



**Urban design
analysis**
Grandview
Heights
neighbourhood
renewal

September 2019

Updated June 2020

Grandview School
Park

| BUILDING GREAT
NEIGHBOURHOODS

Edmonton

TABLE OF CONTENTS

1.0	INTRODUCTION	
1.1	BGN PROGRAM	1
1.2	ABOUT NEIGHBOURHOOD RENEWAL	1
1.3	URBAN DESIGN ANALYSIS	1
1.4	HOW TO USE THE REPORT	2
1.5	POLICY AND STANDARDS REVIEW	3
1.6	PROJECT APPROACH AND PROCESS	5
2.0	NEIGHBOURHOOD BACKGROUND INFORMATION	
2.1	STUDY AREA	6
2.2	DEMOGRAPHICS	7
2.3	NEIGHBOURHOOD CONTEXT	8
2.4	PARKS AND OPEN SPACES	10
2.5	BUILT FORM	12
2.6	MOBILITY AND CONNECTIVITY	14
2.7	STREET FORM AND COMPOSITION	17
2.8	INFRASTRUCTURE	19
2.9	TRANSFORMATIONS AND PROJECT INFLUENCES	19
2.10	LAND OWNERSHIP AND DEVELOPMENT OPPORTUNITIES	21
2.11	STRENGTHS, WEAKNESSES, OPPORTUNITIES AND CHALLENGES	23
3.0	PUBLIC ENGAGEMENT SUMMARY	
3.0	PUBLIC ENGAGEMENT SUMMARY	24
4.0	NEIGHBOURHOOD PLAN AND DESIGN CONCEPTS	
4.1	VISION AND GUIDING PRINCIPLES	25
4.2	NEIGHBOURHOOD PLAN	26
4.3	SIDEWALK IMPROVEMENTS	27
4.4	URBAN DESIGN CONCEPTS	28

APPENDIX 1: FINAL DESIGNS

1.0 INTRODUCTION

1.1 BGN PROGRAM

As part of the City of Edmonton's neighbourhood renewal process, the Building Great Neighbourhoods (BGN) and Open Spaces Branch, the neighbourhood renewal program outlines a cost effective, long-term plan to address the needs of Edmonton's neighbourhood infrastructure. The program involves the renewal and rebuilding of local roads, collector roads, service roads, curb and gutters, sidewalks and the replacement of streetlights. Alley renewal and arterial roads are not a part of neighbourhood renewal.

The program also evaluates and coordinates other open space assets such as trees, park furniture, play spaces, walkways, trails and sports fields within the neighbourhood. This is based on an enhanced public engagement and urban design analysis process. Ultimately, the project informs a holistic approach to neighbourhood renewal.

1.2 ABOUT NEIGHBOURHOOD RENEWAL

The neighbourhood renewal project will occur over three phases:

- + Concept Phase
- + Design Phase
- + Build Phase

The Concept Phase includes the development of a vision and guiding principles, areas of opportunity, and a neighbourhood plan and design concepts for the neighbourhood. To ensure that these deliverables were community-endorsed for Grandview Heights, the Concept Phase included an extensive public engagement process, that featured a series of public engagements such as walking tours, workshops, online surveys, and drop-in sessions. Feedback from these activities was used to ensure that neighbourhood renewal was understanding of the context and needs of the community and the benefits and tradeoffs of different design ideas, to create a refined neighbourhood plan and design concepts that was unique to Grandview Heights.

Public input was just one of the considerations that influenced the development of the neighbourhood plan and concepts along with technical constraints and City policy and programs. These considerations have been outlined throughout the following report to support the refinement and prioritization of these concepts into detailed designs (Design Phase), and to ultimately support what is built through neighbourhood renewal (Build Phase).

Engagement will continue into future phases to finalize the designs and share information and gather feedback on construction. Construction will occur over two years between 2020 and 2021 for Grandview Heights during the Build Phase.

1.3 URBAN DESIGN ANALYSIS

The Urban Design Analysis (UDA) for Grandview Heights includes a comprehensive urban design and planning analysis of the neighbourhood, and highlights solutions to community identified issues that can be addressed through neighbourhood renewal efforts. These solutions have been presented in the neighbourhood design and concept plans within the following report.

The purpose of the UDA is to inform future city processes and guide investment and redevelopment to help enhance the overall quality of life in the neighbourhood based on the vision and guiding principles for renewal in Grandview Heights. The UDA will ultimately support the City of Edmonton in determining the concepts that are selected for implementation in the Design and Build Phase.

Concepts selected from the UDA will require detailed engineering prior to construction, as well as consideration of appropriate funding sources. Funding could come from the public, private or community sectors. It is recognized that limited financial resources are available, so while some initiatives were prioritized, others will likely be developed over longer time frames or reassessed in time.

1.4 HOW TO USE THE REPORT

The following is a summary of each section in the UDA.

1. Introduction

Provides a general introduction, project background information, an explanation of the UDA including its purpose, and a summary of policies, plans, and standards.

2. Neighbourhood Background Information

Provides a description of the study area, demographics of the neighbourhood, and the overall context through an analysis of the:

- + Neighbourhood context
- + Parks and open space
- + Built form
- + Mobility and connectivity
- + Transformation and project influences
- + Land ownership and development opportunities
- + Neighbourhood strengths, weaknesses, opportunities and challenges

3. Public Engagement Summary

Provides a description of the BGN process for public engagement and summary of the events that have occurred to date.

4. Neighbourhood Design and Urban Concept Designs

Shares the vision and guiding principles, as well as the neighbourhood plan and urban design concepts, including an overview of considerations for public input, technical constraints, and City policies and programs.

Preliminary design engineering plans for neighbourhood renewal works will be informed by the neighbourhood plan and design concepts.

1.5 POLICY AND STANDARDS REVIEW

The following is a summary of relevant City of Edmonton guiding documents and policies which will inform the development of the community plan and concepts for neighbourhood renewal.

1.5.1 MUNICIPAL DEVELOPMENT PLAN

The Way We Grow – Municipal Development Plan (Bylaw 15100) (MDP) was adopted in May 2010. The MDP is the City of Edmonton's 10-year strategic plan for urban form, growth, and development for a 30-year period. The MDP targets growth of up to 1,200,000 residents living in Edmonton by 2040. The policies set out by the MDP include growth and development that integrate land uses to achieve complete, livable communities and move Edmonton towards our desired future.

For neighbourhood renewal, the MDP includes policies that support neighbourhood revitalization that contributes to the livability and adaptability of mature neighbourhoods. With respect to urban design, the MDP requires development to fit in with the context of existing and future plans for the neighbourhood. The MDP is implemented through subsidiary plans, policies, programs and activities, in partnership with all City departments. The MDP will be replaced by the upcoming City Plan, but many of the policies and objectives may be carried forward.

1.5.2 COMPLETE STREETS DESIGN AND CONSTRUCTION STANDARDS

The Complete Streets Design and Construction Standards (2018) document provides a reference for street design in Edmonton. It integrates best practices and standards with the former Roadway Design Standards and Construction Specifications to demonstrate how to create a holistic approach for a street network that is safe, attractive, comfortable, and welcoming to all users in all seasons, while considering operational and maintenance challenges.

The policy manual classifies the priority streets into freeway, arterial, collector, local, alley, shared streets and pedestrian-only streets. The modal priority sets a hierarchy of transportation modes based on street type designs. Active modes, such as walking and wheeling are in the highest priority list.

Complete Streets includes recommendations for sidewalk width and suggests that they should be designed to accommodate two passing wheelchair users, with a minimum width of 1.8 m. For neighbourhood renewal, it may be more difficult to accommodate this width however, due to the need to integrate transportation infrastructure in a retrofit context.

Complete Streets will be used to assess the existing transportation network in Grandview Heights and identify opportunities to redesign these streets to support a road network that is safe, attractive, comfortable, and welcoming to people of all ages and abilities. The streets that are subject to renewal in Grandview Heights are classified as collector and local streets.

- A collector street provides neighbourhood travel between local and arterial streets with direct access to adjacent land. Public transit buses generally operate on collector streets within neighbourhoods
- A local street provides direct access to adjacent lands and serve neighbourhood travel and include service roads

These classifications and others, are further defined in Complete Streets through cross sections that include preferred spatial dimensions for lane widths, road alignment, traffic calming features, and access control or provisions. These cross sections are contextually specific to the surrounding context (ie. commercial, residential, etc.) and will be considered when applying Complete Streets to the road designs for Grandview Heights.

The standards also provide a strategy for designing with a retrofit lens for mature neighbourhoods as well, including design considerations for the location of existing buildings, mature trees, utility infrastructure, private landscaping within public right of way, and numerous other constraints. These constraints must be addressed while striving to balance the needs of all street users and incorporating input through public engagement. For mature neighbourhoods a benefits and tradeoffs discussion is necessary between the standards and feasibility as well.

Complete Streets recognizes the need for bike routes for all ages and abilities as well. Bike routes are classified according to their use and type: on-street bike lanes, shared-use paths and shared roadways. The standards discuss the configuration of curbs, gutters, catch basins and

utility covers along the street for drainage control, cycling and walking facilities, and aesthetics.

Street trees and landscaping are critical elements of Edmonton's streets according to Complete Streets. The street trees and landscaping can include a variety of species but require a careful selection of trees, soil volume, spacing and landscaping required for all street classifications mentioned in the Design and Construction Standards of Complete Streets, and in alignment with Volume 5: Landscaping Standards.

The Complete Streets standards align with additional transportation policies and initiatives that will be applicable and referenced during the project process. This includes, but is not limited to the Active Transportation Policy (C544), Community Traffic Management Policy (C590), Road Safety Strategy 2016–2020 (Vision Zero) and Bicycle Transportation Plan, Sidewalk Strategy and Walkability Strategy.

1.5.3 EDMONTON'S GREEN NETWORK STRATEGY: BREATHE

Edmonton's Green Network Strategy: Breathe (2017), which has replaced the Urban Parks Management Plan, sets out a plan for an integrated system of open spaces that include parks, plazas, pedestrian-friendly streets, natural areas, green ways, and green infrastructure. The strategy ensures the development of highly functioning open spaces that contribute to human health and wellness, improve the urban environment, and provide places for people to come together.

The driving principles of the Green Network Strategy Plan include celebrating unique cultural and ecological character, integration of multi-functional layers to the system, equitable and accessible open spaces, connected and coherent green network facilities, high quality public realm, and safety and wellness. This strategic plan and the principles and policies contained in it will be considered within the context of Grandview Heights in terms of any proposed enhancements to the parks and open space network.

1.5.4 NORTH SASKATCHEWAN RIVER VALLEY AND RAVINE SYSTEM PROTECTION OVERLAY

The North Saskatchewan River Valley and Ravine System Protection Overlay provides a development setback from the North Saskatchewan River Valley and Ravine System. This overlay ensures that all developments maintain a minimum of 7.5 metre setback from the North Saskatchewan River Valley and Ravine System. It also ensures that the rear or side yard of any residential site that abuts or is partially or wholly contained within the North Saskatchewan River Valley and Ravine System includes permeable landscaping materials. Grandview Heights is located adjacent to the North Saskatchewan River Valley and Ravine System. The overlay may be relevant to any enhancements that could occur directly adjacent to the River Valley, as part of neighbourhood renewal.

Any work requiring a development permit will need to adhere to minimum setback requirements and be developed to maintain the stability of the slope.

1.5.5 RIBBON OF GREEN – DRAFT PLAN

The Ribbon of Green provides a strategy to guide the ecological protection and recreational use of Edmonton's River Valley and Ravine System. It contains policies guiding further planning, decision making, monitoring and management of the Ravine System. It informs collaboration, public engagement, and partnership with communities and institutions. It also provides direction for program to inform future site-specific planning.

The Ribbon of Green encourages public access to the System through mobility networks for vehicles, transit, and active transportation such as walking, biking, cross-country skiing, while ensuring environmental protection. It highlights the implementation of trail networks providing a connected regional trail system that ties together destinations and neighbourhoods. Access to these trails can be achieved within Grandview Heights by linking new and existing trails to top-of-bank active transportation networks.

1.6 PROJECT APPROACH AND PROCESS

The public engagement approach and process is based on the Building Great Neighbourhoods roadmap. The UDA is the final deliverable for the Concept Phase, which supports decision making through the Design Phase.



LEGEND



2.0 NEIGHBOURHOOD BACKGROUND INFORMATION

2.1 STUDY AREA

The neighbourhood study area includes the south Edmonton neighbourhood of Grandview Heights. The boundaries of the study area are defined by Grand View Drive to the north and west, 62 Avenue to the south and 122 Street to the east. 122 Street is an arterial road that was recently renewed and is excluded from the scope of the neighbourhood renewal program.

Grandview Heights is approximately 0.56 square kilometres with a population of approximately 1,139 (according to the 2016 Municipal Census data). The neighbourhood is served by the Grandview Heights Community League. There is a tripartite agreement between the City, the Community League and the Edmonton Federation of Community Leagues (EFCL) which outlines that the Community League is responsible for providing recreational opportunities within the Community League License Boundary, including the community skating rink, outdoor fitness area, and tennis courts.

Study Area



LEGEND

- Neighbourhood Study Area
- Grandview Community League
- - - Community League License Boundary

2.2 DEMOGRAPHICS

The 2016 Municipal Census found that Grandview Heights has a much higher proportion of senior residents than the City of Edmonton as a whole (29%, compared to 12% city-wide). Due to the high representation of seniors, aging-in-place is important to allow residents to remain in the Grandview community. Grandview Heights has a much higher proportion of homeowners (91%, compared with 64% city-wide), and a large population of non-movers (69%, compared with 51% city-wide), which indicates that most of the people living in Grandview Heights own their property and have lived there for quite some time. This may also suggest that residents have a strong bond with the neighbourhood and a lot of vested interest in neighbourhood renewal and how this impacts the identity of the community.

The Census also found that the majority of homes in Grandview Heights are single-family detached houses (96%, compared with 50% city-wide) and that most of these homes were built between 1961 to 1980. In recent years, the neighbourhood has begun to experience some infill development, comprised of predominantly skinny homes on split lots. The neighbourhood has seen very little population growth over the last decade, however.

The average household income in Grandview Heights is significantly higher than the rest of Edmonton and the estimated housing price is nearly double, which suggests that the neighbourhood is quite affluent. Additionally, the majority of the population (76%) have university educations.

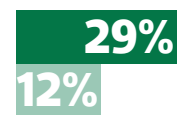
Most residents in Grandview Heights use a car, truck or van to get to work (75%, compared to 79% city-wide), with some residents using public transit (15% for Grandview Heights and city-wide). The amount of transit users likely benefits from the proximity to the South Campus LRT Station.

A fair amount of residents bike or walk to work (11%, compared with 5% city-wide), likely due to the regional connectivity of the existing bike infrastructure/routes and proximity

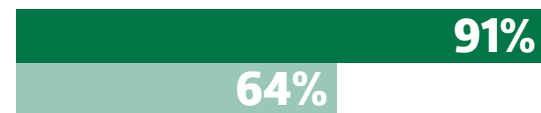
to employment areas, such as the University of Alberta. Neighbourhood renewal has the opportunity to improve bike connectivity within the neighbourhood which could further support commuting by bicycle as an option for residents.

Neighbourhood Statistics

Percentage of people 65 years and over



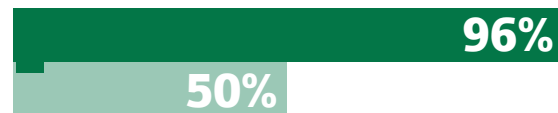
Percentage of people who own homes



Percentage of people who have not moved in 5 years



Percentage of single family houses

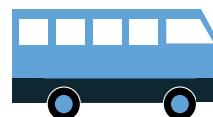


Grandview Heights City of Edmonton

People who commute to work



Grandview Edmonton
75% **79%**
Drive to work



Grandview Edmonton
15% **15%**
Take transit to work



Grandview Edmonton
11% **5%**
Walk or bike to work

2.3 NEIGHBOURHOOD CONTEXT

The historical context of Grandview Height is most accurately reflected in the homes that were built in the 1960s and the mature trees. No buildings in Grandview Heights are listed on the register and inventory of historic resources in Edmonton.

A variety of destinations surround Grandview Heights, within ten to thirty minutes walking and five to fifteen minutes biking, including:

- + Foote Field
- + South Campus/Fort Edmonton Park LRT Station
- + Whitemud Equestrian Centre
- + Alfred Savage Centre
- + The River Valley
- + The ravine area
- + Several other recreational spaces located on the University of Alberta's South Campus property

Primary access points from the neighbourhood to these destinations are provided from the intersections at 62 Avenue and 63 Avenue to the major arterial route of 122 Street. Shared-use paths are also located along 122 Street and South Campus and serve to connect neighbourhood routes to surrounding areas. Several trail entrances into the River Valley are also located within the neighbourhood.

Although Grandview Heights is close to recreation and natural spaces, other amenities such as grocery, retail, services, and facilities are generally beyond a fifty minute walking time.

Design Considerations

The following neighbourhood context elements will be considered as part of the development of urban design concepts.

- + Multi-modal connections to surrounding destinations (driving, biking, taking transit, walking)
- + Preserving the natural look and feel of the neighbourhood

Neighbourhood Context



1 Whitemud Equestrian Centre



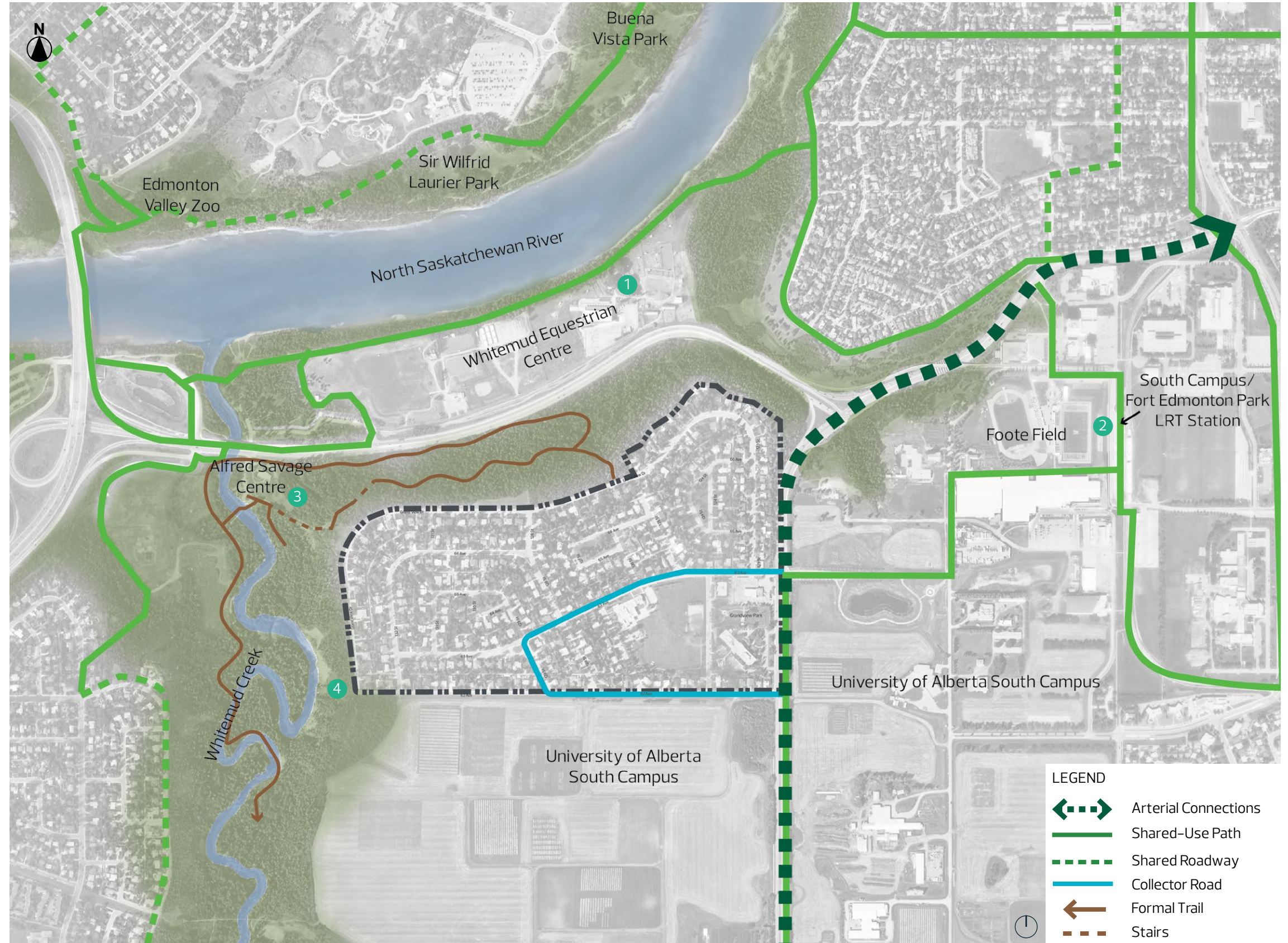
2 South Campus/Fort Edmonton Park LRT Station



3 Alfred Savage Centre



4 Whitemud Creek



2.4 PARKS AND OPEN SPACES

Parks and open spaces in Grandview Heights include Grandview Park and Grandview School Park.

Grandview Park, located in the east side of the neighbourhood, supports outdoor amenities such as a fitness area and skating rink. The outdoor skating rink is run by the community league.

The Grandview School Park playground space located west of Grandview Park provides formal recreational facilities such as baseball diamonds, a soccer field, and a playground and sport court area. The space between the park area and the adjacent 63 Avenue and 124 Street has a notable grade change.

The pocket parks along 129 Street, 126 Street and 124 Street are primarily a mix of mature trees, shrubs, and maintained turf grass. The pocket parks are contained on all sides by adjacent streets and provide some opportunity for seating and passive recreation. It is notable that the pocket park on 129 Street is within road right of way. The pocket parks on both 126 and 124 Streets are both titled lots, and are zoned AP, Public Parks Zone. The neighbourhood also has a school and park site, zoned US, Urban Services Zone.

Proximity to the River Valley and Whitemud Creek provides large areas of naturalized open space. Access to University of Alberta South Campus also provides open space such as Evergreen Pond and various pathways. Along the interface of Grand View Drive, there are multiple grassy open areas between the tree line and the road. These spaces vary in size and are currently used for passive recreation. These spaces provide connection to both formal and non-designated trails. Improvements to the stairway connection to the Alfred H. Savage Centre are currently being explored through another City project.

Design Considerations

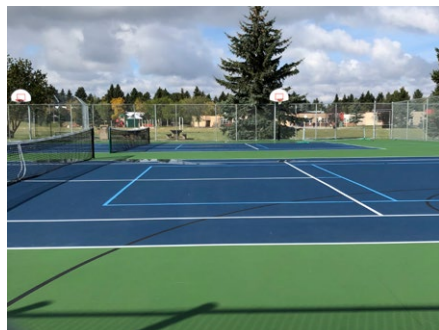
The following parks and open space elements will be considered as part of the development of urban design concepts:

- + Integration and connection with the River Valley context
- + Diversity of recreational opportunities for residents
- + Lighting, seating/resting areas and existing park pathways
- + Provision and location of amenities in existing park areas (ie. fitness area, skating rink)
- + Access and interface with existing parks and open spaces

Parks and Open Spaces



1 Pocket Parks



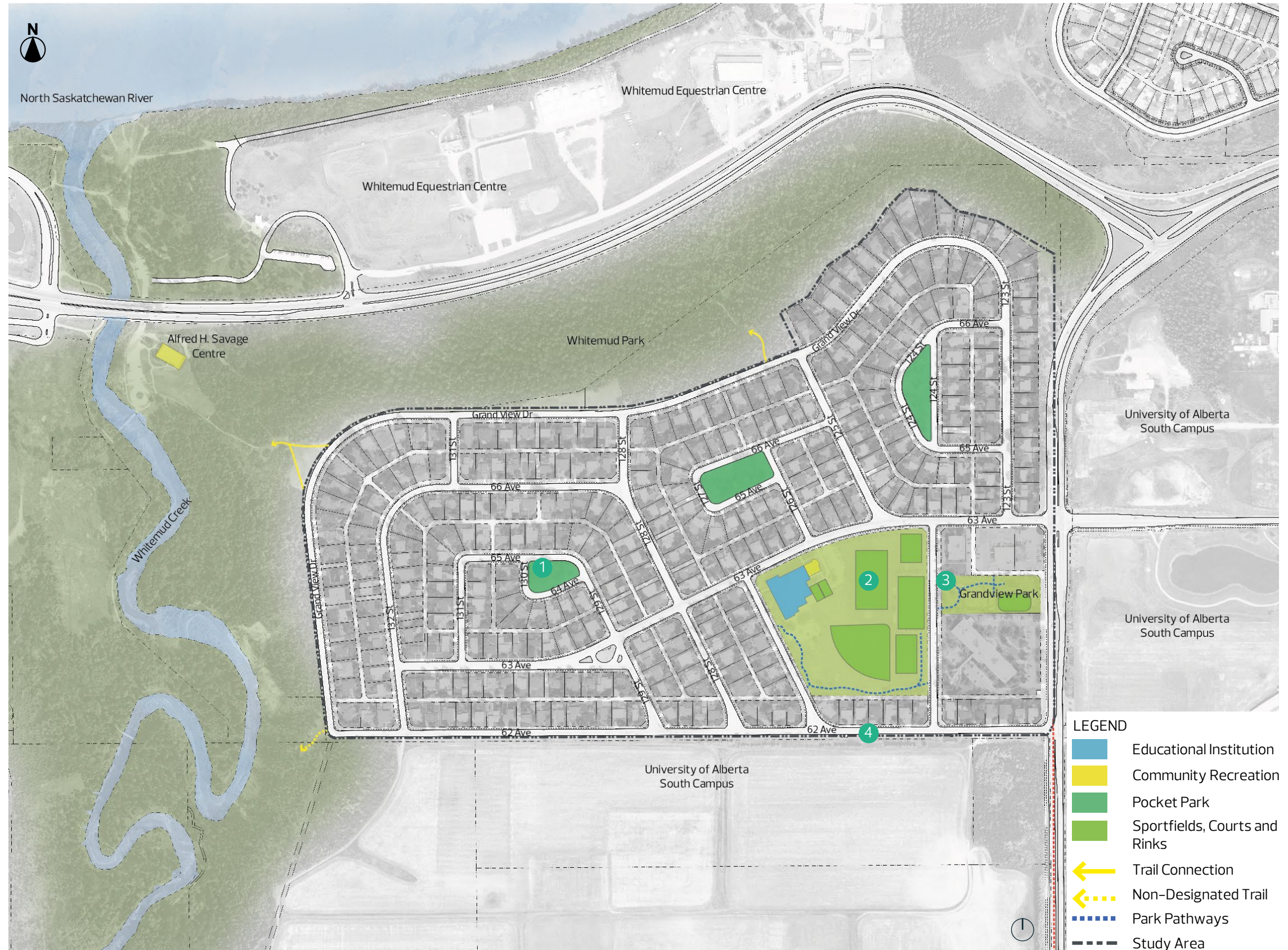
2 Grandview Community League Sports Court



3 Grandview Park



4 62 Avenue University of Alberta South Campus Interface



2.5 BUILT FORM

Throughout the neighbourhood, the built form reflects the period in which the neighbourhood was developed. Typical of the 1960s, the neighbourhood predominantly features low-density single-family dwellings (approximately 75% of total residences, as per the 2016 Municipal Census) on large lots. The residential area has one multi-family development (approximately 5% of total residences) that offers private amenity space and private street access or lane access to an onsite parking lot. Additionally, CapitalCare Grandview, a care organization for seniors, is located within the neighbourhood and offers long-term care units (approximately 20% of total residences). It features private outdoor amenity spaces and private street access to onsite parking lots.

The majority of residences in the neighbourhood have alley access to garages. Some residences, specifically on the north side of Grand View Drive, have garage access from the street with yards backing directly onto the River Valley.

Many community functions take place at Grandview Heights School or the Grandview Heights Community Centre, which are located in the south east of the neighbourhood, adjacent to 63 Avenue to the north and 127 Street to the west, and near Grandview Park.

Grandview Heights School is a public elementary and junior high school. The majority of the students come from outside the neighbourhood boundary. The school has an on-street drop-off/pick-up area on 127 Street. There is no yellow bus service provided by the school.

Grandview Heights School is a Joint Use Facility with a Class "D" gymnasium (under 350 sq. m) as per the City of Edmonton's Joint Use Agreement. The Joint Use Agreement is between the City and School Board and supports sharing publicly funded facilities to maximize benefit to students and citizens of the City of Edmonton.

The Community League building is a private community building located next to the school, which provides a venue for community gatherings and events within Grandview Heights.

There is one small scale commercial area along 63 Avenue which provides auto service and health and medical services.

Design Considerations

The following built form elements will be considered as part of the development of urban design concepts:

- + Private driveway access along public streets and from lanes
- + Parking and drop-off areas for community amenities
- + Interface between private and public amenity areas
- + Access and quality of commercial destinations
- + Residential community character

Built Form



1 Single-family Residential Dwelling



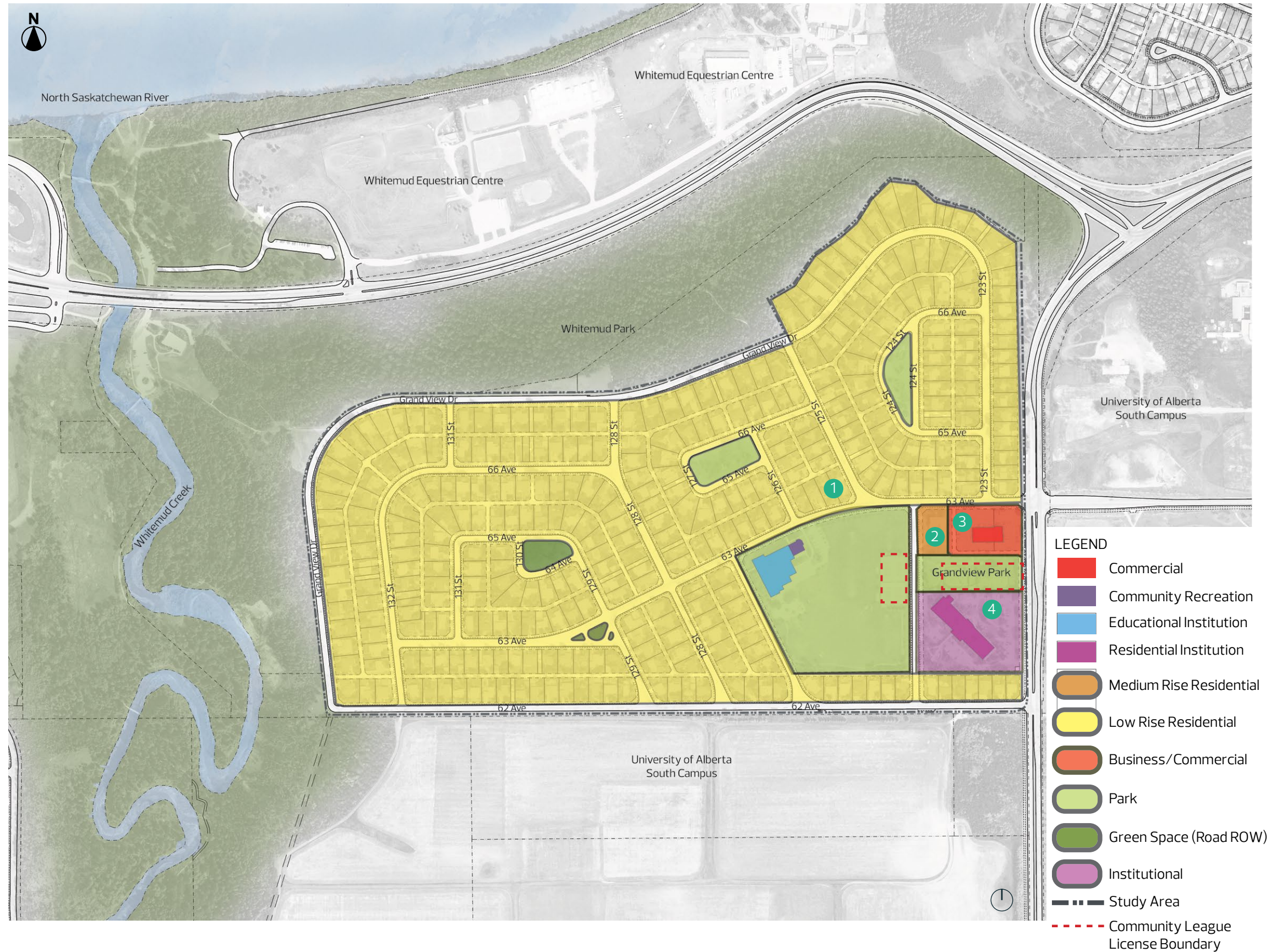
2 Multi-family Residential Dwelling



3 Commercial



4 CapitalCare Grandview



2.6 MOBILITY AND CONNECTIVITY

The street network in the neighbourhood is characterized by a suburban style curvilinear street network pattern. Primary vehicle access into and out of the neighbourhood is provided on the collector roads of 63 Avenue and 62 Avenue. The intersection at 63 Avenue and 122 Street is signal controlled while the intersection at 62 Avenue and 122 Street is currently stop controlled when approaching from the west. The collector 62 and 63 Streets and arterial 122 Street generally run through the south-east side of the neighbourhood and connect to the residential street network.

Transit service runs on the collector roads and arterial 122 Street. These transit routes offer one basic route and one peak hour route which operate along 122 Street. The transit frequency ranges from 15 minutes during peak hours, 30 minutes during weekdays and Saturdays to 60 minutes on Sundays. Amenities vary at the transit stops, with some including benches and shelters and others providing no amenities. The Bus Network Redesign Phase 2 Draft does not include a route within the neighbourhood, and therefore the existing bus stops will be removed. This will require residents to travel outside the neighbourhood to access transit.

The neighbourhood is well-connected to key destinations in the surrounding area. These key destinations include the South Campus/Fort Edmonton Park LRT Station, recreation facilities including Foote Field and the Saville Community Sports Centre, and Evergreen Pond, to the east, as well as connections to ravine trails and the Grandview stairs to the northwest.

The LRT Station, recreation facilities, and Evergreen Pond can be accessed by the shared-use path along 122 Street and 63 Avenue. The ravine trails and the Grandview stairs, can be accessed by the existing formal and non-designated trails along Grand View Drive.

People who are walking use sidewalks, trails and park pathways throughout the neighbourhood. However, sidewalks are not provided on the north

and west side of Grand View Drive and along the south side of 62 Avenue. Sidewalks are monowalk (located directly adjacent to vehicular travel lanes and with no boulevard) with widths less than the current standard of 1.8 metres (current sidewalks approximately 1.5 metres). There are no designated on-street bike routes provided.

A review of the City's data for Grandview Heights suggests that speeding within the neighbourhood is a concern. Speed surveys conducted in 2017 confirms 85 percentile speeds over the posted speed limit along Grand View Drive west of 125 Street, 63 Avenue east of 127 Street, and 62 Avenue west of 124 Street. In addition, the speeds documented along 63 Avenue in the school zone show less than 30% compliance for the school zone speed limits.

Intersection configurations are predominantly vehicle oriented and are missing curb ramps. There are a limited number of intersection locations that have enhanced pedestrian crossings (i.e. signs or signalized pedestrian crosswalks). Some intersections along 62 Avenue and 63 Avenue (at the 128 Street and 129 Street intersections for both) have limited visibility due to the grade change from the hill crest. This impacts the sight line, leading to difficult conditions for people who drive, walk and bike.

Informal trails for walking and biking have been established along the interface of both Whitemud Park and South Campus.

Permanent on-street no parking zones are currently in place along certain areas of Grand View Drive, 124 Street, 62 Avenue. Seasonal no-parking zones are located along 63 Avenue with no stopping zones located in front of the school.

Design Considerations

The following mobility and connectivity elements will be considered as part of the development of urban design concepts:

- + Missing walking connections
- + Key gateway and access points
- + Amenity areas associated with mobility network
- + Access to transit facilities resulting from bus network
- + Provision of on-street parking
- + Access to front drives
- + Pedestrian street crossing and intersection configuration
- + Park pathway and trail connections
- + Traffic safety measures in the school zone
- + Traffic safety measures along Grand View Drive and 62 Avenue

Mobility and Connectivity



1 Local Residential Road



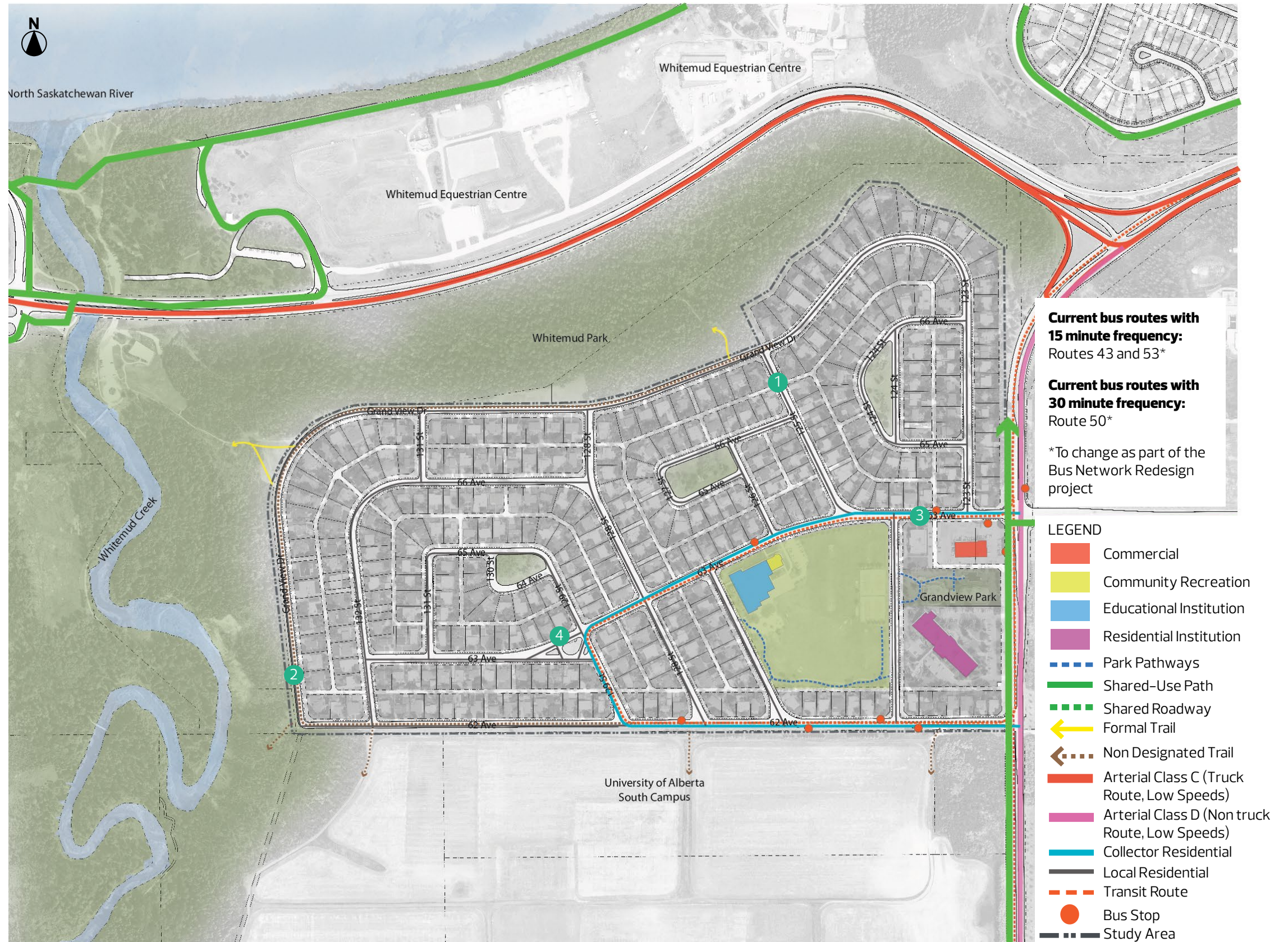
2 Non Designated Trail



3 63 Avenue



4 Transit Turn Around



2.7 STREET FORM AND COMPOSITION

The neighbourhood contains both collector and local residential roads. The collector roads typically have a right of way of 21 metres with 11.7 metres of carriageway. Although 63 Avenue West of 129 Street; 128 Street between 63 Avenue and Grand View Drive; and 125 Street between 63 Avenue and Grand View Drive are not classified as collector roads they also have wider cross-sections with 21 metres right of way. These streets have lane configuration that typically supports two travel lanes and permanent on-street parking on both sides of the roadway. The sidewalks on the collector roads are monowalk that are 1.5 metres in width.

Local residential roads typically have a right of way of 20 metres with 9.15 metres of carriageway. The residential roads typically provide 2-way traffic with yield conditions, as well as sidewalks on either side of the street, with the exception of the the north side of the neighbourhood on Grand View Drive next to the River Valley where a sidewalk is only provided on one side of the street. The sidewalks on residential roads are located directly adjacent to the carriageway (monowalks). Permanent parking is typically provided on both sides of the street. Street lights are provided on one side of the street.

Collector and local residential roads do not currently have boulevard trees, however there are trees located between the sidewalk and private property within the right of way.

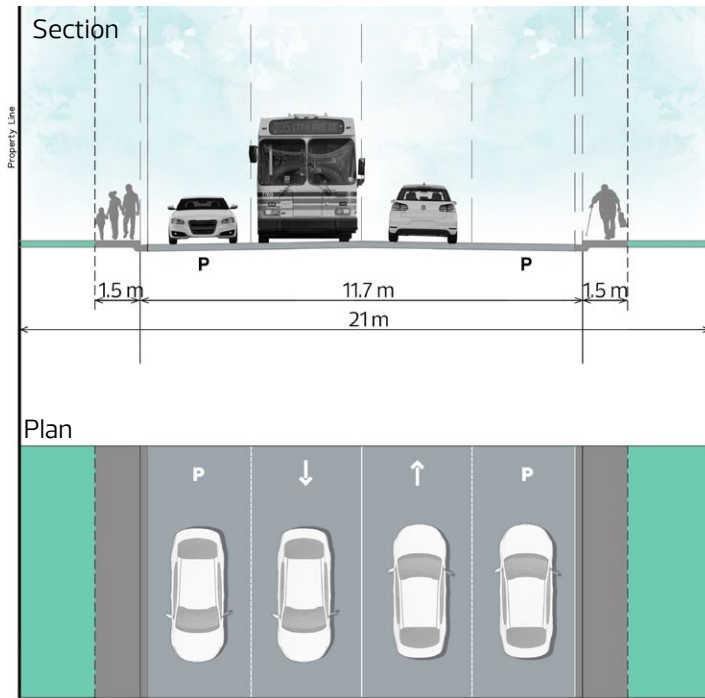
Design Considerations

The following street form and composition elements will be considered as part of the development of urban design concepts:

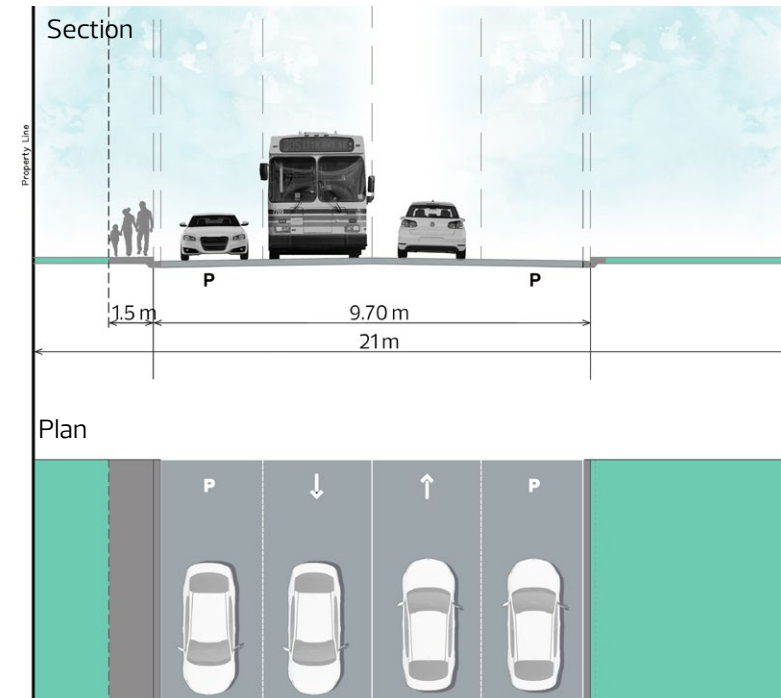
- + Carriageway dimension
- + Additional right of way area
- + Missing sidewalk areas
- + Walking and biking experience
- + Quality of lighting for all modes
- + Provision of boulevards with street trees

Collector streets

63 AVENUE

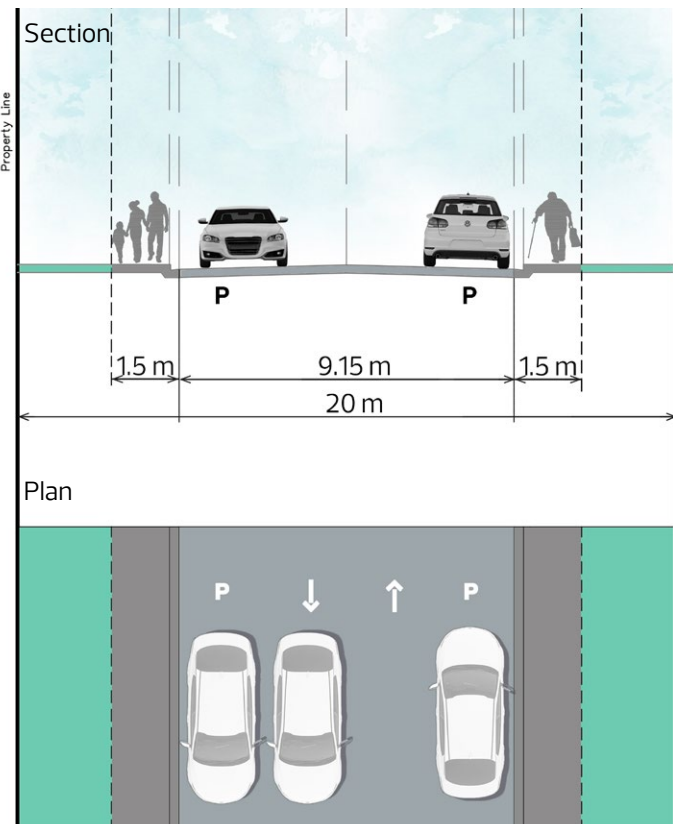


62 AVENUE

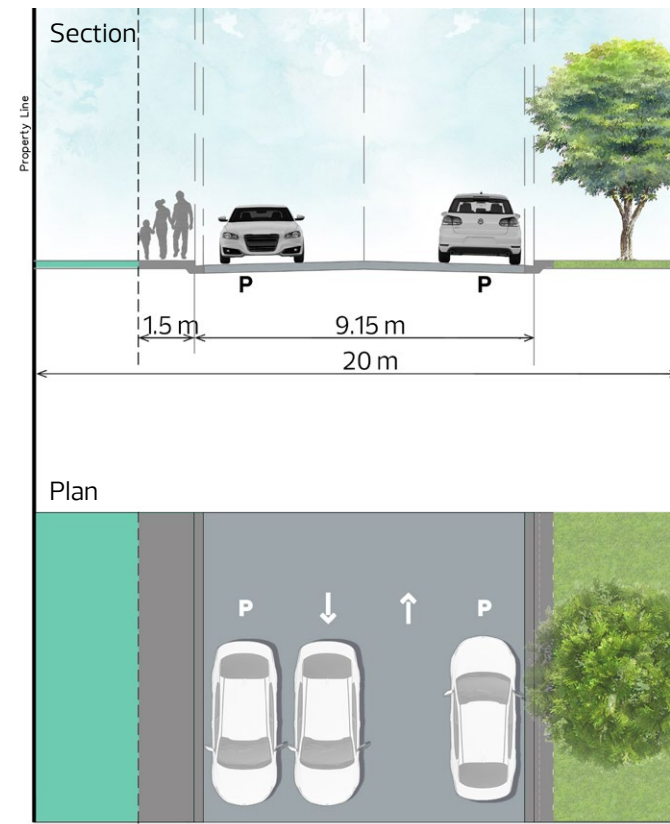


Local streets

TYPICAL – SIDEWALKS BOTH SIDES



GRAND VIEW DRIVE



Note: 123 and 125 Street are classified as local streets, but have a 11.7 m carriageway, similar to a collector roadway.

2.8 INFRASTRUCTURE

The neighbourhood infrastructure for Grandview Heights includes typical underground utilities such as gas, water, power, sanitary and storm water lines. Above-ground infrastructure includes standard City of Edmonton light fixtures. Grandview Heights was serviced in the mid 1960s by the City of Edmonton in an era when community development was shifting from the City to private developers.

The storm water infrastructure is located on 128 Street and 125 Street in the middle of the road right of way. In other parts of the neighbourhood, storm water mains are located near the curb. In addition, some isolated storm water mains are located under the small neighbourhood parks with services extending under roadways to residents. Grandview Heights is split into two basins with the west half of the neighbourhood draining into Whitemud Creek and the east half draining towards 122 Street following Fox Drive where it eventually drains into the North Saskatchewan River.

The sanitary network is completely separate from storm infrastructure. The sanitary infrastructure is predominantly located in alleys. The sanitary mains for the residential lots backing onto 122 Street and Fox Drive are serviced from the rear despite the fact there are no alleys present. The sanitary alignment on the top of bank continues outside the road right of way for much of Grand View Drive to the west. Mature trees are present over the majority of this alignment which makes repairs and access challenging.

The water line network is located in the rear lanes and sidewalks or under the center of the roadway. Gas lines are generally serviced through the alleys or sometimes within the City-owned land directly adjacent to the sidewalk. Power and telecom services are generally in the City-owned land directly adjacent to the sidewalk.

The neighbourhood is in close proximity to large forested areas within the North Saskatchewan River Valley and Whitemud Creek. As such, fire coverage and water flows may be reviewed to ensure that coverage reflects modern standards.

Design Considerations

The following infrastructure elements will be considered as part of development of urban design concepts:

- + Location and impact of infrastructure and services

2.9 TRANSFORMATIONS AND PROJECT INFLUENCES

As the neighbourhood of Grandview Heights progresses through the neighbourhood renewal process, consideration and connection to the adjacent context may play a role in future urban design recommendations.

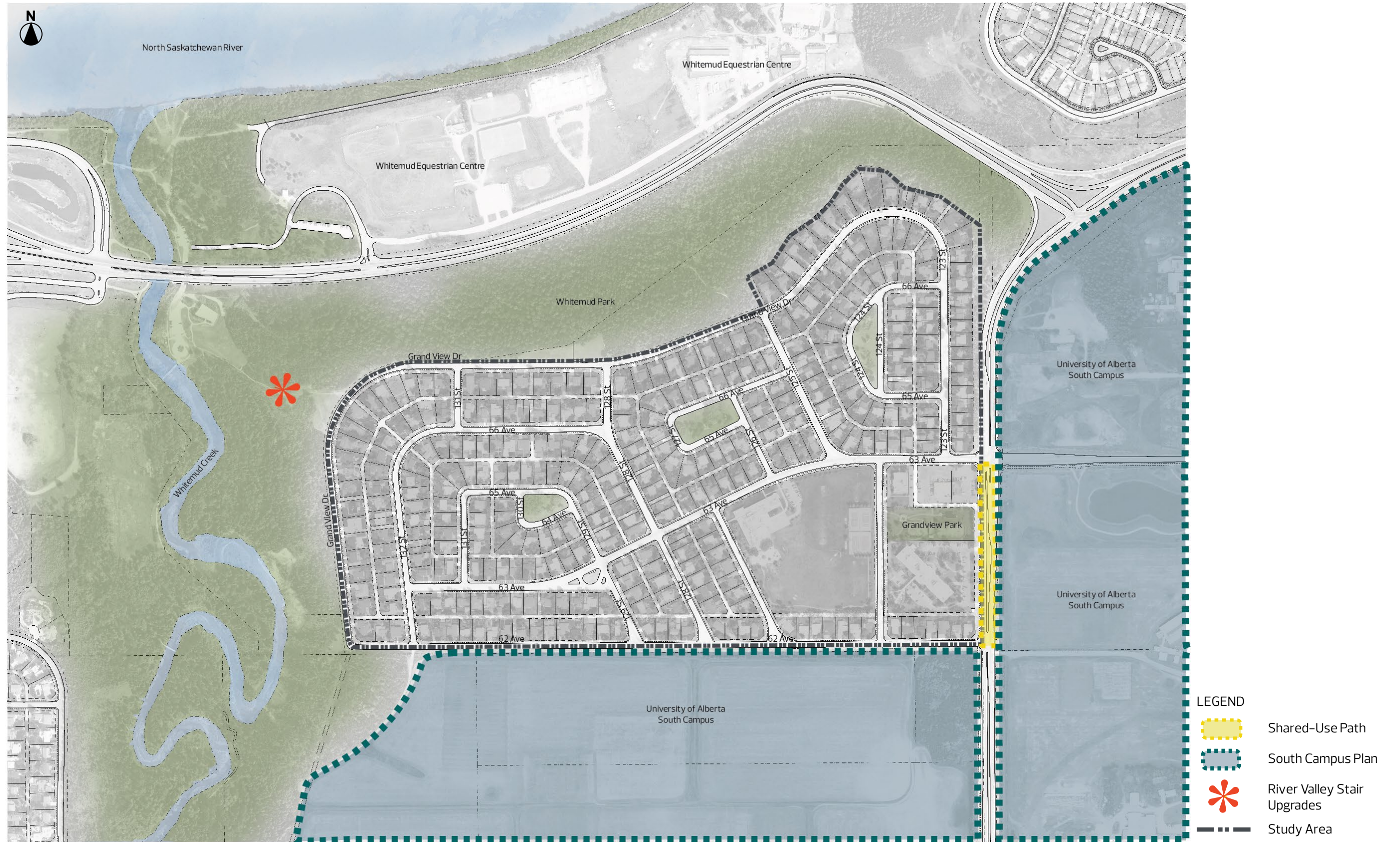
Project influence outside of the scope of neighbourhood renewal include the shared-use path along 122 Street, the long term South Campus Plan and improvements to formal trail connections to River Valley, including potential upgrades to the stairs down to the Alfred H. Savage Centre.

Design Considerations

The following transformations and project influences will be considered as part of the development of urban design concepts:

- + Future potential South Campus Plan
- + River Valley stairs connection
- + Shared-use path on 122 Street

Transformations and Project Influences



2.10 LAND OWNERSHIP AND DEVELOPMENT OPPORTUNITIES

Land ownership within Grandview Heights is predominantly comprised of privately owned residential lots, as well as a privately owned commercial lot near the intersection of 122 Street and 63 Avenue.

Publicly owned land within the neighbourhood includes the pocket park spaces, Grandview Park, and the bus loop island. These spaces present a development opportunity for improvements through neighbourhood renewal.

Please note, that although Grandview Park is publicly owned, the City has entered into an agreement with the Grandview Heights Community League which permits them to operate and maintain a boundary within the park that includes the skating rink and shack.

The two pocket park sites (124 Street and 126 Street) are zoned as AP public park zones. Work in these park spaces will require a development permit for work within City property. The 129 Street pocket park and bus loop area are not zoned as AP public parks but may require a development permit for work on site.

There are several strips of land within the residential neighbourhood that are publicly owned, but are leased to adjacent land owners and used privately. These strips are occupied within the back and side yards of residents and as such are fenced in with the private property, with the exception of the strip in the northwest corner of the neighbourhood which functions as a pathway connection to the ravine.

Design Considerations

The following land ownership and development opportunities will be considered as part of the development of urban design concepts:

- + Upgrades to the strip of land in the northwest corner of the neighbourhood as a pathway connection
- + The boundary for community league operations and maintenance within Grandview Park, and how this may impact potential upgrades

Land Ownership and Development Opportunities



2.11 STRENGTHS, WEAKNESSES, OPPORTUNITIES AND CHALLENGES

The following is a summary of strengths, weaknesses, opportunities, and constraints (SWOC) of the existing conditions in the neighbourhood, as identified through this analysis.

Strengths

- + Grandview Heights neighbourhood is surrounded by several ravine or natural areas that not only serve a recreation purpose but also distinctly serve non recreation purposes (i.e protected area in the ravine)
- + The neighbourhood has mature tree canopy within parks and open space areas which contributes to the character of the neighbourhood
- + The pocket parks are used by the adjacent residents
- + The neighbourhood residents have access to the River Valley and Whitemud Creek by stairs, trails and naturalized areas
- + The neighbourhood is well-connected and includes many sidewalks and pathways that provide connections to destinations and amenities within the neighbourhood, such as the commercial area along 63 Avenue, Grandview Park, and Grandview Heights School

Weaknesses

- + The sidewalks or pathways connecting the neighbourhood to the River Valley entrances are discontinuous
- + There are no dedicated bike routes (on or off-street) in the neighbourhood to connect to the new shared-use path along 122 Street
- + The triangular island on 63 Avenue which functions as a bus stop and bus turnaround is not landscaped or providing any amenity for residents
- + There are potential issues with pedestrian and traffic safety at the school along 63 Avenue, especially during drop-off and pick up times. This is due to the volume of traffic, visibility, and intersection design along 63 Avenue

Opportunities

- + Expand the active transportation network through the community to increase access to destinations and amenities
- + Improve and maintain pocket parks in the neighbourhood to make them more usable

- + Upgrade features in Grandview Park and other open spaces in the neighbourhood. This may include but is not limited to path connections, furniture, and lighting
- + Add missing sidewalks and curb cuts to improve pedestrian movement and accessibility throughout the neighbourhood and to the River Valley
- + Improve connection between Grandview Park and 122 Street shared-use path
- + Implement wayfinding signage to assist people in navigating and understanding features and destinations within the neighbourhood. This may include access to the River Valley, directions and distance to the University of Alberta South Campus or directions from trails to Grandview Park
- + Improve key community entrances at 63 Avenue and 122 Street and 62 Avenue and 122 Street. This may include opportunities such as signage or improvement to the public realm along the avenues
- + Improve intersection configuration where there are safety issues or concerns
- + Enhance visual and physical connection to the River Valley
- + Improve connections to 122 Street bus stops and the South Campus LRT Station

Constraints

- + The Grandview School park is not owned by the City
- + Improvements along the south side of 62 Avenue may need to be discussed and coordinated with the University of Alberta South Campus authority if changes are to be implemented outside of City-owned right of way on the U of A lands
- + Upgrades to 122 Street have recently been completed. Additional connections to the new shared-use path through the Community League licensed area may not be possible
- + Impact of Bus Network Redesign project may remove current bus routes
- + The current transit routes running along the collector roads connect to the broader transit network. However, the bus network may be removed

3.0 PUBLIC ENGAGEMENT SUMMARY

The following activities are included in the public engagement plan for neighbourhood renewal. The report captures the activities completed in the Concept Phase. These activities were undertaken to achieve the objectives outlined below and supported the development of the UDA.

CONCEPT PHASE

Community Walk, Vision and Guiding Principles Workshop and Online Survey – December 2018 to January 2019

- + Develop and build solutions with us regarding a vision and guiding principles
- + Help us improve our understanding of what infrastructure exists in the neighbourhood

Vision Confirmation and Community Options Event – February 2019

- + Help us improve and finalize the vision and guiding principles
- + Adapt and adjust our approach to identify opportunities and challenges

Draft Concept Designs Event – May 2019

- + Help us refine the draft concept designs and confirm that they align with the vision and principles
- + Help us prioritize the potential improvements to the the neighbourhood

DESIGN PHASE

Preliminary Designs – Late 2019

- + Share feedback and perspectives on the preliminary designs
- + Make a choice on the decorative street lights expression of interest

Pre-Construction Event – Early 2020

- + Share feedback and perspectives on construction considerations
- + Make a decision on the local improvement petitions for sidewalk reconstruction and decorative street lights



4.0 NEIGHBOURHOOD PLAN AND DESIGN CONCEPTS

The neighbourhood plan and design concepts were developed by the project team during the Concept Phase. These plans and concepts have been finalized and outlined in the following section, with additional information on technical considerations, City policies and programs, and public input.

4.1 VISION AND GUIDING PRINCIPLES

The vision and guiding principles identify the community's aspirations for the future of Grandview Heights. They also served as the foundation for the neighbourhood plan and design concepts.

VISION STATEMENT

Grandview Heights is a family-friendly neighbourhood that is welcoming to all. It has a strong community character where neighbours know each other and enjoy the area's connection with nature. Grandview Heights is a safe place where it's easy to move around and enjoy destinations in and around the neighbourhood.

GUIDING PRINCIPLES



Walkable neighbourhood that is safe and makes it easy for people to move around



Enhancing green spaces and preserving trees



Highlighting and maintaining the distinctive and unique look of the community



Giving people alternative options to get around other than driving (walking, biking)



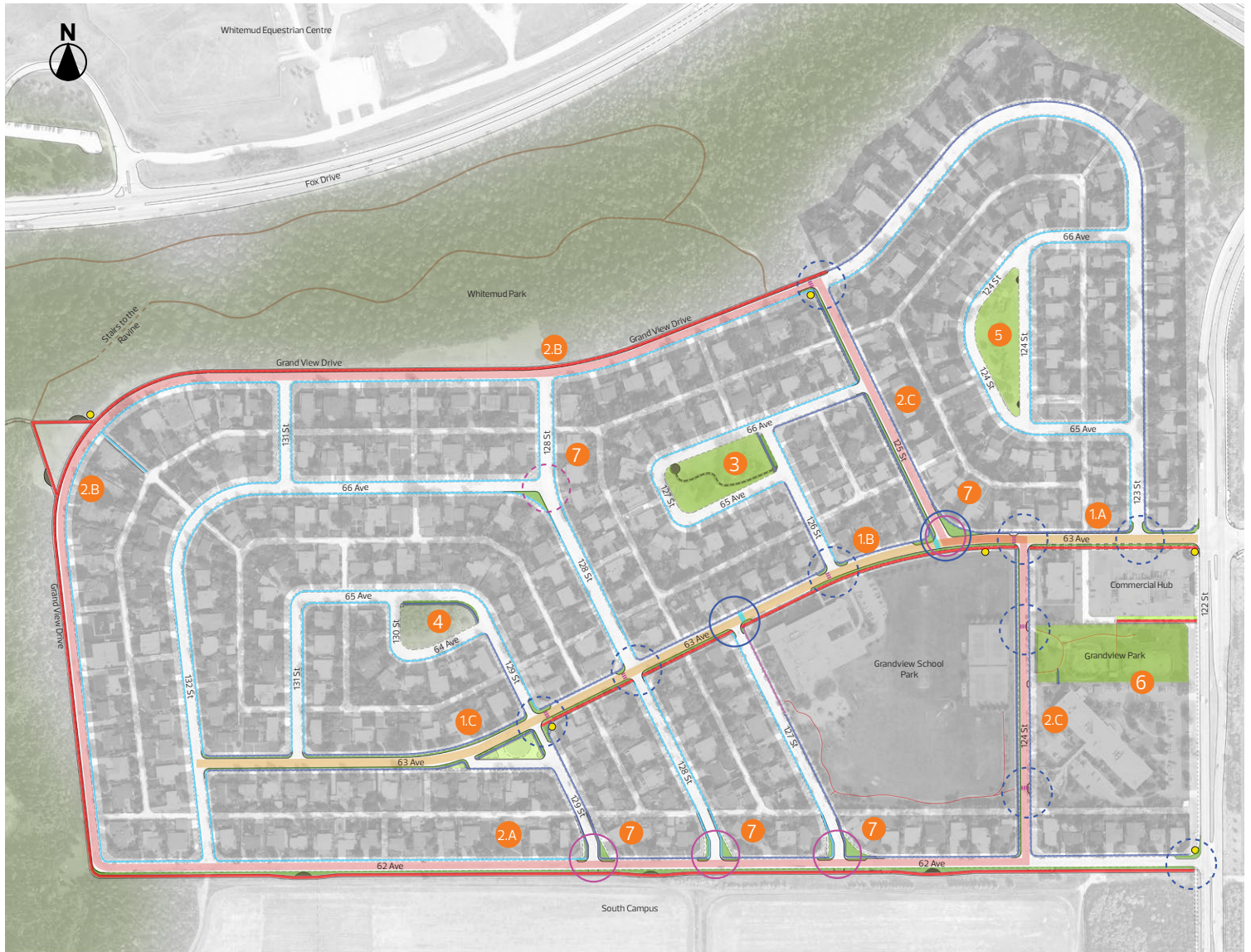
Maintaining the quietness and peacefulness of the neighbourhood



Making the neighbourhood accessible for all ages and abilities

4.2 NEIGHBOURHOOD PLAN

The neighbourhood plan identifies the new improvements and how they work together in Grandview Heights.



- | | | |
|----------------------------------|---|---|
| New Shared-Use Pathway | New Wayfinding Signage | New Curb Extensions |
| New 1.5m Sidewalk | Existing Whitemud Park Ravine Pathway | New Raised Crosswalk with Curb Extensions |
| New 1.8m Sidewalk | Existing Neighbourhood Pathway (to be retained) | New Reduced Corner Radius with Curb Extensions |
| New Boulevard/Curb extensions | 63 Avenue Corridor | New Reduced Corner Radius without Curb Extensions |
| Seating Area/Plaza | The Grandview Loop | |
| Park and Open Space Improvements | | |

63 Avenue Corridor

- Grandview Heights Entrance
- School And Park Area
- 129 Street And 63 Avenue Park (Existing Bus Loop Island)

The Grandview Loop

- 62 Avenue Shared-use Path Connection
- Grand View Drive Shared-use Path Connection
- 124 Street And 125 Street Connections

Other

- 126 Street And 66 Avenue Pocket Park
- 129 Street And 65 Avenue Pocket Park
- 124 Street Pocket Park
- Grandview Heights Park Area
- Intersection Improvements (T-Intersections)

All concepts will be further refined through the Design Phase.

4.3 SIDEWALK IMPROVEMENTS

Sidewalk improvements were determined based on the Complete Streets Design and Construction Standards in a retrofit situation, as well as City policy and programs, public input and technical constraints and considerations.

Approach to sidewalk widths

For Grandview Heights, the approach to the width of sidewalk reconstruction is based on the following:

1 1.8 m sidewalks along the key pedestrian corridors

These linkages are the foundation of connectivity throughout the neighbourhood and are in proximity to:

- + key destinations including the commercial area, Grandview School and Grandview Park
- + key connections to the proposed Grandview Loop and the 122 Street shared-use path

2 2.5 m sidewalks in front of the school along 127 Street

This linkage will support safe pick-up and drop-off activities for children and school users

3 1.5 m sidewalks to replace existing sidewalks

These linkages are important as secondary connections to key pedestrian corridors, that will serve the overall transportation network.

4.4 URBAN DESIGN CONCEPTS

CONCEPT 1 – 63 AVENUE CORRIDOR

The concept includes a shared-use path that provides a major east-to-west connection for people who walk and bike in the neighbourhood. The concept also includes three detailed sub-concepts along 63 Avenue including the Grandview Heights Entrance (1.A), School and Park Area (1.B), and 129 Street and 63 Avenue Park (1.C), as well as other traffic calming and streetscape improvements along the corridor. The shared-use path will benefit the community by connecting to the existing shared-use paths to the east to provide a connection to the South Campus LRT Station and other surrounding destinations, and will also serve as a key connection locally to the commercial and school site and nearby park spaces within Grandview Heights. There are some tradeoffs however, as the addition of a boulevard and shared-use path in front of houses may increase the amount of foot traffic, which could create a conflict between cars and people, especially when residents are backing their vehicles out of their driveways.

GUIDING PRINCIPLES



Walkable neighbourhood that is safe and makes it easy for people to get around



Highlighting and maintaining the distinctive and unique look of the community



Giving people alternative options to get around other than driving (walking, biking)

URBAN DESIGN CONCEPT

- + Improvements to the Grandview Heights Entrance – Concept 1.A, School and Park Area – Concept 1.B, 129 Street and 63 Avenue Park – Concept 1.C (See following sub-concepts for more details)
- + Shared-use path on the south side of 63 Avenue to improve east-to-west connectivity for people who walk and bike in the neighbourhood
- + Boulevard with trees along 63 Avenue to create a buffer between the street and shared-use path, provide a space for snow clearance and celebrate the community's connection with nature
- + Intersection crossing improvements to make it safer for people to cross the street and connect with key (high-traffic) destinations such as Grandview Heights School

CONCEPT DESIGN LOCATION



CONCEPT 1.A – GRANDVIEW HEIGHTS ENTRANCE

The sub-concept focuses on the entrance to Grandview Heights along 63 Avenue and near 122 Street. The concept enhances the entrance by providing urban design elements and plantings to improve the streetscape and create a sense of arrival for residents and visitors alike. The urban design elements include boulevards with trees, curb extensions, wayfinding signage and an access closure to the commercial site to the south. The concept includes the east end of the shared-use path identified in Concept 1. Together, these elements beautify the entrance to the neighbourhood, supports active transportation, and improves traffic safety within Grandview Heights.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Walkable neighbourhood that is safe and makes it easy for people to get around



Highlighting and maintaining the distinctive and unique look of the community



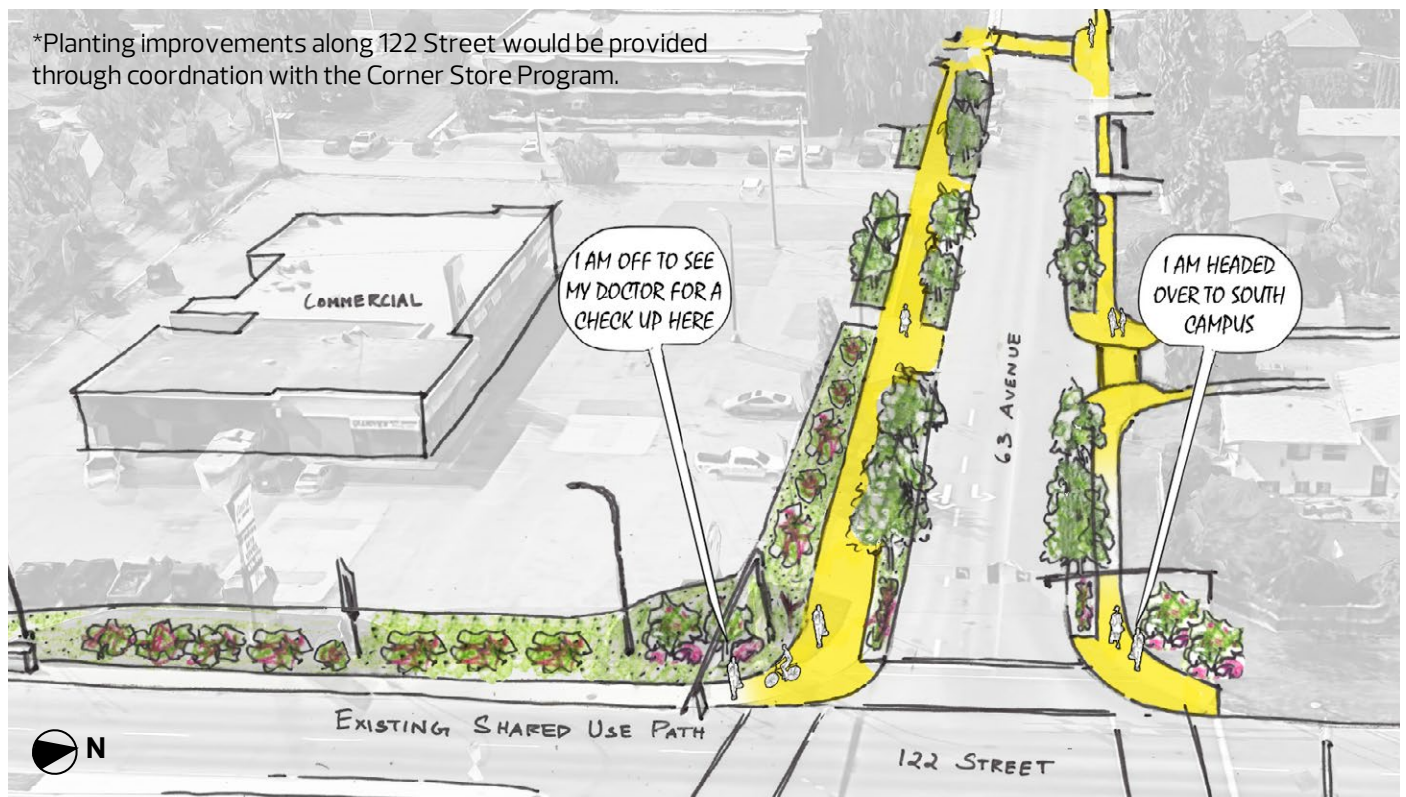
Giving people alternative options to get around other than driving (walking, biking)

DESIGN ELEMENTS

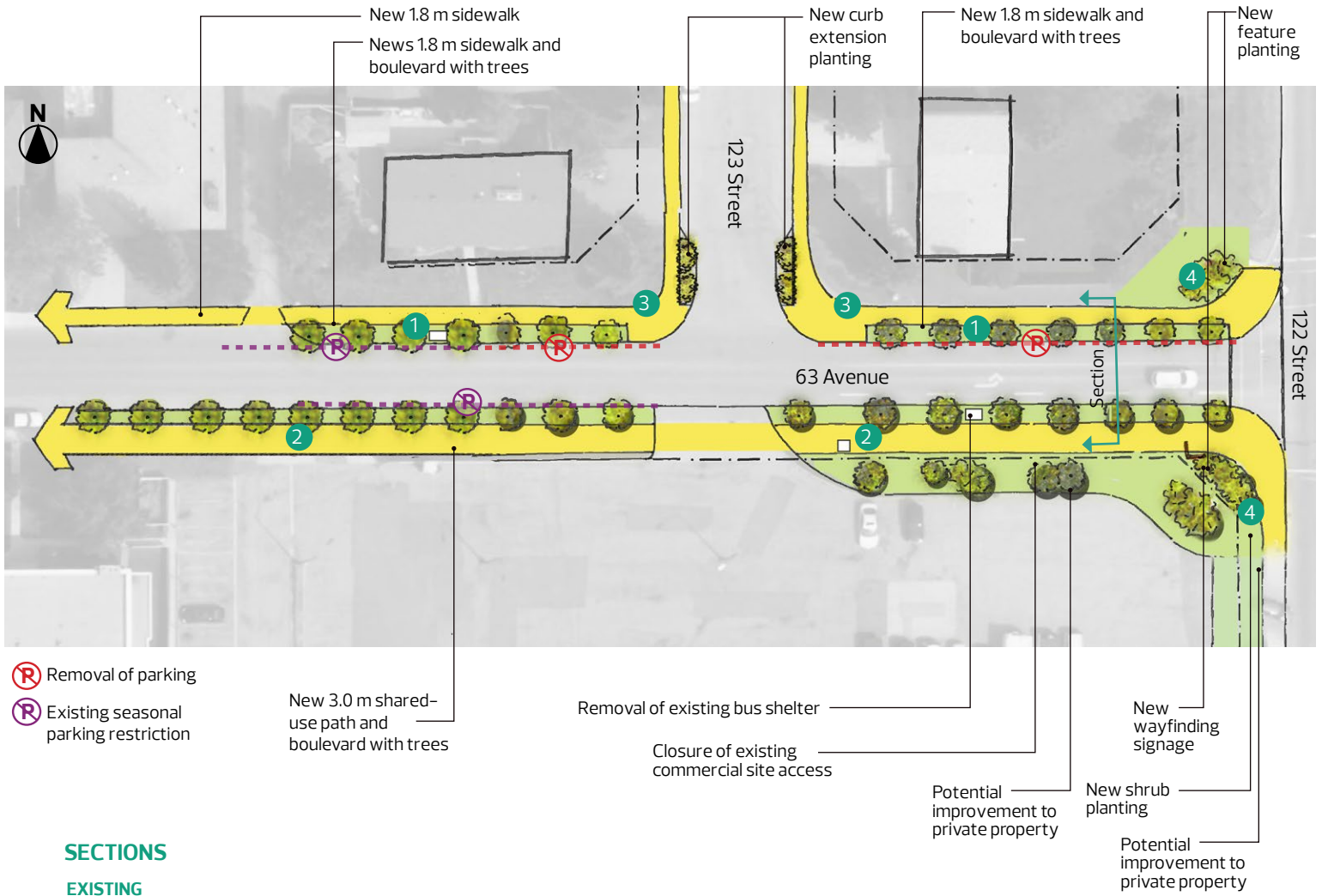
- + Boulevard with trees to create a sense of entry to the neighbourhood and buffer between the street and shared-use path/sidewalks, provide a space for snow clearance and celebrate the community's connection with nature
- + Feature planting at the intersection of 63 Avenue and 122 Street to provide a natural entrance feature and celebrate the community's connection with nature
- + East end of the shared-use path identified in Concept 1 to connect to the existing north-to-south shared-use path on 122 Street and the existing shared-use path east of 122 Street on 63 Avenue
- + Potential urban design improvements (ie. plantings, benches) to the commercial site property, coordinated through the Corner Store Program
- + Closure of the east commercial site access along 63 Avenue (the access closest to 122 Street) to improve the east-west connectivity for those who walk and bike by reducing the number of vehicle conflict points along the shared-use path

URBAN DESIGN CONCEPT

*Planting improvements along 122 Street would be provided through coordination with the Corner Store Program.

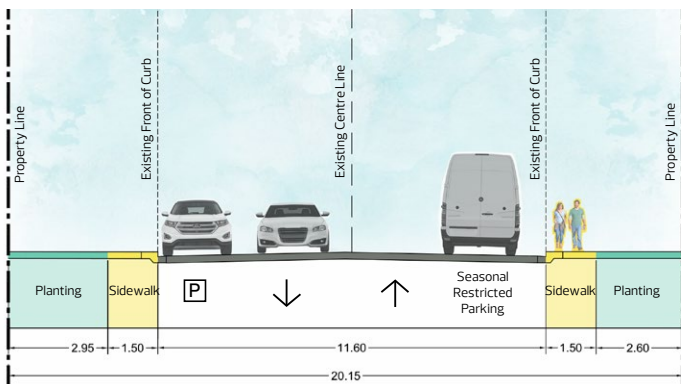


PLAN

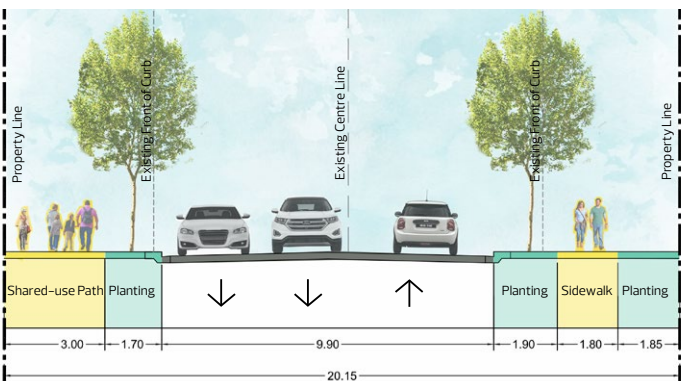


SECTIONS

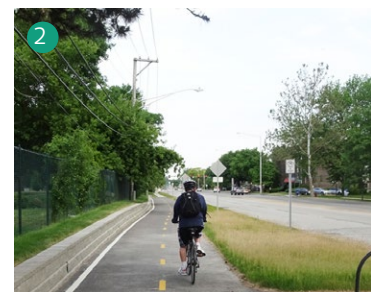
EXISTING



PROPOSED



DESIGN ELEMENT EXAMPLES



Note: Feature planting is intended to enhance green space and should include flowering trees where possible, perennials and annuals, to create display gardens.

CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The concept proposes reducing the existing carriageway width to allow for boulevard planting and the shared-use path alignment
- + The concept proposes the closure of one of the commercial site access points along 63 Avenue. Coordination with landowner will be required
- + Existing utility pedestals are located in the proposed alignment of the shared-use path. Relocation to the boulevard or private property is recommended. If utilities cannot be relocated the width of the shared-use pathway can be reduced to substandard, or alignment of shared-use path can be accommodated in place of boulevard planting
- + Loss of existing seasonal restricted on-street parking between 122 and 123 Street
- + Street lights will require relocation to accommodate separate walk



CITY POLICIES AND PROGRAMS

- + Enhanced east-to-west connectivity along 63 Avenue to improve accessibility, safety and convenience and create an attractive streetscape system for a vibrant community would support:
 - + Policy 1 and 5 of the City's Active Transportation Policy Statement 1, Objectives 4.6.1 and 5.7.1 of The Way We Grow; Section 6 of The Way We Move; Objective 1.1 of The Way We Live and Objective 2 of Edmonton's Urban Design Framework
- + Provision of boulevards with trees to improve the connection with nature, provide snow-storage, and enhance the City's tree inventory would support:
 - + Goal 1 of The Way We Green, Policy 2.2.1b of the Winter Design Guidelines, and the Corporate Tree Management Policy C456
- + The design of the right of way would be in accordance with the Complete Streets Design and Construction Standards



PUBLIC INPUT

The public expressed interest in narrowing the street to reduce speeding, as well as closing the east commercial site access along 63 Avenue. The public liked the addition of natural elements such as plantings as a subtle entrance feature that represents the character of the community and the connection with nature, without being too flashy. The public also liked the street trees within the boulevard to add a natural look and feel, but would like the City to consider how new trees could impact sight lines.

The public suggested a **high** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 1.B – SCHOOL AND PARK AREA

The sub-concept focuses on the Grandview Heights school and park area along 63 Avenue and 127 Street. The concept enhances the school and park area by providing urban design elements and plantings along the adjacent streets to improve the interface with the public realm, and create a safer connection for people to walk, bike and drive. 63 Avenue improvements include new boulevards with trees, curb extensions and traffic calming measures, and the shared-use path identified in Concept 1. 127 Street improvements include a wider sidewalk and feature planting. Together, these elements beautify the school and park area, improves the connection to key destinations, and makes it easier and safer to walk and bike. There is a tradeoff however, as some on-street parking will be removed.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Walkable neighbourhood that is safe and makes it easy for people to get around



Making the neighbourhood accessible for all ages and abilities

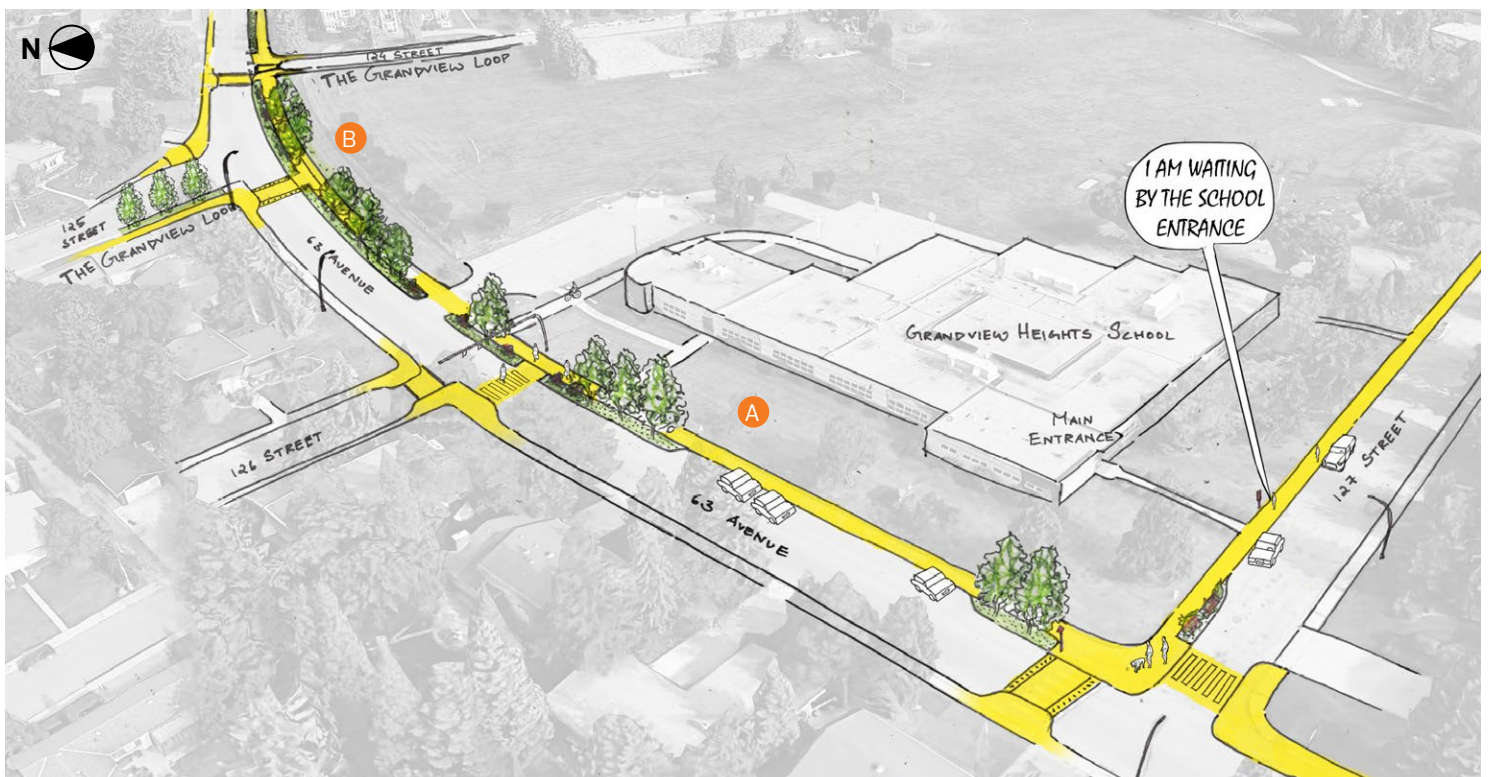


Giving people alternative options to get around other than driving (walking, biking)

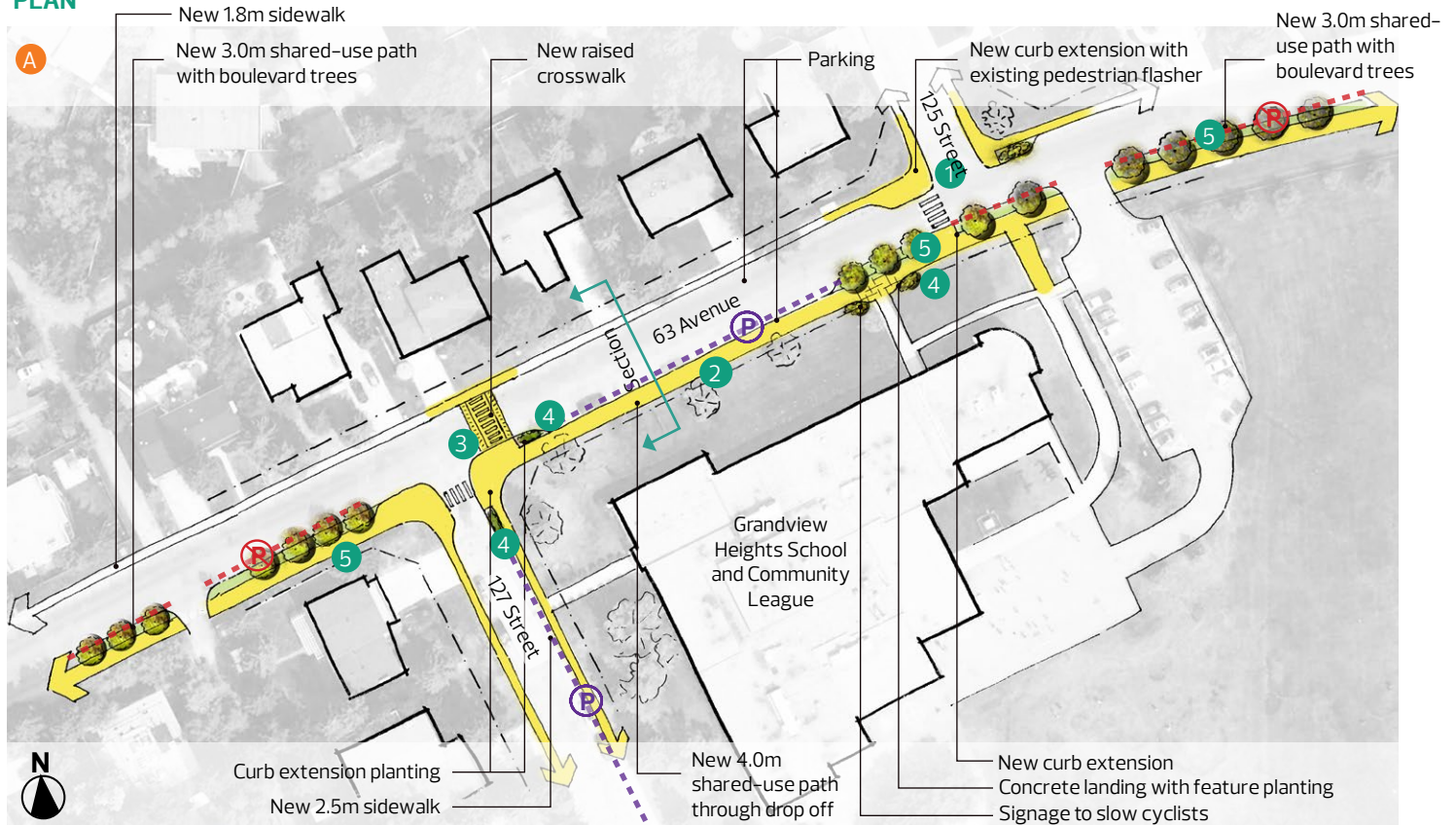
DESIGN ELEMENTS

- + Boulevard with trees to create a buffer between the street and shared-use path, provide a space for snow clearance and celebrate the community's connection with nature
- + Middle portion of the shared-use path identified in Concept 1 to connect to the east end (Concept 1.A) and west end (Concept 1.C) to improve east-to-west connectivity throughout the neighbourhood
- + Intersection crossing improvements along 63 Avenue at 125 Street, 126 Street and 127 Street to improve safety near the school and park area including raised crosswalks, curb extensions and additional crossing signage
- + Wider sidewalk along 127 Street to make it easier to walk and to accommodate school drop off
- + Feature planting near the school entrance to create a sense of arrival and act as a transition to slow people who bike near the drop off area along 63 Avenue

URBAN DESIGN CONCEPT



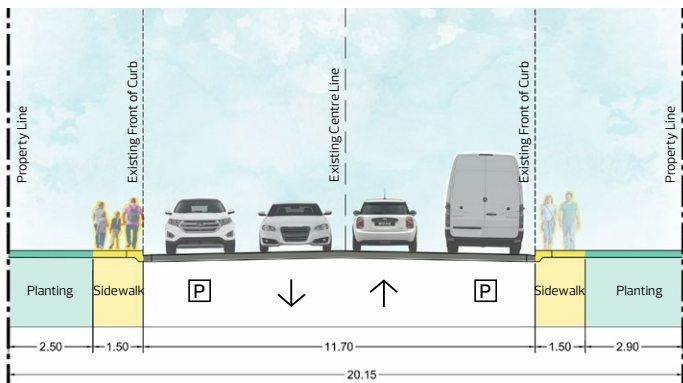
PLAN



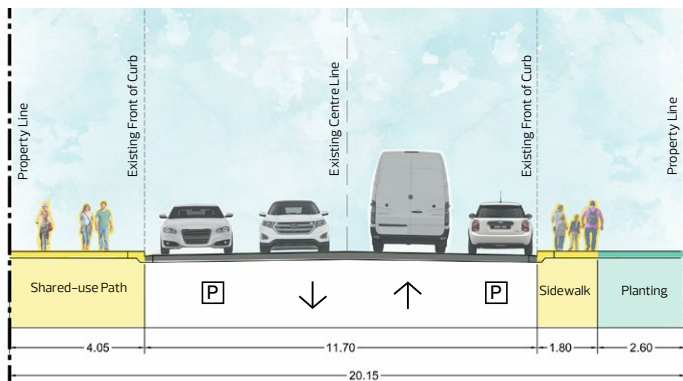
Removal of parking Drop-off area

SECTIONS

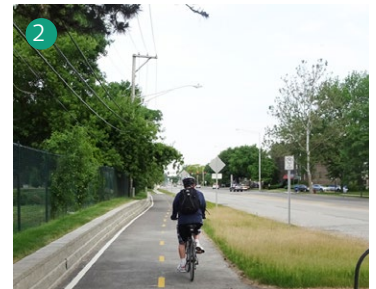
EXISTING



PROPOSED



DESIGN ELEMENT EXAMPLES



Note: Feature planting is intended to enhance green space and should include flowering trees where possible, perennials and annuals, to create display gardens.

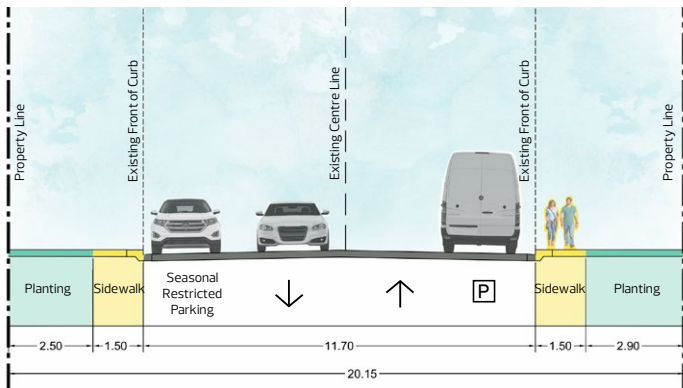
PLAN



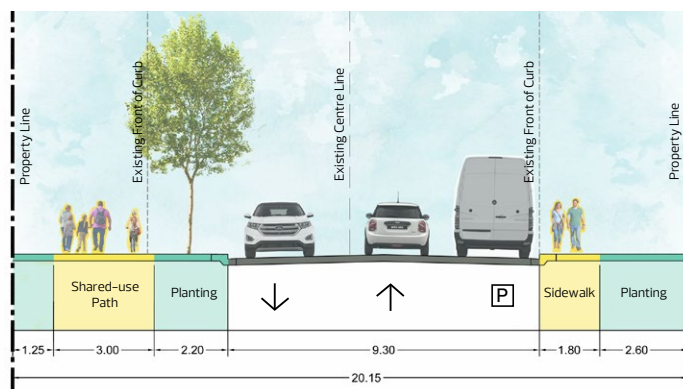
Removal of parking

SECTIONS

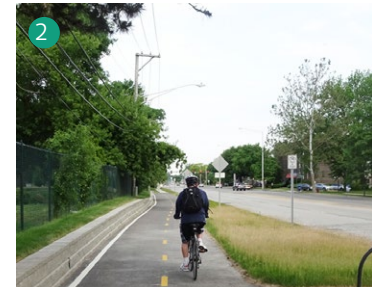
EXISTING



PROPOSED



DESIGN ELEMENT EXAMPLES



Note: Grandview loop planting is intended to highlight the distinct look of the neighbourhood and the connection to the ravine and River Valley area and should include naturalized plantings where possible, perennial and annuals, that are local to the area.

CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + Potential conflicts in parking and drop off area with shared-use path alignment. Surface treatment and end points designed to intuitively slow people who bike through the space. Additional width and pavement markings to be provided through drop off area
- + Potential maintenance agreement with school for interface elements (ie. plantings)
- + Existing utility pedestals are located in the proposed alignment of the shared-use path and will need to be relocated. If relocation is not feasible, the shared-use path can be reduced to sub-standard or alignment can be accommodated in the boulevard area
- + Grade change along Grandview School park may require a sloped boulevard or retaining/seating wall to accommodate the change in grade
- + The concept anticipates the future removal of the transit stop as part of the bus network redesign
- + All curb extensions should be designed in accordance with Complete Streets Design and Construction Standards to ensure minimum travel lane widths are met where feasible



CITY POLICIES AND PROGRAMS

- + Enhanced east-to-west connectivity along 63 Avenue to improve accessibility, safety and convenience and create an attractive streetscape system for a vibrant community would support:
 - + Policy 1 and 5 of the City's Active Transportation Policy Statement 1, Objectives 4.6.1 and 5.7.1 of The Way We Grow; Section 6 of The Way We Move; Objective 1.1 of The Way We Live and Objective 2 of Edmonton's Urban Design Framework
- + Provision of boulevards with trees to improve the connection with nature, provide snow-storage, and enhance the City's tree inventory would support:
 - + Goal 1 of The Way We Green, Policy 2.2.1b of the Winter Design Guidelines, and the Corporate Tree Management Policy C456
- + Provision of a balance of biking/walking improvements and on-street parking would support:
 - + Policy statements 1 through 4 of the Community Traffic Management Policy C590
- + The design of the right of way will be in accordance with the Complete Streets Design and Construction Standards



PUBLIC INPUT

The public expressed interest in the raised crosswalks and curb extensions to reduce speed and make it easier and safer for people to cross the street. The public had differing opinions on the shared-use path, with many people suggesting that it will improve connectivity and some suggesting that it is already safe to walk and bike along 63 Avenue and that a shared-use path may be unnecessary. The public expressed concerns about the reduction of parking along 63 Avenue in front of the school and were interested in preserving some of the parking if possible. The public also expressed concern over the congestion near the school during drop-off and pick-up hours. The public liked the addition of street trees within the boulevard, but would like the plans to consider how new trees could impact sight lines.

The public suggested a **high** level of importance for this concept when asked about the priority in relation to all concepts proposed.

Low

Medium

High

CONCEPT 1.C – 129 STREET AND 63 AVENUE PARK (EXISTING BUS LOOP ISLAND)

The sub-concept focuses on the bus loop island area along 63 Avenue and near 129 Street. The concept transforms the bus loop island into a pocket park through the addition of urban design elements such as seating areas, waste receptacles and plantings. The concept also includes a sidewalk that wraps around the park space to improve accessibility for all ages and abilities, as well as streetscape improvements along 63 Avenue. 63 Avenue improvements include curb extensions and a raised crosswalk, a boulevard with trees on both sides of the street (west of 129 Street), and the west end of the shared-use path identified in Concept 1 (east of 129 Street). Together, these elements beautify the bus loop island area, provides a resting area for people who are moving throughout the neighbourhood and makes it easier and safer to walk and bike.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Enhancing green spaces and preserving trees



Making the neighbourhood accessible for all ages and abilities



Highlighting and maintaining the distinctive and unique look of the community

DESIGN ELEMENTS

- + Roadway geometry changes to the existing three islands (bus loop) to create park space with sidewalks, furnishings and plantings to create a space for people to enjoy nature
- + Seating to make it easier for people to be active in the neighbourhood by providing a space for them to rest
- + Waste receptacles to support a well-maintained neighbourhood
- + Boulevard with trees to create a buffer between the street and sidewalk, provide a space for snow clearance and celebrate the community's connection with nature
- + Intersection crossing improvements along 63 Avenue at 129 Street to improve safety near the pocket park, including marked crosswalks and curb extensions
- + West end of the shared-use path identified in Concept 1 to connect the park to the middle portion (Concept 1.B) and east end (1.A) and improve east-to-west connectivity throughout the neighbourhood

URBAN DESIGN CONCEPT

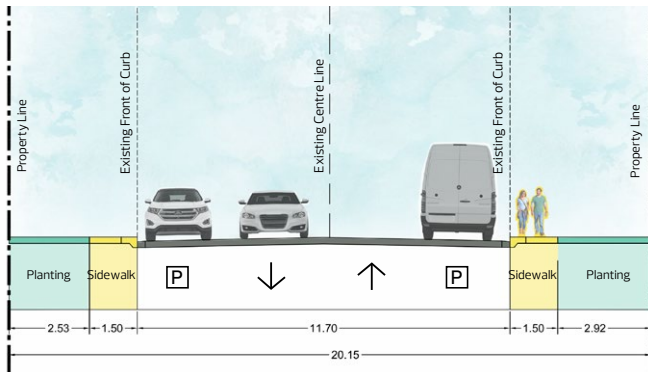


PLAN

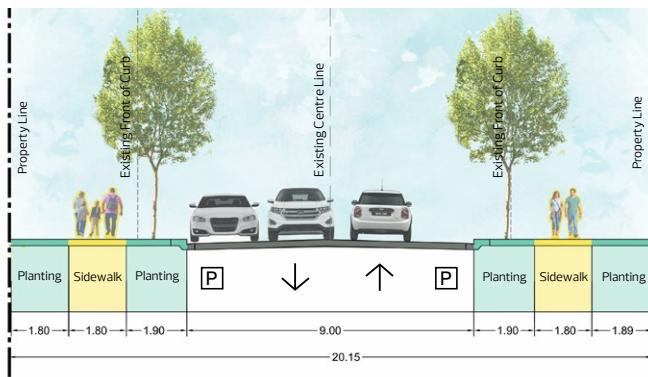


SECTIONS

EXISTING



PROPOSED



DESIGN ELEMENT EXAMPLES



Note: Feature planting is intended to enhance green space and should include flowering trees where possible, perennials and annuals, to create display gardens.

CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The concept reduces the existing carriageway width along 63 Avenue (on the north and south side of the bus loop island) for the inclusion of boulevard planting and park space
- + Existing utility cabinets may require relocation. If relocation is not possible, utility cabinets should be buffered by planting ensuring that the minimum setback requirements are met
- + The concept anticipates the future removal of the transit stop as part of the bus network redesign
- + The concept should consider winter city design including material choice for benches (wood), orientation of seating to block wind and maximize sun exposure, and use of colour
- + Concept can incorporate low impact development for natural stormwater management through additional green space, plantings, and permeable surfaces
- + The concept will require additional maintenance for a couple property owners, where the road is realigned
- + All curb extensions should be designed in accordance with Complete Streets Design and Construction Standards to ensure minimum travel lane widths are met where feasible



CITY POLICIES AND PROGRAMS

- + Enhanced east-to-west connectivity along 63 Avenue to improve accessibility, safety and convenience and create an attractive streetscape system for a vibrant community would support:
 - + Policy 1 and 5 of the City's Active Transportation Policy Statement 1, Objectives 4.6.1 and 5.7.1 of The Way We Grow; Section 6 of The Way We Move; Objective 1.1 of The Way We Live and Objective 2 of Edmonton's Urban Design Framework
- + Provision of boulevards with trees to improve the connection with nature, provide snow-storage, and enhance the City's tree inventory would support:
 - + Goal 1 of The Way We Green, Policy 2.2.1b of the Winter Design Guidelines, and the Corporate Tree Management Policy C456
- + Provision of a balance of cycling/pedestrian improvements and on-street parking would support:
 - + Policy statements 1 through 4 of the Community Traffic Management Policy C590
- + Development of a pocket park to support ecological health, recreation and the social needs of the community would support:
 - + Objective 7.4.2 of The Way We Grow and Strategic Direction 4.5 and 4.6 and Policies 4.1.1, 4.1.2, 4.5.2, and 4.6.3 of Breathe – Edmonton's Green Network Strategy
- + The design of the right of way will be in accordance with the Complete Streets Design and Construction Standards



PUBLIC INPUT

The public expressed interest in creating a new pocket park in the bus loop island. The public liked the plantings to beautify the space, the seating area to add functionality, and the crossing improvements to make it safer for pedestrians and to slow traffic along 63rd Avenue.

The public suggested a **medium** level of importance for this concept when asked about the priority in relation to all concepts proposed.

Low

Medium

High

CONCEPT 2 – THE GRANDVIEW LOOP

The Grandview Loop improves the connectivity within and around the neighbourhood through the addition of a shared-use path along 62 Avenue (Concept 2.A) and Grand View Drive (Concept 2.B), that connects to a wide sidewalk and boulevard with trees along 124 Street and 125 Street (Concept 2.C). The loop includes additional urban design elements and signature planting which is identified in more detail in the sub-concepts. The signature planting will be unique to the Grandview Loop to create a sense of identity and enhance the connection with nature. The loop will benefit the community by making it easier for people to walk and bike throughout the neighbourhood, and creating a more formal recreational amenity for residents to connect with trails and key destinations near Grandview Heights. The loop also creates an accessible option for people of all ages and abilities to recreate and move around the neighbourhood through the provision of a hard-surfaced shared-use path. There is a tradeoff however, as the loop will require new parking restrictions along Grand View Drive. To minimize disturbance to existing vegetation, alignment of the new pathway will be constructed primarily in the existing road right of way, where feasible.

GUIDING PRINCIPLES



Walkable neighbourhood that is safe and makes it easy for people to get around



Making the neighbourhood accessible for all ages and abilities

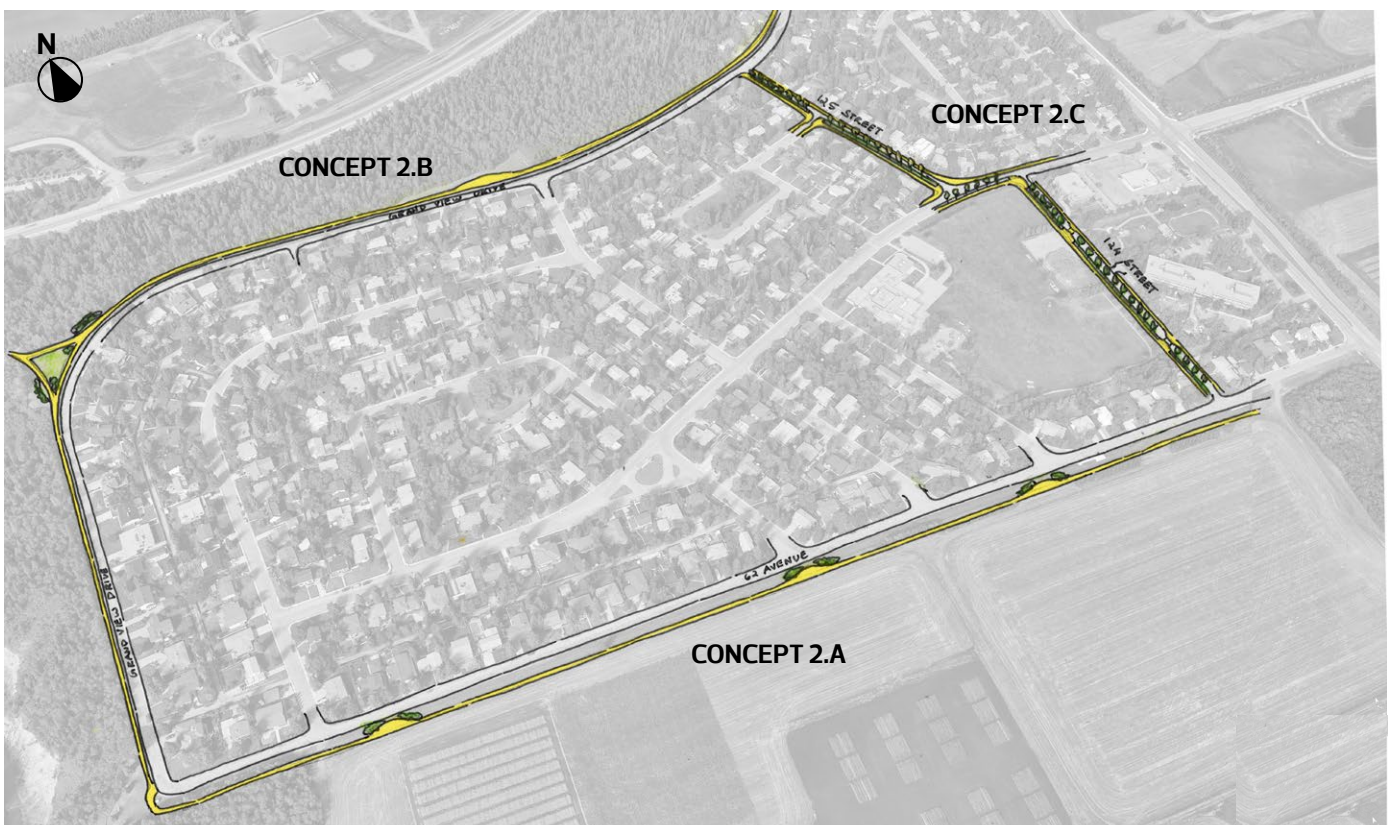


Giving people alternative options to get around other than driving (walking, biking)

DESIGN ELEMENTS

- + Shared-use path along the outer edge of Grand View Drive and 62 Avenue, and a wide sidewalk and boulevard with trees along 124 Street and 125 Street
- + Additional urban design elements and plantings along the loop at 62 Avenue – Concept 2.A, Grand View Drive 2.B, and 124/125 Street – Concept 2.C (See following sub-concepts for more details)

CONCEPT DESIGN LOCATION



CONCEPT 2.A – THE GRANDVIEW LOOP (62 AVENUE SHARED-USE PATH CONNECTION)

The sub-concept focuses on the 62 Avenue portion of the Grandview Loop. The concept includes the shared-use path along the south side of 62 Avenue identified in Concept 2, as well as other improvement including seating areas with signature planting to create resting spaces for people where they can enjoy the beauty of the neighbourhood. The concept also includes curb extensions and entrance feature planting near 122 Street to create a sense of arrival and make it safer for people to walk and bike.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Walkable neighbourhood that is safe and makes it easy for people to get around



Making the neighbourhood accessible for all ages and abilities

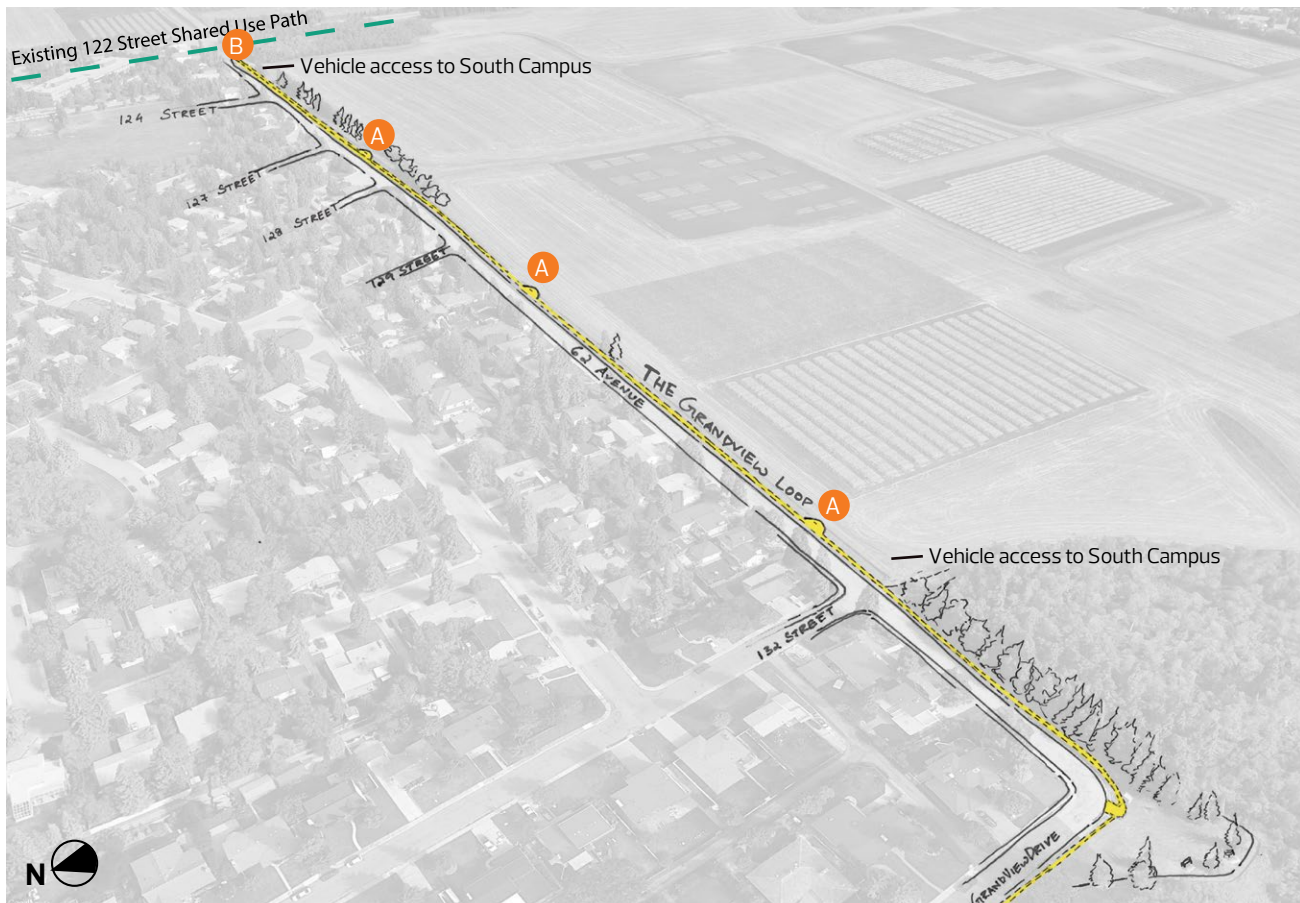


Giving people alternative options to get around other than driving (walking, biking)

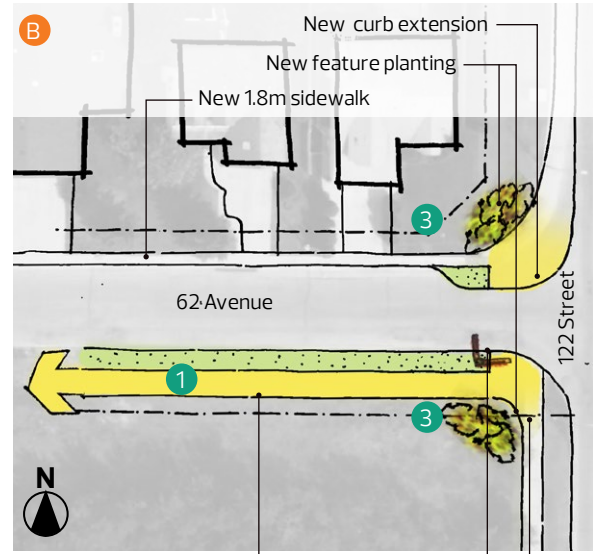
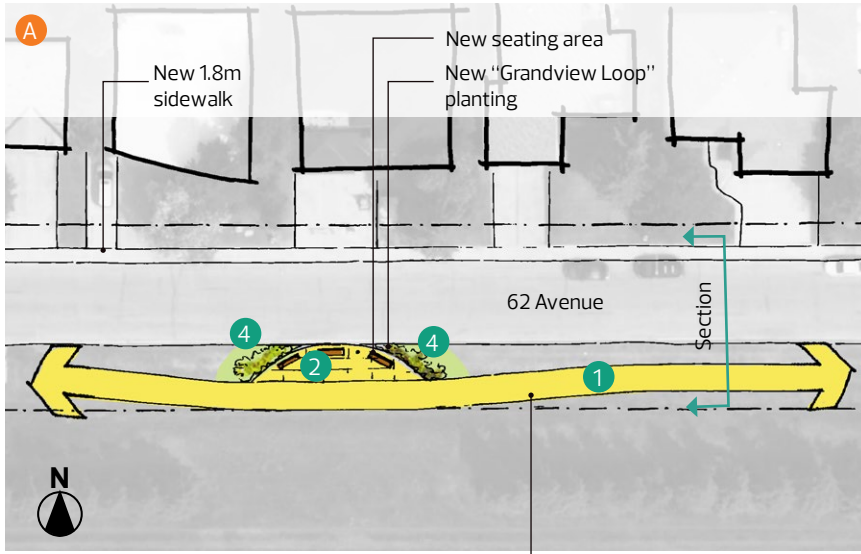
DESIGN ELEMENTS

- + Shared-use path identified in Concept 2 to improve east-west connectivity along the loop and connect with the north-to-south shared-use path along 122 Street
- + Boulevard along 62 Avenue to create a buffer between the street and shared-use path and provide a space for snow clearance
- + Seating areas (three) along 62 Avenue to make it easier for people to be active in the neighbourhood by providing a space for them to rest and enjoy views into South Campus
- + Signature planting to create a distinguishable sense of identity along the loop and beautify the seating areas
- + Entrance feature planting near the entrance of the neighbourhood along 62 Avenue to celebrate the community's connection with nature
- + Curb extension near the entrance of the neighbourhood (62 Avenue) to decrease speeding and improve safety

URBAN DESIGN CONCEPT

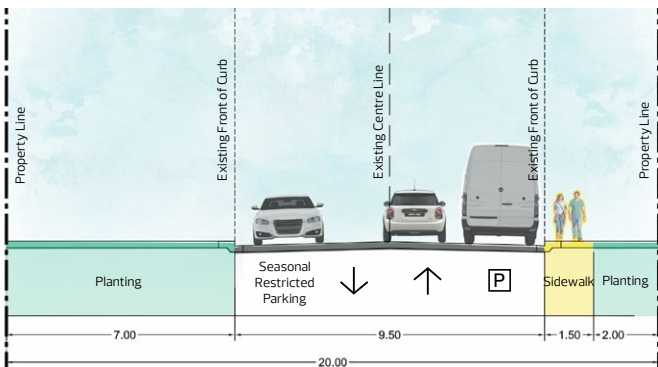


PLAN

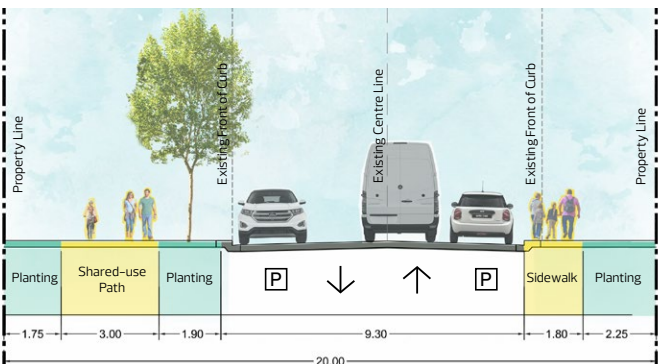


SECTIONS

EXISTING



PROPOSED



Note: Parking sign posted as seasonally restricted between 122 Street and 127 Street on south side of 62 Avenue.

DESIGN ELEMENT EXAMPLES



Note: Feature planting is intended to enhance green space and should include flowering trees where possible, perennials and annuals, to create display gardens.

Note: Grandview loop planting is intended to highlight the distinct look of the neighbourhood and the connection to the ravine and River Valley area and should include naturalized plantings where possible, perennial and annuals, that are local to the area.

CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + Consideration for current access requirements for University vehicles to the adjacent South Campus areas
- + Consideration for the redevelopment of the adjacent South Campus area by ensuring that the seating areas do not conflict with the desire lines of the existing road network for extension to the south
- + The concept anticipates the future removal of transit stops as part of the bus network redesign
- + The concept should consider winter city design including material choice for benches (wood), orientation of seating to block wind and maximize sun exposure, and use of colour
- + Consideration for maintenance including the need for snow clearance for the shared-use path
- + All curb extensions should be designed in accordance with Complete Streets Design and Construction Standards to ensure minimum travel lane widths are met where feasible



CITY POLICIES AND PROGRAMS

- + Enhanced east-to-west connectivity along 62 Avenue to improve accessibility, safety and convenience and create an attractive streetscape system for a vibrant community would support:
 - + Policy 1 and 5 of the City's Active Transportation Policy Statement 1, Objectives 4.6.1 and 5.7.1 of The Way We Grow; Section 6 of The Way We Move; Objective 1.1 of The Way We Live and Objective 2 of Edmonton's Urban Design Framework
- + Provision of a balance of cycling/pedestrian improvements and on-street parking would support:
 - + Policy statements 1 through 4 of the Community Traffic Management Policy C590
- + Provision of seating areas with plantings along the shared-use path to create vibrant spaces for people to gather would support:
 - + Policy 2.4.11 of the Way We Green
- + The design of the right of way will be in accordance with the Complete Streets Design and Construction Standards



PUBLIC INPUT

The public had differing opinions on the shared-use path, with some suggesting that it will improve connections and make it safer and easier for people to get around, and others suggesting that the loop may increase the amount of foot traffic from people outside the neighbourhood which could disrupt the peacefulness and quietness of the neighbourhood. The public expressed interest in adding more trees and plantings along 62 Avenue and ensuring that there is an appropriate buffer from the street to make it safer for those who walk and bike along the pathway.

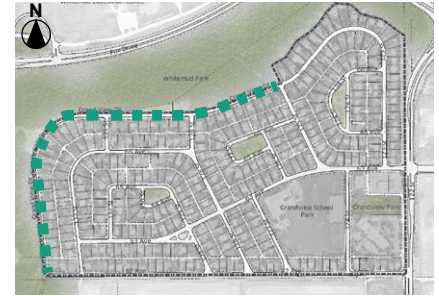
The public suggested a **high** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 2.B – GRANDVIEW LOOP (GRAND VIEW DRIVE SHARED-USE PATH CONNECTION)

The sub-concept focuses on the Grand View Drive portion of the Grandview Loop. The concept includes the shared-use path along the exterior perimeter of Grand View Drive (north and west) identified in Concept 2. Other improvements include a pathway connection to the ravine trails with nearby seating areas with wayfinding signage and signature planting to create resting spaces for people where they can enjoy the beauty of the neighbourhood.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Walkable neighbourhood that is safe and makes it easy for people to get around



Making the neighbourhood accessible for all ages and abilities



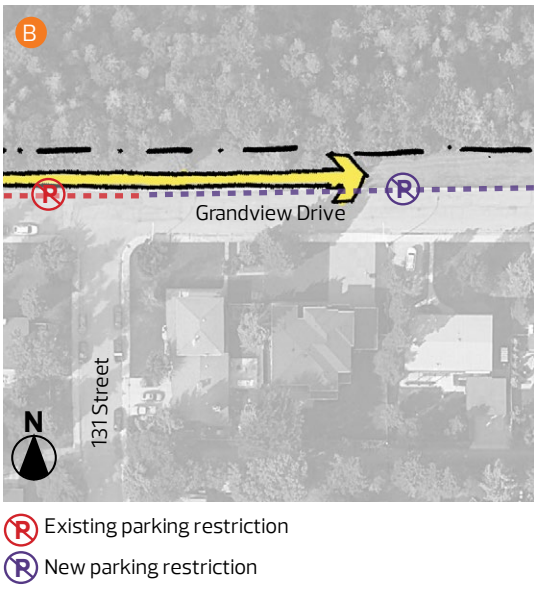
Giving people alternative options to get around other than driving (walking, biking)

DESIGN ELEMENTS

- + Shared-use path identified in Concept 2 to improve connectivity along the loop and connect with the ravine trails
- + Boulevard along 62 Avenue to create a buffer between the street and shared-use path and provide a space for snow clearance
- + Seating areas near the pathway connection to the Grandview Heights Stairs to make it easier for people to be active in the neighbourhood by providing a space for them to rest
- + Signature planting to create a distinguishable sense of identity along the loop and beautify the seating areas

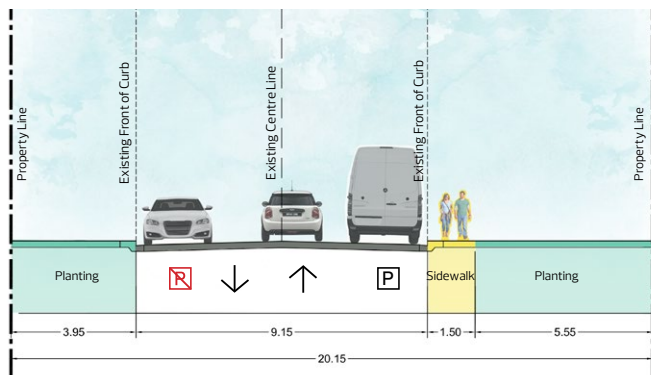
URBAN DESIGN CONCEPT



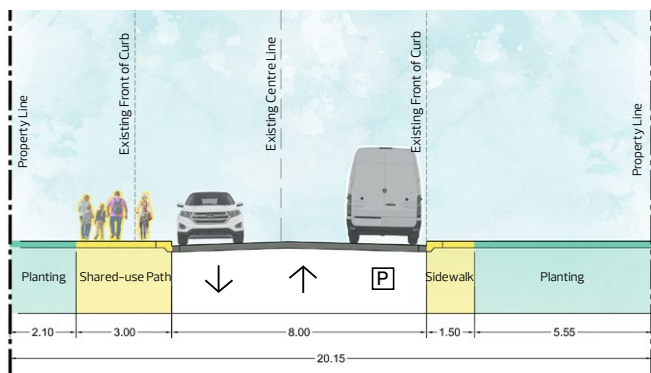


SECTIONS

EXISTING



PROPOSED



DESIGN ELEMENT EXAMPLES



Note: Grandview loop planting is intended to highlight the distinct look of the neighbourhood and the connection to the ravine and River Valley area and should include naturalized plantings where possible, perennial and annuals, that are local to the area.

Note: Existing parking on north side of Grand View Drive between 125 and 131 Street to be removed to accommodate SUP. SUP to be accommodated in existing road right of way in the parking restriction area between 131 Street and 62 Avenue.

CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The concept reduces the existing carriageway width for the shared-use path alignment. Existing vegetation may be required to be removed or sections of the shared-use path may be sub-standard, as much of the shared-use path will be accommodated for in existing road right of way to reduce the impact of development
- + Existing hydrants and water lines may require relocation for the shared-use path
- + Design and construction will require consideration for top of bank and slope stability. Additional studies may be required
- + The concept considers winter city design including material choice for benches (wood), orientation of seating to block wind and maximize sun exposure, and use of colour



CITY POLICIES AND PROGRAMS

- + Enhanced connectivity along Grand View Drive to improve accessibility, safety and convenience and create an attractive streetscape system for a vibrant community would support:
 - + Policy 1 and 5 of the City's Active Transportation Policy Statement 1, Objectives 4.6.1 and 5.7.1 of The Way We Grow; Section 6 of The Way We Move; Objective 1.1 of The Way We Live and Objective 2 of Edmonton's Urban Design Framework
- + Provision of a balance of cycling/pedestrian improvements and on-street parking would support:
 - + Policy statements 1 through 4 of the Community Traffic Management Policy C590
- + Provision of seating areas and plantings along the shared-use path to create vibrant spaces for people to gather would support:
 - + Policy 2.4.11 of the Way We Green
- + The design of the right of way will be in accordance with the Complete Streets Design and Construction Standards



PUBLIC INPUT

The public expressed interest in a shared-use path along Grand View Drive to improve connectivity throughout the neighbourhood and make it safer and easier for people of all abilities to get around and stay active (including kids, seniors and people walking their dogs). Some members of the public expressed concern that the shared-use path would require vegetation to be removed and that it may make the space too inviting to people from outside the neighbourhood, affecting the peacefulness and quietness of the community.

The public suggested a **high** level of importance for this concept when asked about the priority in relation to all concepts proposed.

Low

Medium

High

CONCEPT 2.C – THE GRANDVIEW LOOP (124 STREET AND 125 STREET CONNECTIONS)

CONCEPT DESIGN LOCATION



The sub-concept focuses on the 124 Street and 125 Street portion of the Grandview Loop. The concept includes a wider sidewalk and boulevard with trees along 124 Street and 125 Street, as well as a concrete landing along Grand View Drive. These improvements will formalize the Grandview Loop connection throughout the residential neighbourhood and make it easier and safer to use the loop, especially for residents of CapitalCare, who will benefit from an improved hard-surface connection and traffic calming to support accessibility. The concept also utilizes the intersection improvement along 63 Avenue identified in Concept 1 including the shared-use path, raised crosswalk and curb extensions, and includes curb extensions along 124 Street to improve the connection to Grandview Heights Park. Biking mobility along 124 Street and 125 Street will be maintained on the streets.

GUIDING PRINCIPLES



Walkable neighbourhood that is safe and makes it easy for people to get around



Making the neighbourhood accessible for all ages and abilities



Giving people alternative options to get around other than driving (walking, biking)

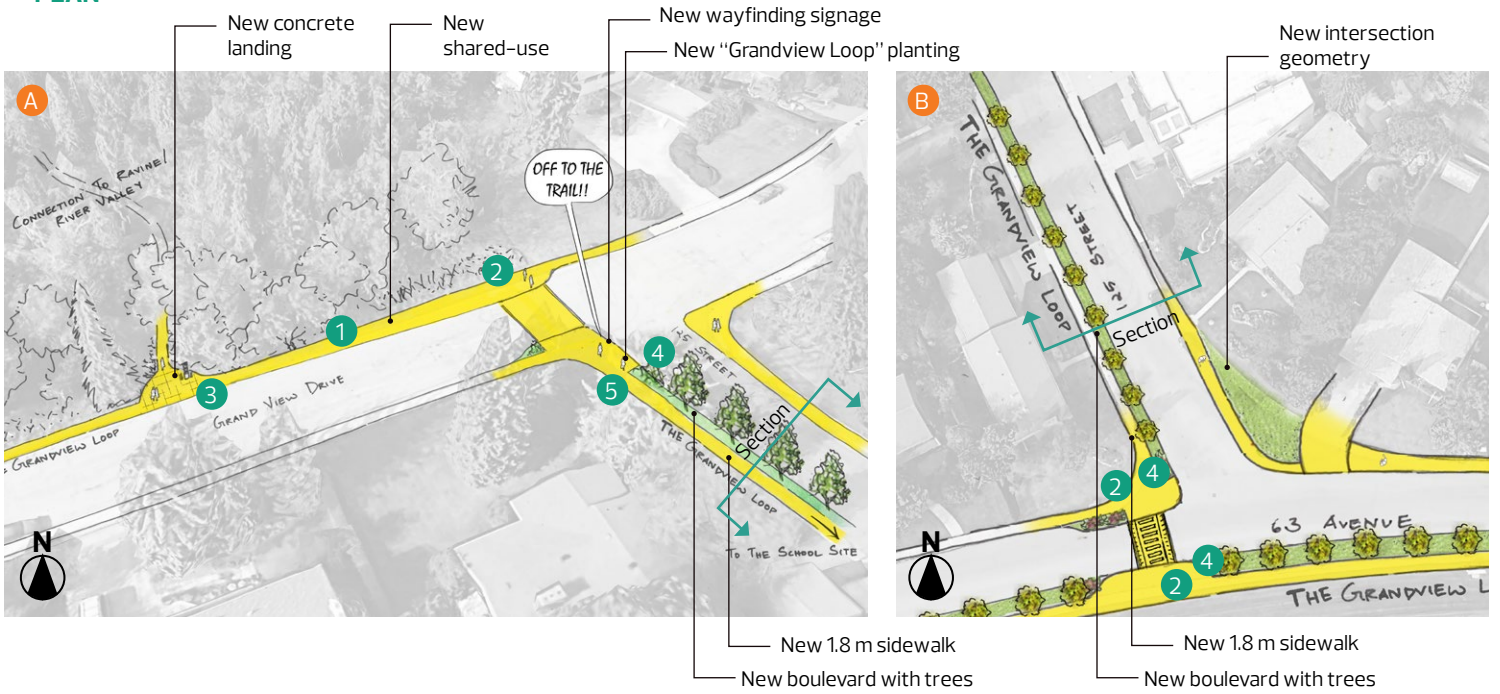
DESIGN ELEMENTS

- + Wider sidewalk and boulevard with trees to improve connectivity along the loop and into the interior of the neighbourhood
- + Curb extensions along 124 Street to make it easier and safer to access Grandview Heights Park
- + Signature planting to create a distinguishable sense of identity along the loop
- + Crossing improvements and shared-use path along 63 Avenue to decrease speeding near the school and park area, and make it safer for people to walk and bike
- + Concrete landing to improve access to the ravine trails

URBAN DESIGN CONCEPT

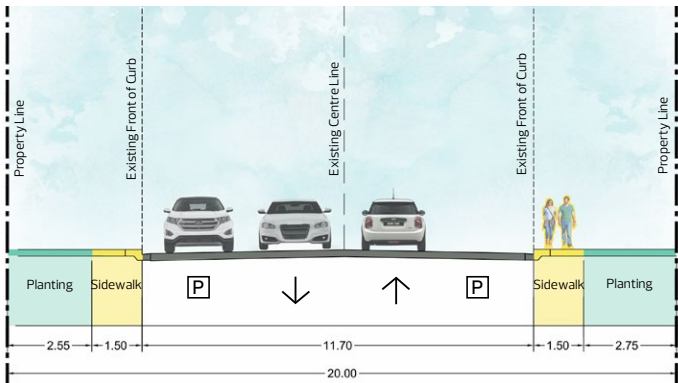


PLAN

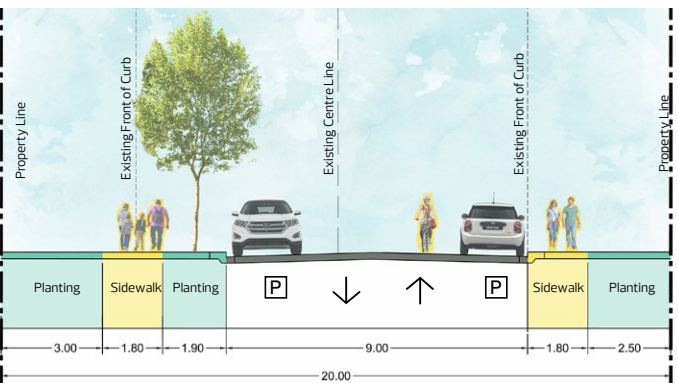


SECTIONS (125 STREET)

EXISTING



PROPOSED

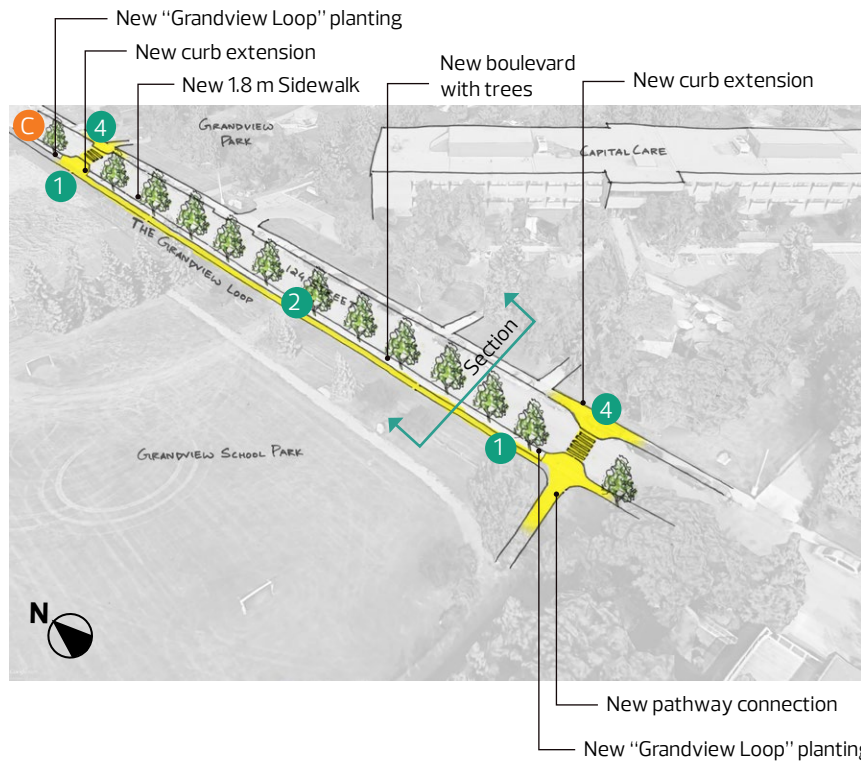


DESIGN ELEMENT EXAMPLES



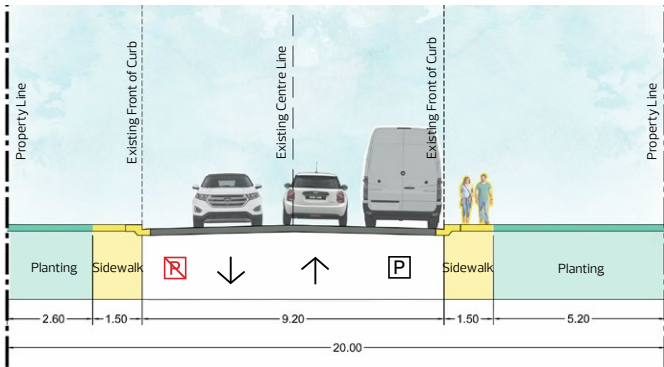
Note: Grandview loop planting is intended to highlight the distinct look of the neighbourhood and the connection to the ravine and River Valley area and should include naturalized plantings where possible, perennial and annuals, that are local to the area.

PLAN

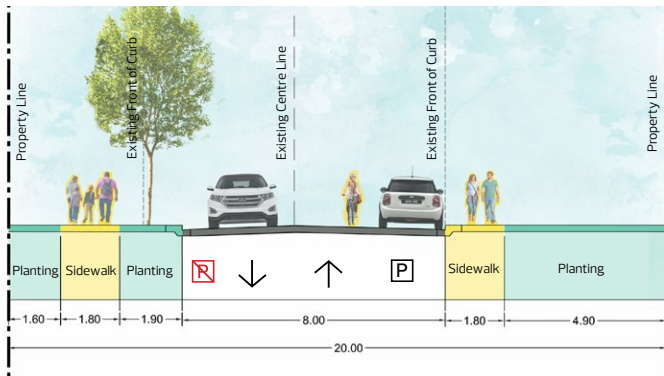


SECTIONS (124 STREET)

EXISTING



PROPOSED



Note: Parking will be retained on the east side of 124 Street. No parking will be lost on the west side as a parking restriction was already in place.

DESIGN ELEMENT EXAMPLES



Note: Grandview loop planting is intended to highlight the distinct look of the neighbourhood and the connection to the ravine and River Valley area and should include naturalized plantings where possible, perennial and annuals, that are local to the area.

CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The concept could incorporate low impact development for natural stormwater management through additional green space and plantings within the boulevard
- + The on-street bike facilities should include appropriately marked signage to signify the transition from on-street facilities to the 63 Avenue shared-use path for people who bike
- + The concept reduces the existing carriageway width for the inclusion of boulevard planting
- + All curb extensions should be designed in accordance with Complete Streets Design and Construction Standards to ensure minimum travel lane widths are met where feasible

125 STREET

- + Multiple front access driveways will require extension to accommodate the new curb alignment along 125 Street
- + Concrete landing along Grand View Drive is accommodated within the road right of way
- + Relocation of transformers and hydrants may be required to accommodate the separate walk along the west side of 125 Street. If relocation is not possible, a reduced boulevard width can be provided to accommodate the sidewalk within the right of way

124 STREET

- + Grade change along the Grandview School park may require a sloped boulevard or retaining or seating wall to accommodate the change in grade



CITY POLICIES AND PROGRAMS

- + Enhanced north-to-south connectivity along 124 Street and 125 Street to improve accessibility, safety and convenience and create an attractive streetscape system for a vibrant community would support:
 - + Policy 1 and 5 of the City's Active Transportation Policy Statement 1, Objectives 4.6.1 and 5.7.1 of The Way We Grow; Section 6 of The Way We Move; Objective 1.1 of The Way We Live and Objective 2 of Edmonton's Urban Design Framework
- + Provision of boulevards with trees to improve the connection with nature, provide snow-storage, and enhance the City's tree inventory would support:
 - + Goal 1 of The Way We Green, Policy 2.2.1b of the Winter Design Guidelines, and the Corporate Tree Management Policy C456
- + Provision of a balance of cycling/pedestrian improvements and on-street parking would support:
 - + Policy statements 1 through 4 of the Community Traffic Management Policy C590
- + The design of the right of way would be in accordance with the Complete Streets Design and Construction Standards



PUBLIC INPUT

The public expressed interest in wider sidewalks, additional trees and crossing improvements to make it easier and more inviting to walk along these streets and connect to Grandview Park. The public also indicated that a shared-use path likely wasn't needed for 125 Street.

The public suggested a **high** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 3 – 126 STREET AND 66 AVENUE POCKET PARK

CONCEPT DESIGN LOCATION

The concept includes enhancements to the park space to create a more welcoming environment for park users through the addition of pedestrian amenities such as seating and waste receptacles. The concept also includes a pathway through the middle of the park (east–west) to make it more accessible to people of all ages and abilities, and additional plantings to beautify the space. There is a tradeoff however, as a new granular path would not be cleared of snow in the winter.



GUIDING PRINCIPLES



Enhancing green spaces and preserving trees



Making the neighbourhood accessible for all ages and abilities



Highlighting and maintaining the distinctive and unique look of the community

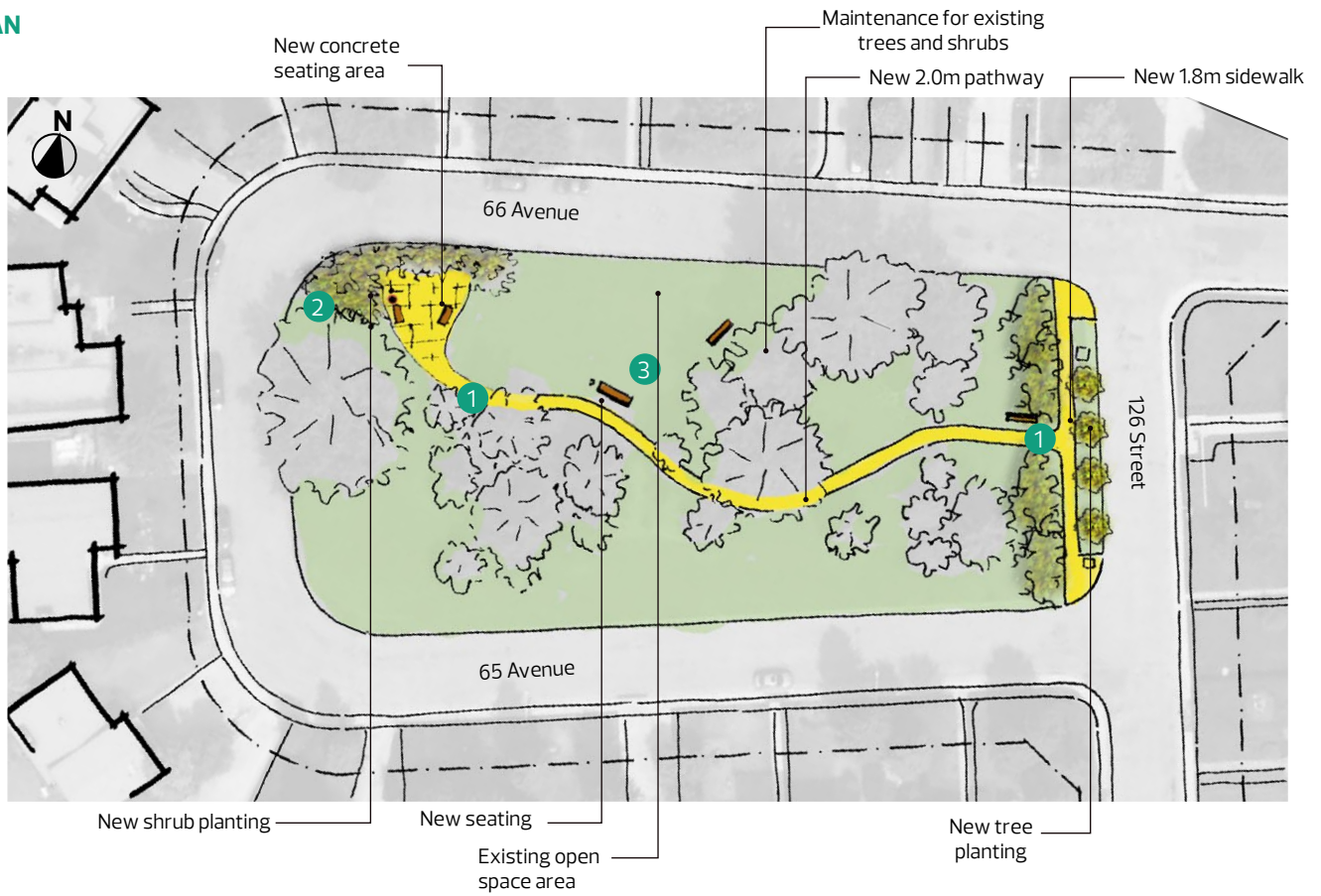
DESIGN ELEMENTS

- + Seating to make it easier for people to be active in the neighbourhood by providing a space for them to rest
- + Waste receptacles to support a well maintained neighbourhood
- + Additional plantings for succession to improve and replenish the health of the natural environment and beautify the park
- + A granular pathway to help people of all ages and abilities to use and enjoy the park space
- + A sidewalk along the eastern edge of the park facing 126 Street to improve connectivity to the park

URBAN DESIGN CONCEPT



PLAN



DESIGN ELEMENT EXAMPLES



CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + Existing utility vaults along 126 Street
- + Maintaining existing trees and shrubs
- + The connection between the granular pathway and the concrete seating area
- + The concept should consider winter city design including material choice for benches (wood), orientation of seating to block wind and maximize sun exposure, and use of colour



CITY POLICIES AND PROGRAMS

- + Improvements to the park space to support ecological health, as well as the recreational and social needs of the community throughout the year would support:
 - + Strategic Direction 4.1, 4.2, 4.5 and 4.6, as well as Policy 4.1.1, 4.1.2, 4.2.1, 4.5.2 of the Breathe – Edmonton’s Green Network Strategy, Objective 7.4.1 and 7.4.2 of The Way We Grow, Goal 1 of The Way We Green, and the Winter Design 1 goal of the Winter Design Guidelines
- + Provision of seating areas, plantings, and new trees to create vibrant spaces for people to gather and enhance the City’s tree inventory would support:
 - + Policy 2.4.11 of the Way We Green and the Corporate Tree Management Policy C456A



PUBLIC INPUT

The public expressed interest in the park improvements (such as seating, plantings, waste receptacles) to make the space more inviting and accessible for all ages and abilities, and to create a space where people can gather. The public also believed that the park space did not require significant upgrades, and that it should maintain a natural look and feel.

The public suggested a **low** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 4 – 129 STREET AND 65 AVENUE POCKET PARK

CONCEPT DESIGN LOCATION

The concept includes enhancements to the park space to create a more welcoming environment for park users through the addition of seating areas and waste receptacles. A sidewalk is provided along the north edge of the park to make it more accessible to people of all ages and abilities. The park space includes additional plantings to beautify the space, and additional maintenance has been identified as a requirement for the park space in the future.



GUIDING PRINCIPLES



Enhancing green spaces and preserving trees



Making the neighbourhood accessible for all ages and abilities

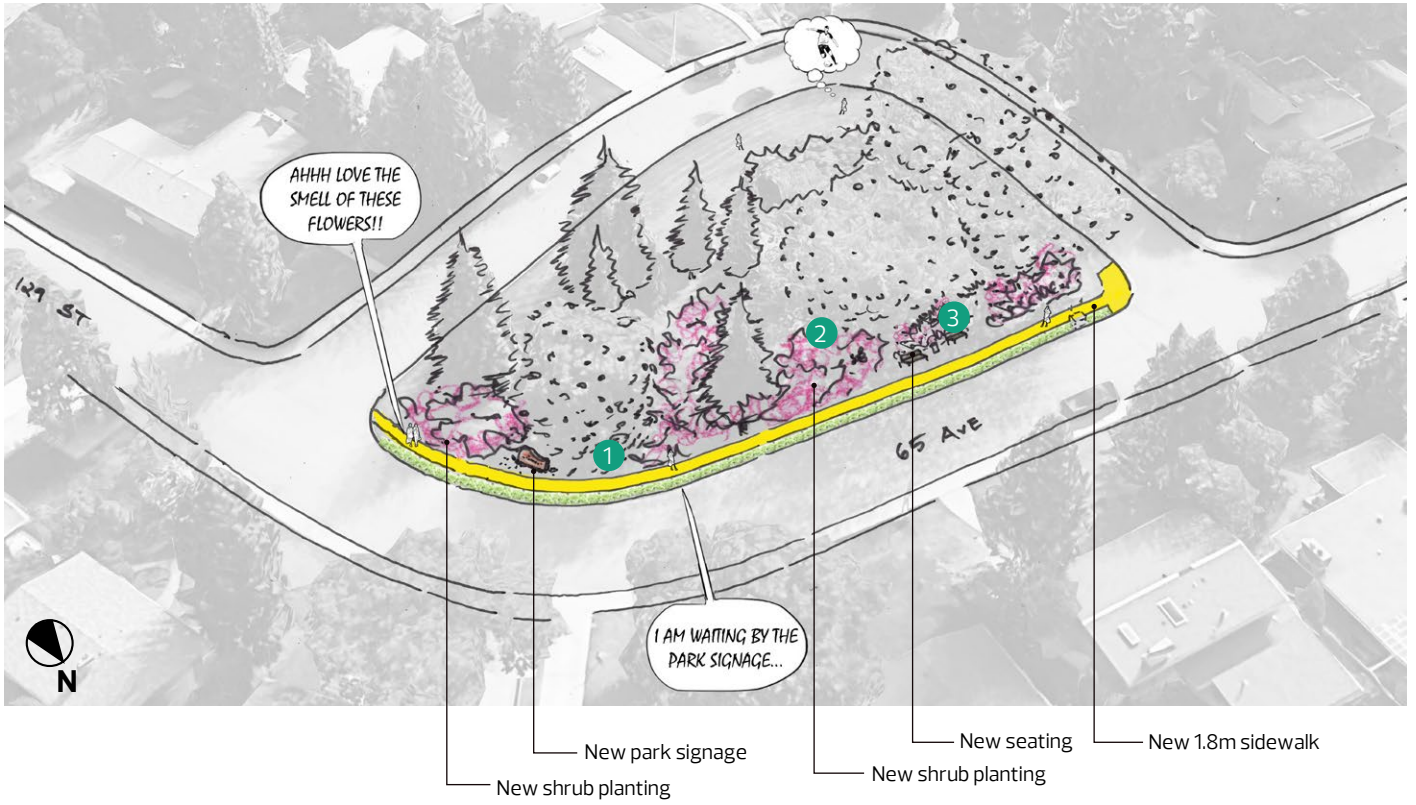


Highlighting and maintaining the distinctive and unique look of the community

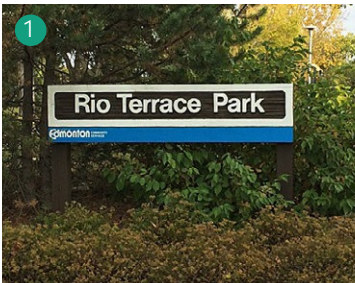
DESIGN ELEMENTS

- + Seating to make it easier for people to be active in the neighbourhood by providing a space for them to rest
- + Waste receptacles to support a well-maintained neighbourhood
- + Additional plantings for succession to improve and replenish the health of the natural environment and beautify the park
- + A sidewalk along the north edge to help people of all ages and abilities use and enjoy the park space

PLAN



DESIGN ELEMENT EXAMPLES



CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + Alignment of sidewalk should accommodate existing hydrants and water line to avoid relocation
- + Alignment of sidewalk should accommodate transformer to avoid relocation
- + Retaining existing trees and shrubs
- + The concept should consider winter city design including material choice for benches (wood), orientation of seating to block wind and maximize sun exposure, and use of colour



CITY POLICIES AND PROGRAMS

- + Improvements to the park space to support ecological health, as well as the recreational and social needs of the community throughout the year would support:
 - + Strategic Direction 4.1, 4.2, 4.5 and 4.6, as well as Policy 4.1.1, 4.1.2, 4.2.1, 4.5.2 of the Breathe – Edmonton's Green Network Strategy, Objective 7.4.1 and 7.4.2 of The Way We Grow, Goal 1 of The Way We Green, and the Winter Design 1 goal of the Winter Design Guidelines
- + Provision of seating areas and plantings to create vibrant spaces for people to gather would support:
 - + Policy 2.4.11 of the Way We Green



PUBLIC INPUT

The public expressed interest in the park improvements (such as seating, plantings, and waste receptacles) to make the space more inviting and accessible, and to beautify the park space. The public expressed concern that the sidewalk could result in a loss of green space and is not needed. The public would like to see additional maintenance and pruning for the existing trees and shrubs. The public liked that lighting was not proposed and that the space maintains a natural look and feel and did not change dramatically.

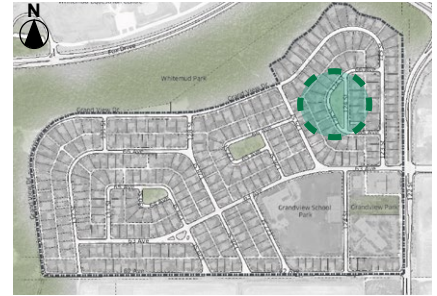
The public suggested a **low** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 5 – 124 STREET POCKET PARK

The concept includes enhancements to the park space to create a more welcoming environment for park users through the addition of seating areas and waste receptacles. The concept also includes curb ramps along the east edge of the park to make it more accessible to people of all ages and abilities. The park space includes additional plantings to beautify the space, and additional maintenance has been identified as a requirement for the park space in the future. The concept improves the sense of place and proposes a design that fits within the established community character.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Enhancing green spaces and preserving trees



Making the neighbourhood accessible for all ages and abilities



Highlighting and maintaining the distinctive and unique look of the community

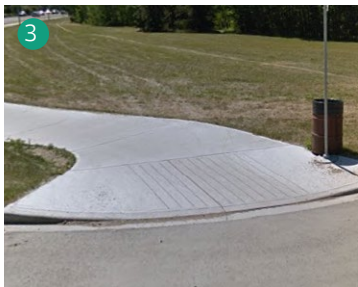
DESIGN ELEMENTS

- + Seating to make it easier for people to be active in the neighbourhood by providing a space for them to rest
- + Waste receptacles to support a well-maintained neighbourhood
- + Additional plantings for succession to improve and replenish the health of the natural environment and beautify the park
- + Curb ramps along the east edge to help people of all ages and abilities use and enjoy the park space

PLAN



DESIGN ELEMENT EXAMPLES



CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + Retaining existing trees and shrubs
- + The concept should consider winter city design including material choice for benches (wood), orientation of seating to block wind and maximize sun exposure, and use of colour
- + The concept should consider universal design by providing curb ramps to access the park space



CITY POLICIES AND PROGRAMS

- + Improvements to the park space to support ecological health, as well as the recreational and social needs of the community throughout the year would support:
 - + Strategic Direction 4.1, 4.2, 4.5 and 4.6, as well as Policy 4.1.1, 4.1.2, 4.2.1, 4.5.2 of the Breathe – Edmonton's Green Network Strategy, Objective 7.4.1 and 7.4.2 of The Way We Grow, Goal 1 of The Way We Green, and the Winter Design 1 goal of the Winter Design Guidelines
- + Provision of seating areas and plantings to create vibrant spaces for people to gather would support:
 - + Policy 2.4.11 of the Way We Green



PUBLIC INPUT

The public expressed interest in the park improvements (such as seating, plantings, and waste receptacles) to make the space more inviting and accessible, and to beautify the park space. The public liked that there will be plenty of open space in this park for children activities such as soccer, and that the space maintains a natural look and feel and did not change dramatically.

The public suggested a **low** level of importance for this concept when asked about the priority in relation to all concepts proposed.

Low

Medium

High

CONCEPT 6 – GRANDVIEW HEIGHTS PARK AREA

The concept includes enhancements to the park space to create a more welcoming environment for park users through the addition of seating areas, lighting, wayfinding signage, and waste receptacles. The concept also includes a mid-block crossing with curb extension, as well as a shared-use path connection along the rear of the commercial area connecting to the 122 Street shared-use path to improve east-west connectivity within the neighbourhood. The park also includes additional plantings to beautify the space and creates a more welcoming entrance that invites people into the park.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Enhancing green spaces and preserving trees



Making the neighbourhood accessible for all ages and abilities

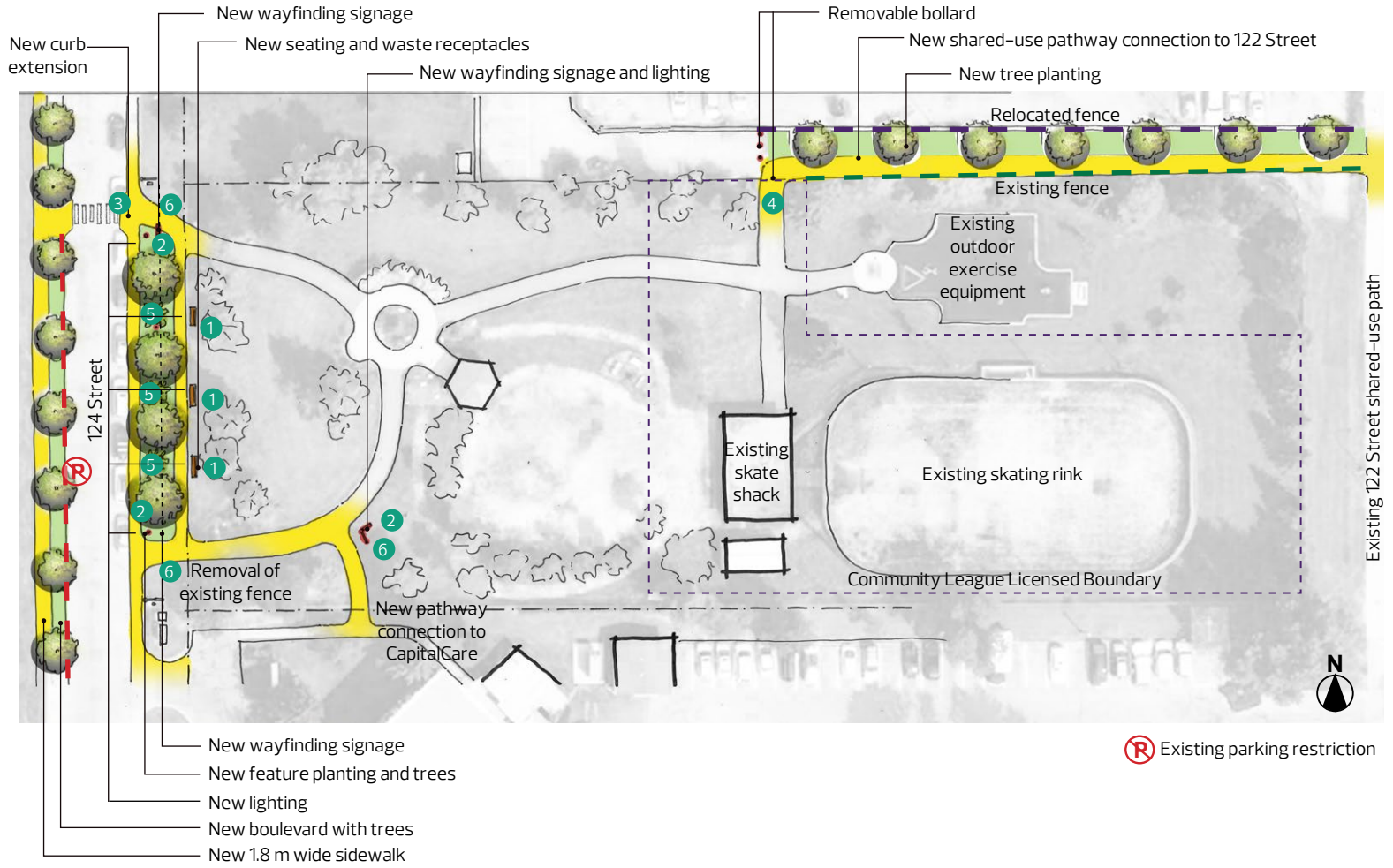


Highlighting and maintaining the distinctive and unique look of the community

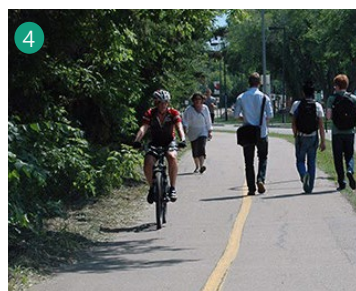
DESIGN ELEMENTS

- + Lighting and wayfinding signage to improve recognition of the destination as a place within the community
- + Seating to make it easier for people to be active in the neighbourhood by providing a space for them to rest
- + Waste receptacles to support a well-maintained neighbourhood
- + A mid-block crossing with curb extensions across 124 Street to create a safer linkage between the school area park and Grandview Park
- + A shared-use path along the alley behind the commercial area to create a connection with the shared-use path along 122 Street
- + A pathway connection to CapitalCare to provide a more direct access to the park for residents, staff and visitors

PLAN



DESIGN ELEMENT EXAMPLES



Note: Feature planting is intended to enhance green space and should include flowering trees where possible, perennials and annuals, to create display gardens.

CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + The concept requires the removal of the existing fence along 124 Street and Grandview Heights park
- + The concept requires the relocation of the existing fence and partial closure of the laneway behind the commercial area to facilitate a new shared-use path and tree plantings. The partial closure will need to consider access to the Grandview Community League licensed area for waste collection, maintenance, and other community league operations
- + The shared-use path connection from 122 Street utilizes the alley behind the existing commercial site
- + The concept should consider winter city design including material choice for benches (wood), orientation of seating to block wind and maximize sun exposure, and use of colour
- + All curb extensions should be designed in accordance with Complete Streets Design and Construction Standards to ensure minimum travel lane widths are met where feasible
- + Existing underground utilities located in the laneway may require relocation to accommodate tree planting
- + Design requires consideration for interface with Community League licensed area



CITY POLICIES AND PROGRAMS

- + Improvements to the park space to support ecological health, as well as the recreational and social needs of the community throughout the year would support:
 - + Strategic Direction 4.1, 4.2, 4.5 and 4.6, as well as Policy 4.1.1, 4.1.2, 4.2.1, 4.5.2 of the Breathe – Edmonton's Green Network Strategy, Objective 7.4.1 and 7.4.2 of The Way We Grow, Goal 1 of The Way We Green, and the Winter Design 1 goal of the Winter Design Guidelines
- + Provision of seating areas, plantings and trees to create vibrant spaces for people to gather and enhance the City's tree inventory would support:
 - + Policy 2.4.11 of the Way We Green and the Corporate Tree Management Policy C456A
- + Enhanced connectivity to the 122 Street shared-use path would support:
 - + Policy 1 and 5 of the City's Active Transportation Policy Statement 1, Objectives 4.6.1 and 5.7.1 of The Way We Grow; Section 6 of The Way We Move, and Objective 1.1 of The Way We Live



PUBLIC INPUT

The public expressed interest in the park improvements (such as seating, plantings, and waste receptacles) to make the space more inviting and accessible and to beautify the entrance to the park. The public expressed concern about connecting the shared-use path to 122 Street as they are unsure if there is enough foot traffic here and that this could lead to safety issues from a lack of "eyes on the street". The public liked the addition of trees within the boulevard, but would like the plans to consider how new trees could impact sight lines.

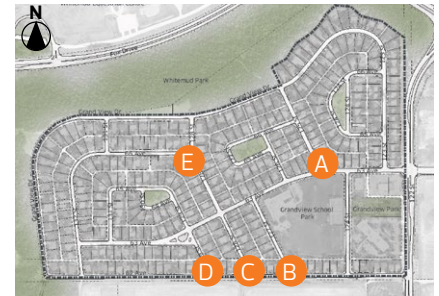
The public suggested a **medium** level of importance for this concept when asked about the priority in relation to all concepts proposed.



CONCEPT 7 – INTERSECTION IMPROVEMENTS (T-INTERSECTIONS)

The concept provides intersection improvements to make it safer for people to walk in the neighbourhood by redesigning some of the key intersections with curb extensions to create more square geometry (T-intersection) and reduce the crossing distance for people who walk. The concept will also help to slow traffic by creating a more narrow road right of way to support a more walkable neighbourhood.

CONCEPT DESIGN LOCATION



GUIDING PRINCIPLES



Walkable neighbourhood that is safe and makes it easy for people to get around



Making the neighbourhood accessible for all ages and abilities

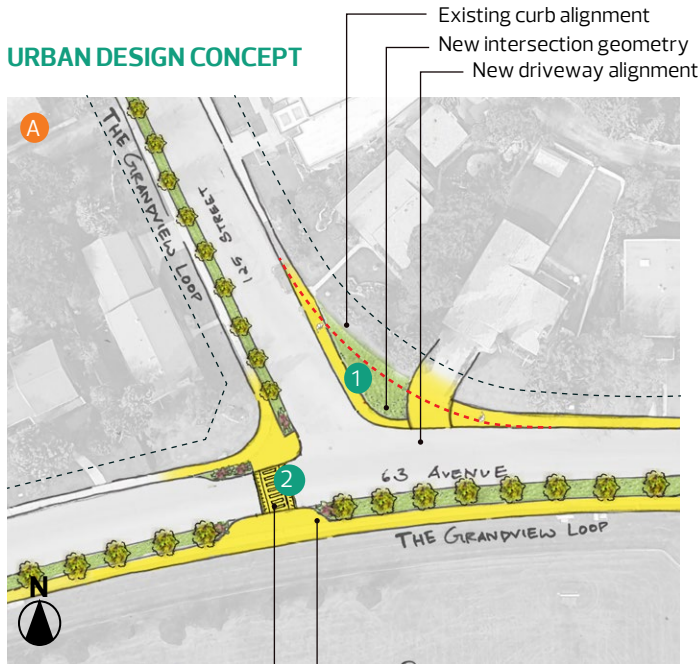
DESIGN ELEMENTS

- + Re-align the roads to t-intersections and reduce the corner radii to improve safety for people walking, biking and driving. The proposed changes will slow traffic around corners, reduce the crossing distance for people walking and improve site lines for all users

URBAN DESIGN CONCEPT

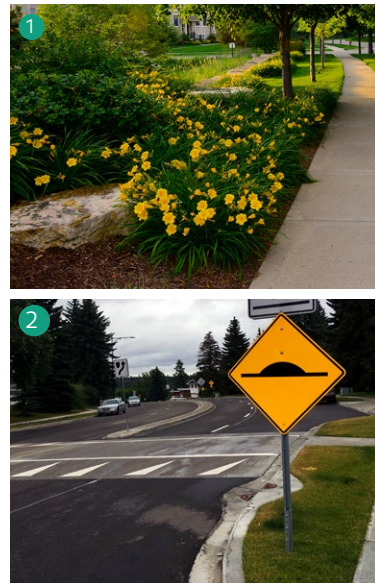


URBAN DESIGN CONCEPT

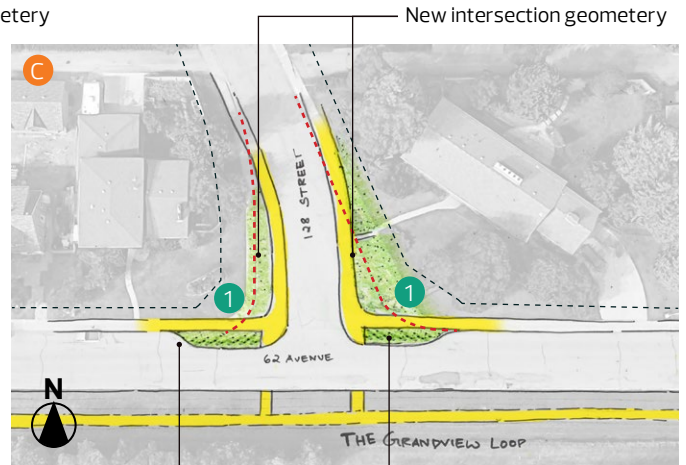


- - - - Approximate existing curb alignment
- - - - Approximate property line
- New curb extensions
- - - - New raised crosswalk

DESIGN ELEMENT EXAMPLES



- - - - Approximate existing curb alignment
- - - - Approximate property line
- New curb extensions



- - - - Approximate existing curb alignment
- - - - Approximate property line
- New curb extensions



- - - - Approximate existing curb alignment
- - - - Approximate property line
- New curb extensions



- - - - Approximate existing curb alignment
- - - - Approximate property line
- New curb extensions
- - - - New driveway alignment

CONSIDERATIONS



TECHNICAL CONSIDERATIONS

- + Intersection reconfiguration will require coordination with adjacent landowners to accommodate driveway access
- + The concept could incorporate low impact development for natural stormwater management through additional green space and plantings
- + Consideration for intersection alignment and sight lines
- + Existing catch basins will require relocation and roadway grading considerations
- + All curb extensions should be designed in accordance with Complete Streets Design and Construction Standards to ensure minimum travel lane widths are met where feasible



CITY POLICIES AND PROGRAMS

- + Traffic calming improvements to decrease speeding and enhance accessibility, safety and convenience when moving throughout the neighbourhoods would support:
 - + Policy Statement 1 and 5 of the City's Active Transportation Policy C544, Objectives 5.7.1 of The Way We Grow, and Section 6 of The Way We Move
- + The design of the right of way will be in accordance with the Complete Streets Design and Construction Standards



PUBLIC INPUT

The public expressed interest in improving the geometry of key intersections in the neighbourhood to slow traffic and to make it easier to cross the street. The public was presented two design options for some of the intersections including a roundabout and T-intersection design. The public had varying opinions on the options for the 62 Avenue/127 Street and 63 Avenue/125 Street intersections, with some preferring the T-intersection option, and others preferring the roundabout option, although some expressed concerns that people do not know how to use roundabouts, and that they can be difficult for large trucks and trailers to use.

The public was not asked to indicate a level of importance on this concept, as these improvements are supported through community traffic management.

Centre

Appendix 1: Final Designs



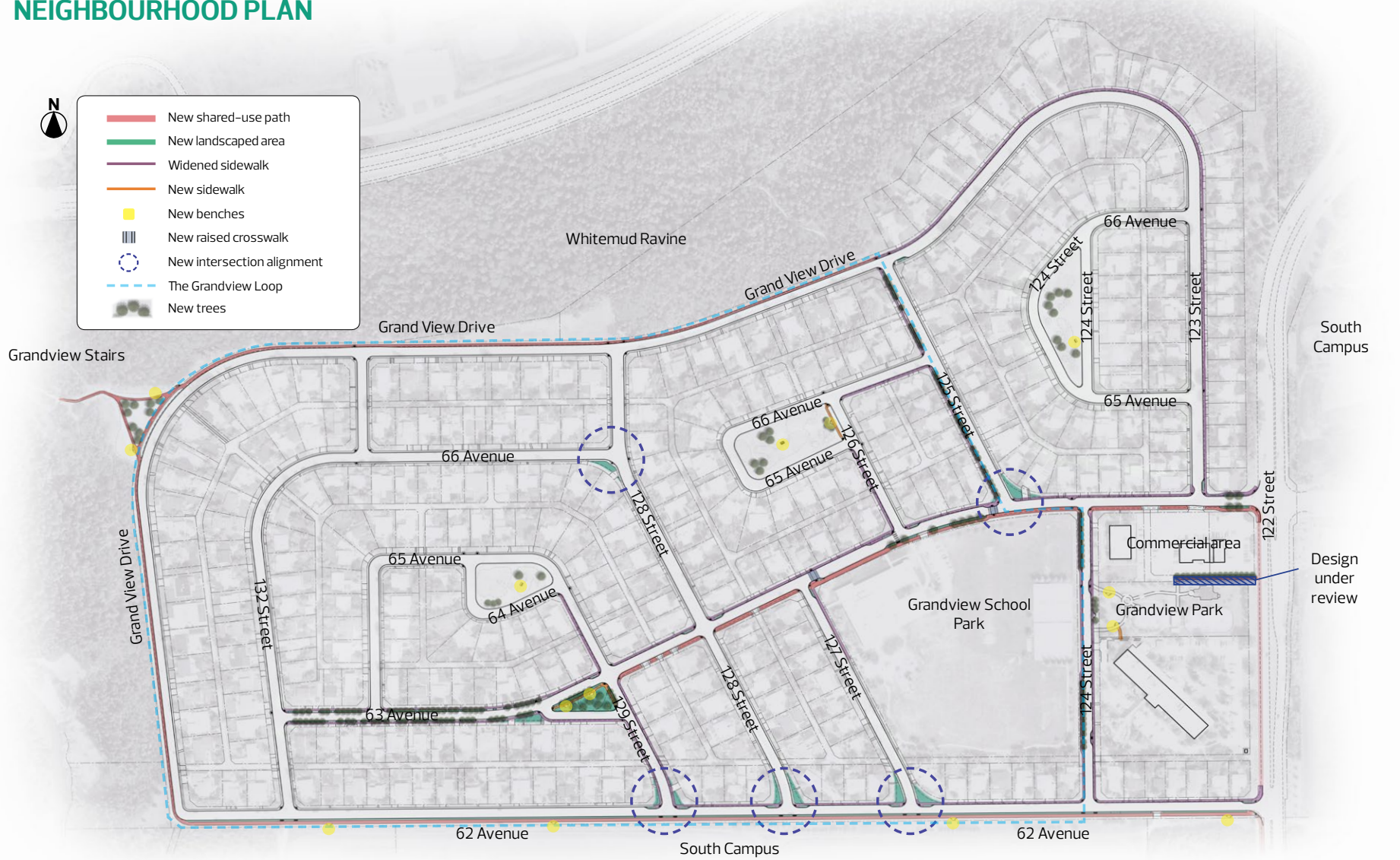
BUILDING GREAT
NEIGHBOURHOODS



APPENDIX 1: FINAL DESIGNS

Designs were refined and finalized by using the BGN roadmap. This appendix reflects the final designs. Further information on what we heard and considered is available at edmonton.ca/BuildingGrandviewHeights

NEIGHBOURHOOD PLAN

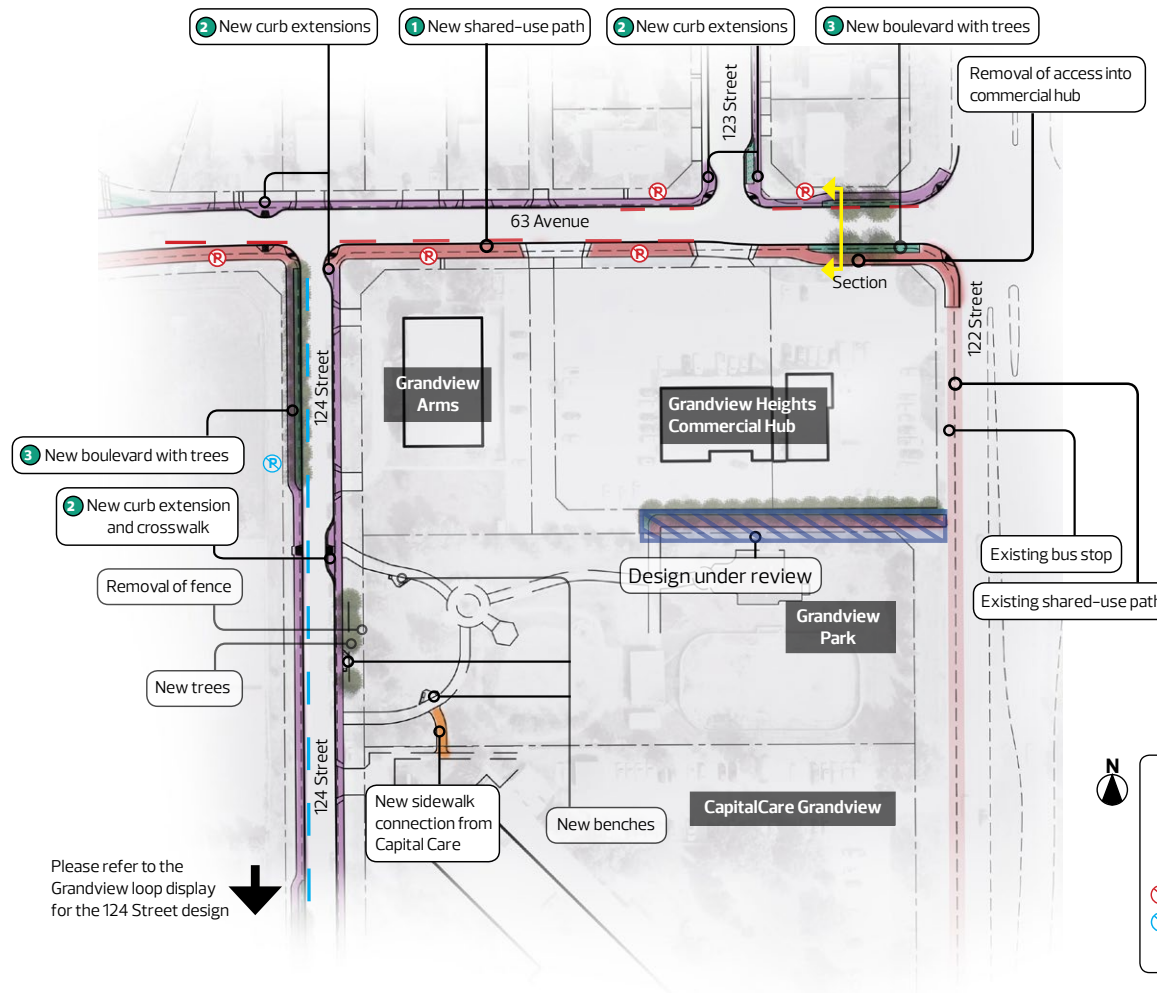


GRANDVIEW HEIGHTS ENTRANCE AND PARK

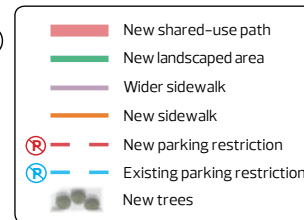
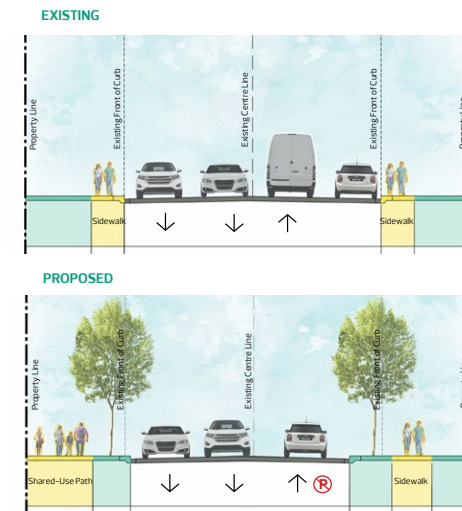
Final design location



Design element examples



Section



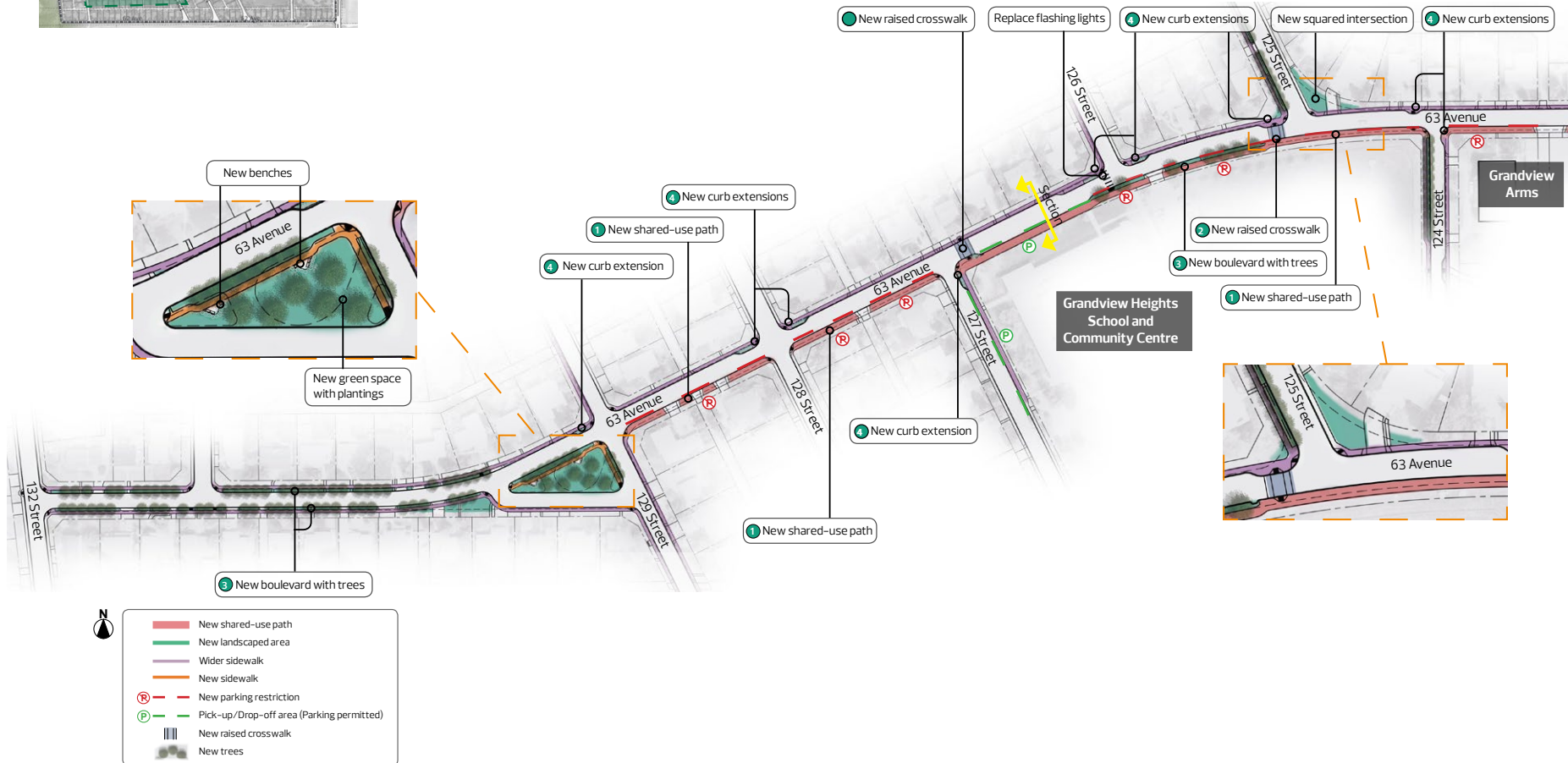
Please refer to the Grandview loop display for the 124 Street design

63 AVENUE IMPROVEMENTS

Final design location



Design element examples

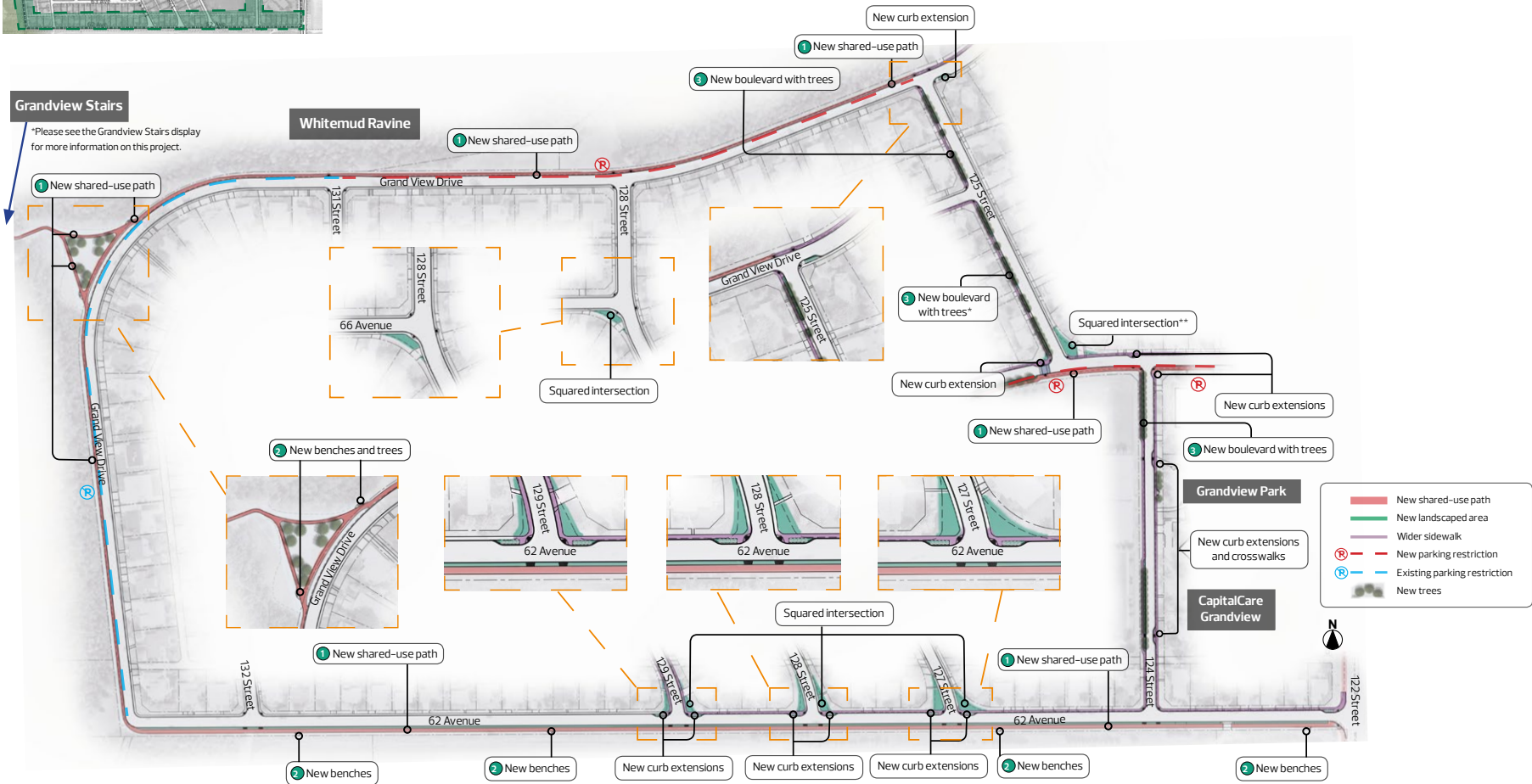


THE GRANDVIEW LOOP

Final design location



Design element examples



Note: The Grand View Drive shared-use path transitions into on-street along 125 Street.

POCKET PARK IMPROVEMENTS

Final design location



Design element examples

