



# Yellowhead Corridor

## East Design Guidelines

for City of Edmonton  
Planning & Development



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GIBBS BROWN





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### INTRODUCTION

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The purpose is to promote a high standard of design and aesthetics for public and private development within the Highway 16 Corridor and to improve the appearance of the Highway 16 Corridor as a major gateway to Strathcona County and the City of Edmonton by ensuring:

- a.) land uses, building design, and site planning is respectful of Highway 16 (Yellowhead) Corridors' function as a major gateway to the Capital Region and more specifically Strathcona County and the City of Edmonton;
- b.) better integrated public and private land use and transportation; and
- c.) enhance the Highway 16 Corridor's economic development and tourism potential.

The consulting firms of Armin A. Preiksaitis & Associates Ltd. and Gibbs Brown were retained by the City of Edmonton and by the County of Strathcona.

A Vision Building Workshop was held on December 2, 2002 at the OASIS Hotel on Fort Road and a Public Open House was held on November 19, 2003 at the OASIS Hotel, where designs and guidelines were presented. Presentations were also made to the Beverly Business Association. Future presentations are expected to be made to the Edmonton Design Committee, and other organizations.



## Project Overview Figure 1



Regional Context Map

*"As we enter cities, we gain our first and often most lasting impression of communities. Consequently, entrances should be informative, pleasurable and civilizing - whether approaching a small town, suburban center or metropolitan core.... They are critical to the life and form of our cities."*

Warren Boeshenstein

### Objectives

The overriding goal is to develop an attractive and functional Corridor that serves as a gateway into the Capital City from the east end -- one that creates a positive image for visitors and local commuters.

Key objectives include:

- \* Improving the Corridor's visual and aesthetic appearance through good design of public and private spaces.
- \* Guiding the quality and direction of public and private developments along the Corridor.
- \* Creating a positive, lasting impression of the Corridor at any time of the day or year.
- \* Providing a coordinated implementation strategy for both public and private lands.

### Project Area

The project involves an 8.5 km stretch of the Yellowhead Trail (Highway 16) from 50th Street NW to Edmonton's eastern boundary at 33rd Street NE. The project boundary is outlined in blue on the map below.

### Design Guideline Elements

The following elements will be addressed in the design guidelines:

- \* Building size and scale
- \* Signage
- \* Lighting
- \* Landscaping
- \* Theming
- \* Screening of storage yards
- \* Access, parking and loading
- \* Conservation of natural areas

### Project Timing

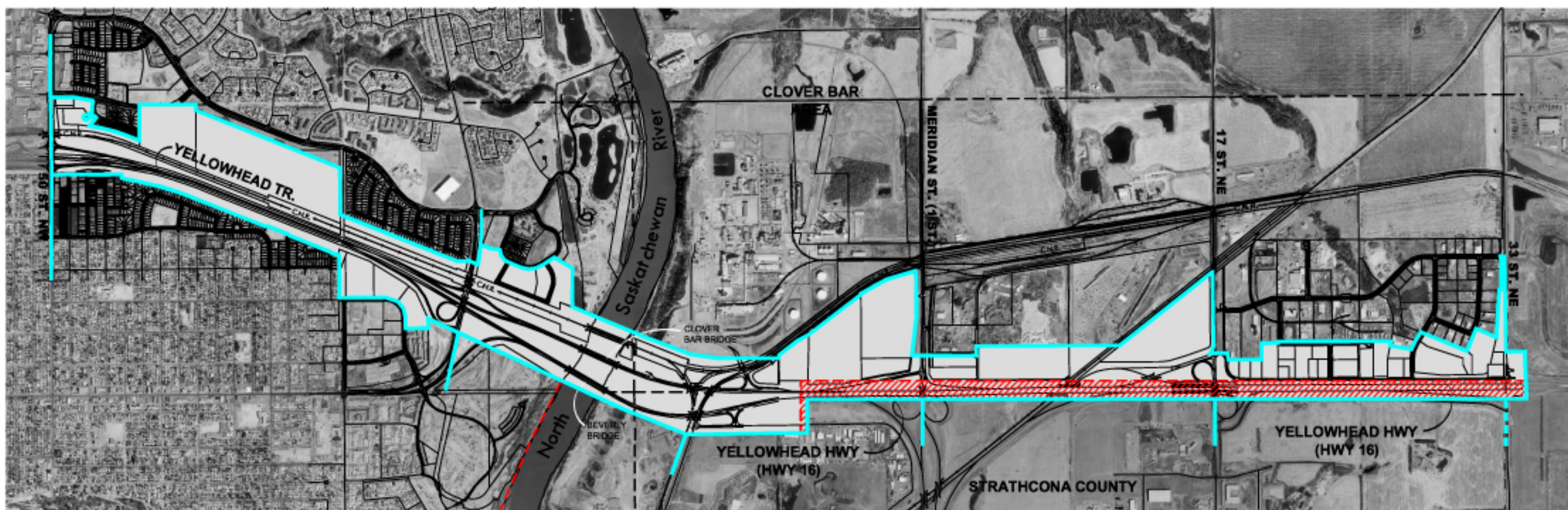
The project began in October with an area inventory and analysis. Draft guidelines will be developed in the next few months and could be approved in March 2003.

### Steering Committee

- \* City of Edmonton Planning and Development
- \* City of Edmonton Transportation and Streets
- \* City of Edmonton Community Services
- \* Economic Development Edmonton
- \* Alberta Transportation
- \* Yellowhead Highway Association
- \* Strathcona County

### LEGEND

- Study Area
- Owned by Alberta Transportation
- City of Edmonton Boundary





## Existing Land Use Figure 2

Land use patterns vary along the Yellowhead East Corridor as one moves from west to east.

### Residential Neighborhoods

Homesteader, Overlanders, Canon Ridge, Bergman, Beacon Heights and Abbottsfield are established residential neighborhoods providing a range of housing types. A vacant industrial site exists on the north side of the CNR tracks in the Homesteader Neighborhood.

### River Valley Parks

The west side of the North Saskatchewan River forms part of the Capital City Parks system with Rundle Park located off the Yellowhead Trail.

### Industrial Areas

As one crosses the North Saskatchewan River to the east, a transition is made into heavy and medium industrial uses. There is also a mixture of highway commercial uses including motels towards the eastern portion of the study area. An existing cemetery and natural area associated with a watercourse are also noted.

### CNR Mainline

The CNR mainline is an important land use along the north side of the Yellowhead Corridor.



INDUSTRY



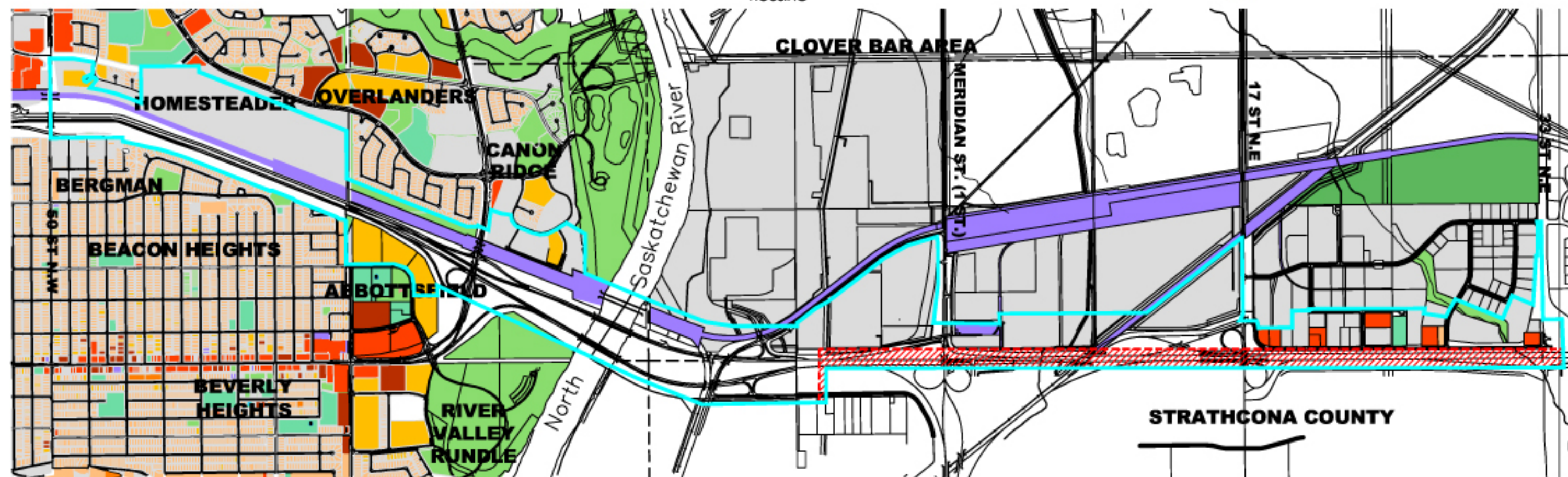
RIVER VALLEY PARKS



HOUSING

### LEGEND

- |                                 |                         |
|---------------------------------|-------------------------|
| One Unit Dwelling               | Transportation          |
| Two Unit Dwelling               | Open Space / Recreation |
| Multi Unit Dwelling             | Institutional           |
| Apartment                       | Agriculture             |
| Other Residential               | Vacant / Undeveloped    |
| Commercial                      | School                  |
| Study Area                      | Religious Assembly      |
| Owned by Alberta Transportation |                         |





## Existing Jurisdiction & Zoning Figure 3

### Yellowhead Area Structure Plan Bylaw No.7044 April 1983

This ASP proposes future land uses for the non-residential segments particularly along the north side of the Yellowhead Corridor.

#### 66th Street to North Saskatchewan River Sub Area

The predominant future land use in this area is the CNR mainline. Future Prestige / Business Industrial uses are proposed on the north side adjacent to the 50th Street NW interchange.

#### East Side of the North Saskatchewan to the City Limits (33rd Street NE)

Existing and future land uses include a mixture of Heavy Industrial, Medium Industrial, Prestige Industrial, and Highway Commercial land uses. The Transportation Utility Corridor is noted.

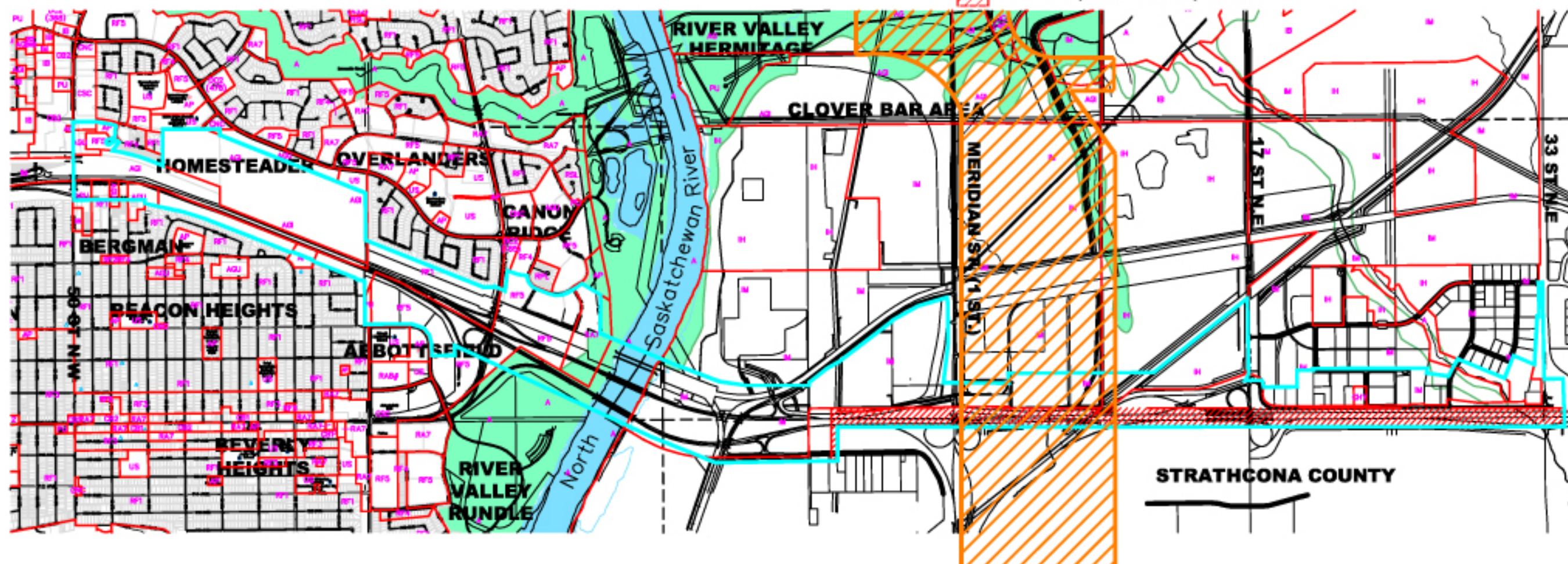
### City of Edmonton Zoning Bylaw 12800 (2001)

Existing Zoning Districts adjacent to the Yellowhead Corridor include the following:

- AGU - Urban Reserve Zone
- AGI - Industrial Reserve Zone
- RF1 - Single Detached Residential Zone
- RF4 - Semi-detached Residential Zone
- RF5 - Row Housing Zone
- RA7 - Low Rise Apartment Zone
- IH - Heavy Industrial Zone
- IM - Medium Industrial Zone
- CHY - Highway Corridor Zone
- A - Metropolitan Recreation Zone
- AP - Public Parks Zone

### LEGEND

- Zoning Line
- Zoning Label
- River Valley Protection Overlay
- Flood Protection Overlay
- Mature Neighbourhood Overlay
- Major Commercial Corridor Overlay
- Major and Minor Secondhand Stores Overlay
- Pedestrian Commercial Shopping Street Overlay
- Medium Density Residential Overlay
- High Rise Residential Overlay
- Study Area
- Transportation Utility Corridor (TUC)
- Owned by Alberta Transportation





## Transportation Figure 4

A portion of the roadway facility falls under the jurisdiction of the City of Edmonton and the eastern part is the responsibility of Alberta Transportation. The dividing line is east of the North Saskatchewan River and coincides with the municipal boundary with Strathcona County.

### City of Edmonton Portion

Currently there are 56,300 vehicles per day on the Yellowhead Trail between 50th Street NW and Victoria Trail; 54,700 vehicles per day between Victoria Trail and 17th Street NE; 53,700 vehicles per day on the portion between 17th Street NE and Highway 216 (Meridian Street); and 37,200 vehicles per day east of Highway 216.

The Edmonton portion is developed to a Major Arterial Free-flow standard with grade separated interchanges at:

- \* 50th Street NW
- \* Victoria Trail
- \* 17th Street NW
- \* Meridian Street
- \* 17th Street NE

### Bridges:

- \* The Beverly Bridge accommodates 3 lanes of eastbound traffic.
- \* The recently completed Cloverbar Bridge accommodates 3 lanes of westbound traffic.

### Roadway Improvements

There are plans to widen the portion of roadway between 50th Street NW and Victoria Trail from a 4-lane to a 6-lane facility. That widening will be taken from the existing median eliminating the future opportunity for planting/landscaping on the median.

### Access to River Valley

No additional access points to the River Valley from the Yellowhead Trail will be considered. Signage to direct people to existing access points could be considered.

### Signage

The City of Edmonton initiated a system of business signage to aid wayfinding for motorists. The signage system was developed in consultation with the business community. Standardized roadway signage is governed by the Transportation Association of Canada's Manual of Uniform Traffic Control Devices.

### Alberta Transportation Portion

Average Annual Weekday Daily Traffic (AAWD) volumes for the eastern portion of the Yellowhead Highway is in excess of 28,000 vehicles.

### Anthony Henday Drive (Outer Ring Road)

The most current information available indicates that Anthony Henday Drive will be completed by 2020. An interchange is planned for the intersection of Anthony Henday Drive and Highway 16.

By the year 2020 assuming that Anthony Henday Drive is complete, projected traffic volumes on the Yellowhead Trail will be approximately 65,000 per day between 50th Street NW and Anthony Henday Drive (Highway 216), approximately 60,000 vehicles per day between Anthony Henday Drive and 17th Street NE, and approximately 48,000 vehicles per day between 17th Street NE and 33rd Street NE.

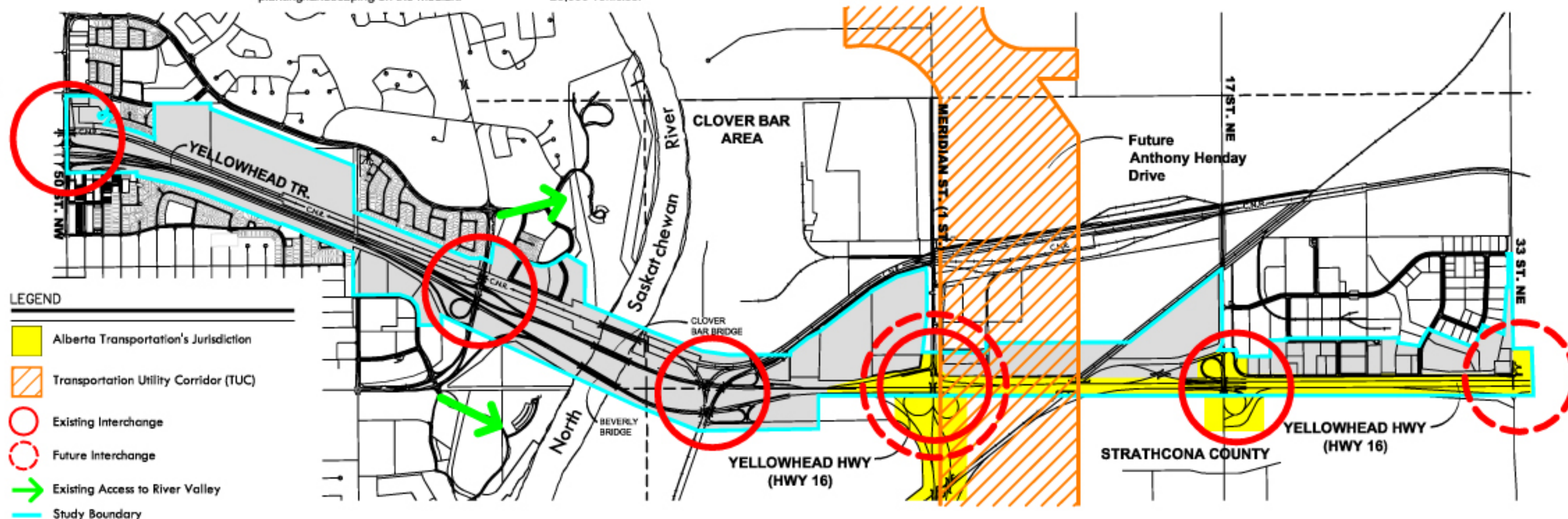
Future improvements planned for the Yellowhead Corridor by Alberta Transportation will serve to improve the operational effectiveness of the corridor. Ultimate widening, completion of Anthony Henday Drive, and construction of collector roadways adjacent to the highway will likely occur over a longer period.

### 33rd Street NE (Cloverbar Road)

A future grade-separated interchange is planned at Highway 16 and 33rd Street NE. Timing is undetermined at this point.



Recently Introduced Business Signage





## Parks, Open Spaces and Trails Figure 5

The Yellowhead East Corridor has a sizable network of parks, open space and trail alignments that link the surrounding community neighborhoods to the region. The majority of these links are located within the North Saskatchewan River Valley. Key features include:

### Rundle Park

Rundle Park is located south of the Corridor and provides an 18 hole (par 3) golf course; frisbee golf course; the A.C.T. Centre (pool and gymnasium); paddle boat and in-line skate rentals at the Rundle Family Centre; winter skating and tobogganing; picnic sites; baseball diamonds; tennis courts and other sports fields. Rundle Park is connected by footbridges to Gold Bar Park (to the south) and to the Strathcona Science Park (to the east), and to Hermitage Park under the Beverly and Cloverbar Bridges (to the north).

### Hermitage Park

Hermitage Park is located north of the Corridor and provides several trails, which extend north and south along the River Valley, with future trail links (2003-2004) extending into the Kennedale Ravine and northward toward Fort Saskatchewan, offering both summer and winter recreational use.

### Trails and Bike Paths

Within the Corridor there is a network of trails and bike paths that inter-link neighborhood areas to the River Valley and other local and regional corridors and open spaces, including the future Trans-Canada Trail extension.

### Future Development

Rundle and Hermitage Park are part of the "Ribbon of Green" and Ravine System Master Plan. This plan foresees future recreation development on the west side of the valley, including trails. In the longer term, the existing Cloverbar Landfill site is to be developed for recreational uses, linked by a new pedestrian/bicycle bridge to Hermitage Park.

Other future developments include the Trans-Canada Trail link through Rundle Park and the Strathcona Science Park, via the existing pedestrian/bicycle bridge; the River Valley Alliance's plan for regional trail connection towards Fort Saskatchewan on the west side of the river; and possible trail extension along the TUC, once the Anthony Henday Drive is extended.

### Heritage Resources

The following provides an outline of key heritage resources found within the Corridor:

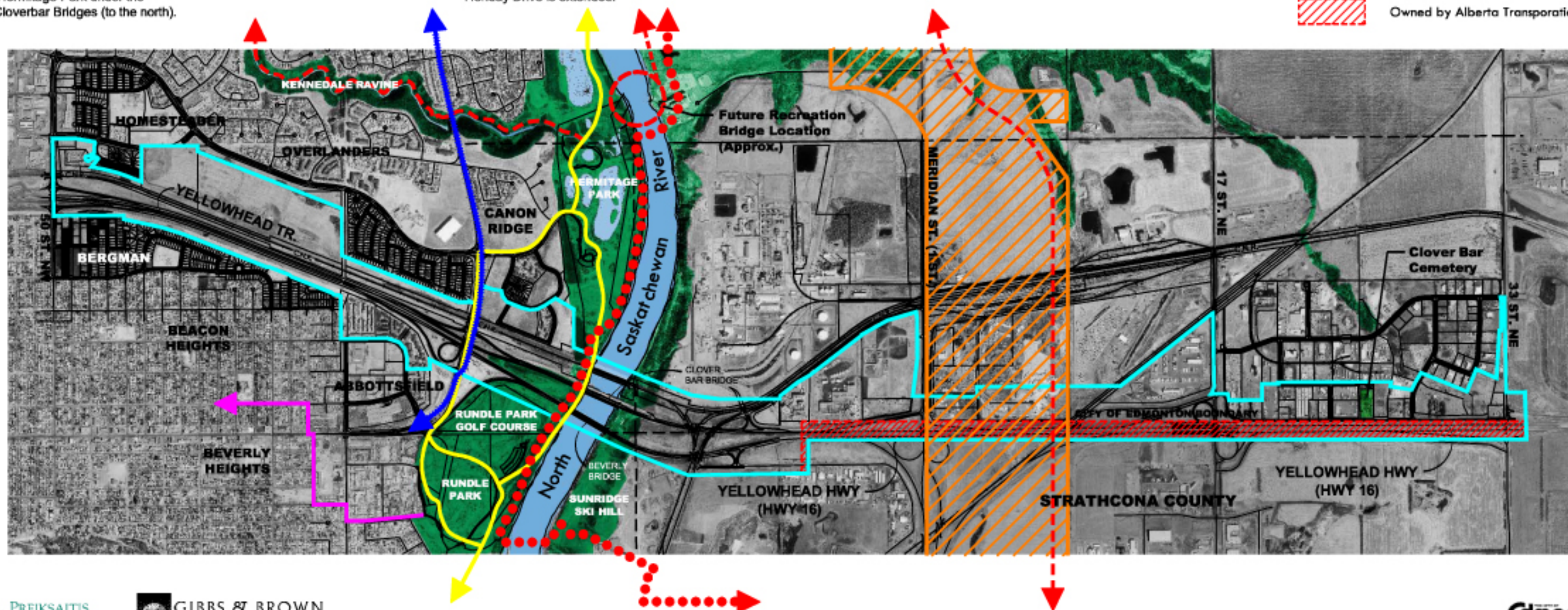
**Coal Mines** - Historic record of coal mining along the east river terrace, under the existing bridge crossings.

**Cloverbar Cemetery** - Developed in 1901 as a rural cemetery. Today it is well hidden amongst the commercial and light industrial developments that extend along the north side of the Corridor, between 17th Street NE and 29th Street NE.

Hermitage and Rundle Parks - Several prehistoric sites and aboriginal camp sites have been discovered within Hermitage and Rundle Parks, however, many have been disturbed through past development. The parks' cliffs also offer insight into the region's geological history. Many of these cliffs were mined for gravel and coal in the early 1900's. These similar historical resources and features also extend into Gold Bar and the Strathcona Science Park areas.

### LEGEND

- Existing Trails
- - - Future Trails
- ● ● ● ● Trans-Canada Trail
- + + + + + Class 1 Bike Path
- Class 3 Bike Path
- Study Boundary
- Transportation Utility Corridor (TUC)
- North Saskatchewan River Bylaw Area
- Owned by Alberta Transportation





## Segment Development Figure 6

*"Nothing is experienced by itself, but always in relation to its surroundings, the sequences of events leading up to it, and the memory of past experiences."*

Kevin Lynch

The Yellowhead East Corridor is structured and shaped by various components - the Corridor as a whole; its distinct segments; and people and their activities. The visual quality of these components is important when establishing and enhancing a coherent pattern of movement and gateway entry into the City of Edmonton. Through the development of a legibly visible pattern of movement and gateway entry, we gain our first and recurrently most lasting impression of the City.

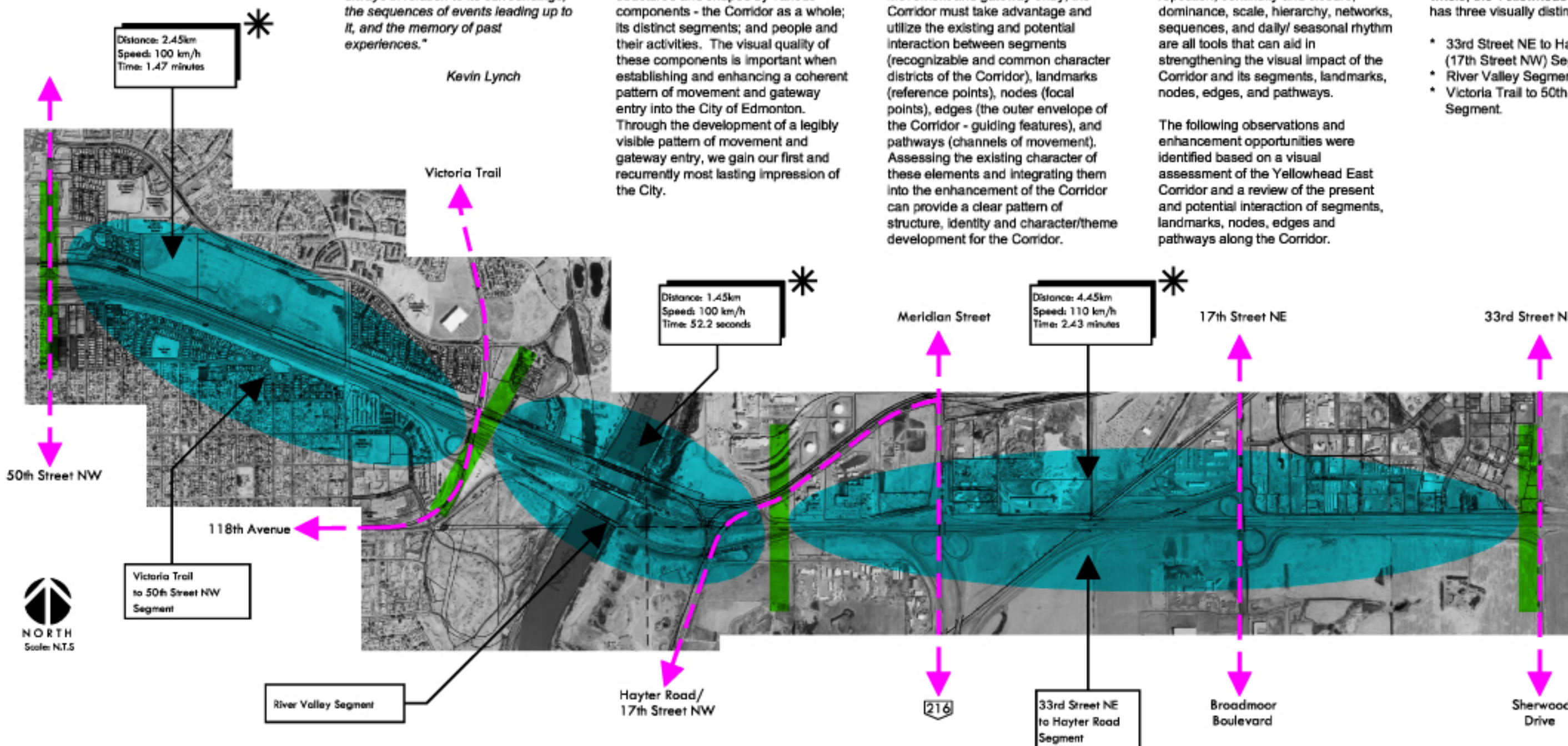
To create a coherent pattern of movement and gateway entry, the Corridor must take advantage and utilize the existing and potential interaction between segments (recognizable and common character districts of the Corridor), landmarks (reference points), nodes (focal points), edges (the outer envelope of the Corridor - guiding features), and pathways (channels of movement). Assessing the existing character of these elements and integrating them into the enhancement of the Corridor can provide a clear pattern of structure, identity and character/theme development for the Corridor.

The use of texture, symmetry, order, repetition, continuity and closure, dominance, scale, hierarchy, networks, sequences, and daily/ seasonal rhythm are all tools that can aid in strengthening the visual impact of the Corridor and its segments, landmarks, nodes, edges, and pathways.

The following observations and enhancement opportunities were identified based on a visual assessment of the Yellowhead East Corridor and a review of the present and potential interaction of segments, landmarks, nodes, edges and pathways along the Corridor.

Segments - Although viewed as a whole, the Yellowhead East Corridor has three visually distinct segments:

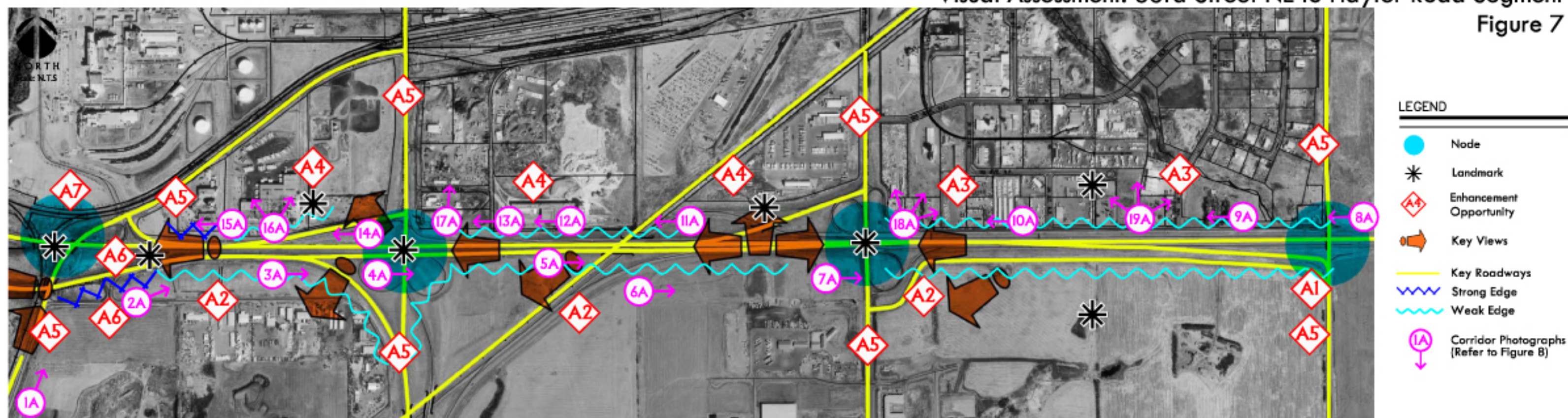
- 33rd Street NE to Hayter Road (17th Street NW) Segment.
- River Valley Segment.
- Victoria Trail to 50th Street NW Segment.



\* Distance, Speed and timeframe information is based on existing movement through each individual segment.



## Visual Assessment: 33rd Street NE to Hayter Road Segment Figure 7



The 33rd Street NE to Hayter Road (17th Street NW) Segment has a predominant industrial character along both the north and south edges of the Corridor. Several areas within the Segment are inter-mixed with commercial developments and/or open space areas (i.e., Transportation Utility Corridor (TUC) easement and future industrial zoned sites). Inclusive with the industrial character of the segment, the Corridor and its approaches (Hayter Road/17th Street NE, Highway 216/ Meridian Street and 17th Street NE/ Broadmoor Boulevard) are constructed as high speed environments.

This high speed environment is also defined by several existing conditions, including: limited change in gradient and alignment; visual edge conditions

(i.e. no variation in foreground, middle-ground and background sequences); and viewshed development (i.e. highlighting key landmarks such as: views of the downtown, commercial and industrial developments, etc).

This high speed environment is calmer (westbound) once you pass under the Hayter Road and CNR overpasses and descend down into the River Valley.

Key landmarks (east to west) include: mature woodlots and the Road King development on the south side; mature trees and commercial/light industrial area (between 33rd Street NE and 17th Street NE); the downtown skyline; 17th Street NE.

overpass; CNR bridge overpasses Meridian Street overpass; Owens Corning stacks; and other industrial sites (i.e. Western Bulk Transport, Georgia Pacific Canada Ltd., Great Western Containers Inc., and Degussa); the City entry and Yellowhead sign; and the Hayter Road overpass. The Cloverbar Cemetery is a well hidden landmark, located amongst the commercial/light industrial area (between 33rd Street NE and 17th Street NE).

Key nodes include the future 33rd Street NE overpass, Hayter Road/17th Street NE and CNR overpasses.

Specific enhancement opportunities include:

A1. Future node development (i.e., bridge/façade design, embankment landscape development, lighting, signing, banners and other thematic additions) at the proposed 33rd Street overpass.

A2. Edge enhancements (i.e., established architectural/site development guidelines in industrial zoned areas, landscape additions (framing views to the downtown skyline), lighting, signing and other thematic additions) along the south edge of the Corridor.

A3. Edge enhancements (i.e., commercial/light industrial area (between 33rd Street N.E. and 17th Street N.E.) improvements, landscape

development, signing improvements, lighting, and other thematic additions) along the north edge of the Corridor.

A4. Industrial edge enhancements (i.e., business signing/themed recognition improvements, landscape development, signing improvements, lighting, and other thematic additions) along the north edge of the Corridor.

A5. Corridor approach enhancements (i.e., landscape development, signing improvements, lighting, and other thematic additions) along Hayter Road/17th Street NE, Highway 216/ Meridian Street, 17th Street NE/ Broadmoor Boulevard and the future Sherwood Drive/ 33rd Street NE connection.

A6. Sign and theme improvements to the City of Edmonton and Yellowhead sign areas.

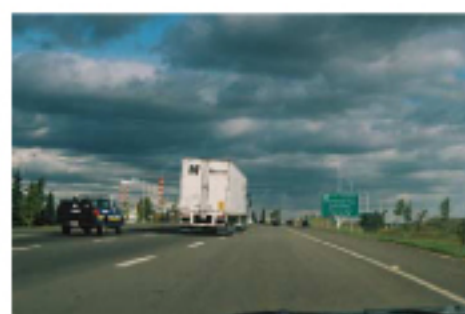
A7. Node enhancements (i.e., bridge/façade enhancements and re-painting of the CNR bridge, lighting, signing, banners and other thematic additions) at the Hayter Road and CNR overpasses.



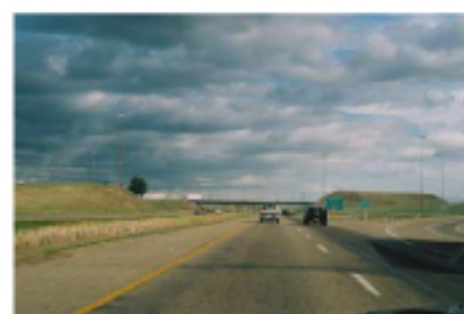
# Visual Assessment: 33rd Street NE to Hayter Road Segment Photographs Figure 8



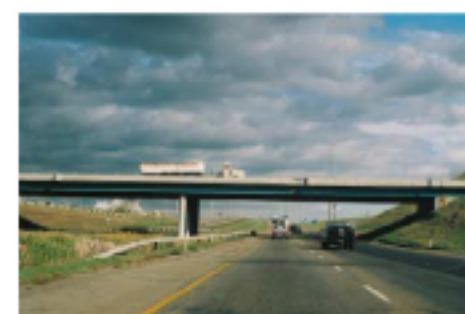
1A



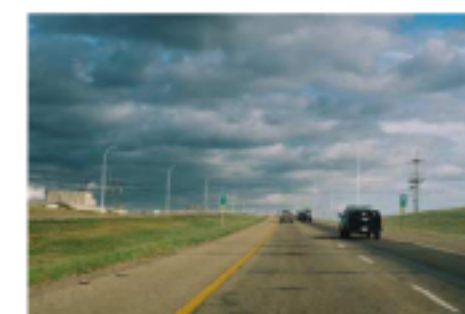
2A



3A



4A



5A



6A



7A



8A



9A



10A



11A



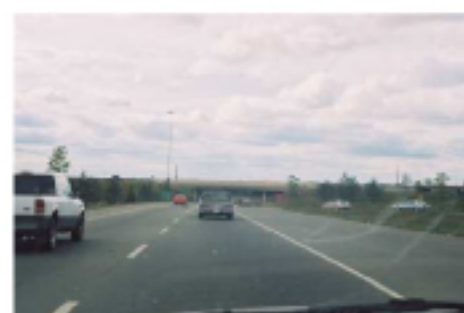
12A



13A



14A



15A



16A



16A



17A



18A



18A



18A



19A



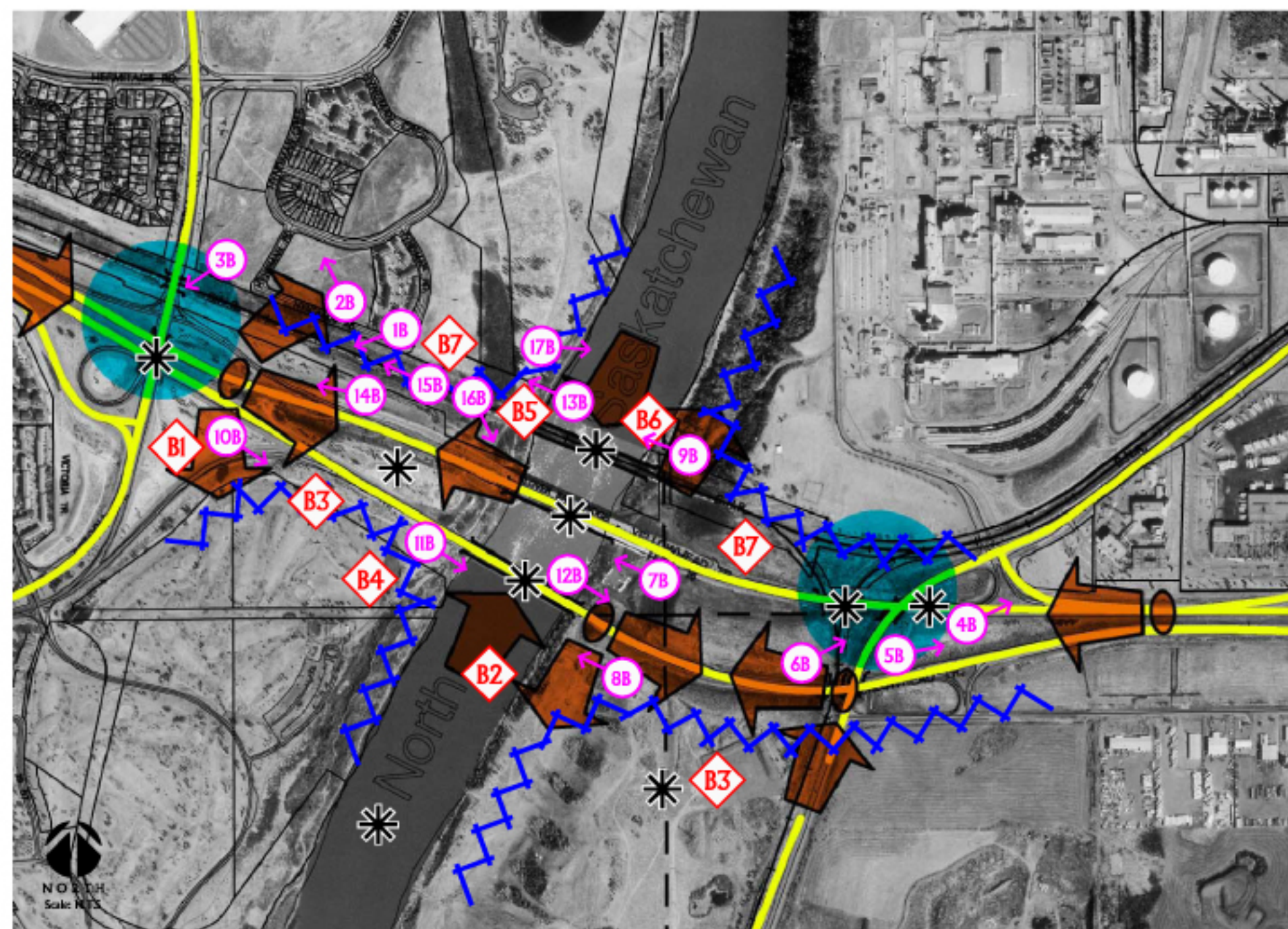
19A



19A



## Visual Assessment: River Valley Segment Figure 9



The River Valley Segment is the most visually prominent district along the Yellowhead East Corridor. As the Corridor descends into the River Valley, sight lines are emphasized by steep grass and wooded sloped edges. Extending along the Beverly and Cloverbar bridges, sight lines along the edges open outward, offering views into the natural environment of the River Valley. Key nodes within the River Valley Segment include the Hayter Road/ CNR bridge and Victoria Trail overpasses. These features are key portals into the River Valley. Key landmarks include (east to west): Hayter Road overpass; CNR overpass; North Saskatchewan River; CNR bridge (over the North Saskatchewan River); the Cloverbar bridge; Celanese Canada Plant; Ukrainian Pioneer Forest; Victoria Trail bridge; Beverly bridge; and Sunridge Ski Hill (east only).

The approach to the Corridor along Victoria Trail is recorded in the Victoria Trail to 50th Street NW Segment. The edge conditions, both north and southbound along Hayter Road (17th Street NW) are visually open, fragmented and poorly defined with power poles, scattered plantings, painted flanged barriers, industrial lands and the CN railway line. Key features on approach to the interchange include views into the River Valley and the Celanese Canada Plant.

Although not visible from the Corridor, the River Valley Segment is also a key green space corridor with trail alignments (existing and future) that link the Trans Canada Trail (future), Strathcona Science Park, Rundle Park, Rundle Park Golf Course, Victoria Trail overpass, Hermitage Park, Kennedale Ravine and extend further along the North Saskatchewan River Valley.

Specific enhancement opportunities include:

B1. Node and Landmark enhancements (i.e., bridge/façade enhancements, embankment landscape development, lighting, signing, banners and other thematic additions) at the Victoria Trail overpass.

B2. Beverly bridge enhancements (i.e., guard rail, lighting and other thematic additions - banners, sign enhancements, overhead/vertical components, etc).

B3. Edge enhancements (i.e., existing fence improvements complete with landscape additions, lighting, signing and other thematic additions) along the south edge of the Corridor.

B4. River Valley parks recognition (i.e., signing/ public art feature) on the west bank of the River, along the east and westbound lanes.

B5. Cloverbar bridge enhancements (i.e., guard rail, lighting and other thematic additions - banners, sign enhancements, overhead/vertical components, etc)\*.

B6. Node and Landmark enhancements (i.e., bridge/façade enhancements and re-painting of the CNR bridge, lighting, signing, banners and other thematic additions) at the Hayter Road and CNR overpasses.

B7. Edge enhancements (i.e., landscape development, signing improvements, lighting, and other thematic additions) along the north edge of the Corridor.

Note(\*): It is recognized that the Cloverbar Bridge is a new bridge structure. Suggested enhancement opportunities are to be further reviewed in relationship to the decisions made during the design development of the new bridge structure.

### LEGEND

- Node
- ✱ Landmark
- ◆ Enhancement Opportunity
- ➔ Key Views
- Key Roadways
- Strong Edge
- Weak Edge
- Ⓜ Corridor Photographs (Refer to Figure 10)



**Visual Assessment: River Valley Segment Photographs**  
**Figure 10**



**1B**



**2B**



**3B**



**4B**



**5B**



**6B**



**7B**



**8B**



**9B**



**10B**



**11B**



**12B**



**13B**



**14B**



**15B**



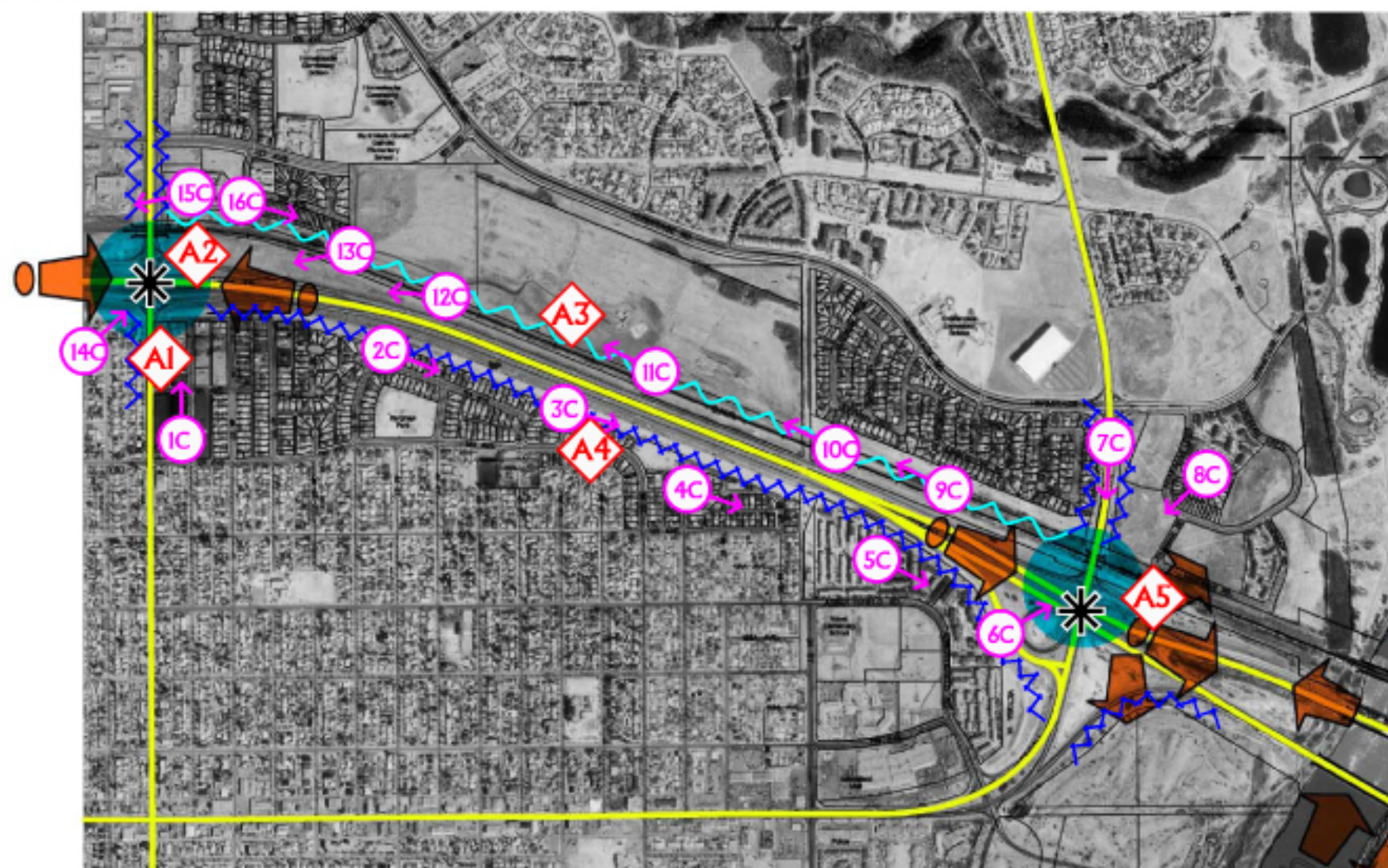
**16B**



**17B**



## Visual Assessment: Victoria Trail to 50th Street NW Segment Figure 11



The Victoria Trail to 50th Street NW Segment has a distinct 'urban' character and is predominately a residential area with the communities of Homesteader, Overlanders, Canon Ridge, Abbottsfield and Bergman lining the edges of the Corridor. The approaches (4 to 6 lanes) along 50th Street NW and Victoria Trail (north and south) to Highway 16 travel through these residential areas, each with a different character. The south approach along 50th Street NW has older residential homes and mature trees along the west edge, and fenced industrial and storage properties along the east edge. The north approach along 50th Street NW changes in grade to pass under the CNR bridge. Open space and semi-mature planted embankments align each edge of the underpass area.

The south and north approaches along Victoria Trail are quite different than 50th Street NW, edged with open space and mature plantings, which characteristically extend down into the River Valley area.

Along Highway 16, berming, fencing and semi-mature plantings screen the residential areas along the south edge of the Corridor. Tree and shrub plantings along this edge provide seasonal texture and colour, however, the use of chainlink fencing is a visually prominent feature and affects the integrity and quality of the corridors edge condition. The north edge of the Corridor is open and visually fragmented with billboard signing, power poles, and scattered young plantings. Residential edges are partially screened by the CNR alignment.

Key landmarks within the segment include the 50th Street NW overpass and Victoria Trail overpass. These two landmarks are also key nodes within the segment. The gradient changes and curved roadway alignment at the 50th Street NW overpass create a visually and physically strong portal affect along the Corridor - both east and westbound. The Victoria Trail overpass (westbound) has a similar portal affect as the Corridor extends up from the River Valley. The eastbound approach is less confined, providing scenic views out towards the 'prairie' horizon line, which shifts above and below the Victoria Trail bridge deck as motorists move toward and pass under the overpass, toward the Beverly Bridge.

Specific enhancement opportunities include:

C1. Edge enhancements (i.e., building, fencing, yard treatment, landscape development, banners and other thematic additions) along the 50th Street NW (northbound - east industrial edge) approach to the Corridor. Several of these enhancements should also be incorporated along the west residential edge of the approach as well.

C2. Node and Landmark enhancements (i.e., bridge/façade enhancements, landscape development, lighting, signing, banners and other thematic additions) at the 50th Street NW overpass.

### LEGEND

- Node
- ✱ Landmark
- ◆ Enhancement Opportunity
- ➔ Key Views
- Key Roadways
- ~ Strong Edge
- ~ Weak Edge
- ⬇ Corridor Photographs (Refer to Figure 12)

C3. Edge enhancements (i.e., landscape development, signing (directional, billboard, etc) improvements, lighting, berming, and other thematic additions) along the north edge of the Corridor.

C4. Edge enhancements (i.e., existing fence improvements complete with landscape additions, lighting, signing and other thematic additions) along the south edge of the Corridor.

C5. Node and Landmark enhancements (i.e., bridge/façade enhancements, embankment landscape development, lighting, signing, banners and other thematic additions) at the Victoria Trail overpass.



## Visual Assessment: Victoria Trail to 50th Street NW Segment Photographs Figure 12



1C



2C



3C



4C



5C



6C



7C



8C



9C



10C



11C



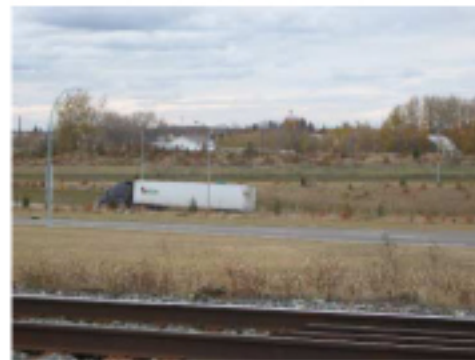
12C



13C



14C



15C



15C



16C

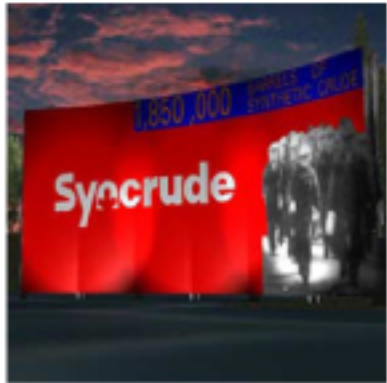


## Examples of Design Guideline Elements

### Figure 13



Architectural Treatment of Buildings



Signage with Theming

Lighting



Landscaping



Examples of Design Guideline Elements  
Figure 14



Theming

Conservation of Natural Areas

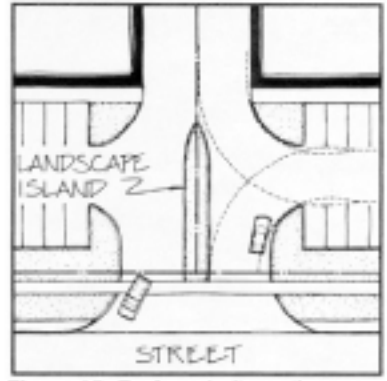


Figure 15: Preferred alternative - landscaped property lines.

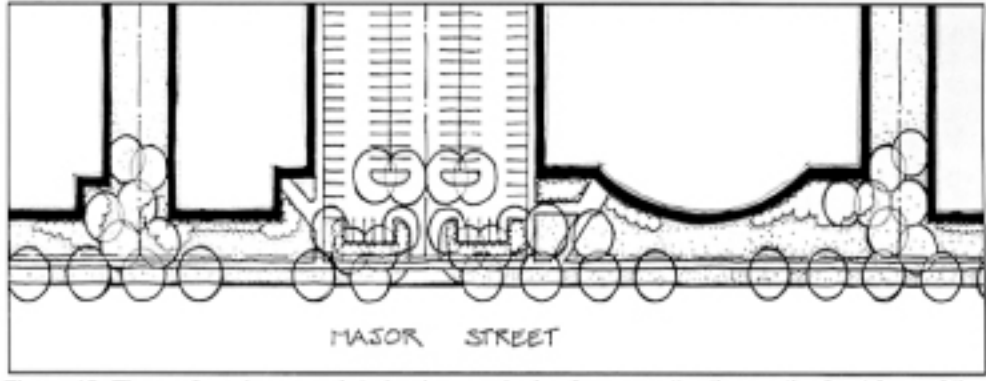
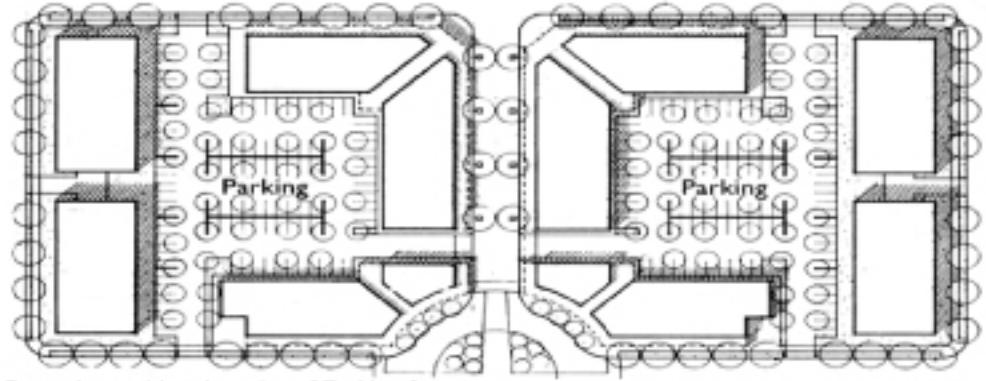
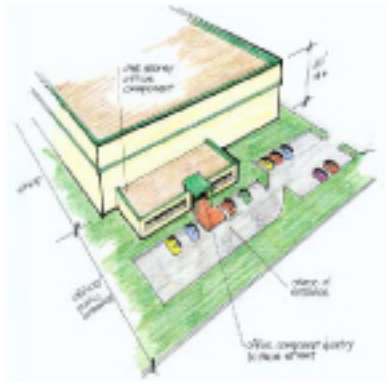


Figure 12: The preferred approach to landscape design focuses attention on the front face of the building and screens parking areas.



Screening and Landscaping of Parking Areas

Access, Parking and Loading



Front Yard Landscaping

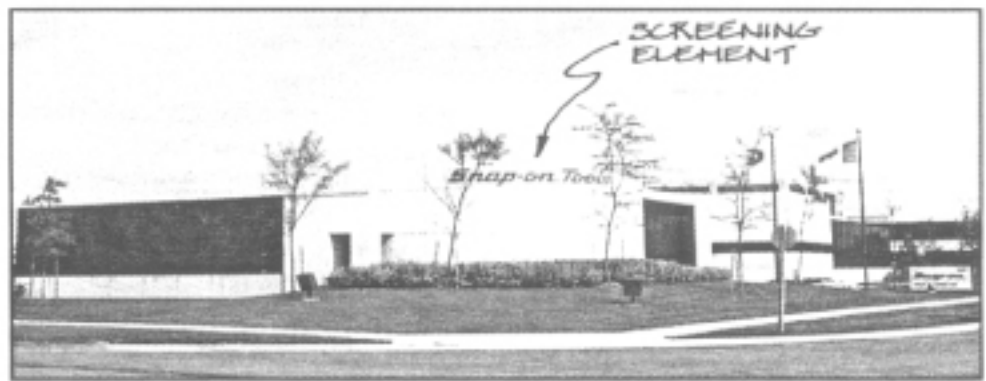


Figure 19: Preferred approach where roof-top equipment is screened by Architectural elements.



Figure 20: Alternative approach to screening roof-top equipment.

Site Planning and Architectural Treatment



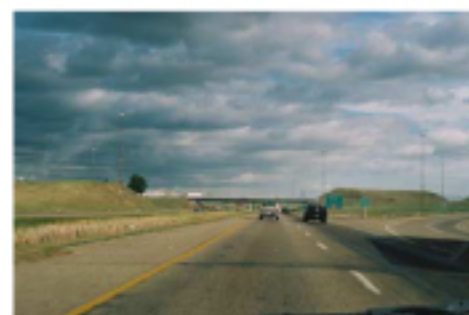
## Photos of Adjacent Developments - Victoria Trail to 50 Street Segment Figure 15



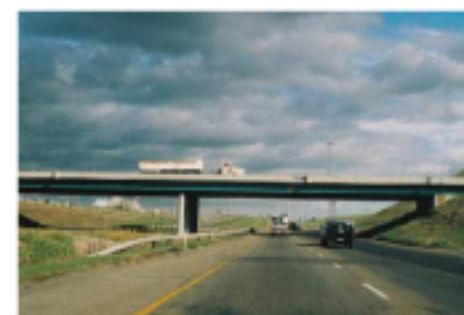
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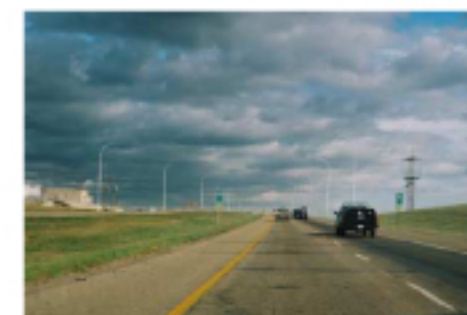
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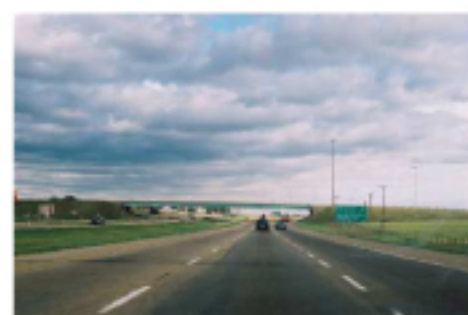
4A



5A



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7A



8A



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12A



13A



14A



15A

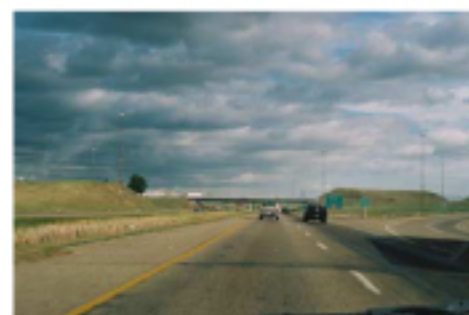




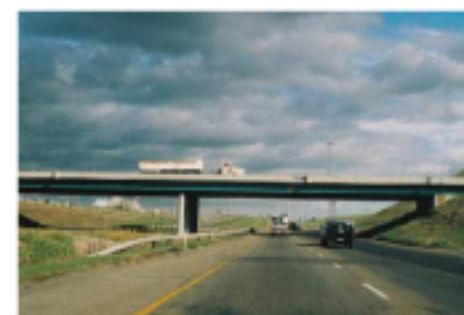
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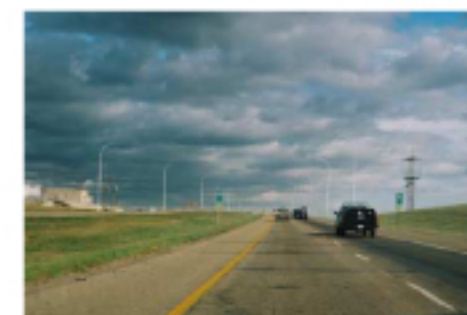
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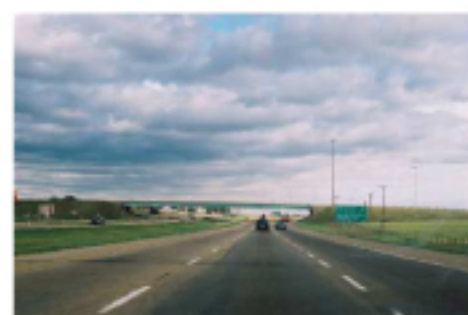
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## Photos of Adjacent Developments - 33 Street NE to Hayter Road

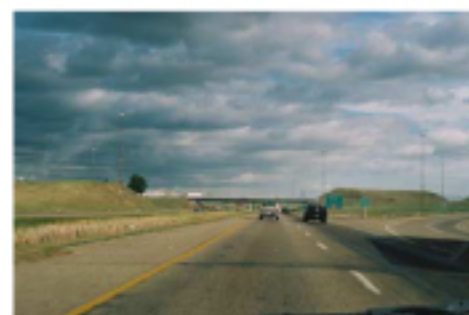
Figure 17



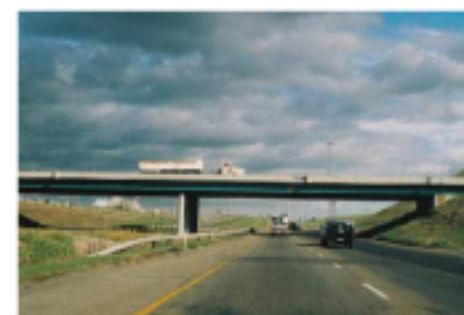
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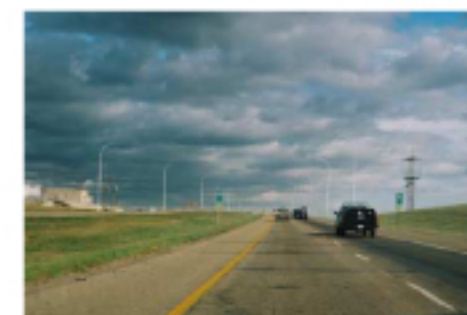
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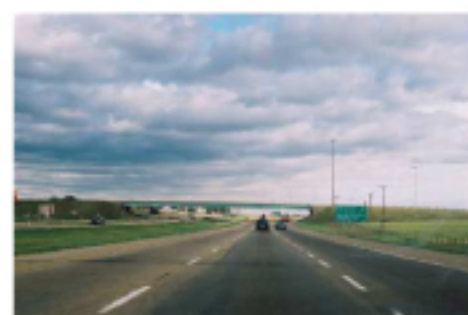
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## Introduction

### Figure 18

#### Purpose

The purpose of the Yellowhead East Design Guidelines is to improve the appearance of development along Highway 16 from 33 Street NE to 50 Street NW and to emphasize the area as a major gateway into the City of Edmonton by ensuring the following:

- Land use, building design and site planning are respectful of the Highway 16 Corridor's function as a major gateway to the Capital Region and the City of Edmonton.
- To shape the quality and direction of public and private development and redevelopment along the Corridor.
- The protection and interpretation of significant historical, cultural, environmental and industrial features and lands.
- The enhancement of the Corridor's economic development potential.
- A focus for cooperative and coordinated action by the City of Edmonton, Strathcona County and Alberta Transportation and other public and private interests.

#### Vision Building Workshop

On December 2, 2002 a Vision Building Workshop was held with property owners and stakeholders to develop a vision and strategic priorities for the Yellowhead East Corridor. The following is a summary of participants' comments and suggestions:

##### Architectural Treatment of Buildings and Bridges

- Highlight selected buildings with flags and lights.
- Refurbish older building exteriors.
- Clean and screen storage areas.
- Enhance bridge architecture.

##### Lighting

- Light key intersections, signs, bridges, turnoffs and buildings.
- Light entrances into the City of Edmonton and Strathcona County.
- Avoid continuous lighting of Corridor.

##### Landscaping

- Use landscaping to enhance not hide properties.
- Preserve river valley green space.
- Improve berms with more intensive vegetation and tree clusters.

##### Image, Place Making and Theming

- Introduce an overall Corridor theme.
- Establish sub-themes for Corridor segments.

##### Signage

- Introduce consistent Corridor signage.
- Encourage better private signage.
- Improve rhythm and spacing of signs.
- Mark the City / County boundary.
- Improve Yellowhead Highway Association and "Welcome to Edmonton" signs.
- Improve directional signage to recreational areas.

##### Parks and Open Spaces:

- Extend trail to ravine near 33 Street NE.
- Promote Sunridge Biathlon Centre.
- Provide access to parks and trail system and introduce trail signs.

##### Access, Parking and Loading

- Rename either 17 Street NE or 17 Street NW to avoid confusion.
- Highlight access into the river valley, Beverly Business Revitalization Zone and surrounding neighborhoods.
- Improve access to highway commercial and light industrial area near 33 Street NE.
- Develop guidelines for screening of commercial / industrial parking and loading areas.

##### Marketing and Promotions

- Develop 'Gateway Park' tourist info center.
- Name and market industrial areas.
- Give a heritage name to 17 Street NE or 33 Street NE.
- Promote parks.
- Mark Yellowhead East entrance with flags and art.



*Workshop participants discussed ideas and strategies to improve the appearance and function of areas adjacent to the Yellowhead East Corridor.*





## Theme and Character Development

### Objective

1. Use the five key urban design elements of district, landmark, edge, pathway and node to improve the visual quality and character along the Corridor.

### Guidelines

1. Subject to approval by the City's Names Advisory Committee, introduce a Yellowhead Trail historical theme when naming industrial/commercial areas located on the north side of the Yellowhead East Corridor between 33 Street NE and Hayter Road. For example:
  - 33 Street NE to 17 Street NE – "Tête Jeune"
  - 17 Street NE to Meridian Street – "H.D. Ainlay"
  - Meridian Street to the North Saskatchewan River Valley – "Riverview"
2. Introduce wayfinding features that present and direct travellers to the City of Edmonton's "Ribbon of Green" from Hayter Road to Victoria Trail.



Harry D. Ainlay, one of the early presidents of the Trans-Canada Highway System Association.

3. Introduce features that showcase the residential character of the western Corridor from Victoria Trail to 50 Street NW.
4. Introduce design elements to existing and future grade-separated intersections to provide a sense of movement, visual connectivity and theme. Theme opportunities may include the following:
  - Metis/First Nations
  - Industrial Heritage
  - River City
5. Highlight existing landmarks on public and private lands such as:
  - Cloverbar Cemetery
  - Owens Corning stacks
  - Celanese Canada Plant
  - Existing City of Edmonton entry sign area
  - Yellowhead Highway Association sign area
  - North Saskatchewan River bridge crossing
  - Ukrainian Pioneer Forest



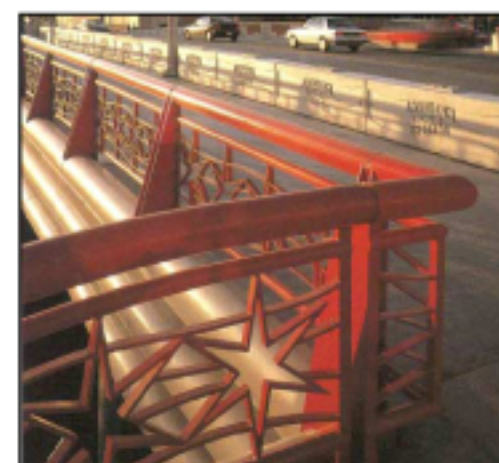
Example of potential Yellowhead East Corridor identifier and colour scheme.

### Objectives

1. Use a Yellowhead East Corridor identifier and colour scheme to create a strong, unified character.
2. Develop a colour scheme to use with other colours adopted by the City of Edmonton and Yellowhead Highway to define the Yellowhead East Corridor and to provide year-round colour to key nodes and edges.

### Guidelines

1. Adopt an identifier to define key nodes and to use with other identifiers adopted City of Edmonton and Yellowhead East Corridor.
2. Use the identifier and adopted colour scheme in public right-of-way areas including the following:
  - Banners
  - Overpass structures and headwalls
  - Fences and screens
  - Corridor signs and street signs approaching the Corridor (eg. sign blades)
  - Traffic barriers



Example of design elements used in handrail on overpass in Chicago.

## Corridor-Wide Guidelines

### Figure 19

*Corridor-wide design guidelines are meant to achieve an aesthetic and functionally integrated appearance for both public and private lands along the Corridor.*



## Corridor-Wide Guidelines

### Figure 20

#### Preservation of Natural Areas

##### Objectives

1. Recognize the need to integrate and preserve the natural features of the North Saskatchewan River Valley and other natural areas in the future development of the Corridor.
2. Protect, conserve, interpret and enhance the North Saskatchewan River Valley and other natural and/or open spaces within the Corridor.

##### Guidelines

1. Integrate and enhance natural and open space areas and linkages in the development of the Anthony Henday Drive and adjacent industrial/commercial developments.
2. Develop a recreational/open space corridor within natural and open space areas along the Anthony Henday Drive and from the North Saskatchewan River Valley (via the existing northwest-southeast tributary) to the east Corridor area (33 Street NE) with links to the Trans-Canada Trail.
3. Preserve natural plantings west of the North Saskatchewan River Valley (e.g. the Ukrainian Pioneer Forest and areas around the Victoria Trail interchange) and extend plantings to enhance edge conditions along the north of the Corridor between Victoria Trail and 50 Street NE.
4. Preserve stands of trees, historical sites and other natural features during the assessment, development and/or redevelopment of the public right-of-way or privately owned lands.
5. Identify and mitigate environmental hazards during site assessments and design development. Environmental hazards may include contaminated soils, landfill sites, flood plains, high water tables, gas lines, railway right-of-way, unstable slopes, etc.



Example of farm buildings preserved and converted to office and meeting space.

#### Economic Development

##### Objectives

1. Foster cooperation among the City of Edmonton, Strathcona County, Alberta Transportation, Northeast Industrial Association, Strathcona Industrial Association, YHA and Economic Development Edmonton (EDE) to enhance commercial, industrial and tourism development opportunities along the Yellowhead East Corridor.
2. Promote industrial and commercial development opportunities along the Capital Region's eastern gateway consistent with the City of Edmonton's economic development strategies in Plan Edmonton and Edmonton's Land Strategy approved by Edmonton City Council.

##### Guidelines

1. Encourage EDE, Strathcona County and the YHA to cooperatively develop a tourism information centre on the north side of the Yellowhead Highway at Clover Bar Road (Range Road 231). This may take the form of a public / private partnership with a private sector partner. Although outside the Plan area, this is the only location before the City of Edmonton boundary where grade separated access exists.
2. Work with Strathcona County to develop a cooperative marketing strategy for potential light, medium and heavy industrial sites and highway commercial opportunities in the East Corridor Segment.



An economic development strategy in Plan Edmonton is to promote industrial development in the Capital Region's eastern gateway area.





## Guidelines for Publicly Owned Lands

### Figure 21

### Gateways, Nodes and Landmarks

This section presents specific guidelines for future development of public lands to create a sense of entry and place, promote specific development districts, and illustrate improvement opportunities within the public right-of-way.

#### Objectives

1. Preserve and enhance existing natural and man-made landmarks within the Corridor.
2. Preserve and enhance the following existing landmarks along the Corridor:
  - Cloverbar Cemetery
  - Views towards downtown (westbound in the East Corridor Segment)
  - Overpass structures
  - Owens Corning stacks
  - North Saskatchewan River Valley and bridges
  - Ukrainian Pioneer Forest
3. Create opportunities to enhance or introduce interpretively themed signage to identify key developments and attractions within the Corridor area. (Refer to Demonstration Project 'Corridor Banners and Business Signing' for conceptual illustration)

4. Develop a gateway at the City of Edmonton entrance sign that prominently marks arrival into the City. (Refer to Demonstration Project 'Gateway Development – East of Existing City Sign' for conceptual illustration.)

#### Guidelines

1. Use existing and proposed interchanges to create visible nodes and landmark features along the Corridor. Landmark features for interchange areas include but are not limited to the following:
  - Vertical / lighted features
  - Headwall improvements (e.g. painting, identifier use, lighting, public art, etc.)
  - Embankment development with shrub/tree plantings, flagpoles, banners, identifier use, public art, etc.

Specific node development and enhancement locations should include:

- Future 33 Street NE interchange
- Existing 17 Street NE interchange and access/egress areas
- Future Anthony Henday Drive interchange and access/egress areas and linkages to Meridian Street.
- Existing Hayter Road interchange and access/egress areas and the CN railway bridge. (Note: Included in this area is the City of Edmonton entry sign. These features should be combined to improve and create a major gateway into the City of Edmonton. Improvements should also include enhancements to the eastbound YHA sign.)

- Victoria Trail interchange (identifying access into the North Saskatchewan River Valley and parks system).
  - 50 Street NE interchange and access/egress areas, especially along the southeast approach to the Corridor. (Refer to Demonstration Project '50 Street Interchange Improvements' for a conceptual illustration.)
2. All node and landmark development must be coordinated and approved by the City of Edmonton Transportation and Streets Department and/or Alberta Transportation, with input from relevant departments, agencies, private sign companies, public art groups and other key stakeholders.
  3. Create a major gateway into the City by the Hayter Road interchange area and the City of Edmonton and YHA sign areas. This area should be integrated and enhanced to create a major gateway into the City that features theme-based design related to the City of Edmonton, Yellowhead East region, Yellowhead Highway and 'Ribbon of Green'. The gateway should also incorporate a display or signage 'stage' for celebrating major City events.



The Cloverbar Bridge and Cloverbar Cemetery are landmark features in the Yellowhead East Corridor.



The Ellerslie overpass acts as a gateway feature on Highway 2 into Edmonton.



## Guidelines for Publicly Owned Lands Figure 22

### Signage

#### Objectives

1. Create a hierarchy of signage that:
  - Reduces the proliferation of signage along the Corridor edge, improves wayfinding and clarity, and maintains a safe, free-flowing Corridor environment.
  - Establishes or integrates a format for directional and traffic signage that meets the approval of the City of Edmonton Transportation and Streets Department and/or Alberta Transportation and is coordinated with Strathcona County.
  - Restricts the use of billboard signs in public right of ways.
  - Enhances business signage for private landowners along the Corridor.
  - Explores the use of new sign technology and more effective approaches to improving signage clarity and aesthetics.

#### Guidelines

1. To improve orientation and clarity and maintain a safe, free-flowing environment, the following signage improvements should be applied both within the public right-of-way and privately owned lands:

#### a) Business Area Signage

- Introduce business area signage along the East Corridor Segment, using the proposed theme names for currently un-named industrial/commercial areas. (Refer to Guideline 1 under *Theme and Character Development*.)
- Locate business area signage to provide advance notice of key interchanges.
- Business area signage should follow established City standards and be approved by all relevant approving authorities.
- In non-lit areas of the Corridor, business area signs should be illuminated.

#### b) Theme Signage

- Introduce free-standing theme signage to clearly identify Corridor segments and their adjacent land uses, key developments and/or attractions within or connected to the Corridor. Key themes are Edmonton Communities, Edmonton 'Ribbon of Green', and Edmonton Industry.
- Themed signs should incorporate the Yellowhead East identifier and lighting where appropriate and should be designed for visibility in higher-speed environments.

Refer to Demonstration Project 'Corridor Theme and Business Signage' for conceptual illustrations of the above.



*Business signs can be effectively lit for nighttime visibility.*



## Guidelines for Publicly Owned Lands

### Figure 23

## Landscape Development

### Objectives

1. Enhance and improve the Corridor landscape through the use of:
  - edges for continuity, accent and rhythm;
  - qualities and forms that reflect the character of adjacent development;
  - seasonal variation and hardiness;
  - visual experiences and sightlines to and from the Highway Corridor; and
  - implementable, safe, sustainable, efficient and cost-effective landscape improvements and low maintenance/operation treatments.

### Guidelines

1. Maintain and enhance open space along the Corridor with native tree, shrub and grass/forb plantings. Incorporate berming and aesthetic screening/fencing to reduce maintenance and operational costs. It is recommended that bermed plantings be used in a west-east direction, with hardy native grass/forb plantings on the south face and native tree/shrub plantings on the north face.
2. Use formal, hardy tree and shrub plantings at bridge interchange nodes.
3. The future Anthony Henday Corridor expansion should incorporate native tree, shrub and grass/forb plantings and coordinate with adjacent industrial businesses to create a "greenway" environment.
4. Improve landscape treatment around and within the Cloverbar Cemetery.
5. All landscape development must meet the setback requirements and approval of all relevant departments and agencies.

## Lighting

### Objectives

1. Provide interval lighting along the Corridor to improve traffic safety and enhance the Corridor's importance as a major gateway into the City of Edmonton.
2. Create the opportunity to provide a consistent lighting theme and format within the Corridor.
3. Promote the opportunity for private business lighting of key features and landmarks (i.e. Celanese plant stacks). (Refer to Demonstration Project 'Celebrating Edmonton Industry – Landscape, Lighting and Architectural Improvements' for conceptual illustration.)
4. Explore the use of alternative lighting options for nodes and segments within the Corridor.

### Guidelines

1. All existing highway light standards within the public right-of-way should be painted to correspond with the Corridor colour scheme and adorned with the Corridor identifier and/or themed banners. Banner themes could include:
  - Yellowhead Trail (Tête Jeune Cache)
  - Metis Voyageur
  - Gateway to North
  - Industrial / Petrochemical Industry

- "Ribbon of Green"
  - Adjacent neighbourhoods (Canon Ridge, Overlanders, Homesteader, Bergman, Beacon Heights, and Abbottsfield)
2. Provide interval lighting to 33 Street NE, complete with Corridor identifier and colour(s).
  3. Lighting should be incorporated into all existing and future business, information and municipal boundary signing, and node and landmark development.
  4. All lighting improvements must be designed, coordinated and approved by the City of Edmonton Transportation and Streets Department and/or Alberta Transportation with input from related departments, agencies and key stakeholders.



Example of landscape improvements along a major highway right of way.



## Public Art

### Objectives

1. Where applicable, implement a 1% for public art policy.
2. Use art and design along the Corridor to:
  - provide an interpretive perspective of the region's unique history, culture, economic diversity, community and landscape;
  - enhance entrance development into the City of Edmonton; and
  - celebrate, strengthen and promote existing and future businesses along the Corridor.

### Guidelines

1. Use public and private lands as potential exhibit spaces for public art. Sponsoring groups, organizations or businesses will be responsible for the funding, design, presentation, implementation and maintenance/operations of all exhibits. All exhibits are to be approved by relevant departments, agencies and key stakeholders. Exhibits should relate to Corridor theme opportunities.
2. Introduce public/thematic art into Corridor-wide features identified in the previous section.
3. No commercial logo flowerbeds will be allowed within the Yellowhead East Corridor.



*An industrial tank serves as the canvas for a large mural in Strathcona County's refinery row.*



*A variety of art forms can be used to enhance the Corridor.*

## Guidelines for Publicly Owned Lands Figure 24



## Guidelines for Privately Owned Lands

### Figure 25

*These Guidelines apply to privately owned lands in the East Corridor Segment. They include considerations such as land use, setbacks, architectural treatment of buildings, parking, loading and service areas, access and egress, landscaping, signage and lighting. It is the responsibility of private landowners and developers, the development officer / approving authority, and relevant departments and agencies to work cooperatively to implement these Design Guidelines.*

#### Objectives

- Promote a high standard of design and aesthetics for private development visible from the Corridor with regard to:
  - land use,
  - building design,
  - setbacks,
  - access/egress,
  - site planning and parking,
  - yard and storage areas,
  - landscaping,
  - signage, and
  - lighting.

#### Guidelines

##### Land Use

Consistent with the *Yellowhead North Area Structure Plan Bylaw No. 7044*, future land uses proposed for the Corridor include the following:

- Highway Commercial:** Highway commercial uses are existing or proposed along the service road immediately adjacent to the Yellowhead Highway between 17 Street NE and 33 Street NE (City limits). Highway commercial uses are intended to serve the travelling public and include motels, service stations and restaurants. The CHY – Highway Commercial Zone in the Edmonton Zoning Bylaw would apply.
- "Prestige" Business Industrial:** Light industrial and business office uses are proposed for areas that are directly adjacent to and visible from the Yellowhead Highway. Existing medium industrial uses adjacent to the Highway should be encouraged to redevelop to "prestige" business industrial uses in keeping with the IB – Industrial Business District in the City of Edmonton Zoning Bylaw.
- Medium Industrial:** Medium industrial uses are proposed in the Clover Bar and Strathcona subdivisions to take advantage of existing rail access and provide for a buffer between heavy industrial uses to the north and highway commercial, "prestige" business industrial and office uses along the Yellowhead Highway Corridor. Land uses and development regulations for the IM – Medium Industrial Zone are found in the City of Edmonton Land Use Bylaw.

- Heavy Industrial:** Several developed and vacant heavy industrial sites exist in the East Corridor Segment. The IH – Heavy Industrial Zone of the City of Edmonton Zoning Bylaw describes permitted and discretionary uses and development regulations.

##### Building Design

- All facades facing the Yellowhead East Corridor will be treated as principal facades and finished in a pleasing architectural manner to enhance the visual appearance when viewed from the Highway.
- The architectural treatment of buildings will provide for variation in building form, height and roof line, and the articulation of building walls to create visual interest and minimize perceived building mass when viewed from the Yellowhead East Corridor.
- Pre-engineered buildings should be prohibited.
- All rooftop mechanical equipment should be screened or concealed from view of the Corridor by incorporating into the building roof or by screening in a manner compatible with the architectural character of the building (i.e. beneath or behind the roof structure).



*The architectural treatment of buildings is important to improving the Corridor's visual appearance.*





# Guidelines for Privately Owned Lands Figure 26

## Parking

1. All open parking areas in view of the Corridor should be screened around the perimeter with plantings, landforms, etc.
2. Landscaping should be required in the interior of parking areas in the form of an "island of vegetation" to provide visual relief when viewed from the Highway Corridor and to reduce parking areas into smaller areas.

## Loading, Service and Storage Areas

1. Loading docks, service areas or doors should be oriented in such a manner so they are not visible from the Highway Corridor and should be screened from view by berming, buildings or landscaping.
2. All open yard storage areas should be developed in rear yards complete with fencing and/or screens to prevent viewing from the Corridor.



*Parking areas should be screened to reduce visibility from the Highway Corridor.*



## Access and Egress

1. To maintain Yellowhead East as a freeway facility with access points restricted to those approved by Alberta Transportation or City of Edmonton Transportation and Streets, access to individual private properties will be via service roads.

## Landscape Treatment

1. Landscape plans shall be submitted with the initial Development Permit Application for review and approval by the Development Officer.
2. A 4m wide landscaped strip is required along the property line abutting the service or local road.
3. A preferred landscape treatment is to group trees and shrubs in a manner that frames the front face of a building and screens parking areas.
4. A variety of hardy and low-maintenance deciduous and coniferous native plant species is recommended for landscaped areas.



*High quality landscaping improves the aesthetics from the Highway and makes industrial areas more marketable.*

## Signage

1. Building facade-mounted signs should be encouraged and freestanding permanent signs should be limited or discouraged.
2. Special effort should be taken with the design, placement and scale of signs to ensure that signs are not obtrusive and do not detract from the overall appearance of the development. Regard should be given to the scale of the buildings on the site, the distance of the building setback and its visibility from the Yellowhead East Corridor.
3. Portable signs within view of the Corridor should be prohibited.
4. For freestanding permanent signs, a minimum setback of 5m should be maintained from the property line.
5. The use of innovative, effective and sustainable lighting on signage is encouraged.
6. The use of signage on prominent features (ie. Cooling stacks) is encouraged.
7. All business identification signs are to be reviewed and approved by the Development Officer in accordance with the provisions of the City of Edmonton Zoning Bylaw 12800.
8. It is recommended that a consistent approach be adopted by the City of Edmonton and Strathcona County in regulating business identification signage.



*Example of existing business signage in the Corridor.*



## Guidelines for Privately Owned Lands Figure 27

### Fencing

1. Fencing for screening and security should be set behind the landscaped area. Fences of sheet corrugated iron, aluminum or asbestos should be prohibited.

### Lighting

1. Floodlighting of buildings is encouraged.
2. Lighting of prominent features (e.g. Corning stacks) is encouraged. (Refer to Demonstration Project 'Celebrating Edmonton Industry – Landscape, Lighting and Architectural Improvements' for a conceptual illustration.)
3. Lighting design should avoid creating a clutter of light standards.
4. No lighting on private lands should cast light onto the Yellowhead Highway right-of-way.
5. All on-site services for power, telephone and cable within the view shed of the Yellowhead East Corridor should be underground. Underground power should be provided for signs requiring such service.



*Example of effective yard storage screening along Edmonton's Gateway Boulevard.*



## Implementation

These Design Guidelines will be adopted as part of the City of Edmonton Zoning Bylaw 12800. They define the minimum quality of development deemed to be acceptable in the Yellowhead East Corridor and are meant to be used in review of area structure plans, plans of subdivision and site plans for development permit applications. Except where they refer to the provisions within the Zoning Bylaw, the Guidelines are meant to be flexible. In administering the Guidelines, the City of Edmonton will strive to keep an open mind to alternatives that are of equal or better quality development.

The City of Edmonton Transportation and Streets Department and Alberta Transportation are responsible for regulating development within road right-of-ways that fall within their respective jurisdictions. As such, all proposed landscape development must undergo a detailed review of highway alignment, safety and security requirements (e.g. utility clearances, icing, drifting snow, sun/shadow effects, wildlife habitat). Implementation will consider existing City policies and procedures such as the Uniform Traffic Control Devices Standard.

In the interest of fiscal sustainability, all proposed development within the public realm including landscaping, signage, lighting, public art, etc. must have funding resolution prior to installation. Funding must include the supply, installation, operation and maintenance of the proposed improvements. Ongoing maintenance of signage, lighting and landscaping is important to maintaining an attractive City entranceway.

As well as regulating development along the Corridor, the Guidelines propose a number of project initiatives that will require capital expenditures for proposed improvements to better ensure the Yellowhead East Corridor as a major eastern corridor to the City of Edmonton and Capital Region.

It is envisioned that these improvements would need to be made incrementally and in some cases funded through public/private partnerships and through non-governmental agencies. The following is a listing of potential funding sources:

- Municipal capital budgets
- Municipal operating budgets
- Provincial grants
- Federal grants
- Grants from foundations
- Development agreements
- Local improvement or benefits assessments
- Corporate sponsorship
- Service club sponsorship
- Public/private partnership

It is recommended that funds be identified in the City's 2004 Capital Budget to begin implementing some of the public improvements contained in these Design Guidelines.

## Demonstration Projects

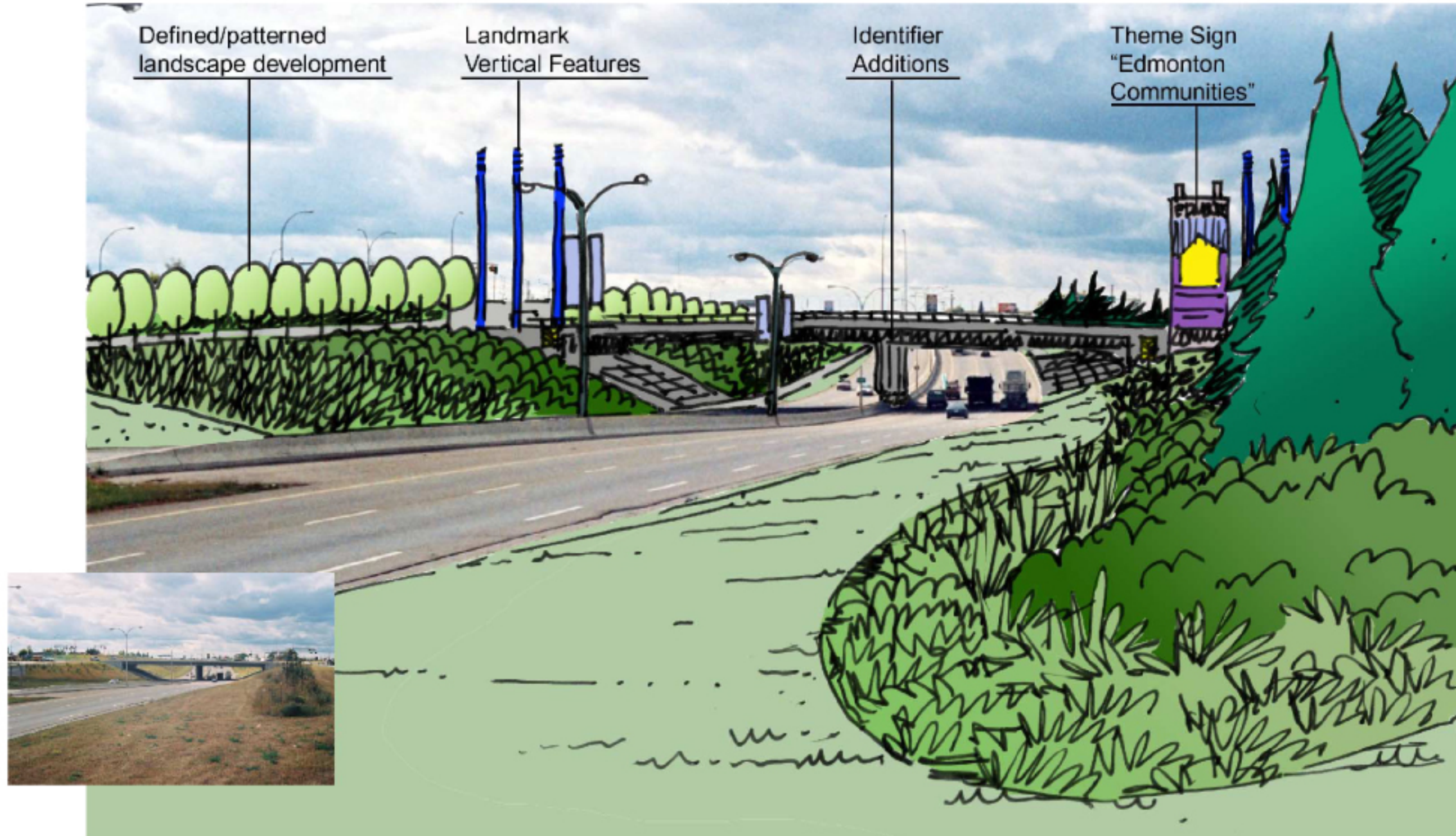
The following seven demonstration projects are for illustrative purposes only and provide possible approaches to implementing the Design Guidelines. In administering the Yellowhead East Design Guidelines, the City of Edmonton should remain open minded to development of equal or better quality.

1. 50 Street Interchange Improvements
2. Victoria Trail Interchange Improvements
3. Gateway Development - East of Existing City Sign
4. Revitalization of Industrial / Commercial Area Between 17 Street NE and 33 Street NE
5. Celebrating Edmonton Industry – Landscape, Lighting and Architectural Improvements
6. Corridor Themes and Business Signage
7. Master Plan

# Implementation and Demonstration Projects Figure 28

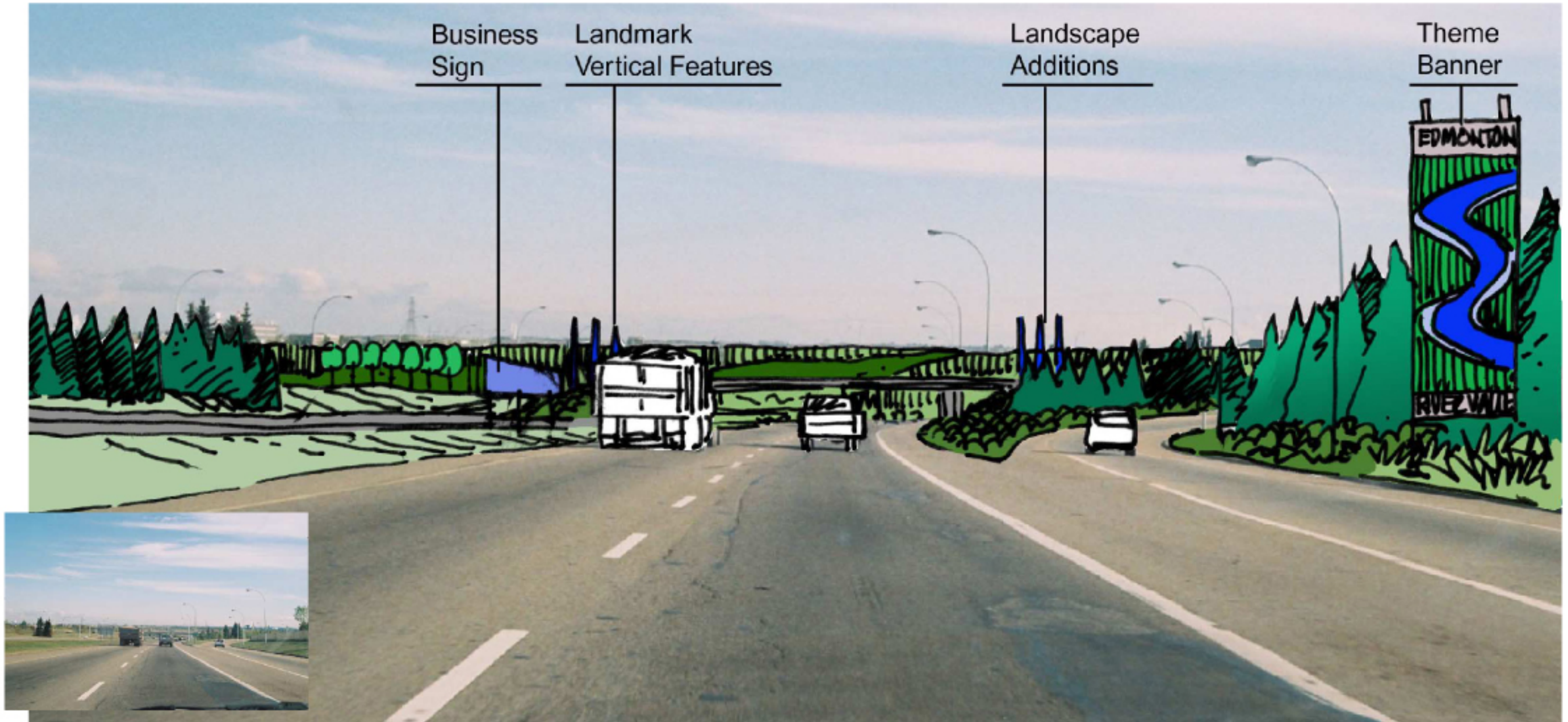


## 50 Street NW Interchange Improvements Figure 29





Victoria Trail Interchange Improvements  
Figure 30





## Gateway Development - East of Existing City Sign Figure 31





**LEGEND**

- Study Area
- Proposed trail development
- Existing & proposed tree shrub planting
- Proposed building redevelopment
- Proposed parking
- Proposed storage
- ★ Layby & information area c/w parking and trail connection

## Revitalization of Industrial / Commercial Area between 17 Street NE & 33 Street NE

Figure 32



Note:  
This Vision Plan is conceptual and is intended to illustrate a possible vision of public and private improvements along the Yellowhead East Corridor.  
Any detailed future plans for the Transportation / Utility Corridor (TUC) are within the jurisdiction and subject to approval by Alberta Infrastructure.

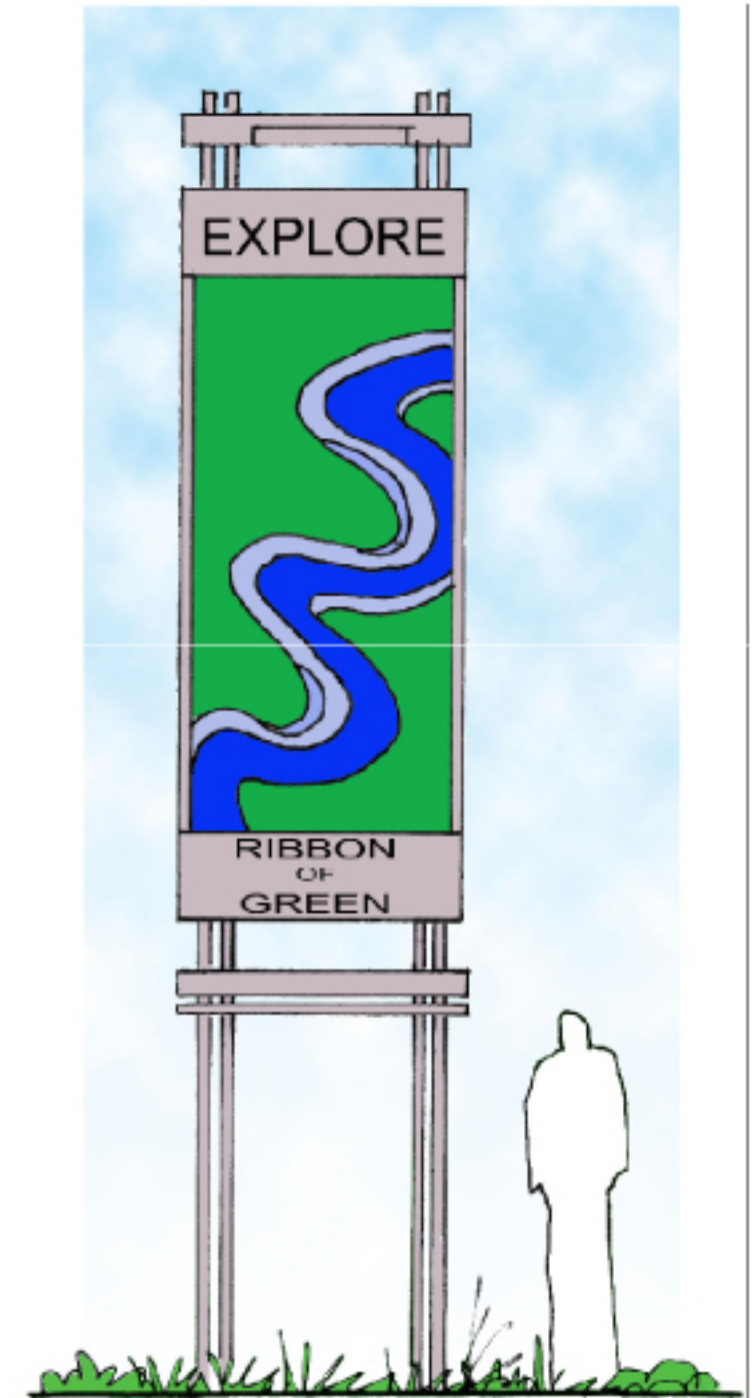
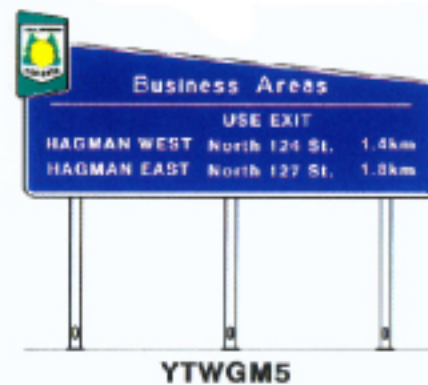
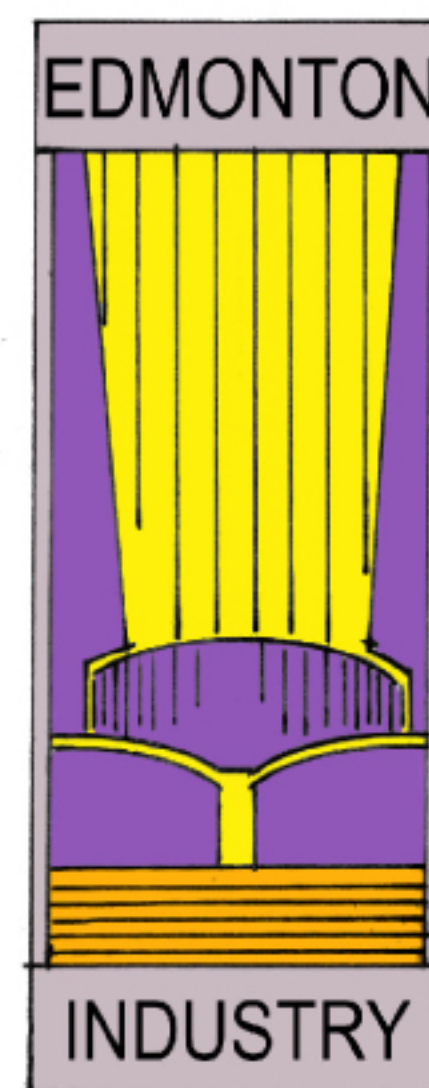
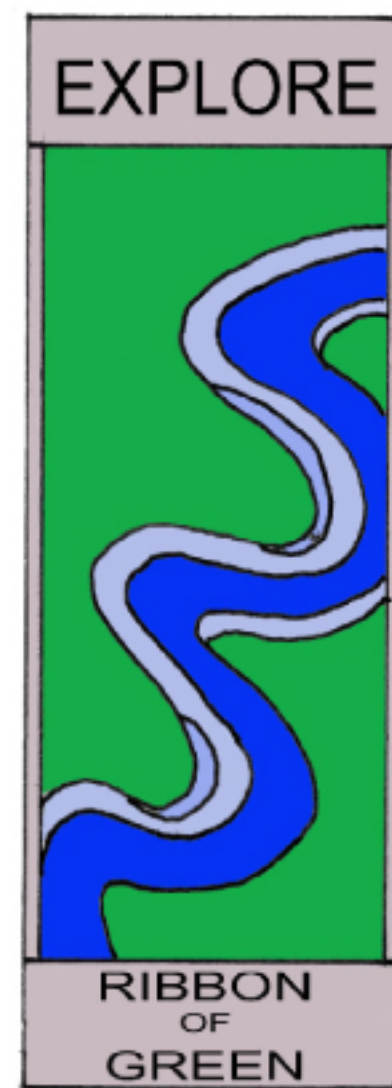


Celebrating Edmonton Industry  
-Landscape, Lighting and Architectural improvements  
Figure 33





Corridor Theme and Business Signage  
Figure 34

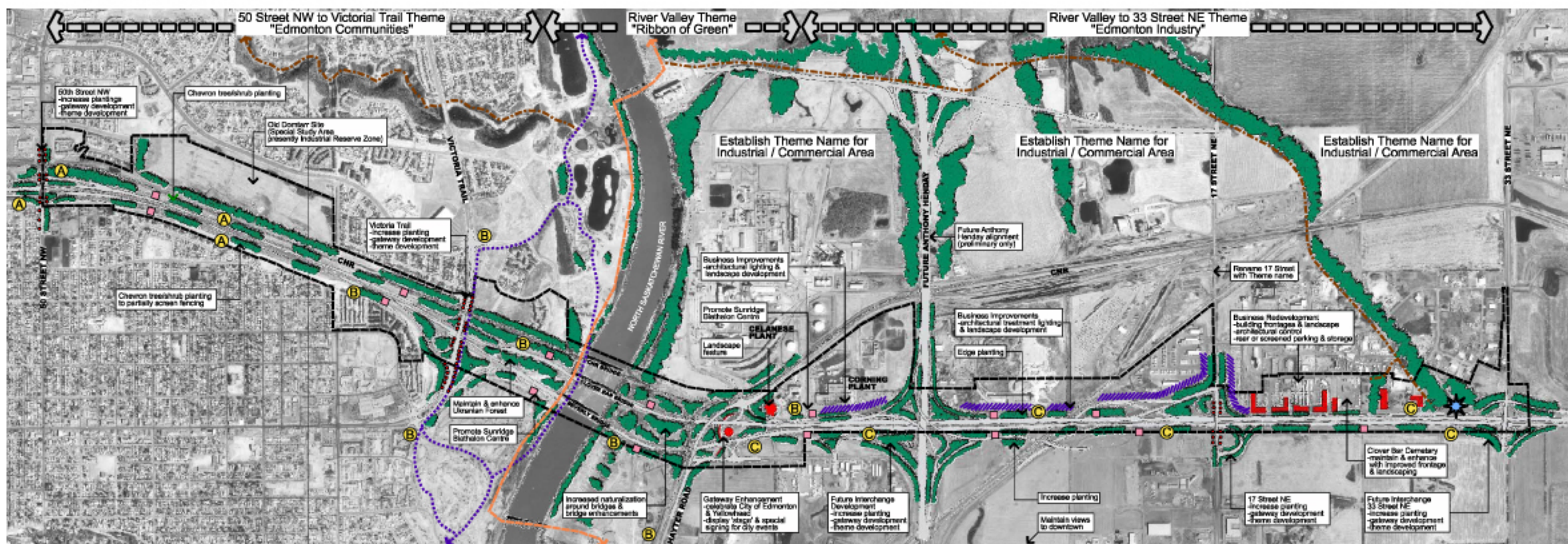




## Yellowhead East Vision Plan Figure 35

### LEGEND

- Study Area
- Existing & proposed tree/shrub planting
- Proposed trail development
- Trans Canada Trail
- Existing trail development
- Business signing  
(as per City Standards with lighting applied  
if feasible in non-lighted sections of the corridor)
- 'Edmonton Communities' theme sign
- 'Explore - Ribbon of Green' theme sign
- 'Edmonton Industry' theme sign
- Layby & information area c/w  
parking and trail connection
- Private Lands -  
architectural treatment,  
lighting & landscape improvements



Note:  
This Vision Plan is conceptual and is intended to illustrate a possible vision of public and private improvements along the Yellowhead East Corridor.  
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