REFINE

Welcome!

Parkview (East of 142 Street) Neighbourhood Renewal

Parkview (East of 142 Street) Neighbourhood Renewal **EXPLORING OPTIONS AND TRADEOFFS**

Learn more by going to: edmonton.ca/**BuildingParkview**

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

Parkview (East of 142 Street) Neighbourhood Renewal

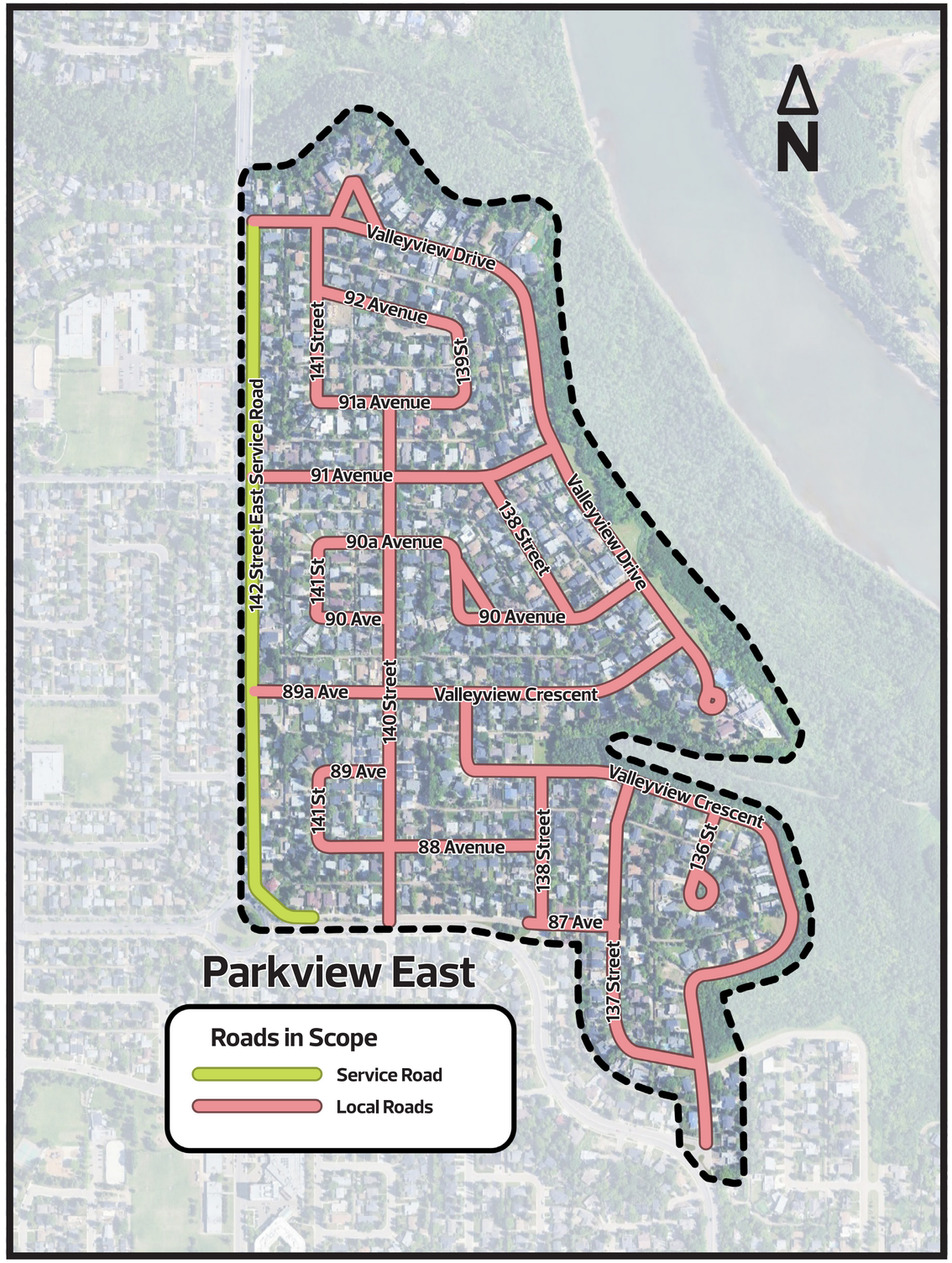
What is Neighbourhood Renewal?

Neighbourhood Renewal rehabilitates roads, replaces street lights, curbs and gutters, replaces sidewalks and where possible, completes active transportation links. Other opportunities for improvement to City-owned parks and open spaces are also explored. Arterial roads are not included in neighbourhood renewal.

Cost-sharing opportunities will be made available through the Local Improvement process for sidewalk reconstruction and decorative street light upgrades in the neighbourhood. The new infrastructure will provide enhancements to the neighbourhood for the next 30 to 50 years.

Parkview (East of 142 Street) is located in west Edmonton within the broader Parkview neighbourhood. The project area is bounded by 142 Street to the west, Buena Vista Road to the south, MacKenzie Ravine to the north and the North Saskatchewan River Valley to the east.

Planning and design of the project area is under way, covering residential roadways, the 142 Street service road and open spaces within the project scope area.



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Parkview (East of 142 Street) Neighbourhood Renewal

Public engagement for Parkview (East of 142 Street)

The Neighbourhood Renewal Road Map, shown below, illustrates the opportunities for feedback and participation throughout the project. Following each stage of engagement, the Project Team will share with you how your input was used to influence project decisions.

We are in the Exploring Options and Tradeoffs stage of the engagement road map shown below.

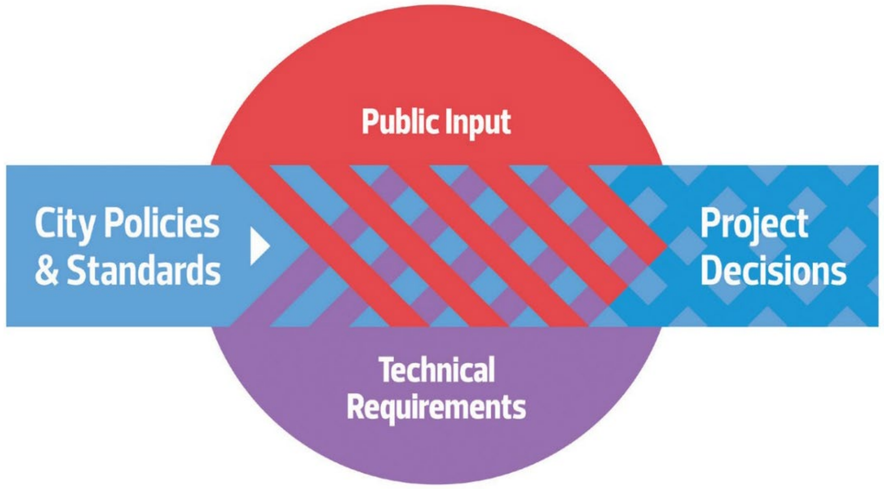


How project decisions are made

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

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

It is important to note public engagement feedback is not a vote, nor is it a statistical representation of all residents. It does, however, provide an indication of local concerns and desires. Input received through Neighbourhood Renewal public engagement cannot change policy direction.





Vision and Guiding Principles

The Parkview (East of 142 Street) **Vision** and **Guiding Principles** were refined through the public engagement process.

The **Vision** is a statement which aligns with the community's view for the future of their neighbourhood.

The **Guiding Principles** provide direction for how the Vision is brought to life in the neighbourhood design.

Draft Vision

> Our community is defined by its distinct character and well-connected, central location. Our community thrives on a deep-rooted connection to nature and Edmonton's River Valley, and we value preserving peaceful green spaces and mature trees. We prioritize a safe, livable, connected and inclusive environment that facilitates seamless movement for all—whether walking, biking, rolling or driving. By fostering a neighbourly spirit, we are dedicated to building a welcoming, resilient and vibrant community for future generations.

Draft Guiding Principles

Safety and well-being

Residents move safely and comfortably through the community at all times, supported by well-lit public spaces, durable sidewalks and effective traffic controls.

Connected and accessible

People of all ages and abilities enjoy easy year-round access to the River Valley and local destinations through a safe and well-connected network of paths and roadways.

Community context

Our community's quiet, family-oriented character, history and resident values are considered through renewal and reflect the needs of people now and in the future.

Livable and resilient

We protect our mature tree canopy and green spaces, ensuring a sustainable and vibrant environment for current residents and future generations to live, play and grow.

Adaptable and rebuildable

Infrastructure improvements balance modern needs with the features residents value most, including peaceful streets, accessible pathways and seamless connections to nature.



Opportunities overview

During the **Starting the Conversation, Building a Project Vision and Exploring Opportunities** stage, the Project Team learned where improvements could be made in Parkview (East of 142 Street). Directed by City policy and combined with what we heard during public engagement, improvements through Neighbourhood Renewal will:

- Install new sidewalks where sidewalks are missing
- Add wayfinding signage at key locations for people who walk and bike
- Improve intersections to make travel safer and more comfortable for people walking, biking and rolling
- Install and enhance active transportation connections in the neighbourhood
- Enhance open spaces in the neighbourhood including the top of bank and roadway greens
- Improve bus stops

All roads identified on the scope map will have replaced sidewalks, roads, curb ramps and street lights. All options presented during this stage of engagement identify ways to improve how people walk, roll, bike and drive within Parkview (East of 142 Street).



Legend

- Project Area
- Missing Sidewalk
- New Pathway
- New Breezeway
- Shared Alley
- Boulevard (Treed or Grass)
- Service Road Improvements
- Bike Route: District Connector
- Bike Route: Neighbourhood
- Intersection Crossing Improvements
- Intersection Layout Improvements
- Service Road Intersection Improvements
- Intersection Traffic Calming
- Roadway Green Improvements
- Top of Bank + Off-Leash Area Improvements
- Melton Ravine Access Improvements
- Viewpoint Opportunity
- Bus Stop

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Definitions

Term	Definition
Boulevard	Public space between a sidewalk and a road with grass and/or trees.
Curbside sidewalk	A sidewalk located next to the curb. Where possible, they should accommodate two people with mobility devices or strollers to walk side-by-side and pass each other.
Separate sidewalks	A sidewalk separated from the curb by a grassed or treed boulevard. Where possible, they should accommodate two people with mobility devices or strollers to walk side-by-side and pass each other.
Shared pathway	A pathway for people walking, rolling and biking that is separate from the road.
Breezeway	A public pathway between two private properties. They make it easier for people who walk and bike to move around the neighbourhood.
Roadway green	A small, landscaped public open space that is located within or immediately next to a road.
Curb extensions	A curb extension extends the curb to define the parking lane and provides additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.
Raised intersection	An intersection that is constructed higher than the surrounding roadway surfaces.
Raised crossing	A crossing that is constructed higher than the roadway surface. They can be located at intersections or at mid-block locations.
Speed humps and speed tables	A raised section of the road that is similar to a raised crosswalk but is shorter in length and not placed in the crossing. Speed tables are longer than speed humps.
Local street bikeway	Streets where people who bike and people who drive share the street traveling in a single lane. Traffic calming is used to reduce vehicle volumes and speeds. Local street bikeways typically include pavement markings and signage.
Shared alley	An alley that is designed to prioritize people walking and rolling, while still permitting people who drive and bike to use the space at low speeds. It may include cues such as signage or special paving to alert people who drive that they are entering a shared space.



Walking and rolling opportunities overview

What we heard

During the previous engagement, we heard:

- Safe conditions for walking are important to community members
- Improve crossings to increase safety and visibility for people walking and rolling
- Sidewalks and pathways should be accessible for people of all ages and abilities, with enough space for people to walk side-by-side
- Improve sidewalk conditions and address water pooling
- Improve lighting along sidewalks and pathways
- Add missing sidewalk connections on Valleyview Drive and the 142 Street service road

Relevant guiding principles

Safety and well-being

Connected and accessible

Community context

Adaptable and rebuildable



Legend

- Project Area
- Missing Sidewalk
- New Pathway
- New Breezeway
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- Intersection Crossing Improvements
- Service Road Intersection Improvements
- Roadway Green Improvements
- Top of Bank + Off-Leash Area Improvements
- Melton Ravine Access Improvements
- Bus Stop

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Biking opportunities overview

What we heard

During the previous engagement, we heard:

- Create safe bike connections and pathways for all ages and abilities in the neighbourhood and along 142 Street service road
- Address unsafe behaviours by people who bike and drive and reduce user conflicts along the 142 Street service road
- Add bike route signage
- Consider the impact of traffic calming measures, such a speed bumps and curb extensions on the comfort and ease of people biking in the neighbourhood

Relevant guiding principles

Safety and well-being

Connected and accessible

Community context

Adaptable and rebuildable



Legend

- Project Area
- New Pathway
- New Breezeway
- Shared Alley
- Service Road Improvements
- Bike Route: District Connector
- Bike Route: Neighbourhood
- Service Road Intersection Improvements
- Melton Ravine Access Improvements



Biking opportunities benefits and tradeoffs

	Local Street Bikeway	Shared Pathway	Shared Alley
Benefits			
+ Separates people biking from people driving		●	
+ Separates people walking and rolling from people biking	●		
+ Provides awareness of people biking and driving through signage and pavement markings	●		●
+ Provides a bike route on low-traffic and low-speed streets	●		
+ Encourages slower traffic by increasing awareness of shared users in the area	●		●
Tradeoffs			
+ No physical barrier between people biking and people driving	●		●
+ Requires people walking, rolling and biking to share the same space		●	●
+ Shared space for all users			●

Local Street Bikeway



Shared Pathway





Shared Alley





Open spaces opportunities overview

What we heard

During the previous engagement, we heard:

- Improve and protect green spaces, the natural landscape and mature tree canopy, which are valued for their environmental benefits and are central to neighbourhood identity
- Improve existing parks and public spaces, which are used for walking dogs, enjoying the River Valley view and casual recreation
- Improve and add public seating, benches and waste bins in open spaces, particularly along the top-of-bank areas
- Improve accessibility to open spaces

Relevant guiding principles

Safety and well-being

Connected and accessible

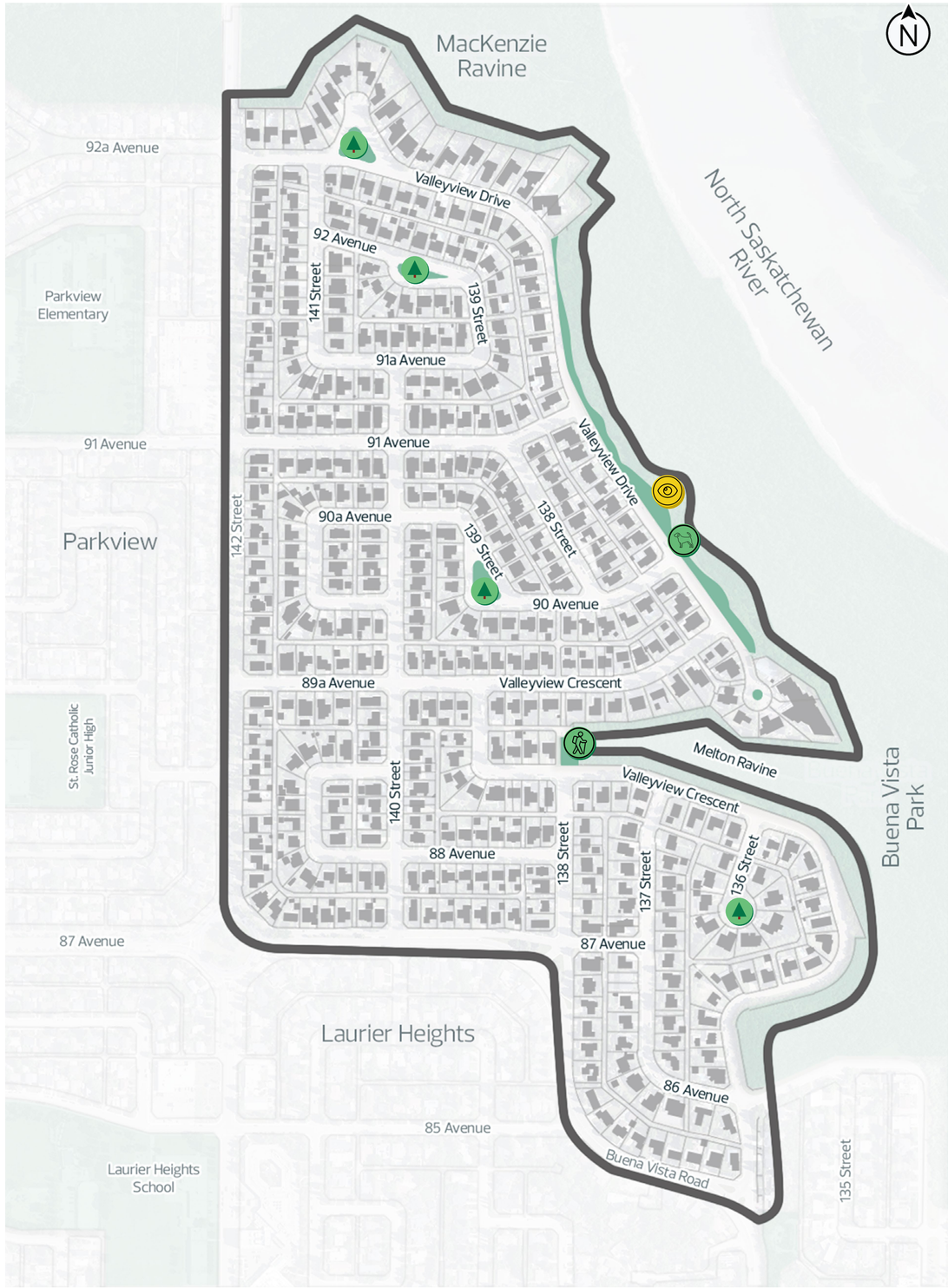
Community context

Livable and resilient

Adaptable and rebuildable

Legend

- Project Area
- Roadway Green Improvements
- Top of Bank + Off-Leash Area Improvements
- Melton Ravine Access Improvements
- Viewpoint Opportunity



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Traffic calming and safety opportunities overview

What we heard

During the previous engagement, we heard:

- Improve neighbourhood exit points, particularly for cars turning left onto 142 Street
- Address speeding concerns along 91 Avenue, 89A Avenue and 140 Street
- Reduce user conflicts between people who bike and drive along the 142 Street east service road
- Improve road conditions and address water pooling
- Increase safety and visibility for people walking, rolling and driving, particularly at intersections

What are we proposing?

- Opportunities are being reviewed to improve safety throughout the neighbourhood
- Current traffic calming measures being considered include curb extensions, raised crossings and speed humps and tables
- Skewed intersections will be reviewed for potential realignment
- Proposed locations will be refined based on feedback and technical input

Relevant guiding principles

Safety and well-being

Connected and accessible

Community context

Livable and resilient

Adaptable and rebuildable

Legend

- Project Area
- Intersection Crossing Improvements
- Intersection Realignment
- Service Road Intersection Improvements
- Intersection Traffic Calming
- Other Traffic Calming



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Traffic calming and safety opportunities benefits and tradeoffs

	Curb Extensions	Raised Crossings	Speed Humps and Speed Tables	Raised Intersections
Benefits				
+ Encourages slower traffic	●	●	●	●
+ Improves visibility of people crossing roads	●	●		●
+ Provides awareness of the crossing for people who drive	●	●		●
+ Provides a level surface for crossing, which supports accessibility and improves the walking, rolling and biking experience for all		●		●
+ Provides a shorter crossing distance for people who walk or roll	●			
+ Provides a physical buffer to prevent parking too close to an intersection or crosswalk	●			
+ Can provide space to bike around speed humps and tables which supports the comfort of people biking			●	
Tradeoffs				
+ People who bike must join the driving lane	●			
+ May cause discomfort for people who bike and drive when going over them		●	●	●
+ May cause some braking and accelerating traffic noise		●	●	●
+ May cause vibrations in nearby properties		●	●	●

Curb extensions



Raised crossings



Speed humps and speed tables

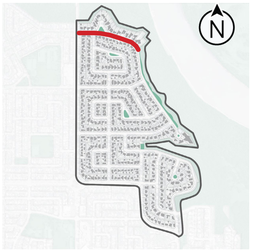


Raised intersection





Valleyview Drive | 142 Street to top of bank



What are we proposing?

- Improve accessibility for people walking, rolling and biking between 142 Street and the top-of-bank green space
- Slow traffic and improve crossings with curb extensions, raised crossings, and speed humps or tables
- Widen the existing sidewalk to City standards

Option A

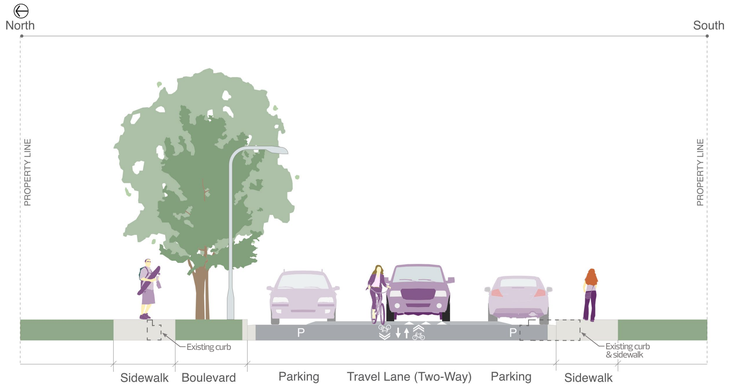
- Add a new sidewalk on the north side of street with a treed boulevard
- Install a local street bikeway with traffic calming such as speed humps and raised crossings
- Maintain parking on both sides of the street

Benefits

- Separates people walking and rolling from people biking
- Provides a bike route on a low-traffic and low-speed street
- Adds separation between the sidewalk and the road for people walking and rolling
- Provides shade along one side of roadway and sidewalk
- Provides space for snow storage on the boulevard on one side of the road

Tradeoffs

- People biking and driving share the road
- May have more impact to trees, landscaping or driveways on City property in some locations
- Adjacent property owners will need to clear sidewalks of snow and ice
- Adjacent property owners may need to maintain landscaped or grassed boulevards



Option B

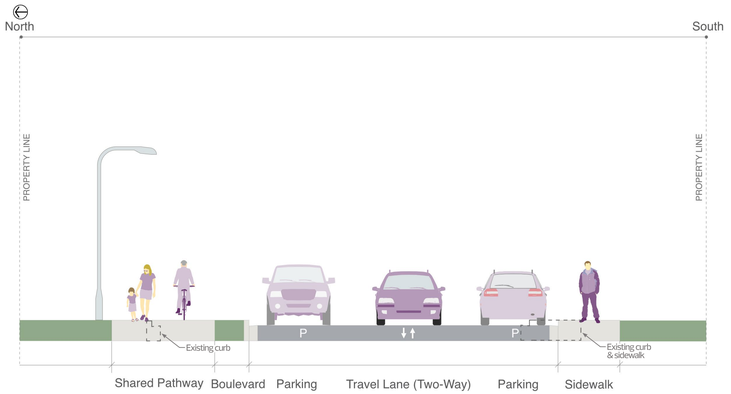
- Add a new shared pathway on the north side of the street with a grassed boulevard to accommodate people walking, rolling and biking
- Maintain parking on both sides of the street

Benefits

- Separates people biking from people driving
- Provides space for snow storage on the boulevard on one side of the road
- Shared pathways are cleared by the City according to the current Snow and Ice Control Policy

Tradeoffs

- Requires people walking, rolling and biking to share the space
- No opportunity for additional trees for shade
- May have more impact to trees, landscaping or driveways on City property in some locations



Option C

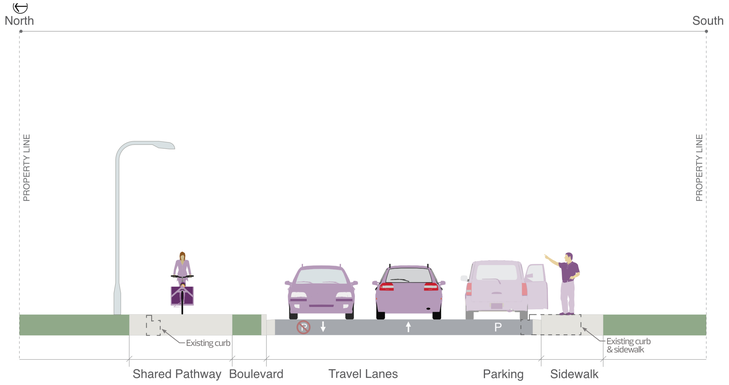
- Add a new shared pathway on the north side of the street with a grassed boulevard to accommodate people walking, rolling and biking
- Remove parking on one side of the street to reduce potential impacts to trees and landscaping on City property

Benefits

- Separates people biking from people driving
- Provides space for snow storage on the boulevard on one side of the road
- Shared pathways are cleared by the City according to the current Snow and Ice Control Policy
- May have less impact to trees, landscaping or driveways on City property in some locations

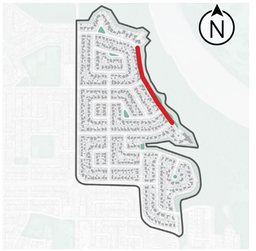
Tradeoffs

- Removes on-street parking on one side of the street
- Requires people walking, rolling and biking to share the space



REFINE

Valleyview Drive | Along top of bank



What are we proposing?

- Enhance year-round accessibility for people walking, rolling and biking along the top-of-bank green space
- Slow traffic and improve crossings with curb extensions, raised crossings and speed humps or tables
- Maintain existing tree stand, off-leash area and open space for informal recreation
- Minimize impacts to the natural landscape
- Reclaim green space by removing parking along the top of bank
- Widen the existing sidewalk to City standards
- Replace and/or relocate existing benches to more accessible locations away from the edge of the River Valley

Option A

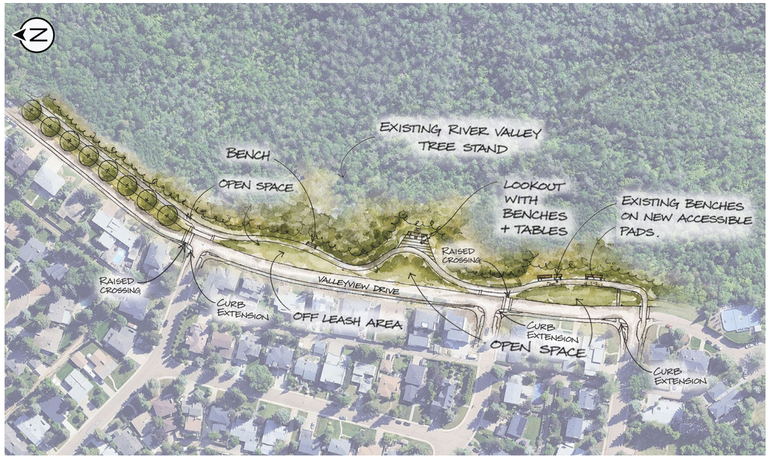
- Add a meandering shared pathway along the top of bank, creating a scenic and leisurely route for people walking, rolling and biking
- Create a new lookout with seating along the pathway
- Relocate existing benches onto accessible pads

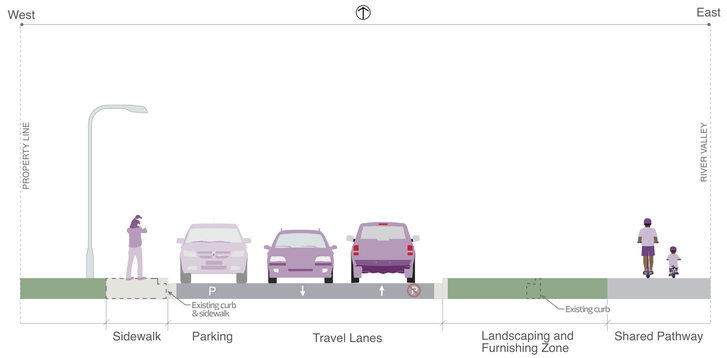
Benefits

- Increases accessibility for all ages and abilities to enjoy the top-of-bank area
- Creates new viewpoints for the community to enjoy
- Increases green space for grassed areas and trees
- Separates people biking from people driving
- Provides space for snow storage on the boulevard on one side of the road

Tradeoffs

- Requires people walking, rolling and biking to share the space
- Removes on-street parking to reclaim green space along the top of bank
- Potential conflicts between the off-leash area activity and people walking and biking on the meandering shared pathway





Option B

- Introduce a shared pathway and treed boulevard parallel to the street, creating a more direct route for people walking, rolling and biking
- Create a new lookout with accessible seating
- Relocate existing benches onto accessible pads

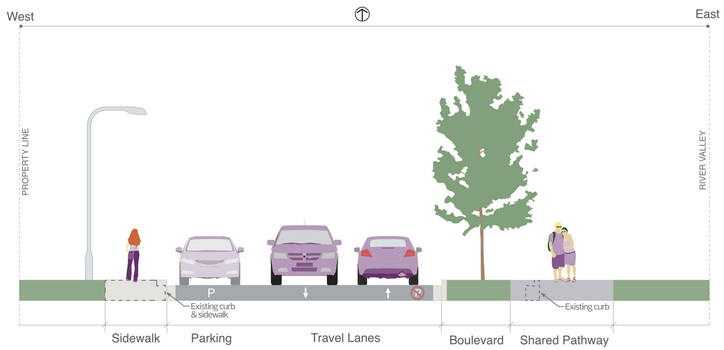
Benefits

- Increases accessibility for all ages and abilities to enjoy the top-of-bank area
- Preserves the natural landscape and existing site amenities, including a larger, uninterrupted green space for the off-leash dog park
- Separates people biking from people driving
- Provides shade along one side of roadway and sidewalk
- Provides space for snow storage on the boulevard on one side of the road
- Provides access to existing benches

Tradeoffs

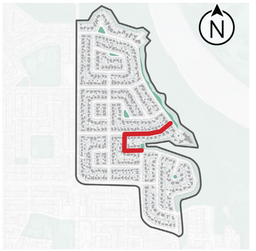
- Removes on-street parking to reclaim green space along the top of bank
- Requires people walking, rolling and biking to share the space





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Valleyview Crescent | North portion



What are we proposing?

- Enhance connectivity between top-of-bank green space areas for people walking, rolling and biking
- Slow traffic and improve crossings with curb extensions, raised crossings and speed humps or tables
- Widen the existing sidewalks to City standards

Option A

- Install a local street bikeway with traffic calming such as speed humps and raised crossings
- Introduce a sidewalk with a treed boulevard on one side of the street
- Maintain parking on both sides of the street

Benefits

- Separates people walking and rolling from people biking
- Provides a bike route on a low-traffic and low-speed street
- Adds separation between the sidewalk and the road for people walking and rolling
- Provides shade along one side of roadway and sidewalk
- Provides space for snow storage on the boulevard on one side of the road

Tradeoffs

- Requires people biking to transition between the shared pathway and local street bikeway
- No physical barrier between people biking and people driving
- Adjacent property owners may need to maintain landscaped or grassed boulevards
- Adjacent property owners will need to clear sidewalks of snow and ice
- May impact trees, landscaping or driveways on City property in some locations



Option B

- Add a shared pathway and grassed boulevard on one side of the street to accommodate people walking, rolling and biking
- Maintain parking on both sides of the street

Benefits

- Creates a continuous shared pathway connection along the top of bank
- Adds separation between the shared pathway and the road for people walking, rolling and biking
- Separates people biking from people driving
- Provides space for snow storage on the boulevard on one side of the road
- Shared pathways are cleared by the City according to the current Snow and Ice Control Policy

Tradeoffs

- Requires people walking, rolling and biking to share the space
- No opportunity for additional trees for shade
- Adjacent property owners may need to maintain landscaped or grassed boulevards
- May impact trees, landscaping or driveways on City property in some locations



Option C

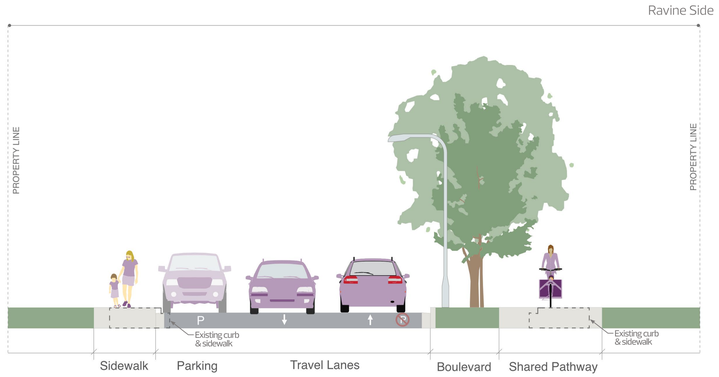
- Add a shared pathway and treed boulevard on one side of the street to accommodate people walking, rolling and biking
- Remove parking on one side of the street to reduce potential impacts to trees and landscaping on City property

Benefits

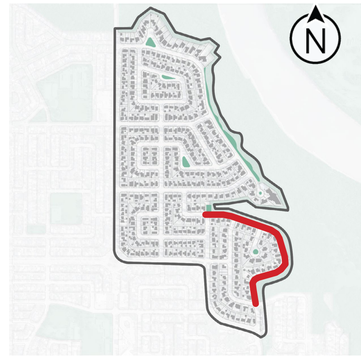
- Creates a continuous shared pathway connection along the top of bank
- Adds separation between the shared pathway and the road for people walking, rolling and biking
- Separates people biking from people driving
- Provides shade along one side of roadway and sidewalk
- Provides space for snow storage on the boulevard on one side of the road
- Shared pathways are cleared by the City according to the current Snow and Ice Control Policy

Tradeoffs

- Requires people walking, rolling and biking to share the space
- Removes on-street parking on one side of the street
- Adjacent property owners may need to maintain landscaped or grassed boulevards
- May impact trees, landscaping, or driveways on City property in some locations



Valleyview Crescent | Along top of bank



What are we proposing?

- Enhance year-round accessibility for people walking, rolling and biking along the top-of-bank green space
- Slow traffic and improve crossings with curb extensions, raised crossings and speed humps or tables
- Reclaim green space by removing parking along the top of bank
- Maintain the existing tree stand while minimizing impacts to the natural landscape
- Add boulevards to provide space for snow storage
- Widen the existing sidewalk to City standards

Option A

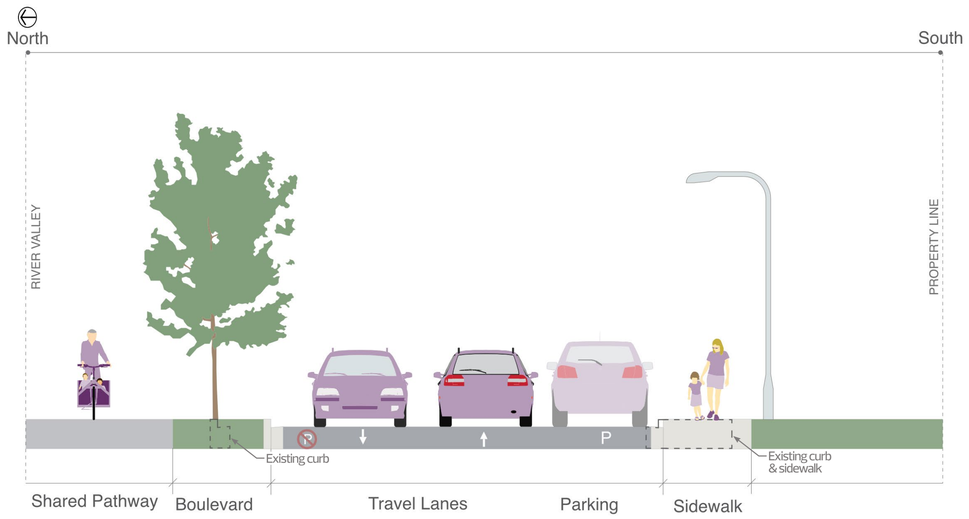
- Add a shared pathway and treed boulevard parallel to the street to accommodate people walking, rolling and biking

Benefits

- Increases accessibility for all ages and abilities to enjoy the top-of-bank area
- Adds separation between the shared pathway and road for people walking, rolling and biking
- Separates people biking from people driving
- Provides shade along one side of roadway and sidewalk
- Provides space for snow storage on the boulevard on one side of the road

Tradeoffs

- May have impact to trees, landscaping or driveways on City property in some locations
- Requires people walking, rolling and biking to share the space
- Removes on-street parking along the top of bank



Option B

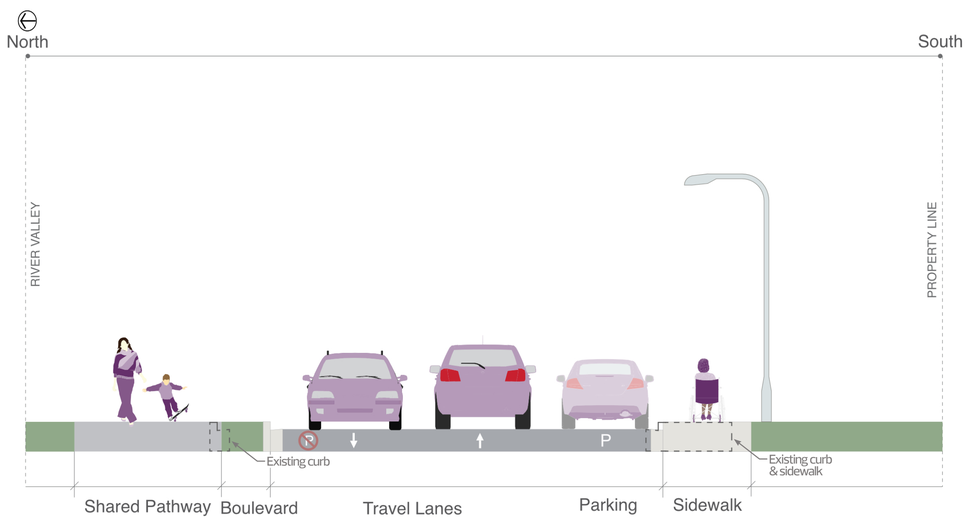
- Add a shared pathway and grassed boulevard parallel to the street to accommodate people walking, rolling and biking

Benefits

- Increases accessibility for all ages and abilities to enjoy the top-of-bank area
- Adds separation between the shared pathway and road for people walking, rolling and biking
- Separates people biking from people driving
- Provides space for snow storage on the boulevard on one side of the road

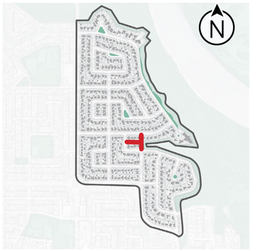
Tradeoffs

- May have impact to trees, landscaping or driveways on City property in some locations
- Requires people walking, rolling and biking to share the space
- No opportunity for additional trees for shade
- Removes on-street parking along the top of bank





Melton Ravine Trailhead



What are we proposing?

- Create new and enhanced connections for people walking, rolling and biking to and from the Melton Ravine trailhead
- Expand usable open space and add seating to create a welcoming destination
- Preserve and enhance the River Valley landscape with new trees and naturalized and edible plantings
- No accommodation for parking

Option A

- Create a new breezeway on existing public property between Melton Ravine trailhead and Valleyview Crescent to the north
- Install a shared pathway in the existing open space between the Melton Ravine trailhead and Valleyview Crescent to the south

Benefits

- Provides a direct north-south connection between Valleyview Crescent and the Melton Ravine trailhead for people walking, rolling and biking from the north and south sides of the trailhead
- Separates people biking, walking and rolling from people driving
- Enhances open space with new landscaping and seating

Tradeoffs

- Requires people walking, rolling and biking to share the space



Option B

- Upgrade the existing alley to a shared alley, enhancing connectivity for people walking, rolling and biking to the Melton Ravine trailhead
- Install a shared pathway in the existing open space between the Melton Ravine trailhead and Valleyview Crescent to the south

Benefits

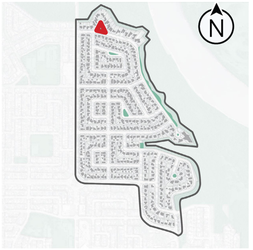
- Increases awareness of people walking, rolling and biking in the shared alley through signage and pavement treatments
- Provides a direct connection between Valleyview Crescent and the Melton Ravine trailhead for people walking, rolling and biking from the west and south sides of the trailhead
- Enhances open space with new landscaping and seating

Tradeoffs

- Requires people walking, rolling, biking and driving to share space in the alley
- Requires people walking, rolling and biking to share space on the pathway



Roadway Greens | Valleyview Drive



What are we proposing?

- Provide more usable open space within roadway greens, and enhance the landscape through the addition of trees and shrubs
- Create new and enhanced connections for users of all ages and abilities, supporting year-round walking and rolling
- Introduce new gathering spaces and seating for community interaction and informal social activities
- Preserve and enhance existing site amenities and community uses
- Improve intersection geometry and crossings with curb extensions and raised crossings

Option A

- Introduce an enhanced gathering area for people to enjoy, with new bench seating and a meandering sidewalk
- Add a sidewalk or shared pathway parallel to the street (see options for Valleyview Drive from 142 Street to top of bank)

Benefits

- Increases usable open space
- Installs missing sidewalk links and improves accessibility for all ages and abilities
- Enhances the green space with landscaping, seating and accessible site amenities

Tradeoffs

- Removes on-street parking on roadway green side of the road to expand the existing open space
- Extends private driveways in some locations



Option B

- Maintain and expand the existing open space, providing space for informal recreation and enjoyment
- Add a sidewalk or shared pathway parallel to the street (see options for Valleyview Drive from 142 Street to top of bank)
- Install a treed boulevard and bench seating along the new sidewalk or shared pathway

Benefits

- Increases usable open space
- Installs missing sidewalk links and improves accessibility for all ages and abilities
- Preserves the natural landscape and existing site uses, while adding new landscaping and seating
- Provides shade and space for snow storage along the sidewalk

Tradeoffs

- Removes on-street parking on roadway green side of the road to expand the existing open space
- Extends private driveways in some locations



REFINE

Roadway Greens | 92 Avenue



What are we proposing?

- Provide more usable open space within roadway greens and enhance the landscape through the addition of trees and shrubs
- Create new and enhanced connections for users of all ages and abilities, supporting year-round walking and rolling
- Introduce new gathering spaces and seating for community interaction and informal social activities
- Preserve and enhance existing site amenities and community uses
- Improve intersection geometry and crossings with curb extensions

Option A

- Expand green space by converting the interior street to one-way and removing parking on one side of the street
- Install a treed boulevard along the interior street
- Provide a sidewalk along the north side of the roadway green

Benefits

- Increases usable open space
- Installs missing sidewalk links and improves accessibility for all ages and abilities
- Adds separation between the sidewalk and the road for people walking and rolling
- Enhances the green space with landscaping, seating and accessible site amenities
- Provides shade and space for snow storage along the sidewalk

Tradeoffs

- Removes on-street parking on roadway green side of the road to expand the existing open space
- Converts vehicle traffic to one-way on the interior street
- Adjacent property owners may need to maintain landscaped or grassed boulevards
- May reduce the perceived size of some front yards*



Option B

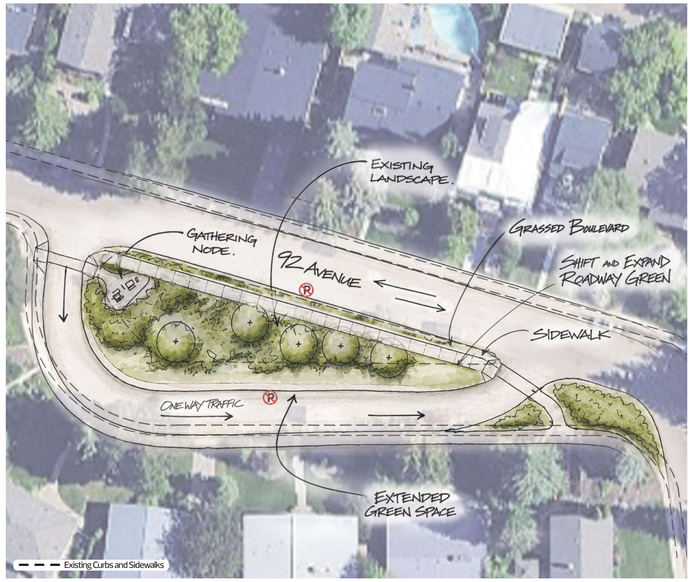
- Expand green space by converting the interior street to one-way and removing parking on one side of the street
- Provide a sidewalk with a boulevard along the north side of the roadway green

Benefits

- Increases usable open space
- Installs missing sidewalk links and improves accessibility for all ages and abilities
- Adds separation between the sidewalk and the road for people walking and rolling
- Enhances the green space with landscaping, seating and accessible site amenities
- Provides shade and space for snow storage along the sidewalk

Tradeoffs

- Removes on-street parking on roadway green side of the road to expand the existing open space
- Converts vehicle traffic to one-way on the interior street



**Any design changes may use the City road right-of-way next to the curb and sidewalk. However, as this right-of-way is next to the property line, some owners may feel it encroaches on their property.*

Roadway Greens | 139 Street



What are we proposing?

- Provide more usable open space within roadway greens, and enhance the landscape through the addition of trees and shrubs
- Create new and enhanced connections for users of all ages and abilities, supporting year-round walking and rolling
- Introduce new gathering spaces and seating for community interaction and informal social activities
- Preserve and enhance existing site amenities and community uses
- Improve intersection geometry and crossings with curb extensions

Option A

- Expand green space by converting the interior street to one-way and removing parking on one side of the street
- Install a treed boulevard along the interior street
- Provide a sidewalk with a boulevard along the east side of the roadway green

Benefits

- Increases usable open space
- Installs missing sidewalk links and improves accessibility for all ages and abilities
- Adds separation between the sidewalk and the road for people walking and rolling
- Enhances the green space with landscaping, seating and accessible site amenities
- Provides shade and space for snow storage along the sidewalk

Tradeoffs

- Removes on-street parking on roadway green side of the road to expand the existing open space
- Converts vehicle traffic to one-way on the interior street
- Adjacent property owners may need to maintain landscaped or grassed boulevards
- May reduce the perceived size of some front yards*



Option B

- Expand green space by converting the interior street to one-way and removing parking on one side of the street
- Provide a sidewalk with a boulevard along the east side of the roadway green

Benefits

- Increases usable open space
- Installs missing sidewalk links and improves accessibility for all ages and abilities
- Adds separation between the sidewalk and the road for people walking and rolling
- Enhances the green space with landscaping, seating and accessible site amenities
- Provides shade and space for snow storage along the sidewalk

Tradeoffs

- Removes on-street parking on roadway green side of the road to expand the existing open space
- Converts vehicle traffic to one-way on the interior street



Any design changes may use the City road right-of-way next to the curb and sidewalk. However, as this right-of-way is next to the property line, some owners may feel it encroaches on their property.

REFINE

142 Street East Service Road



What are we proposing?

- Convert vehicle traffic to one-way northbound
- Narrow roadway to add a sidewalk on east side
- Upgrade and enhance the local street bikeway with traffic calming such as speed humps and intersection improvements
- Traffic patterns for east-west travel remains the same as existing
- Intersections continue to allow turns in all directions at 142 Street

Option A

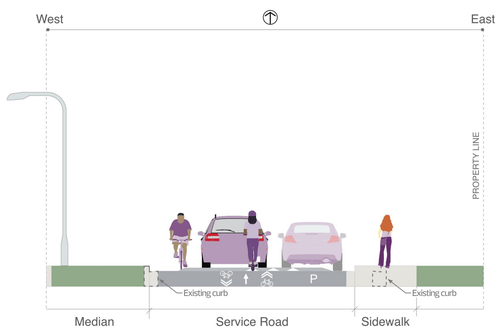
- Maintain parking along the service road
- Make space for the new sidewalk by impacting trees, landscaping and driveways on City property in some locations

Benefits

- New sidewalk improves accessibility for all ages and abilities
- Separates people who walk and roll from people who bike and drive
- Increases awareness of people biking with signage and pavement markings
- Provides a bike route on a low-traffic and low-speed street

Tradeoffs

- May have more impact to trees, landscaping or driveways on City property
- Speed humps may cause discomfort for people who bike when going over them
- Speed humps may cause some braking and accelerating traffic noise
- Drivers may need to adjust their routes due to new northbound one-way street
- No physical barrier between people biking and people driving



Option B

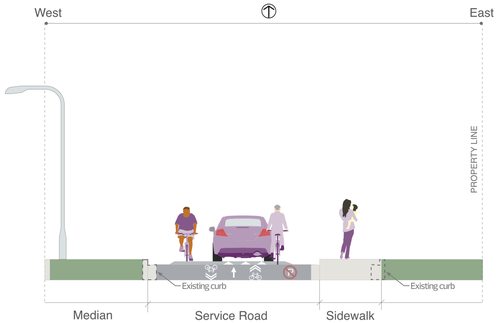
- Remove parking on the service road to reduce impacts to trees and landscaping

Benefits

- New sidewalk improves accessibility for all ages and abilities
- Separates people who walk and roll from people who bike and drive
- Increases awareness of people biking with signage and pavement markings
- Provides a bike route on a low-traffic and low-speed street
- May have less impact to trees, landscaping or driveways on City property in some locations

Tradeoffs

- Removes on-street parking along the service road
- Speed humps may cause discomfort for people who bike when going over them
- Speed humps may cause some braking and accelerating traffic noise
- Drivers may need to adjust their routes due to new northbound one-way street
- No physical barrier between people biking and people driving



Typical intersections along service road (applies to both options)

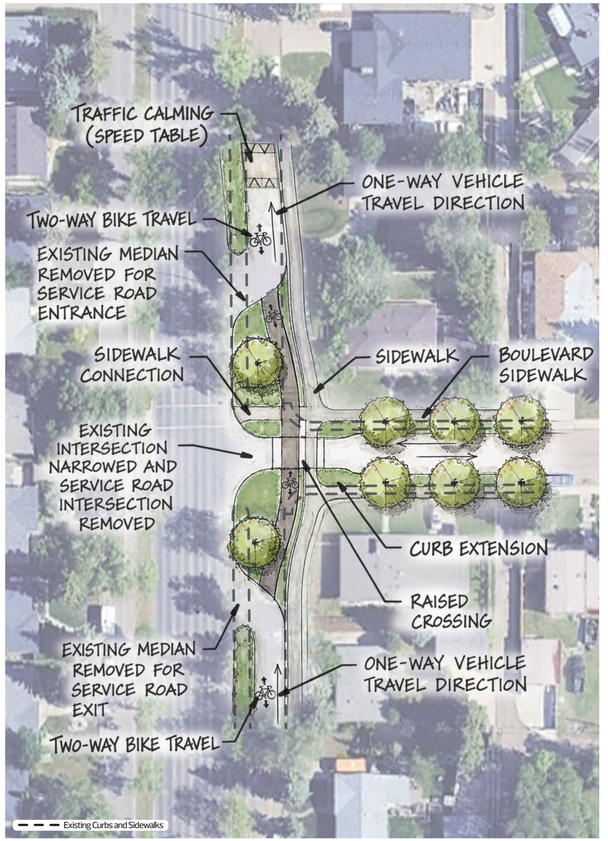
- Intersection improvements that improve safety and operations for all users
- Drivers exit the service road south of the intersection and enter to the north of the intersection
- People who walk, roll and bike travel directly through the intersection on raised crossings
- Curb extensions improve safety for people crossing the intersection
- Improved connections to transit stops for people walking and rolling

Benefits

- Reduces conflict points between people who walk, roll, bike and drive
- Provides awareness of the crossings for people who drive
- Provides a level surface for the crossing, which supports accessibility and improves the walking, rolling and biking experience for all
- Enhances connections to neighbourhood schools and commercial areas

Tradeoffs

- Drivers may need to adjust their routes due to upgraded intersection design and northbound traffic
- May cause some braking and accelerating traffic noise
- May impact trees, landscaping, or driveways on City property near the intersection



REFINE

91 Avenue



What are we proposing?

- Install a local street bikeway with traffic calming such as speed humps and raised crossings
- Slow traffic and improve crossings with curb extensions, raised crossings and speed humps or tables
- Widen the existing sidewalks to City standards

Option A

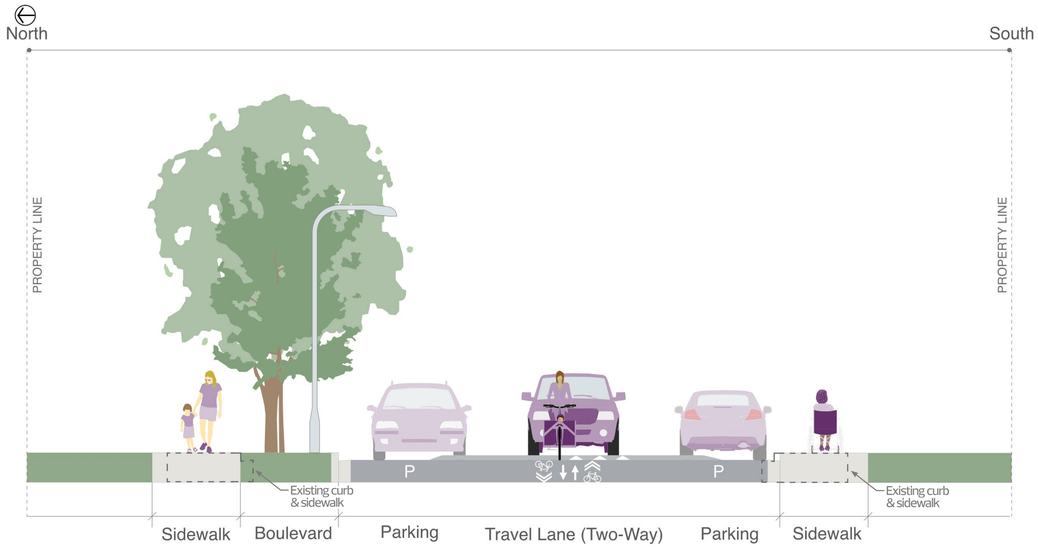
- Add a treed boulevard on one side of the street, enhancing the experience for people walking and rolling to nearby schools and community destinations

Benefits

- Separates people walking and rolling from people biking
- Provides a bike route on a low-traffic and low-speed street
- Adds separation between the sidewalk and the road for people walking and rolling
- Provides shade along one side of roadway and sidewalk
- Provides space for snow storage on the boulevard on one side of the road

Tradeoffs

- No physical barrier between people biking and people driving
- May impact trees, landscaping or driveways on City property in some locations
- Adjacent property owners may need to maintain landscaped or grassed boulevards



Option B

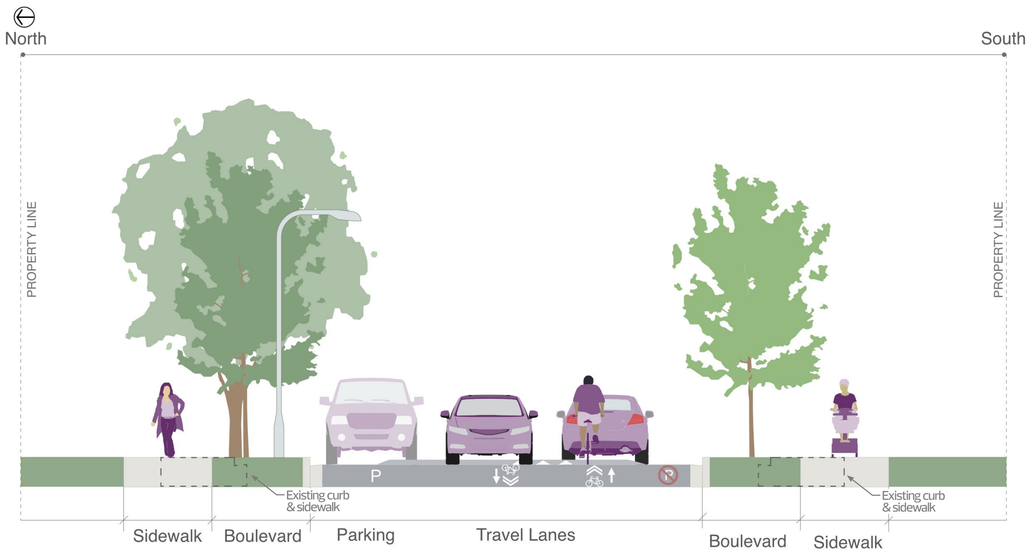
- Add a treed boulevard on both sides of the street, enhancing the experience for people walking and rolling to nearby schools and community destinations
- Remove parking on one side of the street to provide space for a boulevard with trees for shade and climate resilience along both sides of the roadway while reducing potential impacts to trees and landscaping on City property

Benefits

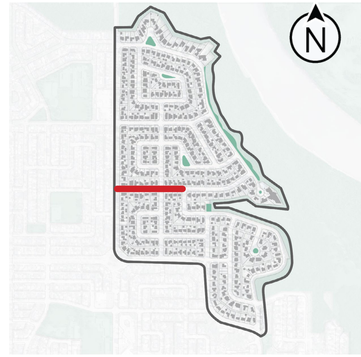
- Separates people walking and rolling from people biking
- Provides a bike route on a low-traffic and low-speed street
- Adds separation between the sidewalk and the road for people walking and rolling
- Provides shade along both sides of roadway and sidewalks
- Provides space for snow storage on the boulevard on both sides of the road

Tradeoffs

- Removes on-street parking on one side of the street
- No physical barrier between people biking and people driving
- May impact trees, landscaping or driveways on City property in some locations
- Adjacent property owners may need to maintain landscaped or grassed boulevards



89A Avenue | 142 Street to Valleyview Crescent



What are we proposing?

- Add boulevard on one side of the street, adding new trees and enhancing the experience for people walking and rolling
- Slow traffic and improve crossings with curb extensions and raised crossings
- Widen the existing sidewalks to City standards

Option A

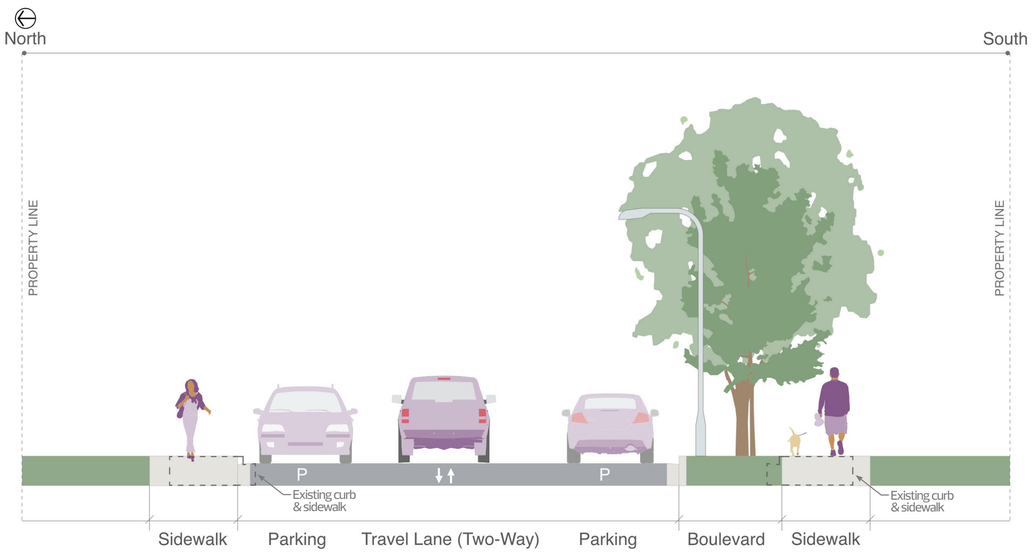
- Maintain parking on both sides of the road

Benefits

- Adds separation between the sidewalk and the road for people walking and rolling
- Provides shade along one side of roadway and sidewalk
- Provides space for snow storage on the boulevard on one side of the road

Tradeoffs

- May impact trees, landscaping or driveways on City property in some locations
- Adjacent property owners may need to maintain landscaped or grassed boulevards



Option B

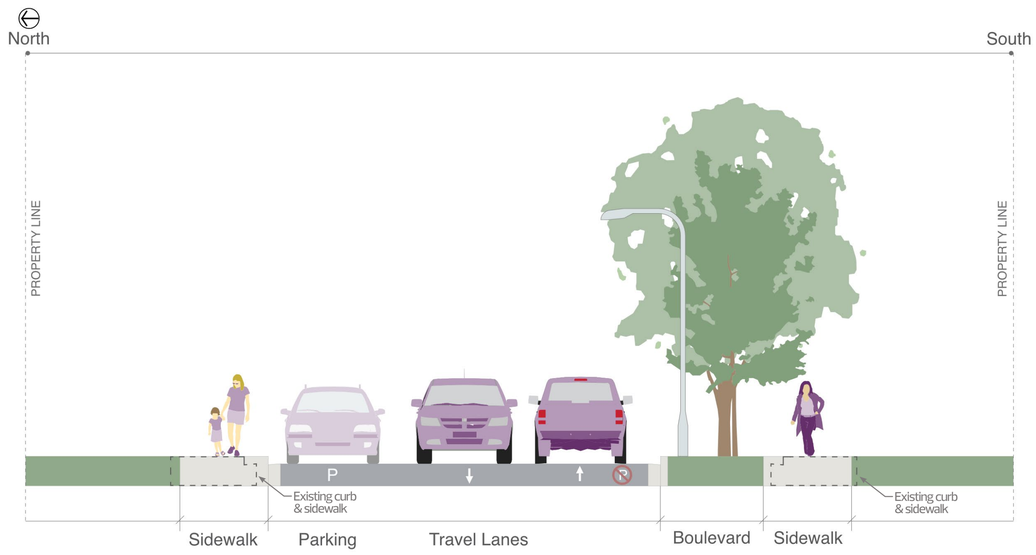
- Remove parking on one side of the street to reduce potential impacts to trees and landscaping on City property

Benefits

- Adds separation between the sidewalk and the road for people walking and rolling
- Provides shade along one side of roadway and sidewalk
- Provides space for snow storage on the boulevard on one side of the road

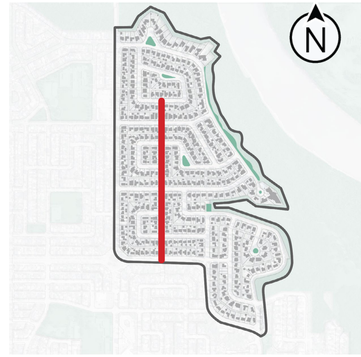
Tradeoffs

- Removes on-street parking on one side of the street
- Adjacent property owners may need to maintain landscaped or grassed boulevards



REFINE

140 Street



What are we proposing?

- Add boulevards, adding new trees and enhancing the experience for people walking and rolling
- Slow traffic and improve crossings with curb extensions and raised crossings
- Widen the existing sidewalks to City standards

Option A

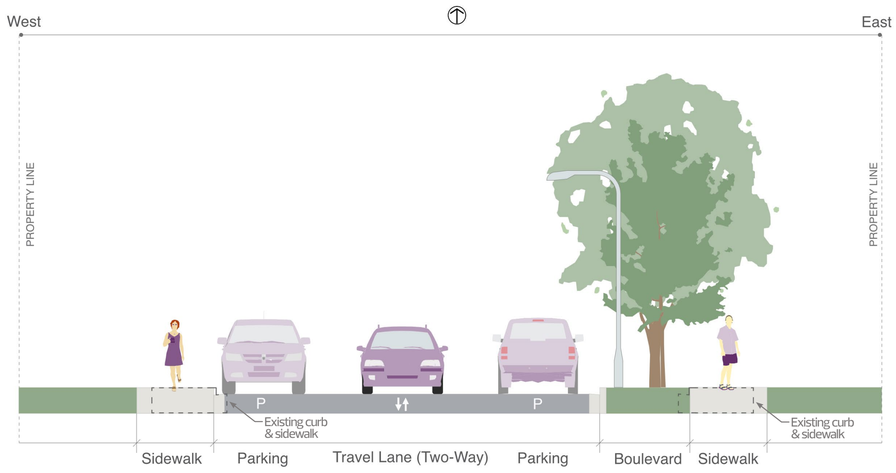
- Add a treed boulevard on one side of the street, enhancing the experience for people walking and rolling

Benefits

- Adds separation between the sidewalk and the road for people walking and rolling
- Provides shade along one side of roadway and sidewalk
- Provides space for snow storage on the boulevard on one side of the road

Tradeoffs

- May have less impact to trees, landscaping or driveways on City property in some locations
- Adjacent property owners may need to maintain landscaped or grassed boulevards



Option B

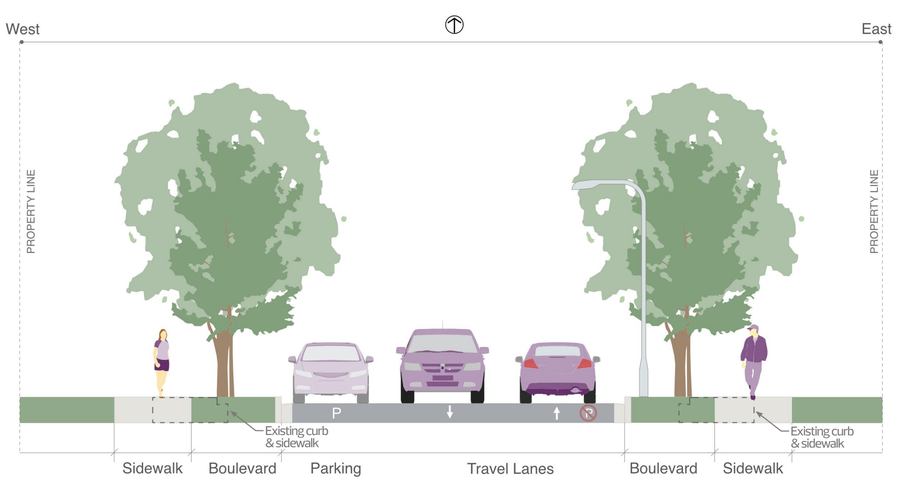
- Add a treed boulevard on both sides of the street, enhancing the experience for people walking and rolling
- Remove parking on one side of the street to provide space for a boulevard with trees for shade and climate resilience along both sides of the roadway while reducing potential impacts to trees and landscaping on City property

Benefits

- Adds separation between the sidewalk and the road for people walking and rolling
- Provides shade along both sides of roadway and sidewalks
- Provides space for snow storage on the boulevard on both sides of the road

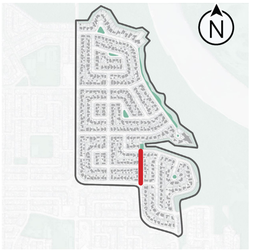
Tradeoffs

- Removes on-street parking on one side of the street
- May have more impact to trees, landscaping or driveways on City property in some locations
- Adjacent property owners may need to maintain landscaped or grassed boulevards



REFINE

138 Street



What are we proposing?

- Install a local street bikeway with traffic calming such as speed humps and raised crossings
- Slow traffic and improve crossings with curb extensions and raised crossings
- Widen the existing sidewalks to City standards

Option A

- Add a treed boulevard on one side of the street, enhancing the experience for people walking and rolling

Benefits

- Separates people walking and rolling from people biking
- Provides a bike route on a low-traffic and low-speed street
- Adds separation between the sidewalk and the road for people walking and rolling
- Provides shade along one side of roadway and sidewalk
- Provides space for snow storage on the boulevard on one side of the road

Tradeoffs

- May impact trees, landscaping or driveways on City property in some locations
- No physical barrier between people biking and people driving
- Adjacent property owners may need to maintain landscaped or grassed boulevards

Option B

- Add a treed boulevard on one side of the street, enhancing the experience for people walking and rolling
- Remove parking on one side of the street to reduce potential impacts to trees and landscaping on City property

Benefits

- Separates people walking and rolling from people biking
- Provides a bike route on a low-traffic and low-speed street
- Adds separation between the sidewalk and the road for people walking and rolling
- Provides shade along one side of roadway and sidewalk
- Provides space for snow storage on the boulevard on one side of the road

Tradeoffs

- Removes on-street parking on one side of the street
- No physical barrier between people biking and people driving
- Adjacent property owners may need to maintain landscaped or grassed boulevards

Option C

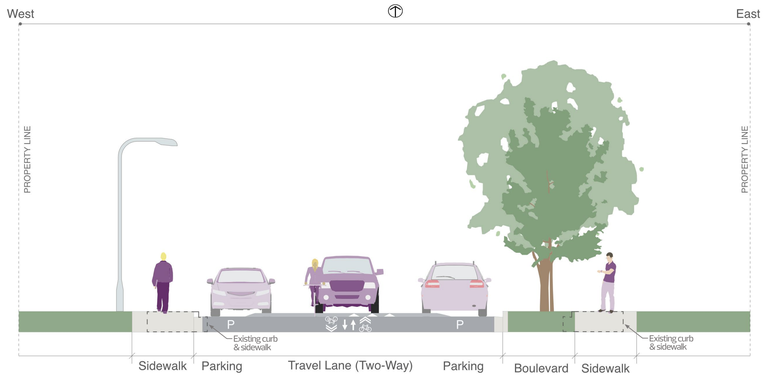
- Add a treed boulevard on both sides of the street, enhancing the experience for people walking and rolling

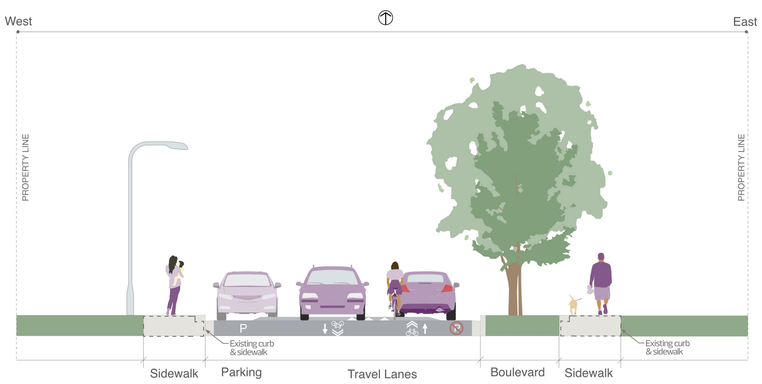
Benefits

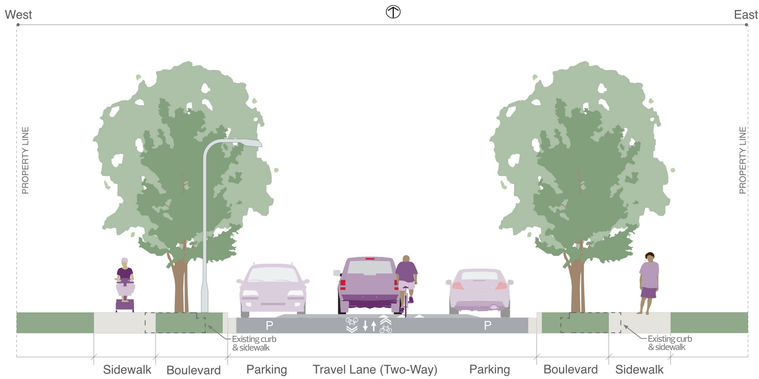
- Separates people walking and rolling from people biking
- Provides a bike route on a low-traffic and low-speed street
- Adds separation between the sidewalk and the road for people walking and rolling
- Provides shade along both sides of roadway and sidewalks
- Provides space for snow storage on the boulevard on both sides of the road

Tradeoffs

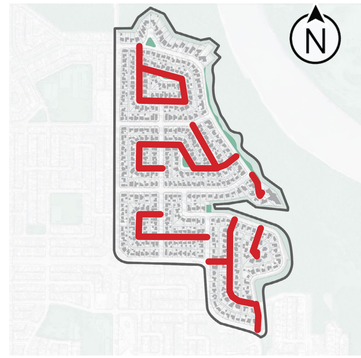
- No physical barrier between people biking and people driving
- May have more impact to trees, landscaping, or driveways on City property in some locations
- Adjacent property owners may need to maintain landscaped or grassed boulevards







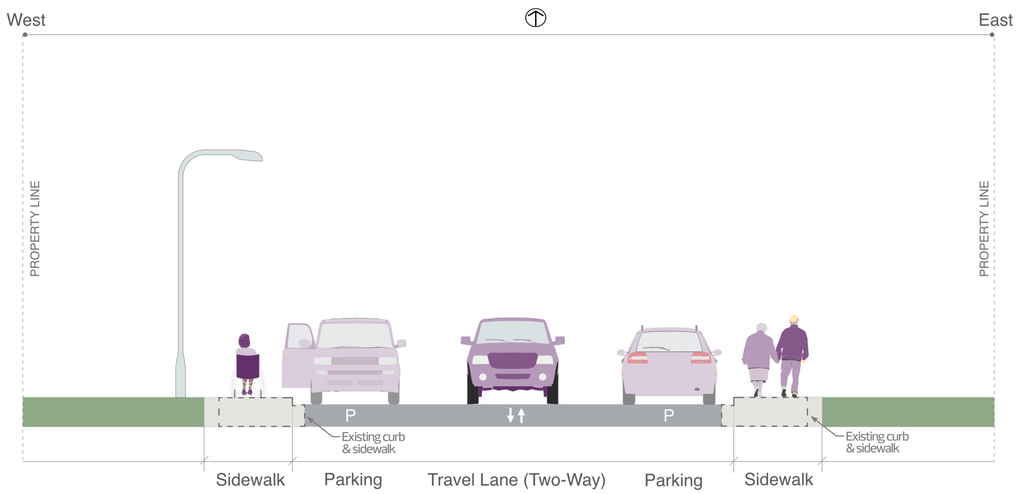
Other roadways

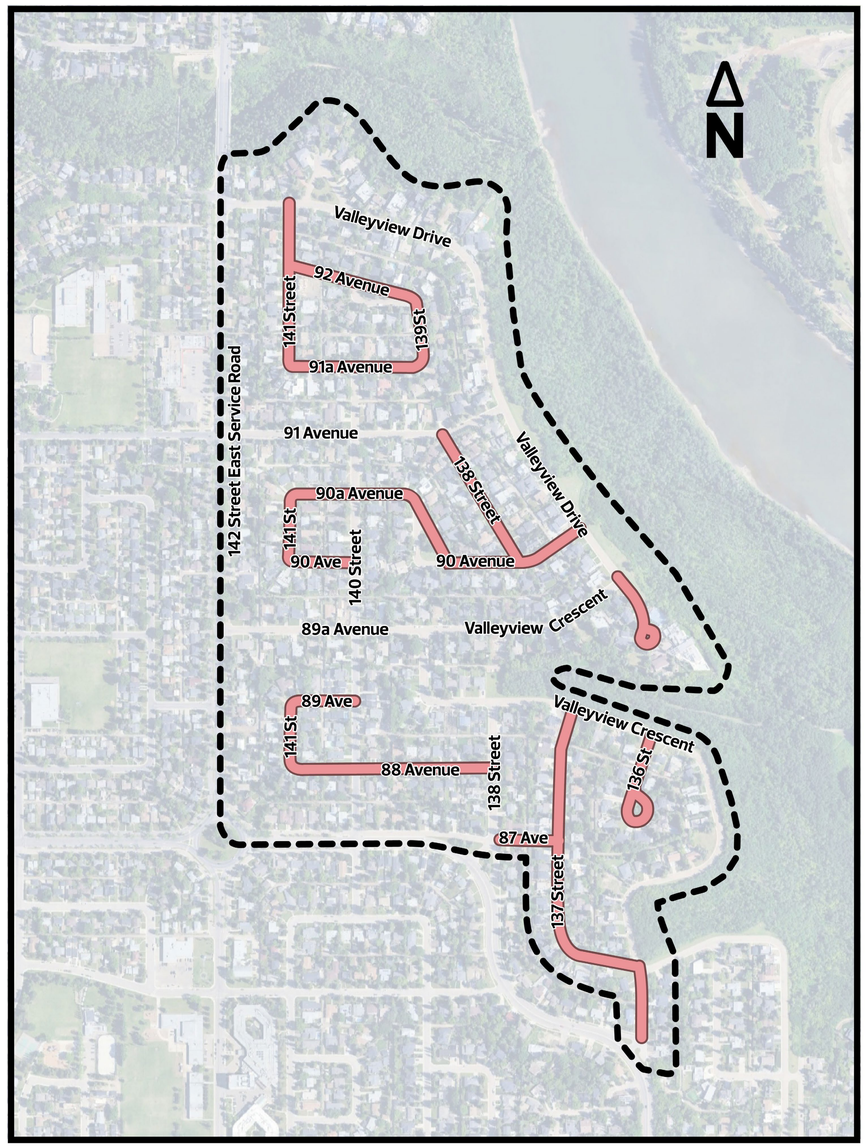


What are we proposing?

Through Neighbourhood Renewal, we will:

- Rehabilitate roads
- Repair and widen sidewalks
- Replace curbs and gutters
- Replace street lights
- Add missing sidewalk links, where possible





REFINE

