



# What We Decided Report

## Hairsine Neighbourhood and Alley Renewal

October 2023

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

**Edmonton**

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# What We Decided Report: Hairsine Neighbourhood and Alley Renewal

## What is Neighbourhood Renewal?

The Neighbourhood Renewal program has been developed to rehabilitate roads, replace street lights, repair sidewalks and connect missing sidewalk links where possible. Other opportunities to improve parks and public spaces are also explored.

## Alley Renewal

Alley Renewal will be included as part of the Hairsine neighbourhood renewal. Alley Renewal involves alley reconstruction and repaving and improvements to surface drainage where possible. Utility assessments and repairs, along with removals and pruning of trees and shrubs, are also completed.

## Purpose

This report shares how the City of Edmonton arrived at the final design for the Hairsine Neighbourhood and Alley Renewal.

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

**Hairsine's design decisions are presented within the three topics that were explored through Neighbourhood Renewal:**

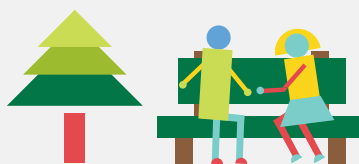
### Biking, driving and traffic safety



### Walking and rolling



### Open spaces



# Building Great Neighbourhoods

## Working together to make the most out of your neighbourhood

Great neighbourhoods are the building blocks of a great city and the City of Edmonton is committed to building great neighbourhoods by investing taxpayer dollars in renewing neighbourhoods to enhance their livability and longevity.

Building Great Neighbourhoods is designed to increase vibrancy and improve infrastructure in Edmonton's mature neighbourhoods. It is a cost-effective, long-term, strategic approach to address infrastructure needs such as rebuilding and renewing roads, sidewalks and street lights.

### Neighbourhood Renewal in Hairsine

In spring 2024, Neighbourhood and Alley Renewal construction is anticipated to begin in Hairsine. It will include the following:

- + Improvements to all local and collector roads
- + Reconstruction of sidewalks, addition of new sidewalk connections and curb ramps
- + Widened pathways, new pathways and improved street crossings
- + Upgrading existing lighting and adding new lighting to improve safety
- + Improving connections for people of all ages and abilities who walk, roll, bike or move by other active modes within your community
- + Measures used to slow traffic and improve safety
- + Enhancements to park spaces to make them more safe, accessible and welcoming

**The reconstruction in Hairsine is expected to take two years, with anticipated completion in fall 2025.**

### Hairsine Neighbourhood Renewal Scope Map



 Hairsine neighbourhood boundary

#### Roads in scope

 Collector road

 Local road

 Alley

#### New sidewalks and pathways

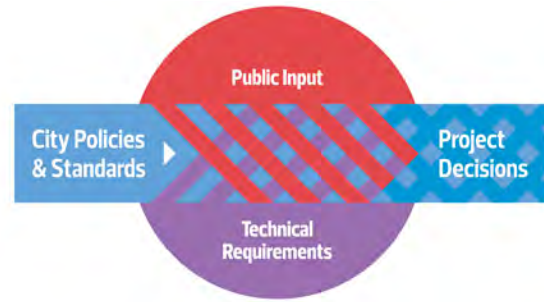
 New sidewalks

 New pathways in Hairsine Park

 New shared pathways

# Decision making process

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



The City makes decisions using a combination of policy and program information, public input, technical requirements and available funding. This process helps to ensure the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for your neighbourhood and our city.

## Public engagement spectrum

The City of Edmonton asked for input from residents to help guide the project. The City's Public Engagement spectrum below shows the four distinct levels of influence the public had on decisions made by the City throughout the project.



The role of public engagement input is to help the City understand what is important to community members in Hairsine, as well as how the Neighbourhood Renewal design decisions will affect them. The City policies and programs, technical requirements and public engagement input include:

### City policies and programs

The City takes into account many policies, plans and strategies that inform the design of Hairsine Neighbourhood and Alley Renewal.

#### The following are the primary policies considered:

- + **Edmonton City Plan**
  - + Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + **ConnectEdmonton**
  - + Provides direction to create a healthy city, vibrant urban places, regional prosperity and climate resilience
  - + Supports safe bike routes, vibrant gathering spaces, adding missing sidewalks, partnering with local businesses, planting trees, creating green space from existing paved surfaces and measures to calm traffic

#### Other policies considered:

- + **Active Transportation Policy**
  - + Includes opportunities for people to walk, roll and bike and promotes the inclusion of shared pathways
  - + Encourages active transportation in Hairsine and nearby neighbourhoods
- + **Accessibility for People with Disabilities Policy**
  - + Supports accessibility as fundamental to good public engagement and design for all ages and abilities to use neighbourhood infrastructure for the next 50 years
- + **Breathe – Green Network Strategy**
  - + Ensures each neighbourhood will be supported by an adequate supply, quality and distribution of open space that is accessible to people of all ages and abilities

- + **Community Traffic Management Policy**
  - + Supports curb extensions to improve visibility and shorten the crossing distance for people walking; enforce parking offsets from crosswalks and intersections; and to reduce driver speeds
  - + Supports marked crossings to draw attention to people crossing the street
- + **Corporate Tree Management Policy**
  - + Encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction the value of the trees removed will be replaced with new tree plantings in or nearby the neighbourhood
- + **Edmonton Bike Plan**
  - + Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + **Local Improvement Policy**
  - + Follows the Municipal Government Act of Alberta to outline the process to pay for improvements that are of a larger benefit to those near them than to the city as a whole
- + **Neighbourhood Renewal Program**
  - + Funds the renewal of existing infrastructure and the construction of new/missing elements such as sidewalks, shared pathways and public open space enhancements. The cost of new/missing elements are not shared with property owners

- + **Public Engagement Policy**
  - + Directs the creation of specific public engagement and best practices to hear from the diverse groups impacted by the project
- + **Safe Mobility Strategy**
  - + Supports initiatives to manage driver speeds and shortcutting to increase safety for all road users
  - + Supports bike routes and facilities that prevent injuries and encourage more people to bike and use active modes of transportation
- + **Snow and Ice Control Policy**
  - + The City provides year-round maintenance, including snow removal, of protected bike lanes and most shared pathways to support all-season access and use
- + **Winter City Design Guidelines**
  - + Includes design standards to create an inviting and vibrant community during the winter months that are accessible, safe and enjoyable for people of all ages and abilities

### Public engagement input

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

### Technical requirements

The following are the most common technical requirements considered for neighbourhood renewal:

- + **Infrastructure assessments including utilities**
  - + Prioritizes when city infrastructure will be renewed based on current conditions
- + **City of Edmonton Design and Construction Standards including Complete Streets**
  - + Provides direction for the design and construction of roads, sidewalks and shared pathways, measures to slow traffic, and enhance intersections (particularly around crosswalks)
- + **Universal Design Guidelines (i.e. Access Design Guide)**
  - + Supports access and use for people of all ages and abilities, and was used to inform the design of wider and new sidewalks, seating along pathways and picnic table and bench selections
- + **Crime Prevention Through Environmental Design (CPTED)**
  - + Encourages designing infrastructure to reduce crime by making spaces visible, inviting, connected, and including natural deterrents such as plant selection and placement
- + **Urban Design Framework**
  - + Outlines opportunities in the neighbourhood to improve how people move through the neighbourhood, experience open spaces and gather.

# Building Great Neighbourhoods Roadmap

People living in and with an interest in Hairsine were invited to provide input into the City's decision making process for Neighbourhood Renewal at various stages along the roadmap below.



## LEGEND

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

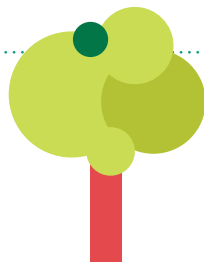


# The Hairsine Neighbourhood and Alley Renewal public engagement input opportunities included:

Timeline	Steps	Public Engagement	Participation	Outcome
November 2021	Starting the Conversation	<b>Community conversations</b> Engaged with stakeholders in the area to learn about the most appropriate and effective engagement and communication approaches in Hairsine	<b>One stakeholder meeting and one pop-up event</b> Met with multiple key stakeholders and organizations including schools, community league, businesses and more	Created a Public Engagement Plan and Communications Plan aligned with what we heard from participants
		<b>Community letters</b> Mailed notices to local businesses, organizations, and property owners within Hairsine	<b>Approximately 3,000 letters</b>	



Timeline	Steps	Public Engagement	Participation	Outcome
March 2022	<b>Creating a Project Vision Together and Exploring Opportunities</b> Developed draft Vision and Guiding Principles based on participants' input	<b>Survey</b> Participants were asked to confirm the draft Vision and Guiding Principles and to provide input on proposed options for Hairsine	<b>34 participants</b>	Created draft Vision and Guiding Principles to inform the Neighbourhood Renewal design
		<b>Self-Guided Treasure Quest</b> Residents and stakeholders were invited to complete a self-guided treasure quest to help us understand the treasures of Hairsine	<b>53 opportunities and ideas identified</b>	
		<b>Student voices</b> Students from John D. Bracco Junior High were invited to participate in the guided treasure quest to share their ideas for improvements and vision for renewal	<b>16 student opportunities and ideas identified</b>	
		<b>Stakeholder conversations</b> Project Team members reached out to several residents and stakeholders including the Hairsine Community League, C5Hub, John D. Bracco Junior High, local faith groups and businesses in the area	<b>140+ conversations</b>	
		<b>Project web page</b> Participants could visit the project web page to learn more	<ul style="list-style-type: none"> <li>+ 172 unique web visits to <a href="https://edmonton.ca/BuildingHairsine">edmonton.ca/BuildingHairsine</a></li> <li>+ 384 unique visits to the project web page</li> <li>+ 441 Facebook link clicks</li> </ul>	



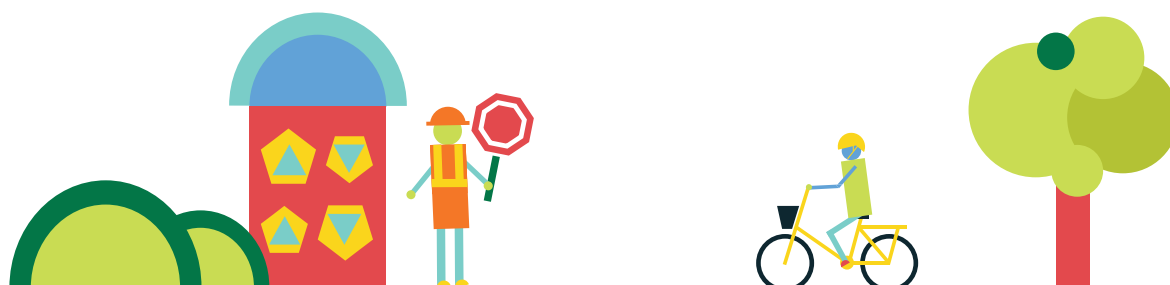
Timeline	Steps	Public Engagement	Participation	Outcome
September to October, 2022	<b>Exploring Options and Tradeoffs</b> Participants helped identify the community's priorities for Neighbourhood Renewal by discussing tradeoffs and benefits of options	<b>Online survey</b> Participants were asked to confirm the draft Vision and Guiding Principles and to provide input on proposed options for Hairsine	<b>33 participants</b>	The priorities identified will guide the decision making process to create a draft design for the project
		<b>In-person meetings</b> Participants shared feedback on the proposed design options and were asked to confirm the draft Vision and Guiding Principles	<b>346 conversations in the community</b>	
		<b>Project web page</b> Participants could visit the project web page to learn more about Hairsine Neighbourhood and Alley Renewal and to provide feedback on the Options and Tradeoffs	<ul style="list-style-type: none"> <li>+ 400 unique visits to edmonton.ca/<b>BuildingHairsine</b></li> <li>+ 113 downloads of the design package</li> <li>+ 31 video views</li> </ul>	
April to May, 2023	<b>Community Feedback on Draft Design</b> Participants were invited to help adapt and adjust the draft design to reflect the Vision and Guiding Principles for the neighbourhood	<b>Online survey</b> Participants shared feedback on the draft design for Hairsine and how well the design reflected the Vision and Guiding Principles	<b>107 participants</b>	A finalized design is created using this input to inform changes
		<b>Project web page</b> Participants could visit the project web page to access information about the project, view the design booklet, view design videos and learn more about Hairsine Neighbourhood and Alley Renewal	<ul style="list-style-type: none"> <li>+ 1,774 unique visitors to edmonton.ca/<b>BuildingHairsine</b></li> <li>+ 418 video views</li> <li>+ 200 design booklet views or downloads</li> <li>+ 2,067 visits to project web page</li> </ul>	
		<b>Community conversations</b> Participants shared input in person and virtually through two intercept events and a virtual open house. Participants could also contact the Project Team by phone or email	<ul style="list-style-type: none"> <li>+ Over 122 conversations</li> <li>+ 24 participants online</li> <li>+ 98 participants in person</li> </ul>	

<b>October to November, 2023</b>	<b>Community Feedback on Final Design</b> Participants were invited to help adapt and adjust the final design to reflect the Vision and Guiding Principles for the neighbourhood	<b>Online survey</b> Participants shared feedback on the final design for Hairsine and how well the design reflected the Vision and Guiding Principles	<b>128 participants</b>	The finalized design is amended using this input to inform changes	
		<b>Project web page</b> Participants could visit the project web page to access information about the project, view the design booklet and learn more about Hairsine Neighbourhood and Alley Renewal			+ 1,213 visits to <a href="http://edmonton.ca/BuildingHairsine">edmonton.ca/BuildingHairsine</a> + 304 design booklet views or downloads
		<b>Community conversations</b> Participants shared input in person and virtually through a virtual open house and an in-person open house; participants could also contact the Project Team by phone or email			+ Over 55 conversations + 11 participants online + 44 participants in person

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

- + Signage: A-frames, road and yard signs
- + Newsletters delivered to each household
- + Postcards delivered to each household
- + Handbills and posters at schools, businesses and community centres
- + Emails to list subscribers and stakeholders
- + Targeted ads through Facebook and Instagram

Engagement Summaries and What We Heard Reports from each phase can be found posted in the project history at [edmonton.ca/BuildingHairsine](http://edmonton.ca/BuildingHairsine).



# Hairsine Neighbourhood and Alley Renewal

## Vision and Guiding Principles

The Vision and Guiding Principles were co-created with the community and are unique to Hairsine. They helped guide decision making throughout the Neighbourhood Renewal planning process.

The Vision sets the direction for Neighbourhood Renewal by stating the elements most important to the community for the future. The Guiding Principles are ideas and priorities that shape how the Vision is applied to the neighbourhood design.

### Hairsine Community Vision

Hairsine is a generationally and culturally diverse community that is safe, family friendly and welcoming for all residents and visitors. There are lots of green spaces, amenities, parks and trees offering many opportunities to enjoy Hairsine's beautiful surroundings. We are proud to have safe and accessible connections to and from other neighbourhoods, nearby businesses and amenities for people of all ages and abilities. The many children who live and learn in Hairsine feel safe when walking, driving and rolling to and from school. We are continuously looking for ways to celebrate our diversity and foster positive relationships between neighbours.

### Guiding Principles



- + Hairsine is a family- and kid-friendly neighbourhood with safe spaces, parks and amenities to enjoy



- + Hairsine has beautiful green, open spaces with picnic tables and benches for friends, family and neighbours to gather and build relationships with one another



- + Hairsine has upgraded sidewalks, roadways and wide pathways throughout the neighbourhood that provide safe and accessible connections for people of all ages and abilities



- + Hairsine has well-lit spaces, crosswalks and streets



- + Hairsine honours and celebrates the cultural diversity of all residents and visitors



## What we decided

This section presents the final project decisions for Neighbourhood and Alley Renewal in Hairsine, including key City policies and programs, public engagement input and technical requirements which informs the City's decisions related to each topic.

**Note: Construction and final design are subject to final approvals and funding.**



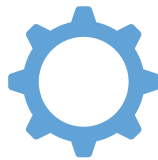
## Legend for “What we accounted for to make our decisions”

The City uses policies and programs, technical requirements and public engagement input to make Neighbourhood Renewal decisions. This report uses three icons to illustrate which decision-making criteria is a policy or program, public engagement input or technical requirement. You will see these icons in the “What we accounted for to make our decisions” column in each table on the following pages.

The decision-making criteria are:



City Policies and Programs



Technical Requirements

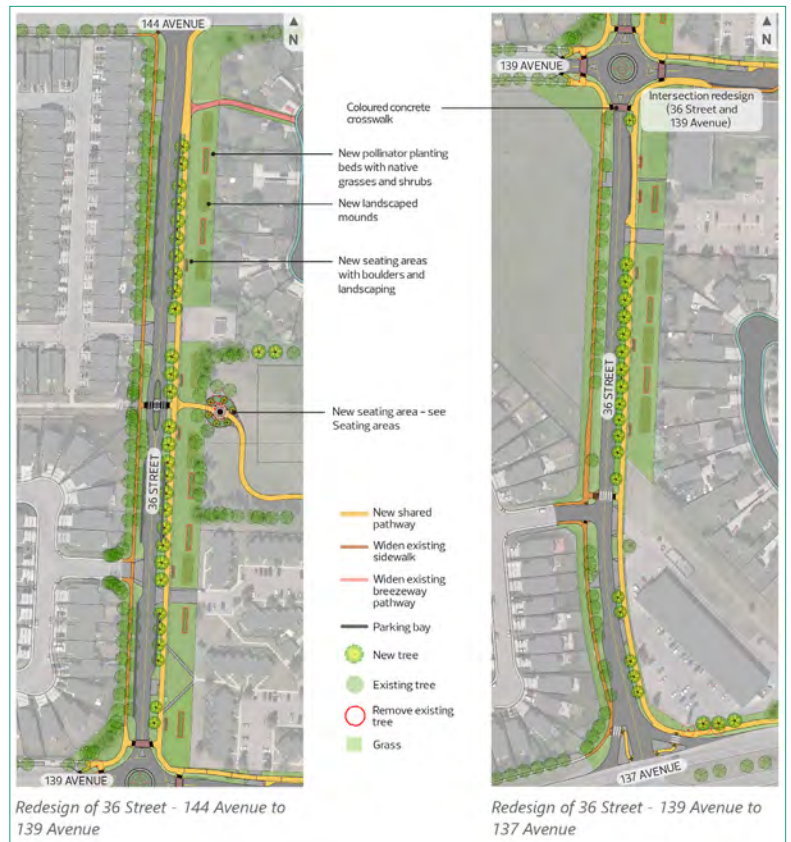


Public Engagement Input

The tables below are a summary of the main public feedback, technical requirements, policies, programs and plans reviewed when making design decisions. They are not inclusive of all the information considered.

# Biking, driving and traffic safety

## Redesign of 36 Street

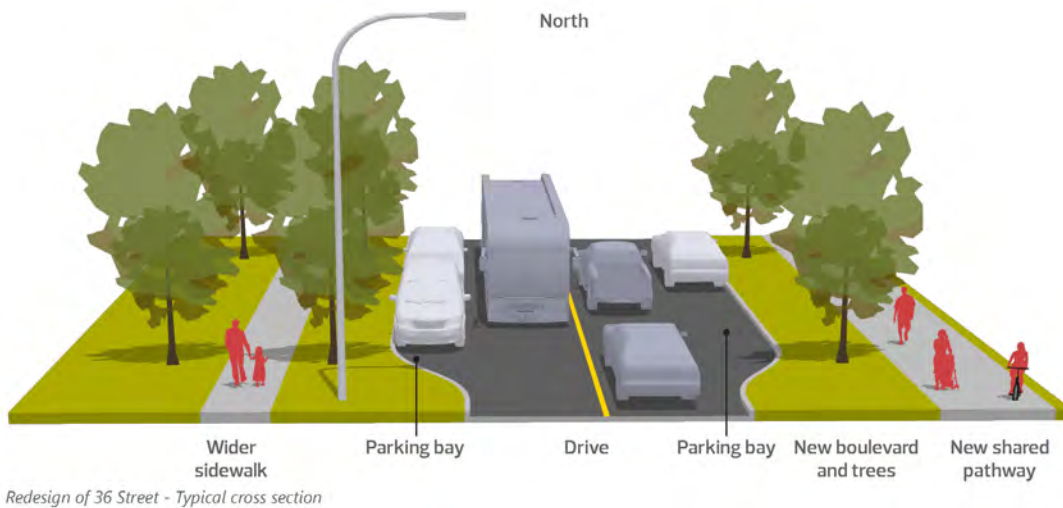




Redesign of 36 Street - Rendering north of 139 Avenue



Redesign of 36 Street - Rendering north of 137 Avenue



Redesign of 36 Street - Typical cross section





## What we decided

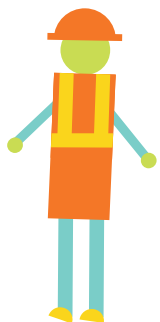
- + Add a shared pathway along the east side of 36 Street to make it easier for people who walk, bike and roll to move around the neighbourhood
- + Widen the existing sidewalk along the west side of 36 Street to reflect the City's Complete Streets Design and Construction Standards
- + Replace areas of on-street parking along the east side of 36 Street with a new boulevard and trees to slow traffic and add greenery to the neighbourhood
- + Maintain on-street parking near Hairsine Park and multi-family residential buildings
- + Replace the existing crosswalk on the west side of Hairsine Park with a two-staged median crosswalk. The design will help slow traffic and enhance the feeling of safety for people who walk by improving sight lines and providing a shorter crossing distance
- + Update the intersection configuration at 137 Avenue with new islands that enhance sight lines when merging into traffic lanes
- + Add additional benches for seating within the boulevard space adjacent to the new shared pathway





## What we accounted for to make our decisions

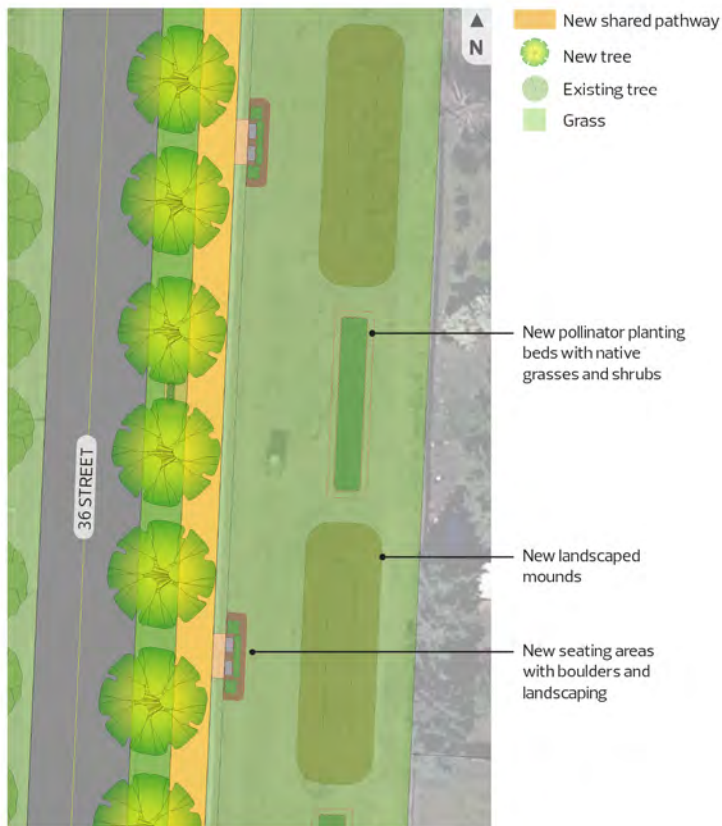
<p><b>Vision and Guiding Principles considered:</b></p>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>Pathways</p> </div> <div style="text-align: center;">  <p>Safe spaces</p> </div> <div style="text-align: center;">  <p>Walking and biking</p> </div> <div style="text-align: center;">  <p>Family and kid-friendly spaces</p> </div> </div>
<p><b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li>+ Active Transportation Policy</li> <li>+ Corporate Tree Management Policy</li> <li>+ Edmonton Bike Plan</li> <li>+ Snow and Ice Control Policy</li> <li>+ The City Plan</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> </ul>
<p><b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> <li>+ Adding curb extensions and crosswalk markings to increase safety while slowing traffic and defining parking</li> <li>+ Designing curb extensions to minimize impacts on parking and turning movements, slow traffic, enhance sightlines, accommodate emergency services and ETS, while maintaining existing two-way traffic flow to not increase congestion</li> </ul>
<p><b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There was overall support for the proposed redesign, including improved connections and additional green space</li> <li>+ Some participants said adding the traffic circle would improve traffic flow, while some were concerned about drivers' ability to safely navigate it</li> </ul> <p><b>Participants supported:</b></p> <ul style="list-style-type: none"> <li>+ The addition of the traffic circle</li> <li>+ Improved pedestrian connections like the wider sidewalk and new shared pathway</li> <li>+ Additional greenery to the area</li> </ul> <p><b>Some participants indicated concern about:</b></p> <ul style="list-style-type: none"> <li>+ Potential reduced parking capacity</li> <li>+ Narrowing of the roads</li> </ul>



# 36 Street Linear Green Space



36 Street linear green space with new shrubs and grasses







36 Street linear green space with new shrubs and grasses



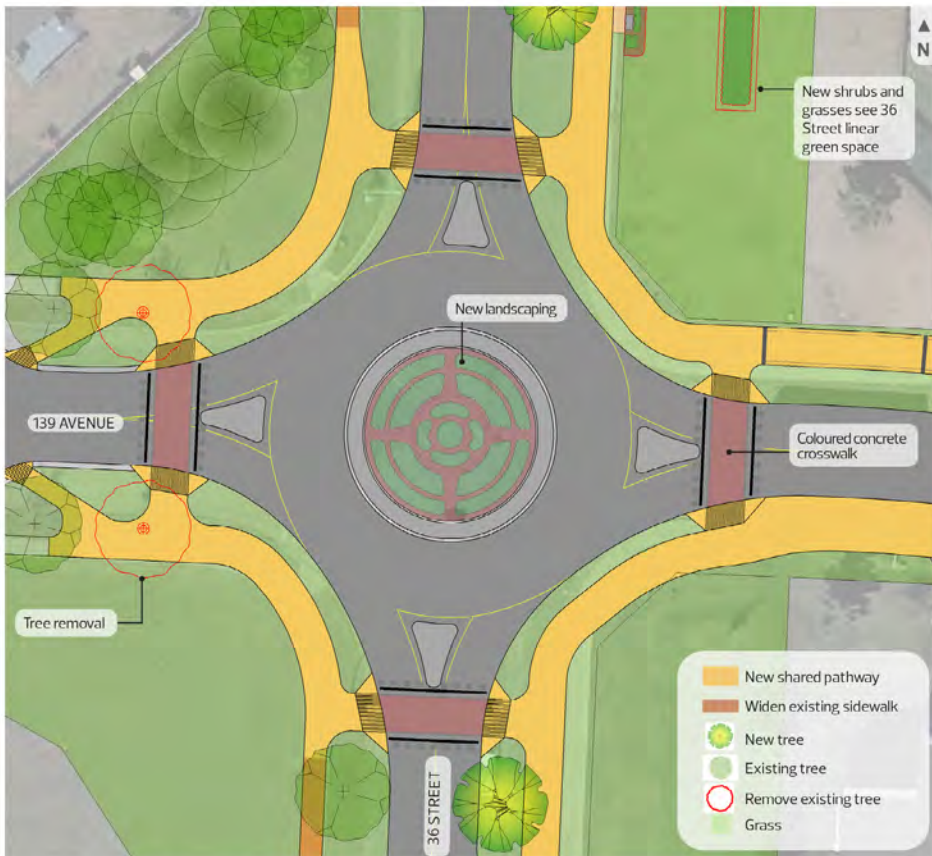
## What we decided

- + Add new boulders, shrubs and grasses along the 36 Street pipeline corridor which will provide additional seating opportunities, add greenery to the neighbourhood and increase biodiversity
- + Construct planting areas that will spark visual interest and a sense of character to people walking or biking nearby

## What we accounted for to make our decisions

<p><b>Vision and Guiding Principles considered:</b></p>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>Pathways</p> </div> <div style="text-align: center;">  <p>Safe spaces</p> </div> <div style="text-align: center;">  <p>Walking and biking</p> </div> <div style="text-align: center;">  <p>Family and kid-friendly spaces</p> </div> </div>
<p><b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li>+ BREATHE – Green Network Strategy</li> <li>+ Climate Resilient Edmonton</li> <li>+ The City Plan</li> </ul>
<p><b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Crime Prevention Through Environmental Design (CPTED)</li> <li>+ Confirming land ownership and the ability to undertake improvements on the utility right-of-way</li> <li>+ Selecting low maintenance trees and shrubs</li> </ul>
<p><b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There was overall support for the proposed changes, particularly an improved aesthetic for the neighbourhood and better pathway connections</li> </ul> <p><b>Participants supported:</b></p> <ul style="list-style-type: none"> <li>+ Additional green space including more plants, trees and shrubs</li> <li>+ Updated sidewalks and crosswalks</li> </ul> <p><b>Some participants indicated concern about:</b></p> <ul style="list-style-type: none"> <li>+ Maintenance and upkeep of the greenery throughout the year</li> <li>+ Safety and vandalism in the area</li> </ul>

# Intersection redesign (36 Street and 139 Avenue)



Intersection redesign (36 Street and 139 Avenue)



Intersection redesign (36 Street and 139 Avenue) - Rendering 1







Intersection redesign (36 Street and 139 Avenue) - Rendering 2

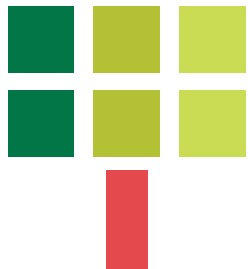
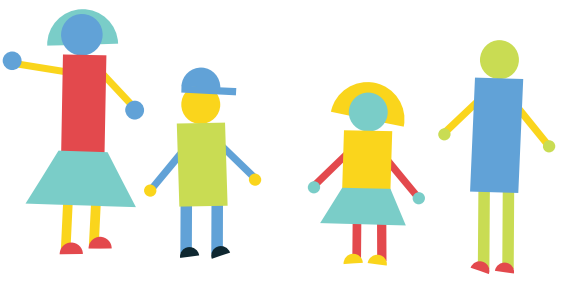


## What we decided

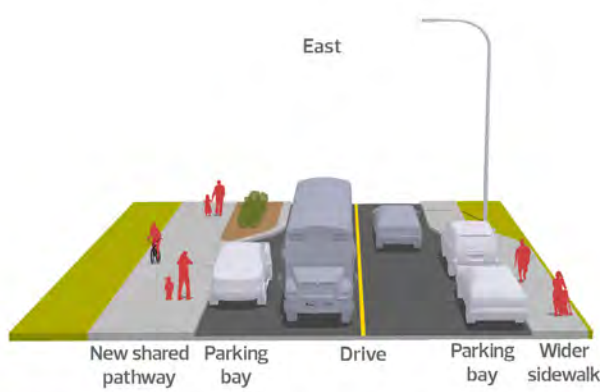
- + Change the existing four-way stop to a traffic circle to improve compliance and safety for all users
- + Upgrade crosswalks to improve the visibility of people walking or rolling to those driving

## What we accounted for to make our decisions

<p><b>Vision and Guiding Principles considered:</b></p>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>Pathways</p> </div> <div style="text-align: center;">  <p>Safe spaces</p> </div> <div style="text-align: center;">  <p>Walking and biking</p> </div> <div style="text-align: center;">  <p>Family and kid-friendly spaces</p> </div> </div>
<p><b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li>+ Active Transportation Policy</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> </ul>
<p><b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> <li>+ Improve clarity for movement through the intersection for people walking, biking, rolling or driving compared to the existing conditions</li> </ul>
<p><b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There were mixed reactions to the proposed redesign of this intersection, specifically with the addition of the traffic circle</li> <li>+ Some participants said adding the traffic circle would improve traffic flow, while some were concerned about drivers' ability to safely navigate it</li> <li>+ Participants supported the improvements to crosswalks indicating they will be safer for pedestrians</li> <li>+ Some participants shared concern about congestion due to narrower lanes</li> </ul>



# Redesign of 139 Avenue



Redesign of 139 Avenue - Typical cross section



- New shared pathway
- Replace existing sidewalk
- New raised crosswalk
- New tree
- Widen existing sidewalk
- Parking bay
- Grass
- Existing tree

Redesign of 139 Avenue - Overview plan



- New shared pathway
- Widen existing sidewalk
- Replace existing sidewalk
- Parking bay
- New raised crosswalk
- Grass
- New tree
- Existing tree

Redesign of 139 Avenue - Plan showing from 36 Street to John D. Bracco High School



Redesign of 139 Avenue - Plan showing from Hairsine Playground to Victoria Trail



Redesign of 139 Avenue - Rendering 1: Looking east



Redesign of 139 Avenue - Rendering 2: Crosswalk near John. D Bracco Junior High School



Example image of coloured concrete bands for along the new 139 Avenue shared pathway in front of the schools








## What we decided

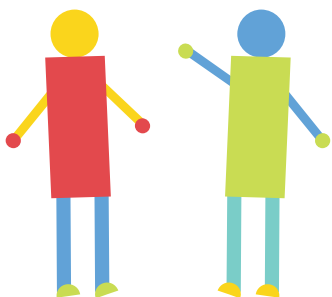
- + Replace the north sidewalk with a shared pathway to make it easier for people who walk, bike and roll to move around the neighbourhood
- + Widen the existing south sidewalk to reflect the City's Complete Streets Design and Construction Standards
- + Add new curb extensions at intersections and raised crosswalks to narrow crossing distances and improve visibility for people walking and to reduce driver speeds
- + Remove some areas of on-street parking to narrow the road and reduce driver speeds
- + Maintain some areas of on-street parking as parking bays near multi-family buildings





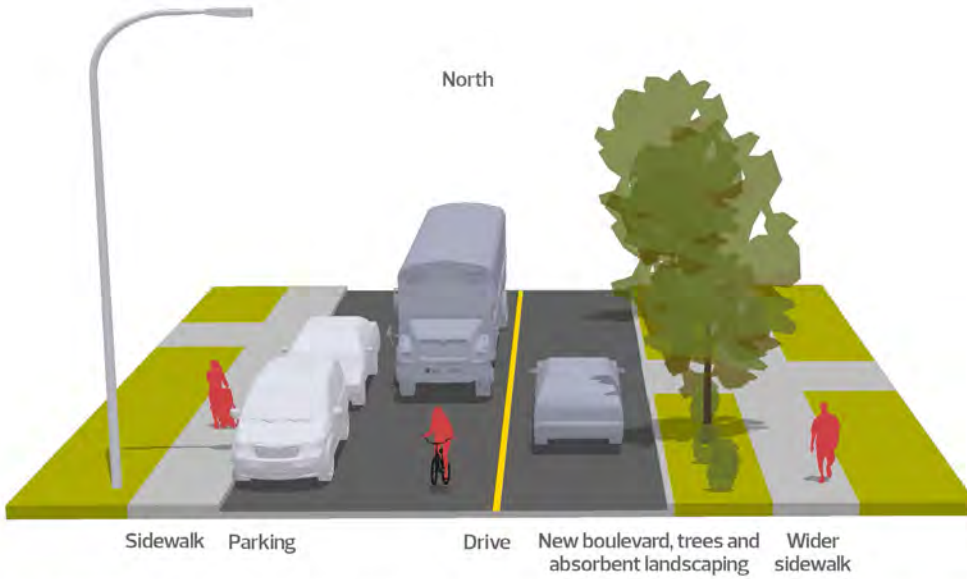
## What we accounted for to make our decisions

<p><b>Vision and Guiding Principles considered:</b></p>	 Pathways  Safe spaces  Walking and biking  Family and kid-friendly spaces
 <p><b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li>+ Active Transportation Policy</li> <li>+ Edmonton Bike Plan</li> <li>+ Snow and Ice Control Policy</li> <li>+ The City Plan</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> </ul>
 <p><b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> <li>+ Enhancing visibility for those using the sidewalk and shared pathway was achieved at intersections through the use of curb extensions and raised crosswalks that also help to slow traffic and reduce the crossing distance for those who walk</li> <li>+ Adding curb extensions at intersections near the schools helps to enforce parking bylaws and enhance safety around intersections and crosswalks, while maintaining legal parking spaces</li> <li>+ Designing curb extensions to maintain the existing two-way traffic flows so as to not increase congestion</li> </ul>
 <p><b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There was overall support for the proposed changes, particularly improved pathway connections</li> </ul> <p><b>Participants supported:</b></p> <ul style="list-style-type: none"> <li>+ Raised crosswalks, shared pathways and updated sidewalks</li> <li>+ Maintaining some on-street parking</li> </ul> <p><b>Some participants indicated concern about:</b></p> <ul style="list-style-type: none"> <li>+ Traffic congestion due to narrower lanes</li> <li>+ Removal of on-street parking</li> </ul>

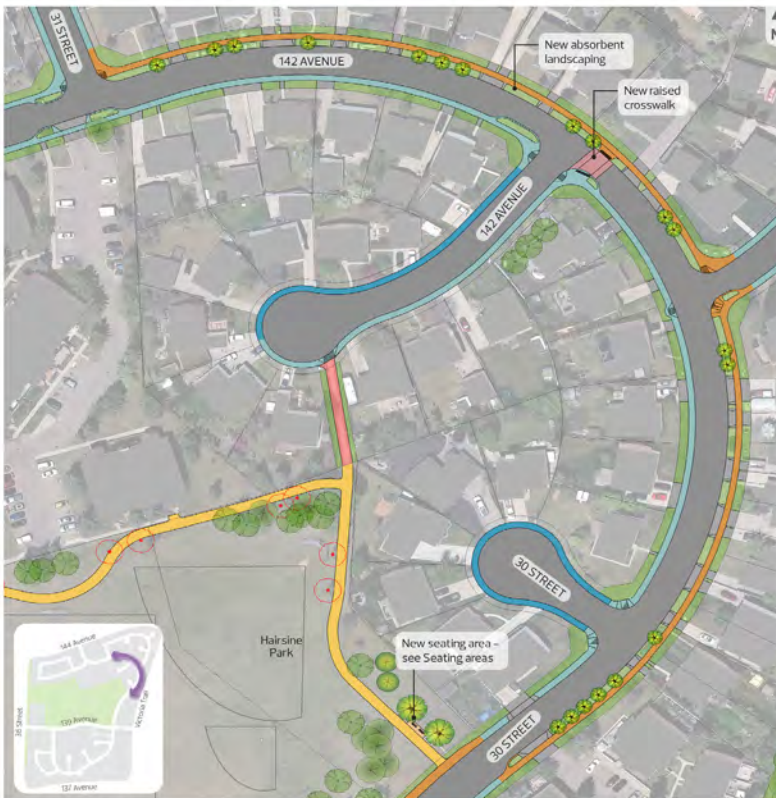




# New boulevard over the local loop road of 142 Avenue/30 Street/138 Avenue



New boulevard along the local loop road of 142 Avenue/30 Street/138 Avenue - Typical cross section



- New shared pathway
- Widen existing sidewalk
- Replace existing sidewalk
- New sidewalk
- Widen existing breezeway pathway
- New tree
- Existing tree
- Remove existing tree
- Grass

New boulevard along the local loop road of 142 Avenue/30 Street/138 Avenue - Plan: North portion



- New shared pathway
- Widen existing sidewalk
- Replace existing sidewalk
- New sidewalk
- New tree
- Existing tree
- Grass

New boulevard along the local loop road of 142 Avenue/30 Street/138 Avenue - Plan: South portion

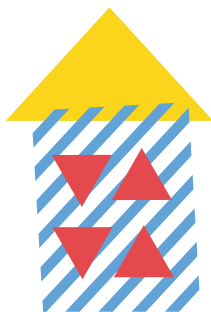
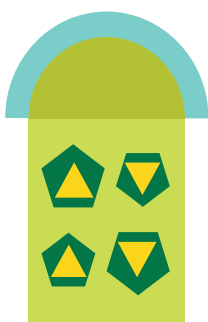
### What we decided

- + Remove some areas of on-street parking and replace with grassed boulevard and new trees
- + Add new curb extensions to narrow crossing distances, improve visibility for people walking and reduce driver speeds
- + Explore absorbent landscaping in the new boulevard to help improve drainage



## What we accounted for to make our decisions

<p><b>Vision and Guiding Principles considered:</b></p>	 Pathways  Safe spaces  Walking and biking  Family and kid-friendly spaces
<p><b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li>+ Community Traffic Management Policy</li> <li>+ Corporate Tree Management Policy</li> <li>+ The City Plan</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> <li>+ Winter Design Guide</li> </ul>
<p><b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> <li>+ Adding curb extensions and crosswalk markings to increase safety while slowing traffic and defining parking</li> <li>+ Adding absorbent landscaping at targeted locations improve drainage conditions</li> </ul>
<p><b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There was overall support for the proposed new boulevard and design changes</li> <li>+ Many participants shared a desire for increased parking capacity</li> </ul> <p><b>Participants supported:</b></p> <ul style="list-style-type: none"> <li>+ Proposed road changes that promote slowing traffic</li> <li>+ Visually appealing designs including the addition of greenery</li> </ul> <p><b>Some participants indicated concern about:</b></p> <ul style="list-style-type: none"> <li>+ Removal of on-street parking, especially near residential complexes</li> </ul>



# Enhanced/new crosswalks

Location A



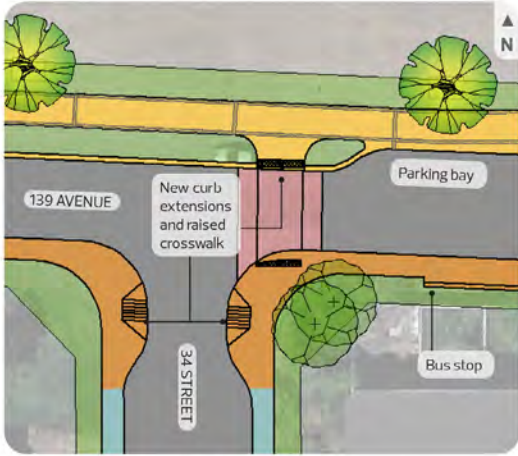
Enhanced crosswalk location A - Plan



Enhanced crosswalk location A - Rendering

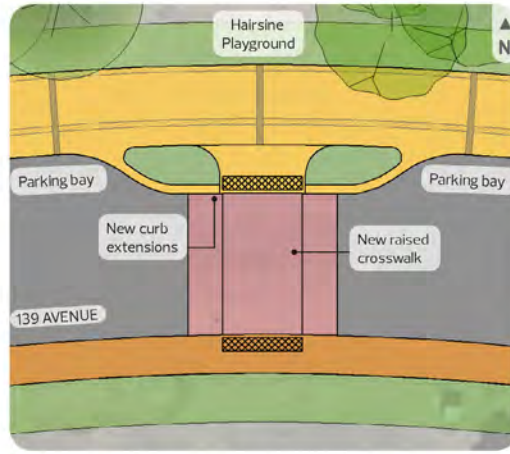


Location B



Enhanced crosswalk location B - Plan

Location C



New crosswalk location C - Plan



- New shared pathway
- Replace existing sidewalk
- Existing tree
- Widen existing sidewalk
- New tree
- Grass

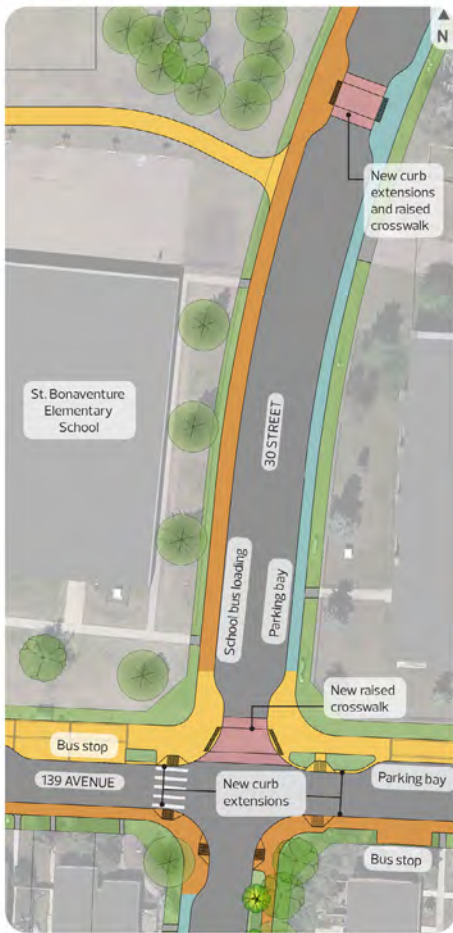


New crosswalk location C - Rendering





Location D and E



- New shared pathway
- Widen existing sidewalk
- Replace existing sidewalk
- New tree
- Existing tree
- Grass



New crosswalk locations D and E - Plan

New crosswalk location E - Rendering

Location F



New crosswalk location F - Plan

Location G



New crosswalk location G - Plan










- Widen existing sidewalk
- New sidewalk
- Existing tree
- Replace existing sidewalk
- New tree
- Grass



## What we decided

- + Add curb extensions and narrow the road at existing crosswalks to slow traffic and enhance the feeling of safety for people who walk by improving sight lines and providing shorter crossing distances
- + Add raised mid-block crosswalks to help slow traffic along 139 Avenue and 30 Street and improve visibility of people crossing
- + Upgrade the crosswalk along the north portion of 36 Street to a two-staged median crosswalk to shorten the crossing distance for people who walk and reduce driver speeds

## What we accounted for to make our decisions

<p><b>Vision and Guiding Principles considered:</b></p>	 Pathways  Safe spaces  Walking and biking  Family and kid-friendly spaces
<p> <b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li>+ Community Traffic Management Policy</li> <li>+ Vision Zero Initiative/Safe Mobility Strategy</li> </ul>
<p> <b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> <li>+ Adding curb extensions, crosswalk markings and raised crosswalks helps to slow traffic, enhance sightlines and define parking</li> </ul>
<p> <b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There was overall support for the proposed design changes for enhanced and new sidewalks</li> </ul> <p><b>Participants supported:</b></p> <ul style="list-style-type: none"> <li>+ Enhanced crosswalks making it safer to cross streets</li> </ul> <p><b>Some participants indicated concern about:</b></p> <ul style="list-style-type: none"> <li>+ Narrowing of lanes potentially causing road congestion</li> </ul>



# Walking and rolling





## Wider sidewalks along primary walking routes



### What we decided

- + Widen the west sidewalk along 36 Street and the south sidewalk along 139 Avenue
- + Replace the east sidewalk along 36 Street and the north sidewalk along 139 Avenue with shared pathways
- + Add shared pathways along the west side of Victoria Trail (between 144 Avenue and 137 Avenue) and the north side of 137 Avenue (between Victoria Trail and 36 Street)

### What we accounted for to make our decisions

<p><b>Vision and Guiding Principles considered:</b></p>	 Pathways  Safe spaces  Walking and biking  Family and kid-friendly spaces
<p><b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li>+ Edmonton City Plan</li> <li>+ Active Transportation Policy</li> <li>+ Snow and Ice Control Policy</li> </ul>
<p><b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> </ul>
<p><b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There was overall strong support for the proposed design changes for improvements to the shared pathways and sidewalks</li> </ul> <p><b>Participants supported:</b></p> <ul style="list-style-type: none"> <li>+ Sidewalk upgrades for walking, biking and other uses</li> </ul> <p><b>Some participants indicated concern about:</b></p> <ul style="list-style-type: none"> <li>+ Widened sidewalks causing narrowing of the road lanes</li> </ul>










# Wider sidewalks along local roads where possible



**What we decided**

- + Widen the sidewalk along the local loop road of 142 Avenue/30 Street/138 Avenue behind the new boulevard
- + Widen existing sidewalks along local roads where possible

## What we accounted for to make our decisions

<p><b>Vision and Guiding Principles considered:</b></p>	 Pathways  Safe spaces  Walking and biking  Family and kid-friendly spaces
<p> <b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li>+ Edmonton City Plan</li> <li>+ Active Transportation Policy</li> </ul>
<p> <b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> </ul>
<p> <b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There was overall support for improving sidewalks along local roads where possible</li> </ul> <p><b>Participants supported:</b></p> <ul style="list-style-type: none"> <li>+ Upgrading sidewalks, including repairing cracks and making other fixes</li> </ul> <p><b>Some participants indicated concern about:</b></p> <ul style="list-style-type: none"> <li>+ The amount of pedestrian traffic in the neighbourhood being enough to justify changes to sidewalks</li> <li>+ Narrowing of lanes potentially causing road congestion</li> </ul>

# Missing sidewalk links



Locations A, B and C

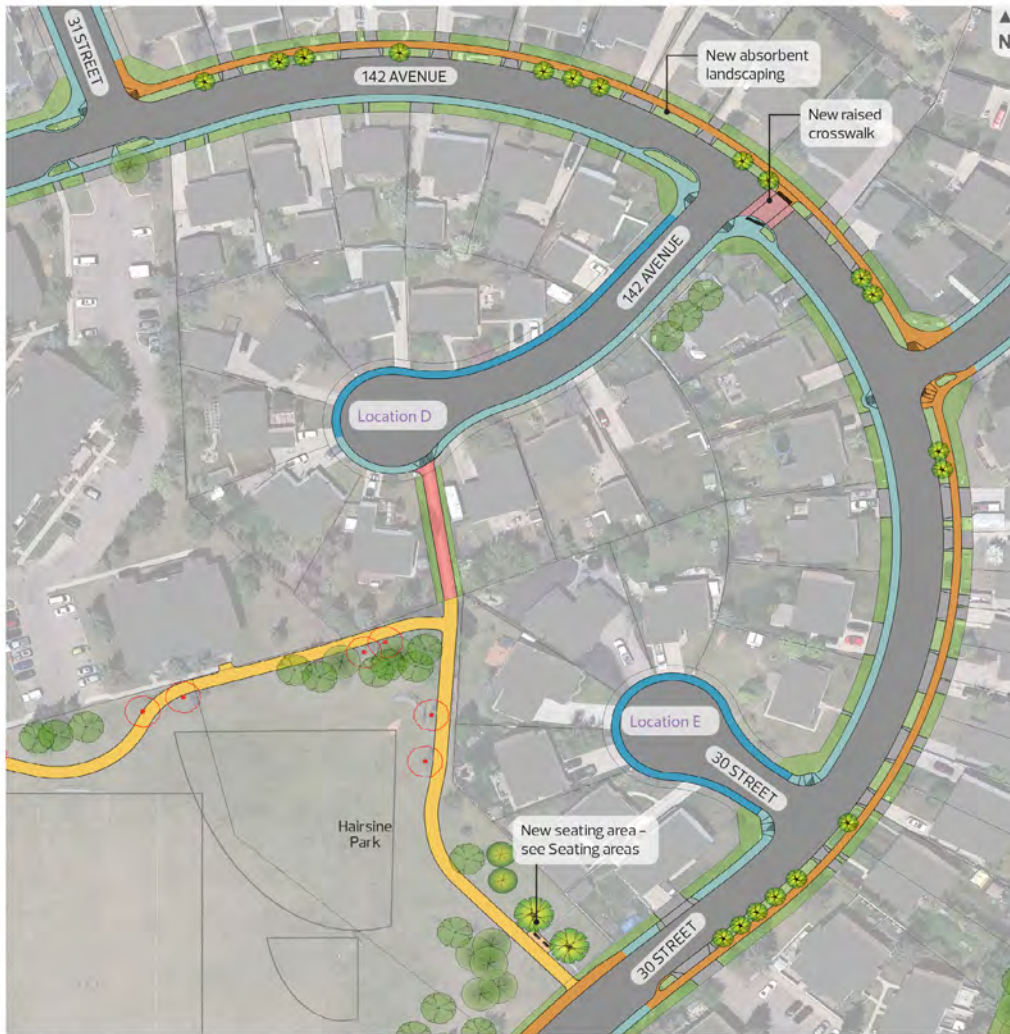


- Replace existing sidewalk
- Widen existing breezeway pathway
- New sidewalk
- Grass
- Existing tree

Missing sidewalk links: Locations A, B and C - Plan



Locations D and E



- New shared pathway
- Widen existing sidewalk
- Replace existing sidewalk
- New sidewalk
- Widen existing breezeway pathway
- New tree
- Existing tree
- Remove existing tree
- Grass



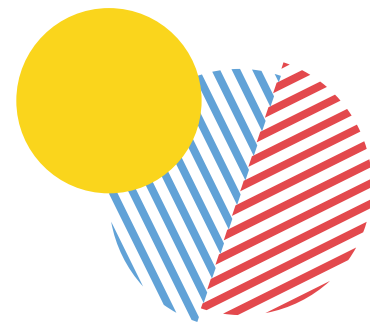
Missing sidewalk links: Locations D and E - Plan



Locations F, G, H and I



Missing sidewalk links: Locations F, G, H and I - Plan









## What we decided

- + Add new sidewalks on both sides of roadways, where possible, to align with the City's Access Design Guide and ConnectEdmonton to build a city for people of all abilities
- + Add new shared pathways on the north side of 137 Ave between 36 Street and Victoria Trail, as well as along the west side of Victoria Trail between 137 Avenue and 144 Avenue

## What we accounted for to make our decisions

<p><b>Vision and Guiding Principles considered:</b></p>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>Pathways</p> </div> <div style="text-align: center;">  <p>Safe spaces</p> </div> <div style="text-align: center;">  <p>Walking and biking</p> </div> <div style="text-align: center;">  <p>Family and kid-friendly spaces</p> </div> </div>
<p><b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li>+ Edmonton City Plan</li> <li>+ Accessibility for People with Disabilities Policy</li> <li>+ Active Transportation Policy</li> <li>+ ConnectEdmonton</li> </ul>
<p><b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> <li>+ Impacts to private landscaping on public lands to avoid road narrowing</li> </ul>
<p><b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There was overall support for the proposed designs to address the missing sidewalk links</li> </ul> <p><b>Participants supported:</b></p> <ul style="list-style-type: none"> <li>+ Additional sidewalk links, particularly along Victoria Trail</li> </ul> <p><b>Some participants indicated concern about:</b></p> <ul style="list-style-type: none"> <li>+ The amount of current pedestrian traffic in the neighbourhood being enough to justify changes to sidewalks</li> <li>+ Removal of on-street parking</li> </ul>



# Enhanced breezeways <sup>1</sup>

Location A



Enhanced breezeway location A - Plan

- Widen existing breezeway pathway
- New shared pathway
- Widen existing sidewalk
- Replace existing sidewalk
- New sidewalk
- New tree
- Existing tree
- Remove existing tree
- Grass



Location B



Enhanced breezeway location B - Plan

Location D



Enhanced breezeway location D - Plan

Location C



Enhanced breezeway location C - Plan

Location E










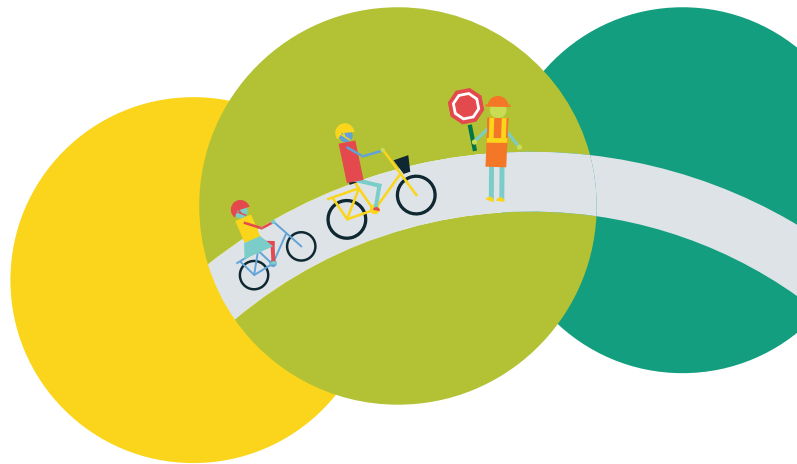


## What we decided

- + Widen existing pathways to make it easier for people who walk, bike and roll to move around the neighbourhood
- + Install new and upgrade existing lighting along pathways to improve user comfort and the feeling of safety

## What we accounted for to make our decisions

<p><b>Vision and Guiding Principles considered:</b></p>	 Pathways  Safe spaces  Walking and biking  Family and kid-friendly spaces
 <p><b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li>+ Active Transportation Policy</li> <li>+ Snow and Ice Control Policy</li> </ul>
 <p><b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> </ul>
 <p><b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There was overall strong support for the proposed changes to enhance breezeways especially improvements to enhance safety</li> </ul> <p><b>Participants supported:</b></p> <ul style="list-style-type: none"> <li>+ Better lighting in the area and improved safety as a result</li> <li>+ Wider sidewalks and updated pathway connections</li> </ul> <p><b>Some participants indicated concern about:</b></p> <ul style="list-style-type: none"> <li>+ Maintenance and upkeep of proposed new amenities</li> </ul>



<sup>1</sup> A breezeway is a public pathway between two private properties. They enhance accessibility and connectivity within the neighbourhood.

# Open spaces

## Improvements to Hairsine Park



- New seating area - see Seating areas
- Widen existing breezeway pathway
- New shared pathway
- Widen existing sidewalk
- Replace existing sidewalk
- New sidewalk
- Existing sports field
- New tree
- Existing tree
- Remove existing tree
- Grass

Improvements to Hairsine Park - Plan









## What we decided

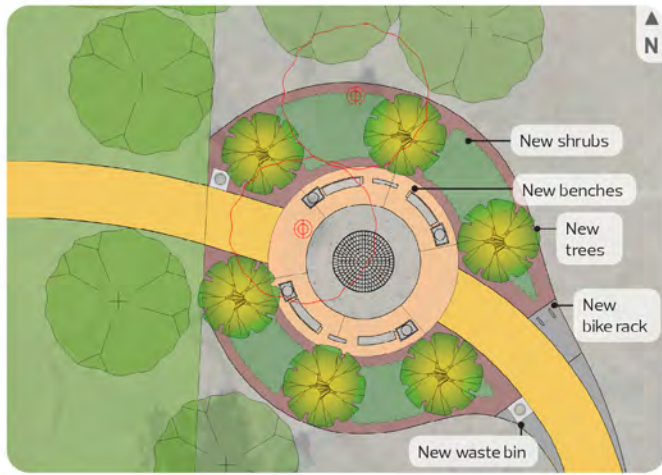
- + Add a new shared pathway network with lighting through Hairsine Park, connecting the two schools with 36 Street and homes to the north
- + Remove some existing trees to create space for the new shared pathways
- + Add new trees and naturalized planting areas to add greenery to the neighbourhood and reduce mowing (implements The City Plan and Climate Resilient Edmonton)
- + Add new waste bins to help keep the community clean
- + Align the new shared pathway to minimize tree removal, shorten one soccer field and remove two small baseball diamonds

## What we accounted for to make our decisions

<p><b>Vision and Guiding Principles considered:</b></p>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>Pathways</p> </div> <div style="text-align: center;">  <p>Safe spaces</p> </div> <div style="text-align: center;">  <p>Walking and biking</p> </div> <div style="text-align: center;">  <p>Family and kid-friendly spaces</p> </div> </div>
<p><b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li>+ Edmonton City Plan</li> <li>+ Active Transportation Policy</li> <li>+ Corporate Tree Management Policy</li> <li>+ BREATHE – Green Network Strategy</li> <li>+ Edmonton Bike Plan</li> <li>+ Snow and Ice Control Policy</li> <li>+ Winter Design Guide</li> </ul>
<p><b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Access Design Guide</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> <li>+ Coordinate new shared pathways and lighting with the two schools</li> <li>+ Review path alignments and widths with City Forestry to minimize tree impacts</li> <li>+ Coordinate with internal City departments for changes to sports field sizes, configuration or removal</li> <li>+ Crime Prevention Through Environmental Design (CPTED)</li> </ul>
<p><b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There was strong support for the proposed improvements to Hairsine Park, particularly the improved pathways</li> </ul> <p><b>Participants supported:</b></p> <ul style="list-style-type: none"> <li>+ Improved access through the park with proposed new connection pathways</li> <li>+ Additional activities and park features such as seating and kids activities</li> </ul> <p><b>Some participants indicated concern about:</b></p> <ul style="list-style-type: none"> <li>+ Removal of the sports fields</li> <li>+ Maintenance and safety of the park</li> </ul>

# Seating areas

Location A

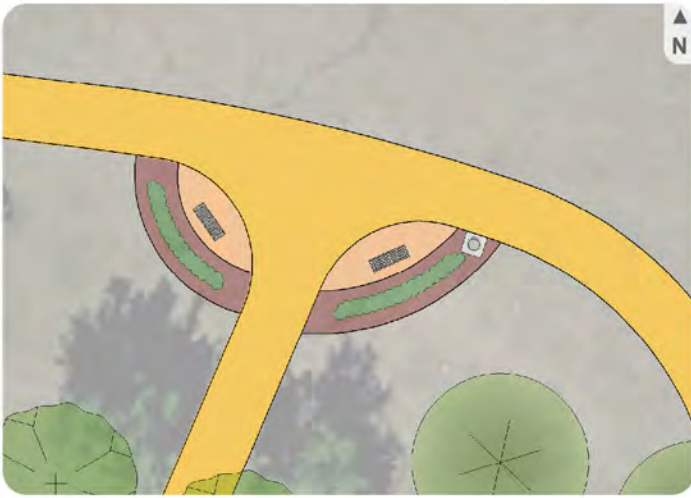


- New shared pathway
- Decorative pavers
- New shrubs
- Existing tree
- Remove existing tree
- Grass





Location B



- New bench
- New waste bin
- New shared pathway
- Widen existing sidewalk
- Decorative pavers
- New deciduous tree
- New coniferous tree
- Existing deciduous tree
- Existing coniferous tree
- Grass
- New shrubs



Location C



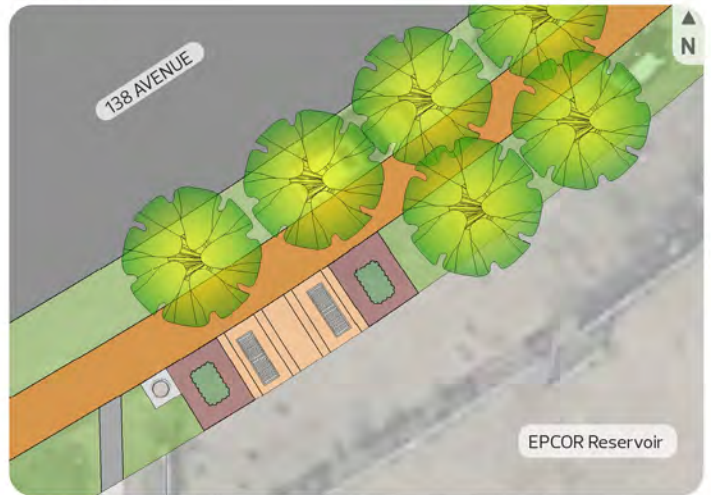
Location E



Location D



Location F












## What we decided

- + Add new seating areas with benches and bike racks along new shared pathways in Hairsine Park to create spaces for neighbours to rest and connect
- + Add new planting beds and trees to add greenery to the neighbourhood and provide shade in the summer and wind protection in the winter
- + Add new waste bins to help keep the community clean
- + Add kid-friendly sidewalk imprints and games to provide a new amenity

## What we accounted for to make our decisions

<p><b>Vision and Guiding Principles considered:</b></p>	 Pathways  Safe spaces  Walking and biking  Family and kid-friendly spaces
 <p><b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li>+ BREATHE – Green Network Strategy</li> <li>+ Winter Design Guide</li> </ul>
 <p><b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Access Design Guide</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> <li>+ Crime Prevention Through Environmental Design (CPTED)</li> </ul>
 <p><b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There was strong support overall for the proposed seating area designs for Hairsine Park, indicating it will improve community connection and time spent in the park</li> </ul> <p><b>Participants supported:</b></p> <ul style="list-style-type: none"> <li>+ Additional seating areas making it more enjoyable to spend time in the park</li> <li>+ Additional amenities such as garbage cans and lighting</li> </ul> <p><b>Some participants indicated concern about:</b></p> <ul style="list-style-type: none"> <li>+ Maintenance and upkeep of proposed new amenities</li> </ul>



# Local improvements in Hairsine

Sidewalk reconstruction is a Local Improvement that is cost shared by the City and property owners in the neighbourhood. New sidewalks installed where currently missing are 100 per cent City funded.

For more detailed information on Local Improvements and the decision processes, please visit [edmonton.ca/LocalImprovements](https://edmonton.ca/LocalImprovements).

## What is a Local Improvement?

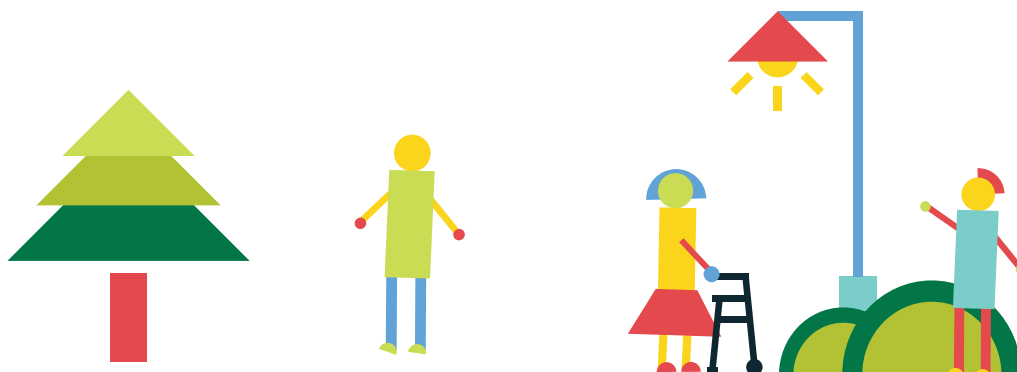
A Local Improvement is a project that benefits your neighbourhood more than the municipality as a whole. It is typically undertaken near or adjacent to your property and is paid, in whole or in part, by the benefitting **property owners** through a Local Improvement tax.

## Sidewalk reconstruction

Sidewalk replacement is a cost-shared improvement. This means property owners are responsible for 50 per cent of the cost and the City pays the other 50 per cent. Property owners therefore have the opportunity to decide if new sidewalks are installed and may petition against this Local Improvement, per the Municipal Government Act. If the sidewalk Local Improvement process is successfully petitioned against, sidewalks will remain as is and will be maintained for safety by the City. Any future sidewalk replacement would need to be requested and funded 100 per cent by the adjacent property owners.

New sidewalks installed where they are currently missing are 100 per cent City funded.

Property owners will have the opportunity to decide if the Local Improvement proceeds. A notice will be sent out in **early 2024** for property owners to provide feedback.





## Next steps

Construction is scheduled in Hairsine over two years, starting in spring 2024 with planned completion in fall 2025. The Local Improvement process will begin in early 2024.

### Ways the City will communicate with you

Prior to the start of construction in your neighbourhood, construction bulletins will be distributed to all residents. The City's Delivery Project Manager, Sharad Dhakal, will be your point of contact during construction. His contact information is [sharad.dhakal@edmonton.ca](mailto:sharad.dhakal@edmonton.ca) and can be found at [edmonton.ca/BuildingHairsine](https://edmonton.ca/BuildingHairsine).

The Delivery Project Manager can assist you with answering questions or addressing specific needs or concerns about construction.

For project updates and more information:

**Web:** [edmonton.ca/BuildingHairsine](https://edmonton.ca/BuildingHairsine)

**Email:** [buildinggreatneighbourhoods@edmonton.ca](mailto:buildinggreatneighbourhoods@edmonton.ca)

**Call:** 311



## Working together to make the most out of your neighbourhood.

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

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

**Edmonton**