



CHAPTER 3

DRAFT DESIGN



December 2023

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1.0 Introduction

Draft design for Hillview Neighbourhood and Alley Renewal is presented in this chapter. It outlines the City policy and program information, technical requirements and public engagement input used to make draft design decisions. This chapter also shows how the decisions align with the co-created community vision for Neighbourhood and Alley Renewal in Hillview.

The draft design includes changes to walking, biking and rolling infrastructure. In addition to the roadways, alleys and parks in Hillview, the draft design addresses gaps and opportunities identified in the Urban Design Analysis (UDA) [Chapter 1: Background Report](#) and [Chapter 2: Neighbourhood Vision and Opportunities](#) and through public engagement input.

Hillview Neighbourhood and Alley Renewal will include:

Active Transportation

- + Sidewalk replacement throughout Hillview (pending a Local Improvement decision)
- + New sidewalks, breezeways and pathways
- + New shared pathways for people walking and biking
- + Wider walking surfaces (where possible)
- + Crossing enhancements such as curb extensions and raised or continuous crossings
- + Curb ramps added/replaced on all streets

Roadways

- + Roadway pavement replacement on all Hillview local roads and alleys
- + Upgrades to street lighting (with LED luminaires)
- + Lower profile rolled curbs for easier driveway access
- + Intersection improvements
- + Measures to slow traffic
- + Adjusting roadway widths to:
 - + Meet current City standards
 - + Encourage drivers to follow the posted speed limit
 - + Provide space for other amenities (e.g. shared pathways and boulevards)
- + Changes to parking
- + Changes to traffic controls (e.g. changes to stop and yield signs)
- + Drainage improvements

Parks and Open Spaces

- + Improvements to parks and open spaces such as:
 - + Tree plantings
 - + New and enhanced lighting
 - + Waste bins
 - + Pathways
 - + Seating

1.1 Decision making process

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

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

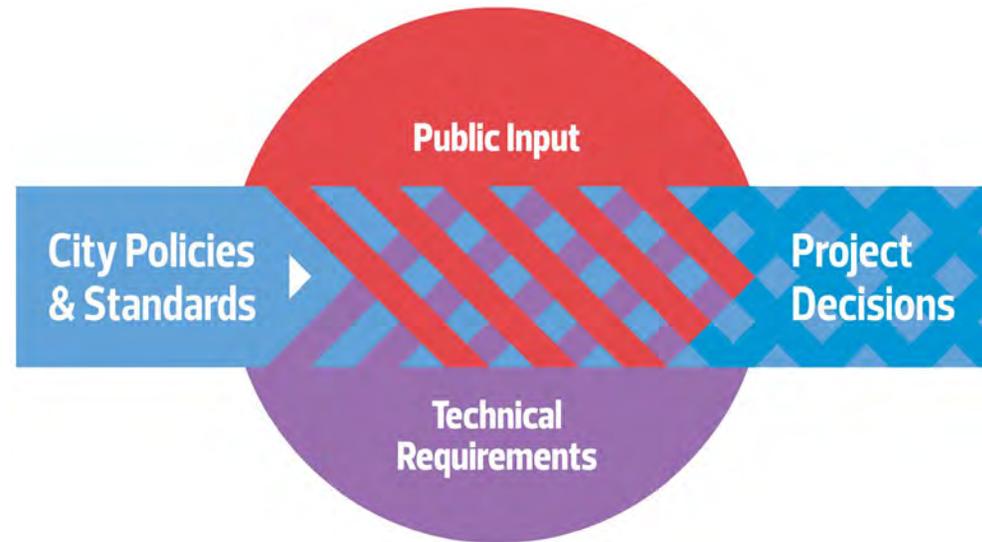


Figure 1. Decision making process

1.2 City policies and programs

City policies and programs provide the overall direction for Neighbourhood Renewal designs. The Project Team considered the following policies and programs while preparing the draft design:

The City Plan

- + Prioritize and enable green infrastructure including low-impact development solutions
- + Implement a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities

Accessibility for People with Disabilities Policy (C602)

- + Include access and use for people of all ages and abilities

Active Transportation Policy (C544)

- + Include opportunities for people to walk, roll and bike and promotes the inclusion of shared pathways

Open Space Policy (C594) and BREATHE – Green Network Strategy

- + Promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Support biodiversity by providing various plant species
- + Contribute to urban climate mitigation by providing a vegetative cover in an open space

Complete Streets Policy (C573A)

- + Design streets to reflect the characteristics of the area and all users of the roadway
- + Apply an integrated, connected network approach to serve all modes

Community Traffic Management Policy (C590)

- + Apply curb extensions and raised crosswalks to improve visibility for people walking and to reduce driver speeds

ConnectEdmonton

- + Provide opportunities for walking that support the plan's Healthy City strategic goal. Supports safe bike routes, vibrant gathering spaces, adding missing sidewalks, partnering with local businesses, planting trees, creating green space from existing paved surfaces and measures to calm traffic

Corporate Tree Management Policy (C456C)

- + Explore roadway and park designs to maintain, renew and expand the City of Edmonton's urban forest

Dogs in Opens Spaces Strategy

- + Design off-leash areas to implement the Dogs in Open Spaces Strategy through pathway, fencing and landscaping considerations

Edmonton Bike Plan

- + Enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes in all seasons

Snow and Ice Control Policy (C409K)

- + Consider existing maintenance practices to design new and existing infrastructure for year-round use

Vision Zero Initiative/Safe Mobility Strategy

- + Support safe and livable streets in Edmonton and help reduce major injuries and fatalities from motor vehicle collisions through redesign of roadways

Winter Design Policy (C588)

- + Support year round use through lighting
- + Increase boulevard width to provide additional snow storage space

1.3 Technical requirements

Technical requirements and aspects such as roadway widths and constraints with utilities and trees determine what designs work well in the neighbourhood. The Project Team considered the following technical requirements while preparing the draft design:

Complete Streets Design and Construction Standards

- + Provides direction for the design and construction of roads, alleys, sidewalks, bike lanes and shared pathways, measures to slow traffic, and enhanced intersections (particularly around crosswalks)

Transportation Association of Canada (TAC) Standards including Geometric Design Guide for Canadian Roads and Manual of Uniform Traffic Control Devices

- + Supplements City of Edmonton Complete Streets design and construction standards for the design of roads, sidewalks, bike lanes, traffic calming, street lighting and signage

Access Design Guide

- + Supports access and use for people of all ages and abilities, and used to inform the design of wider and new sidewalks, seating along pathways and bench selections

Crime Prevention Through Environmental Design (CPTED)

- + Encourages designing infrastructure to reduce crime by making spaces visible, inviting, connected, and including natural deterrents such as plant selection and placement

Existing infrastructure assessments (utilities, trees and landscaping)

- + Prioritizes when city infrastructure will be renewed based on current conditions

Winter Design Guidelines

- + Provides open space design strategies to support the year-round use of parks, pathways and seating areas

1.4 Public input

The City of Edmonton seeks input from citizens to help guide the project. The role of this public engagement is to help the City understand what is important to Hillview community members and how the Neighbourhood and Alley Renewal design decisions will affect them.

The City's Public Engagement Spectrum (Figure 2) shows the four levels of influence the public can have on decisions made by the City throughout the project.

How the Spectrum is being used in Hillview Neighbourhood and Alley Renewal:

- + **CREATE** Vision and Guiding Principles
- + **REFINE** understanding of neighbourhood assets, opportunities and priorities
- + **REFINE** the proposed design options
- + **REFINE** the draft design
- + **ADVISE** on the final design
- + **ADVISE** on construction
- + **DECIDE** on decorative street lights, new alley lighting and sidewalk reconstruction as Local Improvements



Figure 2. The City's Public Engagement Spectrum

1.5 Building Great Neighbourhoods Roadmap

The Hillview Neighbourhood and Alley Renewal Project Team organized multiple opportunities for the public to share their thoughts throughout the process. These opportunities included providing input on the benefits and tradeoffs for design changes. Input gathered to date has helped the Project Team **REFINE** the options into a draft design for the neighbourhood and alley renewal project.

Road Map to Building Great Neighbourhoods



LEGEND

Public Engagement and Communications Opportunities	Concept Phase	Design Phase	Build Phase	Operate Phase
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Figure 3. Building Great Neighbourhoods Roadmap

2.0 Draft design

The following draft design for the Hillview Neighbourhood and Alley Renewal are presented in this section:

- 2.1 35A Avenue
- 2.2 65 Street, 37B Avenue and 63 Street
- 2.3 Alleys directly east of 66 Street
- 2.4 36A Avenue
- 2.5 Open space along utility corridor
- 2.6 Hillview Park
- 2.7 58 Street
- 2.8 60 Street cul-de-sac
- 2.9 Woodvale Road
- 2.10 Hillview Crescent
- 2.11 Charles B. Hill Park
- 2.12 Shared pathway along Hillview Park and west toward 66 Street
- 2.13 New sidewalks
- 2.14 38 Avenue enhanced crossings

Each draft design includes what is being proposed and what the Project Team considered:

- + Guiding Principles
- + Public input
- + Technical requirements
- + City Policies and Programs

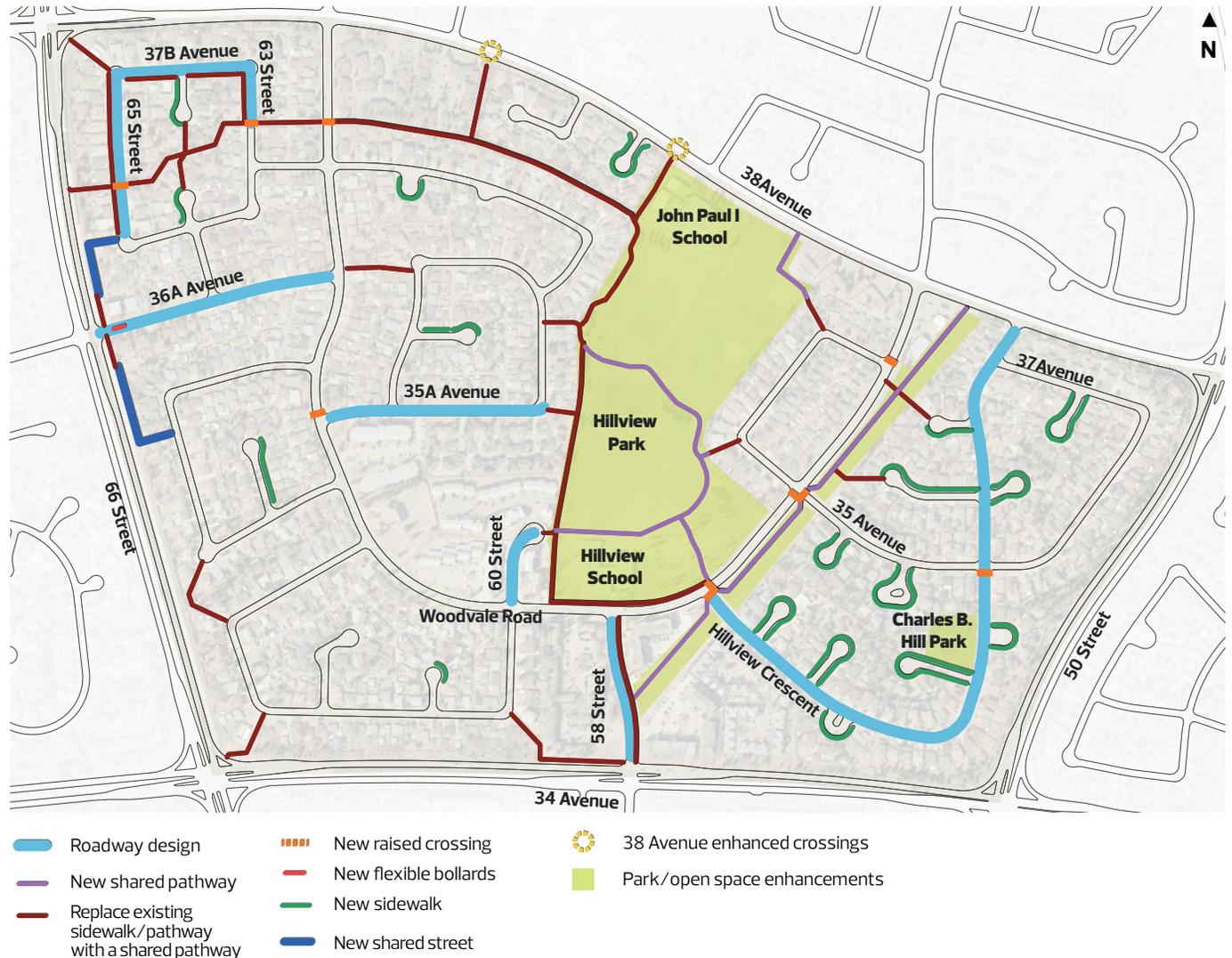


Figure 4. Hillview draft design overview



2.1 35A Avenue

The draft design includes:

- + A grass boulevard with trees and a wider sidewalk along the south side of the road to add greenery, room for snow storage and provide a comfortable walking connection from Woodvale Road to Hillview Park
- + A narrowed road width and wider north sidewalk to align with the City's Complete Streets Design and Construction Standards
- + A raised crossing at the intersection of Woodvale Road to improve visibility for all users and encourage slower vehicle speeds
- + On-street parking along both sides of the road and two-way traffic (as exists today)

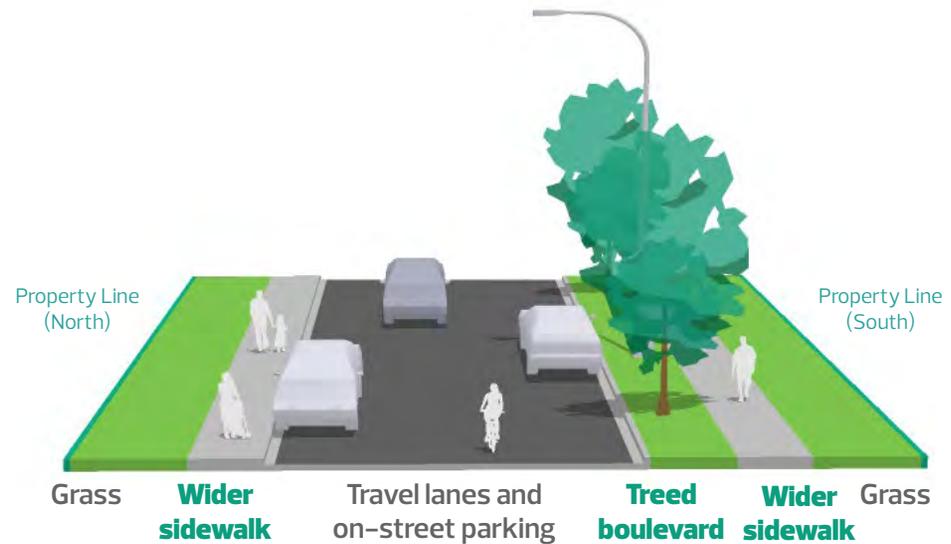


Figure 5. 35A Avenue – Section



- | | | | |
|---|---|---------------|-------------------------------|
| Replace existing curbside sidewalk with a separate sidewalk | Replace existing sidewalk/pathway with a shared pathway | Grass | Replace existing road surface |
| Replace and widen existing sidewalk | New raised crosswalk | New tree | |
| Existing sidewalk | Replace existing alley surface | Existing tree | |

Figure 6. 35A Avenue – Plan view



Figure 7. 35A Avenue – Rendering 1 – Looking east towards 61 Street



Figure 8. 35A Avenue – Rendering 2 – Looking east towards 61 Street

The draft design aligns with the following Guiding Principles:



Create great outdoor spaces, including public parks, pathways and greenery where residents want to gather and recreate



Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + The public liked designs that added greenery and landscaping to beautify the area + The public valued improved walking and rolling connections that would enhance access to Hillview Park + The public expressed concerns about reducing on-street parking 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + TAC + Access Design Guide + Existing infrastructure assessments + Manage utility conflicts + Winter Design Guidelines 	<ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy (C602) + Open Space Policy (C594) and BREATHE – Green Network Strategy + The City Plan + Complete Streets Policy (C573A) + ConnectEdmonton + Corporate Tree Management Policy + Winter Design Policy (C588)



2.2 65 Street, 37B Avenue and 63 Street

The draft design includes:

- + Shared pathways along the:
 - + West side of 65 Street between 37B Avenue and 37 Avenue
 - + South side of 37B Avenue between 65 Street and 63 Street
 - + West side of 63 Street between 37B Avenue and the east-west shared pathway
 - + The shared pathways will create walking, rolling and biking connections inside the neighbourhood to the Millbourne/Woodvale LRT stop at 66 Street and 38 Avenue
- + Narrowed road widths (65 Street, 37B Avenue and 63 Street) and replace and widen existing sidewalks to align with the City's Complete Streets Design and Construction Standards (see Figure 10 for locations)
- + Raised crossings at the intersections of the east-west shared pathway at 65 Street and 63 Street to provide a level crossing for people walking and biking, improve visibility for all users and encourage slower vehicle speeds
- + On-street parking (as exists today), except removed along the:
 - + West side of 65 Street
 - + South side of 37B Avenue
 - + West side of 63 Street, north of the east-west shared pathway
- + Two-way traffic (as exists today)



Figure 9. 65 Street – Rendering – Looking north

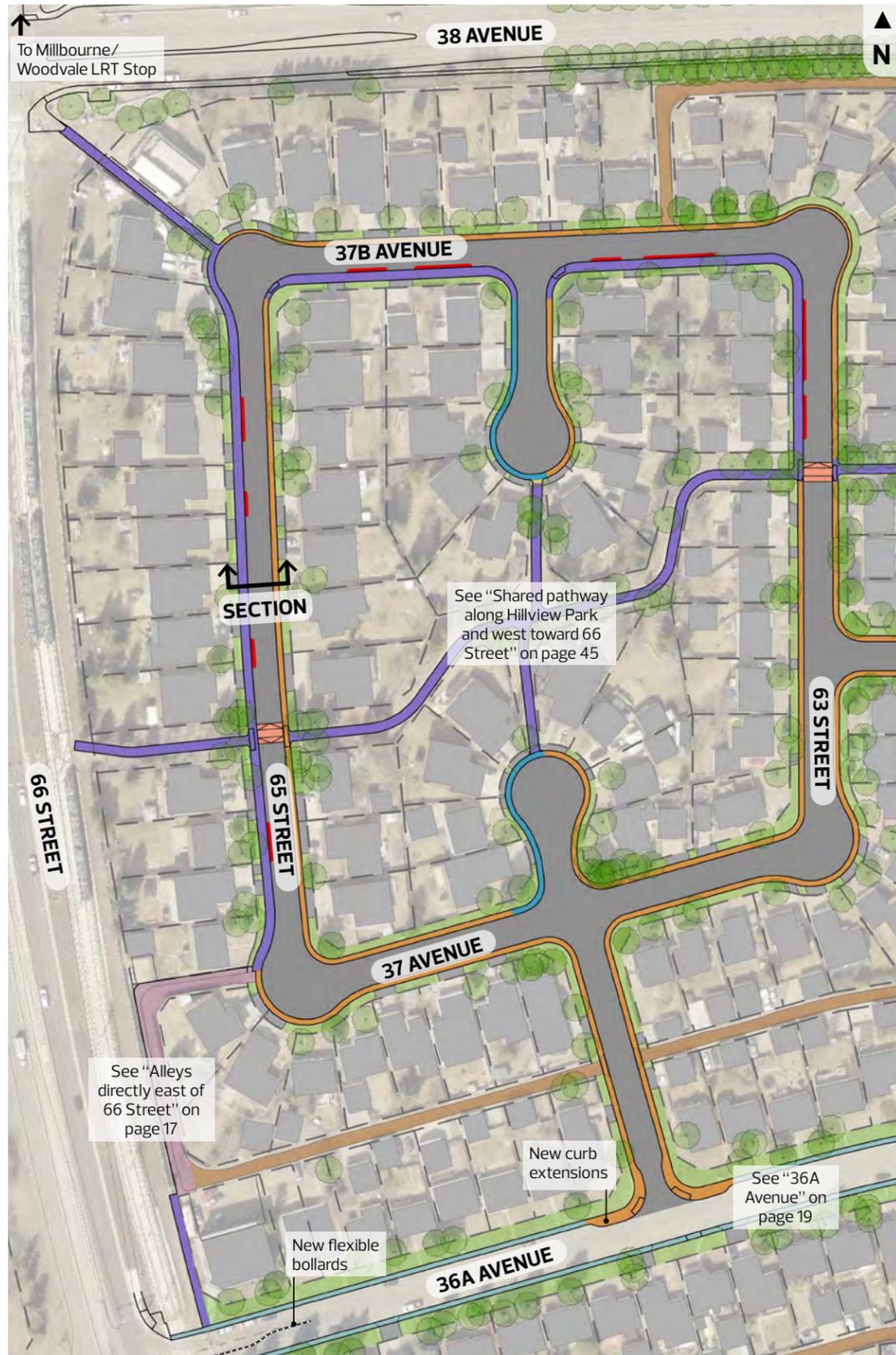


Figure 10. 65 Street, 37B Avenue and 63 Street – Plan view

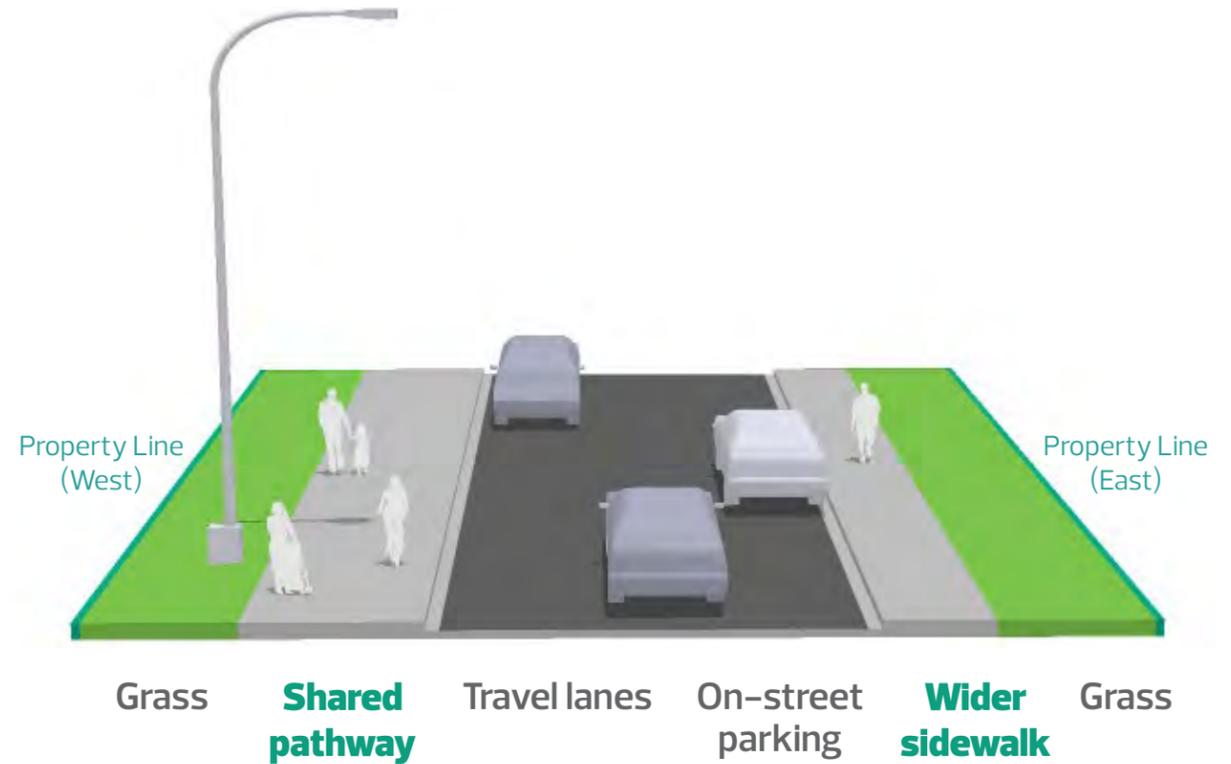


Figure 11. 65 Street – Section

- New sidewalk
- Replace and widen existing sidewalk
- Existing sidewalk
- Replace existing sidewalk/pathway with a shared pathway
- Replace existing alley surface
- Replace existing road surface
- Grass
- Existing tree
- Removal of on-street parking
- New raised crosswalk
- New shared street

The draft design aligns with the following Guiding Principles:



Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round



Improve connections to different places close to the neighbourhood, such as access to transit, trail networks, amenities and services



Design Hillview's neighbourhood roads to encourage slower traffic

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + The public valued maintaining existing traffic patterns + Some members of the public liked that shared pathways would be snow cleared by the City + The public liked improved connections to transit that would make walking, rolling and biking easier + Concerns were expressed about the safety and suitability of on-street bike boulevards for all ages and abilities 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + TAC + Access Design Guide + Existing infrastructure assessments + Manage utility conflicts 	<ul style="list-style-type: none"> + Active Transportation Policy (C544) + The City Plan + Complete Streets Policy (C573A) + Community Traffic Management Policy (C590) + ConnectEdmonton + Edmonton Bike Plan + Vision Zero Initiative/Safe Mobility Strategy



2.3 Alleys directly east of 66 Street

The draft design includes:

- + Shared street with stamped and coloured concrete
- + Enhanced walking and biking connections for people walking and rolling inside the neighbourhood to the Millbourne/Woodvale LRT stop at 66 Street and 38 Avenue
- + Signage to alert people walking/rolling, biking and driving of the shared space
- + Lighting to improve visibility for all users

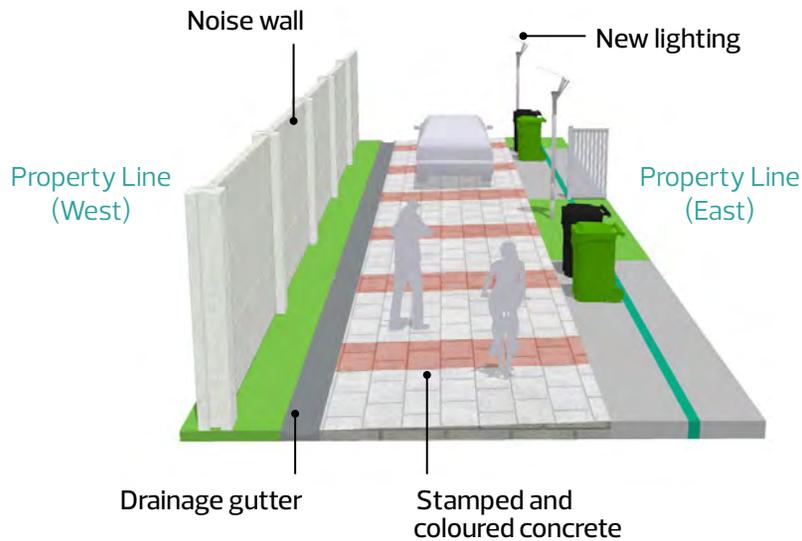


Figure 12. Alleys directly east of 66 Street – Section

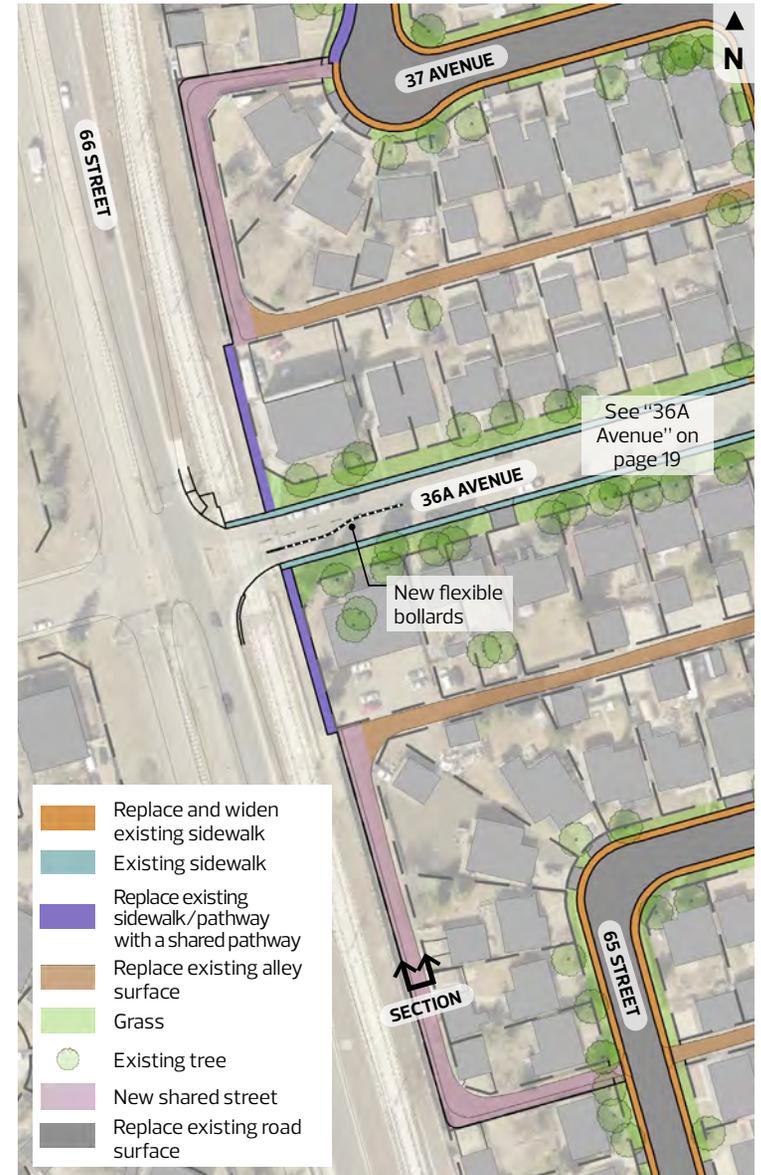


Figure 13. Alleys directly east of 66 Street – Plan view

The draft design aligns with the following Guiding Principles:



Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round



Improve connections to different places close to the neighbourhood, such as access to transit, trail networks, amenities and services



Design Hillview's neighbourhood roads to encourage slower traffic

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + The public expressed interest in improved connections for people walking and rolling inside the neighbourhood and to the Millbourne / Woodvale LRT stop at 66 Street and 38 Avenue + Encouraging slower traffic by increasing awareness of shared users in the alleys was valued by the public + The public noted increased safety as a result of new lighting in the alleys 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + TAC + Access Design Guide + Existing infrastructure assessments + Manage utility conflicts 	<ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy (C602) + Active Transportation Policy (C544) + The City Plan + Complete Streets Policy (C573A) + ConnectEdmonton + Edmonton Bike Plan + Vision Zero Initiative/Safe Mobility Strategy



2.4 36A Avenue

The draft design includes:

- + Curb extensions at the intersections of 64 Street and Woodvale Road to shorten crossing distances, improve visibility for all users, prevent parking too close to intersections/crosswalks and encourage slower vehicle speeds
- + Flexible bollards at 66 Street to define the westbound left turn lane and encourage slower vehicle speeds
- + On-street parking along both sides of the road and two-way traffic (as exists today)



Figure 15. 36A Avenue – Example image of flexible bollards

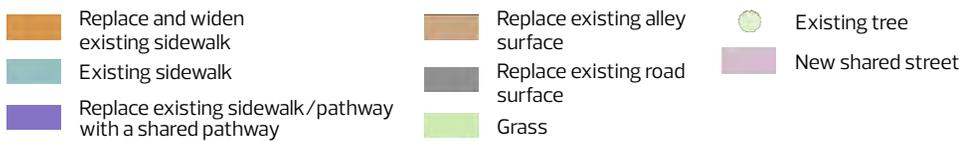
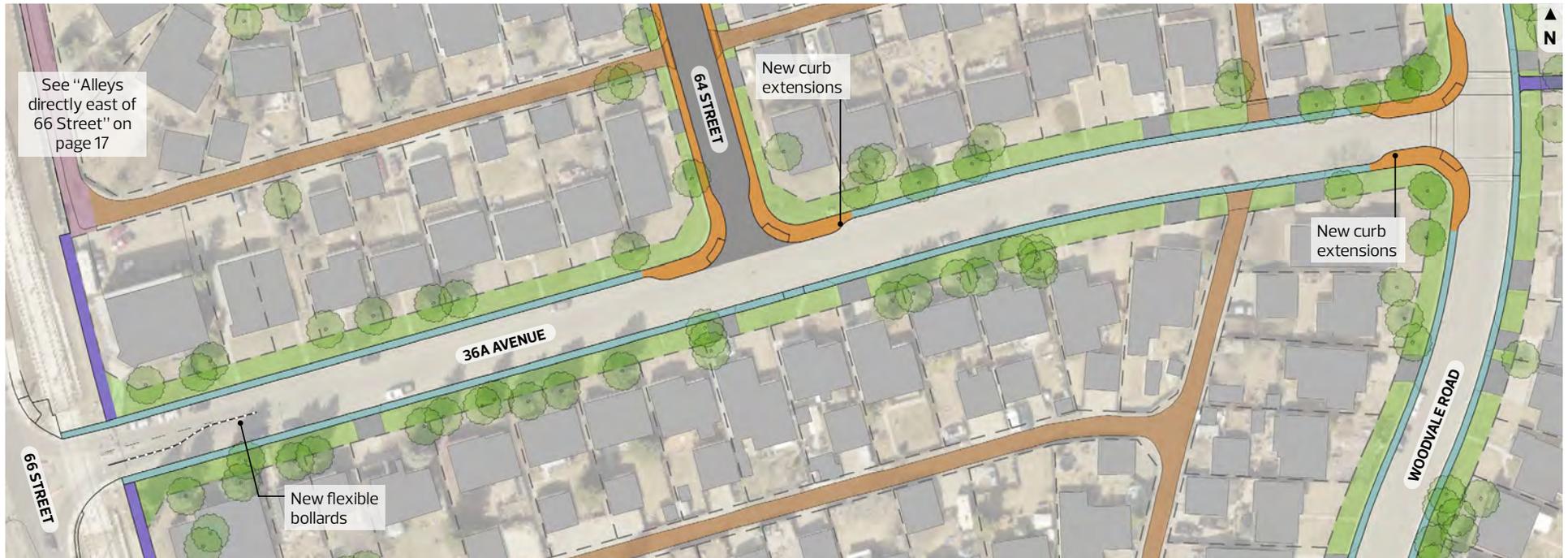


Figure 14. 36A Avenue – Plan view



Figure 16. 36A Avenue – Rendering – Looking east towards 64 Street

The draft design aligns with the following Guiding Principles:



Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round



Design Hillview's neighbourhood roads to encourage slower traffic

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + The public indicated crossing improvements and traffic slowing measures help improve sightlines and encourage slower driving speeds + The public liked providing a physical buffer to prevent parking too close to the intersection or crosswalk + Concerns were expressed by the public about reduced on-street parking 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + TAC + Access Design Guide + Existing infrastructure assessments + Manage utility conflicts 	<ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy (C602) + Complete Streets Policy (C573A) + Community Traffic Management Policy (C590) + ConnectEdmonton + Vision Zero Initiative/Safe Mobility Strategy



2.5 Open space along utility corridor

The draft design includes:

- + Shared pathway along the utility corridor to create a walking, rolling and biking connection between 58 Street and 38 Avenue
- + Naturalized landscaping and fencing between the shared pathway and the off-leash dog area to provide more greenery in the neighbourhood, support biodiversity and separate dogs from people walking, rolling and biking
- + Adjustments to the off-leash dog area boundary to allow space for the new shared pathway
- + Seating areas with benches, waste bins and landscaping along the shared pathway to provide places for people of all ages to gather and rest
- + A plaza along Woodvale Road across from the intersection of 37 Avenue with benches, landscaping and kid-friendly sidewalk game imprints to create a gathering space for the community



Figure 17. Open space along utility corridor – Rendering – Looking northeast from Hillview Crescent



Figure 18. Open space along utility corridor – Plan view between 58 Street and 38 Avenue

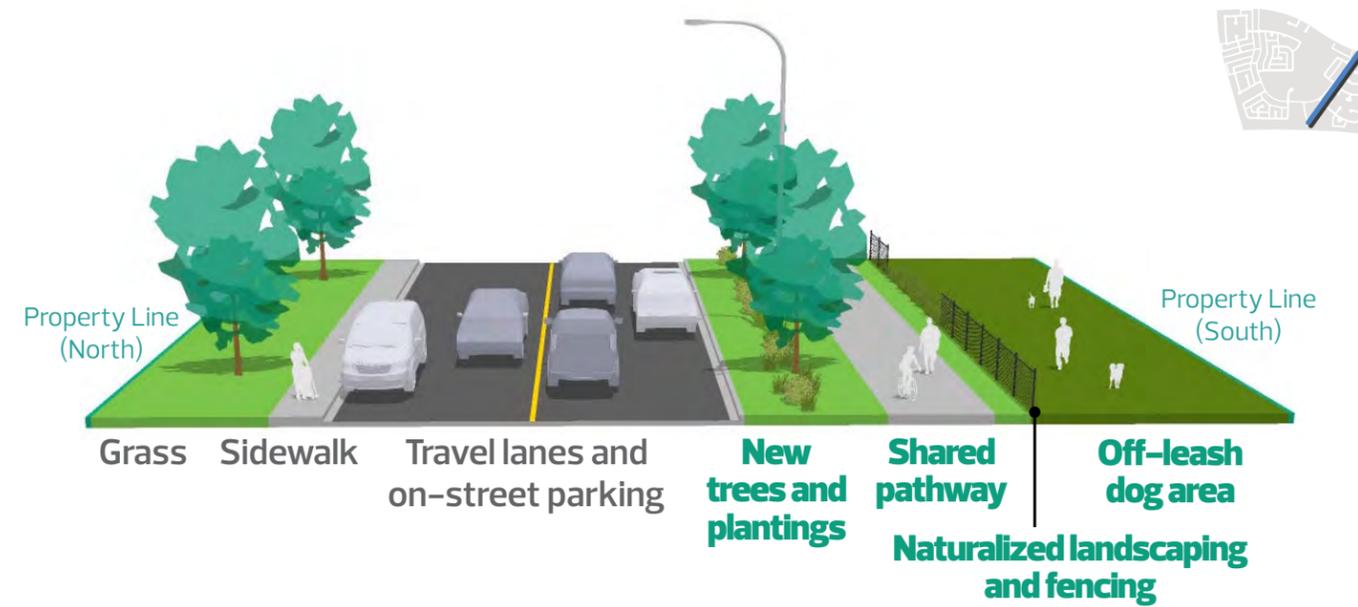
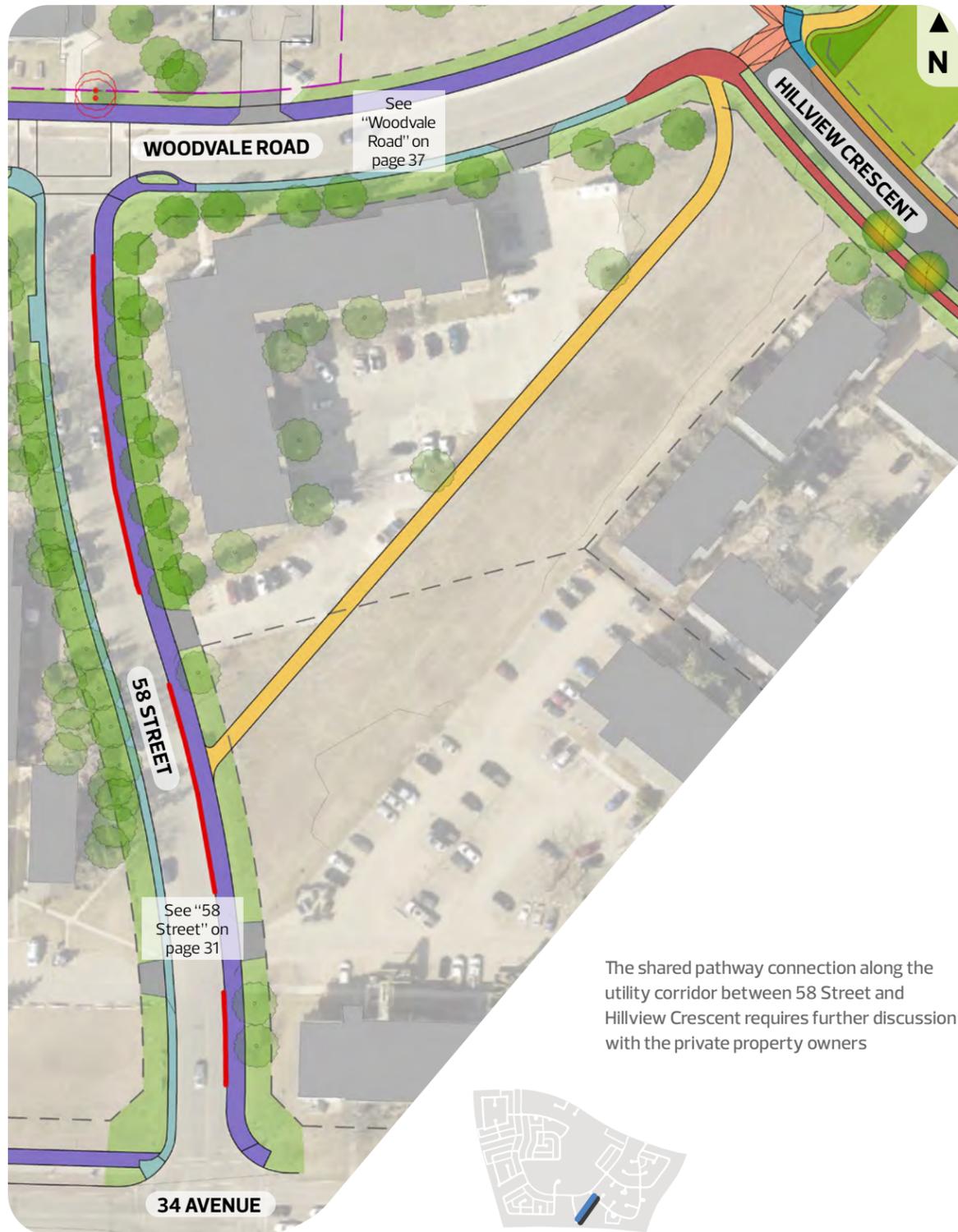


Figure 19. Open space along utility corridor – Section



Figure 20. Open space along utility corridor – Rendering – Intersection of Woodvale Road and 35 Avenue looking northeast



- | | | | |
|---|---|--------------------------------------|-------------------------------|
| New sidewalk | New shared pathway | New tree | Removal of on-street parking |
| Replace and widen existing sidewalk | Replace existing sidewalk/pathway with a shared pathway | Existing tree | School envelope |
| Replace existing curbside sidewalk with a separate sidewalk | New raised crosswalk | Tree removal | Replace existing road surface |
| Existing sidewalk | Grass | Adjusted off-leash dog area boundary | |

Figure 21. Open space along utility corridor - Plan view between 58 Street and Hillview Crescent



- | | | | |
|---|---|---------------|--------------------------------------|
| New sidewalk | New shared pathway | New tree | New seating area |
| Replace and widen existing sidewalk | Replace existing sidewalk/pathway with a shared pathway | Existing tree | Adjusted off-leash dog area boundary |
| Replace existing curbside sidewalk with a separate sidewalk | New raised crosswalk | Tree removal | Replace existing road surface |
| Existing sidewalk | Grass | | |

Figure 22. Open space along utility corridor - Plan view between Hillview Crescent and 35 Avenue



Figure 23. Open space along utility corridor – Plan view north of 35 Avenue towards 38 Avenue



Figure 24. Open space along utility corridor – Rendering – Intersection of Woodvale Road and 37 Avenue looking south



Figure 25. Open space along utility corridor – Rendering – Intersection of Woodvale Road and 37 Avenue looking northeast

The draft design aligns with the following Guiding Principles:



Create great outdoor spaces, including public parks, pathways and greenery where residents want to gather and recreate



Provide more ways for residents to enjoy Hillview's outdoor spaces year-round



Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round



Improve connections to different places close to the neighbourhood, such as access to transit, trail networks, amenities and services

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + Concerns were expressed related to safety if all users shared the same space. Some members of the public preferred that the off-leash dog area be separated from the shared pathway by a barrier + A fence or other hard barrier was preferred somewhat over a landscaped or soft barrier 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + TAC + Access Design Guide + Existing infrastructure assessments + Designing with Crime Prevention Through Environmental Design (CPTED) principles to create safe, inviting and visible seating areas + Coordinating the pathway alignment with pipeline companies + Selecting resilient and low maintenance naturalized landscaping + Winter Design Guidelines 	<ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy (C602) + Active Transportation Policy (C544) + Open Space Policy (C594) and BREATHE – Green Network Strategy + The City Plan + ConnectEdmonton + Dogs in Opens Spaces Strategy + Edmonton Bike Plan + Snow and Ice Control Policy (C409K) + Vision Zero Initiative/Safe Mobility Strategy + Winter Design Policy (C588)



2.6 Hillview Park

The draft design includes:

- + Wider and new shared pathways to improve accessibility and connectivity within the neighbourhood (some tree removals and a sports field relocation are required)
- + Seating areas with benches and waste bins along pathways to provide places for people of all ages to gather and rest
- + A raised seating area to provide a programming space for the nearby schools
- + Naturalized landscaping areas to provide more greenery in the neighbourhood, reduce maintenance and support biodiversity
- + A toboggan hill to provide a new winter amenity
- + Enhanced and additional lighting along the shared pathways to improve visibility for people walking, rolling or biking



Figure 26. Hillview Park – Rendering – Seating area looking southwest towards Hillview School



Figure 27. Hillview Park - Plan view

- New sidewalk
- Replace and widen existing sidewalk
- Replace existing curbside sidewalk with a separate sidewalk
- Existing sidewalk
- New shared pathway
- Replace existing sidewalk/pathway with a shared pathway
- New raised crosswalk
- Replace existing alley surface
- Replace existing road surface
- Grass
- New tree
- Existing tree
- Tree removal
- New seating area
- New raised seating area
- School envelope
- Adjusted off-leash dog area boundary
- 38 Avenue enhanced crossings



The new toboggan hill, sports field relocation and shared pathway connection in the Hillview School envelope requires further discussion with the Edmonton Public School Board



Figure 28. Hillview Park - Rendering - Looking northwest



Figure 29. Hillview Park - Rendering - Looking southwest from behind John Paul I School



Figure 30. Hillview Park – Rendering – Raised seating area looking northwest

The draft design aligns with the following Guiding Principles:



Create great outdoor spaces, including public parks, pathways and greenery where residents want to gather and recreate



Provide more ways for residents to enjoy Hillview's outdoor spaces year-round



Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round



Improve connections to different places close to the neighbourhood, such as access to transit, trail networks, amenities and services

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + The public expressed interest in improved accessibility and connection within Hillview Park that would improve year-round use + The public liked seating areas that would create places for people to gather and rest + Additional greenery and trees were valued by the public 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + TAC + Access Design Guide + Existing infrastructure assessments + Design with Crime Prevention Through Environmental Design (CPTED) principles to create safe, inviting and visible seating areas + Select resilient and low maintenance naturalized landscaping + 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 + Considerations from the Winter Design Guidelines such as: <ul style="list-style-type: none"> + Maximizing exposure to sunshine by placing south facing benches + Plant deciduous trees south of seating areas to provide shade during the summer and allow sunshine during the winter + Plant shrubs and coniferous trees north of seating areas to create a wind block during the winter + Plant plants with vibrant colours 	<ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy (C602) + Active Transportation Policy (C544) + Open Space Policy (C594) and BREATHE – Green Network Strategy + The City Plan + ConnectEdmonton + Corporate Tree Management Policy + Edmonton Bike Plan + Snow and Ice Control Policy (C409K) + Winter Design Policy (C588)

2.7 58 Street

The draft design includes:

- + A curbside shared pathway along the east side of the road between 34 Avenue and Woodvale Road. The shared pathway provides more space for people walking, rolling and biking and connects to the existing shared pathway network along the south side of 34 Avenue and future Active Transportation Expansion south along 58 Street
- + On-street parking along west side of the road and two-way traffic (as exists today)
- + On-street parking removed along the east side

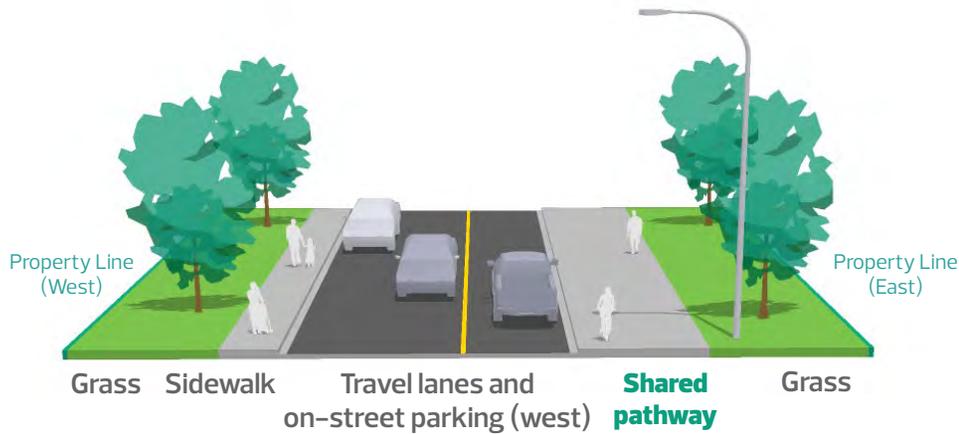


Figure 31. 58 Street - Section

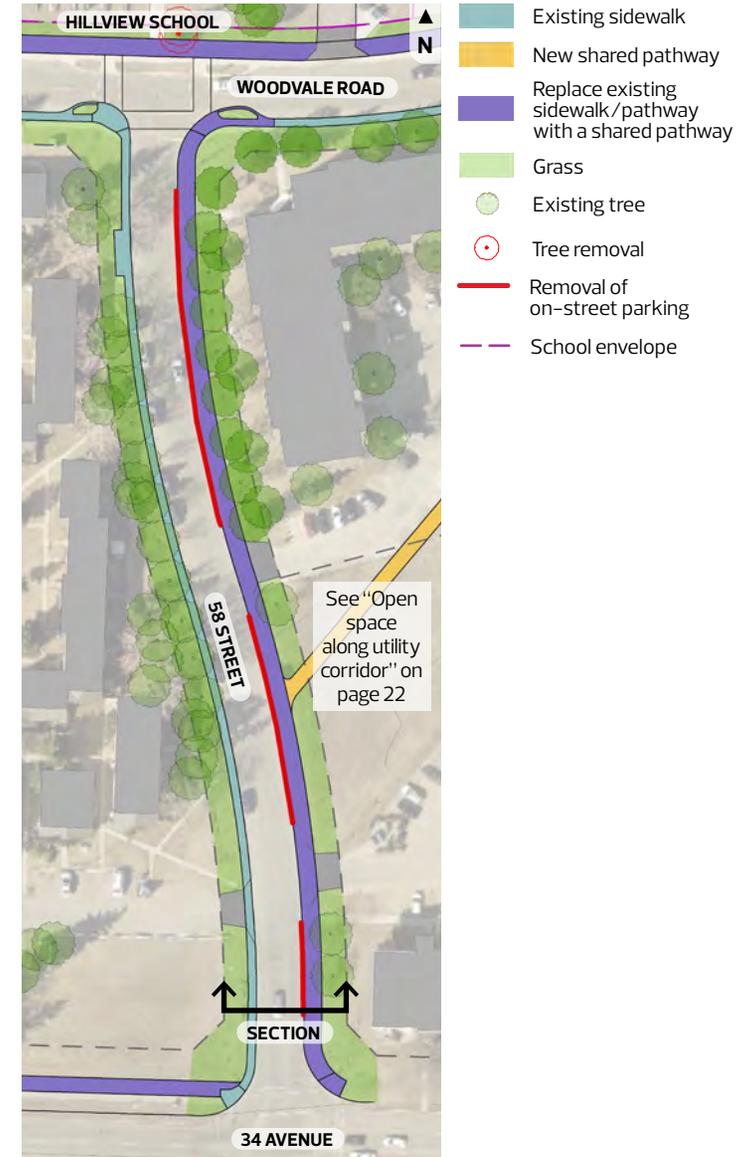


Figure 32. 58 Street - Plan view



Figure 33. 58 Street – Rendering – Looking north towards Hillview School

The draft design aligns with the following Guiding Principles:



Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round



Improve connections to different places close to the neighbourhood, such as access to transit, trail networks, amenities and services

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + The public expressed interest in improving the north-south connection from the existing shared pathway on the south side of 34 Avenue and creating safe connections for people of all ages and abilities + Some community members indicated that a shared pathway would provide a safer space for people who bike + Some community members liked that shared pathways would be snow cleared by the City + The public valued maintaining on-street parking on the west side of the road 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + TAC + Access Design Guide + Existing infrastructure assessments + Some realignment of the waterline may be required + Manage utility conflicts 	<ul style="list-style-type: none"> + Active Transportation Policy (C544) + The City Plan + Complete Streets Policy (C573A) + ConnectEdmonton + Edmonton Bike Plan + Snow and Ice Control Policy (C409K) + Vision Zero Initiative/Safe Mobility Strategy



2.8 60 Street cul-de-sac

The draft design includes:

- + Wider sidewalks along both sides of the road to align with the City's Complete Streets Design and Construction Standards
- + A center island to add greenery and room for snow storage
- + A school drop-off area around the cul-de-sac with on-street parking and a wide curbside sidewalk and shared pathway connecting to Hillview School
- + New curb extensions at Woodvale Road to shorten crossing distances, improve visibility for all users, prevent parking too close to intersection and encourage slower vehicle speeds
- + Two-way traffic and on-street parking on both sides (as exists today)

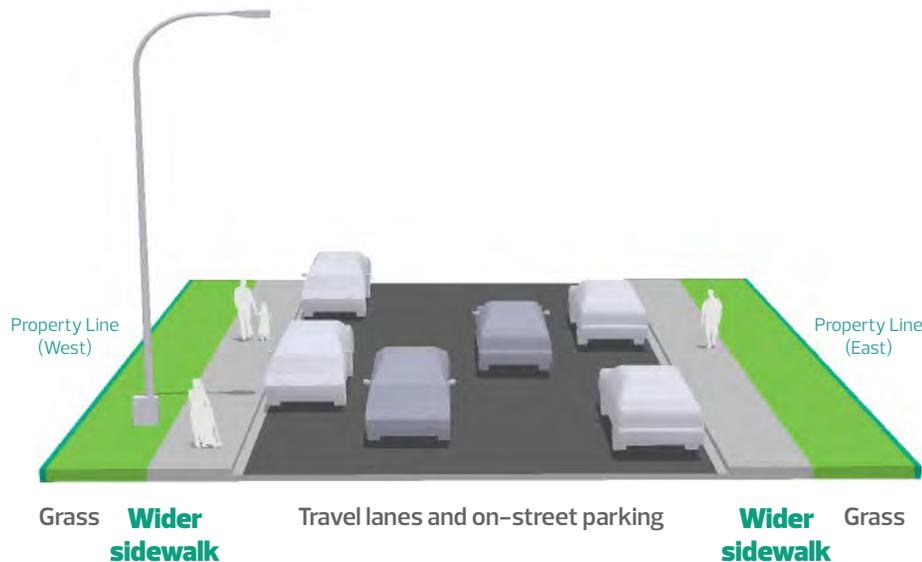
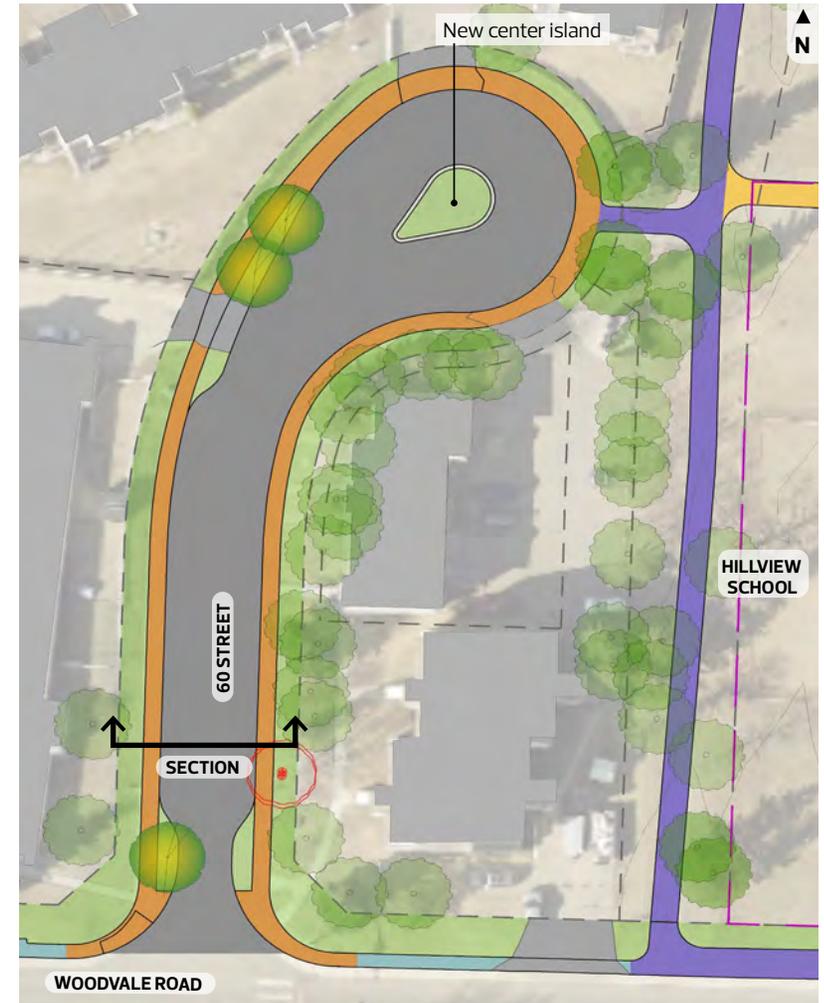


Figure 34. 60 Street cul-de-sac – Section



- | | | |
|-------------------------------------|---|---------------|
| Replace and widen existing sidewalk | New shared pathway | Existing tree |
| Existing sidewalk | Replace existing sidewalk/pathway with a shared pathway | New tree |
| Grass | School envelope | Tree removal |
| Replace existing road surface | | |

Figure 35. 60 Street cul-de-sac – Plan view



Figure 36. 60 Street cul-de-sac – Rendering – Looking east towards Hillview School

The draft design aligns with the following Guiding Principles:



Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round



Design Hillview's neighbourhood roads to encourage slower traffic

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + The public valued changes that would encourage slower vehicle speeds and improve safety during pick-up and drop-off + Adding greenery to help beautify the area and offer shade was appreciated by the public 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + TAC + Access Design Guide + Existing infrastructure assessments + Manage utility conflicts 	<ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy (C602) + Active Transportation Policy (C544) + Open Space Policy (C594) and BREATHE - Green Network Strategy + The City Plan + Complete Streets Policy (C573A) + Community Traffic Management Policy (C590) + ConnectEdmonton + Corporate Tree Management Policy



2.9 Woodvale Road

The draft design includes:

- + A curbside shared pathway along the north side of Woodvale Road in front of Hillview School and the Hillview Park playground. The shared pathway provides more space for people walking, rolling and biking and connects to the proposed shared use path along the utility corridor and north into the park
- + Reconfiguration of curb extension at southeast corner of Woodvale Road and 58 Street to improve turning movements
- + New curb extensions at Hillview Crescent to shorten crossing distances, improve visibility for all users, prevent parking too close to intersections/crosswalks and encourage slower vehicle speeds
- + Raised crossings at Hillview Crescent and 35 Avenue to provide a level crossing for people walking and biking, improve visibility for all users and encourage slower vehicle speeds
- + Raised crossing at 37 Avenue to improve visibility for all users and encourage slower vehicle speeds
- + Two-way traffic and on-street parking on both sides (as exists today)



Figure 37. Woodvale Road – Rendering – Intersection of Woodvale Road and Hillview Crescent looking east



- | | | | | |
|---|---|---------------|-------------------------|--------------------------------------|
| New sidewalk | New shared pathway | Grass | New seating area | Adjusted off-leash dog area boundary |
| Replace and widen existing sidewalk | Replace existing sidewalk/pathway with a shared pathway | New tree | New raised seating area | New plaza |
| Replace existing curbside sidewalk with a separate sidewalk | New raised crosswalk | Existing tree | School envelope | Removal of on-street parking |
| Existing sidewalk | Replace existing alley surface | Tree removal | | Replace existing road surface |

Figure 38. Woodvale Road - Plan view



Figure 39. Woodvale Road - Section - In front of Hillview School

The draft design aligns with the following Guiding Principles:



Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round



Design Hillview's neighbourhood roads to encourage slower traffic

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + The public appreciated improved visibility for people crossing, removing bikes from the road, decreasing congestion for people walking, improving accessibility and encouraging slower vehicle speeds + Maintaining existing trees where possible and opportunities for beautification and landscaping were valued by the public + The public expressed concerns about removal of some existing trees and greenspace 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + TAC + Access Design Guide + Existing infrastructure assessments + Manage utility conflicts 	<ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy (C602) + Active Transportation Policy (C544) + The City Plan + Complete Streets Policy (C573A) + Community Traffic Management Policy (C590) + ConnectEdmonton + Edmonton Bike Plan + Snow and Ice Control Policy (C409K) + Vision Zero Initiative/Safe Mobility Strategy

2.10 Hillview Crescent

The draft design includes:

- + Wider sidewalks on both sides of the road to align with the City's Complete Streets Design and Construction Standards
- + A narrowed road width to align with the City's Complete Streets Design and Construction Standards
- + A grass boulevard with trees along the south side of the road, between Woodvale Road and the first cul-de-sac on the south side, to add greenery and room for snow storage
- + Raised crossing at the intersection of Hillview Crescent and 35 Avenue to improve visibility for all users and encourage slower vehicle speeds
- + A center island with landscaping in the cul-de-sac east of Charles B. Hill Park to add greenery and room for snow storage
- + Two-way traffic and on-street parking on both sides (as exists today)

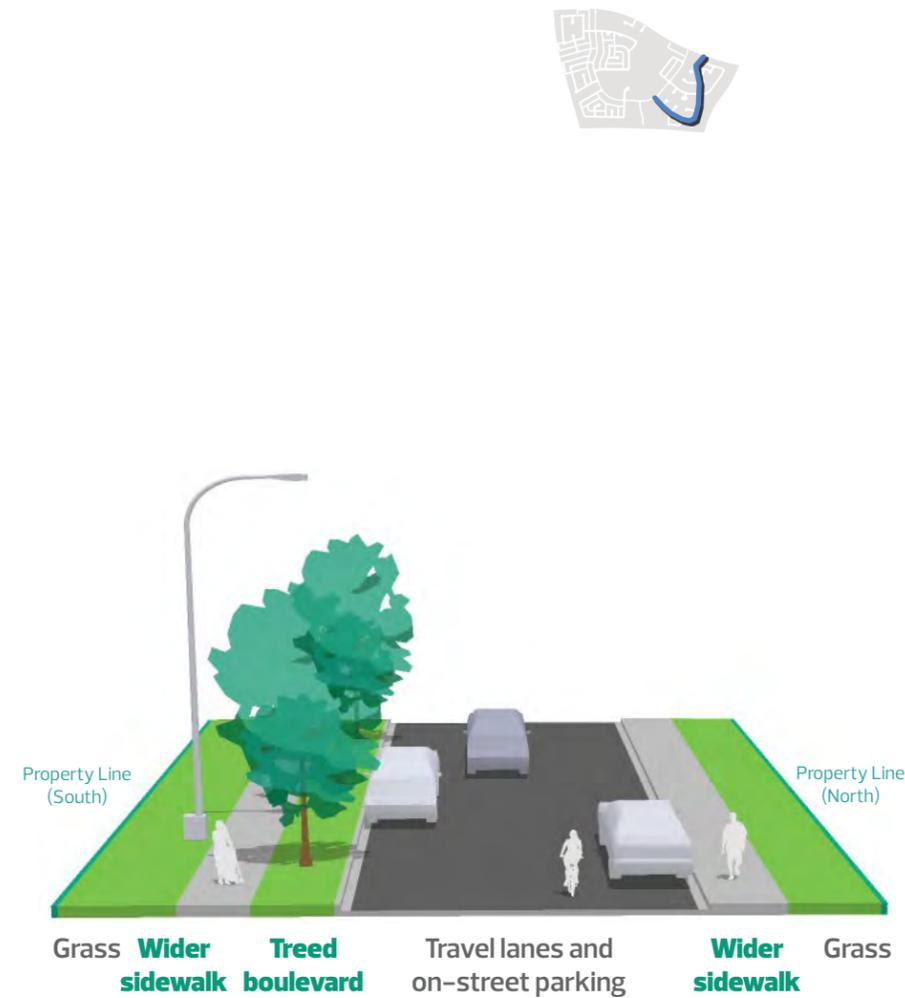


Figure 40. Hillview Crescent – Section A

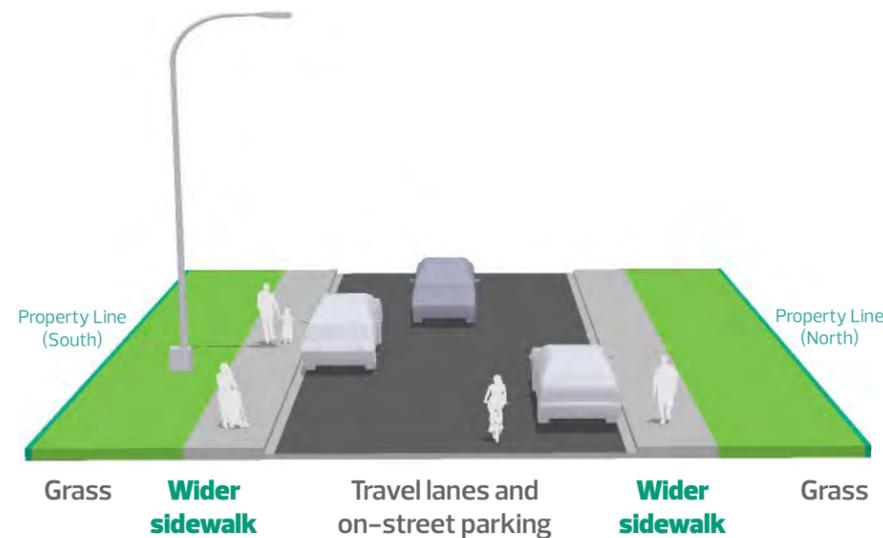


Figure 41. Hillview Crescent – Section B

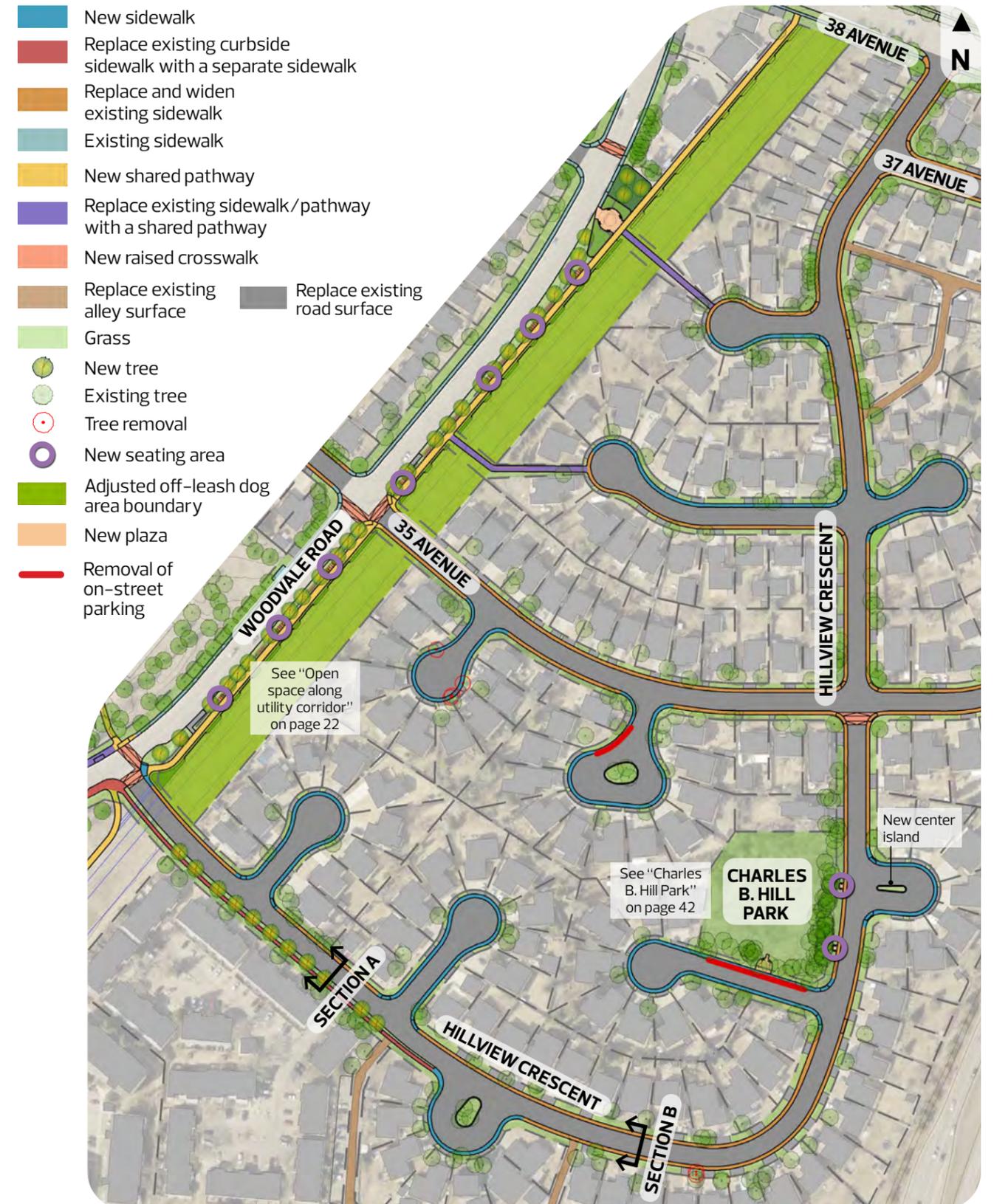


Figure 42. Hillview Crescent – Plan view

The draft design aligns with the following Guiding Principles:



Create great outdoor spaces, including public parks, pathways and greenery where residents want to gather and recreate



Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round



Design Hillview's neighbourhood roads to encourage slower traffic

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + Some members of the public indicated traffic slowing measures would benefit the area and that safety and accessibility are important + The public liked opportunities for beautification and landscaping that would add greenery, shade and provide space off the street for snow storage + Concerns were expressed about reduced parking 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + TAC + Access Design Guide + Existing infrastructure assessments + Manage utility conflicts + Winter Design Guidelines 	<ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy (C602) + Open Space Policy (C594) and BREATHE – Green Network Strategy + The City Plan + Complete Streets Policy (C573A) + Community Traffic Management Policy (C590) + ConnectEdmonton + Corporate Tree Management Policy + Vision Zero Initiative/Safe Mobility Strategy + Winter Design Policy (C588)



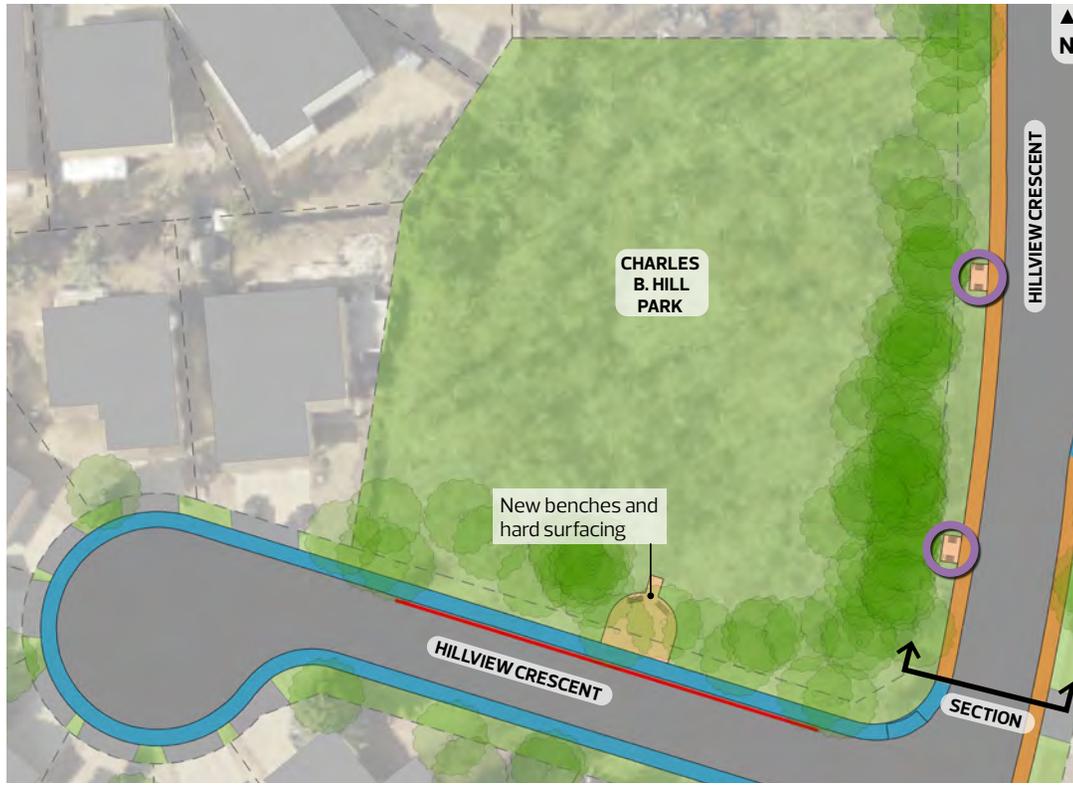
2.11 Charles B. Hill Park

The draft design includes:

- + Wider and new sidewalks in front of the park to align with the City's Complete Streets Design and Construction Standards
- + New benches and hard surfacing on the south side of the park
- + New seating areas along Hillview Crescent with benches to provide places for people of all ages to gather and rest
- + Removal of some on-street parking along the south side of the park



Figure 43. Charles B. Hill Park – Rendering – Looking northwest



- New sidewalk
- Grass
- Removal of on-street parking
- New seating area
- Replace and widen existing sidewalk
- Existing tree
- Replace existing road surface

Figure 44. Charles B. Hill Park – Plan view

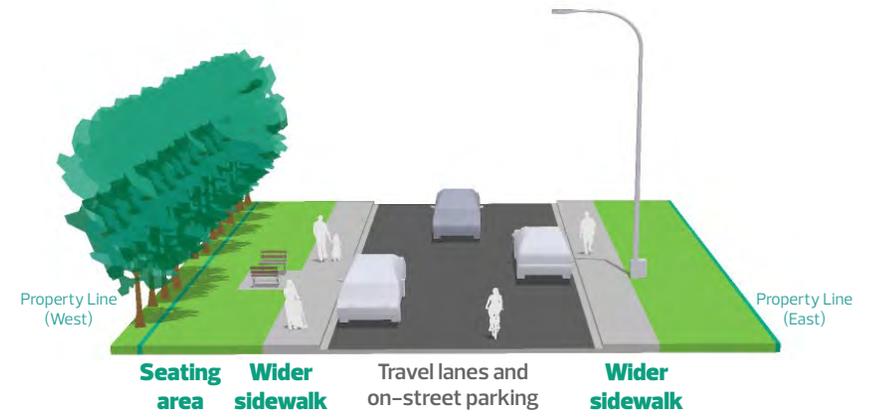


Figure 45. Charles B. Hill Park – Section

The draft design aligns with the following Guiding Principles:



Create great outdoor spaces, including public parks, pathways and greenery where residents want to gather and recreate



Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round



Provide more ways for residents to enjoy Hillview's outdoor spaces year-round

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + The public expressed interest in retaining the natural feel of the park + The public valued opportunities for beautification and seating areas that encourage people to gather and rest + Some members of the public indicated wider sidewalks would improve connections and accessibility 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + TAC + Access Design Guide + Existing infrastructure assessments + Design with Crime Prevention Through Environmental Design (CPTED) principles to create safe, inviting and visible seating areas 	<ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy (C602) + Open Space Policy (C594) and BREATHE – Green Network Strategy + ConnectEdmonton



2.12 Shared pathway along Hillview Park and west toward 66 Street

The draft design includes:

- + Shared pathways to improve connections for people walking, rolling and biking inside the neighbourhood to the Millbourne/Woodvale LRT stop at 66 Street and 38 Avenue (via 63 Street or 65 Street)
- + Raised crossings along Woodvale Road, 63 Street and 65 Street to provide a level crossing for people walking and biking, improve visibility for all users and encourage slower vehicle speeds



The draft design aligns with the following Guiding Principles:



Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round



Improve connections to different places close to the neighbourhood, such as access to transit, trail networks, amenities and services



Design Hillview's neighbourhood roads to encourage slower traffic

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + The public valued enhanced accessibility and connections through the neighbourhood for people who walk, roll and bike 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + TAC + Access Design Guide + Existing infrastructure assessments + Review path alignments and widths with City Forestry to minimize tree impacts 	<ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy (C602) + Active Transportation Policy (C544) + The City Plan + ConnectEdmonton + Edmonton Bike Plan + Snow and Ice Control Policy (C409K)

2.13 New sidewalks

The draft design includes:

- + New sidewalks added where missing to align with the City's Complete Streets Design and Construction Standards and improve accessibility and connections for people walking and rolling

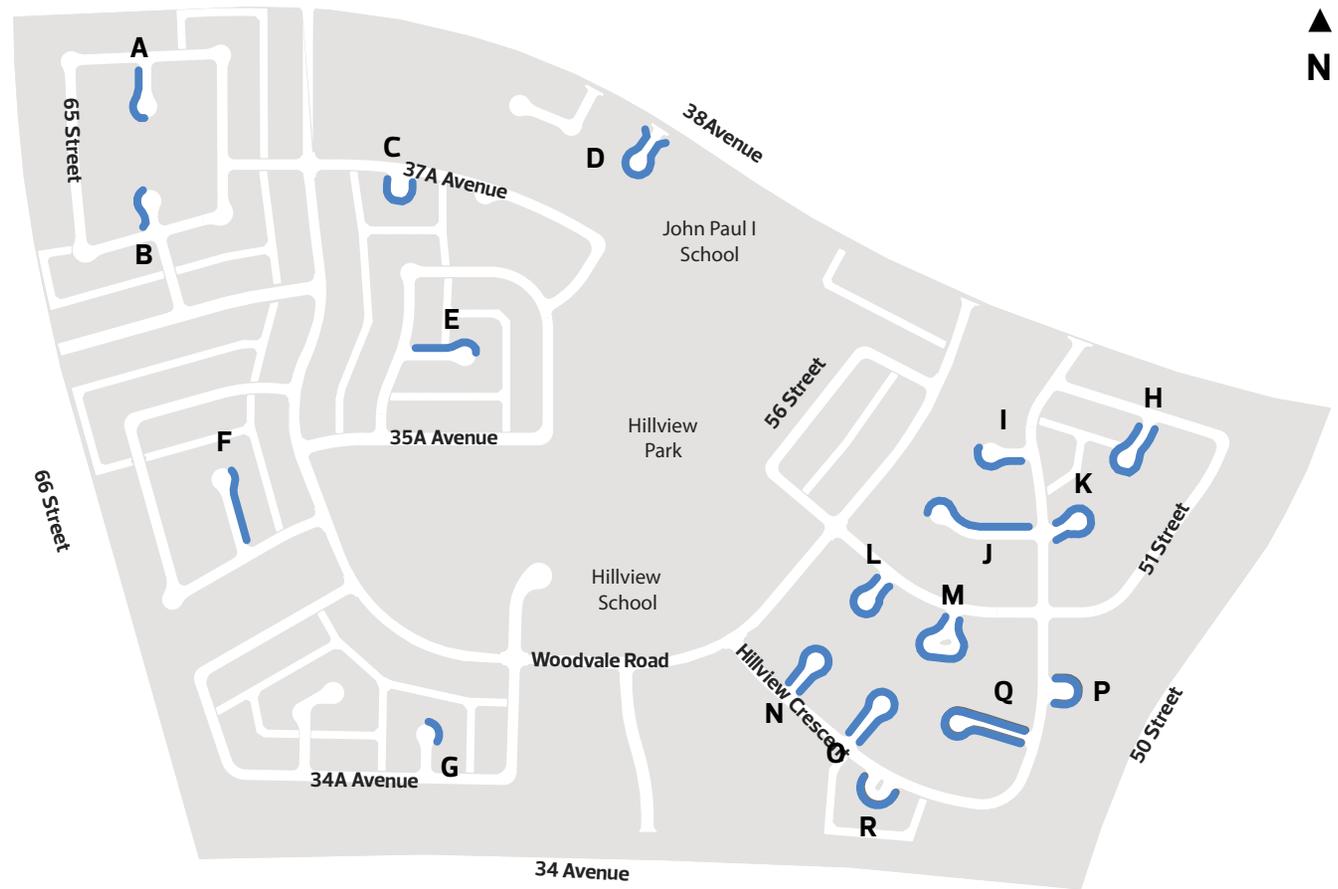


Figure 47. New sidewalks – Overview

The draft design aligns with the following Guiding Principles:



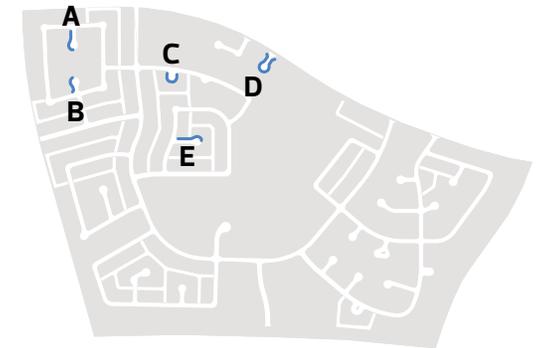
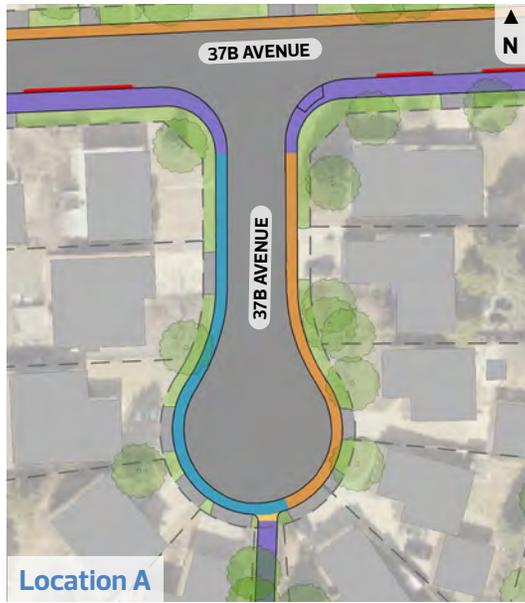
Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round



Improve connections to different places close to the neighbourhood, such as access to transit, trail networks, amenities and services

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + The guiding principles described above were developed with the community during the Building a Project Vision Together and Exploring Opportunities phase 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + TAC + Access Design Guide + Existing infrastructure assessments + Manage utility conflicts 	<ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy (C602) + The City Plan + Complete Streets Policy (C573A) + ConnectEdmonton + Vision Zero Initiative/Safe Mobility Strategy



- New sidewalk
- Replace and widen existing sidewalk
- Existing sidewalk
- Replace existing sidewalk/pathway with a shared pathway
- Grass
- Existing tree
- Removal of on-street parking
- Replace existing alley surface
- Replace existing road surface



Figure 48. New sidewalks – Plan views of locations A, B, C, D and E

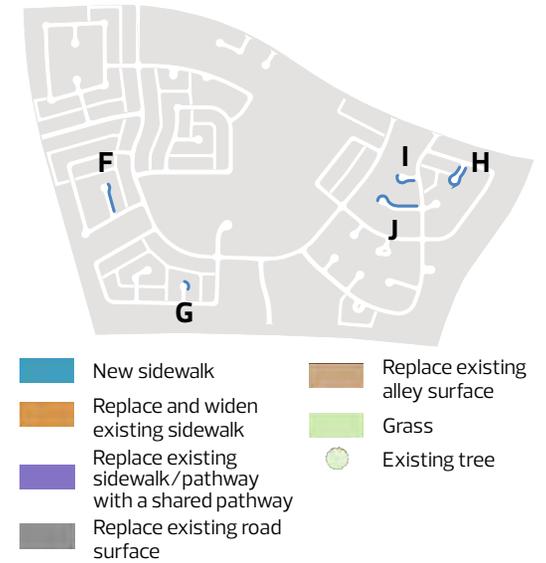
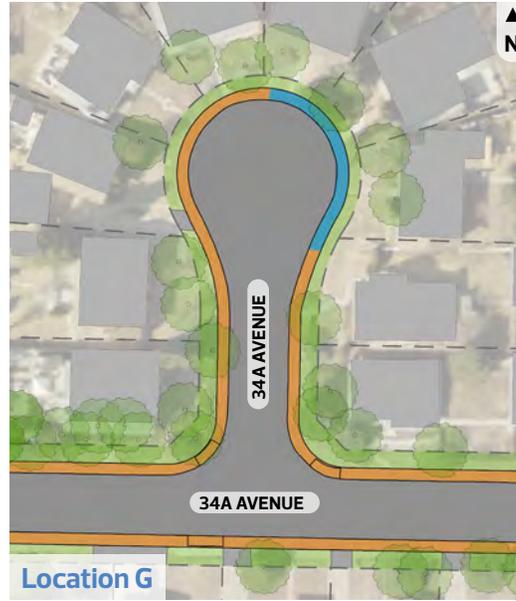
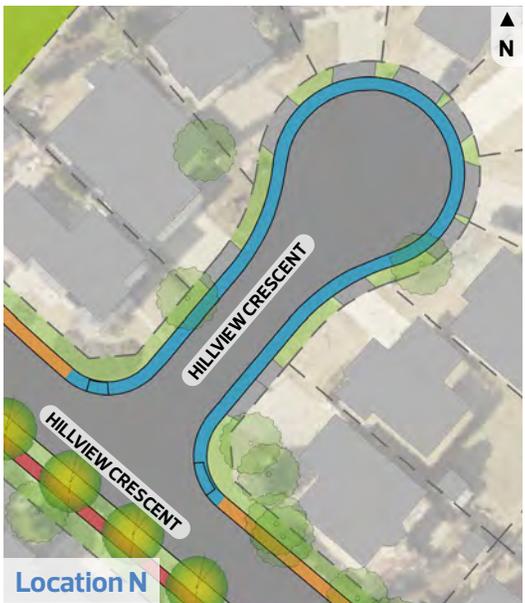
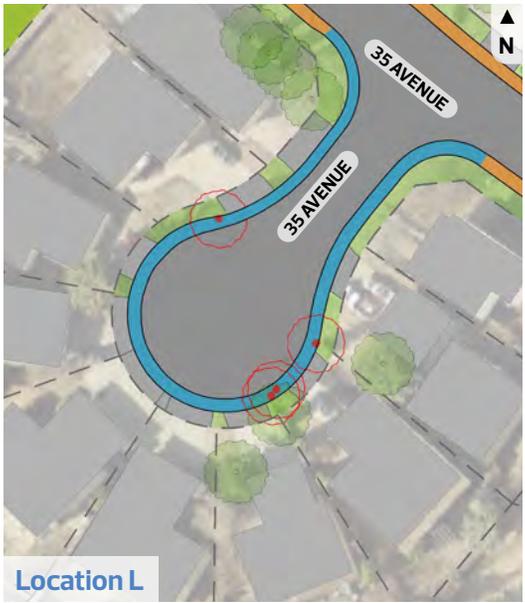


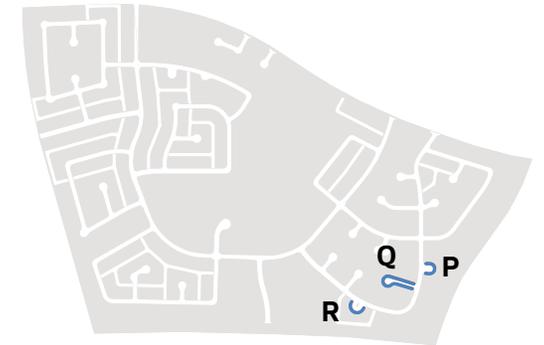
Figure 49. New sidewalks – Plan views of locations F, G, H, I and J



- New sidewalk
- Replace and widen existing sidewalk
- Replace existing curbside sidewalk with a separate sidewalk
- Removal of on-street parking
- Replace existing road surface
- Grass
- Replace existing alley surface
- New tree
- Existing tree
- Tree removal



Figure 50. New sidewalks – Plan views of locations K, L, M, N and O



- New sidewalk
- Replace and widen existing sidewalk
- Replace existing curbside sidewalk with a separate sidewalk
- Replace existing road surface
- Grass
- Existing tree
- New seating area
- Removal of on-street parking



Figure 51. New sidewalks – Plan views of locations P, Q and R



2.14 38 Avenue enhanced crossings

The draft design includes:

- + Enhanced crossings across 38 Avenue at the intersections of shared pathways
- + Crossing types may include curb extensions, amber flashers or two-stage crossings

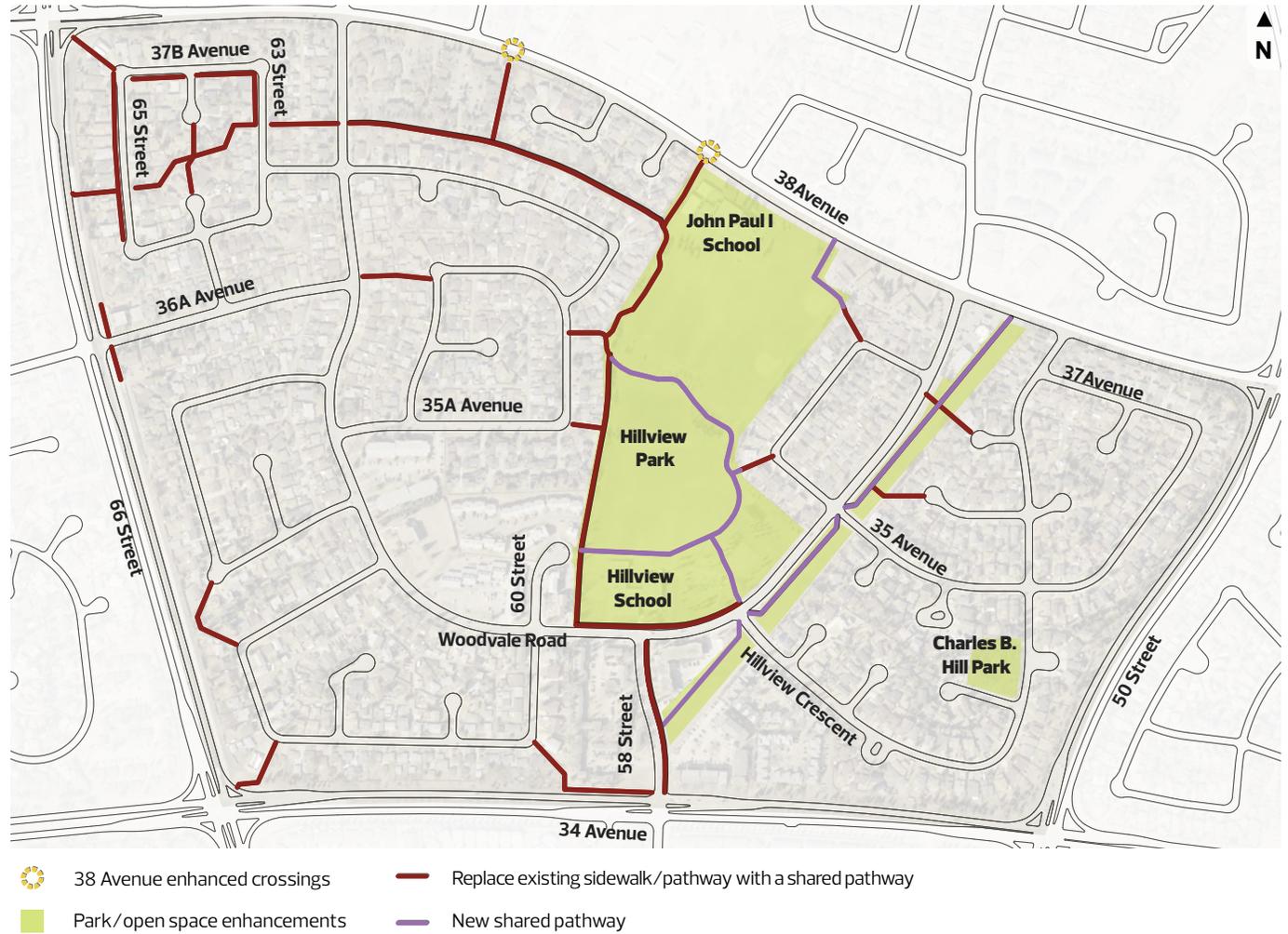


Figure 52. 38 Avenue enhanced crossings

The draft design aligns with the following Guiding Principles:



Build a network of safe and accessible roads, sidewalks, pathways and crossings to support getting around the neighbourhood year-round



Improve connections to different places close to the neighbourhood, such as access to transit, trail networks, amenities and services

What we considered

PUBLIC INPUT	TECHNICAL REQUIREMENTS	CITY POLICIES AND PROGRAMS
<ul style="list-style-type: none"> + The public expressed interest in improving crossings over 38 Avenue 	<ul style="list-style-type: none"> + TAC + Access Design Guide + Existing infrastructure assessments + Manage utility conflicts 	<ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy (C602) + Active Transportation Policy (C544) + The City Plan + ConnectEdmonton + Vision Zero Initiative/Safe Mobility Strategy