



# What We Decided Report

## Hillview Neighbourhood & Alley Renewal

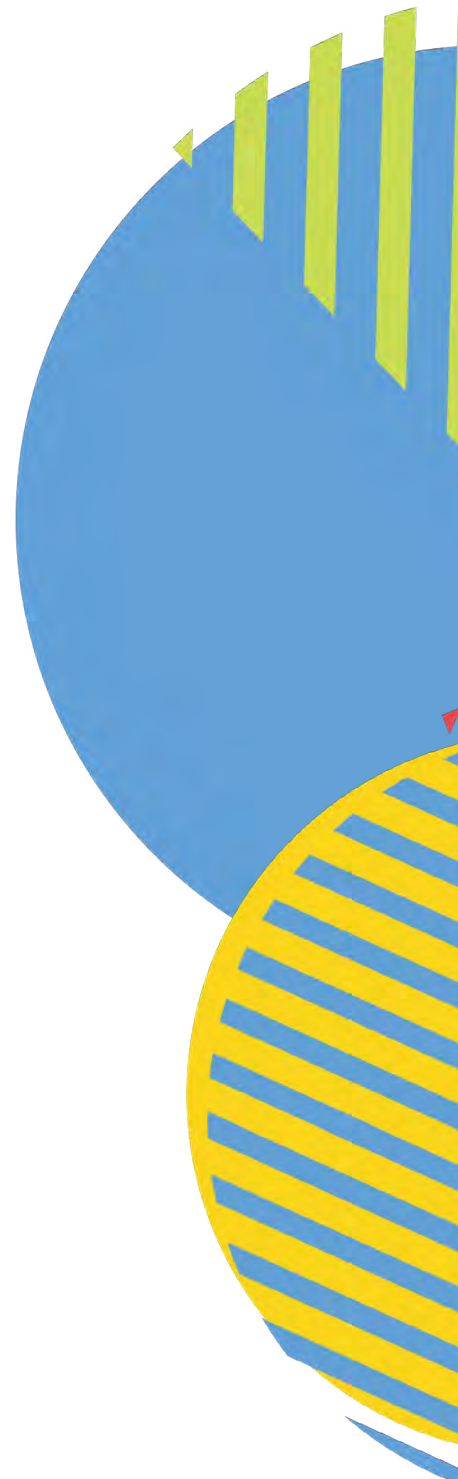
September 2024

**SHARE** YOUR VOICE  
**SHAPE** OUR CITY

**Edmonton**

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# What is Neighbourhood and Alley Renewal

The Neighbourhood Renewal Program is designed to increase vibrancy and improve infrastructure in Edmonton's mature neighbourhoods. It is a cost-effective, long-term, strategic approach to address infrastructure needs.

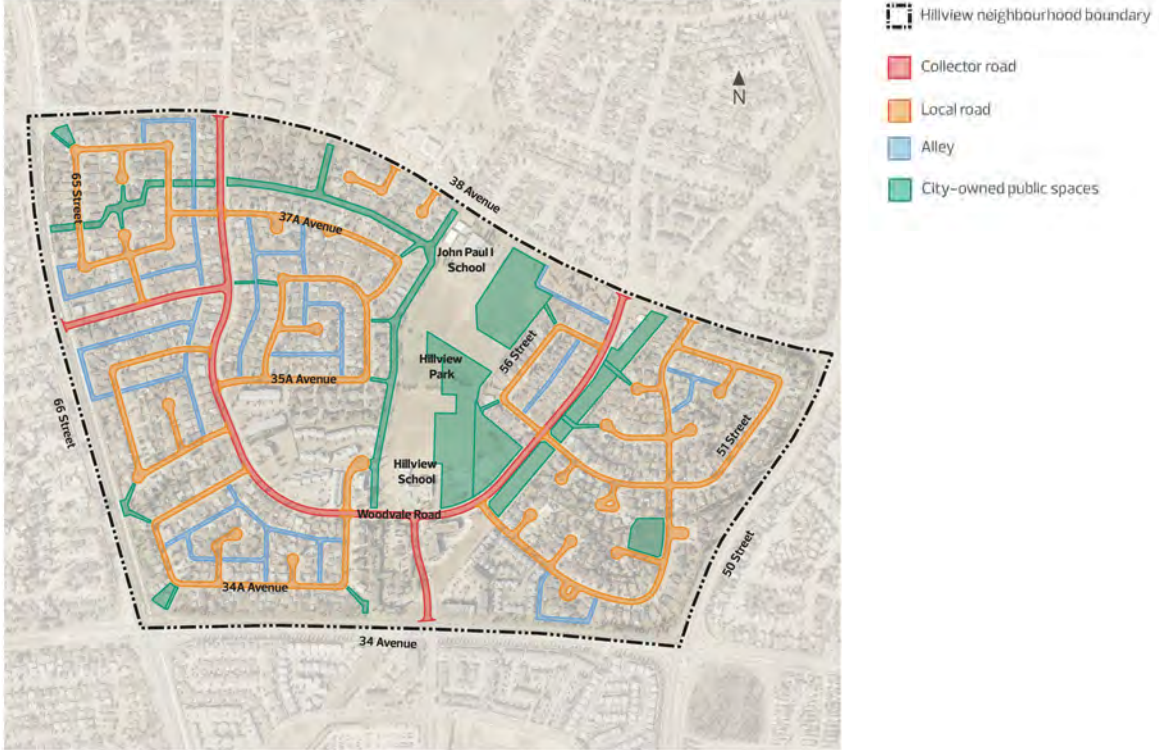
Neighbourhood Renewal rehabilitates roads, replaces street lights, sidewalks, curbs and gutters and adds missing sidewalk links where possible. Other opportunities to improve how people walk, bike, roll and drive in the neighbourhood, and how they enjoy City-owned parks and open spaces, are also explored. Alley Renewal is also included as part of this project and involves rebuilding alleys and improvements to surface drainage.

## Purpose of this report

This report shares how the Project Team arrived at the final design for the Hillview Neighbourhood and Alley Renewal.

It describes when and how the City used policy and program information, technical requirements and public engagement input to make project decisions. The report also shows how the project decisions align with the co-created community Vision and Guiding Principles for Neighbourhood and Alley Renewal in Hillview.

### Hillview Neighbourhood and Alley Renewal



## What is in the What We Decided Report?

The report provides information on the following topics:

### Decision making process

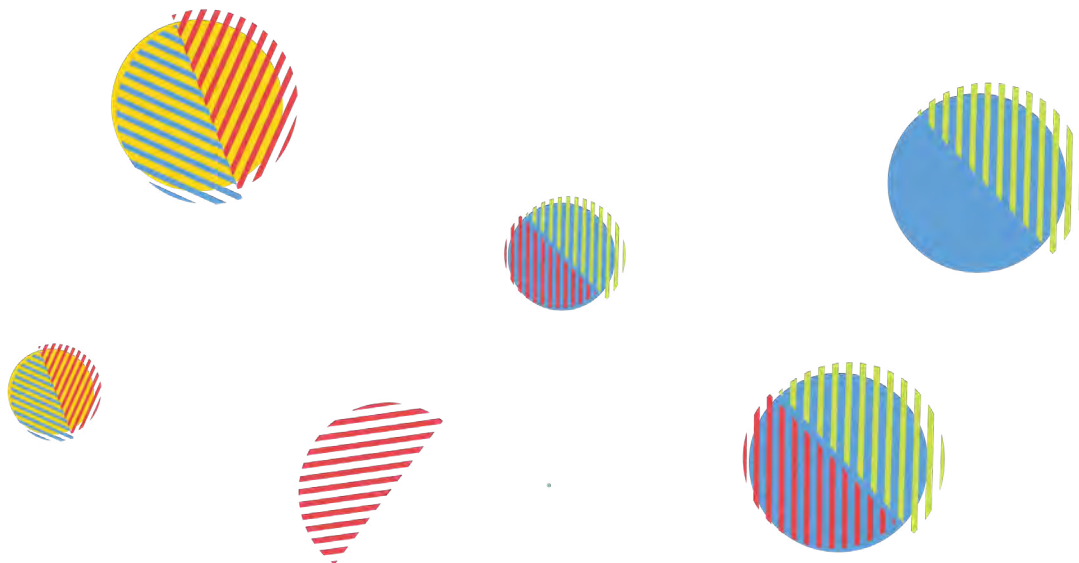
- + Information about how City policies and programs, technical requirements and public input apply to project decisions
- + Public engagement opportunities summary
- + Co-created community Vision and Guiding Principles that align with project decisions

### Final design

- + Final design images and descriptions
- + Descriptions of what we considered to make decisions to finalize a design that:
  - + Improves connections for people who walk, bike and roll
  - + Adds measures to make it safer to walk, bike, roll and drive
  - + Improves access, function and connections to parks and open spaces for people to gather
  - + Improves function of space to support winter maintenance and beautify the neighbourhood

### Next steps

- + Local Improvement and decorative street blade options
- + Funding for Neighbourhood Renewal
- + Preparing for Construction





## Message from the Project Manager

Thank you for sharing an interest in your community.

Great neighbourhoods, like Hillview, are the building blocks of a great city. The City of Edmonton is committed to investing in and building great neighbourhoods to enhance their livability and longevity.

The Neighbourhood Renewal Program reflects the City's commitment to support our mature neighbourhoods, and ensure that we take a cost-effective, long-term, strategic approach to addressing neighbourhood infrastructure needs.

We started the conversation with you and your neighbours in October 2022. Since then, we have co-created a Vision and Guiding Principles for the neighbourhood and asked you and your neighbours for ideas and input. We held public engagement sessions, community walks and community conversations and invited survey input to share information and gather feedback. We've gathered background information and data, walked the neighbourhood and collaborated with infrastructure service providers—such as underground and above ground utilities.

We've learned as much as we can about Hillview to better inform our conversations and our design decisions. This brings us to today, when we are pleased to share the final design.

In this report you will see what we plan to construct in Hillview and how we made these decisions. I acknowledge we were not able to reflect all your feedback in the final design, based on our need to adhere to City programs and policies and technical requirements. However, I want to thank you for sharing your ideas and feedback. Input from you and your neighbours has informed the designs and evolved it into what you see today.

Thank you for contributing to bringing a great neighbourhood to life.

**Emily McDonald**

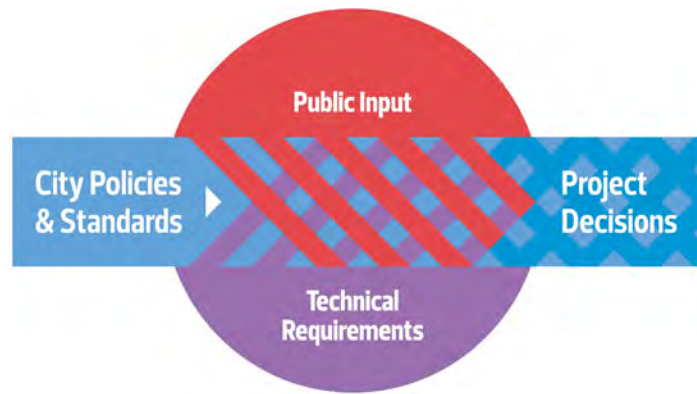
Project Manager, Hillview Neighbourhood and Alley Renewal



# How decisions are made

## Decision making process

City policies and programs such as the Complete Streets Policy, Safe Mobility Strategy and Winter Design Policy help guide Neighbourhood and Alley Renewal designs. As each neighbourhood is unique, the Project Team asks for input from residents who live, work and play in the neighbourhood. We also consider 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.

## Public Engagement Spectrum

The City of Edmonton gathered input from residents, businesses, users and other stakeholders who work, live and visit the Hillview neighbourhood. The City's Public Engagement Spectrum, below, shows the four levels of influence the public could have on decisions made by the City throughout the project.



## 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 throughout the design process:

### 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

### 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 Open Spaces Strategy

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

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

### **Winter Design Policy (C588)**

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

### **Neighbourhood Renewal Program (C595A)**

- + Funds the renewal of existing infrastructure and the construction of new and missing elements such as sidewalks, shared pathways and roadway lighting. The cost of new and missing elements are not shared with property owners

## **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 final 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



## Public engagement input

The role of public engagement input is to help the City understand what is important to community members in the neighbourhood, as well as how the Neighbourhood and Alley Renewal design decisions will affect them. Community members were invited to:

- + CREATE a Vision and Guiding Principles for the project
- + REFINE the Project Team's understanding of neighbourhood assets, opportunities and priorities
- + REFINE proposed design options
- + REFINE the draft design

Ahead of construction starting, community members will be invited to:

- + ADVISE on construction
- + DECIDE on decorative street lights, new alley lighting and sidewalk reconstruction as Local Improvements





# Public engagement input opportunities

## Road Map to Neighbourhood Renewal

The Neighbourhood and Alley Renewal program follows the road map shown here. At each step, the Project Team shares with you how your input will inform the decisions being made. At various stages, people living in, and with an interest in Hillview were invited to provide input for Hillview Neighbourhood and Alley Renewal.



**LEGEND**

- Public Engagement and Communications Opportunities
- Concept Phase
- Design Phase
- Build Phase
- Operate Phase

## Public engagement opportunities

Residents, stakeholders and organizations shared input for Hillview Neighbourhood and Alley Renewal through the following opportunities:

Roadmap stage	Public engagement opportunities	Participation rates	Timeline	Outcome
<b>Starting the Conversation</b>	+ Stakeholder conversations	+ Four conversations	October 2022	Developed an understanding of how community members would like to participate in public engagement and receive information about the project
<b>Building a Project Vision Together and Exploring Opportunities</b>	+ Online and paper survey + Community conversations + Workshops - in-person guided walking tour	+ 135 completed surveys + Eight conversations + 17 participants	November 2022	Created a draft Vision and Guiding Principles to inform the Neighbourhood and Alley Renewal design. Identified opportunities to improve or enhance the neighbourhood based on community members' lived experiences in Hillview
<b>Exploring Options and Tradeoffs</b>	+ Online and paper survey + In-person event + Community conversations	+ 127 completed surveys + 42 participants + 20 conversations	June 2023	Confirmed the Vision and Guiding Principles. Identified priorities to guide the decision making process to create a draft design
<b>Community Feedback on Draft Design</b>	+ Online and paper survey + In-person event + Community conversations	+ 140 completed surveys + 96 participants + 30 conversations	February 2024	Refined the design for Hillview using City policies and programs, technical requirements and public input to inform changes
<b>Community Feedback on Final Design</b>	With City policy as the foundation for our design direction and the technical considerations due to existing infrastructure there is limited opportunity to reflect meaningful public input in adjustments to the final design. We invite you to review the final design and reach out with specific questions to the Project Team through <a href="https://edmonton.ca/BuildingHillview">edmonton.ca/BuildingHillview</a>			

## Communication methods

Throughout the project, we communicated opportunities for residents, stakeholders and organizations to provide feedback through:

- + Road and yard signs
- + Postcards
- + Emails to list subscribers and stakeholders
- + Targeted letters to residents and property owners
- + Targeted social media posts
- + Project web page
- + Posters at community drop box





# Final Vision and Guiding Principles

## Vision

*Hillview is a welcoming community with excellent outdoor spaces including public parks, pathways and greenery. Public spaces, amenities and local businesses are easy to get to in many different ways: by walking, rolling, biking or driving. Hillview is a friendly and peaceful neighbourhood where people feel a sense of safety, belonging and community.*





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



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



## 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



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



# What we decided

This section shows the final design and describes how the final project decisions for Hillview Neighbourhood and Alley Renewal were made. To view What We Heard reports from previous stages of engagement, visit the project history section at [edmonton.ca/BuildingHillview](http://edmonton.ca/BuildingHillview)

**The final design in this document aligns with the project’s Vision and Guiding Principles, prioritizes adherence to City policies, considers technical requirements and incorporates public input when possible. The final design also considers operational impacts, such as minimizing disruption to recently renewed roads and reducing maintenance costs. All design elements are subject to final approvals and funding.**

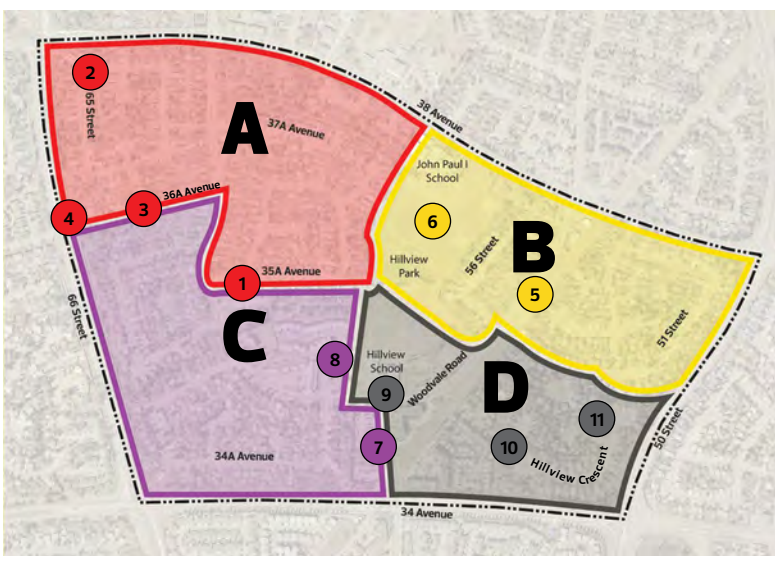
## How to read the images and tables

The following pages are grouped by changes in the northwest, northeast, southwest and southeast quadrants of Hillview. There is also a section for changes where public engagement could not impact the decision.

- A Northwest**

  1. 35A Avenue
  2. 65 Street, 37B Avenue and 63 Street
  3. 36A Avenue
  4. Alleys east of 66 Street
- C Southwest**

  7. 58 Street
  8. 60 Street cul-de-sac



- B Northeast**

  5. Open space along the utility corridor
  6. Hillview Park
- D Southeast**

  9. Woodvale Road
  10. Hillview Crescent
  11. Charles B. Hill Park

For each location you will see:

- + Images of the final design
- + A table describing the final design\*
- + A table describing what we considered to make our decisions

\*Where a final design is different from the draft design, these changes are noted with **bold text**.

The tables describe what we considered to make our decisions and summarize the main Guiding Principles, City programs and policies, technical requirements and public engagement input considered when making design decisions. They are not inclusive of all of the information considered. Three coloured icons are used to illustrate the different decision making criteria.



City programs  
and policies



Technical  
requirements

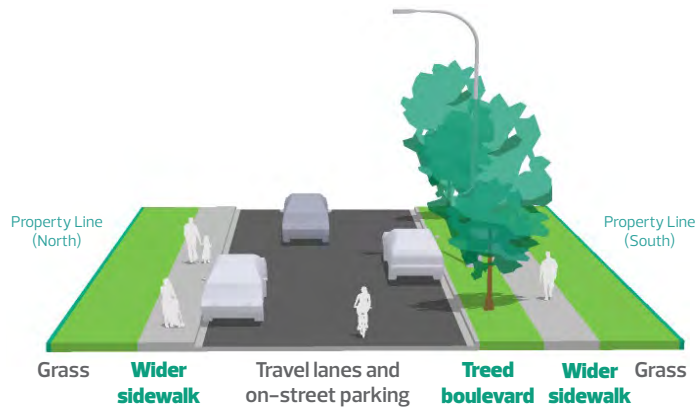


Public input





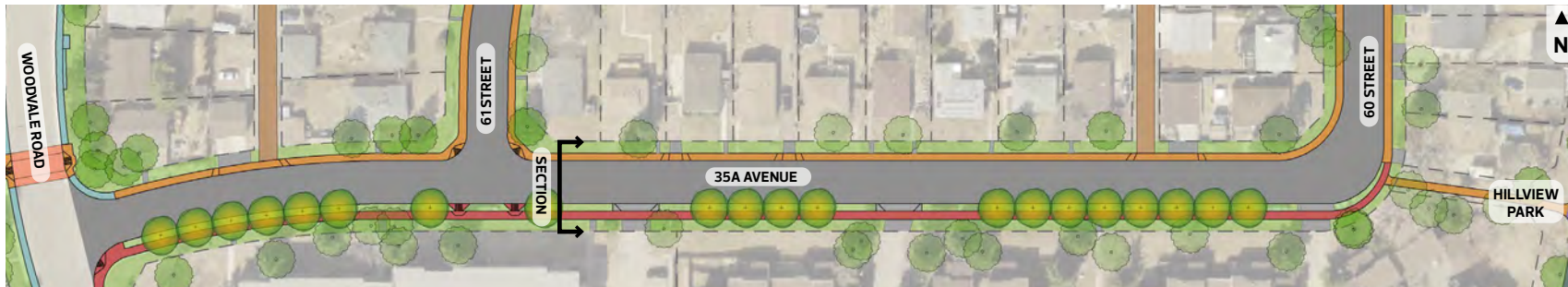
# A Northwest: 35A Avenue



35A Avenue - Section



35A Avenue - Section



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

35A Avenue - Plan view




## Final design for 35A Avenue - What We Decided

- + A grass boulevard with trees and a wider sidewalk along the south side of the road
- + A narrowed road width and wider north sidewalk
- + A raised crossing north of Woodvale Road and 35A Avenue intersection
- + On-street parking along both sides of the road and two-way traffic remains

## 35A Avenue – What we considered to make decisions

### Guiding Principles considered:

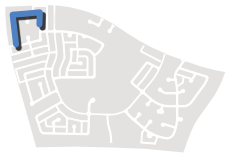


<b>Public input – What We Heard</b> 	<b>City policies and programs</b> 	<b>Technical requirements</b> 
<ul style="list-style-type: none"> <li>+ The public liked the added greenery and landscaping to beautify the area</li> <li>+ The public valued improved walking and rolling connections that would enhance access to Hillview Park</li> <li>+ The public expressed concerns about reducing on-street parking</li> <li>+ The public expressed concerns about vehicles navigating a narrower road</li> </ul>	<ul style="list-style-type: none"> <li>+ Accessibility for People with Disabilities Policy (C602)</li> <li>+ Open Space Policy (C594) and BREATHE – Green Network Strategy</li> <li>+ The City Plan</li> <li>+ Complete Streets Policy (C573A)</li> <li>+ ConnectEdmonton</li> <li>+ Corporate Tree Management Policy</li> <li>+ Winter Design Policy (C588)</li> </ul>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ TAC</li> <li>+ Access Design Guide</li> <li>+ Existing infrastructure assessments</li> <li>+ Manage utility conflicts, including underground water on the north side for any tree planting</li> <li>+ Winter Design Guidelines</li> <li>+ Review sidewalk widths with City Forestry to minimize tree impacts</li> </ul>



# A

## Northwest: 65 Street, 37B Avenue, 63 Street and the northwest portion of Woodvale Road



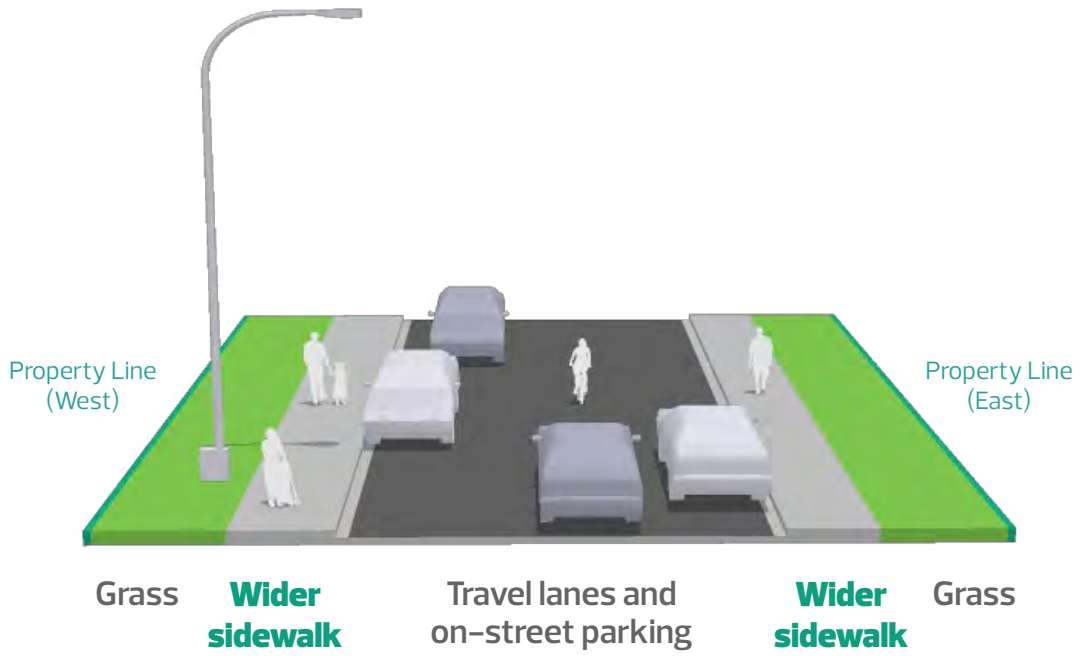
- New sidewalk
- Replace and widen existing sidewalk
- Existing sidewalk
- Replace existing sidewalk/pathway with a shared pathway
- Replace existing alley
- Replace existing road
- Grass
- Existing tree
- Tree removal
- New raised crosswalk
- Replace existing walkway/driveway connection

65 Street, 37B Avenue and 63 Street – Plan view

**Bold text** indicates a change from the draft design to final design. See the [draft design](#)

### Final design for 65 Street, 37B Avenue, 63 Street and the northwest portion of Woodvale Road – What We Decided

- + Wider sidewalks along both sides of:
  - + 65 Street between 37B Avenue and 37 Avenue
  - + 37B Avenue between 65 Street and 63 Street
  - + 63 Street between 37B Avenue and 37 Avenue
- + Curb extensions at the intersections of the east-west shared pathway at 65 Street and 63 Street
- + Raised crossing at the intersection of the east-west shared pathway at Woodvale Road
- + On-street parking and two-way traffic remain






65 Street - Rendering - Looking north

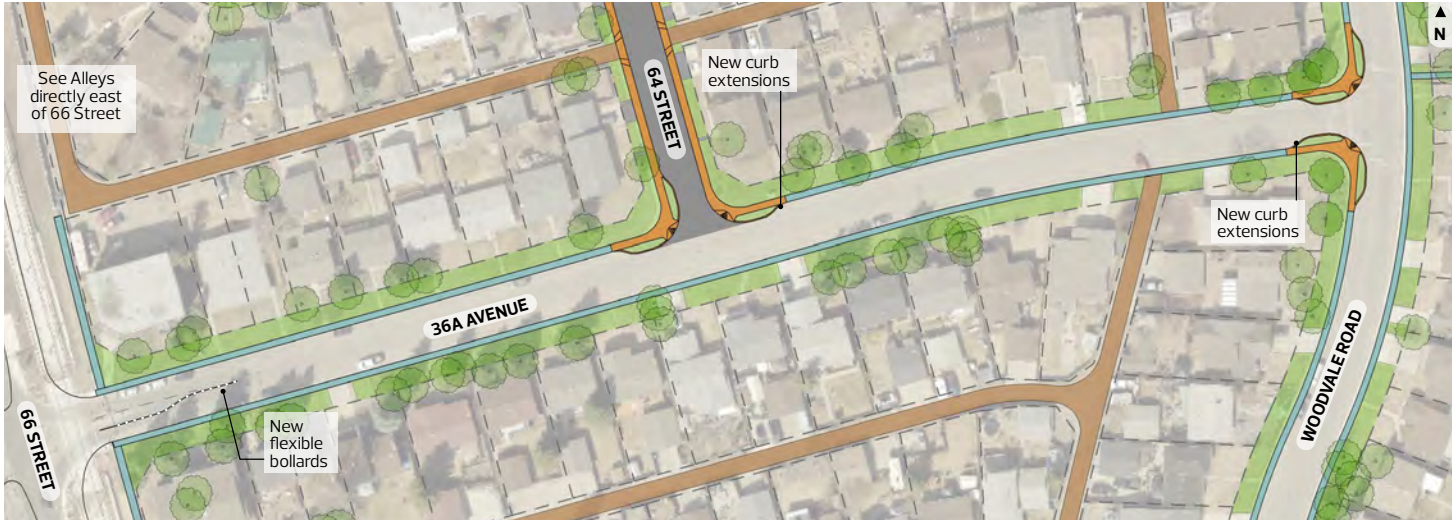
## 65 Street, 37B Street and the northwest portion of Woodvale Road- What we considered to make decisions

### Guiding Principles considered:



<b>Public input – What We Heard</b> 	<b>City policies and programs</b> 	<b>Technical requirements</b> 
<ul style="list-style-type: none"> <li>+ The public valued maintaining existing traffic patterns and road width</li> <li>+ Some members of the public liked that shared pathways would be snow cleared by the City</li> <li>+ The public liked improved connections to transit that would make walking, rolling and biking easier</li> <li>+ Concerns were expressed about the safety and suitability of on-street bike boulevards for all ages and abilities</li> </ul>	<ul style="list-style-type: none"> <li>+ Complete Streets Policy (C573A)</li> <li>+ ConnectEdmonton</li> <li>+ Corporate Tree Management Policy</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> </ul>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ TAC</li> <li>+ Access Design Guide</li> <li>+ Existing infrastructure assessments</li> <li>+ Manage utility conflicts, including existing street lights and underground infrastructure for the width of a shared pathway</li> <li>+ Review sidewalk widths with City Forestry to minimize tree impacts</li> <li>+ Low vehicle speeds and volumes of local streets for people biking and driving to share the space</li> <li>+ Minimize driveway conflicts for people biking on a shared pathway</li> </ul>

# A Northwest: 36A Avenue



- Replace and widen existing sidewalk
- Existing sidewalk
- Grass
- Replace existing alley
- Replace existing road
- Existing tree

36A Avenue - Plan view



36A Avenue - Example image of flexible bollards

## Final design for 36A Avenue - What We Decided




- + Curb extensions at the intersections of 64 Street and Woodvale Road
- + Flexible bollards at 66 Street define the westbound left turn lane
- + On-street parking along both sides of the road and two-way traffic remains



## 36A Avenue – What we considered to make decisions

**Vision and Guiding Principles considered:**



Public input – What We Heard 	City policies and programs 	Technical requirements 
<ul style="list-style-type: none"> <li>+ The public indicated crossing improvements and traffic slowing measures help improve sightlines and encourage slower driving speeds</li> <li>+ The public liked providing a physical buffer to prevent parking too close to the intersection or crosswalk</li> <li>+ Concerns were expressed by the public about reduced on-street parking</li> </ul>	<ul style="list-style-type: none"> <li>+ Accessibility for People with Disabilities Policy (C602)</li> <li>+ Complete Streets Policy (C573A)</li> <li>+ ConnectEdmonton</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> </ul>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ TAC</li> <li>+ Access Design Guide</li> <li>+ Existing infrastructure assessments: 36A Avenue was recently reconstructed (2017)</li> <li>+ Manage utility conflicts</li> <li>+ Manage vehicle turning movements</li> </ul>



# A Northwest: Alleys directly east of 66 Street

Aside from renewal of alley surfaces (which will apply to all alleys in Hillview), no changes will be made to alleys directly east of 66 Street. For this reason there is no final design to present.

## Alleys directly east of 66 Street – What we considered to make our decision

- + Shared streets along two alleys connecting to 36A Avenue were proposed at draft design. Because a shared pathway along 65 Street is not included in the final design, no changes to alleys directly east of 66 Street will occur



# B Northeast: Open space along utility corridor



- 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
- Grass
- New tree
- Existing tree
- Tree removal
- New seating area
- Adjusted off-leash dog area boundary
- Replace existing road
- New naturalized landscaping

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

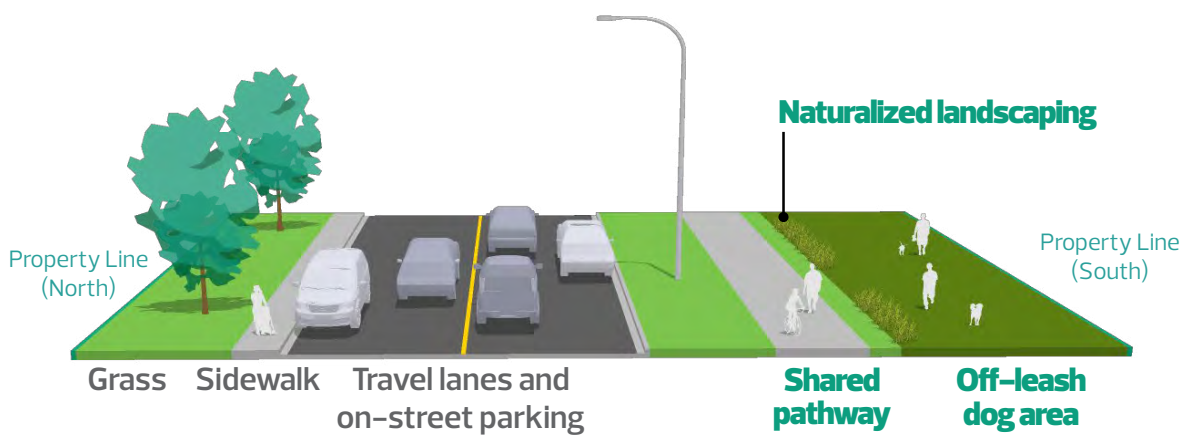
**Bold text** indicates a change from the draft design to final design. See the [draft design](#)

## Final design for the open space along utility corridor – What We Decided

- + **Shared pathway along the utility corridor between 38 Avenue and 58 Street**
- + Adjustments to the off-leash dog area boundary
- + **Naturalized landscaping** between the shared pathway and the off-leash dog area
- + **Seating areas with benches, waste bins and trees along the shared pathway**



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






Open space along utility corridor – Section

## Open space along utility corridor – What we considered to make decisions

### Vision and Guiding Principles considered:

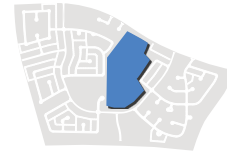


<b>Public input – What We Heard</b> 	<b>City policies and programs</b> 	<b>Technical requirements</b> 
<ul style="list-style-type: none"> <li>+ Safety concerns if all users shared the same space were expressed. Some members of the public preferred the off-leash dog area be separated from the shared pathway by a barrier</li> <li>+ A fence or other hard barrier was preferred somewhat over a landscaped or soft barrier</li> <li>+ The public indicated less seating was necessary</li> <li>+ Concerns were expressed related to maintenance of greenery</li> <li>+ Community members indicated the shared pathway would provide valuable connections for residents to walk, bike or roll through the neighbourhood</li> </ul>	<ul style="list-style-type: none"> <li>+ Accessibility for People with Disabilities Policy (C602)</li> <li>+ Active Transportation Policy (C544)</li> <li>+ Open Space Policy (C594) and BREATHE – Green Network Strategy</li> <li>+ The City Plan</li> <li>+ ConnectEdmonton</li> <li>+ Dogs in Opens Spaces Strategy</li> <li>+ The Bike Plan</li> <li>+ Snow and Ice Control Policy (C409K)</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> <li>+ Winter Design Policy (C588)</li> </ul>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ TAC</li> <li>+ Access Design Guide</li> <li>+ Existing infrastructure assessments: space and utility constraints on the south side</li> <li>+ Coordinating the pathway alignment with pipeline companies</li> <li>+ Operational considerations: reduce seating, fencing and greenery to reduce maintenance costs</li> <li>+ Designing with Crime Prevention Through Environmental Design (CPTED) principles to create safe, inviting and visible seating areas</li> <li>+ Selecting resilient and low maintenance naturalized landscaping</li> <li>+ Winter Design Guidelines</li> </ul>

# B Northeast: Hillview Park



Hillview Park – Plan view



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

**Bold text** indicates a change from the draft design to final design. See the [draft design](#)

## Final design for the open space along utility corridor – What We Decided

- + **Wider and new shared pathways**
- + **Seating areas with benches and waste bins along pathways**
- + Naturalized landscaping areas
- + **No toboggan hill**
- + Enhanced and additional lighting along the shared pathways



Hillview Park – Rendering – Looking northwest



## Hillview Park – What we considered to make decisions

### Vision and Guiding Principles considered:



#### Public input – What We Heard



- + 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
- + School stakeholders indicated shared pathways would improve accessibility and connection for students and parents
- + Clear sightlines and visibility for student supervision were important to school stakeholders

#### City policies and programs



- + Neighbourhood Renewal Program
- + 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
- + The Bike Plan
- + Snow and Ice Control Policy (C409K)
- + Winter Design Policy (C588)

#### Technical requirements

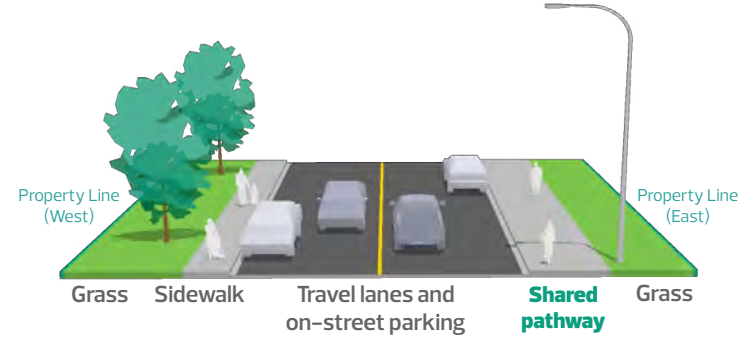


- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ TAC</li> <li>+ Access Design Guide</li> <li>+ Existing infrastructure assessments: drainage patterns inform shared pathway decisions</li> <li>+ Ownership and maintenance considerations of pathway, landscape and seating</li> <li>+ Design with Crime Prevention Through Environmental Design (CPTED) principles to create safe, inviting and visible seating areas</li> <li>+ Select resilient and low maintenance naturalized landscaping</li> <li>+ Review path alignments and widths with City Forestry to minimize tree impacts</li> </ul> | <ul style="list-style-type: none"> <li>+ Coordinate with internal City departments for changes to sports field size</li> <li>+ Considerations from the Winter Design Guidelines such as:                             <ul style="list-style-type: none"> <li>+ Maximizing exposure to sunshine by placing south facing benches</li> <li>+ Plant deciduous trees south of seating areas to provide shade during the summer and allow sunshine during the winter</li> <li>+ Plant shrubs and coniferous trees north of seating areas to create a wind block during the winter</li> <li>+ Plant landscaping with vibrant colours</li> </ul> </li> </ul> |
|--|---|

# C Southwest: 58 Street



58 Street – Plan view



58 Street – Section



58 Street – Rendering – Looking north towards Hillview School

- New shared pathway
- Existing sidewalk
- Replace existing sidewalk/pathway with a shared pathway
- Replace existing walkway/driveway connection
- Grass
- Existing tree
- Tree removal

**Bold text** indicates a change from the draft design to final design. See the [draft design](#)

## Final design for 58 Street – What We Decided




- + **A curbside shared pathway along the east side of the road between 34 Avenue and Woodvale Road**
- + **Tree removals along the east side**
- + **On-street parking along both sides** of the road and two-way traffic remain



## 58 Street – What we considered to make decisions

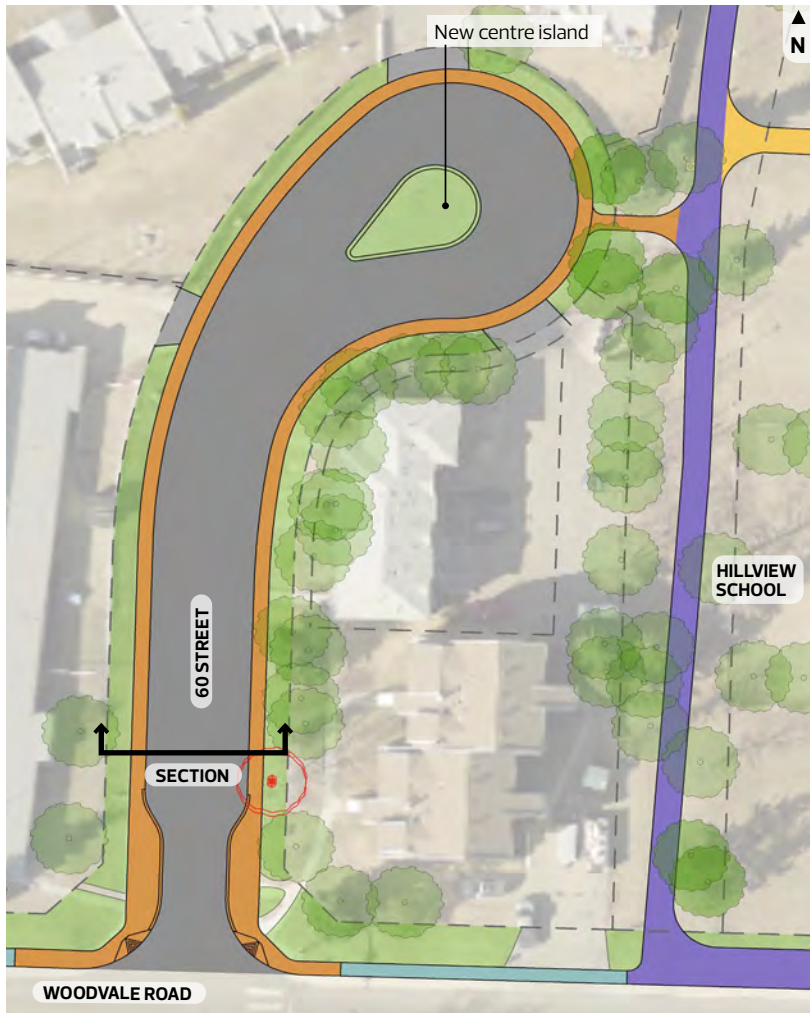
### Vision and Guiding Principles considered:



<b>Public input – What We Heard</b> 	<b>City policies and programs</b> 	<b>Technical requirements</b> 
<ul style="list-style-type: none"> <li>+ 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</li> <li>+ Some community members indicated that a shared pathway would provide a safer space for people who bike</li> <li>+ Some community members liked that shared pathways would be snow cleared by the City</li> <li>+ The public valued maintaining on-street parking on the west side of the road</li> </ul>	<ul style="list-style-type: none"> <li>+ Active Transportation Policy (C544)</li> <li>+ The City Plan</li> <li>+ Complete Streets Policy (C573A)</li> <li>+ ConnectEdmonton</li> <li>+ The Bike Plan</li> <li>+ Snow and Ice Control Policy (C409K)</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> </ul>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ TAC</li> <li>+ Access Design Guide</li> <li>+ Existing infrastructure assessments: 58 Street was recently reconstructed (2017)</li> <li>+ Manage utility conflicts; underground waterline impacted widening shared pathway into the roadway</li> <li>+ Connect walking, biking and rolling routes to access Hillview School and Hillview Park and tie into the planned shared use pathways for the Tawa neighbourhood</li> </ul>

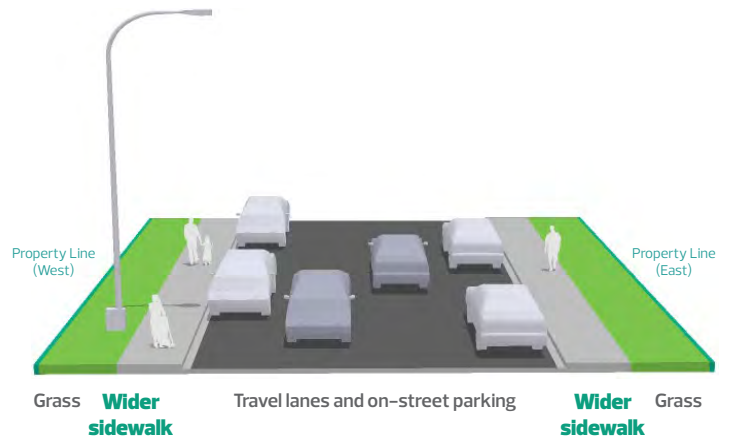


# C Southwest: 60 Street cul-de-sac



- |                                     |   |               |
|-------------------------------------|---|---------------|
| Replace and widen existing sidewalk | New shared pathway                                      | Existing tree |
| Existing sidewalk                   | Replace existing sidewalk/pathway with a shared pathway | Tree removal  |
| Grass                               | Replace existing roadway/driveway connection            |               |
| Replace existing road               |   |               |

60 Street cul-de-sac - Plan view



60 Street cul-de-sac - Section



60 Street cul-de-sac - Rendering - Looking east towards Hillview School

**Bold text** indicates a change from the draft design to final design. See the [draft design](#)




## Final design for 60 Street cul-de-sac - What We Decided

- + Wider sidewalks along both sides of the road
- + A centre island
- + 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
- + Curb extensions at the intersection of 60 Street and Woodvale Road
- + On-street parking along both sides of the road and two-way traffic remain

## 60 Street cul-de-sac – What we considered to make decisions

### Vision and Guiding Principles considered:



<b>Public input – What We Heard</b> 	<b>City policies and programs</b> 	<b>Technical requirements</b> 
<ul style="list-style-type: none"> <li>+ The public valued changes that would encourage slower vehicle speeds and improve safety during pick-up and drop-off</li> <li>+ Some community members preferred maintaining current driving and parking practices</li> <li>+ Adding greenery to help beautify the area and offer shade was appreciated by the public, although some expressed concerns with maintenance</li> <li>+ Drop off was noted as an important mode of connection for the school</li> </ul>	<ul style="list-style-type: none"> <li>+ Accessibility for People with Disabilities Policy (C602)</li> <li>+ Active Transportation Policy (C544)</li> <li>+ Open Space Policy (C594) and BREATHE – Green Network Strategy</li> <li>+ The City Plan</li> <li>+ Complete Streets Policy (C573A)</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> <li>+ ConnectEdmonton</li> <li>+ Corporate Tree Management Policy</li> </ul>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ TAC</li> <li>+ Access Design Guide</li> <li>+ Existing infrastructure assessments: define turnaround to reduce driver conflicts and congestion</li> <li>+ Manage utility conflicts</li> <li>+ Operational considerations: providing a space for snow storage, maintenance of landscaped areas</li> <li>+ Manage vehicle turning movements</li> <li>+ Review sidewalk widths with City Forestry to minimize tree impacts</li> </ul>

# D Southeast: Woodvale Road (east portion)



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

Woodvale Road – Plan view

Final design for Woodvale Road (east portion) – What We Decided	
+ A curbside shared pathway along the north side of the road in front of Hillview School and the Hillview Park playground	+ Raised crossings at Hillview Crescent and 35 Avenue
+ Reconfiguration of curb extension at southeast corner of Woodvale Road and 58 Street	+ Raised crossing at 37 Avenue
+ New curb extensions at Hillview Crescent	+ Two-way traffic and on-street parking on both sides remain






Woodvale Road – Section – In front of Hillview School

**Woodvale Road (east section) – What we considered to make decisions**

**Vision and Guiding Principles considered:**

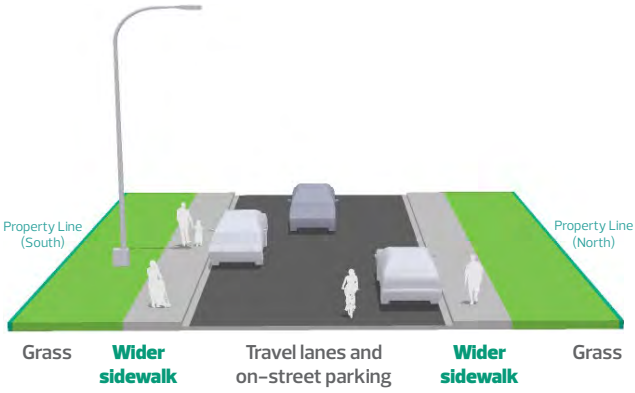
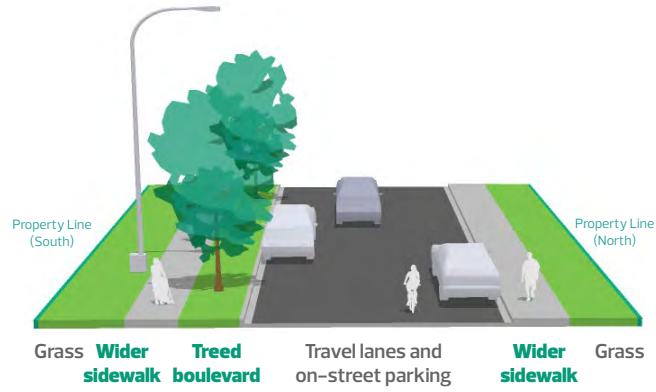


<p><b>Public input – What We Heard</b></p> 	<p><b>City policies and programs</b></p> 	<p><b>Technical requirements</b></p> 
<ul style="list-style-type: none"> <li>+ The public appreciated improved visibility for people crossing, removing bikes from the road, decreasing congestion for people walking, improving accessibility and encouraging slower vehicle speeds</li> <li>+ Other community members felt measures to encourage slower vehicle speeds and improve visibility for people crossing would make the road more difficult to navigate when driving</li> <li>+ Maintaining existing trees where possible and opportunities for beautification and landscaping were valued by the public, while some expressed concerns related to maintenance</li> <li>+ The public expressed concerns about removal of some existing trees and greenspace</li> <li>+ The public appreciated connections to other shared pathways in the neighbourhood</li> </ul>	<ul style="list-style-type: none"> <li>+ Accessibility for People with Disabilities Policy (C602)</li> <li>+ Active Transportation Policy (C544)</li> <li>+ The City Plan</li> <li>+ Complete Streets Policy (C573A)</li> <li>+ ConnectEdmonton</li> <li>+ The Bike Plan</li> <li>+ Snow and Ice Control Policy (C409K)</li> <li>+ Vision Zero Initiative/ Safe Mobility Strategy</li> </ul>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ TAC</li> <li>+ Access Design Guide</li> <li>+ Existing infrastructure assessments: Woodvale Road was recently reconstructed (2017)</li> <li>+ Manage utility conflicts</li> <li>+ Manage vehicle turning movements</li> </ul>

# D Southeast: Hillview Crescent



Hillview Crescent - Plan view



Hillview Crescent - Section B




## Final design for Hillview Crescent- What We Decided

- + Wider sidewalks on both sides of the road
- + A narrowed road width
- + 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
- + Raised crossing at the intersection of Hillview Crescent and 35 Avenue
- + A centre island with landscaping in the cul-de-sac east of Charles B. Hill Park
- + Two-way traffic and on-street parking on both sides remain

## Hillview Crescent– What we considered to make decisions

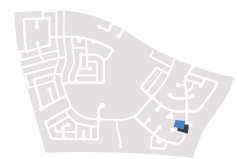
### Vision and Guiding Principles considered:



<b>Public input – What We Heard</b> 	<b>City policies and programs</b> 	<b>Technical requirements</b> 
<ul style="list-style-type: none"> <li>+ Some members of the public indicated traffic slowing measures would benefit the area and that safety and accessibility are important</li> <li>+ The public liked opportunities for beautification and landscaping that would add greenery, shade and provide space off the street for snow storage</li> <li>+ Concerns were expressed about reduced parking and a narrower roadway</li> </ul>	<ul style="list-style-type: none"> <li>+ Accessibility for People with Disabilities Policy (C602)</li> <li>+ Open Space Policy (C594) and BREATHE – Green Network Strategy</li> <li>+ The City Plan</li> <li>+ Complete Streets Policy (C573A)</li> <li>+ ConnectEdmonton</li> <li>+ Corporate Tree Management Policy</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> <li>+ Winter Design Policy (C588)</li> </ul>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ TAC</li> <li>+ Access Design Guide</li> <li>+ Existing infrastructure assessments</li> <li>+ Manage utility conflicts</li> <li>+ Winter Design Guidelines</li> <li>+ Review sidewalk widths with City Forestry to minimize tree impacts</li> </ul>



## D Southeast: Charles B. Hill Park



A new sidewalk in the cul-de-sac along the south side of Charles B. Hill Park is planned. For this reason there is no final design to present. See “**New sidewalks where missing, including cul-de-sacs**” on page 41 for details on new sidewalks (location P).

### Charles B. Hill Park – What we considered to make our decision

- + New benches and hard surfacing on the south side of the park and new seating areas along Hillview Crescent were proposed at draft design. No changes will be made to Charles B. Hill Park as part of Hillview Neighbourhood Renewal

## Local road, alley, sidewalk, street light and street blade improvements

### Final design for local road, alley, sidewalk, street light and street blade improvements




- + Road reconstruction on all local roads\* and alleys
- + Curb ramps added or replaced on all local roads
- + Wider sidewalks along all local roads
- + New sidewalk where missing (see page 41)
- + Sidewalk replacement, pending Local Improvement decision
- + Upgrades to street lighting with standard galvanized poles
- + New decorative street blades (see "Decorative street blades" on page 49)
- + Changes to traffic control signage (mini yield signs at shared pathway crossings for bikes to yield to vehicle traffic and adding yield/stop control at intersections where no control exists)
- + Drainage improvements
- + Crossing improvements (see page 46), including curb extensions and raised crosswalks
- + Improved (see page 44) and new shared pathways

\*Collector roads (Woodvale Road, 36A Avenue and 58 Street) will not be included as they were renewed in 2017.

### Final design for local road, alley, sidewalk, street light and street blade improvements – What we considered to make decisions

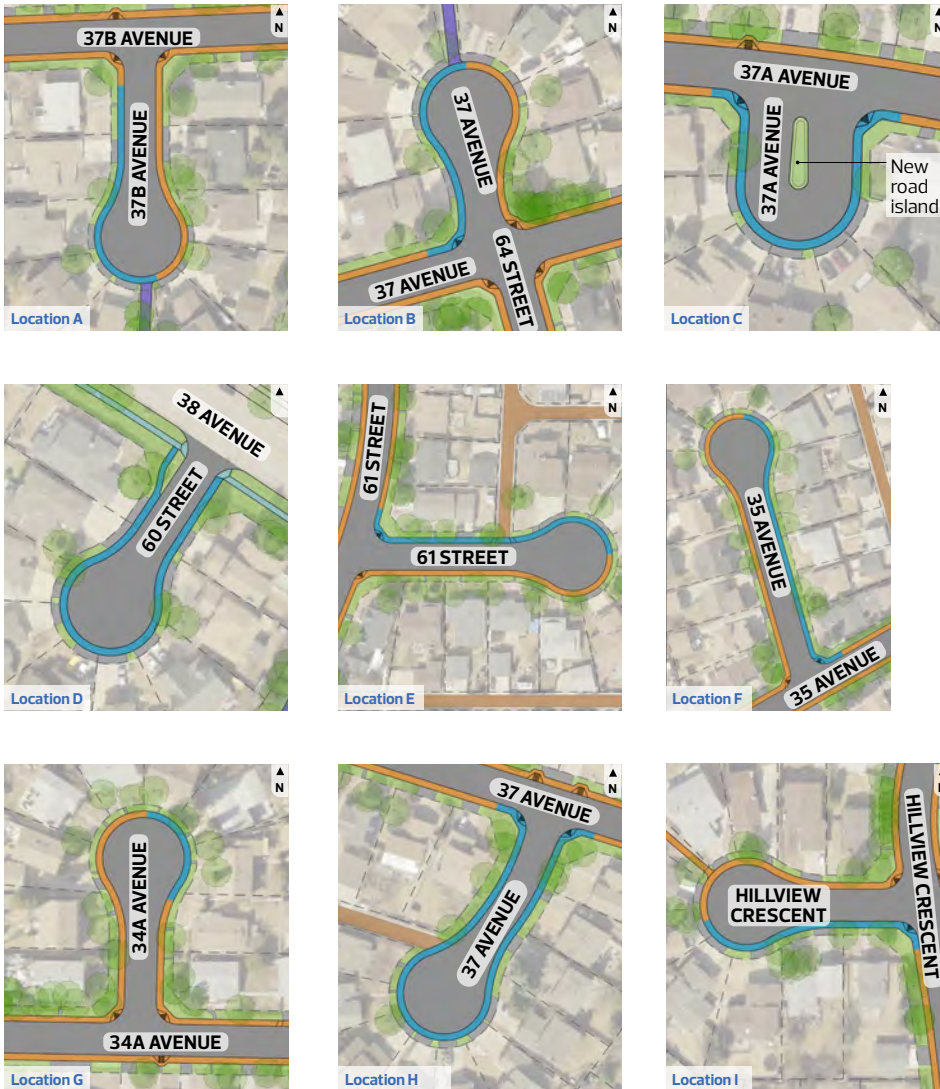
#### Vision and Guiding Principles considered:



<b>Public input – What We Heard</b> 	<b>City policies and programs</b> 	<b>Technical requirements</b> 
<ul style="list-style-type: none"> <li>+ Decisions are based on City programs and policies and technical requirements</li> <li>+ Where relevant, public input will be gathered through the Local Improvement process</li> </ul>	<ul style="list-style-type: none"> <li>+ Accessibility for People with Disabilities Policy (C602)</li> <li>+ The City Plan</li> <li>+ Complete Streets Policy (C573A)</li> <li>+ ConnectEdmonton</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> </ul>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ TAC</li> <li>+ Access Design Guide</li> <li>+ Existing infrastructure assessments</li> <li>+ Manage utility conflicts</li> <li>+ Review sidewalk widths with City Forestry to minimize tree impacts</li> </ul>



# New sidewalks where missing, including cul-de-sacs

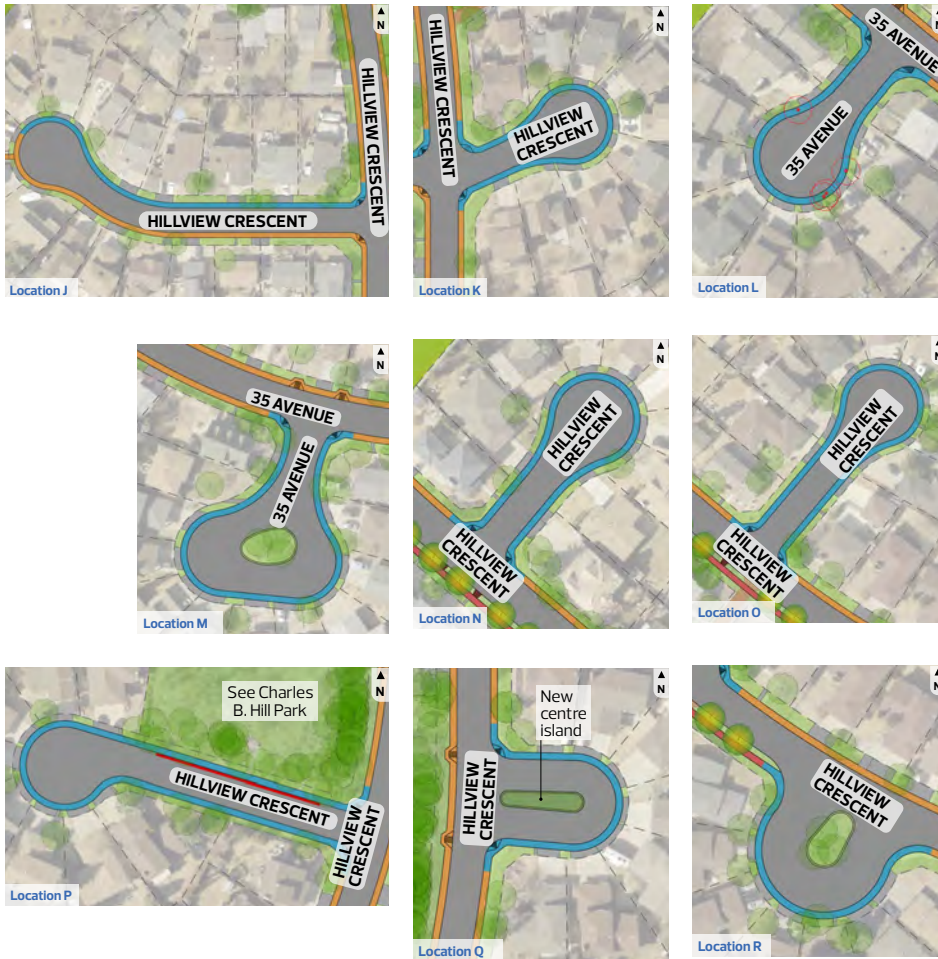


New sidewalks – Plan views of locations A, B, C, D, E, F, G, H and I



New sidewalks – Overview

- █ New sidewalk
- █ Replace and widen existing sidewalk
- █ Existing sidewalk
- █ Replace existing sidewalk/pathway with a shared pathway
- █ Grass
- Existing tree
- Replace existing road
- Replace existing walkway/driveway connection



New sidewalks – Plan views of locations J, K, L, M, N, O, P, Q and R



New sidewalks – Overview

- New sidewalk
- Replace and widen existing sidewalk
- Replace existing curbside sidewalk with a separate sidewalk
- Existing tree
- New tree
- Grass
- Replace existing alley
- Replace existing road
- Replace existing walkway/driveway connection

**Bold text** indicates a change from the draft design to final design. See the [draft design](#)




**Final design for new sidewalks where missing, including cul-de-sacs**

- + New sidewalks added where missing
- + On street parking maintained

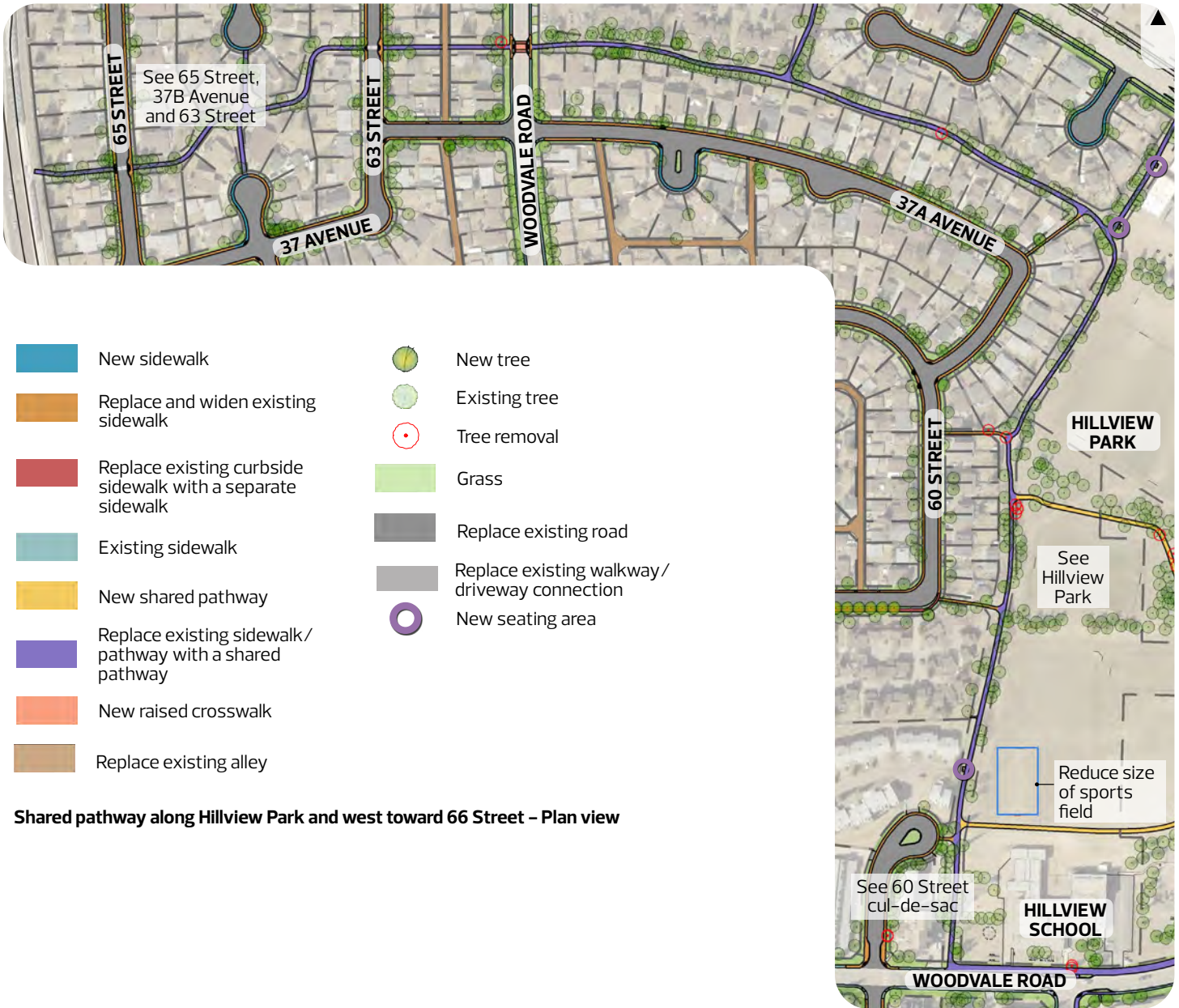
## New sidewalks- What we considered to make decisions

### Vision and Guiding Principles considered:



<b>Public input - What We Heard</b> 	<b>City policies and programs</b> 	<b>Technical requirements</b> 
<ul style="list-style-type: none"> <li>+ Some concerns were expressed about reduced parking and impacts to driveways</li> <li>+ Some community members felt new sidewalks were not necessary given the number of people who walk or roll in the neighbourhood</li> </ul>	<ul style="list-style-type: none"> <li>+ Accessibility for People with Disabilities Policy (C602)</li> <li>+ The City Plan</li> <li>+ Complete Streets Policy (C573A)</li> <li>+ ConnectEdmonton</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> </ul>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ TAC</li> <li>+ Access Design Guide</li> <li>+ Existing infrastructure assessments: driveways and on-street parking supply</li> <li>+ Manage utility conflicts</li> <li>+ Aligning sidewalks by considering existing trees and landscaping, grading, drainage patterns and underground utilities</li> </ul>

## Shared pathway along Hillview Park and west towards 66 Street



Shared pathway along Hillview Park and west toward 66 Street – Plan view

### Final design for shared pathway along Hillview Park and west towards 66 Street

- + New shared pathway
- + Curb extensions at the intersections of the east–west shared pathway at 65 Street and 63 Street
- + Raised crossing at the intersection of the east–west shared pathway at Woodvale Road

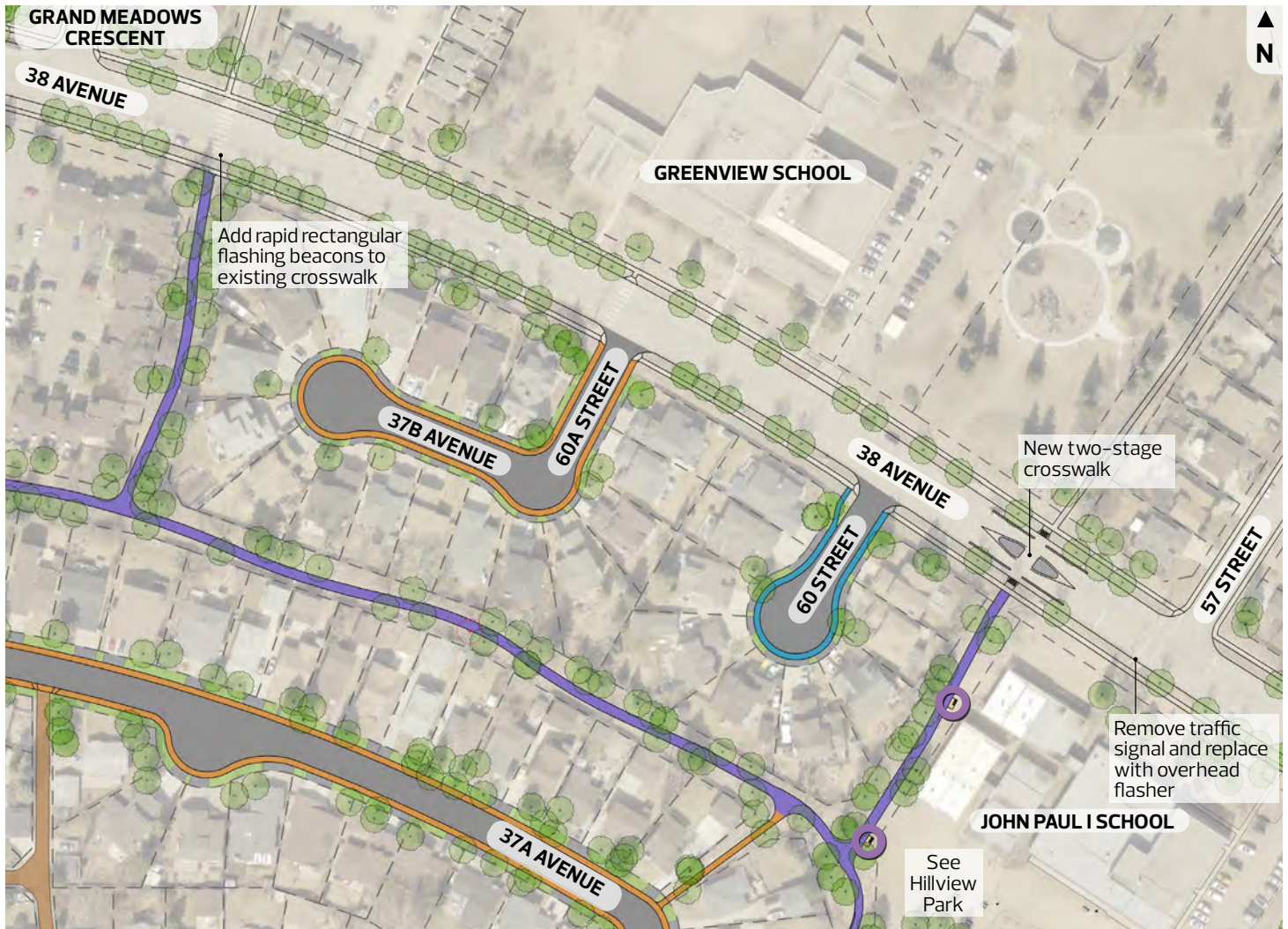
## Shared pathway along Hillview Park and west towards 66 Street – What we considered to make decisions

### Vision and Guiding Principles considered:











<b>Public input - What We Heard</b> 	<b>City policies and programs</b> 	<b>Technical requirements</b> 
<ul style="list-style-type: none"> <li>+ The public valued enhanced accessibility and connections through the neighbourhood for people who walk, roll and bike</li> </ul>	<ul style="list-style-type: none"> <li>+ Accessibility for People with Disabilities Policy (C602)</li> <li>+ Active Transportation Policy (C544)</li> <li>+ The City Plan</li> <li>+ ConnectEdmonton</li> <li>+ Edmonton Bike Plan</li> <li>+ Snow and Ice Control Policy (C409K)</li> </ul>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ TAC</li> <li>+ Access Design Guide</li> <li>+ Existing infrastructure assessments</li> <li>+ Review path alignments and widths with City Forestry to minimize tree impacts</li> </ul>

## Crossing improvements along 38 Avenue



### 38 Avenue enhanced crossings

	New sidewalk		Replace existing sidewalk/ pathway with a shared pathway		Existing tree		Replace existing alley
	Replace and widen existing sidewalk		Grass		New seating area		Replace existing road

**Bold text** indicates a change from the draft design to final design. See the [draft design](#)




### Final design for crossing improvements along 38 Avenue

- + **Remove the existing traffic signal and replace it with an overhead flasher at the intersection of 38 Avenue and 57 Street. Add a new two-stage crosswalk at the intersection of 38 Avenue and the north-south shared pathway west of John Paul I Catholic School**
- + **Add rapid rectangular flashing beacons to the existing crosswalk at the intersection of 38 Avenue and the north-south shared pathway east of Grand Meadow Crescent**

## Crossing improvements along 38 Avenue– What we considered to make decisions

Vision and Guiding Principles considered:



<b>Public input – What We Heard</b> 	<b>City policies and programs</b> 	<b>Technical requirements</b> 
<ul style="list-style-type: none"> <li>+ The public expressed interest in enhanced crossings over 38 Avenue</li> <li>+ School stakeholders expressed interest in enhanced crossings over 38 Avenue and also expressed concerns about impacts to bus traffic</li> </ul>	<ul style="list-style-type: none"> <li>+ Accessibility for People with Disabilities Policy (C602)</li> <li>+ Active Transportation Policy (C544)</li> <li>+ The City Plan</li> <li>+ ConnectEdmonton</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> </ul>	<ul style="list-style-type: none"> <li>+ TAC</li> <li>+ Access Design Guide</li> <li>+ Existing infrastructure assessments</li> <li>+ Manage utility conflicts</li> <li>+ Coordinate with the City's Safe Mobility Team</li> </ul>



# Local Improvement Information

The Neighbourhood Renewal Program has been paid for through City-wide property taxes by creating a reserve fund dedicated to the program. In conjunction with the program, the City offers cost-sharing opportunities between the City and property owners of Hillview for decorative street light upgrades and sidewalk reconstruction Local Improvements. Local Improvement information and the cost-sharing opportunities offered by the City were shared during **Community Feedback on Draft Design**.

A Local Improvement is a construction project undertaken near or adjacent to residents' property which is considered more beneficial to the property owner and local area than to the City as a whole. All property owners have the right to petition against any Local Improvement. The petition process is guided by the provincial Municipal Government Act as well as City policies and procedures.

An alley lighting Local Improvement can be requested by property owners where no lighting currently exists to have new lighting installed. Please visit [edmonton.ca/AlleyLighting](http://edmonton.ca/AlleyLighting) for more information.

## Decorative street lighting Local Improvement

The Hillview community decided not to pursue decorative street light upgrades. New galvanized street lights will be installed at no additional cost to property owners.

**LOCAL IMPROVEMENT SCHEDULE**

- 2026  
Local Improvement Notices mailed from City
- WINTER 2026  
Preparing for Construction
- FEBRUARY/MARCH 2026  
30 day petition period **against** the Local Improvement
- SPRING - FALL 2026  
Year 1 (Start) Construction
- Local Improvement charge will appear on property tax notice the year after the sidewalk near your property is constructed.





### Sidewalk Local Improvement

Sidewalk reconstruction is a City-initiated Local Improvement which is done along with Neighbourhood Renewal. The process for property owners to decide whether they want to proceed with sidewalk reconstruction includes:

1. The City will send out Local Improvement Notices to registered property owners in the winter before construction begins.
2. Registered property owners will then have 30 days (based on delivery of the notice) to petition against the Local Improvement if they so choose.

Neighbourhoods are divided into sidewalk renewal "project areas," which will be defined in the Local Improvement Notice. If at least 50 percent plus one of all registered property owners in a given project area petition against sidewalk reconstruction, the Local Improvement is defeated and sidewalk reconstruction will not proceed in that project area. If the petition against the Local Improvement is unsuccessful, City Council will pass a Local Improvement Bylaw and sidewalk reconstruction will proceed. The City will post the results of the petition process on [edmonton.ca/BuildingHillview](https://edmonton.ca/BuildingHillview). **Learn more about the sidewalk reconstruction Local Improvement:** [edmonton.ca/SidewalkReconstruction](https://edmonton.ca/SidewalkReconstruction)

### Decorative street blades

The Community League has expressed interest in pursuing decorative street blades at no additional cost to property owners. The design for decorative street blades selected by the Community League is below.

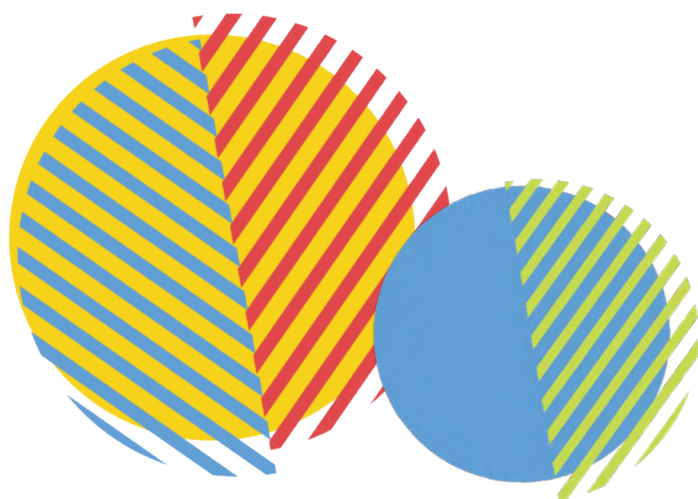


## Preparing for Construction

We're almost there! Thank you for your continued interest and engagement in the Hillview Neighbourhood and Alley Renewal process.

We plan to connect with you again as we start to prepare for construction. Information about what you can expect during construction and proposed construction staging will be available online and at the **Preparing for Construction** event in early 2025.

For more details about the Hillview Neighbourhood and Alley Renewal project and to sign up for emailed project updates, please visit [edmonton.ca/BuildingHillview](https://edmonton.ca/BuildingHillview). You can also call 311 or email [buildinggreatneighbourhoods@edmonton.ca](mailto:buildinggreatneighbourhoods@edmonton.ca) and ask to be connected with a Project Team member by phone.



# Working together to make the most of your neighbourhood

This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better. We will engage and work with you on the renewal of streets, sidewalks, street lights and park spaces, and promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used. Let's make the most out of your neighbourhood.

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

| **SHARE** YOUR VOICE  
**SHAPE** OUR CITY

**Edmonton**