

BUILDING GREAT NEIGHBOURHOODS

Starting in 2020, your neighbourhood will see the replacement of its aging collector and local roadway surfaces, street lights, and sidewalks as part of the City of Edmonton's Neighbourhood Renewal program for mature neighbourhoods. The City of Edmonton Building Great Neighbourhoods team will explore the redevelopment of City-owned areas within the community, including green spaces and parks. We will look for opportunities and funding to make desired upgrades and enhancements in coordination with the Neighbourhood Renewal program.

Get Involved!

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, streetlights, 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.



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Edmonton

REFINED DESIGNS PUBLIC EVENT

Welcome to the Refined Designs Public Event

As a follow-up to the Draft Concept Designs event in May 2019, we would like your feedback on the refined designs for improvements in your neighbourhood.

The designs include:

- Upgraded residential streets with measures to slow traffic and improve sight lines
- Enhancements to neighbourhood parks and open spaces
- Improved walking and biking connections

Your feedback will be used to **ADVISE** on the refined designs and confirm that they align with the vision and guiding principles to determine if anything needs to be adjusted or improved.

We will also be sharing information on the local improvement process for decorative street lights and sidewalk reconstruction.

Previous engagement

- 1 December 2018 – January 2019**
Community Walk, Vision and Guiding Principles Workshop and Online Survey
- 2 February 2019**
Vision Confirmation and Community Options Event
- 3 May 2019**
Draft Concept Designs Event

How to participate

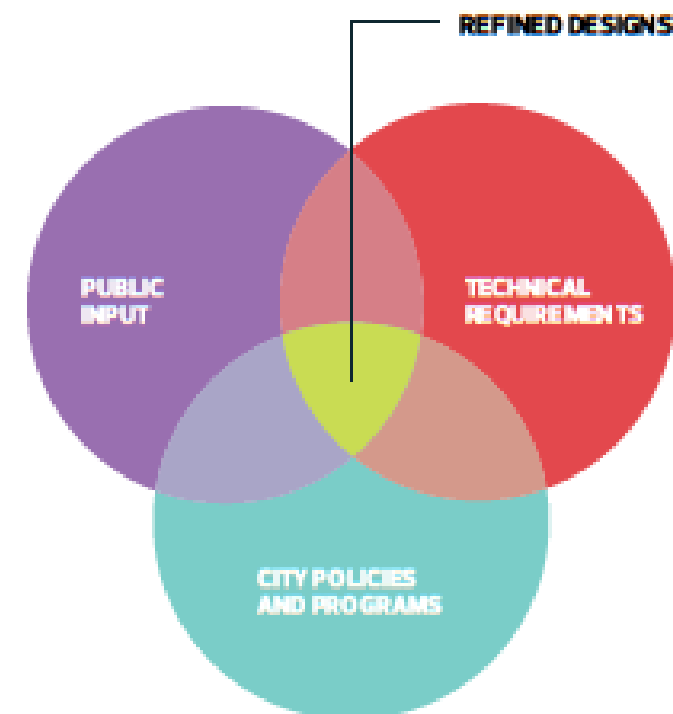
The following panels include the refined designs as well as a summary of:

- what we heard at past events
- what we are considering for improvements
- the key changes from the previous draft concept designs

Please let us know if anything else needs to be considered for the refined designs by using the sticky notes provided.

Decision-making process

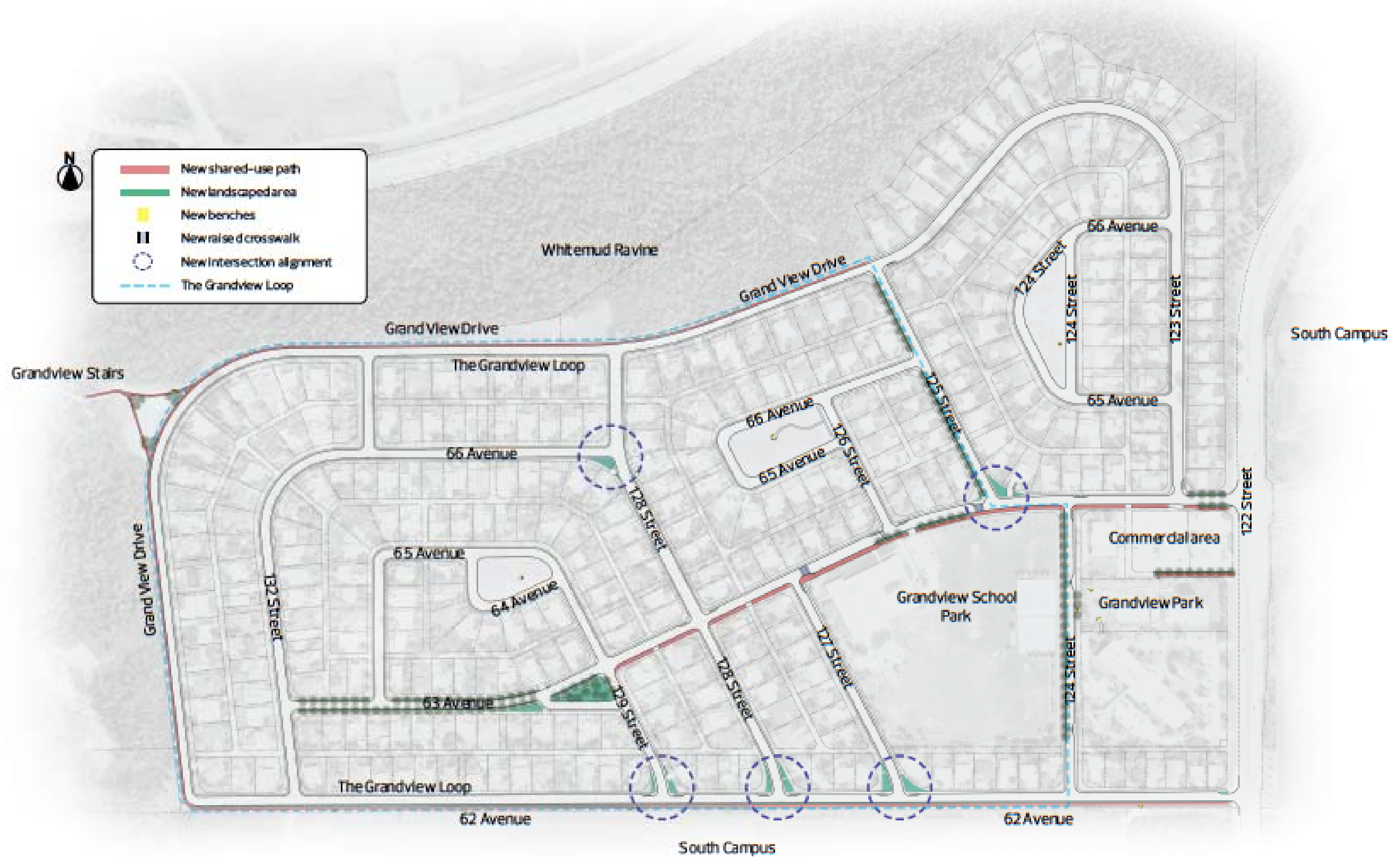
Your feedback will be one of the considerations when finalizing the designs. We will also look at **City policies and programs, technical requirements, and funding** to determine which designs will be built.



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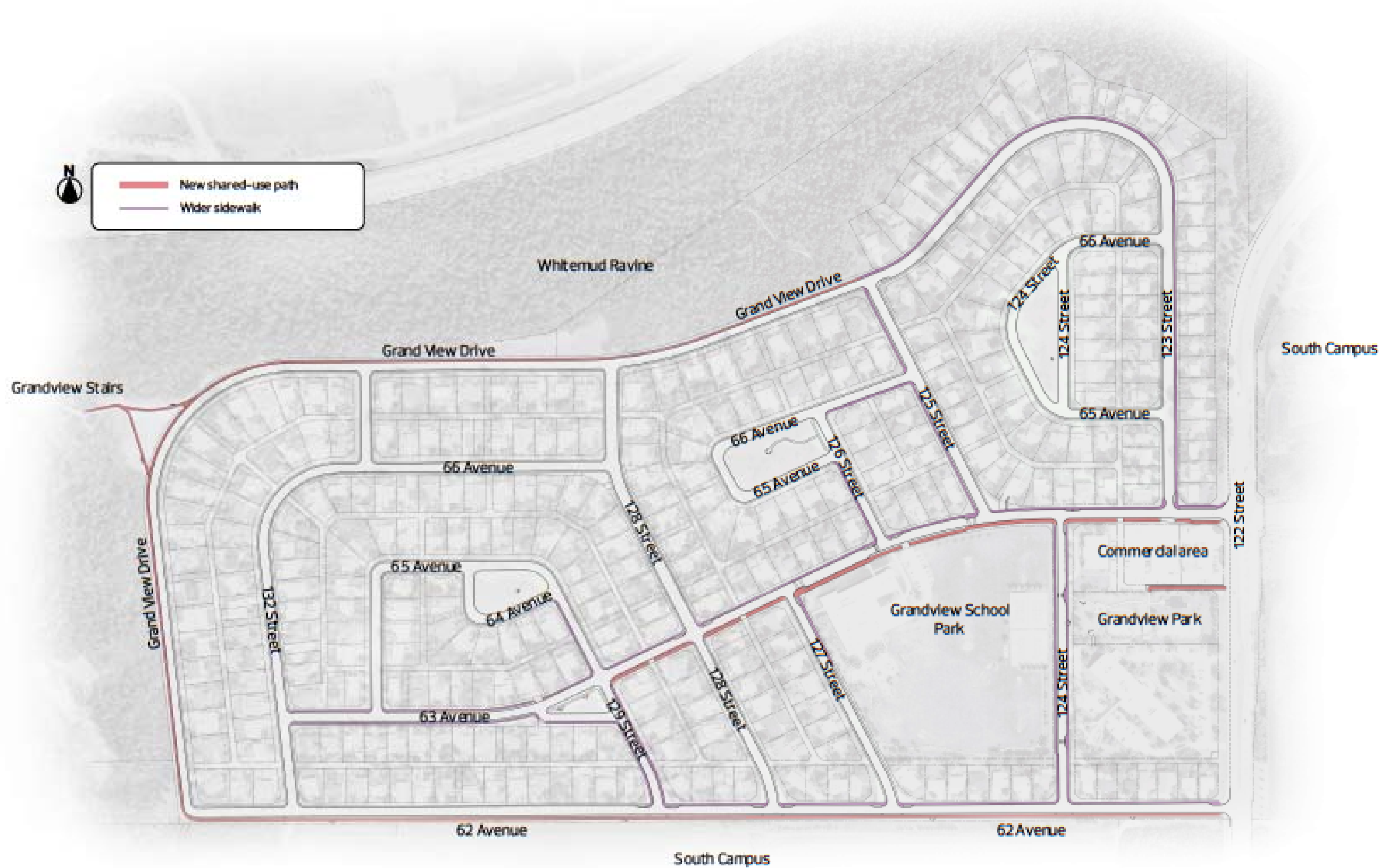
NEIGHBOURHOOD DESIGN IMPROVEMENTS



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SIDEWALK IMPROVEMENTS



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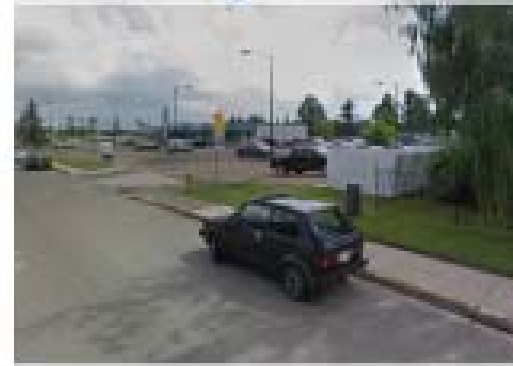
63 AVENUE ENTRANCE AND GRANDVIEW HEIGHTS PARK

Refined design location



Existing condition

63 Avenue looking southeast

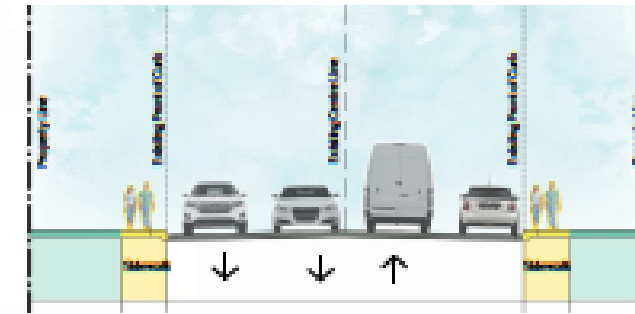


63 Avenue looking west

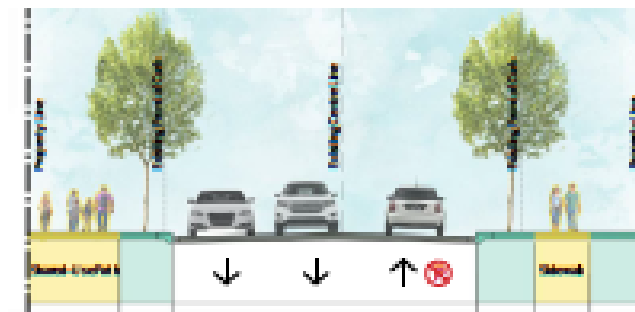


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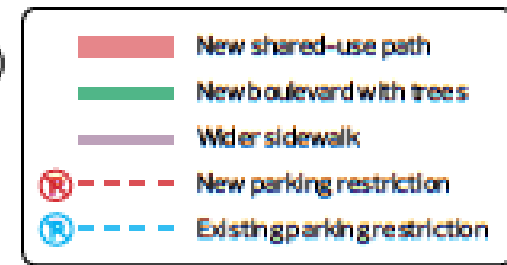
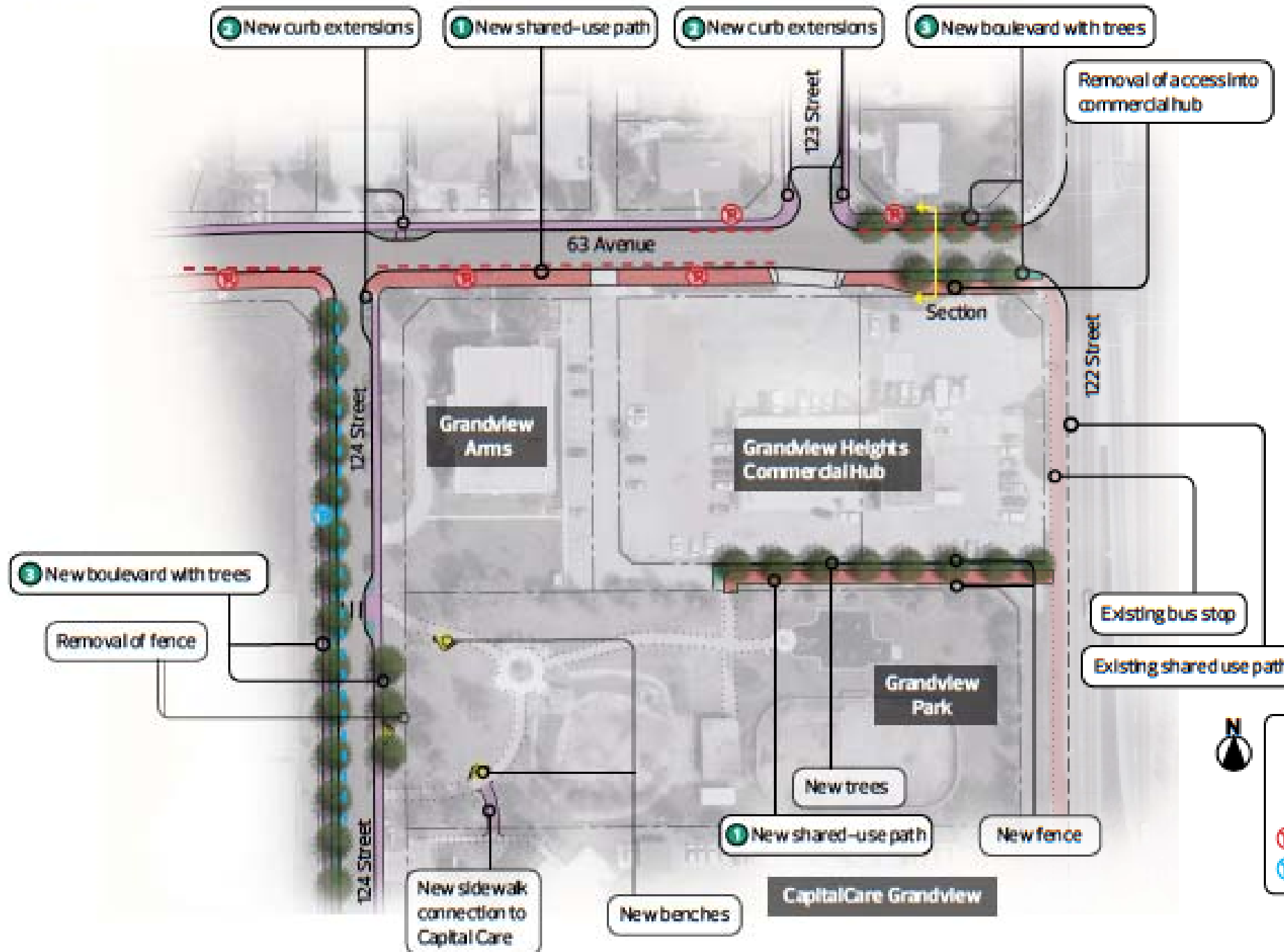
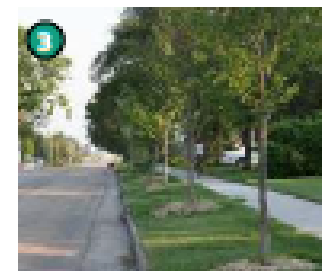
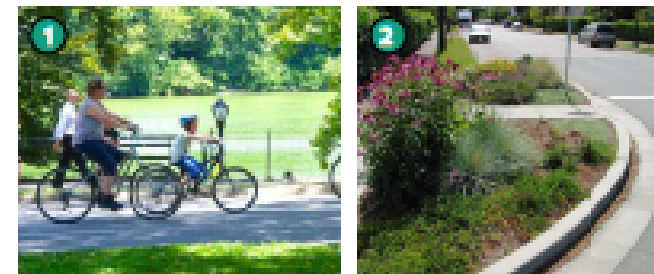
EXISTING



PROPOSED



Design element examples



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63 AVENUE ENTRANCE

Public feedback received on draft concept designs	The new refined design includes...
<ul style="list-style-type: none">- liked the boulevards with trees to beautify the entrance to the neighbourhood- liked the narrow street to discourage speeding and improve safety for people who walk and bike, some had concerns that this may cause a bottleneck- liked the idea of closing an access to the commercial area to reduce the amount of disruptions to the shared-use path along 62 Avenue- had mixed feedback on an entrance sign	<ul style="list-style-type: none">- narrowing the road slightly to make space for new boulevard trees and plantings to beautify the entrance and highlight the character of the neighbourhood- a shared-use path to improve the connection to the existing shared-use paths on 122 Street and 63 Ave east- curb extensions to discourage speeding along 63 Avenue and make it easier for people to cross the street- the closure of a vehicle entrance/ exit from the commercial area along 63 Avenue to manage access and create a safer and continuous pathway- potential parking restrictions <p>Key changes from the previous concept:</p> <ul style="list-style-type: none">- the removal of an entrance sign to focus on natural entrance features and highlight the unique look of the community

Is there anything else we should think about as we finalize the design?



GRANDVIEW HEIGHTS PARK

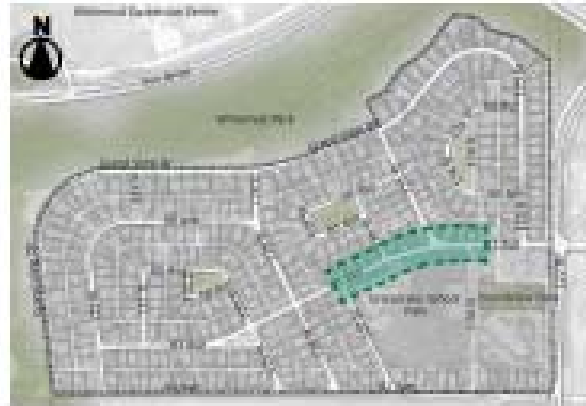
Public feedback received on draft concept designs	The new refined design includes...
<ul style="list-style-type: none">- liked the seating, plantings and pathway connections to make the space more welcoming and accessible- had concerns that new trees could block sight lines- wanted to ensure the new pathway connection to 122 Street felt safe to use and a space for children's activities remained	<ul style="list-style-type: none">- removal of the park fence along 124 Street- seating to provide a place for people to rest in the park- curb extensions and crosswalks to make it easier to cross the street and access the park- trees to beautify the park space and make it feel more welcoming- a pathway connection along the north edge of the park to create a connection to the 122 Street shared-use path- a pathway connection from CapitalCare Grandview <p>Key changes from the previous concepts:</p> <ul style="list-style-type: none">- realignment of the pathways, trees, seating and fencing- removal of new lights at the 124 Street entrance

Is there anything else we should think about as we finalize the design?



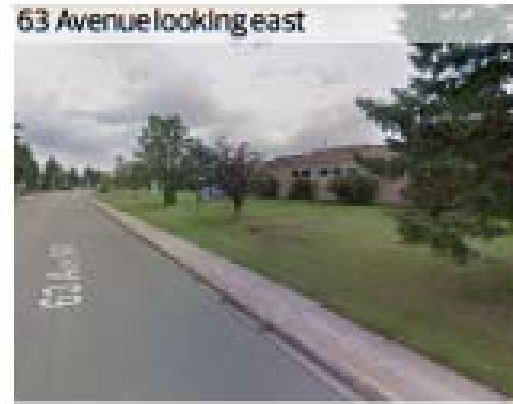
63 AVENUE – SCHOOL AREA

Refined design location



Existing condition

63 Avenue looking east

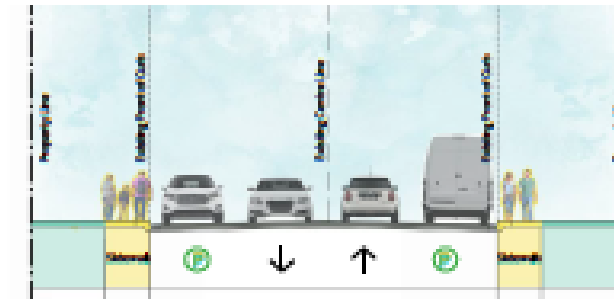


127 Street looking south

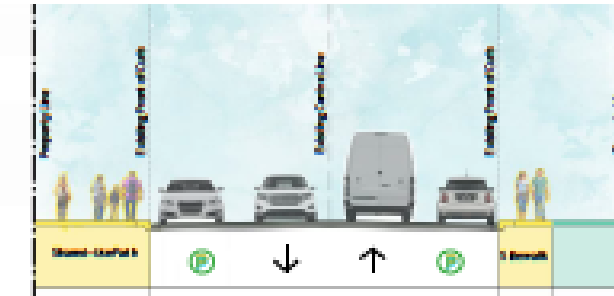


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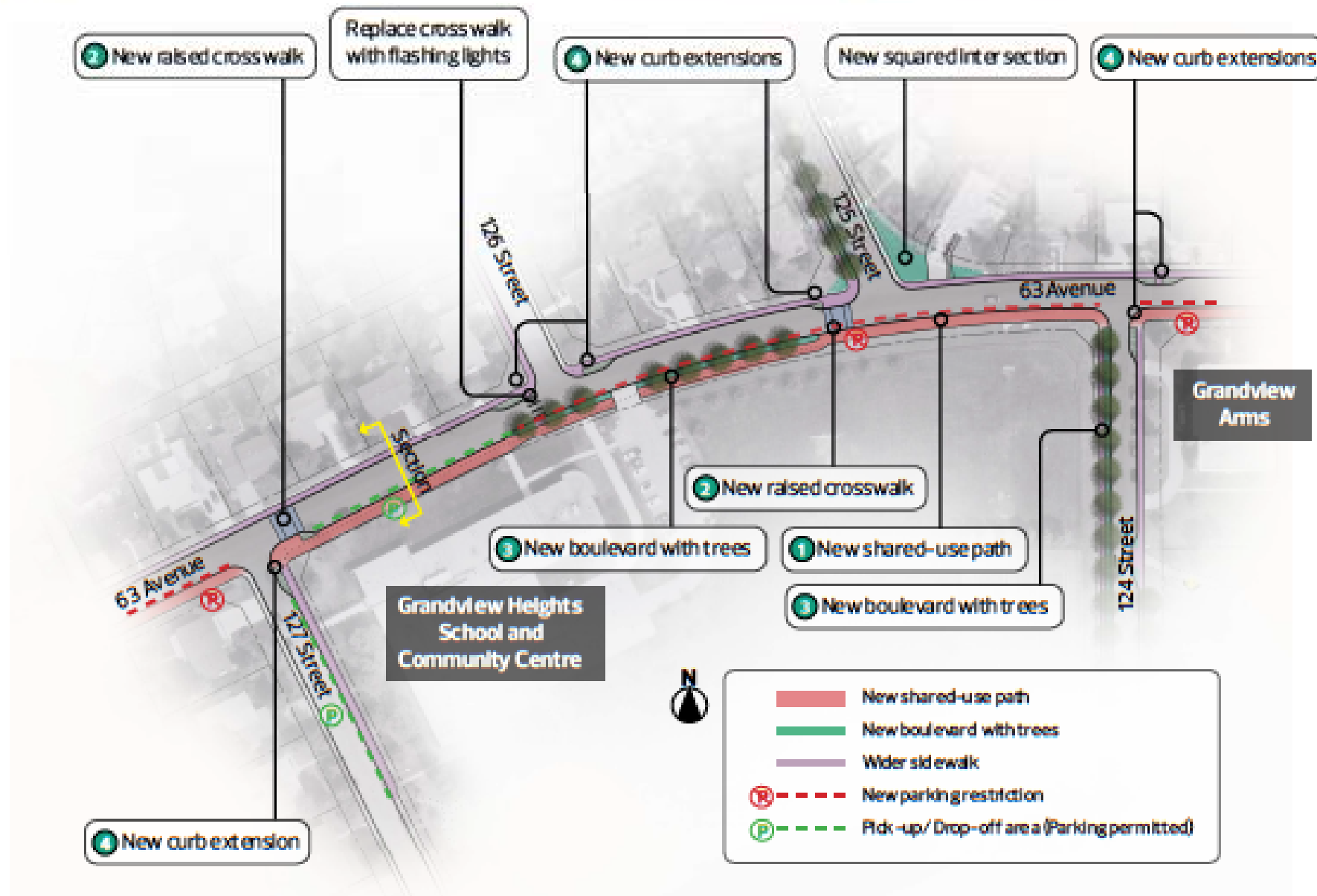
EXISTING



PROPOSED



Design element examples



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63 AVENUE – SCHOOL AREA

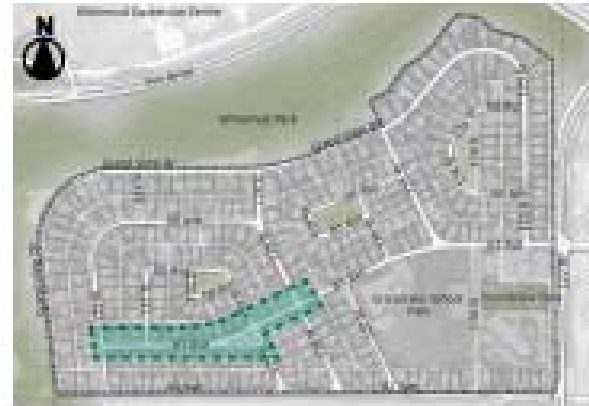
Public feedback received on draft concept designs	The new refined design includes...
<ul style="list-style-type: none">- liked the raised crosswalk to discourage speeding and make it easier and safer for people to cross the street- liked that the improvements make the area more walkable and feel more safe- had concerns about the removal of parking on 63 Avenue and liked the idea of preserving some parking near the school- some people liked that the shared-use path will improve connectivity, while others mentioned that it is not needed as it already feels safe to walk and bike along 63 Avenue- liked the trees and plantings to beautify the school area	<ul style="list-style-type: none">- narrowing the road slightly to make space for raised crosswalks and curb extensions to discourage speeding along 63 Avenue and make it safer to cross the street- boulevards with trees and plantings to beautify the school area, and strengthen the connection with nature- realigned curb to create a right-angle intersection to slow traffic and improve sight lines- a shared-use path to improve the connection to destinations within and surrounding the neighbourhood <p>Key changes from the previous concepts:</p> <ul style="list-style-type: none">- parking is maintained along 63 Avenue to make it easier to drop people off at school and attend community gatherings and school events- the shared-use path is extended to the west of 127 Street on the south side of 63 Avenue to improve connectivity to and from the west side of the neighbourhood

Is there anything else we should think about as we finalize the design?



63 AVENUE – BUS LOOP AREA

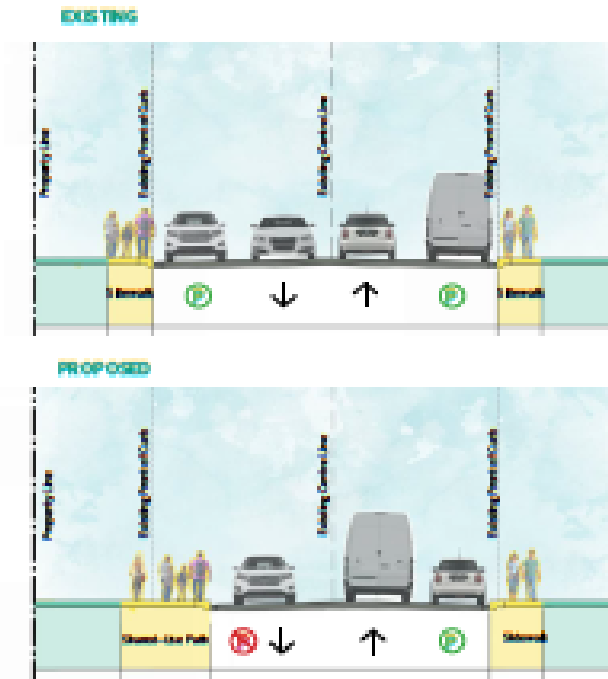
Refined design location



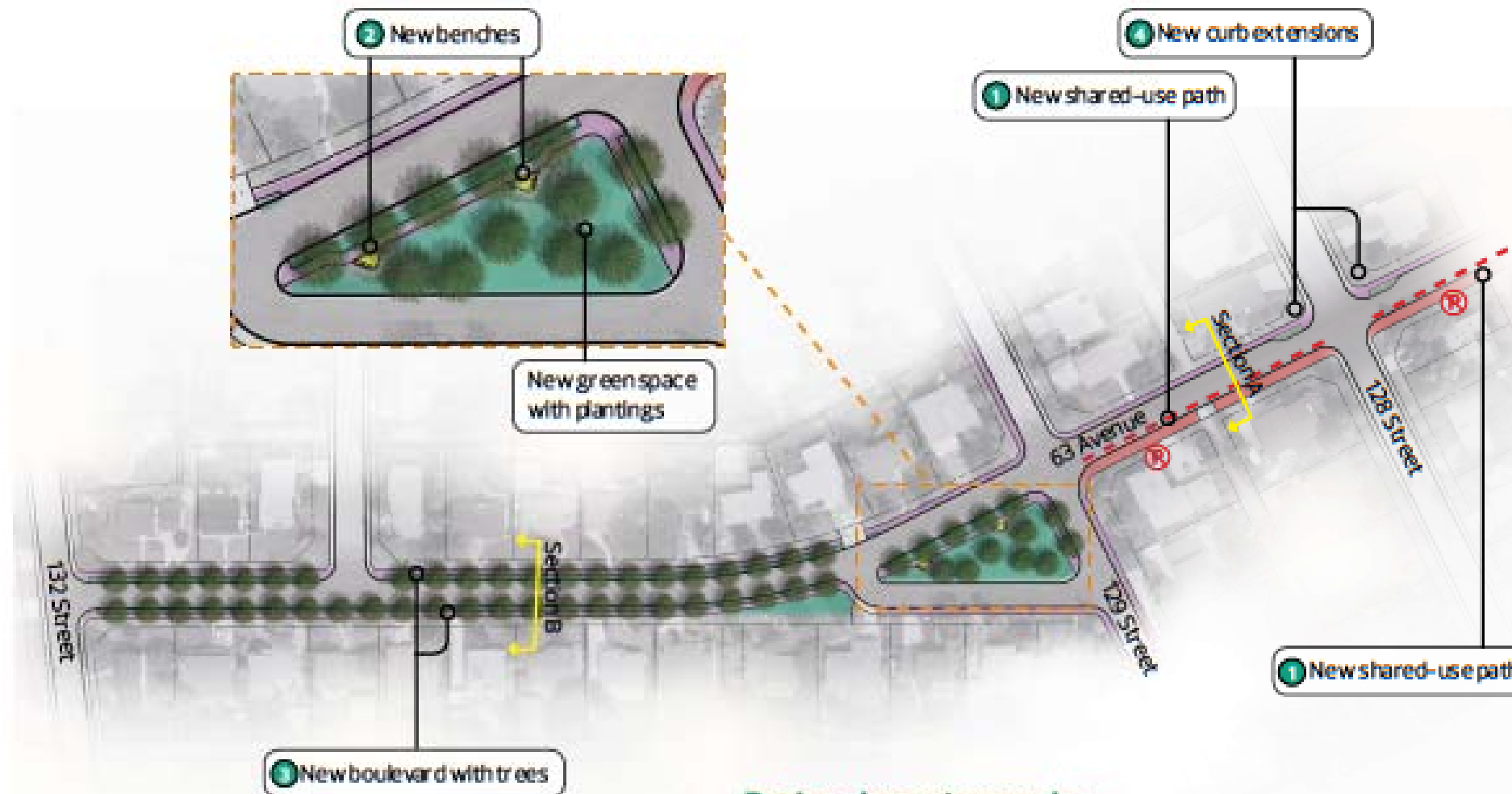
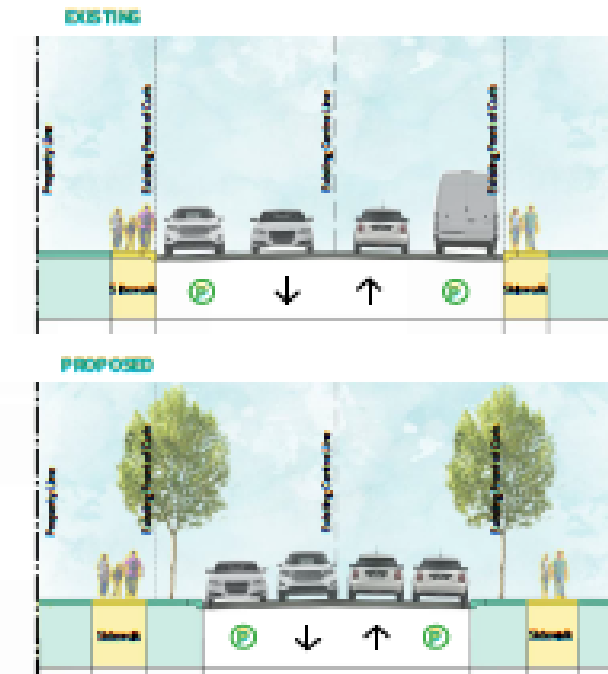
Existing condition



Section A



Section B



Design element examples



Note: The 63 Avenue shared-use path ends at 129 Street. 63 Avenue will transition into on-street to the west of 129 Street.

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63 AVENUE – BUS LOOP AREA

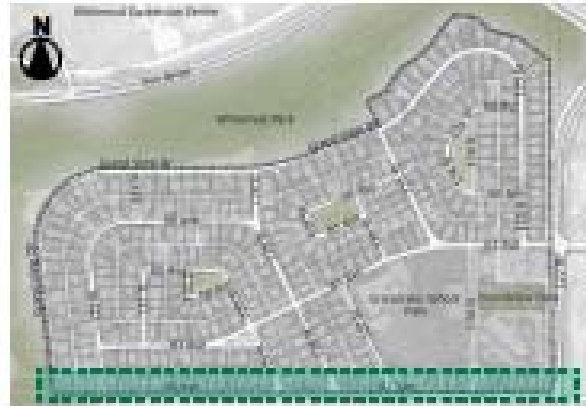
Public feedback received on draft concept designs	The new refined design includes...
<ul style="list-style-type: none">- liked the raised crosswalk and curb extensions along 63 Avenue to discourage speeding and make it safer for people to walk, especially near the crest of the hill- liked that the new plantings and benches will beautify the space and make it more accessible- The bus stop will be removed as a part of the first phase of the Bus Network Redesign. For more information, please visit edmonton.ca/BusNetworkRedesign	<ul style="list-style-type: none">- the removal of the bus loop and redesign of the space to create a small green space with new trees- boulevards with trees to the west of the green space to beautify 63 Avenue and narrow the road to discourage speeding- seating to provide a place for people to rest while they are moving around the neighbourhood- sidewalks along the edge of the proposed green space to enhance the connection along 63 Avenue <p>Key changes from the previous concepts:</p> <ul style="list-style-type: none">- the removal of the raised crosswalk and curb extensions at 129 Street as other improvements to discourage speeding were more suitable at this location- the addition of boulevards with trees along 63 Avenue to the west of the green space to beautify 63 Avenue and narrow the road to discourage speeding- slight narrowing of the roadway and potential parking restriction to make space for the extension of the shared-use path from 127 Street to 129 Street and improve connectivity to and from the west side of the neighbourhood

Is there anything else we should think about as we finalize the design?



GRANDVIEW LOOP – SOUTH

Refined design location

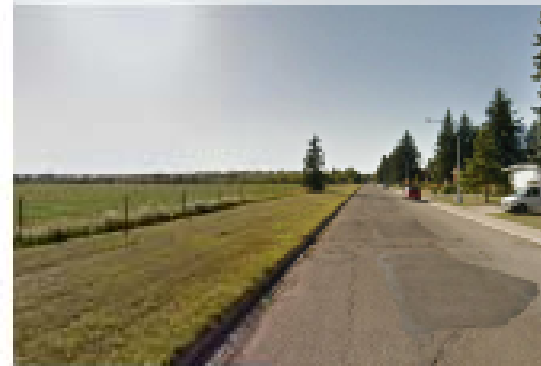


Existing condition

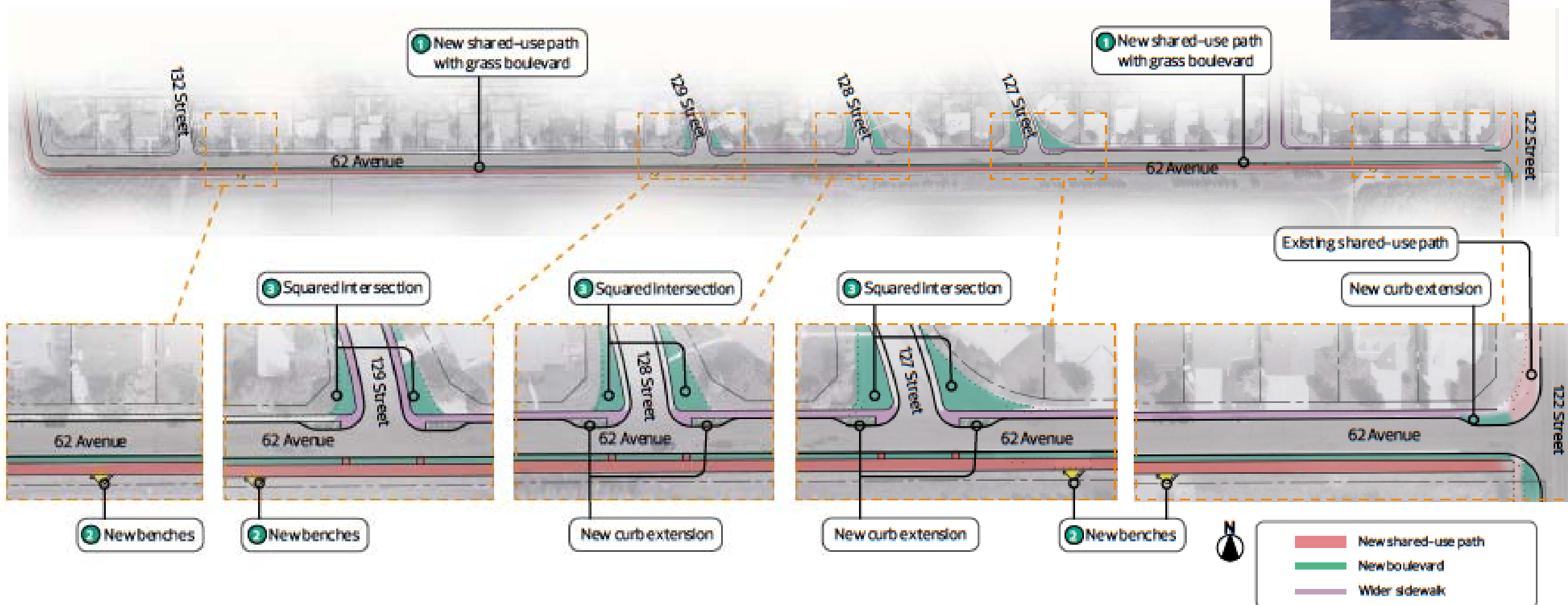
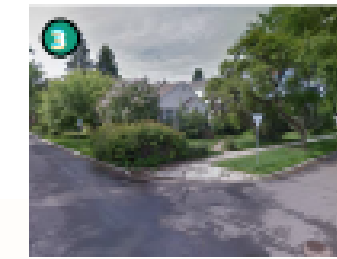
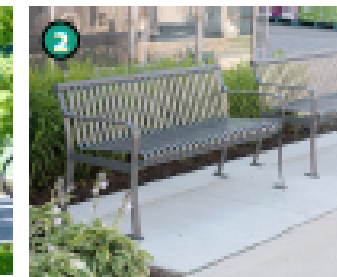
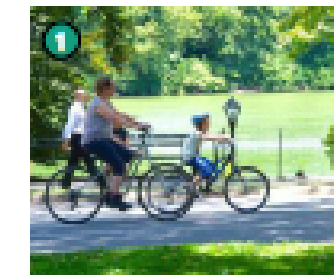
62 Avenue looking east



62 Avenue looking west



Design element examples



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GRANDVIEW LOOP – SOUTH

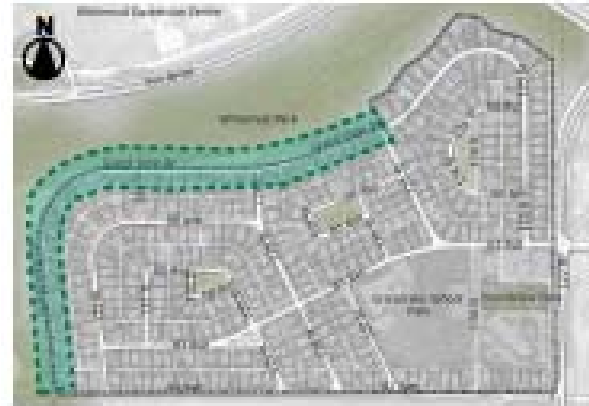
Public feedback received on draft concept designs	The new refined design includes...
<ul style="list-style-type: none"> - liked the improved connectivity throughout the neighbourhood and making it safer and easier for people of all abilities to get around and stay active (including kids, seniors and people walking their dogs) - had concerns that it may disrupt the peacefulness and quietness of the community - wanted additional trees and plantings along the pathway to beautify the loop 	<ul style="list-style-type: none"> - a shared-use path to provide improved recreation and physical activity opportunities for all ages and abilities in all seasons - seating areas with plantings for people to rest - curb extension to discourage speeding and make it safer to cross the street <p>Key changes from the previous concepts:</p> <ul style="list-style-type: none"> - the addition of seating areas with shrubs to the south of 62 Avenue along the path - curb extensions at the 62 Avenue and 122 Street intersection to discourage speeding and help to create a transition into the neighbourhood and Grandview Loop - slight narrowing of roadway to discourage speeding and make space for wider sidewalks
<p>Intersection Improvements</p> <ul style="list-style-type: none"> - liked that the intersection improvements will decrease speeding and make it safer and easier to cross the street - liked that squared intersections will decrease speeding and narrow the width of the road for crossing - wanted landscaping that will not block sight lines but will make the area look nice 	<p>Intersection Improvements</p> <ul style="list-style-type: none"> - realigning the curb by creating a right-angle intersection to: <ul style="list-style-type: none"> - improve visibility when walking, biking or driving - reduce crossing distances - slow traffic in self enforced ways <p>Key changes from the previous concepts:</p> <ul style="list-style-type: none"> - squared intersection selected over roundabout to better discourage speeding around corners at this location - curb extensions added to west side of intersection to improve walkability, decrease crossing distance and discourage speeding along 62 Avenue - curb realigned on both the east and west sides of the intersection rather than just the east side

Is there anything else we should think about as we finalize the design?

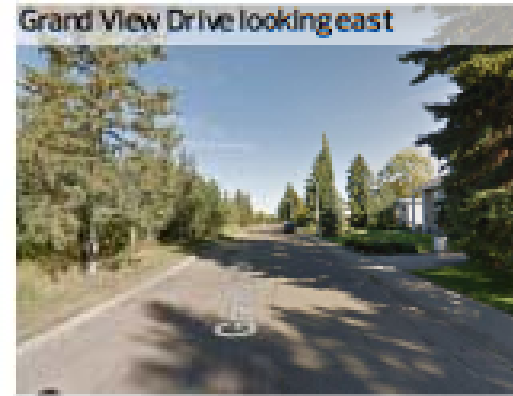
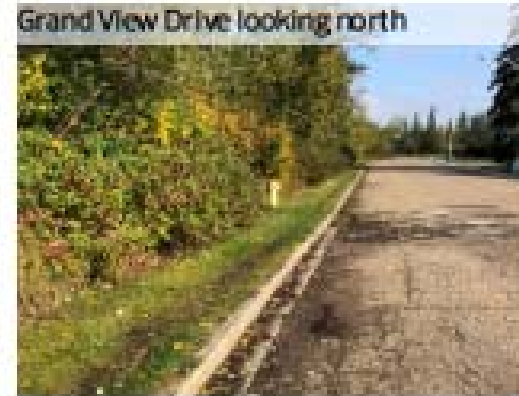


GRANDVIEW LOOP – WEST AND NORTH

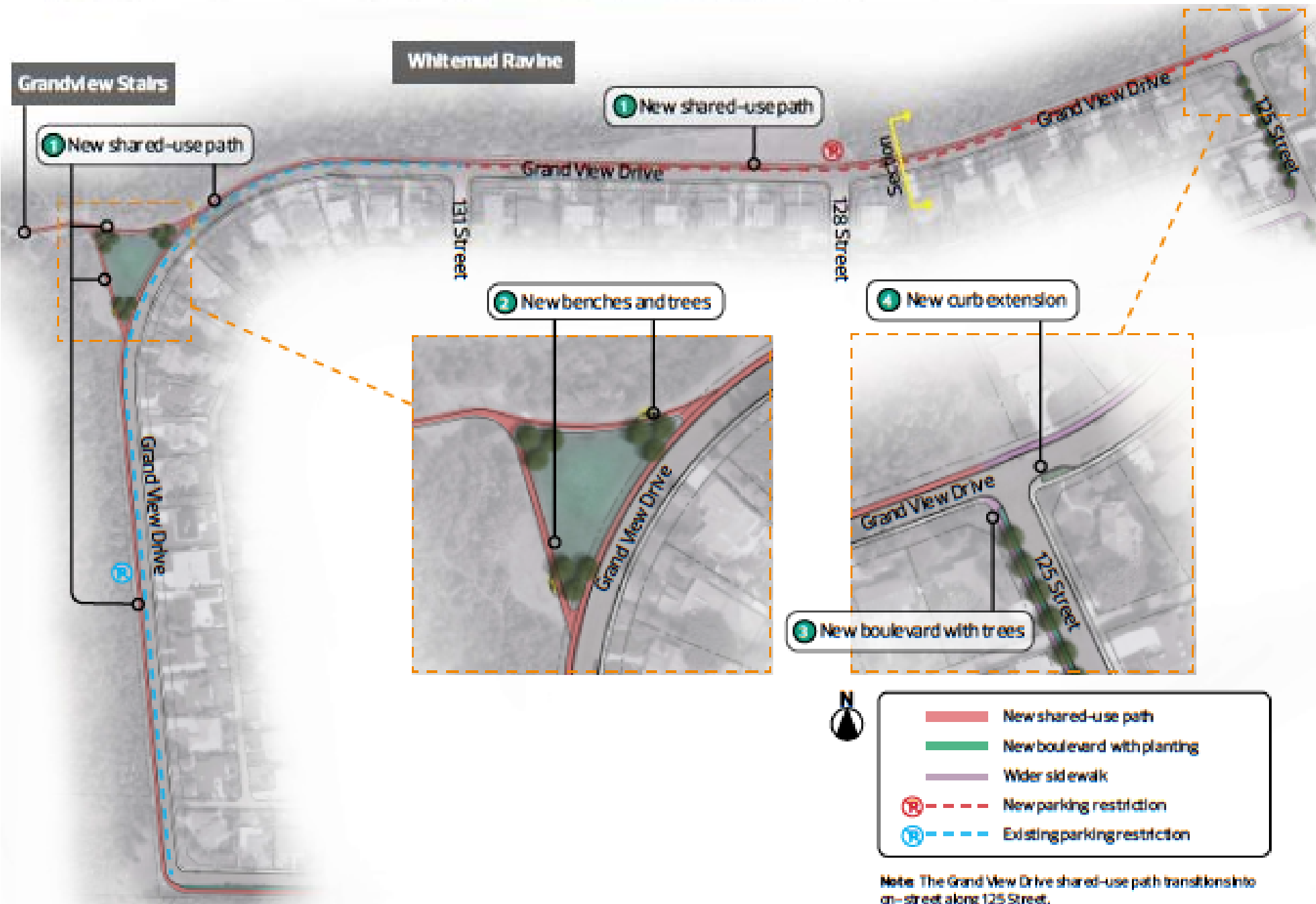
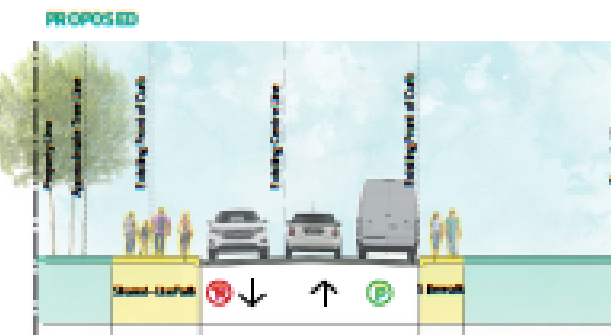
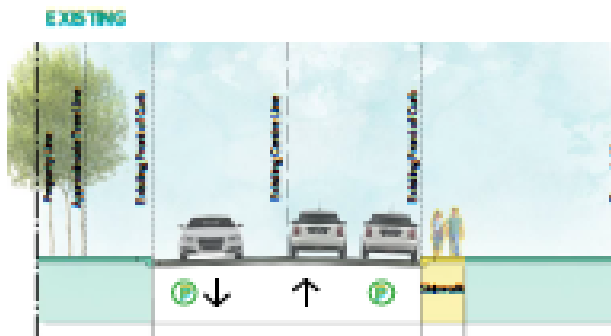
Refined design location



Existing condition



Section



Design element examples



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GRANDVIEW LOOP – WEST AND NORTH

Public feedback received on draft concept designs	The new refined design includes...
<ul style="list-style-type: none">- liked the improved connectivity throughout the neighbourhood and making it safer and easier for people of all abilities to get around and stay active (including kids, seniors and people walking their dogs)- had concerns that it may disrupt the peacefulness and quietness of the community- did not want natural vegetation to be removed	<ul style="list-style-type: none">- a shared-use path to provide improved recreation and physical activity opportunities for all ages and abilities in all seasons- improved connections to nature and the river valley- preservation of the existing vegetation and natural area- removal of parking lane along the ravine between 125 Street and 131 Street to accommodate the shared-use path, minimize any impacts to trees and existing natural area and provide an unobstructed view of the ravine <p>Key changes from the previous concepts:</p> <ul style="list-style-type: none">- the addition of a seating area near the connection to the Grandview Stairs- curb extension at Grand View Drive and 125 Street shifted to the east side of the intersection

Is there anything else we should think about as we finalize the design?



THE GRANDVIEW LOOP – 125 STREET

Refined design location



Existing condition

125 Street looking north

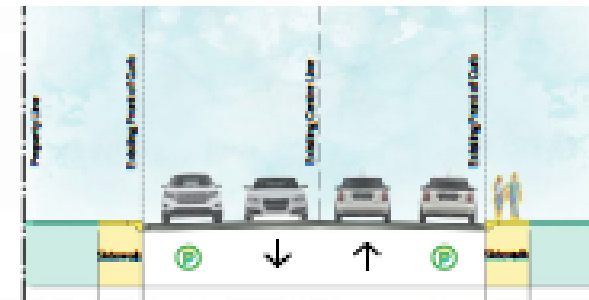


125 Street looking south

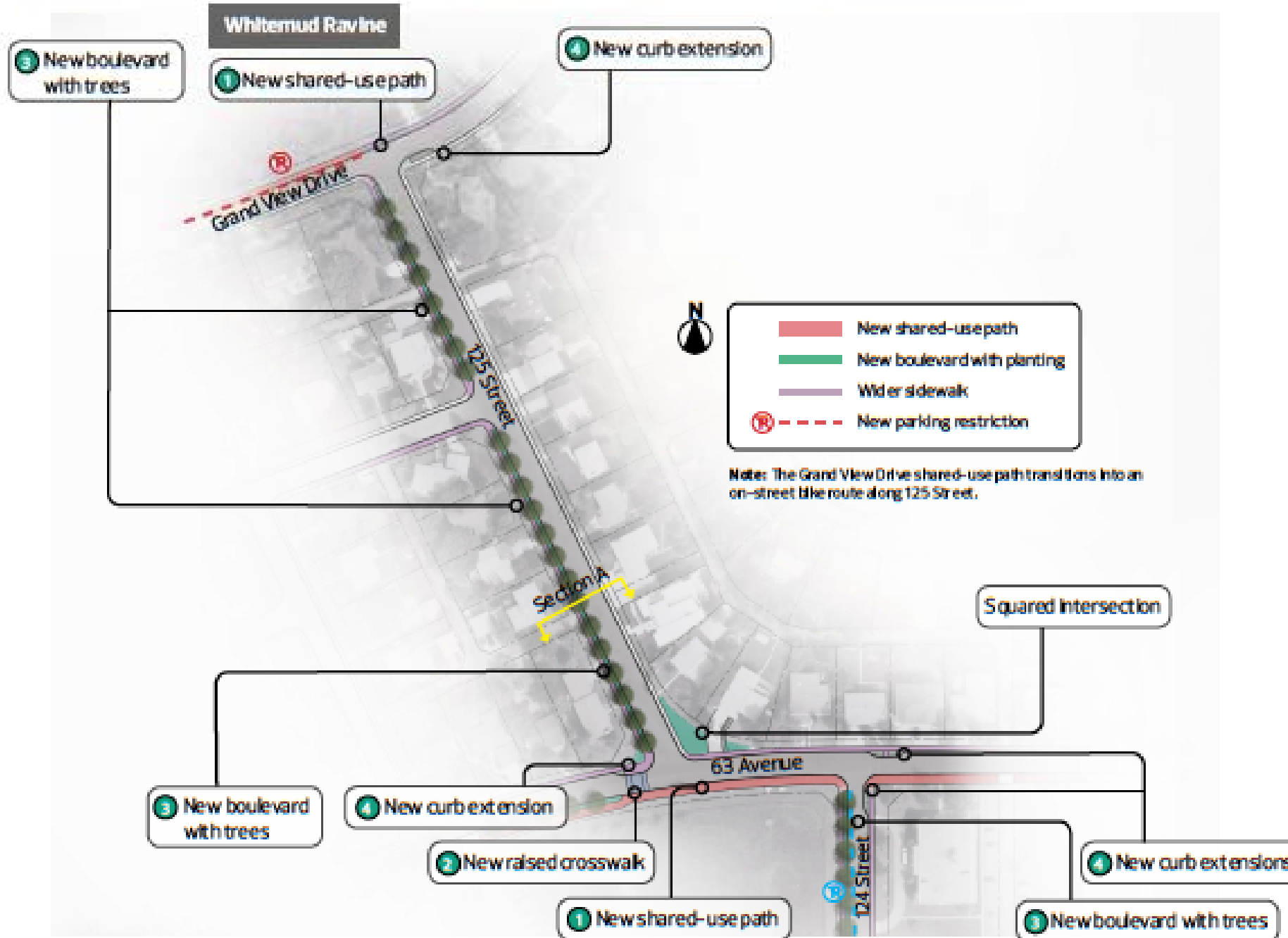
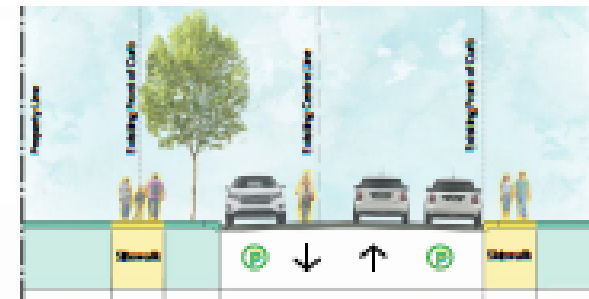


Section

EXISTING



PROPOSED



Design element examples



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THE GRANDVIEW LOOP – 124 STREET

Refined design location



Existing condition

124 Street looking north

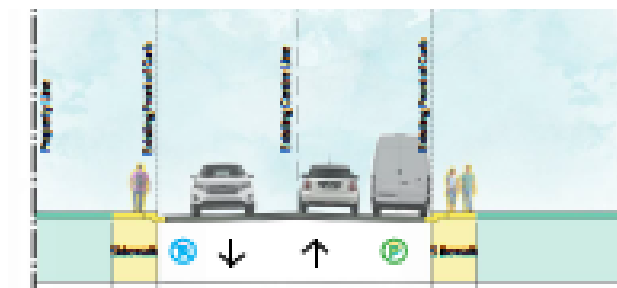


124 Street looking south

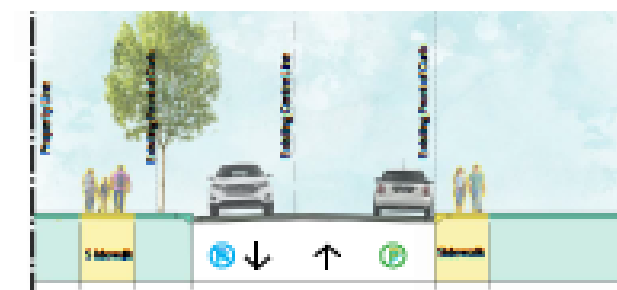


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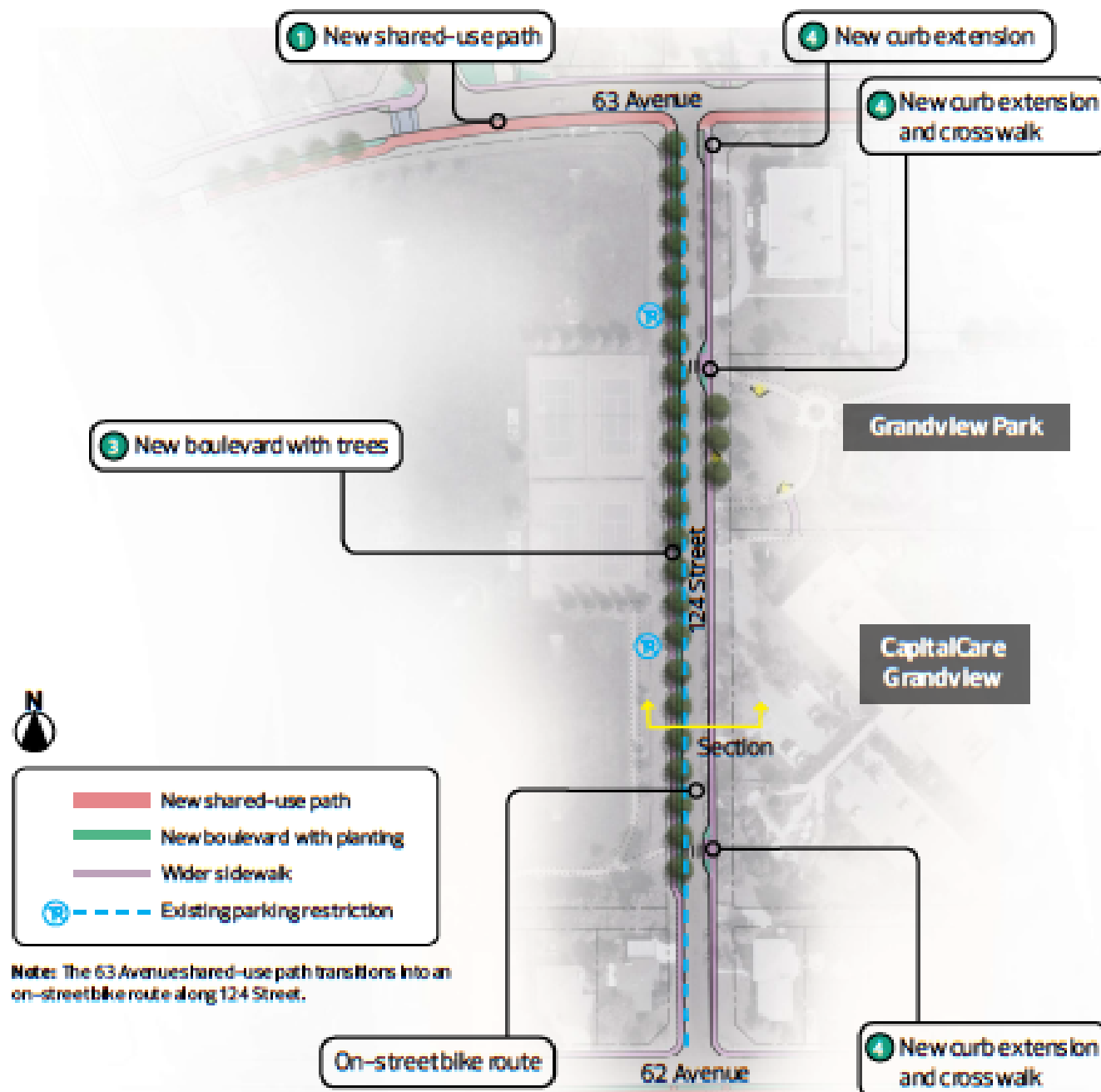
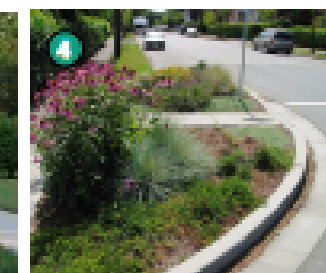
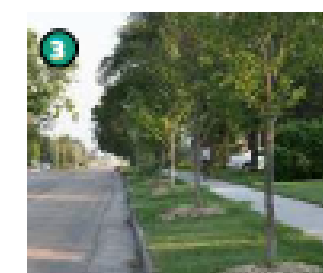
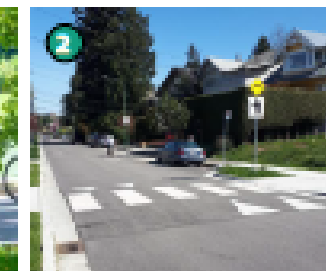
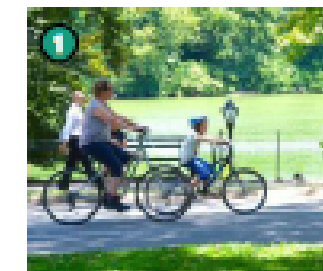
EXISTING



PROPOSED



Design element examples



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THE GRANDVIEW LOOP – 124 & 125 STREET

Public feedback received on draft concept designs	The new refined design includes...
<ul style="list-style-type: none">- liked the raised crosswalk at the 125 Street intersection to make it safer and easier to cross 63 Avenue- liked that the loop will make it safer for kids to get around the neighbourhood- did not feel that a shared-use path is necessary along 125 Street- wanted trees to beautify the loop and make it more inviting to walk	<ul style="list-style-type: none">- a wider sidewalk and boulevard with trees along 124 and 125 Street to make it easier and more enjoyable to walk along these streets- a reduced road width to accommodate the boulevard- curb extensions to make it easier to cross the street and access the parks and Capital Care- raised crosswalk to discourage speeding along 63 Avenue and make it safer to cross the street- parking to be maintained on the east side of 124 Street (existing parking restriction on the west side of 124 Street will remain in place)- Key changes from the previous concepts:- the removal of the proposed shared-use path along 125 Street based on space constraints and to allow for a new treed boulevard- the addition of a boulevard with trees along 124 and 125 Street to beautify the Grandview loop

Is there anything else we should think about as we finalize the design?

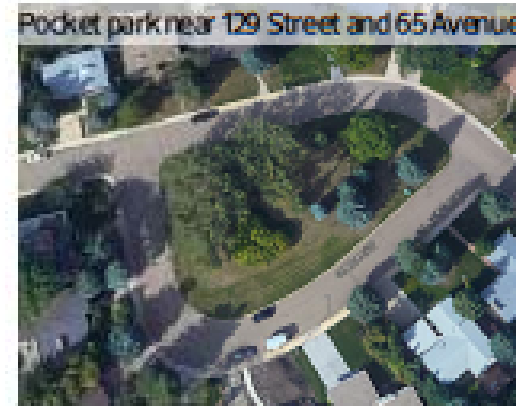


POCKET PARK IMPROVEMENTS

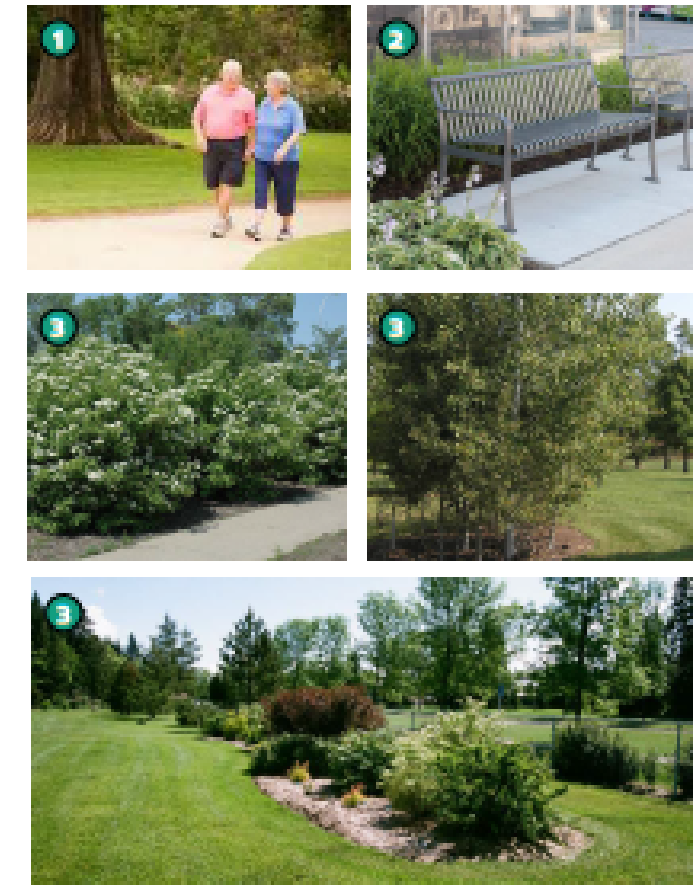
Refined design location



Existing condition



Design element examples



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POCKET PARK IMPROVEMENTS

Public feedback received on draft concept designs	The new refined design includes...
<ul style="list-style-type: none">- wanted a place to sit and enjoy nature- wanted to renew the park by planting new trees- wanted amenities to improve use of the space- wanted to ensure that sight lines are maintained and improved (some existing shrubs block views for people walking and driving)- had concerns that new pathways will require the removal of vegetation	<ul style="list-style-type: none">- seating areas to provide places for people to rest- plantings to improve the health of the park space and make it feel more welcoming- pathways to make the park spaces more accessible to all with consideration for the existing vegetation <p>Key changes from the previous concepts:</p> <ul style="list-style-type: none">- alignment of sidewalks and seating adjusted

Is there anything else we should think about as we finalize the design?

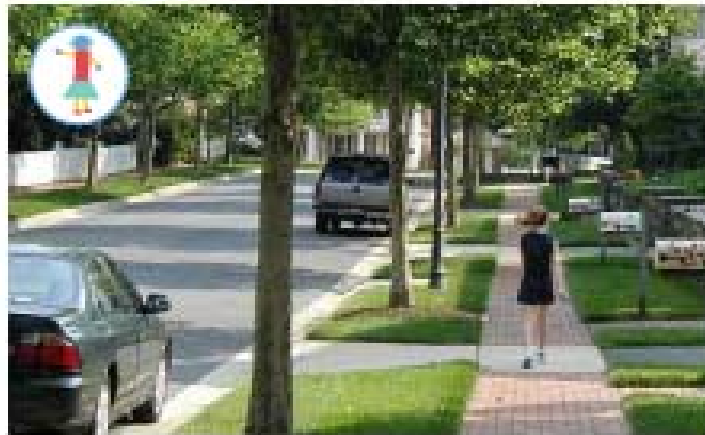


VISION AND GUIDING PRINCIPLES

Vision

Grandview Heights is a family-friendly neighbourhood that is welcoming to all. It has a strong community character where neighbours know each other and enjoy the area's connection with nature. Grandview Heights is a safe place where it's easy to move around and enjoy destinations in and around the neighbourhood.

Guiding Principles



Walkable neighbourhood that is safe and makes it easy for people to move around



Enhancing green spaces and preserving trees



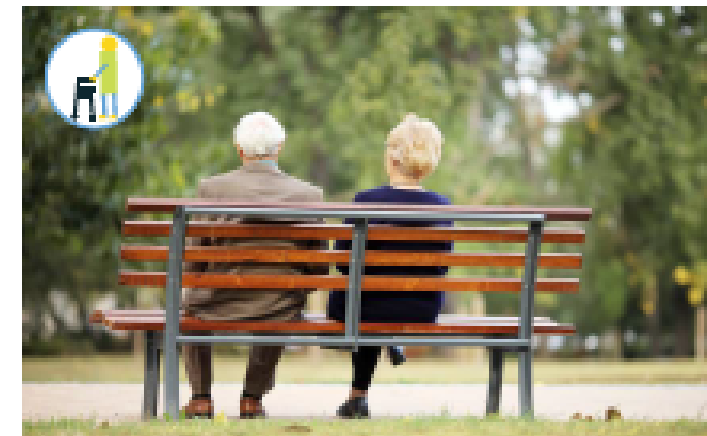
Maintaining the quietness and peacefulness of the neighbourhood



Highlighting and maintaining the distinctive and unique look of the community



Giving people alternative options to get around other than driving (walking, biking)



Making the neighbourhood accessible for all ages and abilities

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VISION AND GUIDING PRINCIPLES

Do the **REFINED DESIGNS** align with the **VISION** and **GUIDING PRINCIPLES**?

Yes

No

Why?

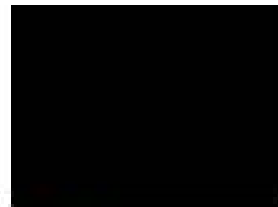


LOCAL IMPROVEMENT PROCESS

Decorative Street Lights

As part of neighbourhood renewal, the community has the option to DECIDE on and pay for an upgrade to decorative street lights.

The community league submitted a decorative street light for property owner consideration in July 2019. The submission received was – standard street light – powder coated black.



Pole Colour:
Black

The City sent out an Expression of Interest (EOI) package containing estimated costs for the upgrades to decorative street lighting to registered property owners in September 2019. The package included a form with a yes or no indication for responses. Property owners have until **November 20, 2019** to submit their form.

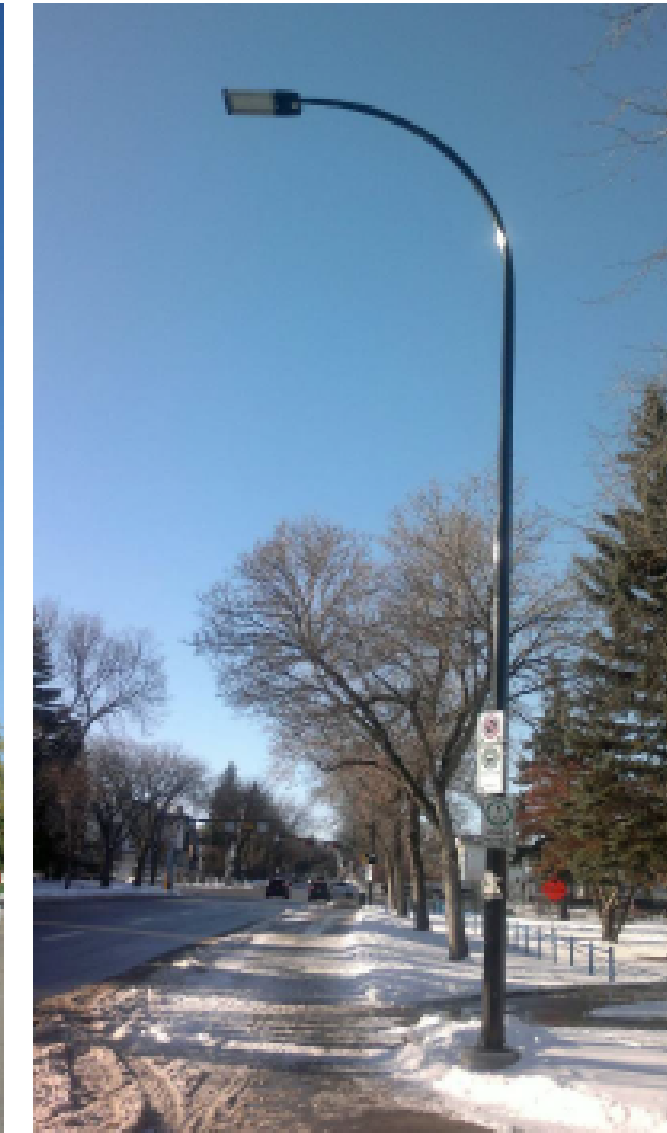
For more information please refer to the handout or visit the following website: www.edmonton.ca/DecorativeStreetlights

Sidewalk Reconstruction

Property owners will also have the opportunity to DECIDE on sidewalk reconstruction. A notice will be sent to property owners four to six months prior to construction with more information.



No upgrade
Standard street light



Upgrade option
Standard street light – powder coated black

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SHAPE OUR CITY

Edmonton

NEXT STEPS

The next steps for neighbourhood renewal in Grandview Heights include:

- 1 November 20, 2019**
Decorative Street Light Expression of Interest – Deadline
- 2 February 2020**
Preparing for construction – Public event
Cost sharing opportunities – Decide on Local Improvement for sidewalk reconstruction (Petition period)
- 3 Spring 2020**
Construction on your streets starts

Thanks for your input!

For more information on neighbourhood renewal including future opportunities to engage and to sign up for our email subscriber list, please visit: edmonton.ca/BuildingGrandviewHeights



Please use a sticky note to share any final remarks.

