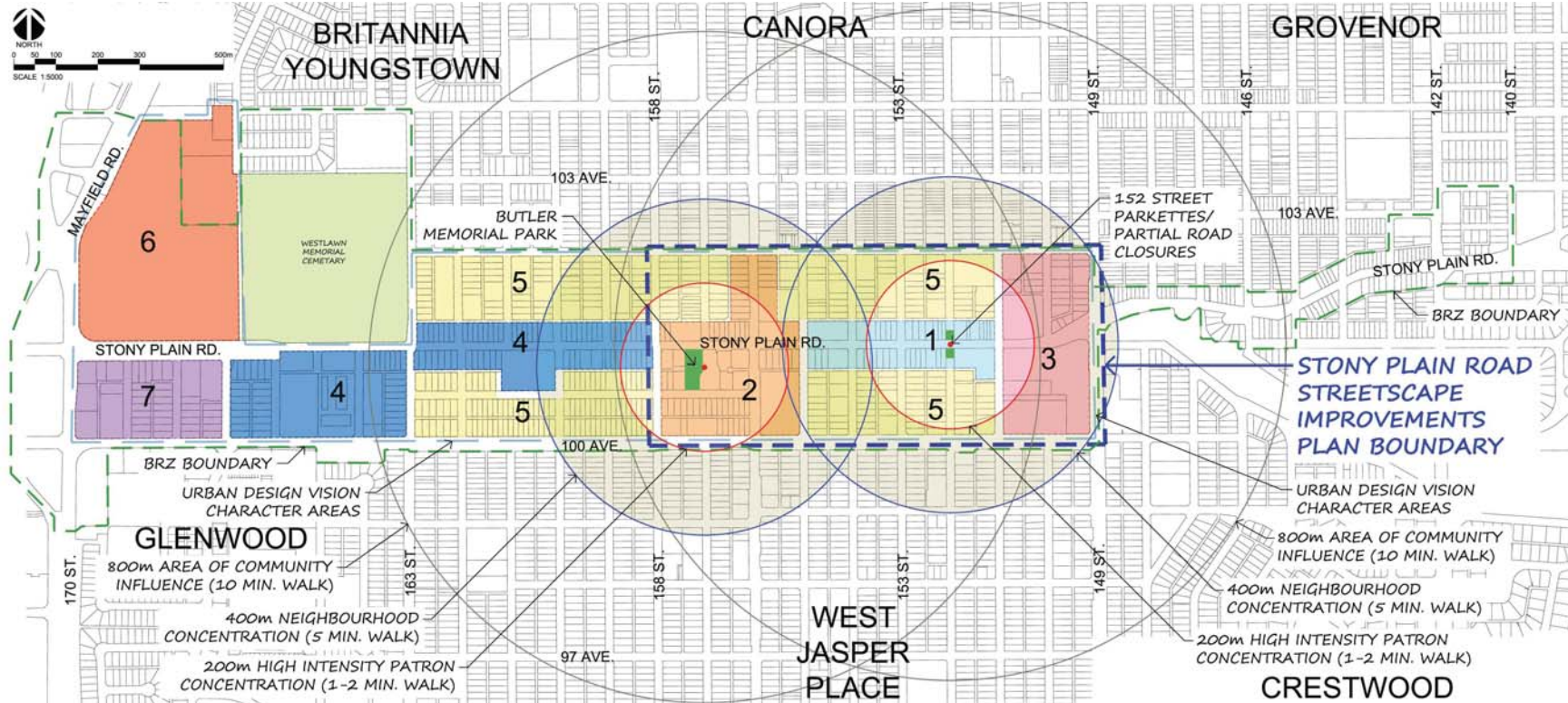


OUR STARTING POINT



URBAN DESIGN VISION CHARACTER AREAS

(City of Edmonton, Sustainable Development Department Initiative + Jasper Place Revitalization Strategy)

LEGEND

<p>1 PEDESTRIAN-ORIENTED MIXED-USE MAIN STREET</p> 	<p>2 TOWN CENTRE TRANSIT ORIENTED DEVELOPMENT</p> 	<p>3 JASPER GATES TRANSIT ORIENTED DEVELOPMENT</p> 	<p>4 DESTINATION WALKABLE COMMERCIAL</p> 	<p>5 HIGH QUALITY MEDIUM DENSITY RESIDENTIAL</p> 	<p>6 REDEVELOPED COMMERCIAL ANCHOR</p> 	<p>7 PRESTIGE COMMERCIAL AND EMPLOYMENT</p> 
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Our design philosophy for Stony Plain Road creates strong and clear qualities for excellence and setting the 'design' bar high for a truly great street.

The Stony Plain Road Streetscape Improvements Project concepts are built on the foundation provided by the enormous amount of previous work completed by involved stakeholders and community representatives including the '10 Big Moves' (*Stony Plain Road Urban Design Vision*), and the Project for Public Spaces (PPS) Design Charette and Report in 2008.

The knowledge learned as been adapted within our streetscape design criterion as depicted with this Urban Design Context Plan and corresponding Concept Plan.

DRAFT FOR DISCUSSION

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QUALITIES OF A 'GREAT PUBLIC' STREET

GREAT ATTRACTIONS + DESTINATIONS



Great streets provides reasons for people to travel to the street - and to return again and again.

Great streets provide:

- Attractions and destinations
- Considers a wide range of activities for: men and women; different ages; different times of the day, week and year; and for people alone or in groups.

FEATURE AMENITIES + QUALITY MATERIALS



Great streets offer a variety of amenities for all of the street users including:

- Pedestrians, bicyclists, and automobile drivers.

Construction materials are based on:

- Sustainability guidelines;
- Local production;
- Recycled content; and,
- Certified to meet Green Requirements.

WAY-FINDING



Wayfinding provides simple and direct means of providing directional information.

- For the vehicle traffic, wayfinding signage needs to provide quick, and accurate information.
- Pedestrian traffic has time to view and absorb wayfinding information; it can be intimate, informative, detailed.

SENSE OF PLACE



Sense of place is primarily about the human landscape, our legacy of impact on the streetscape, and, perhaps most importantly, memory.

Sense of place is:

- Comprised of natural features, patterns of human settlement, and social relationships - the connection between people is a key component of place.
- Determined by local knowledge - intimate understandings of place.
- Embodied in folklore, personal narrative, and amateur history.
- Difficult to quantify and abstract - place is frequently referred to as "fuzzy" or difficult to locate geographically.



MEMORABLE EVENTS + SEASONAL STRATEGIES



If a street offers a unique and attractive experience, weather is often less of a factor than people initially assume.

Great streets utilize events or seasonal strategies, such as:

- Holiday markets;
- Parades; and,
- Recreational activities.

These events help activate the street year round.

SHARED STREET SPACE



Great streets provide safe movement between all shared spaces to prevent potential conflicts through the use of:

- Raised crosswalks;
- Clear sight lines;
- Pedestrian bulbs; and,
- Traffic calming.

Programming opportunities allow the community to reclaim the street from vehicular traffic affording significant more space for public gathering and activities.

DIFFERENT USERS



Different users view the streets with different goals and objectives.

- The vehicle driver passes through, separate from the street towards a final destination.
- The pedestrian traffic has an intimate connection with the street, strolling, seeing, and absorbing the sights, sounds and details.
- The bicyclist uses the space as both the vehicle and the pedestrian.

NEIGHBOURHOOD TRANSITION



Great streets support the neighbourhoods around them.

- There is a clear transition from commercial streets to nearby residential neighbourhoods.
- Changes in surroundings correlate with a respective change in street character.

TRANSPARENT + ACTIVE EDGES



The best streets are those that offer transparency at their edges.

They provide:

- Ground floor uses that allow for active interaction between indoors and out.
- Visual edge conditions, allowing passers-by to enjoy storefront activities.
- Interactive zones for patio seating, outdoor retail and gathering.
- Strengthened relationships between the public and private realms.

STREET MANAGEMENT



Street management is as important as any other quality for Great streets. Central to creating a sense of place is the requirement to manage and maintain a healthy public environment.

Street management is responsible for:

- Keeping amenities in good repair and proper upkeep,
- Managing tenants, and
- Programming events from small street performances and sidewalk sales to cultural, civic and seasonal celebrations.

CONNECTIVITY + ACCESSIBILITY



Great streets utilize design elements to improve connectivity and accessibility.

- The visually blending materials used on sidewalks and pedestrian crossing enforces the pedestrian's domain.
- Strong linear strips guide the visually impaired along sidewalks while textured strips at crosswalks provide a warning before the crossing.

"Great streets do not just happen. Overwhelmingly, the best streets derive from a conscious act of conception and creation of the street as a whole. The hands of decision makers are visible."

Allan B. Jacobs
(Urbanist, Author,
Professor University of California)

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PROPOSED DESIGN RESPONSE



1 'COMPLETE STREET' CORRIDOR

- Complete Streets:
 - Are memorable and unifying streetscapes designed for everyone - pedestrians, bicyclists, motorists and public transportation users - all ages and abilities.
 - Enable safe and convenient access to businesses and road crossings, on foot or bicycle.
 - Allow buses to run on time.
 - Provide safety for people to walk to and from transit stops/stations.
- There is no singular design prescription for complete streets - each is unique and responds to its community's individual context.

PROPOSED STREETScape IMPROVEMENTS

- The entire length of Stony Plain Road should be distinctive and a unified streetscape corridor.
- Proposed complete street elements within the corridor:
 - Wider sidewalks
 - Shared bike lanes (or wide paved shoulders)
 - Individual bus lanes
 - Comfortable and accessible public transportation stops
 - Frequent and safe crossing opportunities
 - Accessible pedestrian signals
 - Curb extensions
- The Stony Plain Road complete street corridor design has the flexibility for change.
 - The ability to convert travel lanes into future at-grade LRT track right-of-ways.
 - The ability of pedestrian sidewalks to be further widened to safeguard an additional three meters back of property line.



2 'GREEN' STREET

- A 'green street' emphasizes conservation and use of on-site natural features that mimic natural environmental conditions by managing runoff on the surface and at the source (for example, catch basins).
- A green street approach is also known as Low Impact Development (LID) that promotes a healthy, tree-lined environmentally responsible streetscape.

PROPOSED STREETScape IMPROVEMENTS

- Significant green street benefits include:
 - Reduction of impervious surfaces.
 - Integration of plantings to help in efficient stormwater management and reduction of heat island effect.
 - Improved water quality (urban stormwater runoff pollutes the natural water system by entering the North Saskatchewan River - our goal is to prevent further measurable harm).
 - Use the public realm for multiple purposes - soil underneath sidewalks can be shared with stormwater infiltration systems and other public utilities.
- Stony Plain Road green street elements include:
 - Boulevard trees
 - Rain gardens
 - Bio-retention cells
- Other LID design features include:
 - Promote active transportation (walking, cycling, etc.) and transit connectivity
 - Permaculture using urban agriculture
 - Recycling Stations - in association with the City
 - Renewable Energy Sources - small scale solar power and wind generation
 - Energy Conservation - LED Lighting



3 CELEBRATION OF LIGHT

- Winter cities have great opportunities to mitigate the negative effects of winter and provide an environment where citizens and visitors can enjoy the city during the coldest months by:
 - Orchestrating special events to bring the city to life.
 - Promoting outdoor recreation opportunities.
 - Creating vibrant, sustainable and livable environment.
 - Showcasing the natural beauty of snow and ice with light.
 - Light is a design element that not only increases visual comfort and safety, but also creates moods that, more than any other element, can affect the experience of the viewer.
 - Lighting can be used to dramatize architectural elements so that rhythms are created by light and shadow, reflections and diffusions.

PROPOSED STREETScape IMPROVEMENTS

- We support a palette of coordinated and vibrant lighting sources that serve to create distinctive place making features throughout the year.
- A creative lighting approach along Stony Plain Road can enhance the beauty and opportunities of winter.
 - A proposed hierarchy of street lighting includes high-powered LED street lights and LED wall washer lights.
 - LED lighting offers:
 - Little to no maintenance.
 - The same bright colours as other fixtures.
 - A long lamp life.
 - Very low heat emissions.
 - Very low running cost.
 - Endless uses.



4 THE WEST GATEWAY

- Stony Plain Road was the 'main street' of the former Town of Jasper Place.
 - Jasper Place had a rich colourful history in the development of the area.
 - The population of the town swelled after World War II and the discovery of oil near Leduc.
 - Jasper Place amalgamated with Edmonton in 1964. At that time, it was the largest town in Canada with a population of 38,000.

PROPOSED STREETScape IMPROVEMENTS

We propose a return to the tradition of being the singular, historic 'main street' of Jasper Place, in addition to:

- Safeguard the tradition of Stony Plain Road as the west gateway into downtown Edmonton.
- Celebrate the grandeur, formality and distinctiveness of the former main street by:
 - Restoring the unique cultural and independent mentality of the community.
 - Widening sidewalks.
 - Improving pedestrian access, walkability and crossings.
 - Offering community gathering points.
 - Including canopy trees along the boulevard.
 - Increasing pedestrian lighting.
- Vibrant streetscapes encourage social and cultural activities and attract users.
- Natural surveillance keeps 'eyes on the street', deterring criminal activity.
- Design principles of Crime Prevention Through Environmental Design (CPTED) help reshape the community.

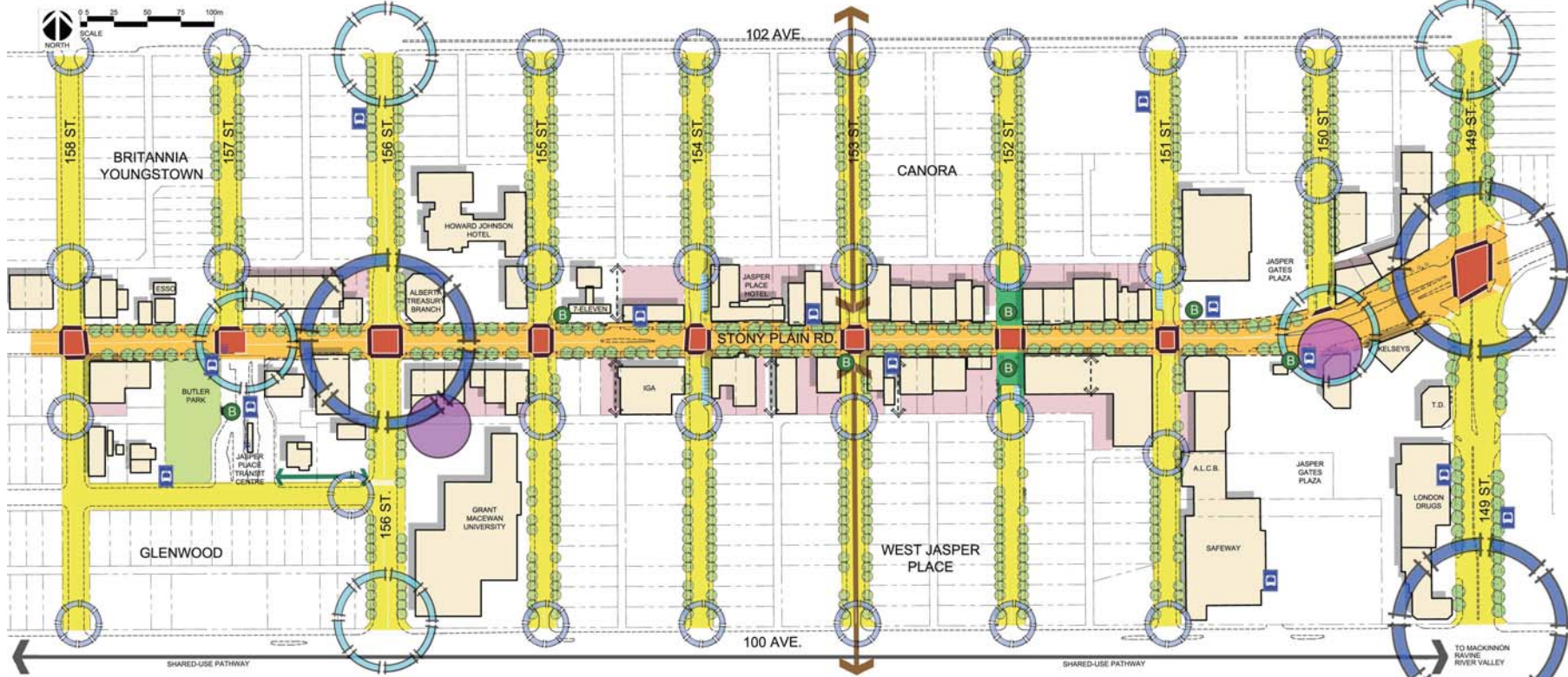
"We go back to some streets more often than to others...maybe a street unlocks memories or offers expectation of something pleasant to be seen...streets are places of social and commercial encounter and exchange...a place to be comforted by the presence of others."

*Allan B. Jacobs
(Urbanist, Author,
Professor University of California)*

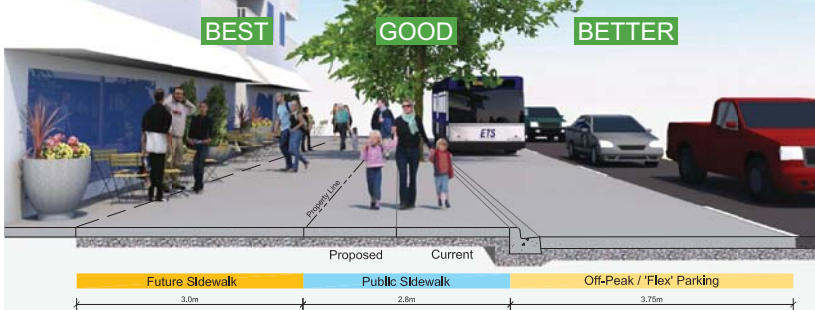
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MOVING FORWARD



- LEGEND**
- STONY PLAIN ROAD BOULEVARD DEVELOPMENT
 - LOCAL ROAD DEVELOPMENT
 - IMPROVED INTERSECTION TREATMENT (GRAPHIC ONLY)
 - PEDESTRIAN CROSSING (PROPOSED AND EXISTING)
 - EXISTING PARK OR OPEN SPACE
 - PROPOSED GREEN CORRIDOR
 - PROPOSED 90° OR PARALLEL PARKING
 - EXISTING ON-SITE PARKING
 - FOCAL POINTS / PROPOSED PARTIAL ROAD CLOSURE
 - COMMUNITY GATEWAYS
 - DISTRICT GATEWAYS
 - NEIGHBOURHOOD GATEWAYS
 - EXISTING AND PROPOSED BOULEVARD TREES
 - FUTURE LRT STATION
 - PROPOSED BICYCLE FACILITIES
 - EXISTING ETS STOPS
 - PROPOSED PEDESTRIAN PASS-THROUGH
 - PROPOSED DEDICATED BICYCLE LANE
 - EXISTING SHARED USE PATHWAY



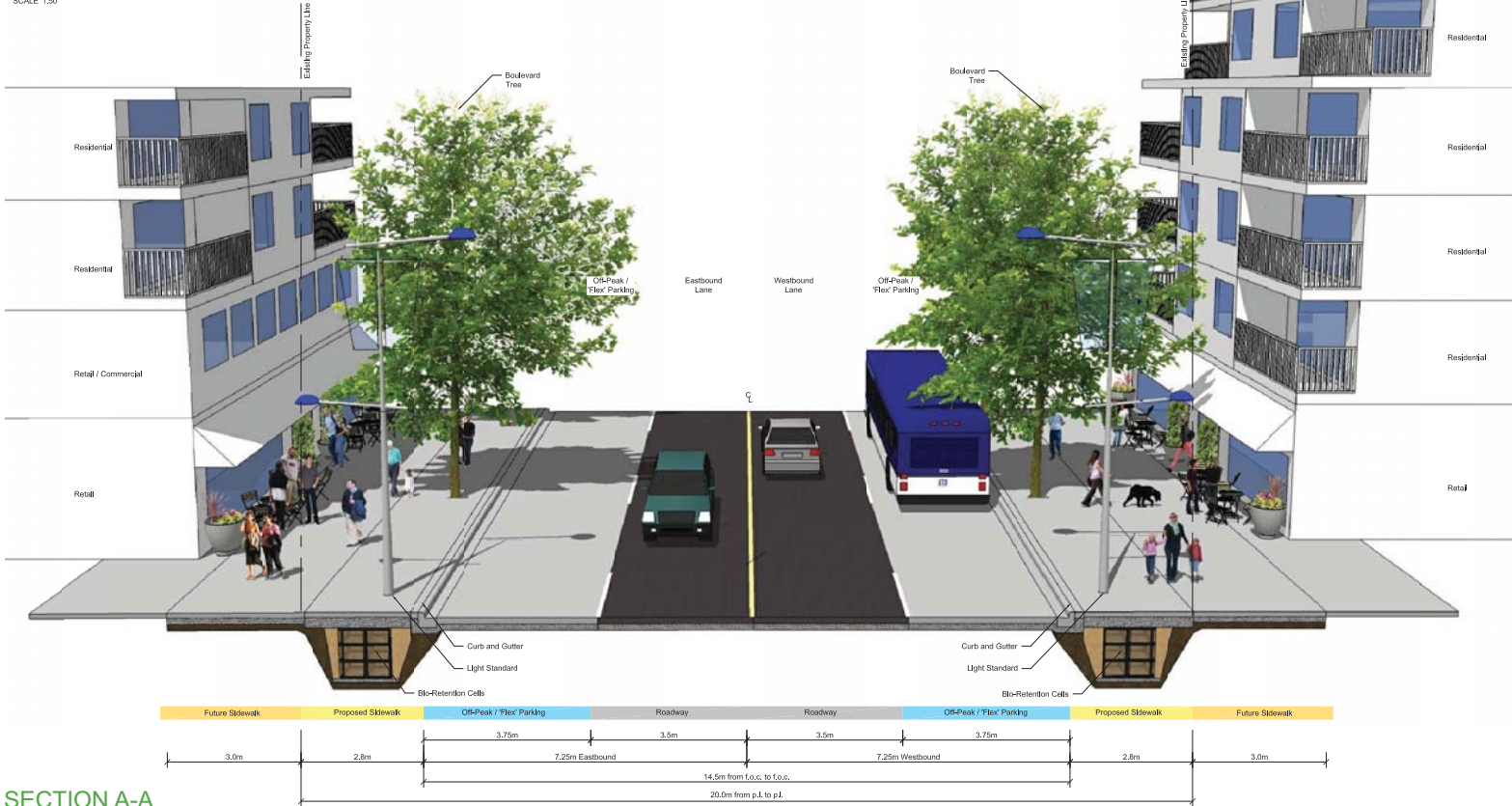
PUBLIC REALM STRATEGY

This Concept Plan visually ties the *Stony Plain Road Urban Design Vision* with the *Streetscape Improvements Plan Boundary* using symbolic graphics to represent key proposed development areas and design opportunities.

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ROADWAY



SECTION A-A

FLEX PARKING: DRIVING LANE



PEAK USAGE

FLEX PARKING: PARKING AND EVENT SPACE



OFF-PEAK USAGE

FLEX PARKING: PARKING AND EVENT SPACE



OFF-PEAK USAGE

CURRENT

- 16 metres (curb face to curb face)
- 4 travel lanes plus one parking lane on north side.

PROPOSED

- 14.5 metres (curb face to curb face)
- 4 travel lanes
- Two 3.75 metre outside lanes (including gutter width) and two 3.5 metre inside lanes
- Weekday Peak Hours - Two travel lanes both east and westbound
- Weekday Off-peak and Weekend - One travel lane both east and westbound and one parking lane on both north and south sides

FUTURE

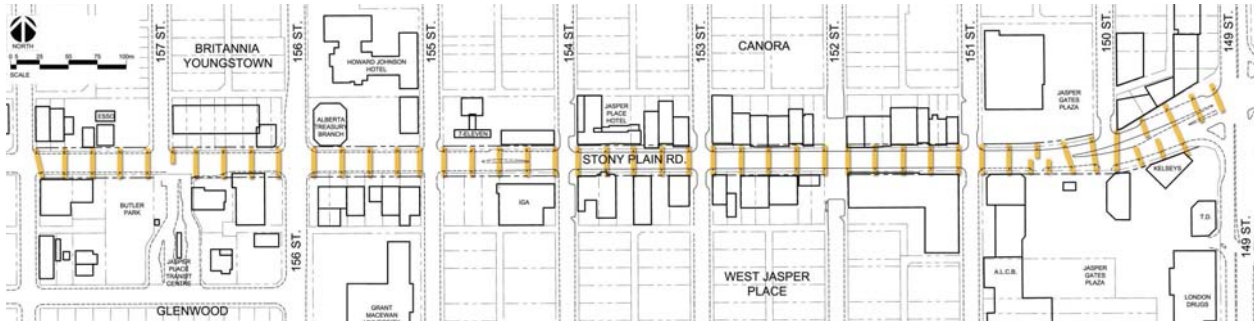
May be impacted by future West LRT.

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THE LIGHTNESS OF THINGS

OVERHEAD STREET LIGHTING



PROPOSED LIGHTS



OPTION 1



OPTION 2

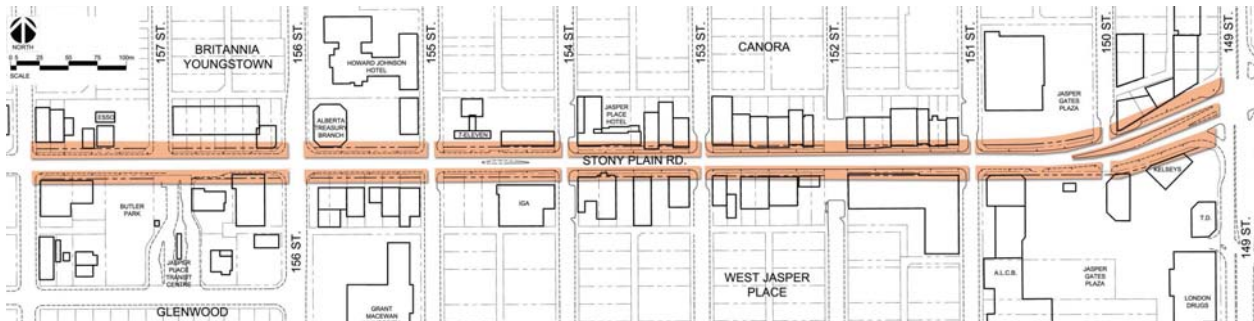


OPTION 3

OVERHEAD STREET LIGHTING

Three pre-selected light fixtures are being proposed for public input and are intended throughout the project area.

PEDESTRIAN-LEVEL LIGHTING



PEDESTRIAN-LEVEL LIGHTING

Pedestrian level illuminated bollards and park specific lights are being proposed throughout the project area.

GROUND LIGHTING + ACCENTS



GROUND LIGHTING + ACCENTS

LED accent lighting with paving stone star light pattern, tree light strings and architectural accent up-lighting are being proposed throughout the project area.

DRAFT FOR DISCUSSION

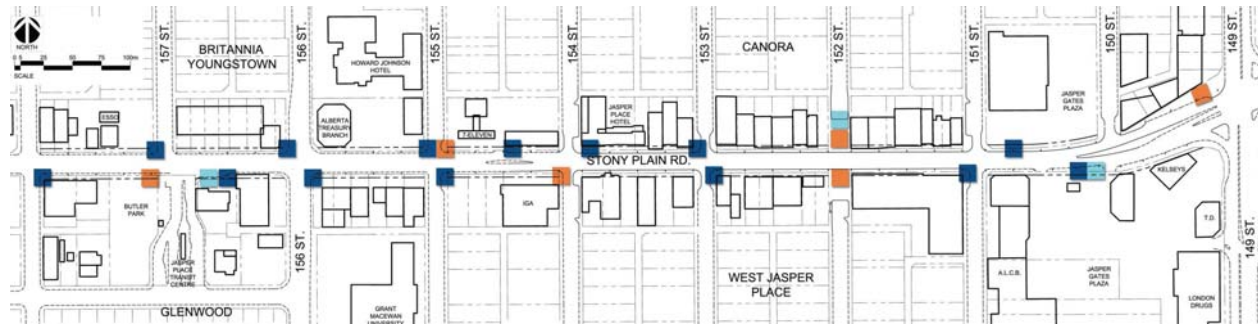
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A FAMILY OF OUTDOOR FURNITURE

BENCHES + BICYCLE STANDS + PICNIC TABLES



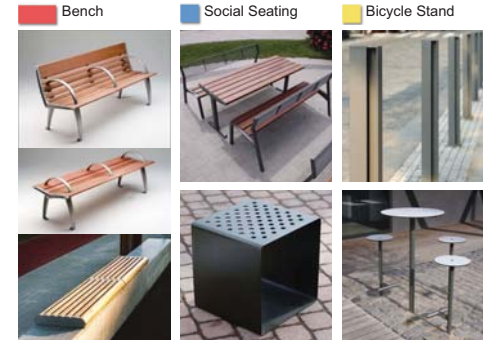
WASTE RECEPTACLES + RECYCLING STANDS



VENDING KIOSKS + POSTING KIOSKS + SHELTERS



PROPOSED FURNITURE



Bench Social Seating Bicycle Stand
Seat Wall Bench Seating Cube Bistro Table



Waste Receptacle Recycling Stand Newspaper Corral
Ash Urn Recycle Ring Leaning Rail

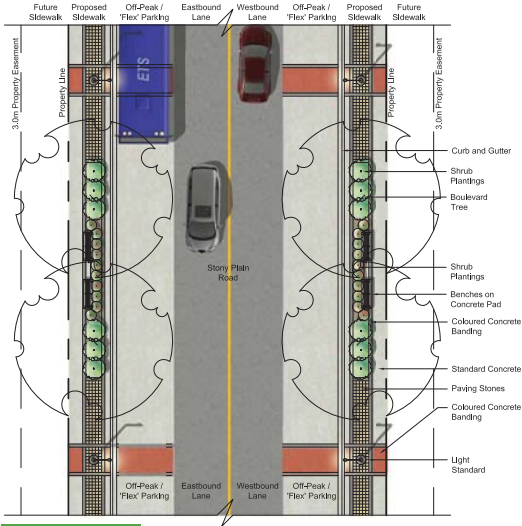


Seasonal Vending Kiosk Posting Kiosk Bus / Bicycle Shelter

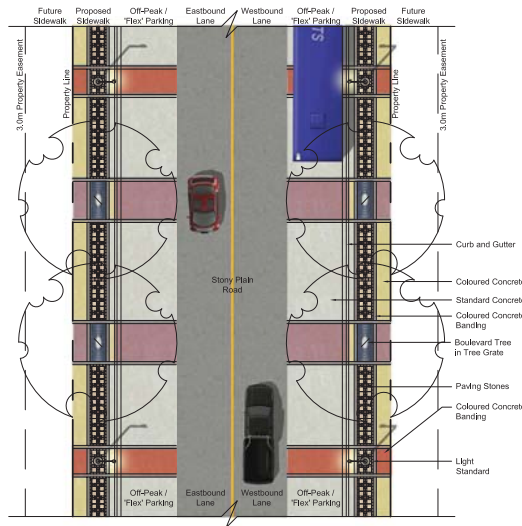
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STREETS AS A CANVAS



OPTION 1



OPTION 2

COLOURED CONCRETE



Smoke



Sedona

NON-COLOURED CONCRETE

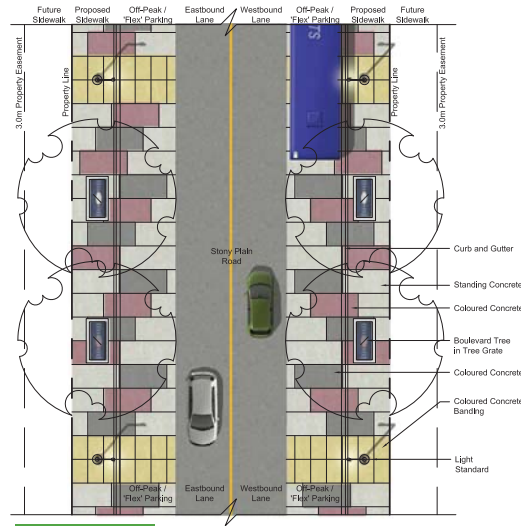


Standard Mix

PAVING STONES



Desert Bloom



OPTION 3

COLOURED CONCRETE



Plum



Champagne



Sedona

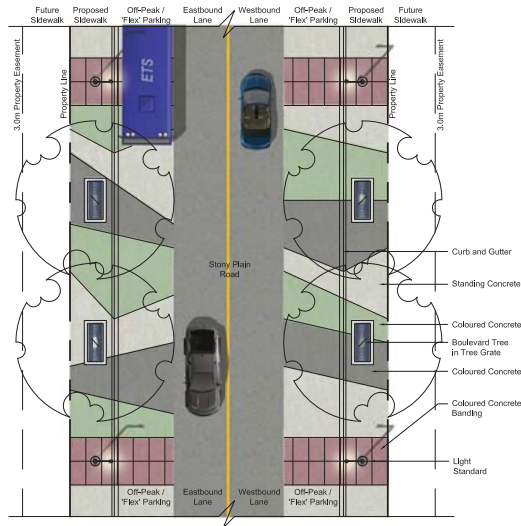
PAVING STONES



Antique



Charcoal



OPTION 4

COLOURED CONCRETE



Smoke



Plum



Champagne

NON-COLOURED CONCRETE



Standard Mix

COLOUR PRECEDENT



The stone masonry wall in Butler Memorial Park has been a historic fixture along Stony Plain Road for many generations. We have intentionally used colours and hues from this distinctive feature within our proposed streetscape improvements and appear throughout this sheet.

PAVEMENT PRECEDENTS



COLOURED CONCRETE



Smoke



Plum



Moss

NON-COLOURED CONCRETE



Standard Mix

DRAFT FOR DISCUSSION

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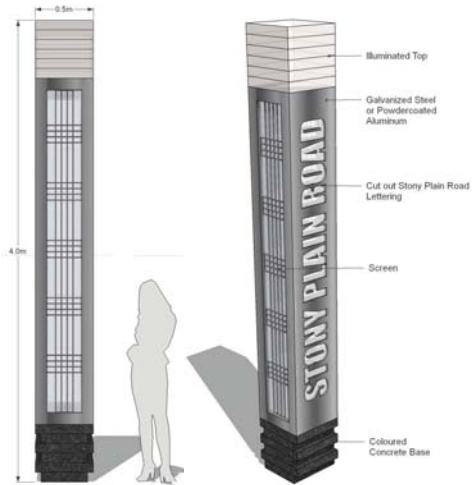
STONY PLAIN ROAD STREETScape PAVING TREATMENT

149 Street - 158 Street
Edmonton, AB

January 31, 2012

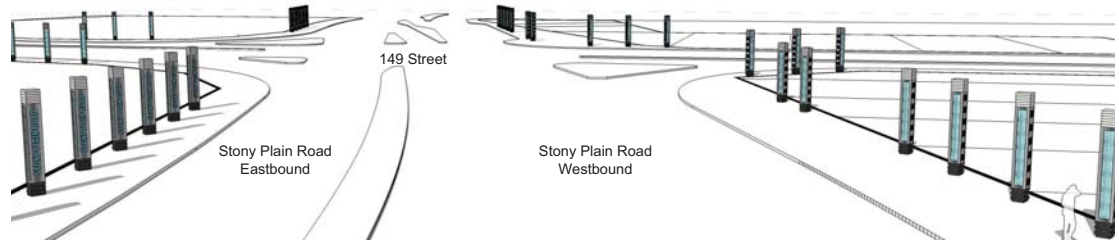


FIRST IMPRESSIONS



STREET FACE

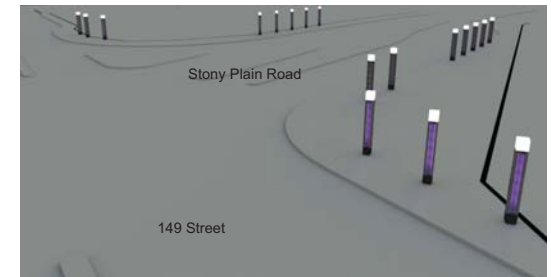
PANEL + ILLUMINATED SCREEN



PERSPECTIVE - WEST FROM 149 STREET



PERSPECTIVE - EAST FROM 149 STREET



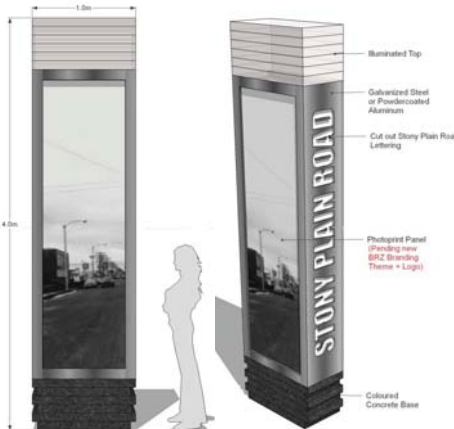
PERSPECTIVE - SOUTHWEST FROM 149 STREET

COMMUNITY GATEWAY



LED ENHANCED LIGHTING

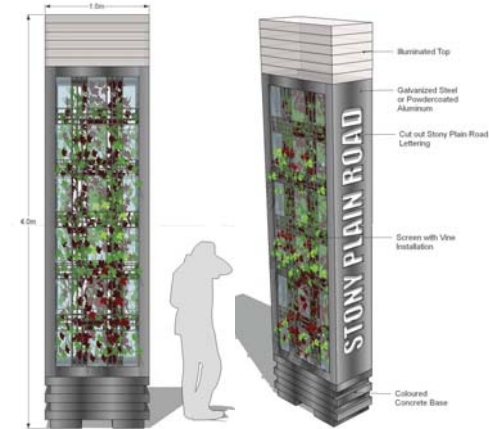
COMMUNITY GATEWAY



STREET FACE

PHOTOPRINT INSTALLATION

ALTERNATE APPLICATIONS



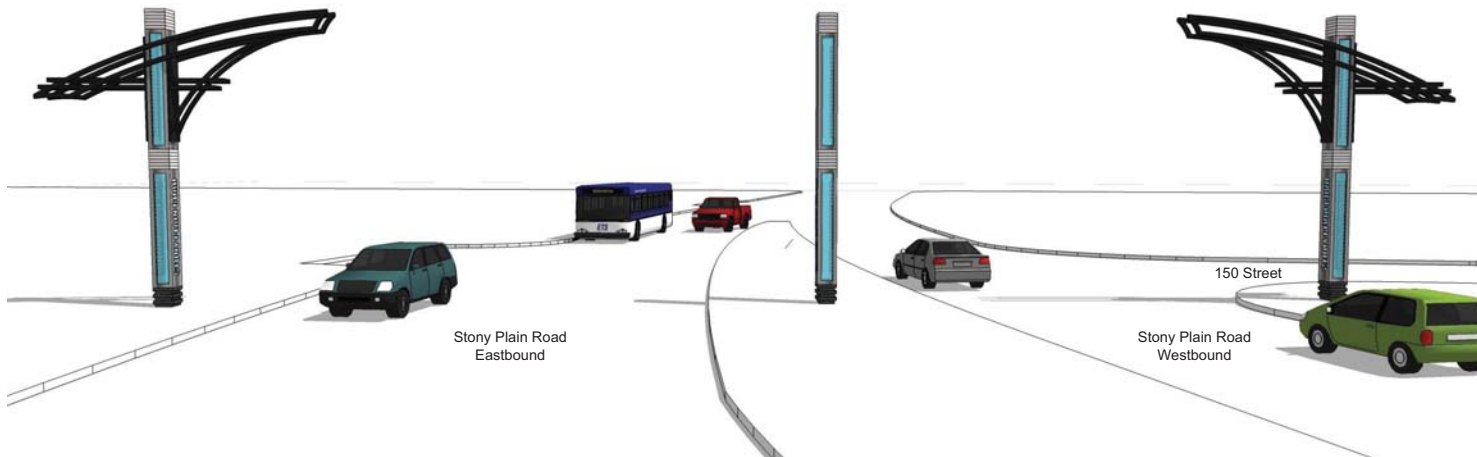
STREET FACE

VINE INSTALLATION

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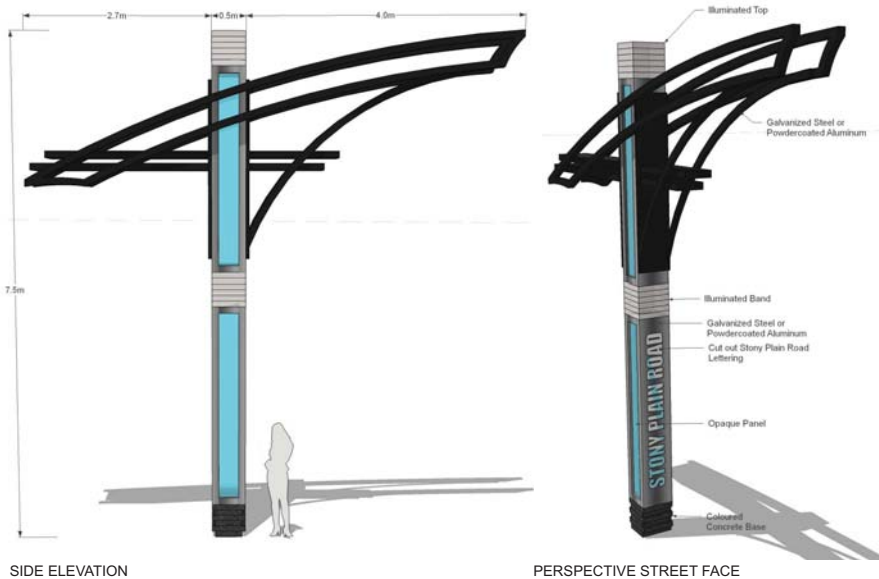
FIRST IMPRESSIONS



VIEWING WEST FROM 150 STREET
EXISTING STREET IMAGE

PERSPECTIVE - WEST FROM 150 STREET

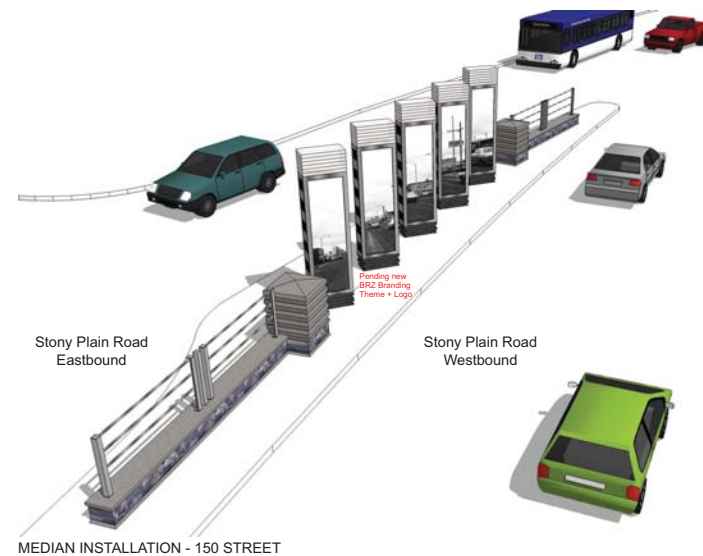
DISTRICT GATEWAY



SIDE ELEVATION

PERSPECTIVE STREET FACE

DISTRICT GATEWAY



MEDIAN INSTALLATION - 150 STREET

DISTRICT GATEWAY: ALTERNATE

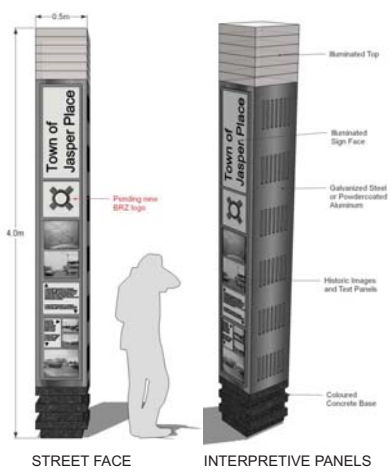
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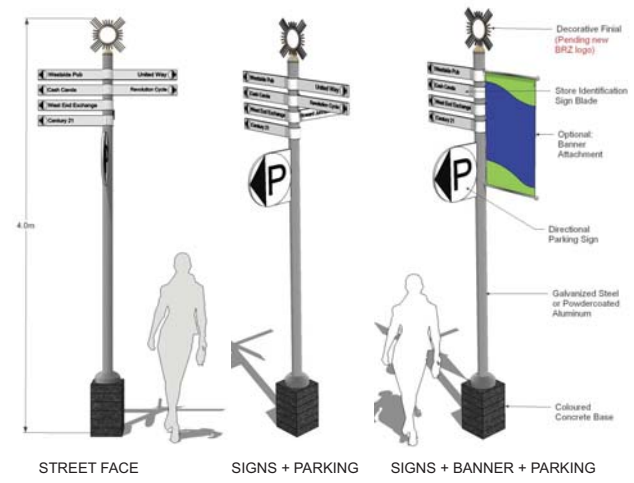
FINDING THE WAY



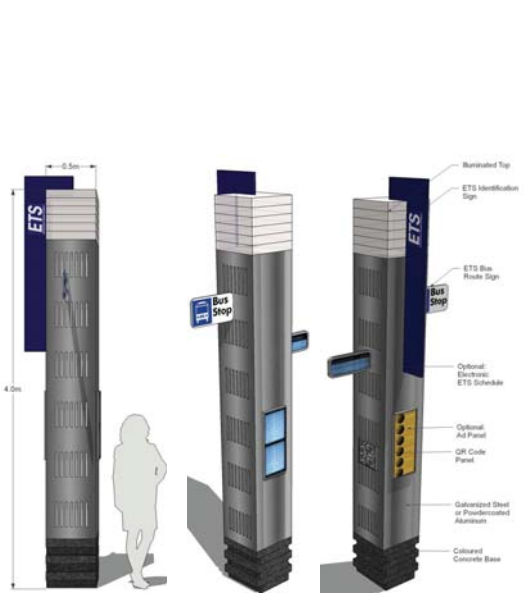
STREET FACE DIRECTORY ADVERTISEMENTS
STREET IDENTIFIER



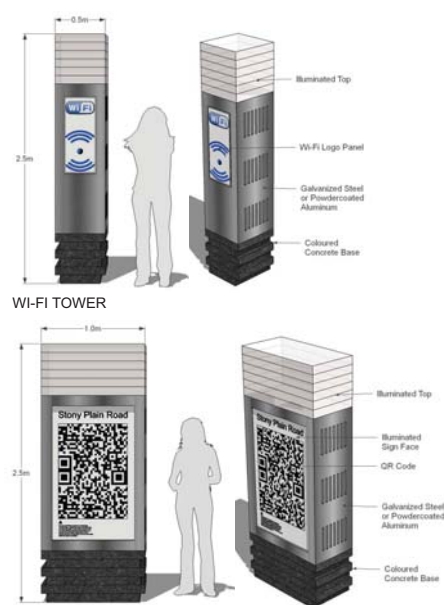
STREET FACE INTERPRETIVE PANELS
INTERPRETIVE COLUMN



STREET FACE SIGNS + PARKING SIGNS + BANNER + PARKING
WAYFINDING



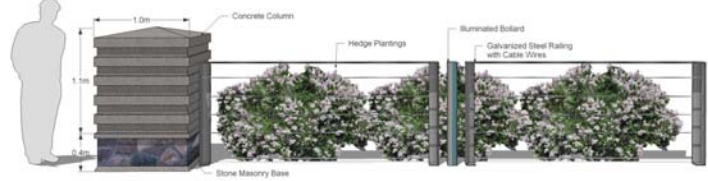
STREET FACE DIGITAL SIGNS ADVERTISEMENT
BUS STOP COLUMN



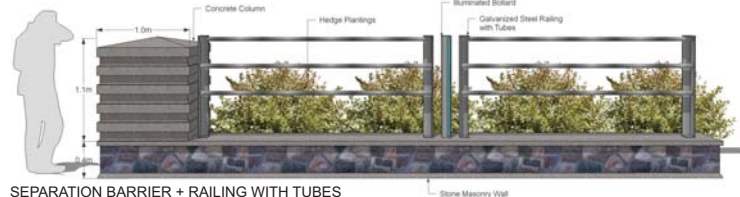
WI-FI TOWER QR CODE SIGN POST
TECHNOLOGY COLUMN



SEATING WALL WITH BENCH



SEPARATION BARRIER + RAILING WITH WIRES



SEPARATION BARRIER + RAILING WITH TUBES
EDGE TREATMENT

DRAFT FOR DISCUSSION

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EXPANDED USE OF PLANT MATERIALS

TREES



American Elm Brandon Elm Ventura Maple Northern Gem Ash Bur Oak Laurel Leaf Willow Sutherland Caragana Swedish Columnar Aspen

ACCENT TREES



Flowering Crabapple Japanese Tree Lilac Amur Maple Mountain Ash Colorado Blue Spruce Larch Lodgepole Pine Columnar Blue Spruce

SHRUBS



Adelaide Hoodless Rose Anthony Waterer Spirea Caragana Fernleaf Caragana Barberry Coppertina Ninebark Dart's Gold Ninebark Diablo Ninebark Staghorn Sumac
Garland Spirea Goldmound Spirea Dwarf Winged Burning Bush Turkestan Burning Bush Skyrocket Juniper Gold Coast Juniper Savin Juniper Wiltonii Juniper Mugo Pine

EDIBLE PLANTS



Early Gold Pear Goodland Apple Dolgo Crabapple Rescue Crabapple Pembina Plum Black Chokecherry Highbush Cranberry Nannyberry Saskatoon
Northcountry Blueberry Wild Strawberry Raspberry Red Lake Currant Salvia Rhubarb Sweet Basil Oregano Lemon Thyme

RAIN GARDENS



Fleeceflower Blue Fox Willow Hashura Nishiki Willow Maidenhair Fern Ribbon grass Sedge Grass Red Osier Dogwood Pussy Willow Brown Eyed Susan



High canopy boulevard trees



Canopy trees with seasonal colour



Urban agriculture food fair

The expanded use of plant materials, such as trees, shrubs and perennials, as essential design elements is intentionally more than just decoration. The most significant characteristic of plant materials is that they are living, growing elements that constantly change colour, texture and character with seasons and through growth.

- High canopy boulevard trees in linear rows will soften the visual dominance of existing and new developments along Stony Plain Road.
- Smaller canopy trees will line local streets and assist in demarking boundaries of adjacent neighbourhoods.
- The use of shrubs in planting beds will provide vibrant and dramatic textures. The introduction of succulent ground covers and water-tolerant shrubs will absorb and mitigate localized storm water runoff in an aesthetically pleasing landscape.
- Native shrub plantings and informal grasses in intersection corner 'bulbs' and the 152 Street Parkettes will be selected in accordance to drought tolerance and seasonal colours.
- Where appropriate the use of low, compact shrubs will define planting beds without inhibiting views through them so as not to compromise visibility and security of users.

URBAN AGRICULTURE

- Urban agriculture is the growing of plants and the raising of animals within and around cities.
- Urban agriculture looks not only at growing food, but all parts of the food system ... in a way that brings food back into cities and reconnects people to food and place.
- Creative design solutions encouraged are:
 - Street level food retail;
 - Places to grow;
 - Supportive infrastructure / amenities;
 - Façade interface; and,
 - Signing / way-finding.

DRAFT FOR DISCUSSION

NOTE:
ALL IMAGES SHOWN ARE EXAMPLES ONLY, SHOWN HERE TO ILLUSTRATE SCHEMATIC DESIGN CONCEPTS, AND ARE SUBJECT TO TECHNICAL REVIEW BY THE CITY OF EDMONTON AND OTHER GOVERNING AGENCIES. AS THE PROJECT MOVES INTO MORE DETAILED DESIGN, CAPITAL AND MAINTENANCE COSTS WILL BE DETERMINED AND RECONCILED WITH BUDGET AVAILABILITY.