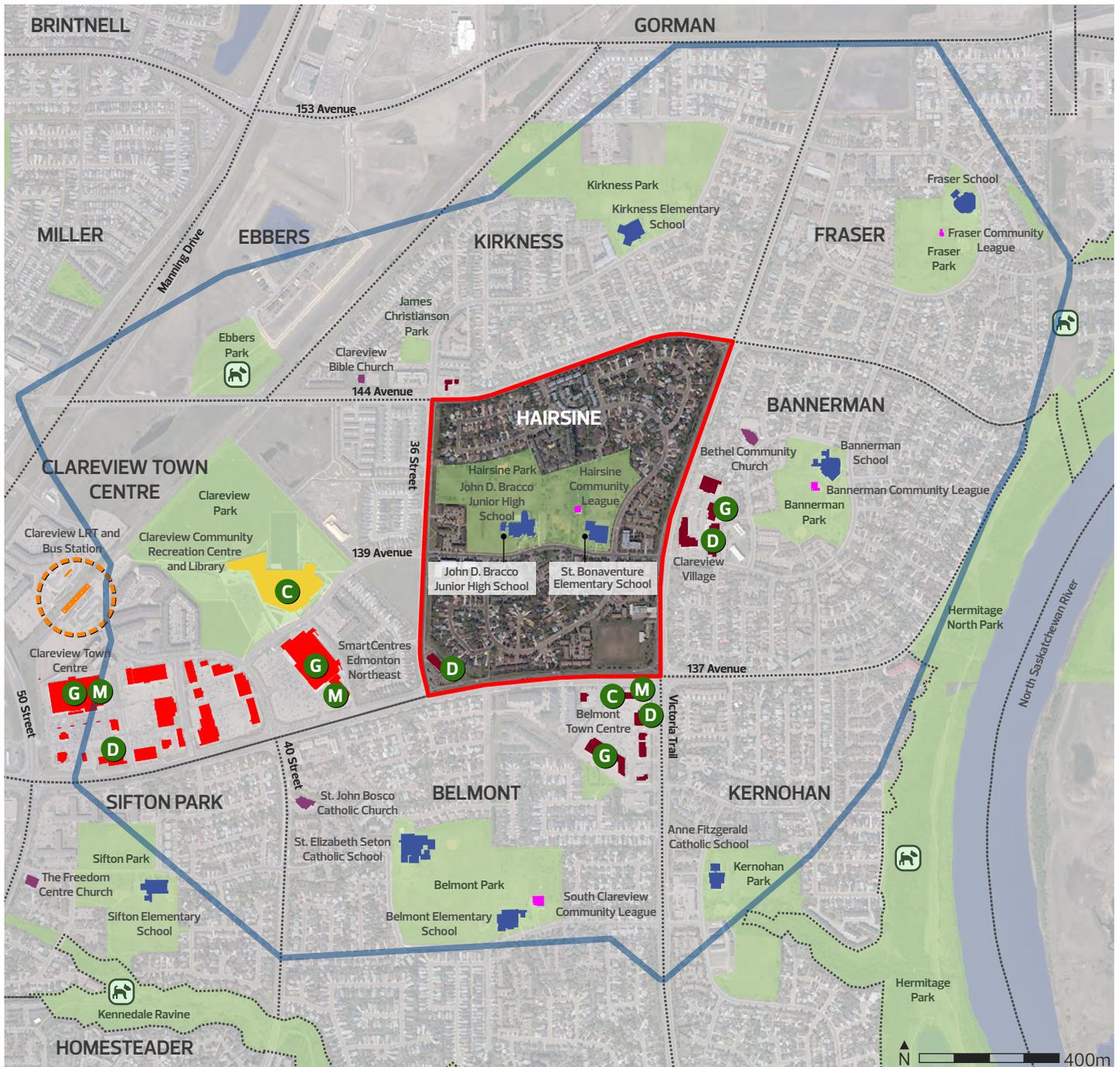
The following destination types are not within a 15-minute walk of Hairsine.

- + Public or Catholic High Schools
- + Farmers' market

### Opportunities

- + Focus public realm improvements around key nodes and community destinations
- + Explore opportunities to enhance the experience of people walking along key walking routes
- + Explore opportunities to enhance connections within the neighbourhood to surrounding destinations

## Map 3. Commercial nodes and community destinations



- |  |                                     |                               |
|--|-------------------------------------|-------------------------------|
| Hairsine Neighbourhood boundary          | <b>Destinations</b>                 | Place of worship              |
| Parks and school playground              | Recreation Centre and Library       | School                        |
| Surrounding neighbourhood                | Community League building           | Clareview LRT and bus station |
| Off-leash dog area                       | Small scale commercial development  | Grocery store                 |
| 15 minute walk from the edge of Hairsine | Large format commercial development | Drug store                    |
|  |                                     | Cafe                          |
|  |                                     | Medical clinic                |

## 3.3 Built form and character areas

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

### Built form

#### **Low-density residential**

- + One- to two-storey single detached homes and duplexes with front yards and driveways
- + The majority of homes do not have alleys except for one block of homes along 139 Avenue

#### **Low-density multi-family residential**

- + Two-storey row houses set back with ground-oriented units, internal roads, walkways and fenced yards
- + Some row houses have front yards with walkways and others have fenced yards

#### **Medium-density multi-family residential**

- + Four-story apartment buildings with grassed front yards, balconies and parking lots positioned at the rear of the buildings

#### **Commercial**

- + Auto-oriented strip mall with a parking lot separating the building from the street
- + The commercial building is not connected to the neighbourhood

#### **Institutional**

- + John D. Bracco Junior High School and St. Bonaventure Elementary School are centrally located near Hairsine Park
- + Both the Edmonton Fire Station No. 18 and the Clareview Reservoir and Pumphouse are located in the southeast corner of the neighbourhood
- + Both facilities front onto Victoria Trail, are set back from the road and no sidewalks connect to them to the neighbourhood

### Character areas

#### **Community hub**

- + Hairsine 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 Hairsine Park and the clustering of recreational amenities, schools and the community league
- + Provides limited space for the community to gather and socialize

#### **Mature residential**

- + Predominately low-density single-family detached homes and duplexes with front yards, driveways and no alleys
- + Several multi-family residential developments with private internal roads and walkways with few interactions with the surrounding public roads
- + Network of wide curvilinear roads, with on-street parking provided on both sides, that occasionally end in a cul-de-sac
- + Narrow curbside sidewalks (1.25m – 1.5m) line both sides of most local residential roads
- + Most cul-de-sacs are missing sidewalks except two locations (one off of 142 Avenue and one off of 30 Street that contains curbside sidewalks along half of the cul-de-sacs)
- + Trees are sparse next to curbside sidewalks and are located in front yards
- + Several breezeways provide walking connections

#### **Travel corridor**

- + Main collector roads provide access to all local roads, commercial areas, the two schools and bus stops
- + Roads are lined with curbside sidewalks (except for a separate sidewalk along the west side of 36 Street)
- + Serve as key access points and travel routes into and through the neighbourhood
- + Both low-density and multi-family development front onto these roads

#### **Opportunities**

- + Strengthen walking and biking connections within the neighbourhood by exploring new pathway connections
- + Examine opportunities to improve the character and functionality of the travel corridor for all users
- + Consider community-led public art near the community hub and commercial area to foster a strong sense of place
- + Collaborate with the Corner Store Program and business owners to explore placemaking opportunities on public and private land

Map 4. Built form and character areas



⬡ Hairsine neighbourhood boundary

— Breezeway

**Built form**

■ Low-density residential

■ Low-density multi-family residential

■ Medium-density multi-family residential

■ Commercial

■ Institutional

**Character areas**

■ Community hub

■ Mature residential

■ Travel corridor

## 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 Hairsine are identified on Map 5.

### Park amenities

Park amenities surrounding Hairsine shown on Map 5 include:

- + Soccer fields: 31
- + Baseball diamonds: 20
- + Hockey rinks: 5
- + Off-leash dog areas: 4
- + Basketball courts: 2
- + Skatepark: 1

### 15-minute walk and bike ride from Hairsine

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



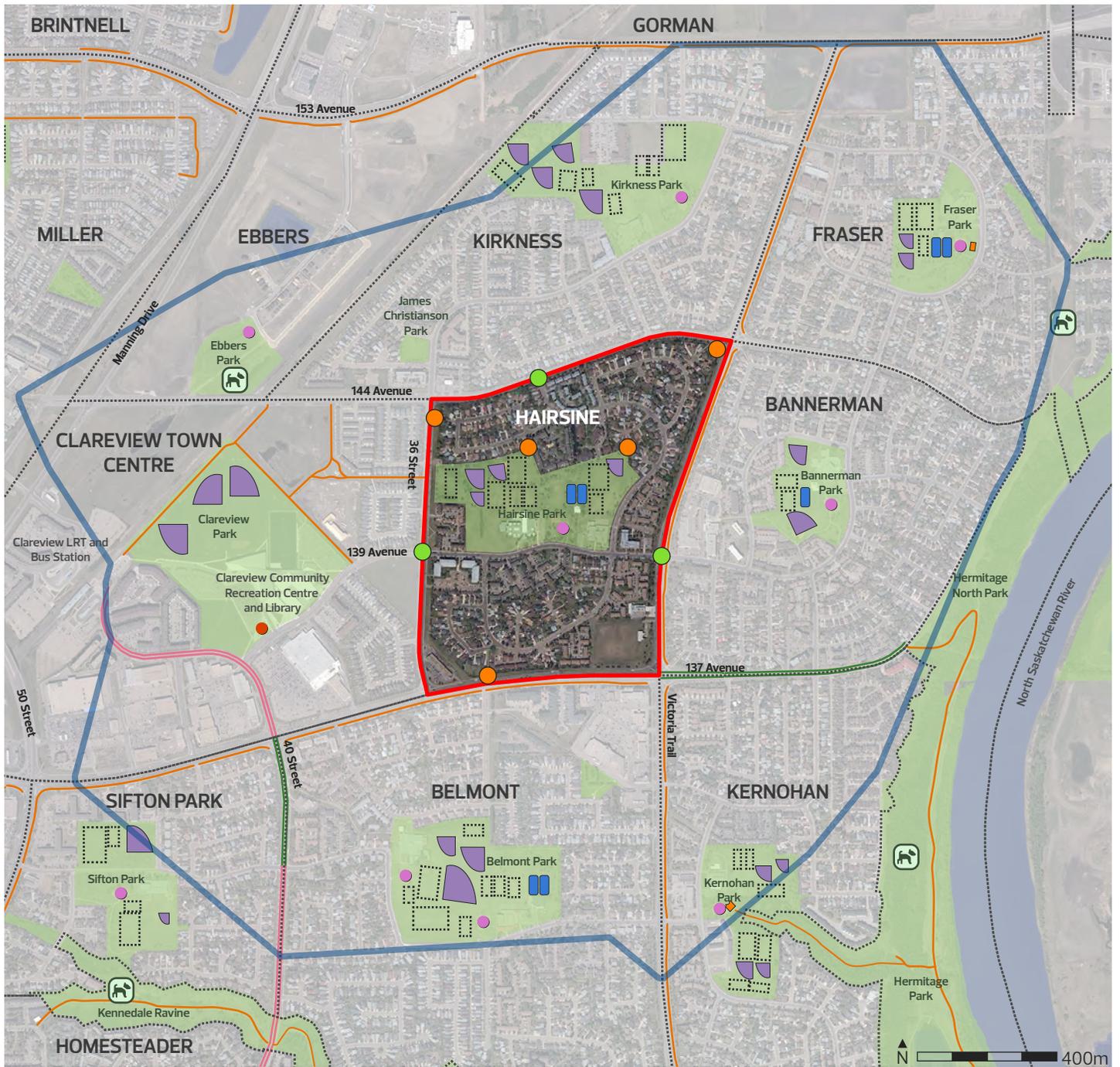
### Opportunities

- + Identify missing amenities that may benefit current and future residents of Hairsine and surrounding neighbourhoods
- + Improve connections for people who walk and bike between Hairsine and surrounding open space destinations



Playground at the Clareview Community Recreation Centre

Map 5. Surrounding open space network



- |  |                                  |                  |
|--|----------------------------------|------------------|
| Hairsine Neighbourhood boundary          | Shared pathway                   | Baseball diamond |
| Parks and school playground              | Painted bike lane                | Hockey rink      |
| Surrounding neighbourhood                | Shared roadway (higher traffic)  | Soccer field     |
| Off-leash dog area                       | Hairsine breezeway access points | Playground       |
| 15 minute walk from the edge of Hairsine | Hairsine road access points      | Basketball court |
|  |                                  | Skatepark        |

## 3.5 Hairsine open space network

The public open spaces and amenities in Hairsine are identified on Map 6 and summarized below.

### Hairsine Park

- + The only open space in Hairsine with an area of approximately 30 acres
- + Centrally located and connected to the neighbourhood by sidewalks
- + The park contains several walking desire lines (worn paths in the grass) due to the lack of internal pathways
- + Two breezeways along the edge of the park provide connections to the broader neighbourhood
- + The park is shared with John D. Bracco Junior High School, St. Bonaventure Elementary School and the Hairsine Community League building
- + A combination of single-family detached homes and row houses back onto the park with fenced yards
- + Park amenities include:
  - + Soccer fields: 7
  - + Baseball diamonds: 4
  - + Playground: 1
  - + Park benches: 4
  - + Picnic tables: 2

- + Sand jump pits: 2
- + Hairsine Community League amenities:
  - + Hockey rinks: 2
  - + Community garden: 1

### Open space for potential pathway

- + Utility lots for an ATCO gas pipeline run along the east side of 36 Street
- + An existing curbside sidewalk runs along the east side of 36 Street

### Breezeways

- + Five breezeways exist in Hairsine that provide additional access points for people who walk and bike
- + All breezeways contain pathways lined with grassed areas
- + Elements that vary in each breezeway include trees and additional lighting



Playground in Hairsine Park

### Opportunities

- + The wide right-of-way of 36 Street and the grassed boulevard surrounding the ATCO gas pipeline presents the opportunity to explore converting the existing curbside sidewalk into a separate sidewalk with plantings
- + Explore opportunities to include winter-oriented open space amenities
- + Explore opportunities for passive recreation and unstructured play areas
- + Enhance the accessibility of Hairsine Park by connecting missing links with new pathways, additional lighting and seating areas
- + Collaborate with the John D. Bracco Junior High School and St. Bonaventure Elementary School when assessing the functionality of Hairsine Park
- + Enhance breezeways to strengthen connections for people who walk and bike

## Map 6. Hairsine open space network



- Hairsine neighbourhood boundary
- Public park/school playground
- Open space for potential pathway
- Breezeway
- Hairsine Community League Agreement area
- Baseball diamond
- Hockey rink
- Soccer field
- Playground
- Park bench
- Picnic table
- N Community garden

## 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 roadway design by 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 retrofit situations, such as neighbourhood renewal, designs 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. Strategic compromises and tradeoffs may need to be explored to address costs, technical feasibility, and other constraints.

CSDCS acknowledges that during retrofit situations it may not be feasible or possible to completely align with the standards. 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

Hairsine roadway classifications that are part of the project scope are identified on Map 7 and include:

- + Alley
- + Local residential
- + Collector residential

The following table ranks the user experience of people who walk, bike, ride public transit and drive in Hairsine along with different roadway types as:

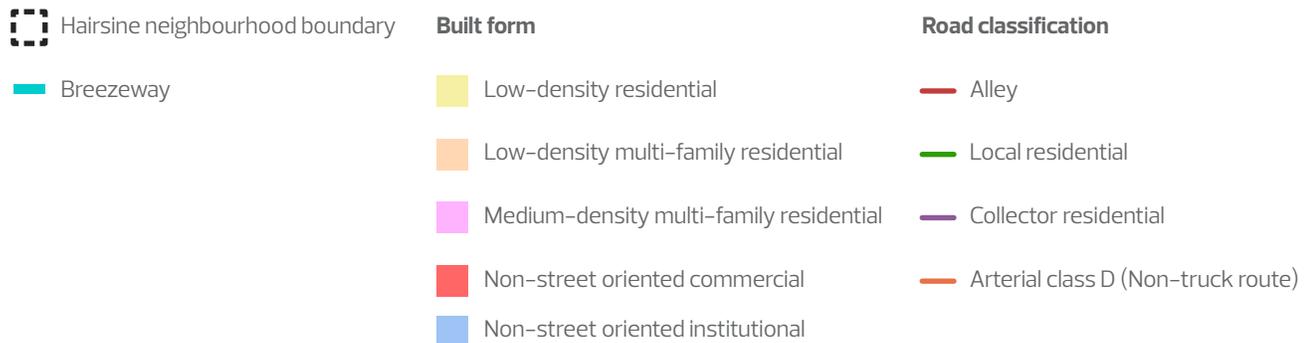
- + Satisfactory: Mode facilities provide the user with a high level of comfort with no or few barriers or challenges
- + Acceptable: Mode facilities provide the user with a medium level of comfort with minor barriers or challenges
- + Unsatisfactory: Mode facilities provide the user with a low level of comfort and many barriers or challenges



Table 1. User experience rankings of roadway types

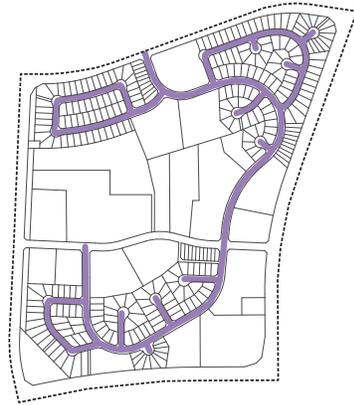
	Walking	Biking	Transit	Driving
Local residential	U	A	+ NA	S
Collector residential	U	U	A	S

# Map 7. Complete Streets analysis



## Local residential roads

### Modal priority



### User experiences

#### Driving – Satisfactory

- + Wide roads with plenty of on-street parking
- + Private driveway accesses
- + High profile rolled face curbs have resulted in some residents using ramps at driveways for driving comfort



#### Walking – Unsatisfactory

- + Few trees for shade and weather protection
- + Narrow 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
- + The walking surface of the 1.5m curbside sidewalks is actually 1.25m due to the rolled face curbs
- + The cleared sidewalk width during winter may be further reduced due to adjacent snow banks
- + There is little separation between the 1.5m curbside sidewalks and on-street parking/traffic
- + Some cul-de-sacs are missing sidewalks



#### Biking – Acceptable

- + No bike facilities exist on local roads
- + Bikes share the low traffic local roads with vehicles
- + Low traffic volumes and speeds of vehicles may increase the comfort of people who bike
- + The user experience during winter might be considered unsatisfactory

### Nearby land uses and frontages

- + Street oriented homes (single-family, row houses and four-storey apartment buildings) with front yards line both sides of most local residential roads
- + Single-family detached homes, row houses and four-storey apartment buildings with private walkways and driveways front onto most local roads
- + Multi-family home developments contain private internal pathways and roads that connect to public local roads
- + A portion of the St. Bonaventure Elementary School and playground fronts a local road

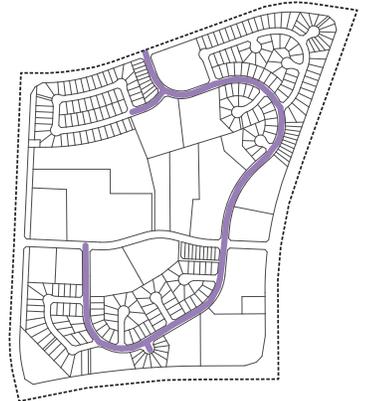
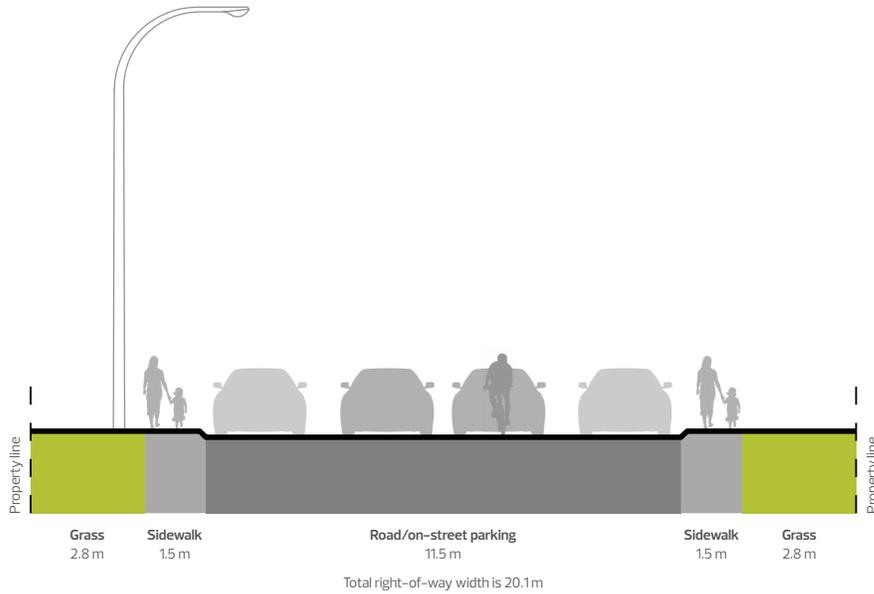


### Local residential road opportunities

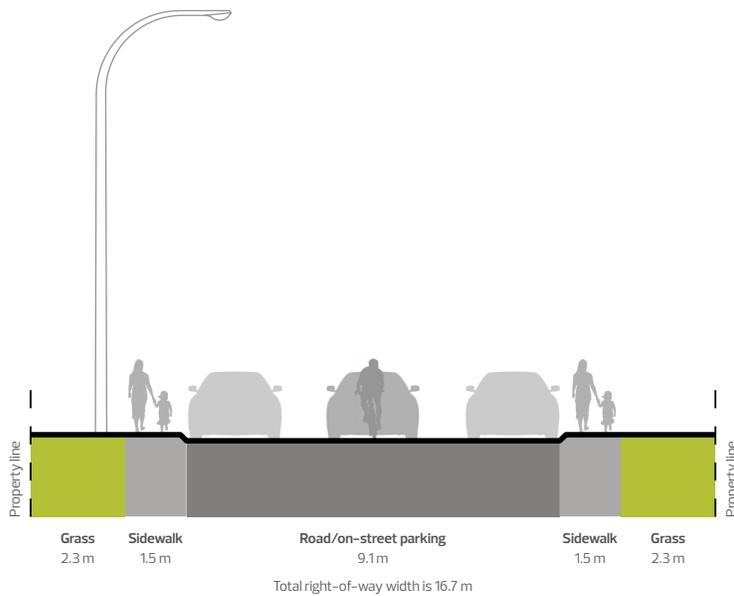
- + Improvements to enhance all user experiences during all seasons
- + Explore widening sidewalks along key walking routes
- + Explore the feasibility of planting trees along local streets
- + Change high profile rolled face curbs to low profile roll face curbs

## Local residential roads

### Typical local residential road cross section | 32 Street, 142 Avenue, 30 Street, 138 Avenue and 34 Street

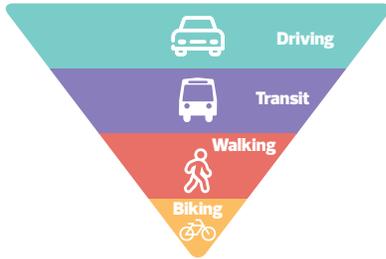


### Typical local residential road cross section | 35 Street, 143 Avenue, 142 Avenue, 34 Street, 31 Street, 30 Street, 35 Street, 138 Avenue and 138A Avenue



## Collector residential roads

### Modal priority



### User experiences

#### Driving – Satisfactory

- + Wide roads with plenty of on-street parking
- + Private driveway accesses
- + Lack of traffic calming features



#### Transit – Acceptable

- + Several bus stops are located along the collector residential roads of 139 Avenue and 36 Street
- + Bus stop amenities (shelter, bench, waste receptacles, etc.) vary between bus stops
- + Bus stops are accessible by sidewalks from the nearby local residential roads



#### Walking – Unsatisfactory

- + Narrow 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
- + The cleared sidewalk width during winter may be further reduced due to adjacent snow banks
- + Lack of separation between the 1.5m curbside sidewalks and traffic
- + Parked cars crowd the 1.5m curbside sidewalk
- + Few trees for shade and weather protection
- + Rectangular rapid flashing beacons are located at two marked pedestrian crossings along 139 Avenue



#### Biking – Unsatisfactory

- + No bike facilities exist on collector residential roads
- + Bikes share the road with vehicles and people may bike on sidewalks because no safe legal place to ride exists
- + High traffic volumes and speeds of vehicles may decrease the comfort of people who bike

### Nearby land uses and frontages

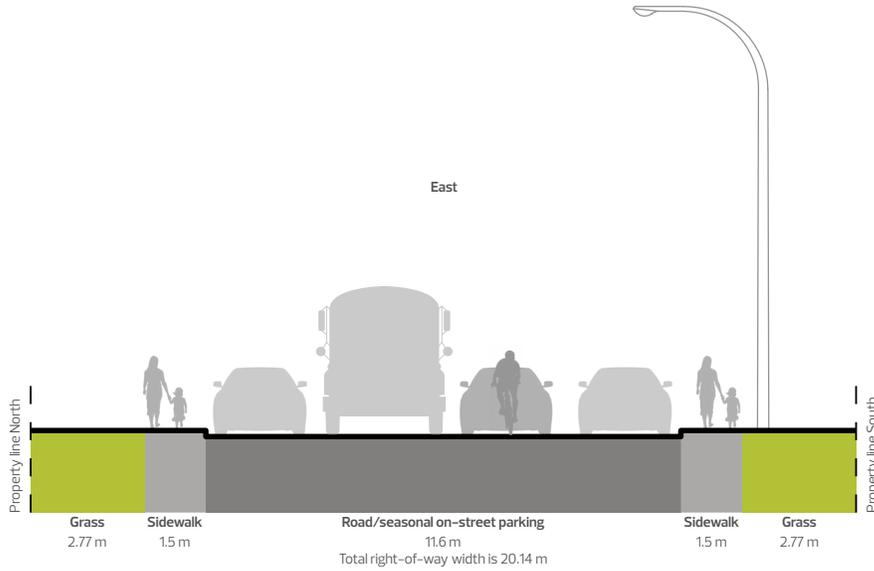
- + Duplexes with front yards and walkways and rear alleys
- + Row houses and four-storey apartment buildings with front yards and private internal walkways and roads
- + Park spaces and schools with internal walkways and parking lots
- + Commercial area with a parking lot separating the sidewalk and the building

### Collector residential road opportunities

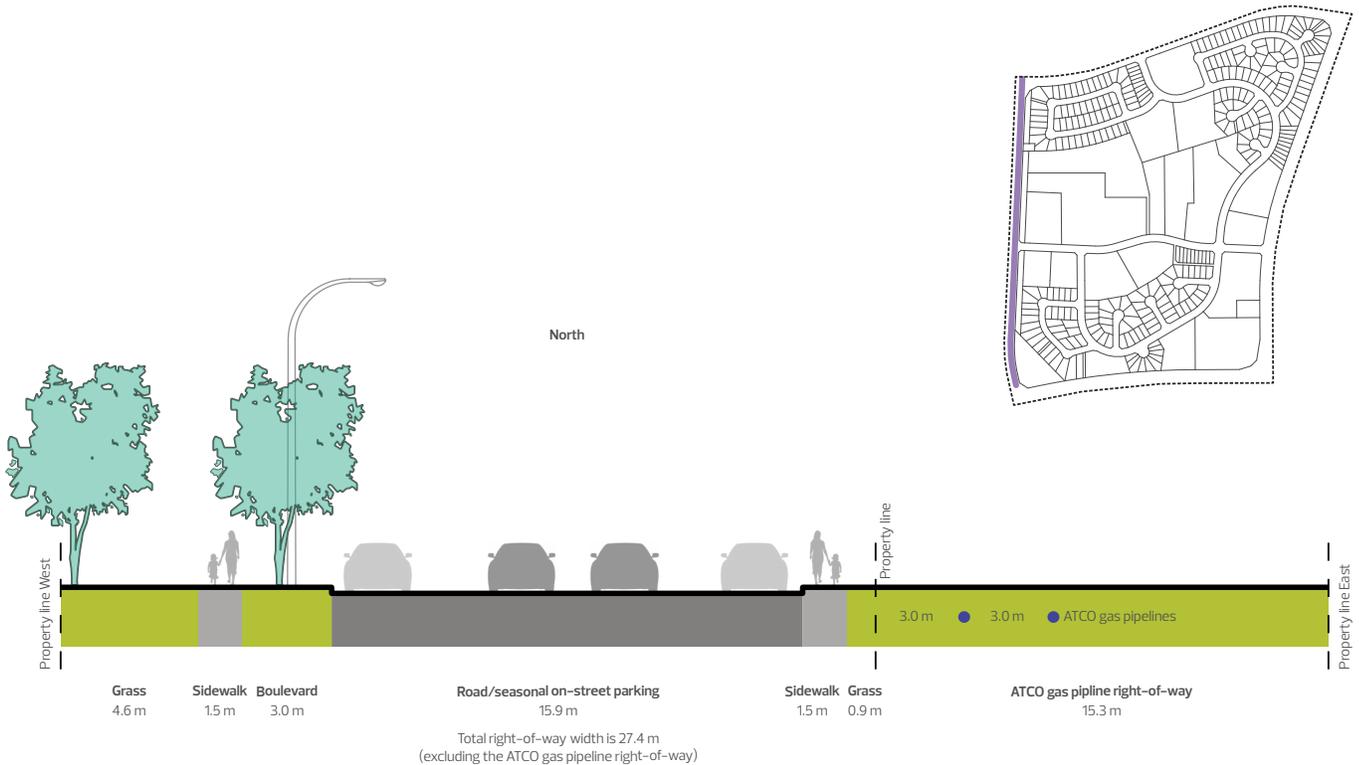
- + Improvements to enhance all user experiences during all seasons
- + Explore the feasibility of implementing measures to address possible speeding and shortcutting
- + Widen sidewalks
- + Adding amenities to bus stops
- + Create bike facilities to encourage people to bike
- + Narrow 36 Street to a standard collector width and change the curbside sidewalk to a separate sidewalk lined with trees
- + Redesign the four-way stop controlled intersection at 36 Street and 139 Avenue as a roundabout to improve traffic safety and accessibility for active modes

## Collector residential roads

### Typical collector residential road cross section | 139 Avenue



### Typical collector residential road cross section | 36 Street



## Alley



### Typical alley cross section



- + Alley Renewal will be included as part of the Hairsine Neighbourhood Renewal Project
- + The one alley in Hairsine will be reconstructed, repaved and see improvements to drainage

### Neighbourhood wide opportunities

- + Where possible, retrofit streets to meet the CSDCS
- + Improvements to enhance all user experiences during all seasons
- + Identify roadways with speeding and shortcutting issues and explore the feasibility of implementing traffic calming measures to ensure the safety of all road users throughout the neighbourhood, specifically around schools and playgrounds
- + Identify popular walking connections to explore widening sidewalks
- + Identify key bike route connections and facility types to accommodate people to bike
- + Explore the feasibility of replacing curbside sidewalks with separate sidewalks and planting boulevard trees



Collector residential road - 36 Street

## 3.7 Mobility network – walking and wheeling

Existing walking and wheeling infrastructure within the Hairsine neighbourhood is identified on Map 8.

### Sidewalks

- + Most roads in Hairsine have curbside sidewalks along both sides
- + Local residential roads have 1.5m wide curbside sidewalks with rolled face curbs
- + Collector residential roads have 1.5m wide curbside separate sidewalks with straight face curbs (exception is a 1.5m wide separate sidewalk along the west side of 36 Street)

### Missing sidewalks

- + There are seven cul-de-sacs off of local residential roads that are missing sidewalks (refer to Map 8 for the locations of missing sidewalks)

### Desire lines/worn paths in the grass

- + Popular walking routes through grassed open spaces are shown on Map 8 in Hairsine Park and behind the commercial area
- + The need for proper pathways is identified by the worn footpaths in the grass

### Pedestrian crossings

The following crosswalk types and control devices are in Hairsine (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 available for active modes (walking, rolling, or biking). Many are located at the end of cul-de-sacs or streets and are designed to connect to local parks, schools, and other amenities. Some breezeways are used by utility and emergency vehicles.

Refer to Map 8 for the location of breezeways in Hairsine.

- + Five breezeway locations in Hairsine
- + Three locations create through-block connections between streets
- + Two locations create through-block connections into Hairsine Park
- + PUL widths vary (6.1m, 6.3m and 7.4m)
- + Walkway surface material of concrete with grass on either side
- + Walkway widths are 1.5m
- + Elements along breezeways vary (lighting, metal t-bollards and wooden bollards)

### Opportunities

- + Explore the feasibility of adding boulevards with trees
- + Create walking and biking connections through Hairsine Park
- + Address existing walking desire lines/worn paths in the grass with new pathway connections
- + Add new sidewalks at missing locations
- + Examine the functionality of existing crosswalk locations
- + Add curb extensions to existing crosswalks to improve visibility for people walking
- + Increase accessibility for people walking and wheeling to parks through wider and continuous sidewalk connections
- + Add amenities such as benches and additional lighting that support people who walk, roll and bike



## Map 8. Mobility network – walking and wheeling



- Hairsine neighbourhood boundary
- Public park/school playground
- Open space for potential pathway
- Breezeway
- Desire line/worn path in the grass
- Shared pathway
- Sidewalk
- Missing sidewalk
- Zebra marked crosswalk
- Marked crosswalk
- Pedestrian activated amber flasher
- Traffic signal-controlled

## 3.8 Mobility network – transit

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

### Bus route 108

- + Connects Hairsine residents to and from the Clareview LRT Station (approximately 10-minute ride) and Belvedere LRT Station
- + Travels along 139 Avenue
- + Destinations: Clareview LRT Station and Belvedere LRT Station
- + Route type: Local/Community Route

### Bus route 121

- + Connects Hairsine residents to and from the Clareview LRT Station (approximately 10-minute ride)
- + Travels along 36 Street
- + Destinations: Clareview LRT Station and Evergreen Mobile Home Park
- + Route type: Local/Community Route

### Bus stop conditions

- + Ten bus stops are within the project scope located along 36 Street and 139 Avenue
- + Amenities such as shelters, benches, waste receptacles and concrete pads vary at bus stop locations
- + Five bus stops within the project scope do not have shelters (see Map 9 for locations)

### Clareview LRT Station

- + Connects Hairsine residents to Downtown and other destinations via the LRT and bus network
- + 5-minute bike ride, 10-minute bus ride and 20-minute walk from the middle of the Hairsine neighbourhood



### Opportunities

- + Enhance connections for people who walk to bus stops
- + Identify priority bus stops for additional bus stop amenities
- + Widen sidewalks and create bike connections to the Clareview LRT Station for people who walk or bike



ETS bus stop (west of 30 Street along 139 Avenue)

## Map 9. Mobility network – transit



- Hairsine neighbourhood boundary
- Public park/school playground
- Open space for potential pathway
- ETS bus route and stop
- Bus stop with no shelter
- Zebra marked crosswalk
- Marked crosswalk
- Pedestrian activated amber flasher
- Traffic signal-controlled intersection

## 3.9 Mobility network – biking

The bike network surrounding Hairsine is identified on Map 10.

### Existing bike infrastructure

- + No dedicated bike facilities
- + Breezeways in Hairsine provide through-block connections for people who walk and bike
- + Nearby shared pathways:
  - + East side of Victoria Trail
  - + South side of 137 Avenue
  - + West of 36 Street through the townhome development and the Clareview Park
- + Nearby bike routes connect Hairsine residents to destinations such as the Clareview Community Recreation Centre and Library, Clareview LRT Station, Clareview Town Centre and the North Saskatchewan River Valley

### 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 Hairsine and the surrounding bike network.

- + 144 Avenue is identified as a future Neighbourhood Route
  - + Neighbourhood routes provide local access, opportunities for recreational cycling and connections to destinations outside of the district connector network
  - + Facility types vary depending on the local context

- + 137 Avenue and Victoria Trail are identified as existing District Connector Routes
  - + District connector routes are bike routes that serve as cycling arteries extending across multiple neighbourhoods, connecting districts and prioritizing directness
  - + Facility types include protected bike lanes or shared pathways
  - + When a project is planned along or in the vicinity of a future district connector route, the project should endeavour to confirm the location of the bike route, and complete the infrastructure changes as required
- + 137 Avenue between Victoria Trail and the North Saskatchewan River Valley as an existing Substandard Route
  - + Substandard routes are portions of the bike network that currently exist but require upgrades, improvements, or relocation
- + Missing link – along the back of the commercial area extending northwest to the existing shared pathway



Shared pathway west of 36 Street

### Opportunities

- + Enhance bike connectivity to the overall network
- + Enhance user safety and comfort
- + Widen shared pathways to 3.0m where possible
- + Explore opportunities to implement the future Neighbourhood Route along 144 Avenue and address the missing link behind the commercial area
- + Explore opportunities to enhance the bike connection from Hairsine to the shared pathway off of 34 Street south of Hairsine



# Map 10. Mobility network – biking



- Hairsine Neighbourhood boundary
- Parks and school playground
- Surrounding neighbourhood
- Off-leash dog area
- Key destination
- Shared pathway
- Painted bike lane
- Shared roadway (higher traffic)
- Hairsine breezeway access points
- Hairsine road access points

## 3.10 Mobility network – driving and traffic safety

There are three vehicle access points into Hairsine from the surrounding roads. The residential collector road of 139 Avenue provides east–west access through the neighbourhood. Northern access into Hairsine is provided by the curvilinear local road of 32 Street/142 Avenue/30 Street. Both residential collector roads of 139 Avenue and 36 Street provide access to ETS bus services. The road hierarchy in and surrounding Hairsine is shown on Map 11.

### Parking

On–street parking

- + On–street parking is provided within the road right–of–way which is public property
- + On–street parking is allowed along both sides of most local residential roads in Hairsine

On–street parking restrictions

- + On–street parking restrictions in Hairsine are primarily located along the residential collector roads of 139 Avenue and 36 Street at ETS bus stop locations, private development accesses and on either side of marked crosswalks

School bus zones

- + Traffic increases around schools at certain times of the day such as drop–off time during the morning and pick–up times in the afternoon
- + School bus zones provide buses with priority access to drop–off areas next to schools
- + School bus zones in Hairsine are located along 139 Avenue and 30 Street and identified on Map 11

On–street seasonal parking

- + From November 5 to March 15 on–street seasonal parking areas are in–effect to allow for snow clearing
- + On–street seasonal parking occurs along collector roads/bus routes and is subject to bans with 8 hours of notice
- + In Hairsine, on–street seasonal parking exists along both sides of 139 Avenue and 36 Street

Accessible parking/passenger loading zones

- + Residents can request the City of Edmonton to install accessible parking/passenger loading zones on public property in front of residences and businesses
- + Parking zones are typically 7.5 to 10 metres long, which accommodates one vehicle
- + Accessible parking/passenger loading zones exist in Hairsine in front of some multi–family homes
- + Roadway concepts should take into consideration existing accessible parking zones in Hairsine where possible

### Traffic safety

The locations of pedestrian, cyclist and vehicle collisions over the past five years are shown on Map 11.

Collisions with people walking:

- + 36 Street and 138 Avenue

Collisions with people biking:

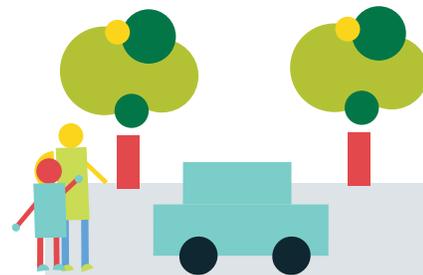
- + 36 Street and 139 Avenue
- + 144 Avenue and 32 Street

Collisions with people driving:

- + Top causes for driver–at–fault were followed too closely, left turn across path, struck parked vehicle, failed to observe traffic signal and stop sign violation

Speeding locations:

- + 139 Avenue
- + 144 Avenue
- + Victoria Trail
- + 36 Street



### Opportunities

- + Identify if traffic calming measures are needed along roadways to address speeding and shortcutting as well as enhance the safety of people who walk
- + Evaluate traffic safety around important destinations (schools, parks, etc.) and along key routes to destinations for people who walk and bike



# Map 11. Mobility network – driving and traffic safety



Hairsine neighbourhood boundary	<b>Road classification</b>	School bus zone
Breezeway	Alley	Location of reported pedestrian collision*
Local residential	Collector residential	Location of reported cyclist collision*
Arterial class D (Non-truck route)	Vehicle collision locations*	Speeding locations

Note: Traffic data is from 2016 – 2021

## 3.11 Infrastructure

### Utility considerations

- + The relocation of street lighting infrastructure may be required
- + The relocation of existing catch basins will be minimized, however, new catch basins and associated grading design will be identified and addressed at the preliminary design phase
- + Coordination with all utilities (ATCO Gas, ATCO Pipelines, EPCOR Drainage, EPCOR Water Services, TELUS Communications, Shaw Cable, Zayo Canada) will commence during the circulation of the draft concept design to identify any potential existing and planned utility conflicts with the proposed new neighbourhood infrastructure
- + Any potential conflicts will be addressed during the preliminary design
- + Telus Fibre Optic vaults are located behind existing sidewalks
- + It is observed that Telus Fibre Optic lines have been installed in Hairsine
  - + Fibre optic vaults are difficult to move and may require the neighbourhood design to accommodate their current locations
  - + Property connection points to Telus Fibre Optic lines can be relocated
- + With any proposed infrastructure changes, emphasis should be placed on protecting existing mature street trees where possible

### Crossing Agreements

- + Crossing agreements must be obtained from ATCO Gas/ATCO Pipelines for any work that will cross its High Pressure (HP) line along 36 Street
- + 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/Licenses of Occupation

- + An Encroachment Agreement/License of Occupation is a written confirmation between the City and an owner of a property that allows for private use of a public right-of-way
- + Often, Encroachment Agreements/Licenses of Occupation within residential areas are used to extend private yards onto public right-of-ways
- + Encroachment Agreements can also exist for City infrastructure on school board lands
- + Consideration should be taken if there is any potential impact to an existing Encroachment Agreement/License of Occupation

### Land Acquisition

- + During neighbourhood renewal, the City may need to acquire portions of private land to accommodate any 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



Fenced ATCO gas site along the east side of 36 Street

## Chapter 2

# Neighbourhood Vision and Opportunities

# 4 Neighbourhood Vision and Opportunities

## 4.1 Neighbourhood Vision and Guiding Principles

The following draft community Vision and Guiding Principles were co-created through the public engagement process. The Vision provides a short description of the intended outcome of Neighbourhood and Alley Renewal in Hairsine. Guiding Principles inform how the Vision will be achieved through the neighbourhood design.

Public input on existing issues and future opportunities for Hairsine was received during both the **Building a Project Vision Together** and **Exploring Opportunities** stages. This feedback informed the development of the draft community Vision and Guiding Principles. Public input will be received during fall 2022 engagement to **REFINE** and finalize the Vision and Guiding Principles.

“ **Hairsine is a generationally and culturally diverse community that is safe, family-friendly and welcoming for all residents and visitors. There are lots of green spaces, amenities, parks and trees offering many opportunities to enjoy Hairsine’s beautiful surroundings. We are proud to have safe and accessible connections to and from other neighbourhoods, nearby businesses and amenities for people of all ages and abilities. The many children who live and learn in Hairsine feel safe when walking, driving and rolling to and from school. We are continuously looking for ways to celebrate our diversity and foster positive relationships between neighbours and stakeholders.** ”

## Guiding Principles



Hairsine is a family and kid-friendly neighbourhood with safe spaces, parks and amenities to enjoy



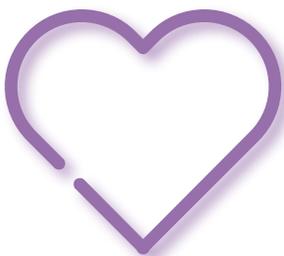
Hairsine has beautiful green, open spaces with picnic tables and benches for friends, family and neighbours to gather and build relationships with one another



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



Hairsine honours and celebrates the cultural diversity of all residents and visitors

## 4.2 Opportunities and constraints analysis

The following opportunities and constraints were identified through a combination of public engagement and analysis by the Project Team during the **Building a Project Vision Together** and **Exploring Opportunities** stages. Themes have been used to organize the various opportunities and constraints.



### Walking, rolling and public transit

#### Opportunities

- + **Breezeways:** Replace and enhance existing breezeways to improve connectivity for people who walk, roll or bike
- + **Safety:** Provide additional lighting and enhance existing lighting along pathways and crosswalks to improve visibility for people walking, rolling or biking when it is dark
- + **Sidewalks:**
  - + Replace existing sidewalks and widen sidewalks to create enhanced connections for people who walk or roll
  - + Add sidewalks to cul-de-sacs to improve connectivity for people who walk or roll
  - + Add new sidewalks to the roadways surrounding Hairsine to address gaps of missing sidewalks (note that new sidewalks along 137 Avenue, Victoria Trail and 144 Avenue are out of scope for Hairsine Neighbourhood Renewal)
- + **Pathways:** Create new pathways through open spaces to improve connectivity for people who walk, roll or bike (Hairsine Park)
- + **Wayfinding:** Explore adding wayfinding signage at park entrances and key pathway junctions

#### + Public transit:

- + Strengthen walking and rolling connections to bus stops and enhance stop amenities
- + Explore adding more bus stops

#### Constraints

- + Hairsine Park has a number of existing sports fields that will impact the location of potential new pathways
- + Existing conditions such as utilities, pipeline right-of-ways, mature trees and road right-of-way width may limit the feasibility of new or enhanced pathways or sidewalks
- + Edmonton Transit Service is responsible for assessing the need of additional bus stops and access to on-demand transit



Existing breezeway (between 36 and 35 Streets)



Existing sports fields in Hairsine Park



## Open spaces

### Opportunities

- + **Pathways:** Explore reconfiguring existing sports fields in Hairsine Park to create space for new pathways, improving accessibility for people who walk, roll and bike
- + **Entrance features:** Add new park entrance features to create a unique sense of place
- + **Plantings and beautification elements:** Add new trees, shrubs, flowers and naturalized areas in Hairsine Park to create more greenery
- + **Seating areas:** Provide unique seating areas with benches, picnic tables, landscaping, lighting and waste bins to create gathering spaces for residents
- + **Waste bins:** Add waste bins along pathways to improve cleanliness
- + **Playground:** Widen the existing pathway of the playground area, provide additional lighting and enhance the maintenance of trees to keep sightlines open
- + **New recreational amenities:** Consider new recreational amenities and activities including playgrounds, spray parks, basketball courts, tennis courts, dog park, water feature and washroom facilities
- + **Community-led projects:** Explore opportunities for community-led projects (such as the above new recreational amenities) with residents/community groups and leave space for them in the design
- + **Linear green space:** Add greenery along the pipeline right-of-way of 36 Street to enhance this linear green space

### Constraints

- + Improvements to open spaces not owned by the City such as School Board lands and the Community League lease area may be limited
- + The City cannot lead or fund Capital Improvements in the Community League lease area such as playground improvements (this would be a community-led project)
- + Existing sports fields, mature trees and topography changes may impact the feasibility of new or widened pathways
- + Park enhancements should consider potential impacts to nearby residents
- + The long-term maintenance responsibility of community-led projects may be a concern to residents
- + Community capacity and willingness to dedicate volunteer time and resources to community-led projects
- + Provision of additional recreational amenities such as spray parks, water features and washroom facilities may require extension of water and or drainage servicing



Existing pathway entrance west of 36 Street



Linear green space and ATCO pipeline right-of-way along the east side of 36 Street



## Placemaking

### Opportunities

- + **Corner store area:** Enhance the public realm near the 36 Street and 137 Avenue corner store area to create a gathering space and a mural along the backside of the building
- + **Seating areas:** Create seating areas with benches, landscaping and lighting along new internal pathways in Hairsine Park
- + **Winter design:** Integrate winter design elements such as enhanced lighting and positioning trees near seating areas and along pathways to provide protection from the elements
- + **Community-led projects:** Explore community-led projects such as a public art at seating areas

### Constraints

- + Public right-of-way space near the corner store area is limited
- + Seating areas in Hairsine Park will need to be setback from sports fields and residential properties
- + The long-term maintenance responsibility of community-led projects may be a concern to residents
- + Community capacity and willingness to dedicate volunteer time and resources to community-led projects



## Biking

### Opportunities

- + **Routes:** Explore north-south and east-west separated bike routes and shared pathways to create opportunities for people who bike (36 Street and 139 Avenue)
- + **Connections:** Create safe, convenient and enjoyable bike routes that connect to destinations in and around Hairsine such as schools, the Clareview Community Recreation Centre and the river valley
- + **Bike racks:** Add bike racks at destinations throughout Hairsine to enhance safety and encourage more biking

### Constraints

- + Different bike route designs may have various tradeoffs due to existing conditions such as utilities, pipeline right-of-ways, mature trees, location of existing vehicular accesses and road right-of-way width



Corner store area (36 Street and 137 Avenue)



Existing bike racks in front of John D. Bracco Junior High School



## Driving and traffic safety

### Opportunities

- + **Roadway redesign:** Explore the redesign of roadways and improve existing conditions to provide safe spaces for people who walk, roll, bike or drive (36 Street and 139 Avenue)
- + **Traffic calming:** Explore traffic calming features to encourage slower vehicle speeds
- + **Signage:** Add no exit signs on cul-de-sacs and yield signs to improve traffic flow
- + **Intersection design:** Explore different designs for the intersection of 36 Street and 139 Avenue to improve traffic flow, reduce confusion and enhance safety for people walking, rolling, biking and driving
- + **School areas:** Explore the redesign of pickup/drop-off zones at John D. Bracco and St. Bonaventure schools to enhance safety and reduce traffic congestion
- + **Crosswalks:**
  - + Enhance existing crosswalks with curb extensions, no parking zones, painted zebra markings and new lights to increase the visibility of people walking to people driving and enhance safety
  - + Provide additional crosswalks to enhance connections for people who walk and roll
- + **Community League parking lot:** Explore the feasibility of expanding the parking lot shared by the Hairsine Community League and St. Bonaventure to prevent vehicles from parking on the grassed area
- + **Waste bins:** Add waste bins along roadways to improve cleanliness

### Constraints

- + Existing conditions such as utilities, mature trees and right-of-way width may require trade-offs for some roadway improvement opportunities
- + Roadway classifications and speed limits have implications on appropriate types and locations of crosswalks and traffic calming measures
- + Funding availability for the Community League parking lot
- + Certain traffic calming opportunities such as curb extensions, raised crosswalks and raised intersections may have implications for drainage infrastructure such as catch basins and fire hydrant locations, which may require additional review and coordination

## Neighbourhood opportunities map

Various urban design opportunities are identified on Map 12. Urban design framework. These opportunities are based on observations from the public and Project Team.

Neighbourhood design options will be developed during the **Exploring Options and Tradeoffs** stage based on the locations in Map 1. The benefits and tradeoffs of each option will be explored.

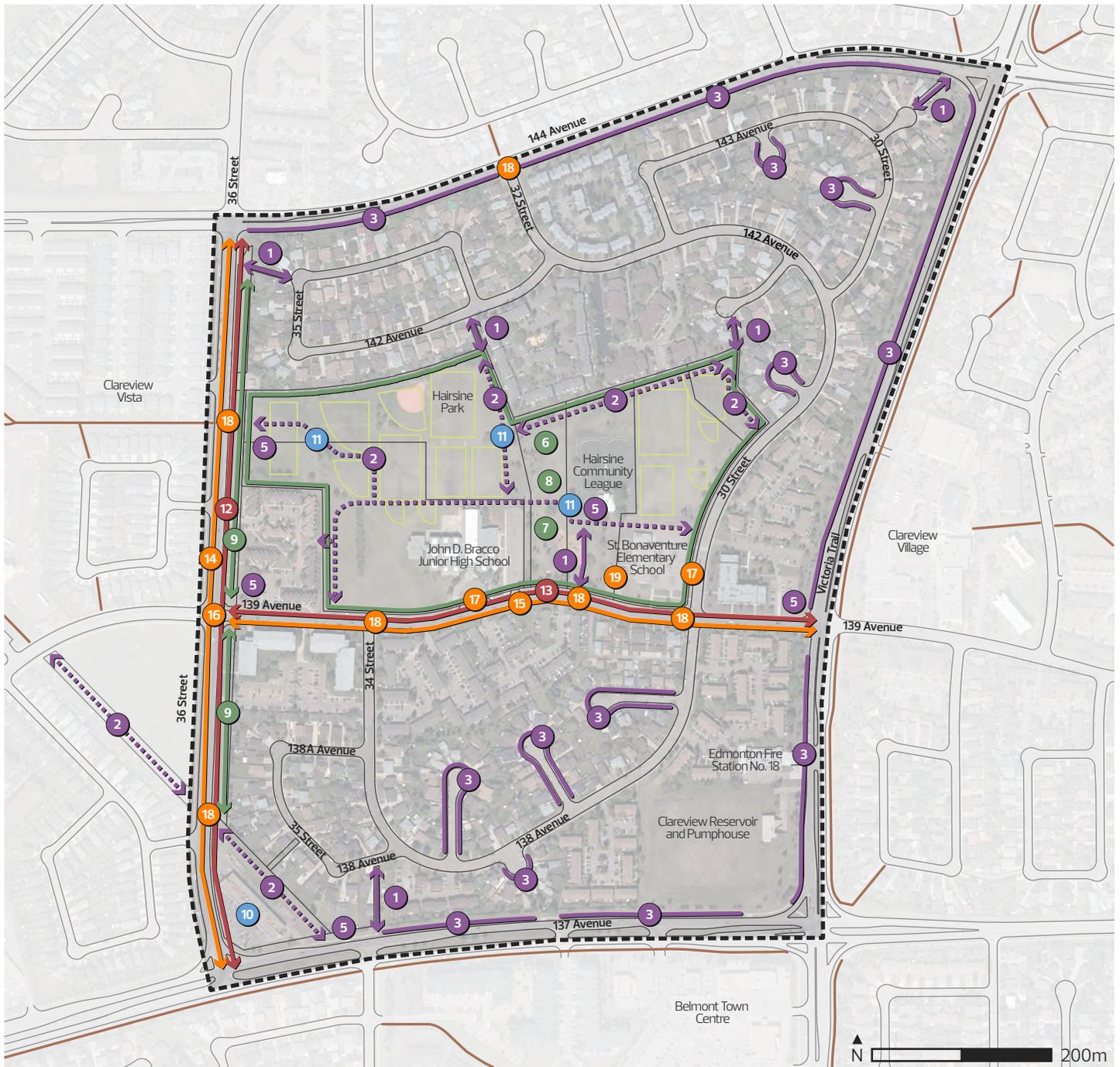


Existing crosswalk (139 Avenue and 34 Street)



36 Street

# Map 12. Urban design framework



- |  |  |   |   |   |   |
|--|--|---|---|---|---|
| <ul style="list-style-type: none"> <li> Hairsine neighbourhood boundary</li> <li> Existing sports field</li> <li> Existing shared pathway/breezeway</li> </ul> | <p><b>Walking, rolling and public transit</b></p> <ul style="list-style-type: none"> <li> 1. Replace and enhance breezeway/pathway</li> <li> 2. New pathway opportunity</li> <li> 3. New sidewalk opportunity*</li> <li> 4. Widen all existing sidewalks (not on map)</li> <li> 5. Wayfinding signage</li> </ul> | <p><b>Open spaces</b></p> <ul style="list-style-type: none"> <li> 6. Hairsine Park improvement opportunities</li> <li> 7. Community-led playground upgrade</li> <li> 8. Community-led picnic shelter</li> <li> 9. Linear green space opportunity</li> </ul> | <p><b>Placemaking</b></p> <ul style="list-style-type: none"> <li> 10. Corner store area opportunity</li> <li> 11. Seating area opportunity</li> </ul> | <p><b>Biking</b></p> <ul style="list-style-type: none"> <li> 12. North-south connection</li> <li> 13. East-west connection</li> </ul> | <p><b>Driving and traffic safety</b></p> <ul style="list-style-type: none"> <li> 14. Redesign of 36 Street</li> <li> 15. Redesign of 139 Avenue</li> <li> 16. Intersection redesign</li> <li> 17. Enhance school drop-off</li> <li> 18. Enhance/new crosswalk</li> <li> 19. Expand parking lot</li> </ul> |
|--|--|---|---|---|---|

\*New sidewalks along 137 Avenue, Victoria Trail and 144 Avenue are out of scope for Hairsine Neighbourhood Renewal

