

EXPLORING OPTIONS AND TRADEOFFS

Hairsine Neighbourhood and Alley Renewal

Through the City's Building Great Neighbourhoods Branch, the Neighbourhood and Alley Renewal Program will reconstruct roads, curbs, alleys, replace street lights, repair sidewalks and, where possible, complete active transportation links. Other opportunities to improve City-owned parks and public spaces will also be explored. Cost sharing opportunities will be made available through the Local Improvement process for sidewalk reconstruction and decorative street light upgrades in the neighbourhood. The new infrastructure will provide enhancements to the neighbourhood for the next 30 to 50 years. Construction is scheduled to begin in Spring 2024.

Exploring Opportunities – March 2022

In March 2022, we reached out to Hairsine's residents, businesses and visitors to help **REFINE** our understanding of the enhancements that could help to improve your neighbourhood.

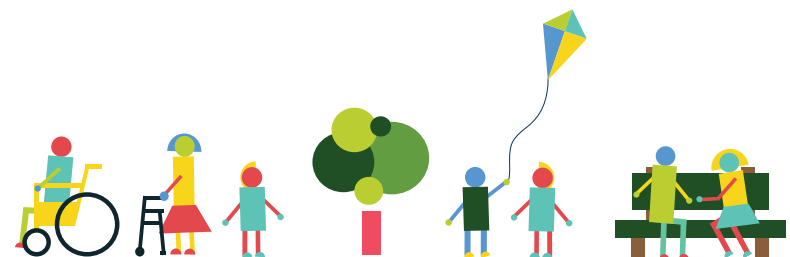
Exploring Options and Tradeoffs – Fall 2022

The project is now in the **Exploring Options and Tradeoffs** stage. The City of Edmonton has prepared options for the Hairsine neighbourhood that are ready for your feedback. The options explore different benefits and tradeoffs. Your feedback will help us determine which options to include in the draft design, which will be presented in spring 2023.



Feedback Opportunity

Please review the options in this booklet and provide your feedback through the online engagement at edmonton.ca/BuildingHairsine from September 19 to October 14, 2022.



Hairsine Community Vision and Guiding Principles

During the **Exploring Opportunities** stage, ideas and insights were collected from participants to help us understand how people experience the neighbourhood today and what can be improved or added to create a neighbourhood for the future.

The Project Team has used this input to **CREATE** a draft Vision and Guiding Principles for the Hairsine Neighbourhood and Alley Renewal project. This Vision will be used to guide decision making for Neighbourhood Renewal and future community actions. The Guiding Principles are ideas that inform how the Vision should be applied to the neighbourhood design and used to inform the choices for community-led initiatives.

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 and stakeholders.

Hairsine 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

You can view and provide feedback on this draft Vision and Guiding Principles through the online engagement at edmonton.ca/BuildingHairsine from September 19 to October 14, 2022.

Exploring Options and Tradeoffs

The project is now in the **Exploring Options and Tradeoffs** stage. The City of Edmonton has prepared options for the Hairsine neighbourhood that are ready for your feedback. The options explore different benefits and tradeoffs. Your feedback will help us determine which options to include in the draft design, which will be presented in spring 2023.

Through the **Exploring Options and Tradeoffs** stage of the process, we are having conversations about the benefits and tradeoffs of potential options. We will use the feedback from these conversations to identify what the community, as a whole, deems important to maintain and what is flexible when making changes within the Neighbourhood Renewal design.

What are tradeoffs?

A tradeoff is when adding something new to an existing space, we need to decide between one factor or another in order to make it fit.

Example: When adding missing links of sidewalk into the design, we need your input to help decide how these connections can be accommodated. Options to fit in the missing sidewalk are:

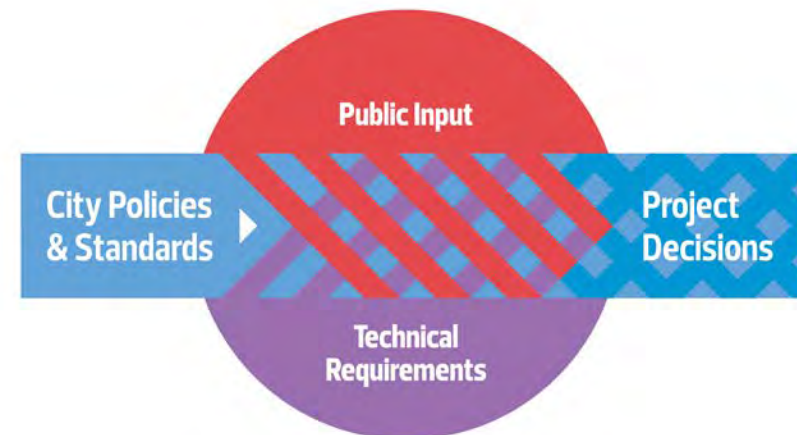
- + To narrow the width of some roads
- + Turn the road into a one-way direction of traffic
- + Remove on-street parking
- + Remove existing trees

Before making a decision, we will ask what the neighbourhood's priority is for these types of situations.

Decision Making Process

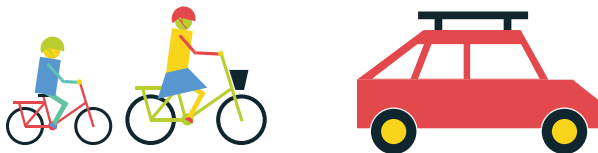
City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from residents who live, work and 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.

This process helps to ensure that the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for our city.



This package includes options for the following focus areas related to **biking, driving and traffic safety**:

- 1 Bike connections
- 2 Redesign of 36 Street
- 3 36 Street linear green space
- 4 Intersection redesign
(36 Street and 139 Avenue)
- 5 Redesign of 139 Avenue
- 6 Enhance/new crosswalk
- 7 Measures used to slow traffic



New designs related to **walking, rolling, public transit** and **open spaces** are also included:

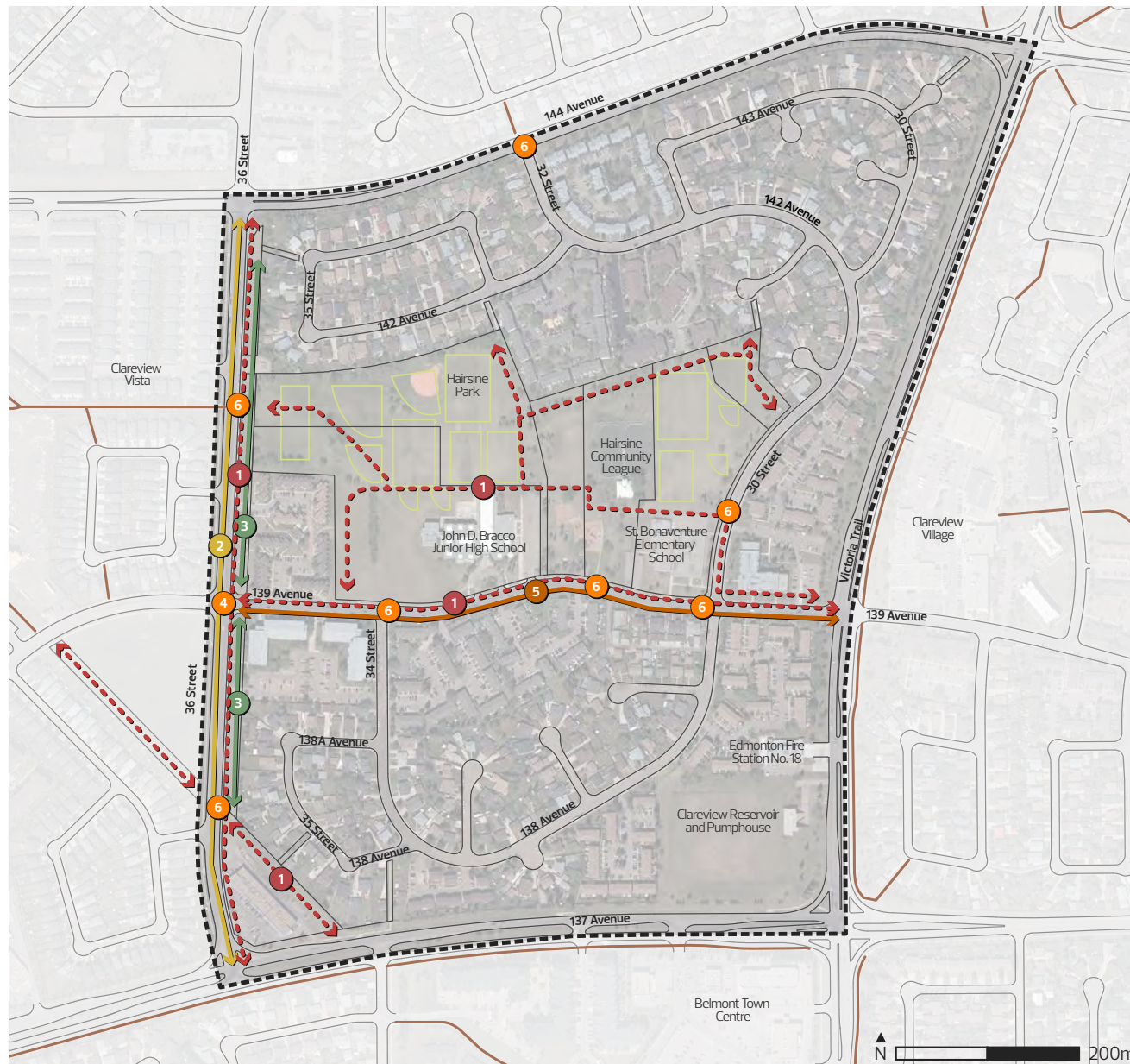
- 8 Wider sidewalks along primary walking routes
- 9 Wider sidewalks along all local roads where possible
- 10 Missing sidewalk links
- 11 Enhanced breezeways
- 12 Improvements to Hairsine Park
- 13 Seating areas



Feedback Opportunity

Please review the options in this booklet and provide your feedback through the online engagement at edmonton.ca/BuildingHairsine from September 19 to October 14, 2022.

Biking, driving and traffic safety



- Hairsine neighbourhood boundary
- Existing sports field
- Existing shared pathway / breezeway

Biking, driving and traffic safety

- Bike connections
- Redesign of 36 Street
- 36 Street linear green space
- Intersection redesign
- Redesign of 139 Avenue
- Enhance/new crosswalk
- Measures used to slow traffic (not on map)



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1 Bike connections



Hairsine neighbourhood boundary

36 Street bike connection (shared pathway, raised bike lanes or on-street protected bike lanes) – Biking options are included in the redesign of 36 Street

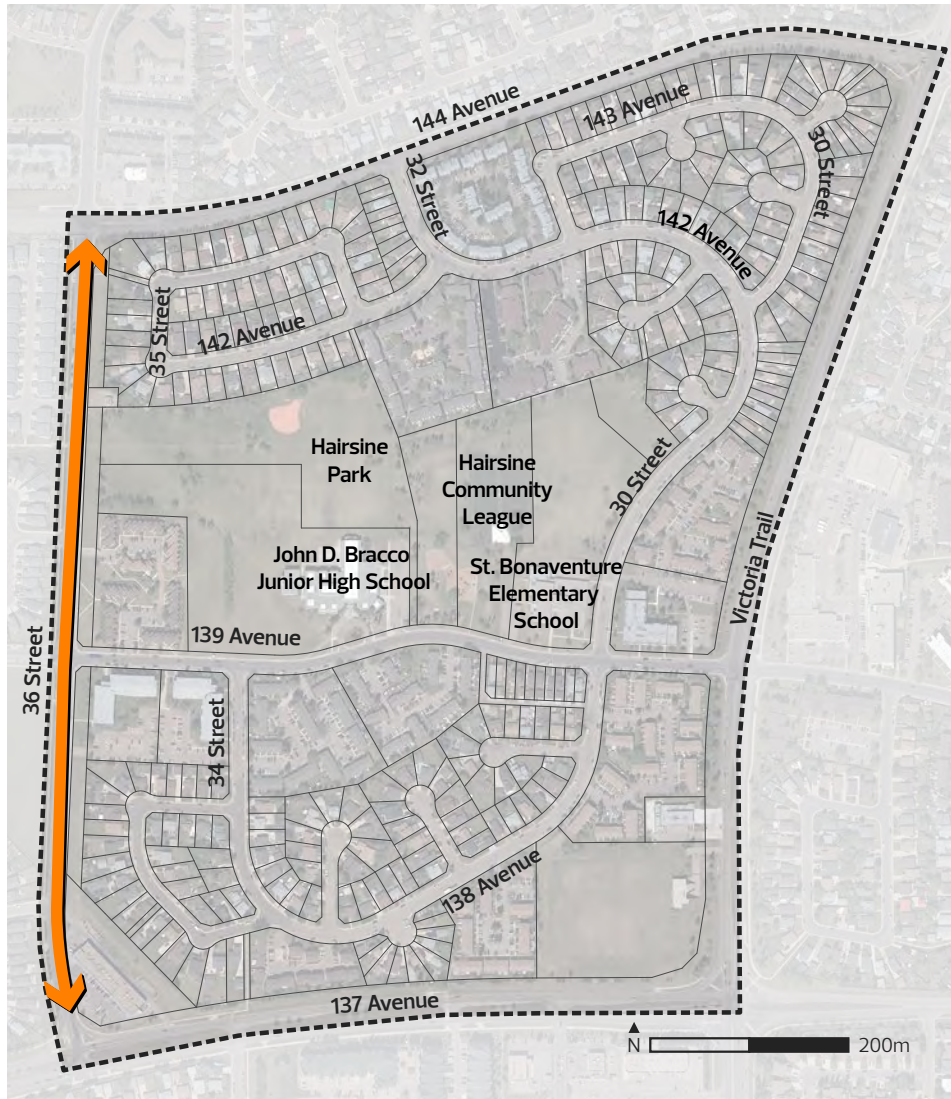
139 Avenue bike connection (shared pathway)

Bike connections through Hairsine Park and behind the corner store area (shared pathway)

What we heard

- + Residents expressed a desire for wider paths that connect to and through the neighbourhood
- + Residents expressed interest in shared pathways for people who walk and roll to improve movement around Hairsine

2 Redesign of 36 Street



What we heard

- + Residents appreciated the idea of enhanced pathways that connect to new and existing business areas
- + Residents shared a desire for wider shared pathways through the neighbourhood to accommodate people who walk and roll
- + Speeding is a concern in Hairsine. Residents would like to see more speed bumps, no exit signs and yield signs throughout the neighbourhood to improve safety.
- + Residents suggested upgrades to the crosswalks to increase visibility for people who drive and improve safety for people who walk and roll

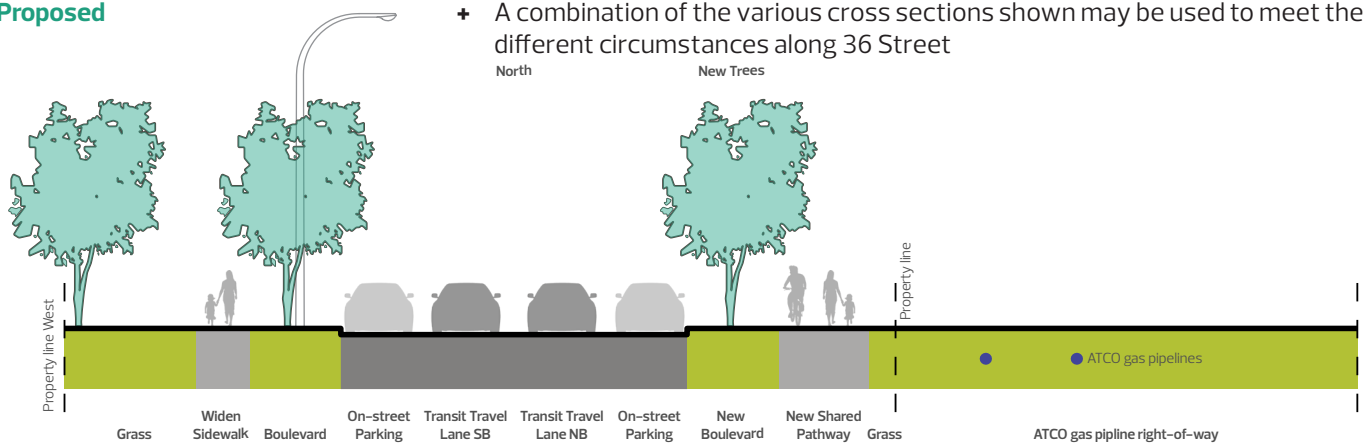
Options

- + Option 1: New boulevard with trees and a shared pathway on the east side
- + Option 2: Extended boulevard on the west side, new boulevard with trees and a shared pathway on east side
- + Option 3: New raised or protected on-street bike lanes
- + Option 4: Central median with trees

2 Redesign of 36 Street

Option 1: New boulevard with trees and a shared pathway on the east side

Proposed



Benefits

- + Road function would stay the same
- + More boulevard space would provide more space for trees
- + Shared pathway would allow more space for people who walk, roll and bike and provide a north-south connection
- + Reduced traffic speed
- + Snow clearing priority (shared pathway)

Tradeoffs

- + Shared pathway has people who walk and bike share the same space

Conceptual plan

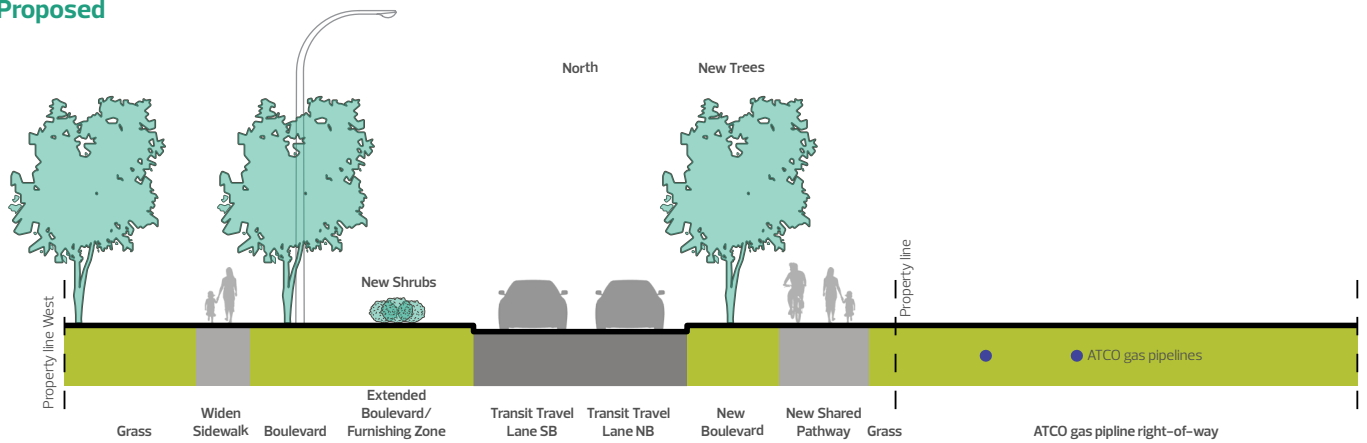


- ↔ New shared pathway
- New boulevard trees
- Alley/driveway conflict
- ▨ Enhanced crossing
- ⊘ Intersection redesign
- Existing ETS bus stop

2 Redesign of 36 Street

Option 2: Extended boulevard on the west side, new boulevard with trees and a shared pathway on east side

Proposed



Benefits

- + Allows for on-street parking near multi-family buildings and Hairsine Park
- + More boulevard space for trees and landscaping would help beautify neighbourhood
- + Shared pathway would allow more space for people who walk, roll and bike and provide a north-south connection
- + Reduced traffic speed
- + Snow clearing priority (shared pathway)

Tradeoffs

- + Reduction of on-street parking
- + Shared pathway has people who walk and bike share the same space

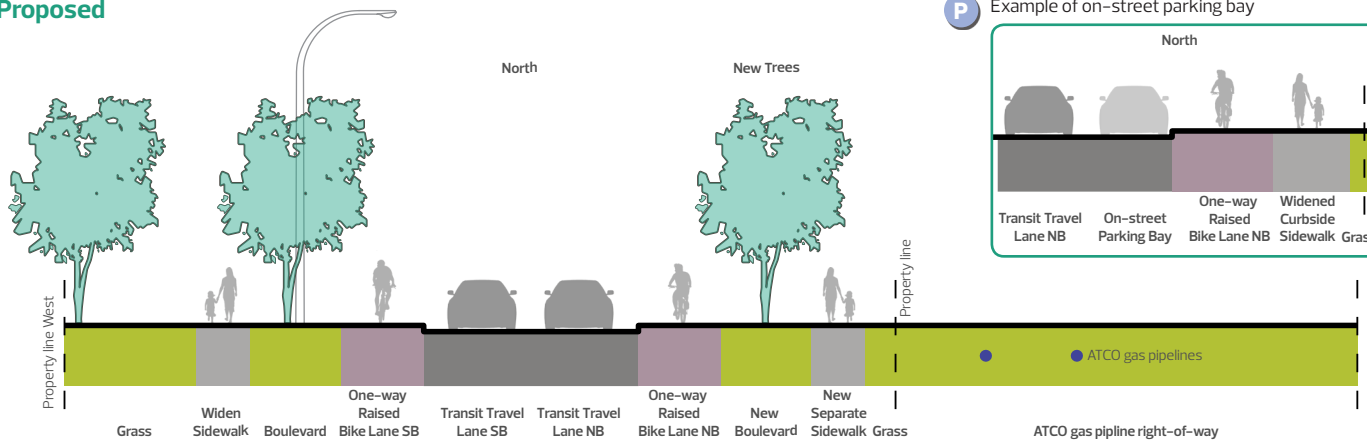
Conceptual plan



2 Redesign of 36 Street

Option 3: New raised or protected on-street bike lanes

Proposed

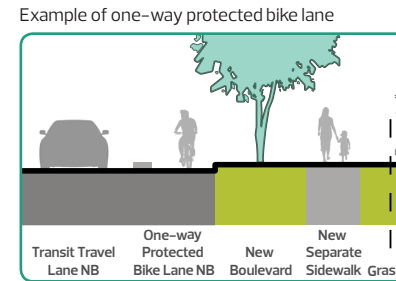


Benefits

- + Providing separate spaces for people walking, rolling and biking would reduce conflicts
- + More boulevard space for trees and landscaping would beautify the neighbourhood
- + People biking have a straighter path to navigate
- + Reduced traffic speed
- + On-street parking bays can be added
- + Protected bike lanes are conformable for all ages and abilities
- + Snow clearing priority (protected bike lanes)

Tradeoffs

- + Reduction of on-street parking



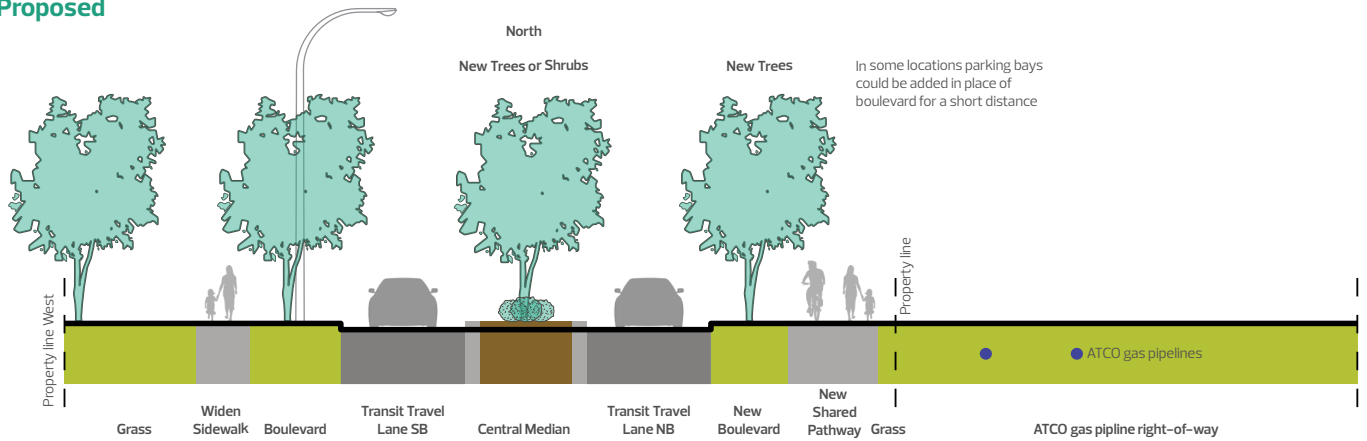
Conceptual plan



2 Redesign of 36 Street

Option 4: Central median with trees

Proposed



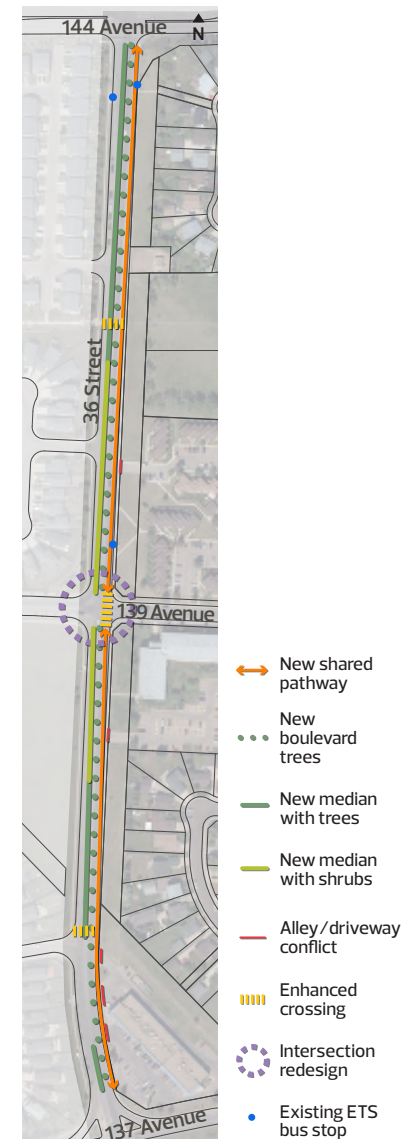
Benefits

- + Centre median and new boulevard provide space for trees and landscaping
- + Added tree canopy would provide more shade in the neighbourhood
- + Additional space for snow storage
- + Shared pathway would allow more space for people who walk, roll and bike and provide a north-south connection
- + Reduce traffic speed
- + On-street parking bays can be added
- + Snow clearing priority (shared pathway)

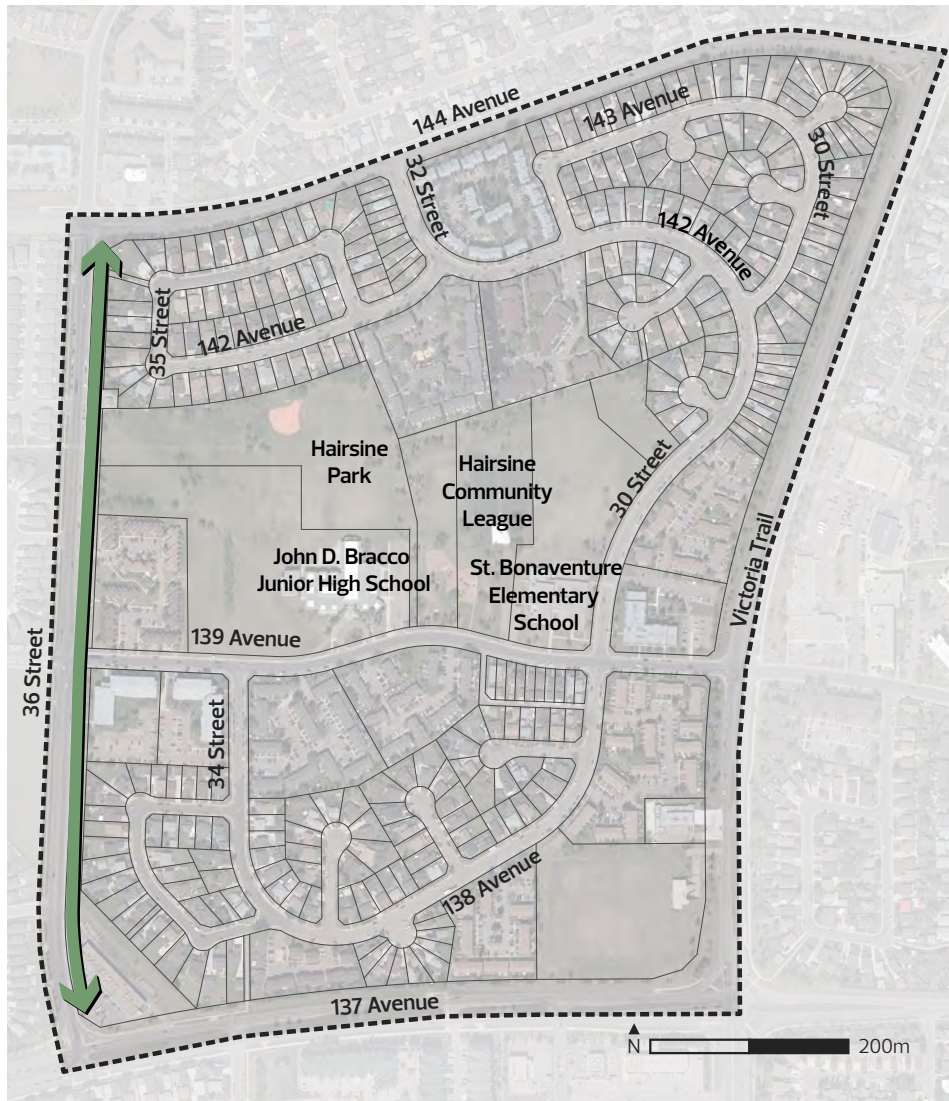
Tradeoffs

- + Reduction of on-street parking
- + Shared pathway has people who walk and bike share the same space

Conceptual plan



3 36 Street linear green space



What we heard

- + Residents expressed interest in more spaces, including green spaces, to gather with family, friends and neighbours
- + Residents suggested more trees, flowers, shrubs and art along walking and rolling routes

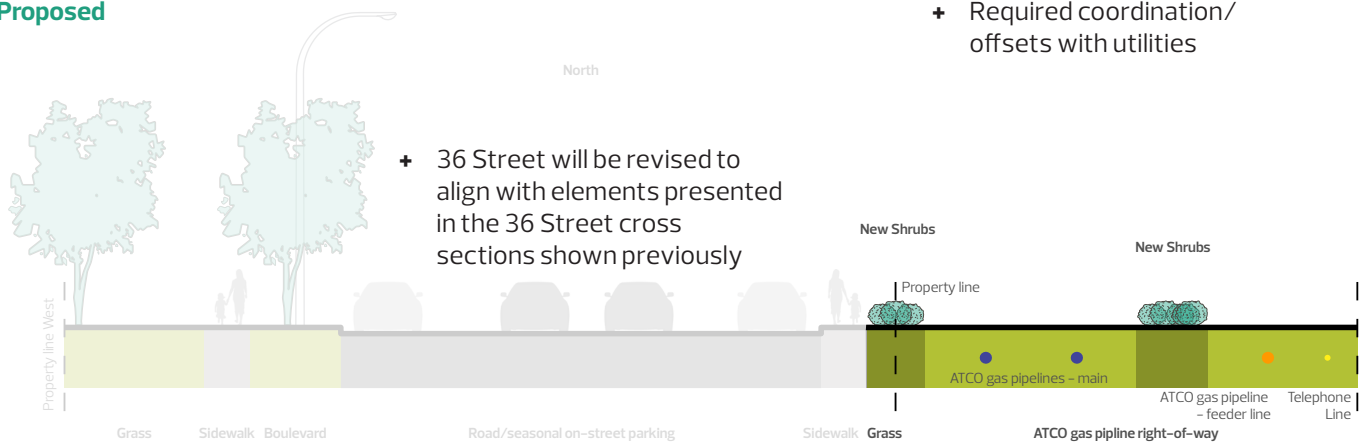
Options

- + Option 1: New shrubs and naturalized ground cover
- + Option 2: Option 1 plus new shared pathway and seating areas

3 36 Street linear green space

Option 1: New shrubs and naturalized ground cover

Proposed



Benefits

- + Added shrubs and naturalized ground cover would provide more greenery in the neighbourhood
- + Naturalized ground cover requires less maintenance

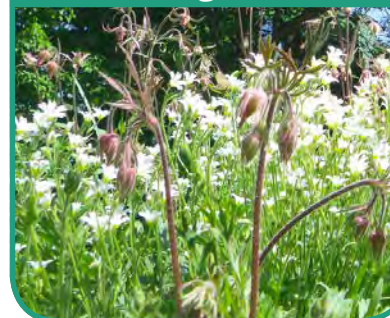
Tradeoffs

- + May collect debris
- + Requires coordination with utilities

New shrubs

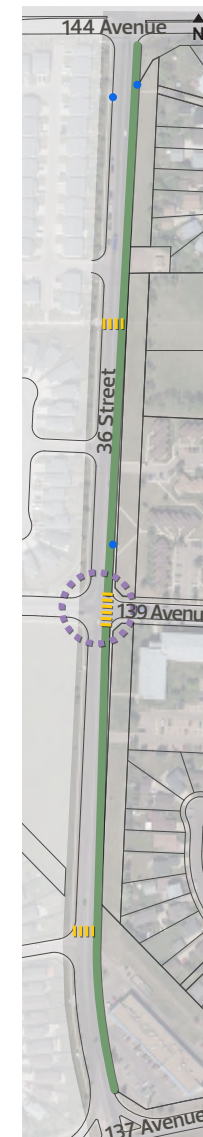


New shrubs and naturalized ground cover



- + Naturalized ground cover is a mix of native low maintenance grasses and wildflowers

Conceptual plan



3 36 Street linear green space

Option 2: Option 1 plus new shared pathway and seating areas

Proposed



+ 36 Street will be revised to align with elements presented in the 36 Street cross sections shown previously

- + Confirm with ATCO if a shared pathway (paved or granular) and seating areas would be supported
- + Required coordination/offsets with utilities

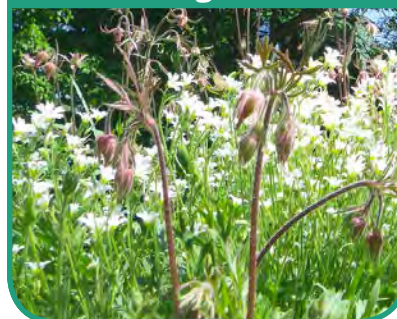
Benefits

- + Added shrubs and naturalized ground cover would provide more greenery in the neighbourhood
- + Shared pathway would allow more space for people who walk, roll and bike and provide a north-south connection
- + Naturalized ground cover requires less maintenance
- + Additional seating encourages active modes and aging in place
- + Snow clearing priority (shared pathway)

Tradeoffs

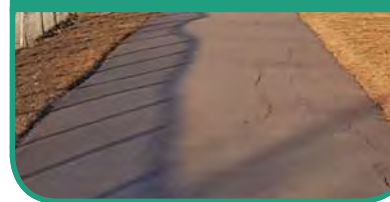
- + May collect debris
- + Requires coordination with utilities

New shrubs and naturalized ground cover

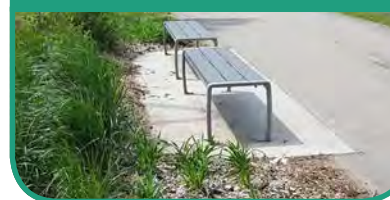


- + Naturalized ground cover is a mix of native low maintenance grasses and wildflowers

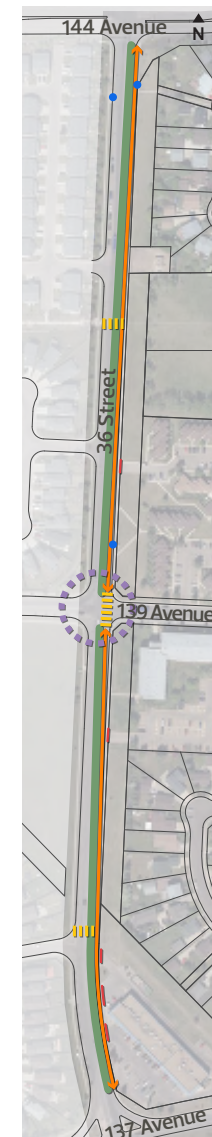
New shared pathway



New seating areas



Conceptual plan



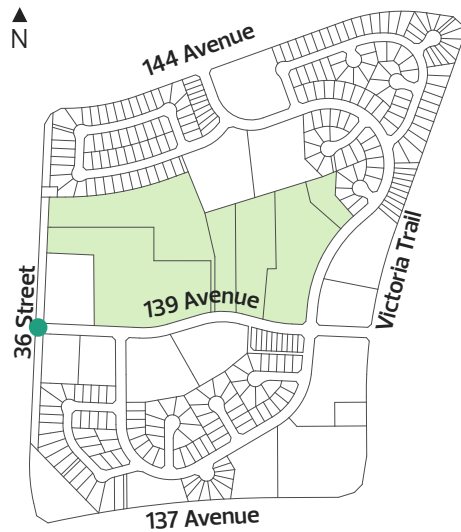
- ↔ New shared pathway
- Alley/driveway conflict
- New shrubs and naturalized ground cover
- ▨ Enhanced crossing
- ⊗ Intersection redesign
- Existing ETS bus stop

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4 Intersection redesign (36 Street and 139 Avenue)

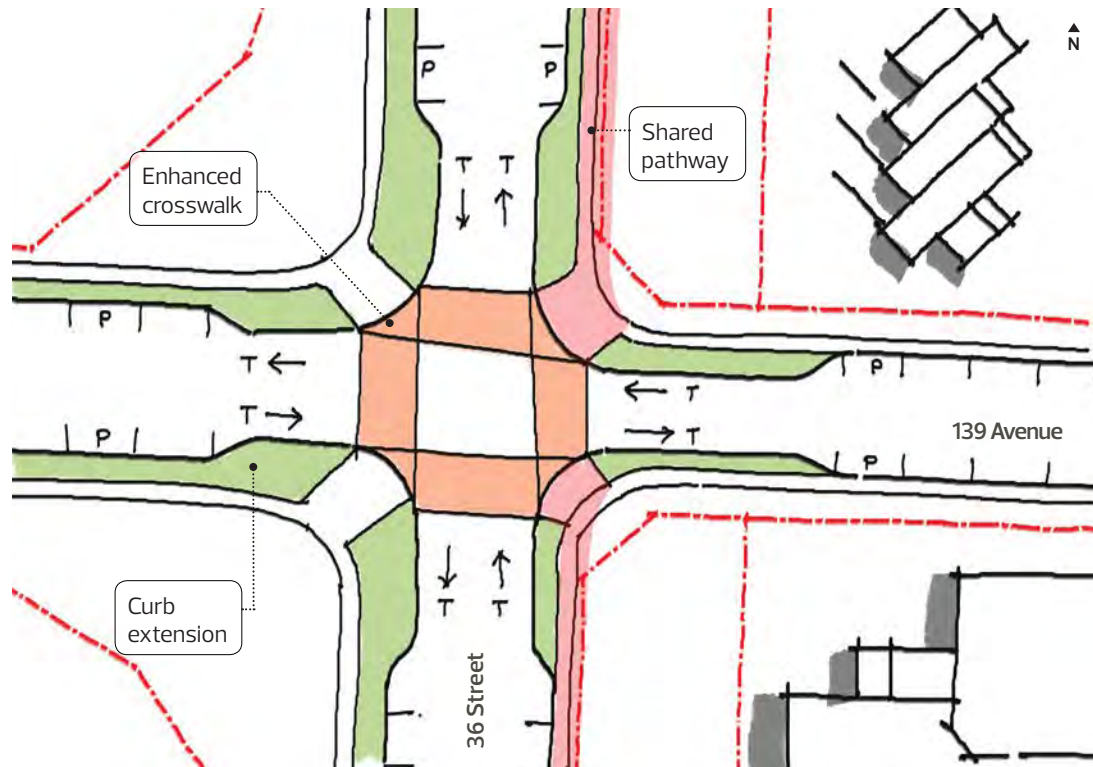
Key map



What we heard

- + Residents said with more street lighting, more visible crosswalks and user-activated crosswalk warning lights, they would feel safer

Option 1: Four-way stop with curb extensions



Benefits

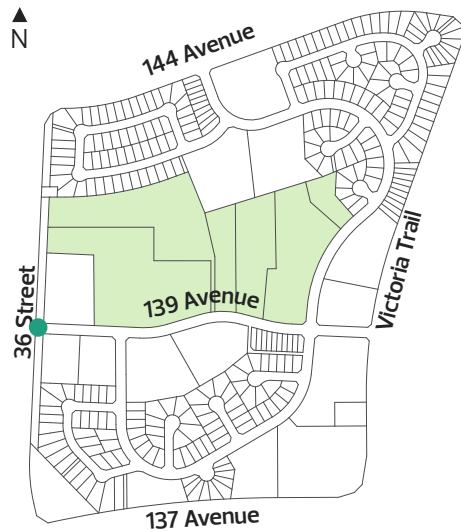
- + Improves sightlines by preventing parking too close to intersection
- + Slow traffic through intersection
- + Opportunity for aesthetic improvements/landscaping
- + Shorter crossing distances for people who walk

Tradeoffs

- + Additional maintenance (snow clearing, landscaping) may be required
- + Loss of one to two on-street parking spaces in each location

4 Intersection redesign (36 Street and 139 Avenue)

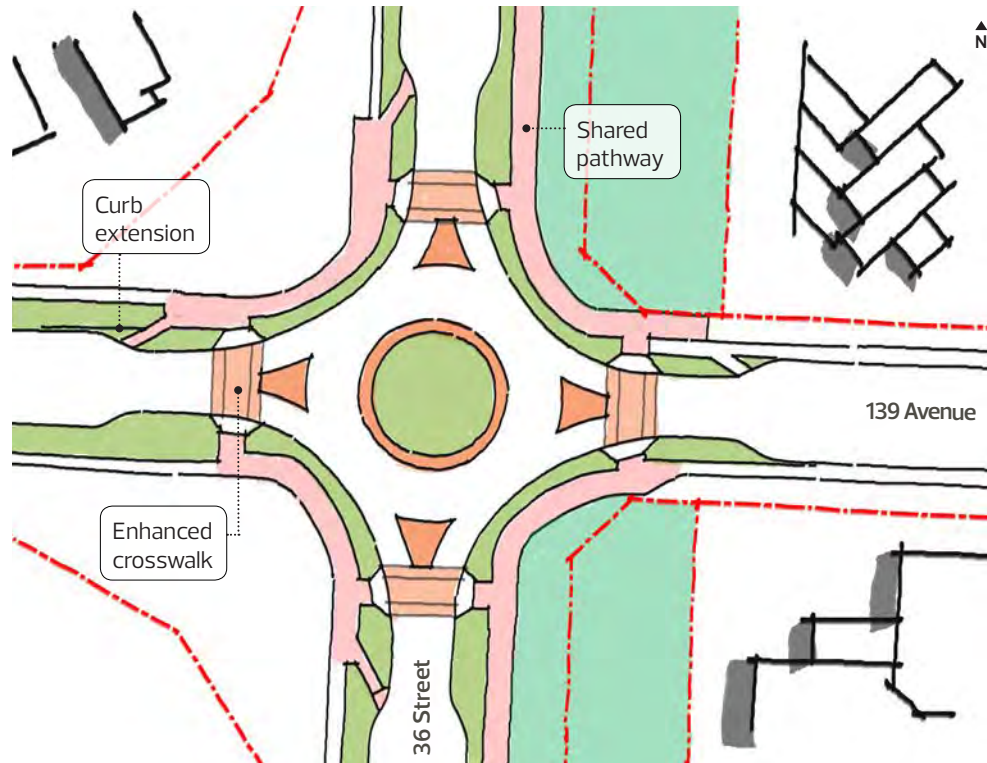
Key map



What we heard

- + Residents said with more street lighting, more visible crosswalks and user-activated crosswalk warning lights, they would feel safer

Option 2: Traffic circle



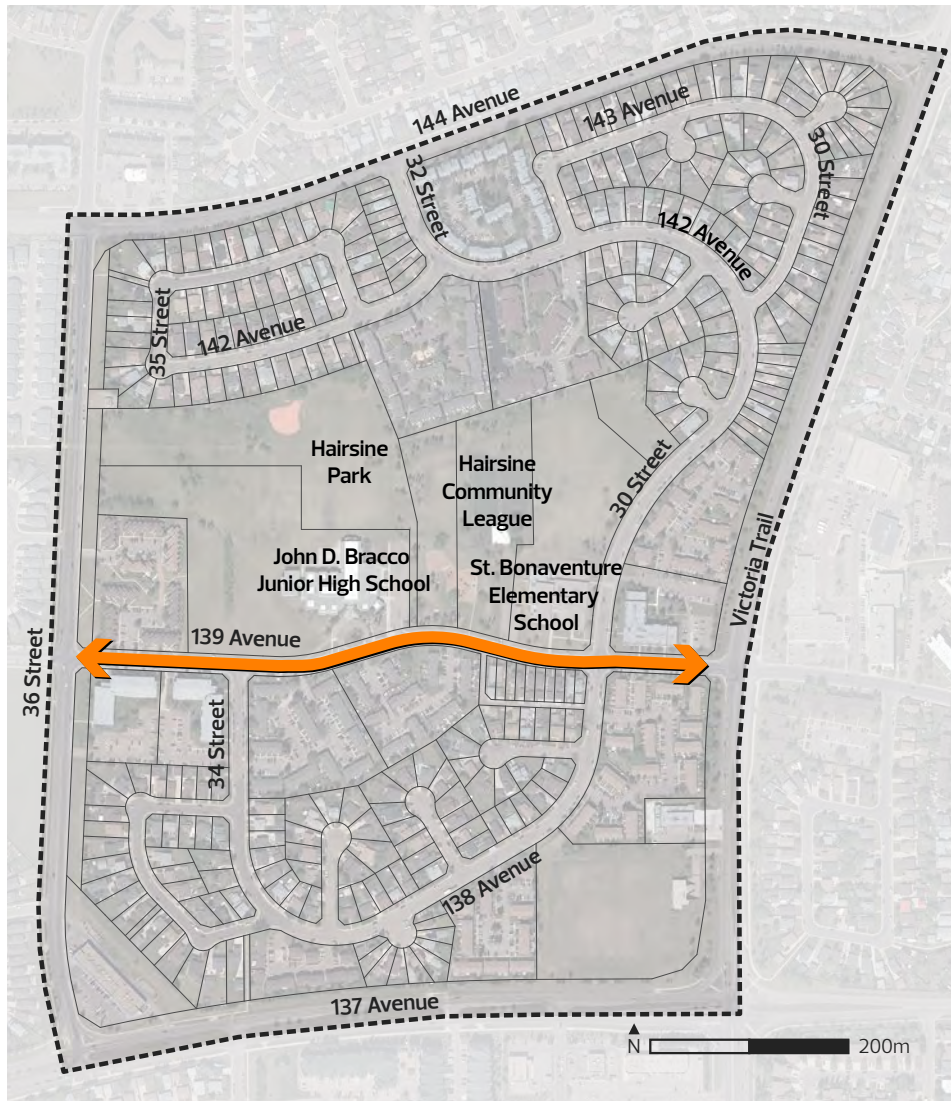
Benefits

- + Reduce traffic speed and the number and severity of collisions
- + Potential for landscaping in the centre of traffic circle (depending on size)
- + Improves sightlines by preventing parking too close to intersection

Tradeoffs

- + Potential impact to trees along the road
- + Loss of two to three on-street parking spaces on each street/avenue approaching the intersection
- + May be difficult for large trucks to turn around

5 Redesign of 139 Avenue



What we heard

- + Residents appreciated the idea of enhanced pathways that connect to new and existing business areas
- + Residents shared a desire for upgrades to crosswalks to increase visibility for people who drive and increase safety for those who walk and roll

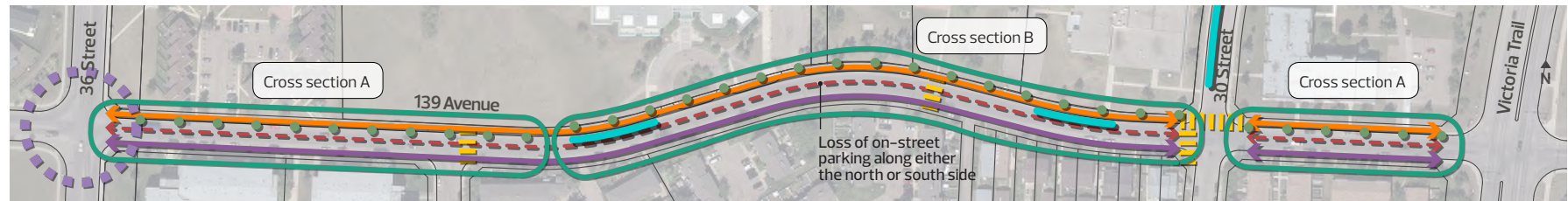
Options

- + Option 1: New shared pathway and boulevard with trees
- + Option 2: Wider sidewalks on both sides and new boulevard with trees

5 Redesign of 139 Avenue

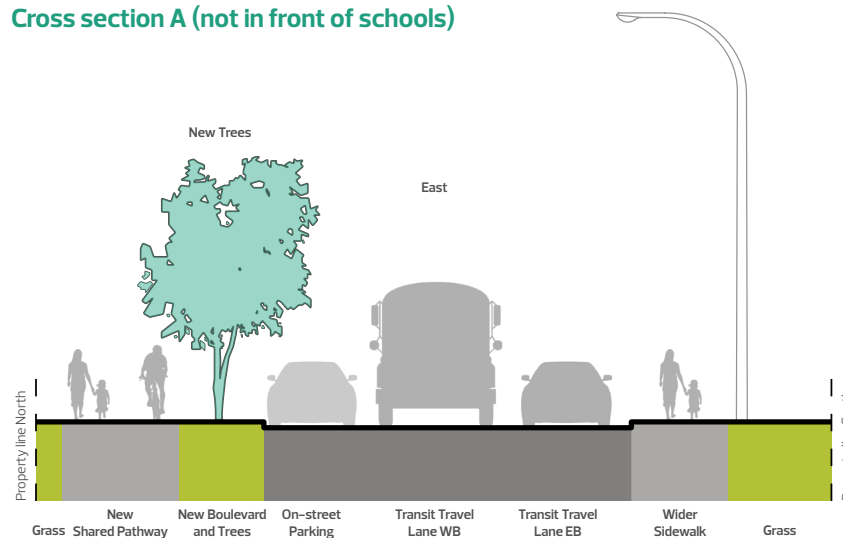
Option 1: New shared pathway and boulevard with trees

Conceptual plan

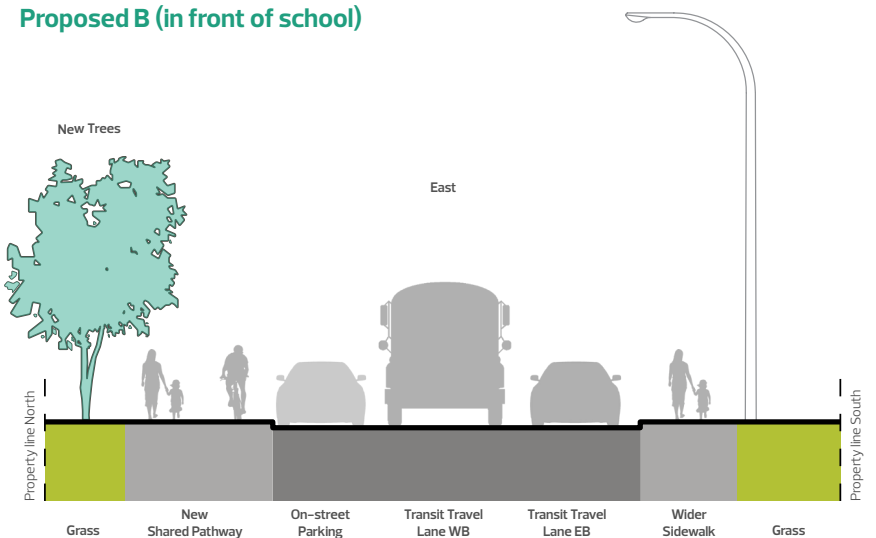


- New shared pathway
- Wider sidewalk
- Enhanced crossing
- Intersection redesign
- Remove on-street parking along either the north or south side
- New trees
- Existing school bus zone

Cross section A (not in front of schools)



Proposed B (in front of school)



Benefits

- + Shared pathway would allow more space for people who walk, roll and bike and provide an east-west connection and safe bike route to schools
- + New trees would add greenery to the road
- + Reduce traffic speed
- + Snow clearing priority (shared pathway)

- + Wider sidewalk along the south side would allow more space for people who walk and roll
- + Reduce the crossing distance for people crossing the street
- + Improve the visibility of people crossing the street for people who are driving

Tradeoffs

- + Removal of south side on-street parking
- + Shared pathway has people who walk and bike share the same space

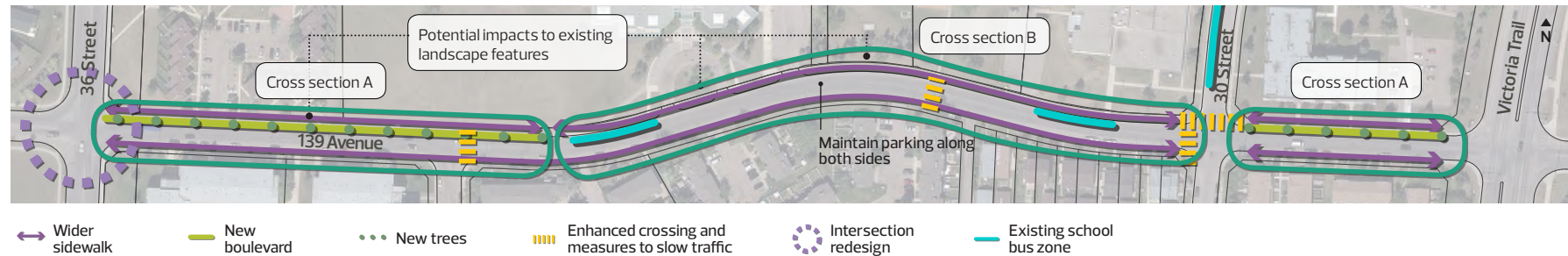
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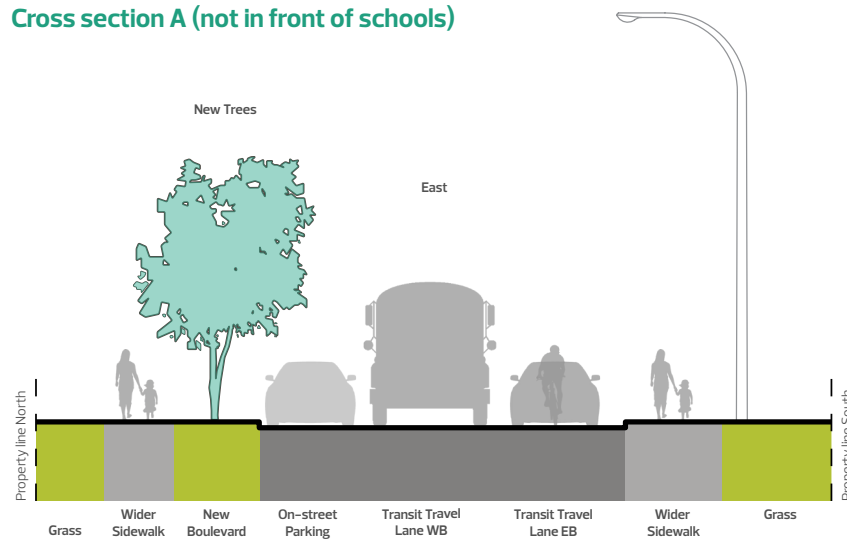
5 Redesign of 139 Avenue

Option 2: Wider sidewalks on both sides and new boulevard with trees

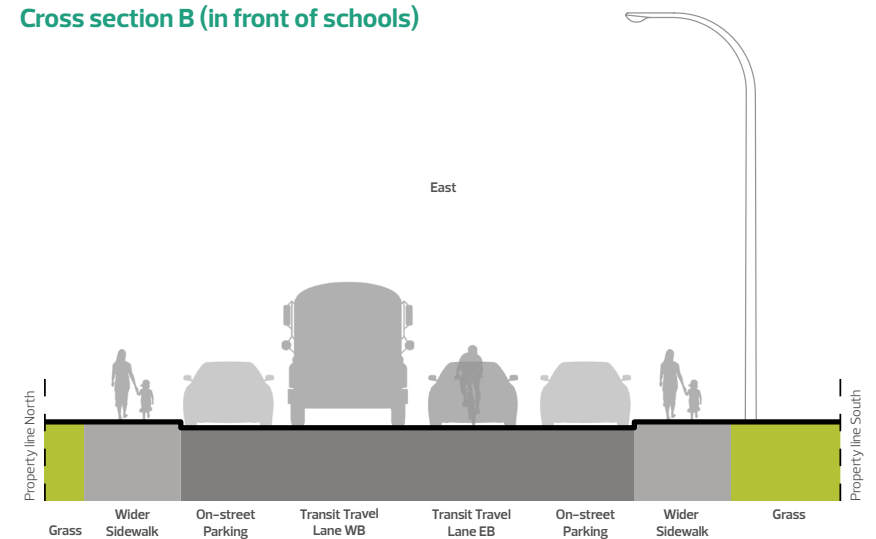
Conceptual plan



Cross section A (not in front of schools)



Cross section B (in front of schools)



Benefits

- + Wider sidewalks would provide more space for people who walk
- + New trees would add greenery to the road
- + Road function would stay the same in front of the schools
- + Reduce the crossing distance for people crossing the street (for cross section A)
- + New crossings would improve the visibility of people crossing the street for to people who are driving

Tradeoffs

- + Removal of some on-street parking
- + People who bike share the road with those who drive
- + Impacts to existing landscaping along 139 Avenue
- + No room to add trees or greenery along the road in front of schools

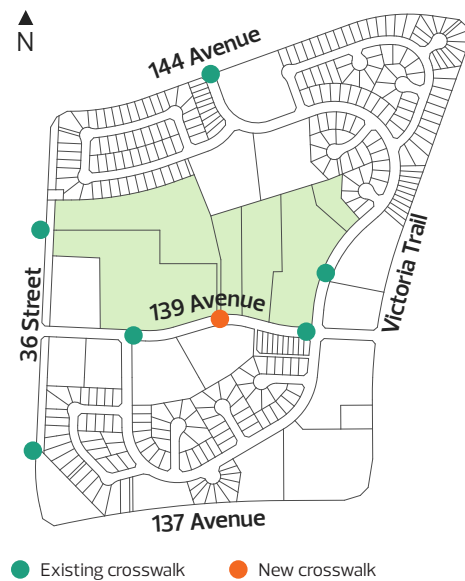
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6 Enhance/new crosswalk

We have identified the following locations for enhancing crosswalks.

Key map



What we heard

- + Residents expressed interest in improved lighting and sightlines at crosswalks to enhance safety and reduce crime
- + Residents shared they would feel safer with more visible crosswalks
- + Residents expressed they would like to see upgrades to the crosswalks to increase visibility for people who drive and increase safety for people who walk and roll

Potential improvements

Curb extensions



Benefits

- + Reduce the crossing distance for people walking
- + Improve the visibility of people crossing the street for the people who are driving
- + Encourages slower vehicle speeds
- + Opportunity for on-street parking bays and landscaping

Tradeoffs

- + Potential reduction of on-street parking
- + Additional maintenance (snow clearing, landscaping) for property owner

Raised crosswalk



Benefits

- + Localized speed reduction
- + Improve the visibility of people walking
- + Would be easier for people crossing with wheelchairs, strollers or walkers as they don't have to go up and down curbs

Tradeoffs

- + Potential reduction of on-street parking
- + May cause discomfort for people on buses and those who bike on the roadway when crossing
- + May cause braking and acceleration traffic noise

Raised median



Benefits

- + Would break up the crossing distance for people walking
- + Improve the visibility of people crossing the street for to people who are driving
- + Encourages slower vehicle speeds
- + Provides space to add greenery

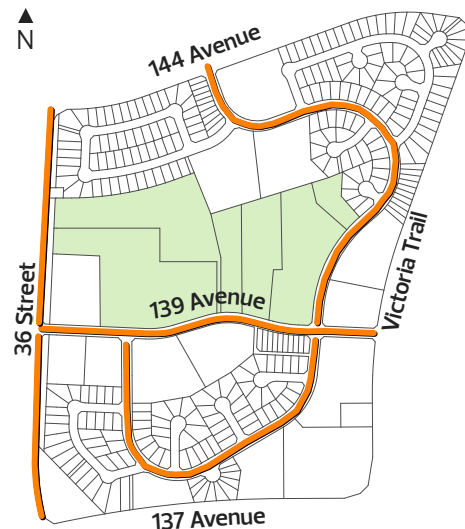
Tradeoffs

- + May result in a reduction of on-street parking
- + May affect vehicle turning movements

7 Measures used to slow traffic

We have identified the need for measures to slow traffic along the following roads.

Key map



What we heard

- + Since vehicles driving too fast is a concern in Hairsine, residents would like to see more measures to slow traffic throughout the neighbourhood to improve safety

Potential improvements

Speed humps



Benefits

- + Localized speed reduction
- + May reduce traffic volume in the neighbourhood

Tradeoffs

- + Discomfort for transit passengers
- + May cause noise from vehicles braking and accelerating
- + Potential diversion of traffic to other roads

Raised crosswalk



Benefits

- + Localized speed reduction
- + Improve the visibility of people walking
- + Would be easier for people crossing with wheelchairs, strollers or walkers as they don't have to go up and down curbs

Tradeoffs

- + Potential reduction of on-street parking
- + May cause discomfort for people on buses and those who bike on the roadway when crossing
- + May cause braking and acceleration traffic noise

Curb extensions



Benefits

- + Reduce the crossing distance for people walking
- + Improve the visibility of people crossing the street for the people who are driving
- + Encourages slower vehicle speeds
- + Opportunity for on-street parking bays and landscaping

Tradeoffs

- + Potential reduction of on-street parking
- + Additional maintenance (snow clearing, landscaping) for property owner

New designs also include...

Roadways



- + Paving of all residential and collector roads
- + Alley renewal
- + Changes to traffic controls/signage to support new design
- + Replacement of street lights/ upgrades to alley lighting

Walking, rolling and public transit



- + Wider sidewalks along primary walking routes
- + Wider sidewalks along local roads where possible
- + Missing sidewalk links
- + Enhanced breezeways
- + Curb ramps added/ replaced on all residential streets

Open spaces



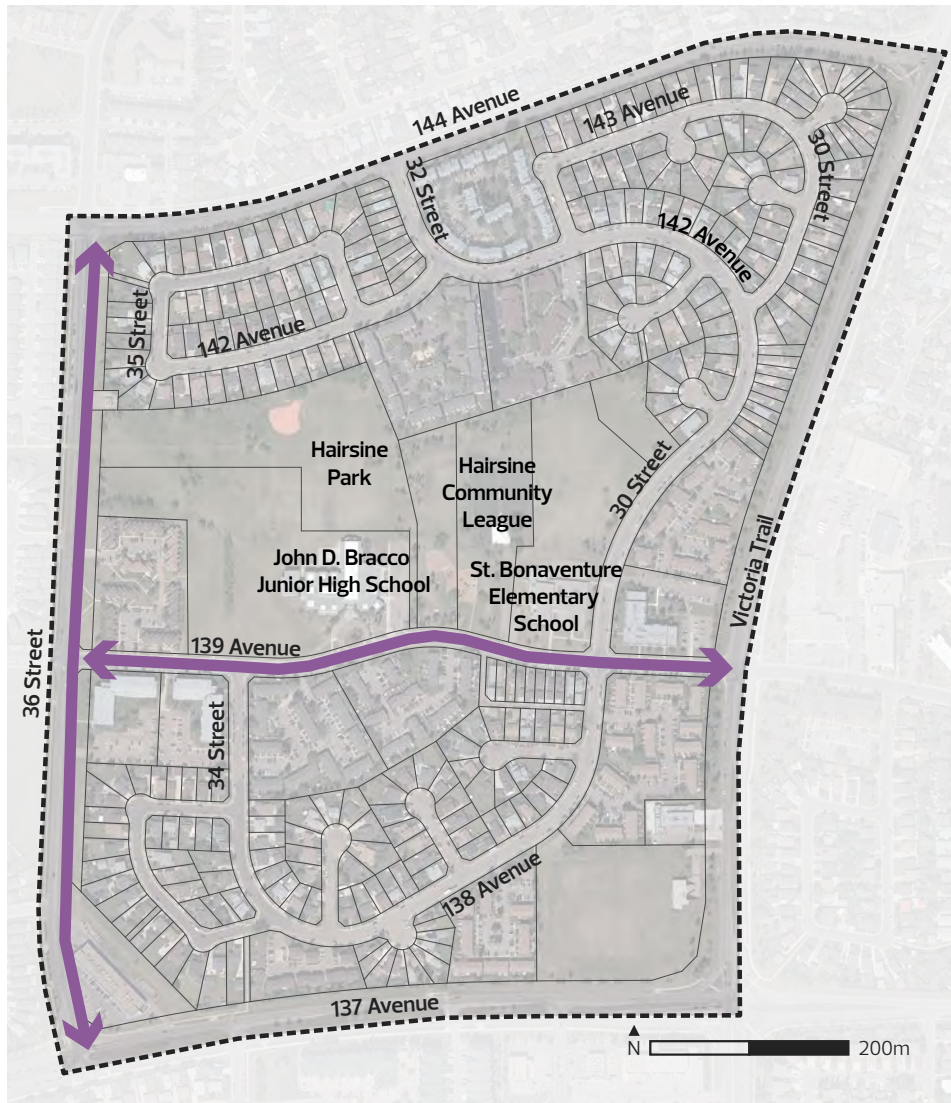
- + Improvements to Hairsine Park
- + Improvement to park access
- + Work with Community playground committee
- + Landscaping and added tree canopy
- + Lighting along pathways



- + Seating areas
- + Added green spaces /boulevards
- + Added landscaping and trees
- + Improvements to function and accessibility to key neighbourhood locations

8 Walking, rolling and public transit

Wider sidewalks along primary walking routes



Hairsine neighbourhood boundary Wider sidewalks along primary walking routes

Design consideration

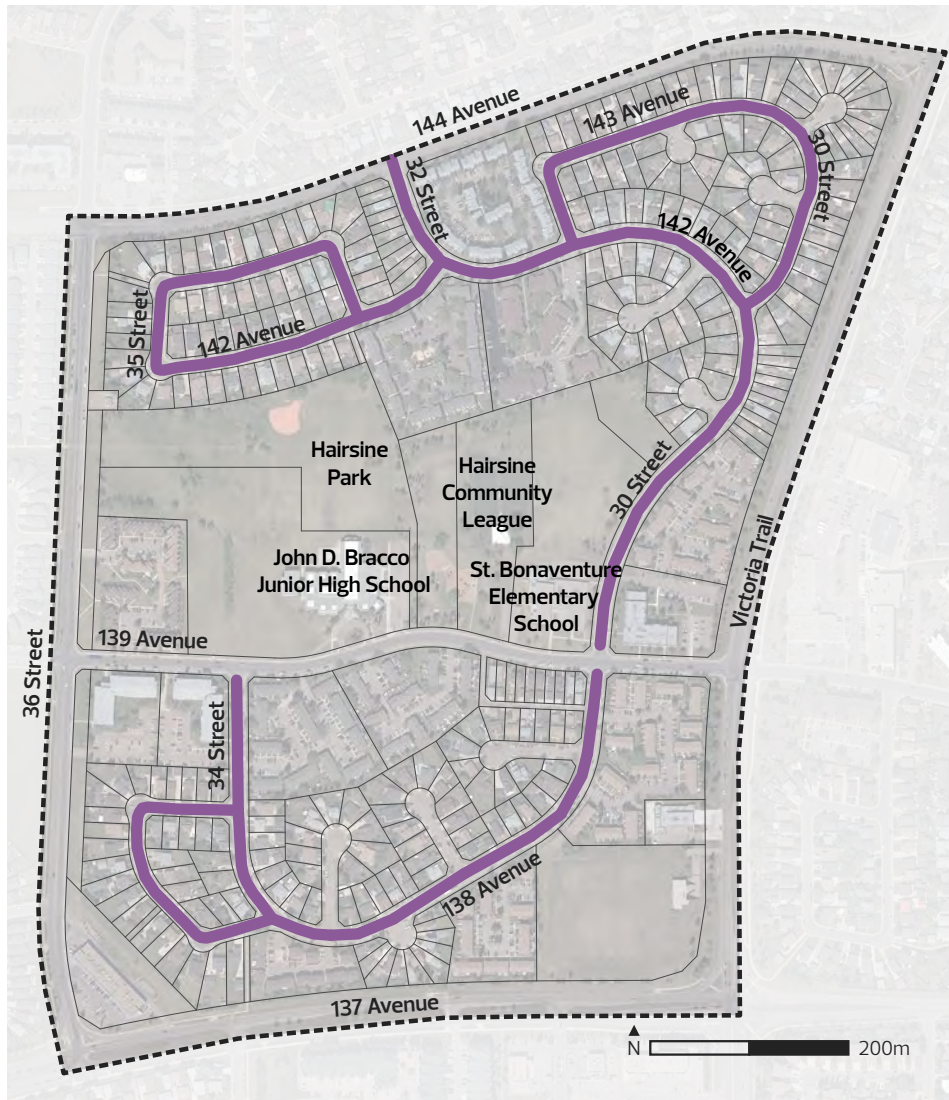
- + We are considering widening sidewalks along primary walking routes

What we heard

- + Residents suggested widened pathways and walkways would improve accessibility and connectivity

9 Walking, rolling and public transit

Wider sidewalks along all local roads where possible



Hairsine neighbourhood boundary Wider sidewalks along all local roads where possible

Design consideration

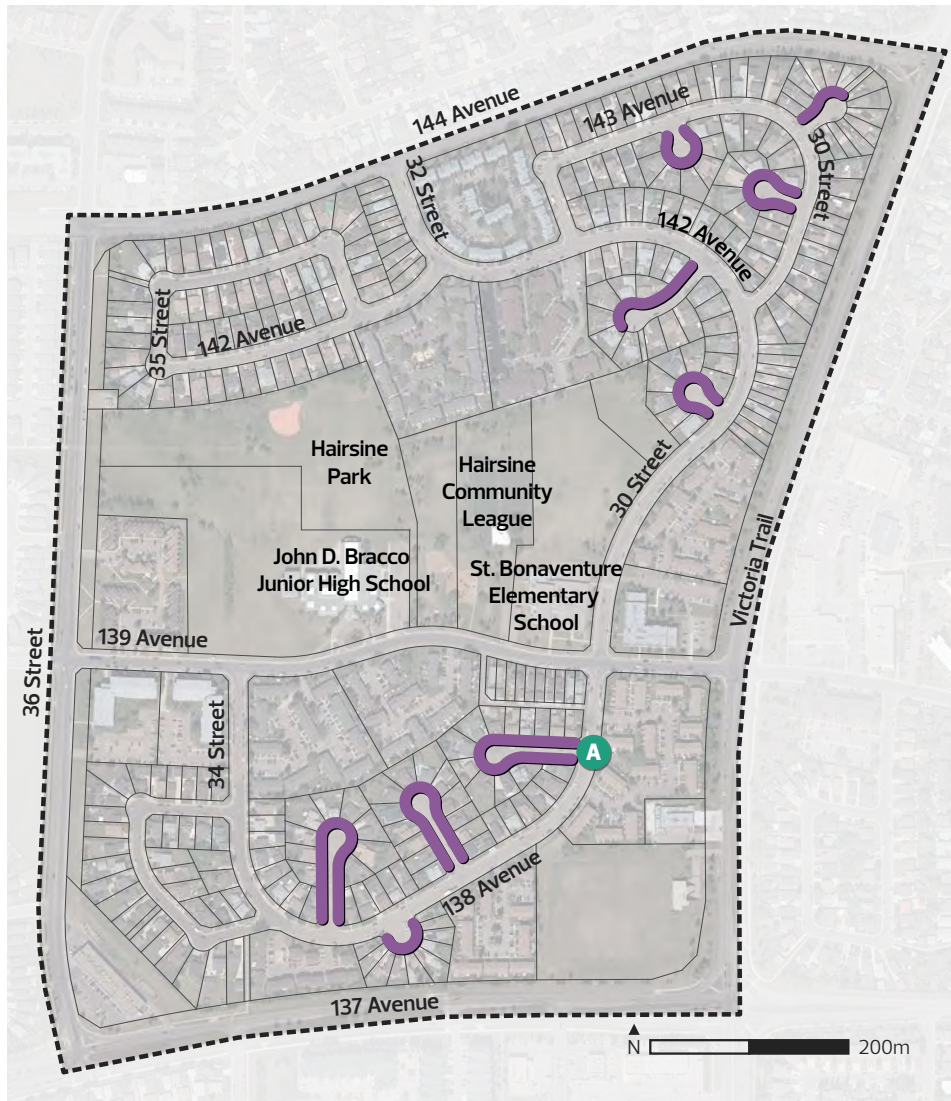
- + We are considering widening sidewalks on all local roads where possible

What we heard

- + Residents suggested widened pathways and walkways would improve accessibility and connectivity

10 Walking, rolling and public transit

Missing sidewalk links

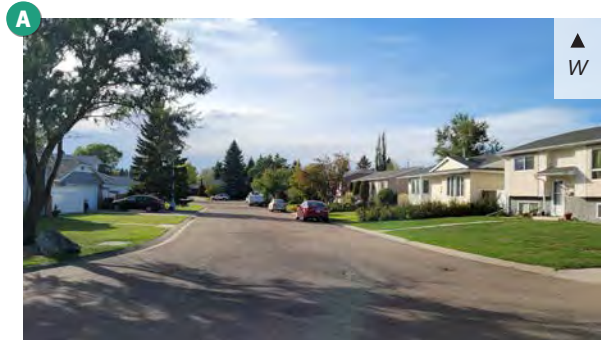


Hairsine neighbourhood boundary Missing sidewalk links

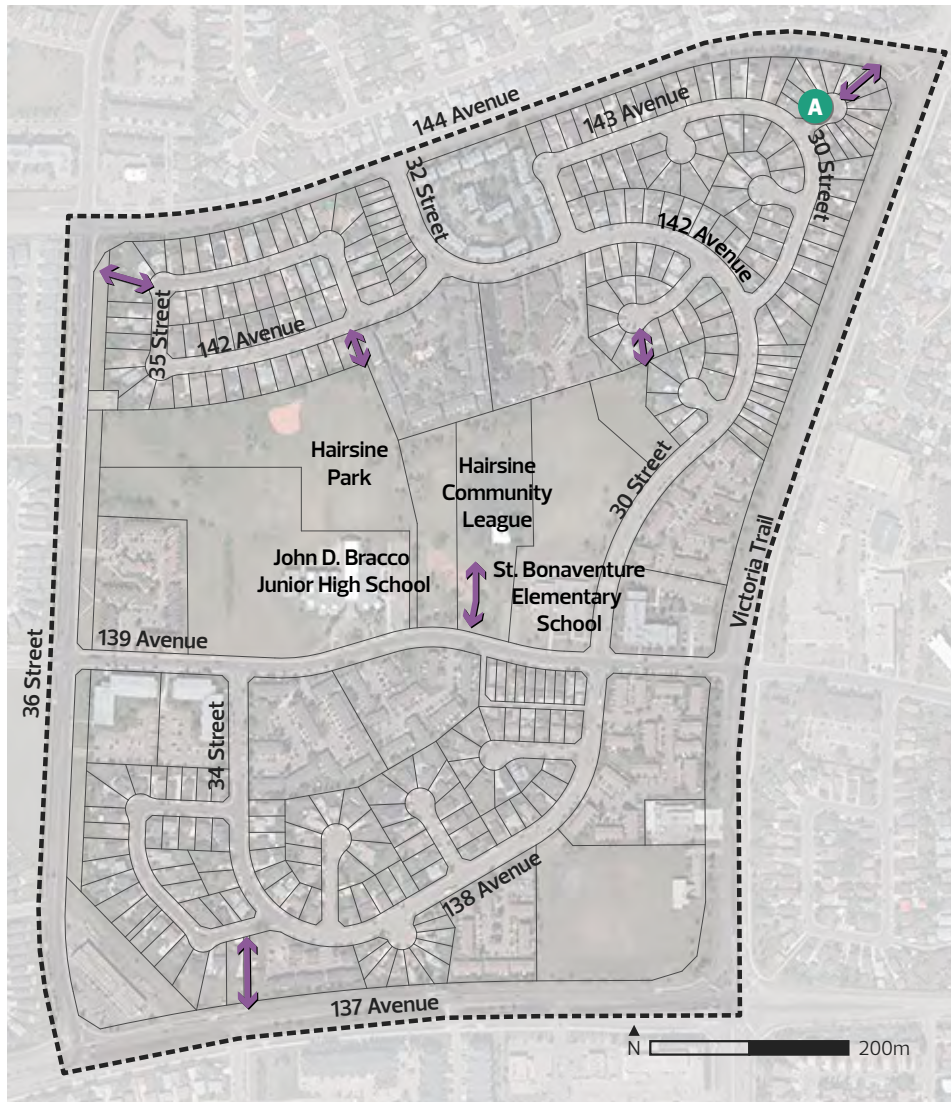
Design consideration

- + We will be adding sidewalks on both sides of roadways, where possible, to meet current standards
- + The cost of new sidewalks will be paid for by the City (new refers to sidewalks that do not exist today)

Existing image



11 Walking, rolling and public transit
 Enhanced breezeways*



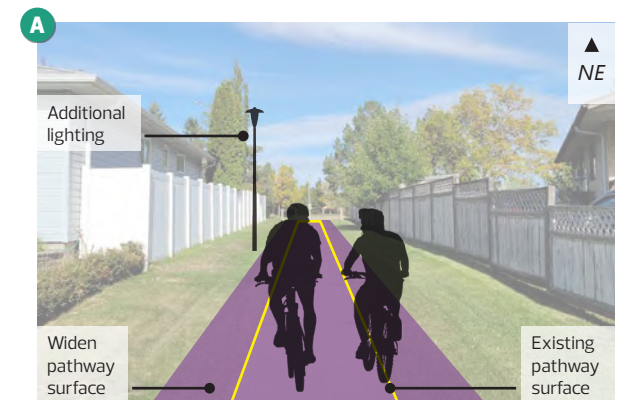
Hairsine neighbourhood boundary Widen existing pathway

Design consideration

- + We are considering widening pathways within breezeways to allow more space for users and promote multi-modes of transportation
- + *Breezeways are connections within or between neighbourhoods available for active modes (walking, rolling or biking). Many are located at the end of cul-de-sacs or streets and are designed to connect to local parks, schools, and other amenities.

What we heard

- + Residents shared concerns about sidewalks, as they are cracked, uneven and collapsing in many areas making it unsafe for people who walk and roll
- + Residents shared they would feel safer with more lighting on streets, pathways and parks as well as better visibility of crosswalks



12 Open spaces Improvements to Hairsine Park

New trees



New naturalized planting areas



Additional lighting along new pathways



Kid-friendly sidewalk games



Design consideration

- + We are considering the following improvements to Hairsine Park
 - + New trees
 - + New naturalized planting areas
 - + Additional lighting along new pathways
 - + Kid-friendly sidewalk games

What we heard

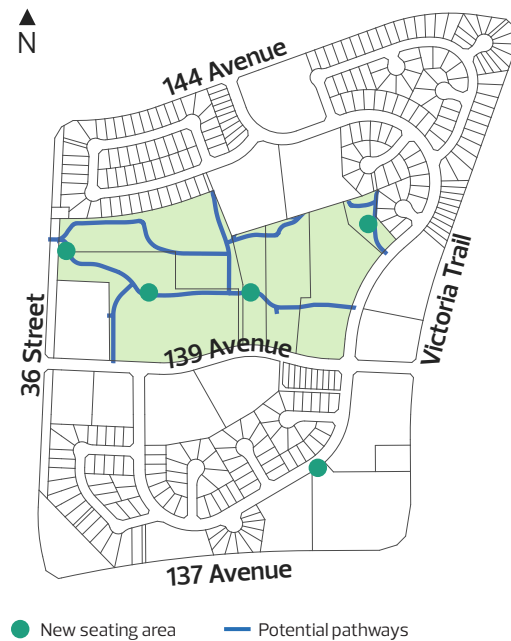
- + Residents expressed interest in enhanced green spaces and parks in Hairsine with more trees, shrubs, flowers, benches, picnic tables and gathering places, as well as more community amenities, including a washroom in the park
- + Residents expressed interest in more amenities for children in Hairsine to enjoy including additional playgrounds and a spray park
- + Residents suggested more lighting on streets, pathways and parks
- + Residents expressed interest in a dog park

13 Open spaces

Seating areas

We have identified the following locations for seating areas.

Key map



What we heard

- + Residents suggested more benches along walking and rolling routes

Design consideration

Seating areas may include the following elements

New benches



Kid-friendly sidewalk games



Additional lighting



New plantings

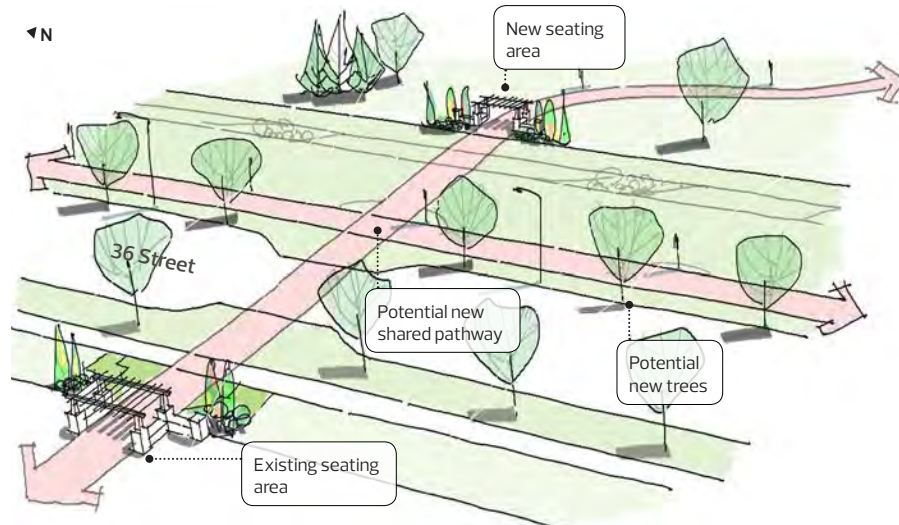


13 Open spaces

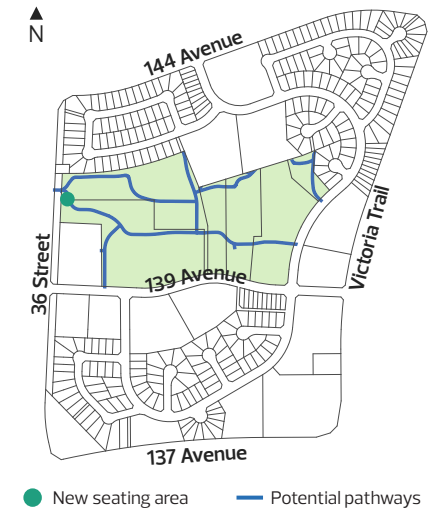
Seating areas

Conceptual sketch of a potential seating area in the west portion of Hairsine Park near 36 Street.

Option 1



Key map



Benefits	Tradeoffs
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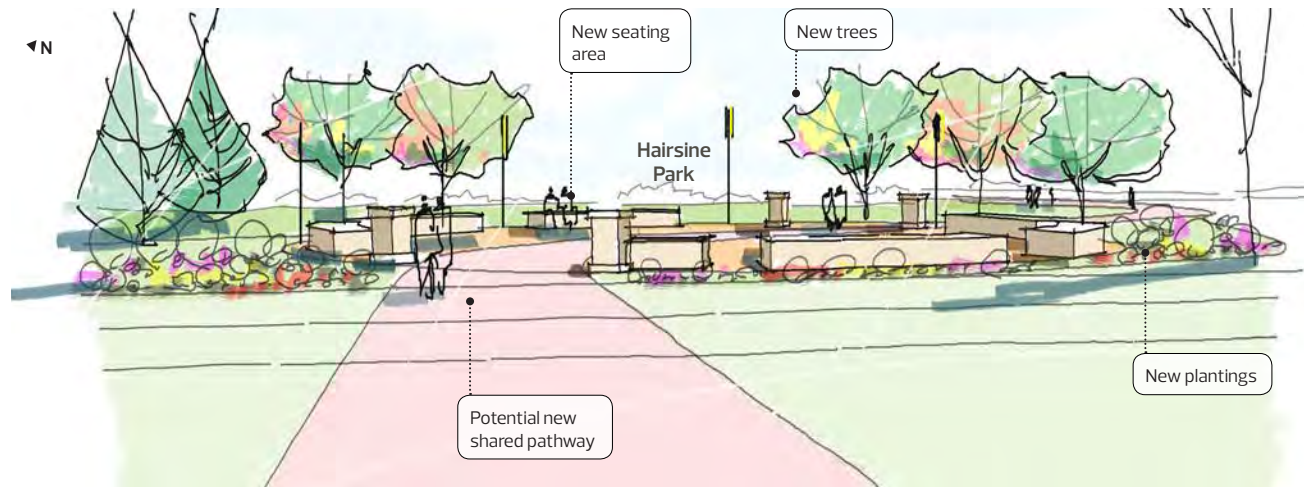
- + New landscaping would help beautify the neighbourhood
- + Additional seating encourages active modes and aging in place
- + Structure provides year round shade and shelter for people sitting
- + Mirrored design creates an entrance feature into Hairsine Park

- + The entrance feature structure requires a maintenance agreement

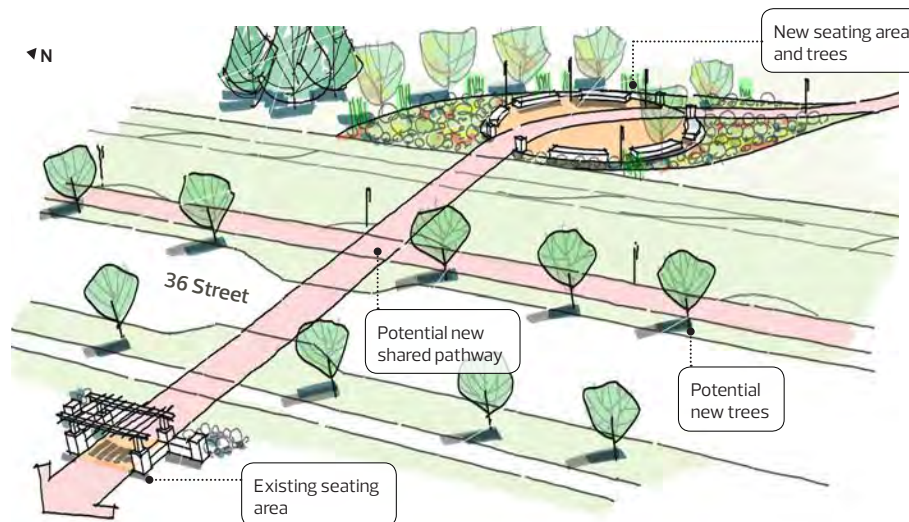
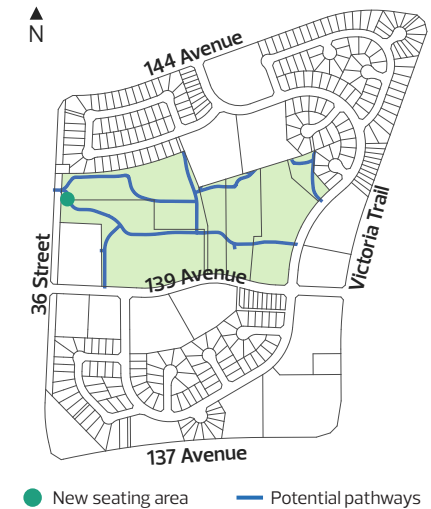
13 **Open spaces**
Seating areas

Conceptual sketch of a potential seating area in the west portion of Hairsine Park near 36 Street.

Option 2



Key map



Benefits

- + New landscaping would help beautify the neighbourhood
- + Additional seating encourages active modes and aging in place
- + Plantings have seasonal color
- + Larger seating area can be used as a plaza and gathering spot
- + The shape of the seating area and use of natural elements create a sense of place

Tradeoffs

- + Reduction of grassed area