

What We Decided Report Highlands Neighbourhood Renewal

June 2019

| **SHARE** YOUR VOICE
SHAPE OUR CITY

Edmonton

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 roads, 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.

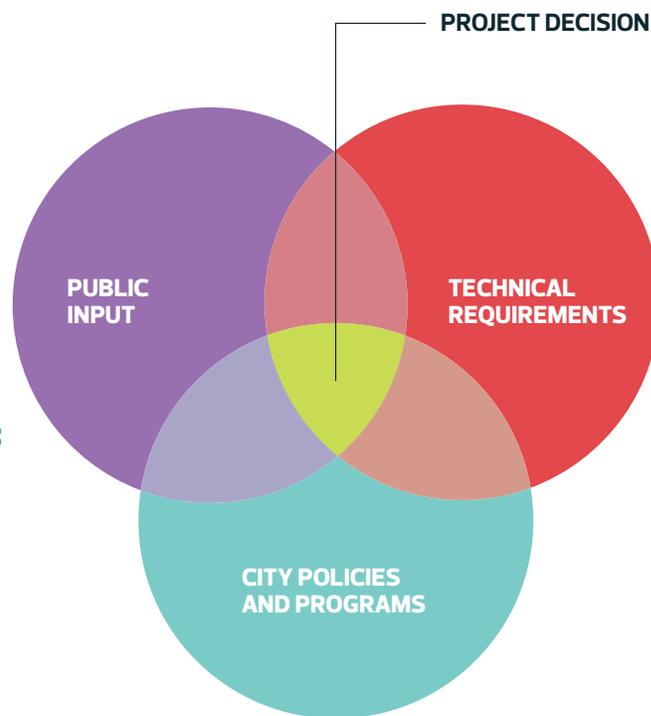
What We Decided Report: Highlands Neighbourhood Renewal

Purpose

This report describes the final designs for Highlands' neighbourhood renewal, including when and how the City used policy and program information, public engagement input and technical requirements to make project decisions.

Highlands' project decisions are presented within four topics that were explored through neighbourhood renewal:

- 1 ACTIVE CONNECTIONS**, including sidewalks, shared use paths and bike lanes
- 2 ROADS AND INTERSECTIONS**, including the introduction of traffic calming measures and changes along roads and at intersections
- 3 CITY-OWNED OUTDOOR SPACES**, including updates to the parks and green spaces
- 4 LOCAL IMPROVEMENTS**, which include sidewalk and decorative street lighting upgrades



Message from the Project Manager

On behalf of the City of Edmonton, I am pleased and excited to share that Highlands' neighbourhood renewal construction will begin this spring, with completion scheduled for 2021.

The Neighbourhood Renewal program is delivered through the City's Building Great Neighbourhoods and Open Spaces branch. The program is a commitment to support our mature neighbourhoods, and ensure that we take a cost-effective, long-term and strategic approach to addressing their infrastructure needs.

To honour this commitment, the City takes time to get to know the neighbourhood as well as people's vision of it for the future. We work to understand what people like about living in Highlands as well as where there are opportunities for enhancements, and we turn these ideas into concepts and then plans. The concepts and plans are created to reflect a combination of City policies and programs, public engagement input and technical requirements (e.g., current standards and best practices, limitations presented by existing and planned infrastructure and assets, such as mature trees). They also consider available funding and identify ideas that can be explored outside of neighbourhood renewal as part of community partnerships or other City programs. While the City cannot immediately realize all of the wonderful ideas from the community, including those reflected in Highlands Urban Design Analysis and early concepts, they are valuable and will play a role in planning future development and enhancements.

As a highly active and engaged neighbourhood, Highlands' neighbourhood renewal planning journey commenced in late 2017 but also integrated work done in previous years. The earlier work included a

2005 Design Charette and household surveys led by Highlands' Block Connectors, who support **Abundant Community Edmonton**. The first neighbourhood renewal community conversation took place in November 2017 with the Highlands Community League and focused on learning about the neighbourhood and hearing ideas on how to plan and deliver effective public engagement. Between November 2017 and January 2019, we held public engagement sessions to gather input on design options, concepts, plans and construction work. We also walked the neighbourhood as a project team and saw opportunities to align with current design and construction standards and identified places where there are barriers to making changes (i.e., steep grades, mature trees, narrow residential streets). Our goal was to learn as much as we could about Highlands' infrastructure, including how people interact with it and want to interact with it in the future.

Through this report, I am pleased to outline the decisions presented in the final designs, which reflect what will be constructed in Highlands with neighbourhood renewal, and how we made these decisions. As a City, neighbourhood renewal is a commitment to support the long-term needs and quality of life of our residents. As a City Project Manager, I appreciate the hundreds of people who shared their ideas and feedback with our project team and the incredible community-building that happened as part of the neighbourhood renewal planning work. It is an honour to be a steward of Highlands' infrastructure improvements and vibrancy as a great neighbourhood.

Thank you.
Sherry Wallace
Project Manager, Highlands
Building Great Neighbourhoods

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 reconstructing neighbourhoods to enhance their livability and longevity.

Neighbourhood renewal is reconstruction planning and implementation work to increase vibrancy and improve infrastructure in Edmonton's mature neighbourhoods. It is led by the City of Edmonton's Building Great Neighbourhoods and Open Spaces branch, and is a cost-effective, long-term, strategic approach to address infrastructure needs, including rebuilding and renewing roads, sidewalks and street lights.

Neighbourhood Renewal in Highlands

In spring 2019, neighbourhood renewal construction will begin in Highlands.

It will include upgrades to:

- + Residential roads (i.e., local and collector roads, curbs and gutters), including the introduction of new traffic calming measures
- + Active connections (i.e., sidewalks, curb ramps, a shared-use path and shared roadways)
- + Street lights
- + Some City-owned outdoor parks and green spaces (i.e., Henry Martell Park, Lookout Park at Ada Boulevard and 52 Street, Buttercup Farm Park and, as part of the Bellevue Neighbourhood Renewal, Betty Stanhope-Cole Park)

The outdoor parks and green spaces selected for upgrades were identified with the help of public input. As part of the City's public engagement, people were shown concepts for five City-owned outdoor parks and green spaces and asked to prioritize which should receive upgrades through Highlands' Neighbourhood Renewal. The public engagement participants identified Henry Martell Park, Lookout Park at Ada Boulevard and 52 Street, Buttercup Farm Park as the priorities for Highlands, and also requested that the City consider upgrades to Betty Stanhope-Cole Park as part of the Bellevue neighbourhood renewal work. During public engagement, participants told us they considered the two City-owned outdoor parks and green spaces are the triangle-shaped open space between 57 and 60 Street north of 111 Avenue and the former trolley turnaround location on 112 Avenue, as lesser priority. Highlands Park and Gaby Hass Park were not identified as areas for consideration at this time as a result of the current redevelopment of the Highlands Community League site and changes planned for the schools in these areas.

Highlands reconstruction will be completed in three phases (see the next page for a map of the phasing), with the work happening in 2019, 2020 and 2021. All construction decisions are subject to final approvals and funding, and there is continued work to finalize details for some of the upgrades to the City-owned outdoor parks and green spaces.

Making Neighbourhood Renewal Decisions

Policy and program information, public engagement input and technical requirements

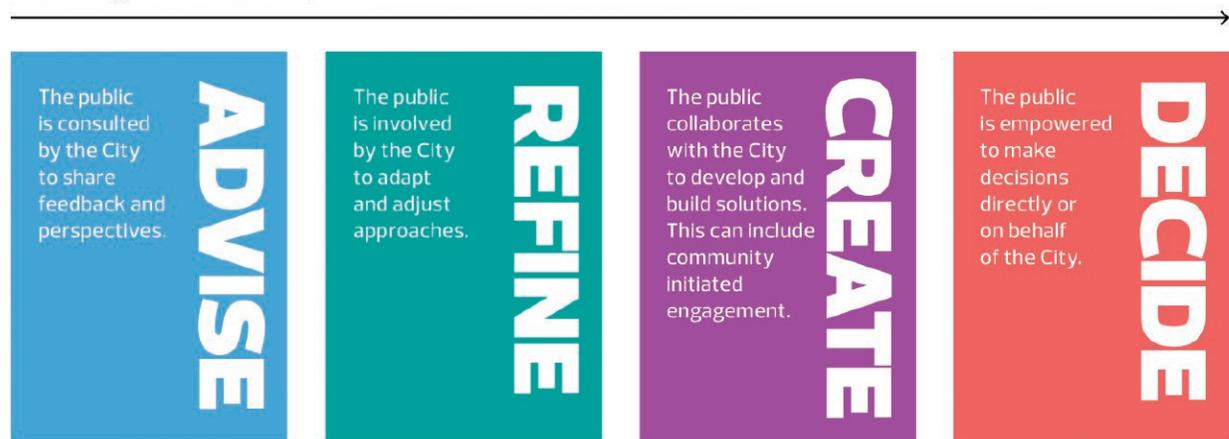
The City makes decisions using a combination of policy and program information, public engagement input and technical requirements.

City policy and programs, including funding, and technical requirements help to ensure that the City's decisions get the best outcomes for our city. We strive for these outcomes to be fiscally responsible, align with best practices

and consider the existing public and private infrastructure, land uses and activities in the neighbourhood.

The role of public engagement input is to help the City consider what is important to people with an interest in Highlands as well as how the neighbourhood renewal construction decisions will affect them.

Increasing Influence of the public



The City policies and programs, technical requirements and public engagement input that were considered throughout the Highlands Neighbourhood Renewal include:

City Policies and Programs

- + City's Strategic Plans – The “Ways”, including the Transportation Master Plan
- + Active Transportation Policy, including the Sidewalk Strategy and Bicycle Transportation Plan
- + Local Improvement Policy
- + Public Engagement Policy
- + Breathe – Green Network Strategy
- + Winter City Guidelines
- + Vision Zero
- + Community Traffic Management Policy
- + Corporate Tree Management Policy
- + Top of Bank Policy
- + Natural Areas Policy
- + Open Space Policy
- + Corner Store Program

Technical Requirements

- + North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188)
- + Infrastructure assessments
- + Complete Streets Design and Construction Standards
- + Access Design Guide for universal design
- + Crime Prevention Through Environmental Design (CPTED)
- + Urban design framework

Public Engagement Input

- + **ADVISE** on neighbourhood history and public engagement opportunities
- + **ADVISE** on the use of and design features for Ada Boulevard
- + **ADVISE** on Vision and Important Elements
- + **REFINE** Vision and Important Elements and **ADVISE** on neighbourhood assets, opportunities and priorities
- + **ADVISE** on infrastructure options and ideas for open spaces and gathering places
- + **REFINE** concept designs and **ADVISE** on priorities
- + **ADVISE** on preliminary plans
- + **DECIDE** on sidewalk and/or decorative street lighting Local Improvements
- + **ADVISE** on construction considerations

The City's approach to public engagement input

People living in and with an interest in Highlands were invited to provide input into the City's neighbourhood renewal decision-making process starting from project initiation and then at key phases of the project through to final designs and construction.

The following chart provides a sequential overview of the City's public engagement activities, including their purpose, the number of participants, and how the input fed into the City's project work and decision-making.

The public engagement opportunities included:

Timeline	Public Engagement	Number of Participants	How we used the Input
November 2017	Highlands Community League meeting to share information about the project and invite members to ADVISE on the history of the neighbourhood, key stakeholders and public engagement opportunities	12 participants	Informed the development of a Public Engagement Plan and stakeholder register
January/February 2018	Community conversation and online survey to ADVISE on how people use and enjoy Ada Boulevard	162 participants	Informed the creation of the Highlands Urban Design Analysis Influenced the final designs for Ada Boulevard in Bellevue and Virginia Park

Timeline	Public Engagement	Number of Participants	How we used the Input
February 2018	Stakeholder outreach workshop to share information about the project and invite stakeholders to ADVISE on a Vision and Important Elements	25 stakeholder group representatives	Informed the development of a draft Vision, which describes what infrastructure improvements should be achieved for Highlands, and draft Important Elements, which describe the priority work required to achieve the Vision
April 2018	Two identical public engagement workshops, which included the option of guided neighbourhood walks, to REFINE the draft Vision and Important Elements and ADVISE on what's working well (i.e., strengths) and what needs attention (i.e., concerns, gaps and opportunities)	79 participants	Helped the project team to refine and finalize the Vision and set of Important Elements Informed the creation of an Urban Design Analysis report and concept designs
May 2018	Highlands Community League Annual General Meeting to share information about Local Improvement and invite participants to provide their feedback on their preferred style and colour of decorative street lights to their community league board	60 participants	Helped the Community League DECIDE Highlands' preferred style and colour of decorative street lights leading into the community-initiated Expression of Interest process
June 2018	Two identical outdoor drop-in sessions to ADVISE on options for pedestrian and bike facilities, crossings and traffic calming, community connections and Ada Boulevard, as well as to ADVISE on ideas for open spaces and gathering places	277 participants	This input helped to identify the benefits and trade-offs most acceptable to participants for pedestrian and bike facilities, crossings and traffic calming, community connections and Ada Boulevard Informed the creation of concept designs
September 2018	One drop-in public engagement event to REFINE the concept designs and ADVISE on priorities	253 participants	Informed revisions to the concept designs and the creation of preliminary plans

Timeline	Public Engagement	Number of Participants	How we used the Input
November 2018	One drop-in public engagement event to ADVISE on the preliminary plans	150 participants	Informed the creation of the final designs, which showcases details about what the City intends to construct in Highlands
January 2019	One drop-in public engagement event to ADVISE on any potential impacts of construction	203 participants	Informed the final designs for the neighbourhood and assisted the City to consider, and where possible, resolve local concerns before proceeding to construction

Public engagement also incorporates input that the City of Edmonton Project Manager received directly via email, letters and phone calls.

Highlands Neighbourhood Renewal Vision and Important Elements

In early 2018, the City invited members of the public to **ADVISE** on and then help **REFINE** a Vision to describe what infrastructure improvements should achieve for Highlands. Draft Important Elements that describe the work that should be prioritized to help achieve the Vision were also discussed.

When the City presented concept designs for public input in September, it asked participants whether the designs align with the Vision and reflect the Important Elements. Almost 95% of participants agreed that the designs align with the Vision and the majority of participants said the designs reflect the Important Elements. There were over 250 participants at this event and, as per the numbers in the following chart, about 20% shared their input on the Vision and Important Elements. The number of overall participants vary slightly by Vision and each Important Element based on people's level of interest in the content.

Final Vision	Yes, the concepts support the Vision	No, the concepts do not support the Vision
Highlands is a safe, friendly, and highly connected neighbourhood. It is an active and accessible destination, where people enjoy modern infrastructure and beautiful gathering spaces surrounded by local history.	45 people	3 people

Final Important Elements	Yes, the concepts support the Important Element	No, the concepts do not support the Important Element
Highlands features its natural beauty, including mature trees and connections to the river valley.	45 people	0 people
Highlands is an active and accessible neighbourhood, where streets and sidewalks are designed to favour pedestrians and other active modes of transportation.	39 people	2 people
Highlands is a safe neighbourhood, where traffic management and lighting help people feel secure moving throughout the neighbourhood.	36 people	4 people
Highlands is a friendly neighbourhood, where there are beautiful, functional and accessible outdoor areas for people to gather.	33 people	0 people
Highlands honours and reflects its history, recognizing local points of interest and telling stories about the diverse groups of people who lived on these lands.	32 people	0 people
Highlands is a connected neighbourhood, where the streets and sidewalks support a natural flow of people who move both north and south of 112 avenue.	27 people	2 people

What We Heard Along The Way

Highlands public engagement activities were consistently well-attended and the City received a lot of thoughtful, detailed and valuable input as part of each activity and phase of work. In order to recognize, acknowledge and provide a transparent view of public input throughout the course of the project, the City developed, published and distributed an executive summary of the Highlands Urban Design Analysis, a newsletter and a series of three What We Heard reports.

The executive summary, newsletter and reports helped to keep people apprised of what the City heard through public input and how the project evolved. The public input helped to inform the City's decisions, including the creation of concepts and plans. The concepts and plans were presented at public input sessions and can be viewed at edmonton.ca/BuildingHighlands.

The City shared the executive summary, newsletter, reports and project information and updates through its project email list (i.e., 289 current subscribers), on the City website at edmonton.ca/BuildingHighlands and at in-person public engagement sessions.

The executive summary, newsletter and reports, in order of presentation, include: **Renewing Ada Boulevard – Reporting Back**, a What We Heard report to describe what the City heard during its community conversation to invite input on how people use and enjoy Ada

Boulevard along with preferred design features to keep it safe and accessible and to preserve its unique character.

The Highlands Urban Design Analysis Executive Summary, which provides a summary of the recommendations and priorities of where physical improvements could be made in Highlands to benefit the residents and the neighbourhood's livability and overall attractiveness.

What We Heard Report (Phase II), a What We Heard report to describe what the City heard about the draft Highlands Neighbourhood Renewal Vision and Important Elements, what works well in the neighbourhood (i.e., strengths) and what needs attention (i.e., concerns, gaps and opportunities).

Highlands Neighbourhood Renewal Newsletter, an update sent to each address in Highlands in September 2018 that describes what the City heard about design options for pedestrian and bike facilities, crossings and traffic calming, community connections and Ada Boulevard, as well as to ideas to upgrade open spaces and gathering places.

What We Heard – September 2018, a What We Heard report to describe what the City heard about the concept designs for Highlands' neighbourhood renewal and how public engagement participants ranked Highlands' City-owned parks and green spaces as priorities for upgrades.

What We Decided

This section presents the final design decisions as they relate to four topics that were explored through neighbourhood renewal:

- + **ACTIVE CONNECTIONS**, including sidewalks, shared use paths and bike lanes
- + **ROADS AND INTERSECTIONS**, including the introduction of traffic calming measures and changes along roads and at intersections
- + **CITY-OWNED OUTDOOR SPACES**, including updates to the parks and green spaces
- + **LOCAL IMPROVEMENTS**, which include sidewalk and decorative street lighting

It also describes key City policies and programs, public engagement input and technical requirements that informed the City's decisions related to each topic.

Note: All construction designs are subject to final approvals and funding, and there is continued work to finalize details for some of the upgrades to the City-owned outdoor parks and green spaces. The outdoor parks and green spaces selected for upgrades were identified through public input.

To view the construction designs in a visual format visit edmonton.ca/BuildingHighlands.

Legend for “What We Accounted For To Make Our Decisions”

The City uses policies and programs, public engagement input and technical requirements to make neighbourhood renewal decisions.

This report uses three coloured icons to illustrate which decision-making criteria is a policy or program, public engagement input or technical requirement. You will see these icons attached to each bullet point in the “What We Accounted for to Make Our Decisions” column in each table below.

The decision making criteria are:



City Policies and Programs



Technical Requirements



Public Engagement Input

Residential Streets: 118 Avenue and 66 Street

What We Decided

- + Enhance streetscaping and landscaping along the portion of road designated for two-way traffic on 66 Street by partnering with local businesses and other City programs

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, working with local businesses to enhance streetscaping and landscaping will help enhance Highlands' appeal as a destination

People told us that they wanted to see this area redeveloped and that this was a long standing concern for residents



The City of Edmonton's Corner Store Program aims to re-establish neighbourhood commercial areas as community hubs through a variety of methods



This is the commercial area within Highlands and there is higher pedestrian activity along 112 Avenue

Residential Streets: 114 Avenue and 62 Street

What We Decided

- + Add curb extensions on the northwest and southwest sides of the intersection
- + Narrow the road at the intersection
- + Add new curb ramps at all four corners of the intersection



In alignment with the project Vision and Important Elements, adding curb extensions, narrowing the road at the intersection and adding a curb ramps will help enhance safety, connectivity and accessibility in Highlands

People told us that ensuring pedestrian safety, especially where there are vulnerable users, is a priority all through Highlands



There is a school on the east side of this intersection and additional students, including elementary school students, who are anticipated to be joining the Highlands School in 2021. Curb extensions will help to enhance pedestrian safety around the school by:

- + Shortening the crossing distance at the crosswalk to the school
- + Increasing visibility at the crosswalk to the school
- + Reducing the speed of drivers
- + Ensuring that drivers park an adequate distance from the intersection

Narrowing the road at the intersection is an effective way to shorten the pedestrian crossing distance while also calming traffic



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

Residential Streets: 113 Avenue and 51 Street

What We Decided

- + Narrow the road to accommodate a new sidewalk on the south side of 113 Avenue while maintaining existing parking on the north side
- + Add curb extensions on the northeast side of the intersection

Note: 113 Avenue will also accommodate shared-road infrastructure for people who bike and drive

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, adding a new sidewalk and curb extensions at the intersection will help enhance safety, activity, accessibility and connectivity in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands

People identified 113 Avenue as a high-use pedestrian corridor, particularly leading to Mount Royal School and Highlands School



Edmonton's Complete Streets Design and Construction Standards require sidewalks on both sides of a road, where feasible

Traffic calming needs to be combined with the shared-road infrastructure to achieve a safe bike route along 113 Avenue

Road narrowing is necessary to accommodate a sidewalk on the south side of 113 Avenue

1.8 metre sidewalks help to accommodate more people and mobility aids (i.e., walkers, strollers, wheelchairs) along high pedestrian routes, including for vulnerable populations (i.e., children near schools)



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

Curb extensions will help to enhance pedestrian safety by:



- + Shortening the crossing distance
- + Increasing visibility at the crossing
- + Reducing the speed of drivers
- + Ensuring that drivers park an adequate distance from the intersection

Traffic calming helps to achieve a safe shared-road bike route along 113 Avenue



Residential Streets: 113 Avenue and 53 Street

What We Decided

- + Narrow the road to accommodate a new sidewalk on the south side of 113 Avenue while maintaining existing parking on the north side
- + Add a raised crosswalk with paving stones across 53 Street and on the south side of 113 Avenue, where it connects from the new 1.8 metre sidewalk
- + Add curb ramps at all four corners of the intersection
- + **Note:** 113 Avenue will also accommodate shared-road infrastructure for people who bike and drive

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, adding a sidewalk along 113 Avenue and a raised crosswalk across 53 Street will help enhance safety, activity, accessibility and connectivity in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands

People identified 113 Avenue as a high-use pedestrian corridor, particularly leading to Mount Royal School and Highlands School



Edmonton's Complete Streets Design and Construction Standards requires sidewalks on both sides of a road, where feasible

Road narrowing is necessary to accommodate a sidewalk on the south side of 113 Avenue



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities



1.8 metre sidewalks help to accommodate more people and mobility aids (i.e., walkers, strollers, wheelchairs) along high pedestrian routes, including for vulnerable populations (i.e., children near schools)

This is a highly used crossing for vulnerable users (i.e., elementary school students) because of its proximity to Mount Royal School and Gaby Hass Park



People are comfortable with raised crosswalks as a means to slow traffic in Highlands

The raised crosswalk will:



- + Increase visibility at the crossing to Mount Royal School
- + Reduce the speed of drivers



People indicated the highest level of support for raised crosswalks with paving stones to help reflect the historical character of the neighbourhood

Residential Streets: 113 Avenue and 55 Street

What We Decided

- + Add curb extensions on the northwest and southwest sides of the intersection
- + Narrow the road at the intersection

Note: 113 Avenue and 55 Street will also accommodate shared-road infrastructure for people who bike and drive

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, adding curb extensions and narrowing the road at the intersection will help enhance safety in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands



There is a school and playground on the west side of this intersection and curb extensions will help to enhance pedestrian safety by:

- + Shortening the crossing distance at the crosswalk to the school and park
- + Increasing visibility at the crossing
- + Reducing the speed of drivers
- + Ensuring that drivers park an adequate distance from the intersection

Narrowing the road at the intersection is an effective way to shorten the pedestrian crossing distance while also calming traffic



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities



This is a highly used crossing for vulnerable users (i.e., elementary school students) because of its proximity to Mount Royal School and Gaby Haas Park



Residential Streets: 113 Avenue and 62 Street

What We Decided

- + Add a mid-block raised crosswalk with paving stones across 113 Avenue
- + Add curb extensions on the southeast and southwest sides of the intersection
- + Add new curb ramps on the southeast and southwest sides of the intersection

Note: 113 Avenue will also accommodate shared-road infrastructure for people who bike and drive

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, adding a raised crosswalk, curb extensions and a curb ramp will help enhance safety and accessibility in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities



The Highlands Community League and Highlands School, including a well-used school yard with sports fields, is located north of 113 Avenue

There is an existing mid-block path on the northside of Highlands Park that creates a mid-block crossing to the Highlands Community League and Highlands School



People told us that it is important to create a safe, physical connection between Highlands Park and the Highlands Community League and Highlands School



There will be new shared-road infrastructure for the length of 113 Avenue; curb extensions will help reduce the speed of drivers and allow people who bike and drive to more safely share the road



People are comfortable with raised crosswalks as a means to slow traffic in Highlands



The raised crosswalk will help:

- + Increase visibility at the mid-block crossing between Highlands Park and the Highlands Community League and Highlands School
- + Reduce the speed of drivers



People indicated the highest level of support for raised crosswalks with paving stones to help reflect the historical character of the neighbourhood



This is a highly used crossing for vulnerable users, including elementary school students who are anticipated to be joining the Highlands School around 2021

Curb extensions will help to enhance pedestrian safety by:

- + Shortening the crossing distance
- + Increasing visibility at the crossing
- + Reducing the speed of drivers
- + Ensuring that drivers park an adequate distance from the intersection

Residential Streets: 113 Avenue and 66 Street

What We Decided

+ Add curb extensions on the northeast and northwest sides of the intersection

+ Narrow the road at the intersection

Note: 113 Avenue will also accommodate shared-road infrastructure for people who bike and drive

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, adding curb extensions and narrowing the road at the intersection will help enhance safety in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands



Traffic calming needs to be combined with the shared-road infrastructure to achieve a safe bike route along 113 Avenue

Curb extensions will help to enhance pedestrian safety by:

- + Shortening the crossing distance
- + Increasing visibility at the crossing
- + Reducing the speed of drivers
- + Ensuring that drivers park an adequate distance from the intersection

Narrowing the road at the intersection is an effective way to help calm traffic

Residential Streets: 112 Avenue and 65 Street (Gibbard Block)

What We Decided

- + Add a curb extension on the southeast side of the intersection
- + Complete a traffic signal upgrade to add bike detection loops on 65 Street
- + Enhance streetscaping and landscaping by partnering with local businesses and other City programs
- + Enhance intersection crossings

Note: 65 Street will also accommodate shared-road infrastructure for people who bike and drive

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, adding curb extensions and completing traffic signal upgrades at the intersection will help enhance safety and connectivity in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands

People told us that they would like to see improved connections on 112 Avenue to support movement between the north and south portions of Highlands

In alignment with the project Vision and Important Elements, beautification and streetscaping near commercial areas would help enhance Highlands' appeal as a destination



Edmonton's Corner Store Program aims to re-establish neighbourhood commercial areas as community hubs through a variety of methods, including storefront improvement grants



This is the commercial area within Highlands and there is higher pedestrian activity along 112 Avenue

65 Street will need to accommodate shared-road infrastructure for people who drive and people who bike

Traffic calming needs to be combined with the shared-road infrastructure and a signal upgrade to achieve a safe bike route along 65 Street



People expressed concern about how close cars are parked to 112 Avenue and its effect on visibility at the intersection



Curb extensions will help to enhance pedestrian safety by:

- + Shortening the crossing distance
- + Increasing visibility at the crossing
- + Reducing the speed of drivers
- + Ensuring that drivers park an adequate distance from the intersection

Residential Streets: 111 Avenue and 56 Street

What We Decided

- + Extend the curb lines on the northeast and northwest corners to square the intersection and decrease the turning radius
- + Complete the missing sidewalk link on the west side of 56 Street
- + Add curb ramps at all four corners of the intersection

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, realigning the intersection, adding a new sidewalk and adding curb ramps will help to enhance safety, activity, connectivity and accessibility in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands



Realigning the intersection will:

- + Provide the opportunity to complete the missing sidewalk link on the west side of 56 Street
- + Provide better direction to drivers
- + Improve visibility at the intersection
- + Shorten the pedestrian crossing distance across the intersection

Edmonton's Complete Streets Design and Construction Standards requires sidewalks on both sides of a street, where feasible



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities



Residential Streets: 111 Avenue and 60 Street/111 Avenue and 57 Street

What We Decided

- + Extend the curb lines on the northeast and northwest side of 57 Street and 111 Avenue to square the intersection
- + Install a mini roundabout at 60 Street and 111 Avenue with landscaping in the centre
- + Realign the sidewalks and curb ramps at both intersections

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, adding a mini roundabout at 60 Street, realigning the intersection at 57 Street and realigning the sidewalks and curb ramps will help to enhance safety and accessibility in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands

The 2005 Design Charette identified the benefit of a mini roundabout at this intersection

People told us that the size and alignment of the intersection at 60 Street creates driver confusion

People told us that it is important to neighbourhood connectivity and traffic flow to keep 57 Street open to traffic in order to limit traffic short cutting down the alley

People told us that drivers speed along this stretch of 111 Avenue

Although there was mixed input, the majority of people are comfortable with mini roundabouts as a means to slow traffic in Highlands



Mini roundabouts help to reduce the speed of drivers



People told us that the mini roundabout creates an opportunity to beautify the neighbourhood if landscaping is added in the centre



Realigning the 57 Street intersection will:

- + Provide better direction to drivers
- + Improve visibility at the intersection
- + Shorten the pedestrian crossing distance across the intersection



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

Residential Streets: 111 Avenue and 61 Street

What We Decided

- + Extend the curb lines on the northeast and northwest corners to square the intersection
- + Add curb ramps on the northwest, northeast and southwest sides of the intersection

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, realigning the intersection and adding curb ramps will help enhance safety and accessibility in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands



Realigning the intersection will:

- + Provide better direction to drivers
- + Improve visibility at the intersection
- + Shorten the pedestrian crossing distance across the intersection



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

Residential Streets: 111 Avenue and 62 Street

What We Decided

- + Add curb extensions on the northeast and northwest corners of the intersection
- + Extend the curb lines on the southeast and southwest corners to square the intersection
- + Realign the sidewalks and curb ramps

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, adding curb extensions, realigning the intersection and realigning the sidewalks and curb ramps will help enhance safety and accessibility in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands

People told us that the size and alignment of this intersection creates driver confusion



62 Street is a high-use pedestrian corridor that vulnerable users (i.e., students) use to access Highlands School (i.e., north of 112 Avenue)

Curb extensions will help to enhance pedestrian safety by:

- + Shortening the crossing distance
- + Increasing visibility at the crossing
- + Reducing the speed of drivers
- + Ensuring that drivers park an adequate distance from the intersection

Residential Streets: 111 Avenue and 62 Street (con't)

What We Decided

(con't)

What We Accounted For To Make Our Decisions



Realigning the intersection will:

- + Provide better direction to drivers
- + Improve visibility at the intersection
- + Shorten the pedestrian crossing distance across the intersection



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

Residential Streets: 111 Avenue and 63 Street

What We Decided

- + Extend the curb lines on the northeast and northwest corners to square the intersection and reduce the curb radius
- + Add curb ramps at all four corners of the intersection



In alignment with the project Vision and Important Elements, realigning the intersection and adding curb ramps will help enhance safety and accessibility in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands



Realigning the intersection will:

- + Provide better direction to drivers
- + Improve visibility at the intersection
- + Shorten the pedestrian crossing distance across the intersection



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

Residential Streets: 111 Avenue and 64 Street

What We Decided

- + Extend the curbs on the northeast and northwest corners to square the intersection
- + Add curb ramps on the northwest, southeast and southwest sides of 111 Avenue

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, realigning the intersection and adding curb ramps will help enhance safety and accessibility in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands



Realigning the intersection will:

- + Provide better direction to drivers
- + Improve visibility at the intersection
- + Shorten the pedestrian crossing distance across the intersection



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

Residential Streets: Corner of 50 Street and Ada Boulevard

What We Decided

- + Narrow the road around the corner
- + Extend the new shared-use path to the east side of 50 Street for future continuation into the Beverly Heights neighbourhood
- + Eliminate parking on the south side of the road near the corner of Ada Boulevard and 50 Street



In alignment with the project Vision and Important Elements, narrowing the road and extending the shared-use path will help enhance safety, activity, connectivity and accessibility in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands

People told us that drivers speed around the corner at 50 Street

People told us it is important to support connectivity for people who walk and bike into other neighbourhoods



Narrowing the road at the corner of 50 Street and Ada Boulevard is an effective way to reduce driver speeds

The road can be narrowed to reduce driver speeds and still allow two-way traffic and parking on one side (i.e., the north side of the road)

There is space to accommodate the 3.0 metre shared-use path along the east side of 50 Street for future continuation into the Beverly Heights neighbourhood

Residential Streets: Ada Boulevard (50 Street – 67 Street)

What We Decided

- + Provide a safe corridor for all modes of travel
- + Retain as much of the original feel of Ada Boulevard as possible while keeping overall safety as a priority
- + Construct the Bellevue portion of Ada Boulevard, between 67 Street and Wayne Gretzky Drive, at the same time as the Highlands portion and use a consistent design across both neighbourhoods
- + Create a consistent design along the corridor by adding a 3.0 metre shared-use path on the south side of Ada Boulevard and achieving a 7.5 metre road width
- + Add a wooden handrail along the shared-use path, where required
- + Move the north curb line up to 1.0 metre north to maintain a 7.5 metre road and accommodate the shared-use path on the south side of Ada Boulevard
- + Accommodate the large mature elm trees on the north side of Ada Boulevard between 62 and 64 Streets, which may require restrictions to on-street parking in this area
- + Accommodate the large, mature elm tree on the south side of Ada Boulevard at 60 Street, which may require removing on-street parking in this area
- + Remove speed humps and add raised crosswalks with paving stones at 52, 53, 55, 60, 62, 64, 65 and 66 Streets
- + Add a plaza with stamped concrete in front of Henry Martell Park
- + Maintain two-way traffic
- + Maintain on-street parking, with the exception between 62 and 64 Streets

What We Accounted For To Make Our Decisions



People highly value Ada Boulevard, where people who drive, bike and walk all use the road

People view Ada Boulevard as a destination in Edmonton, and want to protect its unique character

In alignment with the project Vision and Important Elements, changes to Ada Boulevard are intended to:

- + Help achieve a safe, friendly, highly connected and active neighbourhood
- + Provide better connections to access Edmonton's river valley
- + Offer a shared use space for those who walk, bike and drive
- + Provide accessible design that provides opportunities for people with mobility challenges
- + Lend to a beautiful space that reflects the character, history and heritage of the neighbourhood

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands

People told us to maintain a consistent design along Ada Boulevard



The Bellevue portion of Ada Boulevard will be constructed in conjunction with the Highlands portion to achieve a consistent design, coordinate construction activities and provide less disruption to people in the neighbourhood



Aligns with the River Valley Alliance's plans to complete one connected top of bank river valley park system from the Town of Devon to the City of Fort Saskatchewan



The woonerf and boardwalk option proposed earlier in the project have high maintenance and construction costs



The City provides year-round maintenance, including snow removal, of shared-use paths to support all-season access and use



Edmonton's Complete Streets Design and Construction Standards requires sidewalks on both sides of a street, where feasible.



Public input confirmed that, if a sidewalk is a requirement along Ada Boulevard, people are most comfortable with a shared-use path on the south side of the boulevard



Shared-use paths help to accommodate more people and mobility aids (i.e., walkers, strollers, wheelchairs) along high pedestrian routes

Residential Streets: Ada Boulevard (50 Street – 67 Street) (con't)

What We Decided

(con't)

What We Accounted For To Make Our Decisions



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities



A safety handrail will be required along sections of the shared-use path where it is close to the bank of the river valley



People told us that they prefer a wooden handrail, where a handrail is required along the shared-use path

People told us that they prefer to maintain parking and two-way traffic, wherever possible, along Ada Boulevard

People told us that we need to protect Highlands' mature trees



The City's Corporate Tree Management Policy supports the protection of the tree canopy on City property



Parking will be restricted between 62 and 64 Streets to preserve mature trees



People told us that they observe speeding along Ada Boulevard and it is important to calm traffic where people who drive and bike share the road

People are comfortable with raised crosswalks as a means to slow traffic in Highlands



The raised crosswalks will:

- + Increase visibility at each intersection
- + Reduce the speed of drivers along Ada Boulevard

The raised crosswalk locations are aligned with intersections along Ada Boulevard to support a safe, highly connected and accessible neighbourhood

The raised crosswalk proposed for 51 Street and Ada Boulevard conflicts with underground drainage and will not be constructed.

The road will be narrowed at 50 Street and the proximity to the new raised crosswalk at 52 Street and will slow traffic in this area



People indicated the highest level of support for raised crosswalks with paving stones to help reflect the historical character of the neighbourhood

Connections for People Who Walk and Bike: Sidewalk Links

What We Decided

Add new sidewalks where:

- + there are missing links
- + it is technically feasible

Add 1.5 metre or, where feasible, 1.8 metre sidewalks in high pedestrian areas, including:

- + 1.5 metre along the north side of 115 Avenue between 64 and 68 Streets*
- + 1.5 metre along the north side of 114 Avenue between 60 and 61 Streets and along the west side of 60 Street between 114 and 118 Avenues
- + 1.5 metre through Buttercup Park
- + 1.5 metre along the north side of 111 Avenue between 65 and 66 Streets
- + 1.5 metre along the east and west sides of Henry Martell Park
- + 1.5 metre along the west side of 60 Street between Ada Boulevard and 111 Avenue*
- + 1.5 metre along the east side of 52 Street between Ada Boulevard and 111 Avenue
- + 1.5 metre along the west side of 53 Street between 112 Avenue and the alleyway to the south
- + 1.5 metre along the west side of 56 Street between 111 Avenue and the alleyway to the north
- + 1.8 metre along the north side of 113 Avenue between 50 and 53 Streets
- + 1.8 metre along the east side of 55 Street between Ada Boulevard and 111 Avenue*

Restrict parking, as required, to accommodate sidewalks

Add a new pedestrian crossing signal on 118 Avenue at 59 Street

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, adding sidewalks ensures that Highlands is an active, highly connected and accessible neighbourhood

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands



Edmonton's Complete Streets Design and Construction Standards requires sidewalks on both sides of a street, where feasible

1.5 and 1.8 metre sidewalks help to accommodate more people and mobility aids (i.e., walkers, strollers, wheelchairs) along high pedestrian routes, including for vulnerable populations (i.e., children near schools)



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities



Locations were chosen to fit within existing conditions on the streets (i.e., to avoid conflicts with existing trees, utilities, etc.)

Parking restrictions were necessary to accommodate sidewalk additions on 115 Avenue, 60 Street and 55 Street (i.e., denoted with * in the left column)



Highlands School is southwest of the 59 Street crossing along 118 Avenue and it is anticipated that it will be accepting elementary students in 2021



The new pedestrian crossing signal will help to enhance pedestrian safety



People told us that they are concerned traffic diverted from Yellowhead Trail as part of Yellowhead Trail Freeway Conversion Project will create pedestrian safety concerns at the 59 Street crossing along 118 Avenue

Connections for People Who Walk and Bike: Sidewalk Links (con't)

What We Decided

Add a 3.0 metre shared-use path on the south side of Ada Boulevard

Add a wooden handrail along segments of the shared-use path, where required for safety

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, adding a shared-use path helps enhance activity, connectivity and accessibility in Highlands

People told us that ensuring pedestrian safety and accessibility is a priority all through Highlands

People told us that Ada Boulevard needs to favour pedestrians and other active modes of transportation



The City provides for year-round maintenance, including snow removal, of shared-use paths to support all-season access and use



Edmonton's Complete Streets Design and Construction Standards requires sidewalks on both sides of a street, where feasible



Public input confirmed that, if a sidewalk is a requirement along Ada Boulevard, people are most comfortable with a shared-use path on the south side of the boulevard



Shared-use paths help to accommodate more people and mobility aids (i.e., walkers, strollers, wheelchairs) along high pedestrian routes



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities



A safety handrail will be required along sections of the shared-use path where it is close to the bank of the river valley



People told us that they prefer a wooden handrail, where a handrail is required along the shared-use path

Highlands Connections for People Who Walk and Bike Bike Routes and Infrastructure

What We Decided

+ Add a 3.0 metre shared-use path on the south side of to Ada Boulevard

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, adding bike routes enhances activity and connectivity, including access to the river valley, in Highlands

People told us Ada Boulevard is a longstanding bike route through Highlands, with connections into the river valley and other neighbourhoods

People told us that they want to continue to use the roadway along Ada Boulevard as a bike route

Highlands Connections for People Who Walk and Bike: Bike Routes and Infrastructure (con't)

What We Decided

What We Accounted For To Make Our Decisions

- + Add a bike route using shared-road infrastructure along 113 Avenue between 50 Street and 69 Street to connect to:

- + Eastglen Leisure Centre and Eastglen High School

- + 55 Street

- + 65 Street from Ada Boulevard to 113 Avenue

- + 64 Street from 113 Avenue to 118 Avenue

- + Reorient and change traffic control signage to protect biking movements and improve east-west traffic flow along 113 Avenue

- + Add curb extensions and raised crosswalks along the 113 Avenue bike route, as well as updated traffic controls at 66 Street and 113 Avenue

- + Add curb extensions along 64 and 65 Streets

- + Add bike activated signals on 112 Avenue at 55 Street and 65 Street and at on 118 Avenue at 64 Street



People told us they also want a safe and accessible option for people to walk and bike along Ada Boulevard

People told us that there is a need to support east-west connectivity for people who bike north of 112 Avenue and there was a high level of support for a bike route along 113 Avenue

People told us that there is a need to support a north-south connection for people who bike, including into neighbourhoods north of Highlands

People told us that there is a need to ensure Highlands bike routes, and supporting infrastructure are well-connected, including into the river valley and between local destinations (i.e., Eastglen Leisure Center and Eastglen High School)

People told us that they are more comfortable with having bikes share the road with cars than having bikes share a space with pedestrians



The City's Transportation Master Plan and Bicycle Transportation Plan support a bike-friendly city, where more people ride their bikes more often

The City's Corporate Tree Management Policy supports the protection of the tree canopy on City property



People told us that we need to protect Highlands' mature trees and residential parking



Design standards allow for a sidewalk on the north side of the street, parking on one side of the street, protection of the existing boulevard and mature trees and an on-street bike facility along 113 Avenue

Design standards allow for sidewalks on both sides of the road, parking on one-side of the street, protection of the existing boulevard and mature trees and an on-street bike facility along 64 and 65 Streets

There will be new shared-road infrastructure for the length of 113 Avenue. Curb extensions will help reduce the speed of drivers and allow people who bike and drive to more safely share the road



People told us that it is important to calm traffic where people walk and bike, and that they are comfortable with raised crosswalks



Curb extensions and raised crosswalks help to slow speeding and increase the visibility of both people crossing the road

Raised crosswalks help to protect vulnerable users (i.e., near schools)

The alleyway between 53 and 55 Streets will connect the 113 Avenue bike route and there is potential to add a direct connection through the Mount Royal School yard (east-west) should the site be redeveloped in the future

Cyclist activated signals support connectivity and traffic flow for people who bike across the intersections at 112 Avenue and 118 Avenue



The addition of cyclist activated signals are an integral part of bike infrastructure according to the City's Complete Streets Design and Construction Standards

Parks and Green Spaces: Henry Martell Park*

What We Decided

- + Maintain the open space in the park to support hosting community events
- + Add sidewalks with curb ramps on the east and west sides of the park
- + Add a sidewalk on the north side of 111 Avenue
- + Create a plaza space using stamped concrete on Ada Boulevard (i.e., south of the park), with raised crosswalks with paving stones on the east and west sides of the park
- + Replace or refurbish benches and concrete pads
- + Add three concrete pads and picnic tables
- + Add one accessible picnic table, and hard surface access
- + Add three waste receptacles
- + Add a bike rack
- + Explore the addition of a partner-funded electrical outlet (partner funded)

What We Accounted For To Make Our Decisions

- 

In alignment with the project Vision and Important Elements, adding sidewalks, a plaza space and in-park amenities will help enhance activity, connectivity and accessibility in Highlands and lend to beautiful gathering spaces
- 

People told us that, after viewing concepts for five parks for potential upgrades in Highlands**, that Henry Martell Park is the most important park /green space in Highlands to upgrade
- 

People told us that, after viewing concepts for Henry Martell Park, it is important to enhance pedestrian connectivity along and at the edges of the park, while leaving the centre space natural for festivals and protecting the mature trees; the final design removed the proposed sidewalk through the park and added a sidewalk near the road's curb line along the west side of the park
- 

Edmonton's Complete Streets Design and Construction Standards requires sidewalks on both sides of a street, where feasible
- 

The grading on the east side of 66 Street is too steep to accommodate a sidewalk and adding the sidewalk to the west side of the park helps improve access to the park
- 

People told us that we need to protect Highlands' mature trees
- 

Adding the sidewalk on the west side of the park may result in relocation of the park sign and existing curb bed within the park
- 

There are mature trees on the north side of the park that need to be protected
- 

A sidewalk can be accommodated on the north side of 111 Avenue without affecting mature trees, and supports neighbourhood connectivity along 111 Avenue
- 

People told us that 111 Avenue is a highly-used pedestrian corridor
- 

People told us that Henry Martell Park should be upgraded with a plaza and basic amenities to support the Highlandia Festival and other neighbourhood gatherings
- 

The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities
- 

People told us that they observe speeding along Ada Boulevard and it is important to calm traffic where people who drive and bike share the road
- 

People are comfortable with raised crosswalks as a means to slow traffic in Highlands
- 

The raised crosswalks will:

 - + Increase visibility at each intersection
 - + Reduce the speed of drivers along Ada Boulevard

Parks and Green Spaces: Henry Martell Park* (con't)

What We Decided

(con't)

What We Accounted For To Make Our Decisions



The raised crosswalk locations are aligned with sidewalk and curb ramp accesses alongside Henry Martell Park and the shared-use path along Ada Boulevard to support a safe, highly connected and accessible neighbourhood



People indicated the highest level of support for raised crosswalks with paving stones and a plaza area with stamped concrete

People told us that street furniture is important to the function and use of the park and that benches, picnic tables and waste receptacles will allow people to gather to use the space

People told us that they prefer replacement benches are wooden benches with black metal arms and legs

People told us that a bike rack and electrical outlet will help people to gather in Henry Martell Park



The electrical outlet is considered a community-led upgrade to the park and it is being explored as part of a community-led partnership opportunity

Parks and Green Spaces: Lookout Park at Ada Boulevard and 52 Street*

What We Decided

- + Remove the existing asphalt path and, to help naturalize the area, replace it with a crushed granular path (1.0 and 1.8 metre wide), with access to the existing bench and monument
- + Add a 3.0 metre shared-use path along Ada Boulevard
- + Add boulders for visual interest and informal seating
- + Increase the biodiversity by adding trees and no-mow native grasses
- + Replace or refurbish benches and concrete pads
- + Add a concrete pad with a picnic table
- + Add two waste receptacles on concrete pads



In alignment with the project Vision and Important Elements, adding a more naturalized walking circuit with a view over the river valley and in-park amenities will help enhance activity, connectivity, accessibility and provide beautiful gathering spaces and connections to the river valley in Highlands

People told us that, after viewing concepts for five parks eligible for upgrades in Highlands**, that Lookout Park is the second most important park/green space in Highlands to upgrade

People told us that they gather and socialize in the green spaces on the south side of Ada Boulevard

People told us from the very first conversation about Ada Boulevard that they want lookouts along the south side of the boulevard over the river valley

People told us that this green space offers a great view of the river valley but, without amenities, lacks functionality and makes it hard for people to gather and enjoy it

Parks and Green Spaces: Lookout Park at Ada Boulevard and 52 Street* (con't)

What We Decided

- + Identify a location for a potential nature-themed play feature, should the community wish to partner and spearhead such an initiative

What We Accounted For To Make Our Decisions



People told us that maintaining and supporting a seamless, natural connection to the river valley is important, including supporting biodiversity and the use of natural materials, where feasible

People told us that street furniture is important to the function and use of the park, and that benches, picnic tables and waste receptacles will allow people to gather to use the space

People told us that, after viewing concepts for Lookout Park, which was described as Boulder Lookout Park in the concepts, that it was important to:

- + keep this park natural
- + seamlessly integrated with the river valley
- + focused on the river valley lookout
- + offering play features, without a play structure so close to a roadway

The final design removes the sand and play structure from the concept, emphasizes natural materials and the river valley lookout and leaves space for the community to consider adding a play/climbing structure in the future



The City's North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188), Natural Area System Policy and Open Space Policy provide direction to balance public use interests and protection of our natural assets

The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities



There is an existing monument at this location and people need to be able to access it

People told us that they prefer replacement benches are wooden benches with black metal arms and legs

Parks and Green Spaces: Buttercup Farm Park*

What We Decided

- + Add a new diagonal sidewalk through the park with curb ramps
- + Maintain operation of 113 Avenue for car and bike traffic
- + Create a seating area with benches, decorative concrete and yellow perennial plantings, which will pay tribute to the buttercups once grown in the area and that are part of the namesake for the park

What We Accounted For To Make Our Decisions



In alignment with the project Vision and Important Elements, adding a sidewalk with curb ramps, adding a new landscaped feature with seating and adding in-park amenities will help enhance activity, connectivity, accessibility and provide beautiful gathering spaces in Highlands

People told us that, after viewing concepts for five parks eligible for upgrades in Highlands**, that Buttercup Farm Park is the third most important park/green space in Highlands to upgrade

Parks and Green Spaces: Buttercup Farm Park* (con't)

What We Decided

- + Infill existing planting bed with the addition of saskatoon berry shrubs
- + Replace or refurbish benches and concrete pads
- + Add two waste receptacles on concrete pads
- + Identify a location for public art, should the community wish to partner and spearhead such an initiative

What We Accounted For To Make Our Decisions



People told us that it is important to keep 113 Avenue open to traffic, both for people who live along the avenue and for neighbourhood connectivity

People told us that this park has historical relevance to Highlands, and that they appreciate the effort to reflect its namesake in the design and landscaping

People told us that this green space has great potential to support people to gather and build community but, without amenities, lacks functionality

People told us that they would like to see more beautification, especially related to natural landscaping and plantings, in this park

People told us that they appreciate edible shrubs, where feasible

People told us to protect Highlands' mature trees



The City's Corporate Tree Management Policy supports the protection of the tree canopy on City property



People told us that street furniture is important to the function and use of the park and that benches, picnic tables and waste receptacles will allow people to gather to use the space



The location of the sidewalk was chosen to support access to the park, including accessibility, and to avoid conflicts with mature trees on the north and west sides of the park



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities



People told us that they prefer replacement benches are wooden benches with black metal arms and legs

Parks and Green Spaces: Betty Stanhope–Cole Park*

Note: Betty Stanhope–Cole Park was identified through discussions regarding Ada Boulevard as a priority park to upgrade as part of Bellevue's Neighbourhood Renewal. The preliminary design for the park was presented as part of the Highlands' public engagement to provide an integrated view of parks and green space upgrades along Ada Boulevard.

What We Decided

- + Upgrade Betty Stanhope–Cole Park, along with the Bellevue portion of Ada Boulevard, between 67 Street and Wayne Gretzky Drive, at the same time as the Highlands portion of the boulevard and parks

What We Accounted For To Make Our Decisions



People identified Betty Stanhope–Cole Park as a priority park to upgrade as part of Bellevue's Neighbourhood Renewal

Betty Stanhope–Cope Park is located on the perimeter of Highlands and along Ada Boulevard, people told us to ensure consistency in the approach for the parks along this section of Ada Boulevard

Parks and Green Spaces: Betty Stanhope–Cole Park* (con't)

What We Decided

- + Remove the existing bollards and asphalt pad
- + Reconstruct the asphalt trail
- + Reconstruct the viewpoint at a new location on a concrete pad
- + Add a 3.0 metre shared-use path along the south side of Ada Boulevard
- + Add shrubs and deciduous trees
- + Replace or refurbish benches with concrete pads
- + Add up to three picnic tables on concrete pads
- + Add two waste receptacles on concrete pads

What We Accounted For To Make Our Decisions



The Bellevue portion of Ada Boulevard, including updates to Betty Stanhope–Cope Park, will be constructed in conjunction with the Highlands portion to achieve a consistent design, coordinate construction activities and provide less disruption to people in the neighbourhood



To help achieve alignment with the Highlands' parks along Ada Boulevard, the design for this park aligns with Highlands' project Vision and Important Elements, including helping enhance activity, connectivity, accessibility and provide beautiful gathering spaces and connections to the river valley

People told us that they gather and socialize in the green spaces on the south side of Ada Boulevard

People told us from the very first conversation about Ada Boulevard that they want lookouts along the south side of the boulevard over the river valley

People told us that Betty Stanhope–Cope Park provides one of the best views of the river valley and Highlands Golf Course, and would be used more if it redeveloped to help people enjoy the view more easily

People told us that this green space lacks amenities and functionality, making it hard for people to gather and enjoy it

People told us that street furniture is important to the function and use of the park and that benches, picnic tables and waste receptacles will allow people to gather to use the space



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities



People told us that they prefer replacement benches are wooden benches with black metal arms and legs

People told us that maintaining and supporting a seamless, natural connection to the river valley is important, including supporting biodiversity and the use of natural materials, where feasible



The City's North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188), Natural Area System Policy and Open Space Policy provide direction to balance public use interests and protection of our natural assets

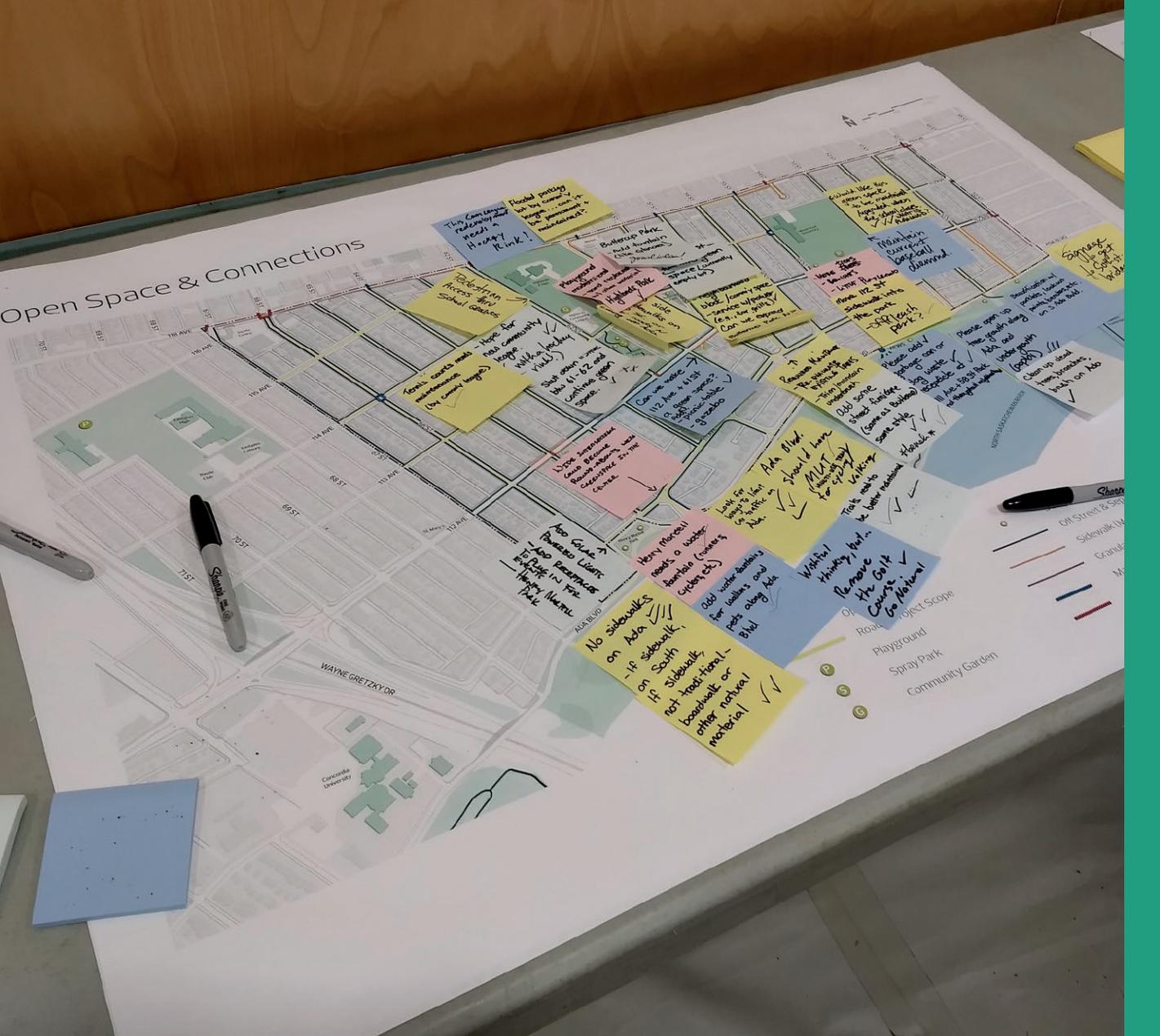




Lookout Park at Ada Boulevard and 52 Street

***Note:** All construction decisions are subject to final approvals and funding, and there is continued work to finalize details for some of the upgrades to the City-owned outdoor parks and green spaces.

****Note:** As part of the City's public engagement, people were shown concepts for five City-owned outdoor parks and green spaces and asked to prioritize which should receive upgrades through Highlands' Neighbourhood Renewal. Public engagement participants identified Henry Martell Park, Lookout Park at Ada Boulevard and 52 Street (as shown in photo above) and Buttercup Farm Park as the priorities for Highlands, and also requested that the City consider upgrades to Betty Stanhope-Cole Park as part of the Bellevue neighbourhood renewal work. Public engagement participants told us they considered the two Highlands-based City-owned outdoor parks and green spaces, the triangle-shaped open space between 57 and 60 Street north of 111 Avenue and the former trolley turnaround location on 112 Avenue, as lesser priorities. Highlands Park and Gaby Hass Park were not identified as areas for consideration at this time as a result of the current redevelopment of the Highlands Community League site and changes planned for the schools in these areas.



Public engagement feedback from April 2018

Highlands Local Improvements

At the same time the City of Edmonton undertakes neighbourhood renewal, it also offers the opportunity for two Local Improvement cost sharing opportunities: decorative street lighting upgrades and sidewalk reconstruction.

A **Local Improvement** is a construction project undertaken near or adjacent to residents' properties which is considered more beneficial to the property owner and local area than to the City as a whole. All property owners have the right to petition against any local improvement. The petition process is guided by the provincial *Municipal Government Act* as well as City policies and procedures.

As part of the Highlands' Neighbourhood Renewal, both decorative street lighting upgrades and sidewalk reconstruction will be completed constructed through a Local Improvement tax levy, which will be assessed on your property taxes upon completion.

Decorative Street Light Upgrade

Standard galvanized street lights are replaced as part of the neighbourhood renewal process. However, property owners in Highlands chose to upgrade the neighbourhood's streets to a decorative street light, as decided through a community-initiated Local Improvement process.

To do this, the Highlands Community League led a process to select a style of decorative lighting (colour, pole, arm and luminaire), including inviting input at the Highlands Community League Annual General Meeting.



The preferred style of decorative street light was selected to be a black fluted pole with a heritage arm.

The Highlands Community League submitted the neighbourhood's choice to the City and the City provided all property owners with

an Expression of Interest package. The package included estimated costs of upgrading to the preferred style of decorative street and materials to ask registered property owners to indicate whether or not they support the Local Improvement.

Sidewalk Reconstruction

Sidewalk reconstruction is a City-initiated local improvement which is done along with the neighbourhood renewal process. During neighbourhood renewal, the cost of sidewalk reconstruction is shared equally between property owners and the City at large.

As part of the City's neighbourhood renewal planning process, registered property owners in Highlands all received a local improvement package in the mail. The package contained information to help them decide whether they wanted to proceed with sidewalk reconstruction or not. If not, property owners had 30 days, from the time of mailing, to petition against the Local Improvement for their "project area", which is an area of the neighbourhood defined in the Local Improvement Notice. If at least 50% +1 of all registered property owners in a given project area had petitioned against sidewalk reconstruction, then the Local Improvement would have been defeated and sidewalk reconstruction would not proceed in that project area.

The local improvement for sidewalk reconstruction was not successfully petitioned against in any project area within the neighbourhood. Accordingly, sidewalk reconstruction will be completed as part of Highlands neighbourhood renewal construction.

Highlands' Expression of Interest results supported the Local Improvement:

Requirements to demonstrate Highlands' community support:

- + Minimum **413** valid responses to be considered a representative sample
- + **50% + 1** of representative sample must be in favour

Results:

487 valid responses received:

- + **394** in favour = **81%**
- + **98** not in favour = **19%**

Once the results were confirmed, the City sent Local Improvement tax notices to all Highlands property owners. Property owners had 30 days, from the time of mailing, to petition against the Local Improvement if they so desired. If the petition against the local improvement had gathered signatures of at least 50% +1 of all registered property owners in the neighbourhood, it would have been defeated and standard galvanized street lights would have been part of the construction designs. As the Local Improvement petition was not successful, Highlands residents will see black fluted poles with a heritage arm and decorative street blades installed through the neighbourhood as part of neighbourhood renewal construction.



Artist rendering from Stakeholder Engagement Session February 2018

Highlands Neighbourhood Renewal Pre-Construction Information

Construction is scheduled in Highlands over three years starting in spring 2019. You may see a few activities in your neighbourhood prior to construction, including:

- + Utility companies completing their work before construction begins, in order to minimize cutting into the road after it is reconstructed
- + Trees being pruned if they are in the way of the construction equipment. If a tree on private property requires pruning, the City will notify the property owner
- + Existing streetlights being removed and installation of new pole bases and streetlights typically occur prior to construction. The underground cabling system is also replaced at this time

Ways the City Will Communicate With You

Before construction starts in your neighbourhood, construction bulletins will be distributed to all residents. Ongoing projects updates will available on the City of Edmonton's project website at edmonton.ca/BuildingHighlands.

The City's Delivery Project Manager will be your point of contact during construction.

The Delivery Project Manager can assist you with answering questions or addressing specific needs or concerns about construction. To contact the Delivery Project Manager, please visit edmonton.ca/BuildingHighlands for their contact information, or email BuildingGreatNeighbourhoods@edmonton.ca.

Preparing for Construction in Front of My House

Now that the designs and cost sharing opportunities have been finalized, we ask that you start to prepare for construction. There are many things you can do to help prepare your property to make it easier for the City's contractor and you during this time. The construction consists of removal and replacement of sidewalks, curbs and gutters and reconstruction and paving of the road.

You can prepare your property for construction by:

- + Mark all underground sprinkler systems
- + Remove landscaping from road right-of-way
- + Remove plants and flowers before construction so they do not get damaged
- + Pull back any mulch or rocks

If you have any questions regarding landscaping during construction or have any special access requirements, such as DATS, please advise your Delivery Project Manager during construction as soon as possible. Their contact information may be found on the construction bulletin, at edmonton.ca/BuildingHighlands, or by calling **311**.

For more information:

Web: edmonton.ca/BuildingHighlands

Email: 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 roads, 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