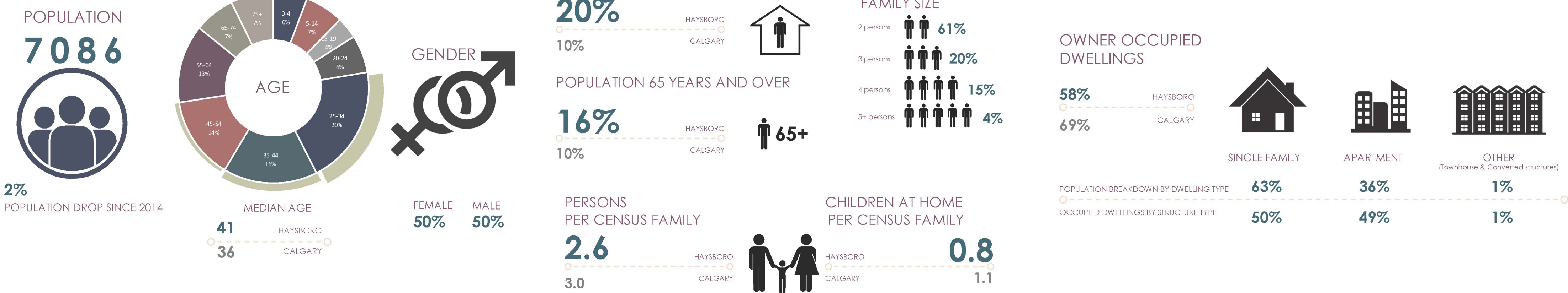
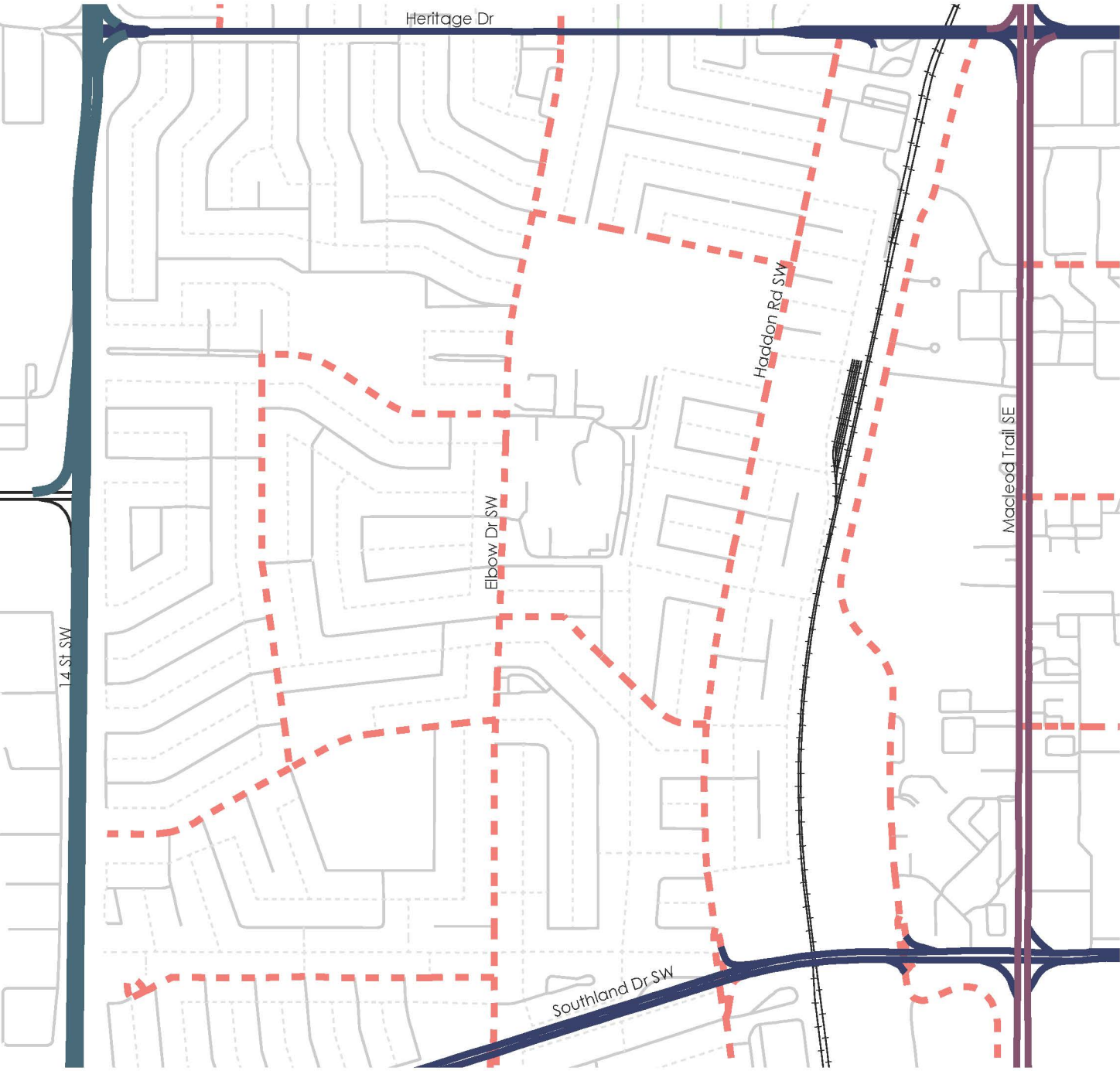


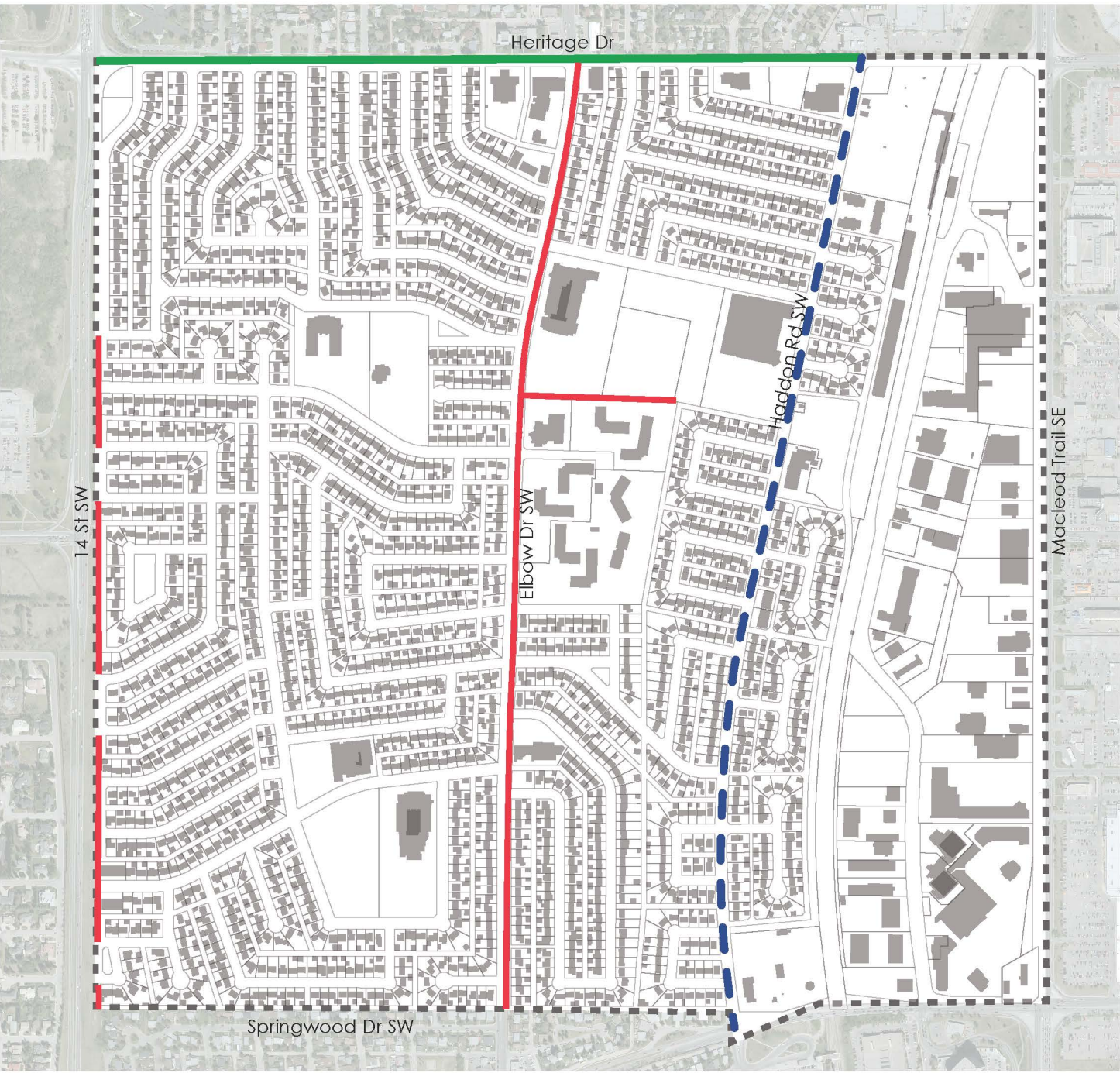
DEMOGRAPHIC ANALYSIS



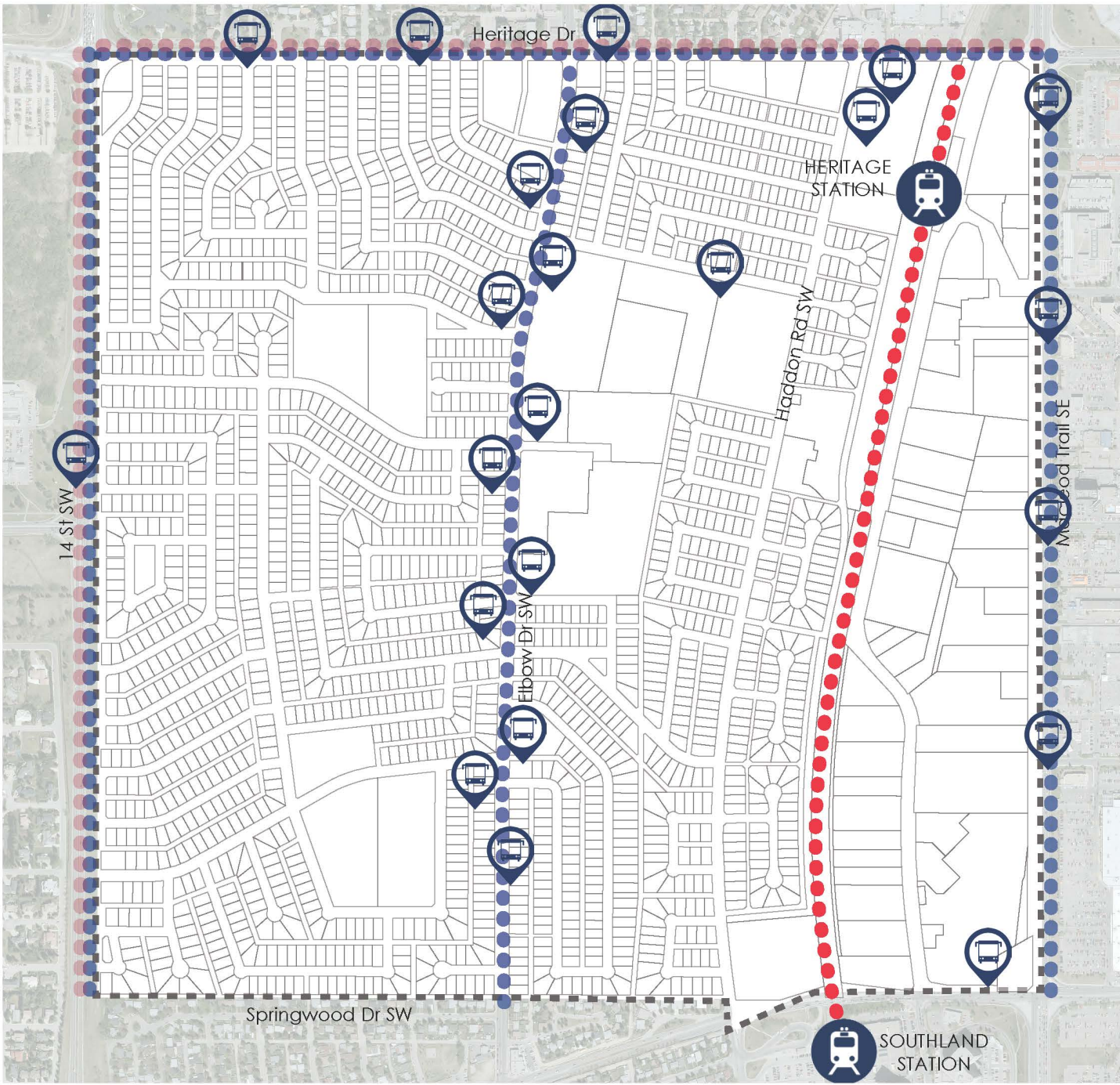
TRANSPORTATION ANALYSIS



ROAD HIERARCHY MAP



ACTIVE TRANSPORT MAP

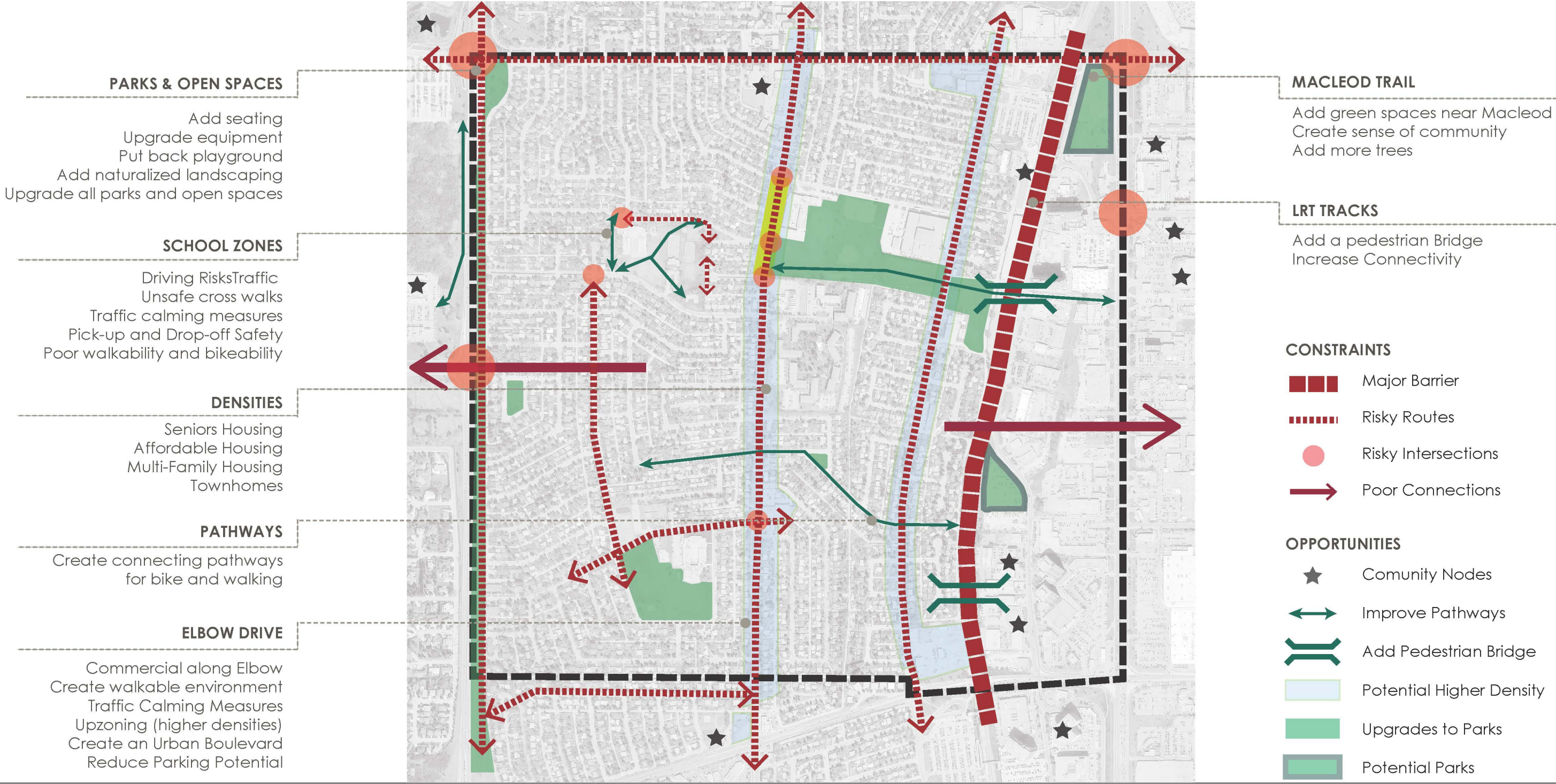


PUBLIC TRANSIT MAP

LAND USE ANALYSIS

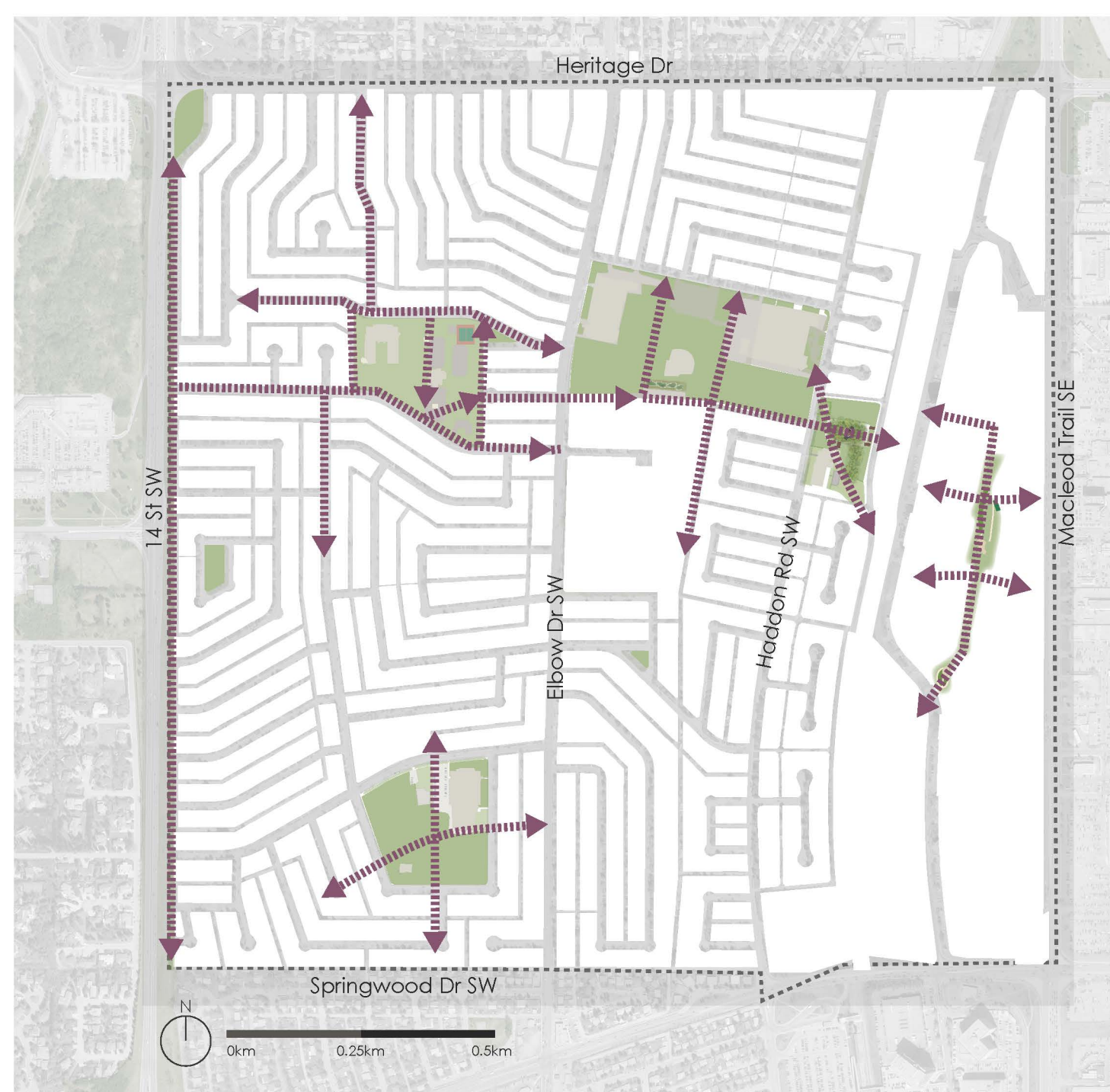
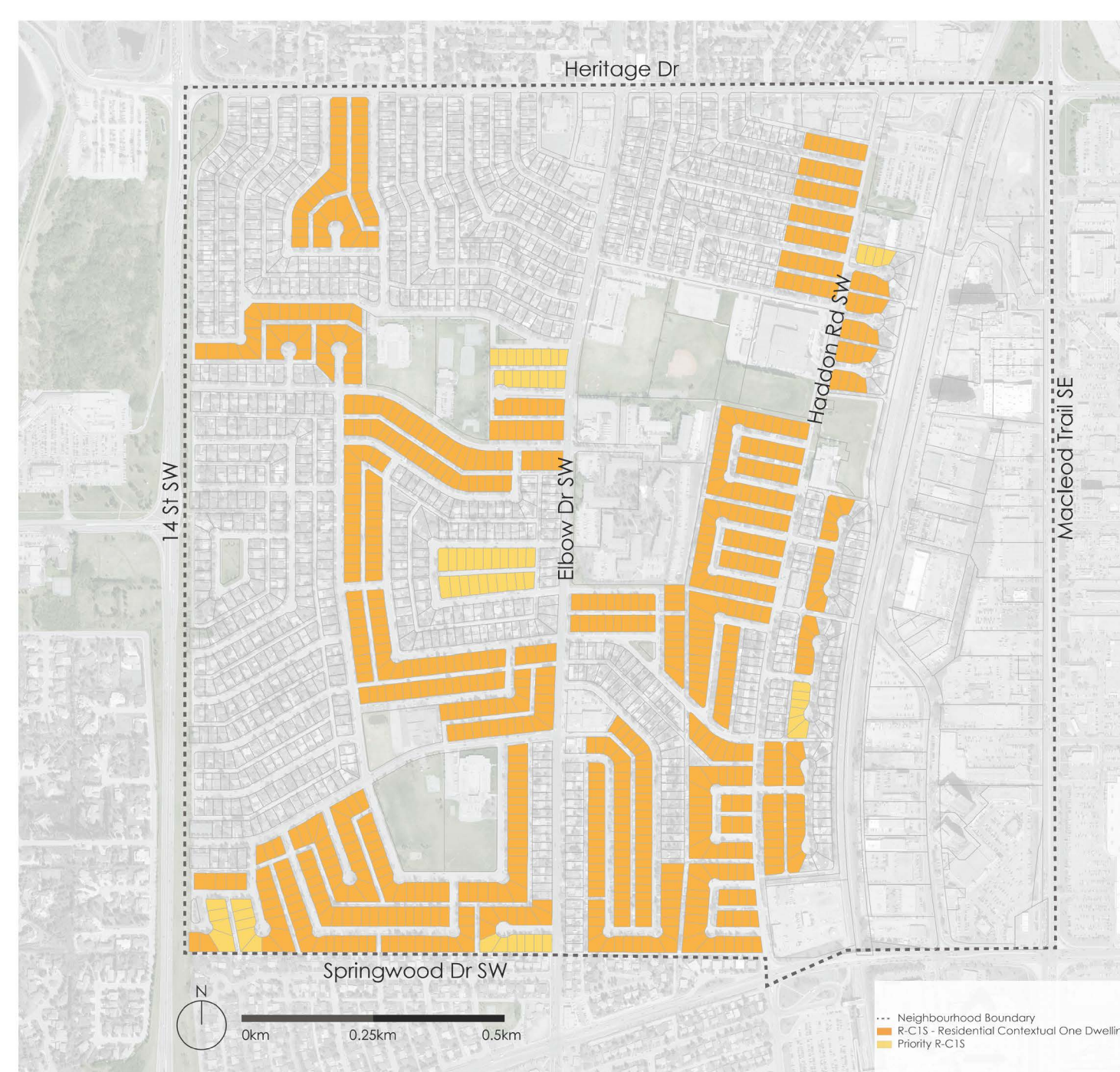


PUBLIC ENGAGEMENT FEEDBACK



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LANEWAY HOUSING



IMPROVE CONNECTIVITY & PARKS



IMPROVE PEDESTRIAN REALM



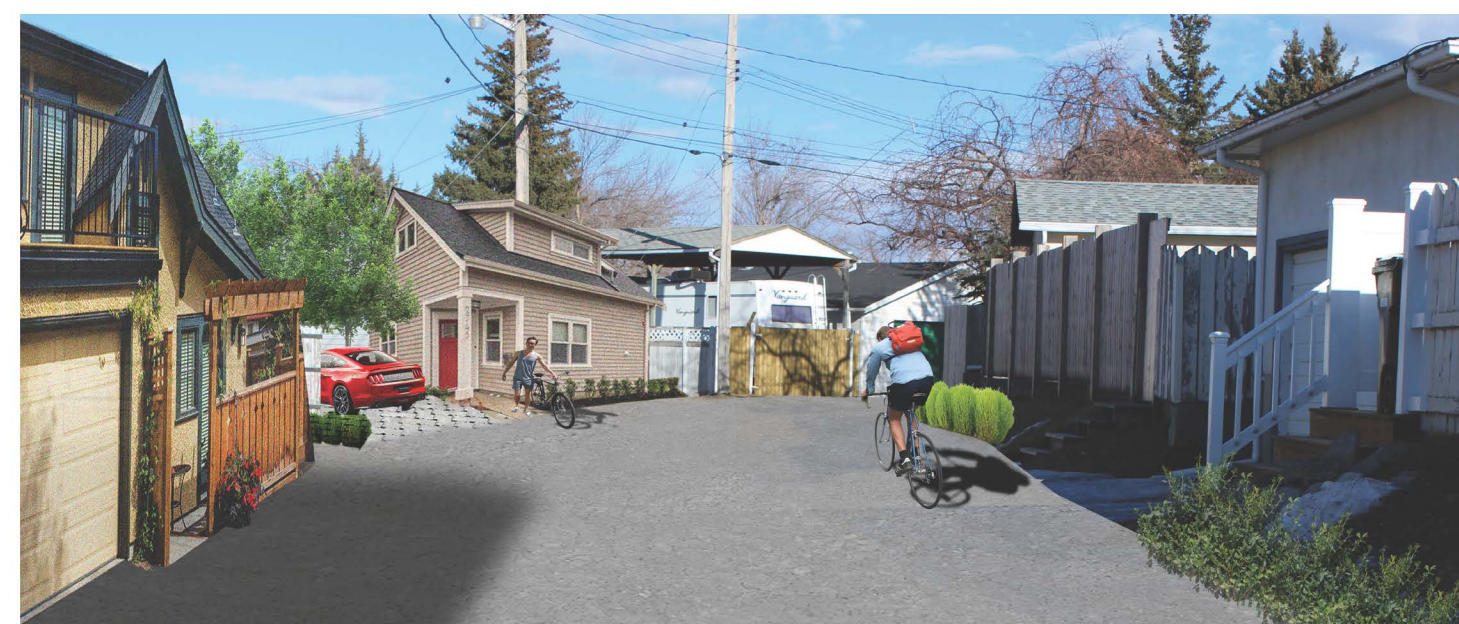
HILLARY CRESCENT LANEWAY HOUSING VISION



EXISTING CONDITION OF 96TH AVE LANE

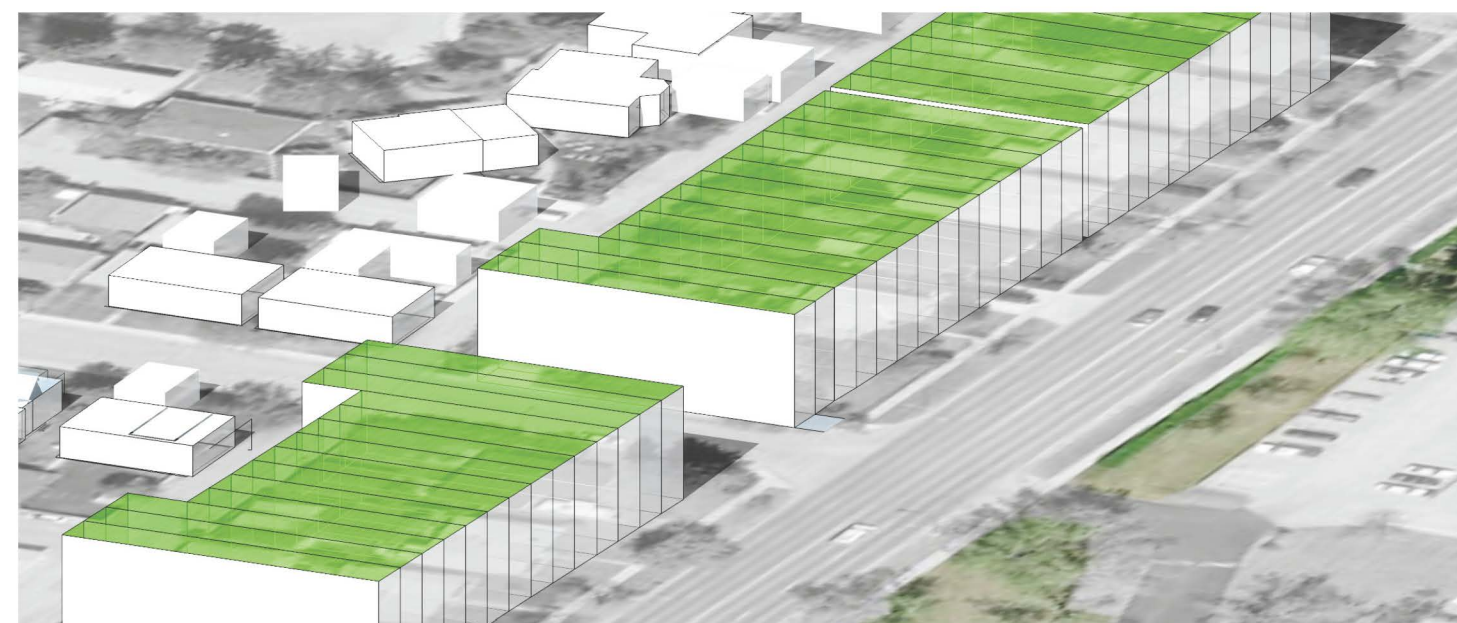
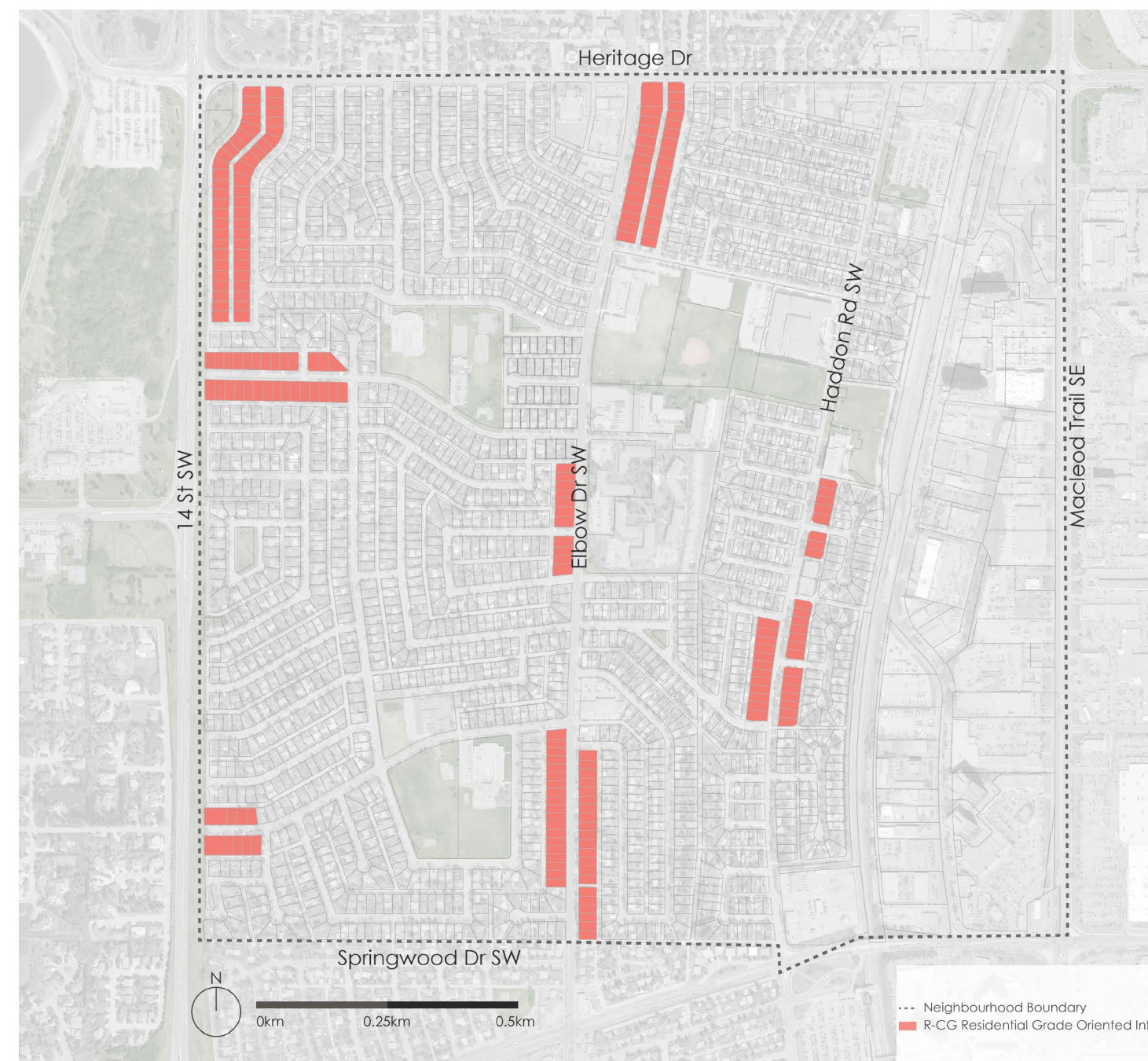


HILLARY CRESCENT LANEWAY HOUSING VISION



VISION FOR 96TH AVE LANE

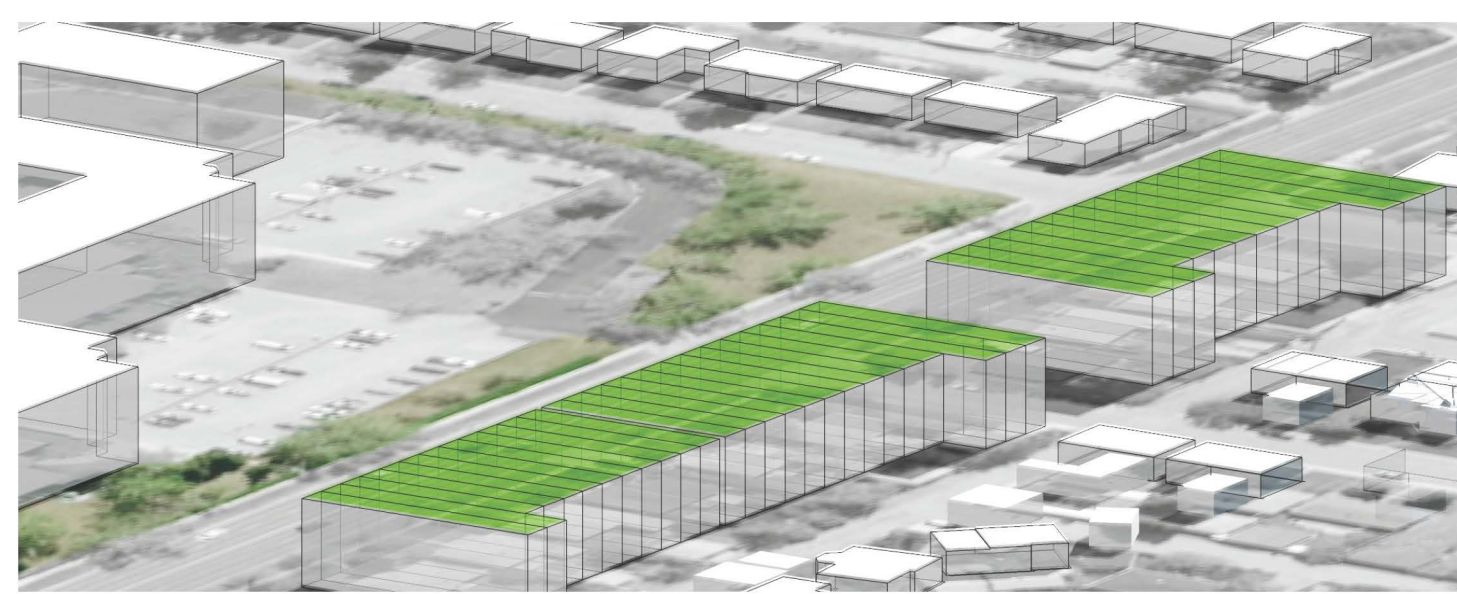
ROW HOUSING



ELBOW DRIVE ROW HOUSING



EXISTING CONDITIONS OF 89TH AVENUE

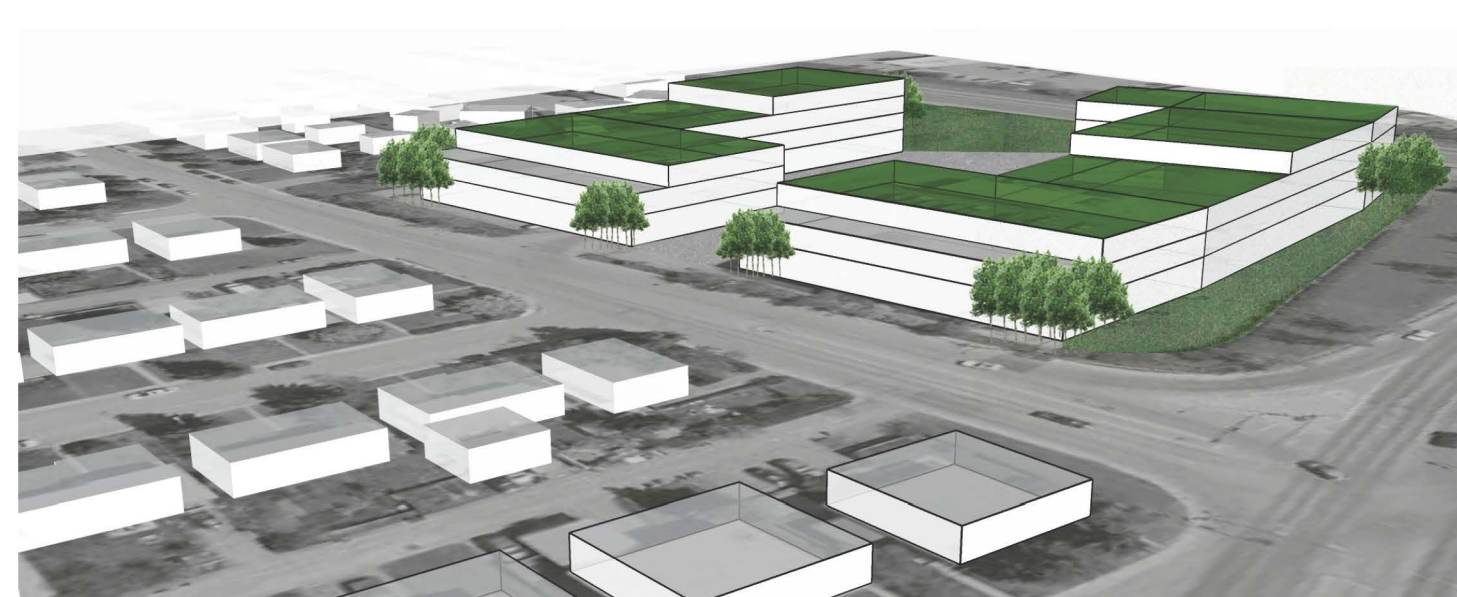
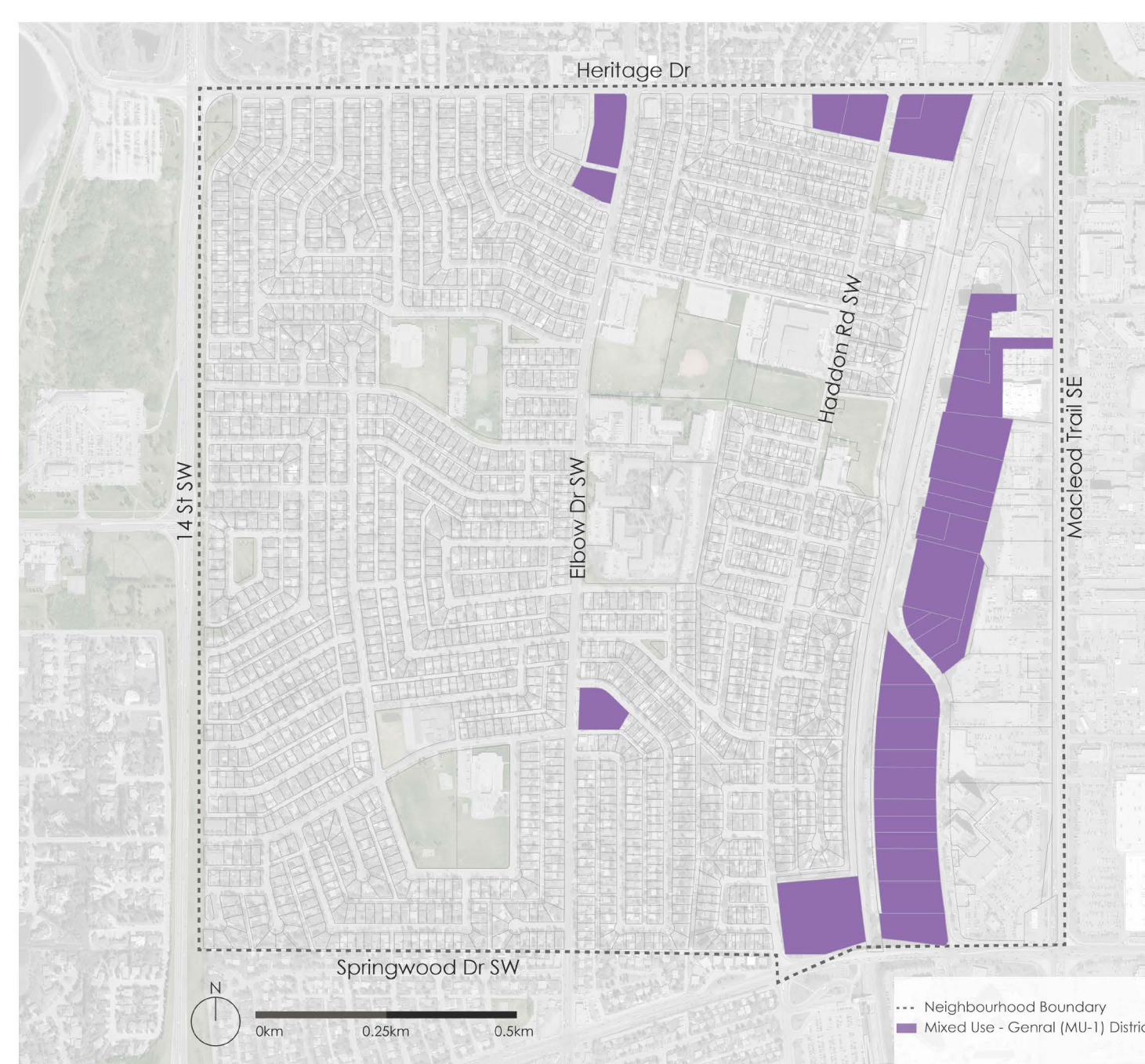


ELBOW DRIVE ROW HOUSING

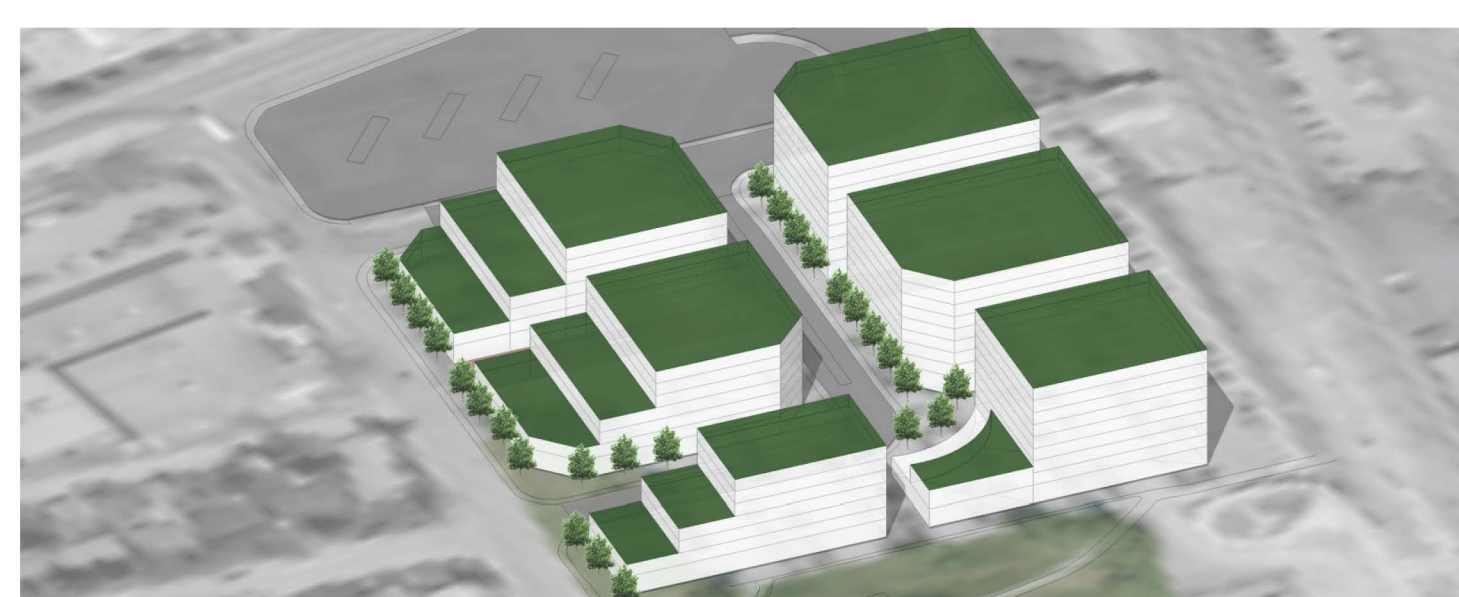


VISION FOR ROW HOUSING ON 89TH AVENUE

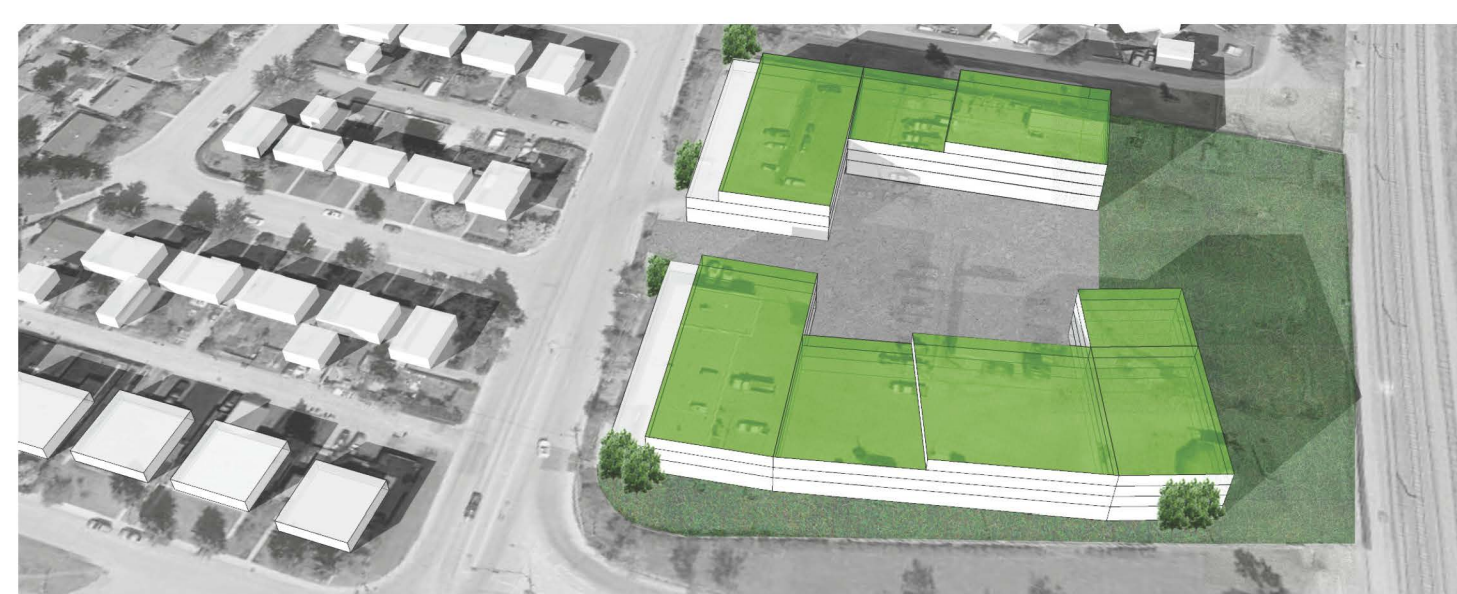
MIXED-USE OPPORTUNITIES



CITY ROADS DEPOT REDESIGN



HERITAGE STATION MIXSED-USE DESIGN VISION



CITY ROADS DEPOT REDESIGN



HERITAGE STATION MIXSED-USE DESIGN VISION

PARKS AND OPEN SPACES



NEW PARK PROPOSAL - MACLEOD COMMERCIAL AREA LINEAR PARK



1
CONSTRAINED BY TREES

Heavily surrounded by trees to block out sight of block-like commercial buildings

2
AMPHITHEATRE STYLE LAWNED SEATING

Terraced seating to capitalize on natural topography of park

3
LANDSCAPED OPEN AREAS

Open areas to allow for programmable activities

4
INTERNAL MULTI-USE PATHWAY SYSTEM

Multi-use pathways connecting commercial parcels district through park

5
CREATIVELY PAVED AREAS OF RESPITE

Creative seating areas with ample lighting for use in evenings



14TH STREET DOG PARK

1
MULTI-USE PATHWAY

Upgrades and widened 25 meter multi-use pathway for pedestrians and cyclists

2
PLANTINGS AND WALKWAY

1 meter walkway for pedestrian adjacent to 14th Street divider with shrubs for beautification

3
SEATING OPTIONS

Scattered park benches throughout dog park for resters

4
LIGHTING

Lighting throughout multi-use pathway



HAYSBORO SCHOOL & COMMUNITY ASSOCIATION

1
INTERNAL PATHWAY SYSTEM

15 meter pathways through school grounds connecting north-south and east-west

2
LANEWAY IMPROVEMENTS

Pathways through laneways for easier connections through warped blocks

3
WALKWAY THROUGH PARKING LOT

A clearly marked pedestrian path through parking lot for easier flow-through

4
SEATING OPTIONS

Additional seating with clear sight on to playground areas



BISHOP GRANDIN AND WOODMAN SCHOOL

1
INTERNAL PATHWAY SYSTEM

Walkways through schools for shorter routes around blocks

2
POCKET PARK WITH SEATING

A small creative respite space with seating and ample trees

3
LANEWAY IMPROVEMENTS

Multi-use pathway to connect Haddon Rd and Elbow Drive through laneways for easy East-West access

4
LIGHTING

Lighting throughout pathways and pocket park area



NATURAL STORM WATER CATCHMENT AREA

1
PATHWAY SYSTEM

Pathway looping around the storm water pond for trails

2
TREES AND SEATING AREA

Landscaped zone with ample trees for shade and areas of respite with added seating

3
RAISED GAZEBO BRIDGE AND SEATING

Raised bridge and gazebo over the stormwater pond with seating

4
NATURAL STORM WATER CATCHMENT WETLAND

Naturalized storm water pond with ample landscaping for beautification



EUGENE COSTE SCHOOL PARK

1
PATHWAY SYSTEM

Walkways through schools for shorter routes around blocks

2
SEATING OPTIONS

Additional seating with clear sight onto playground area

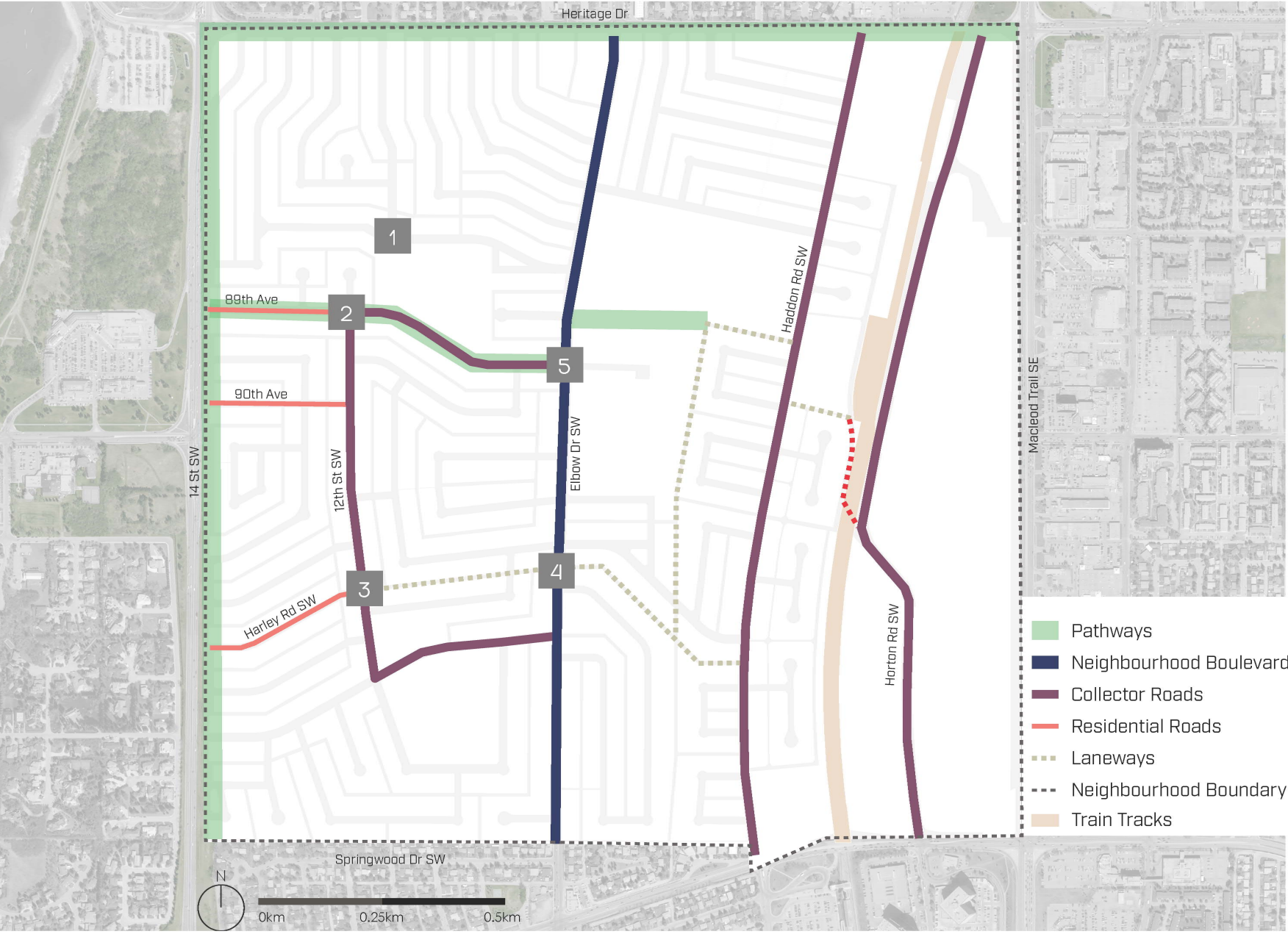
3
LIGHTING

Lighting throughout pathways and playground area

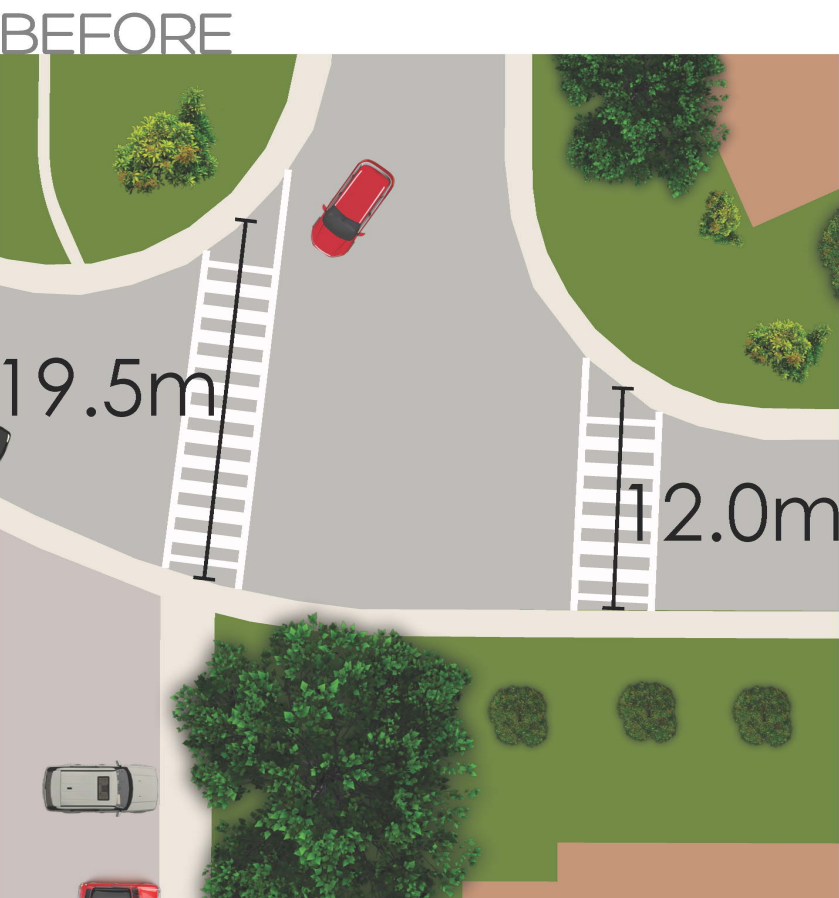
4
UPGRADE PLAYGROUND EQUIPMENT

Upgrade playground with creative equipment

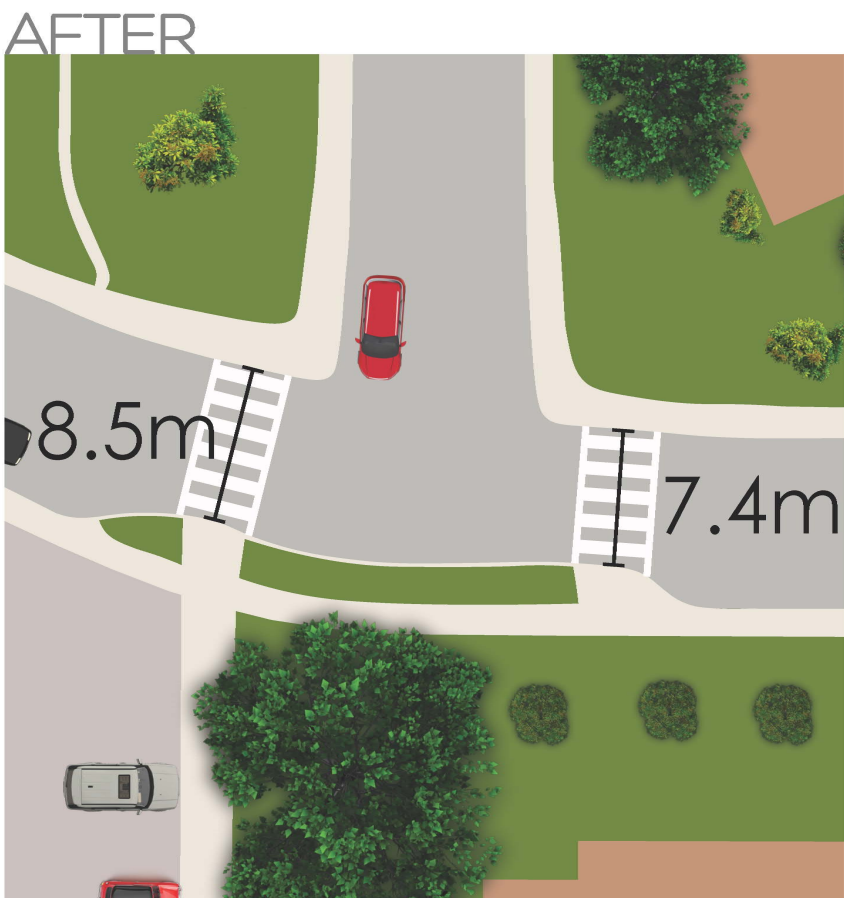
ENHANCED CONNECTIVITY



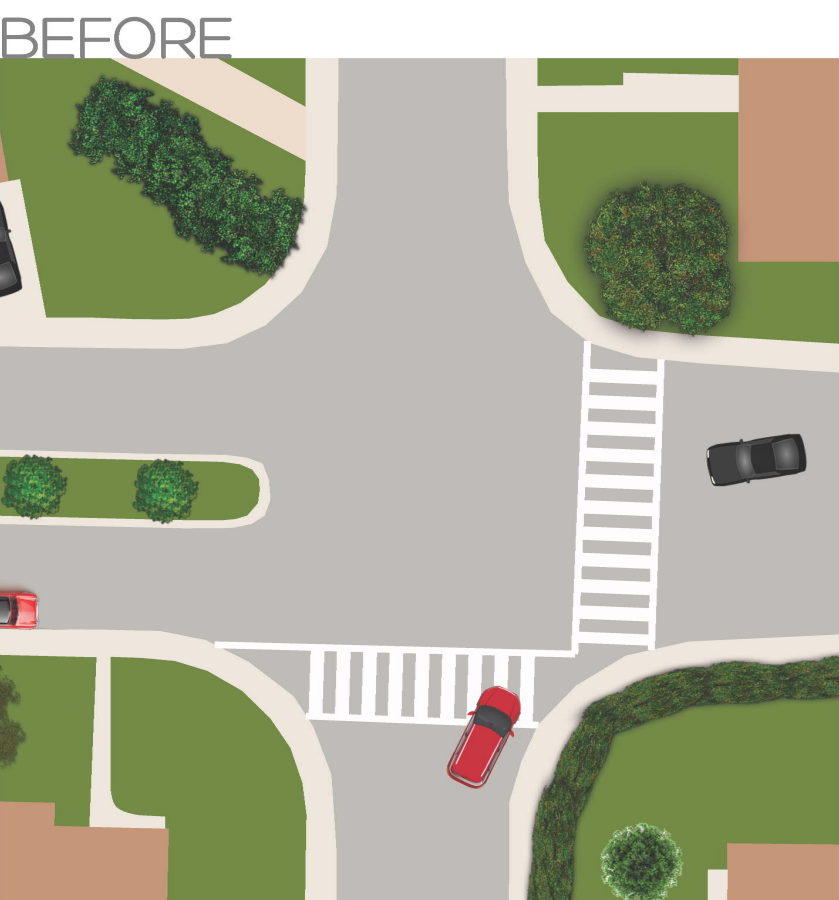
INTERSECTION ENHANCEMENTS



1 87TH AVE AND 11TH ST



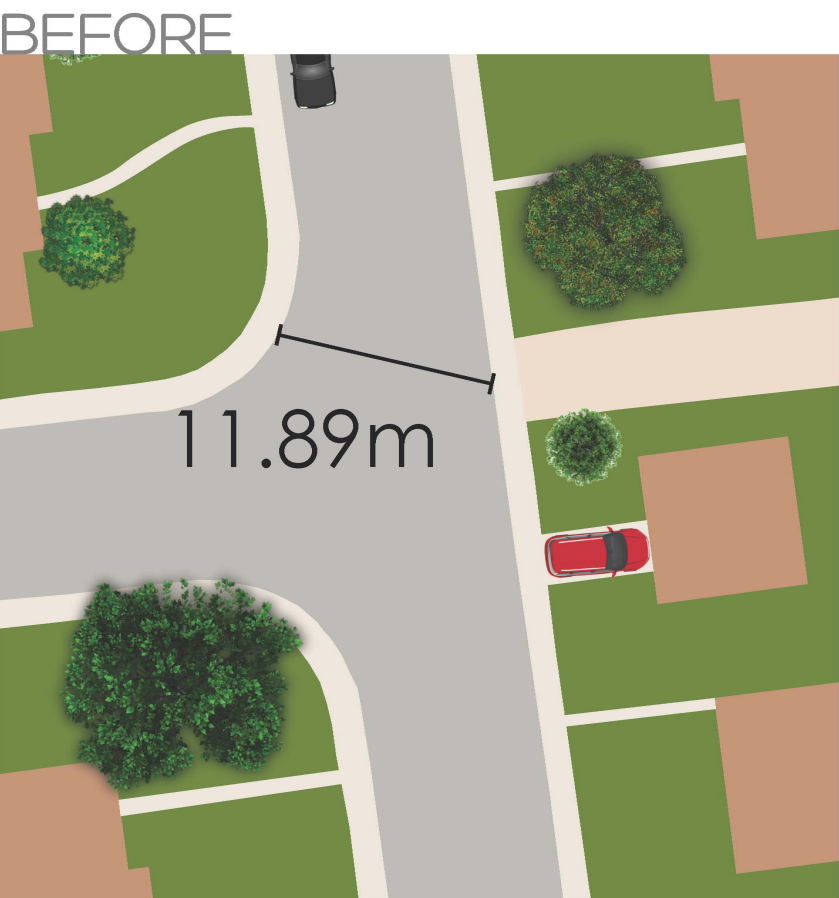
1 87TH AVE AND 11TH ST



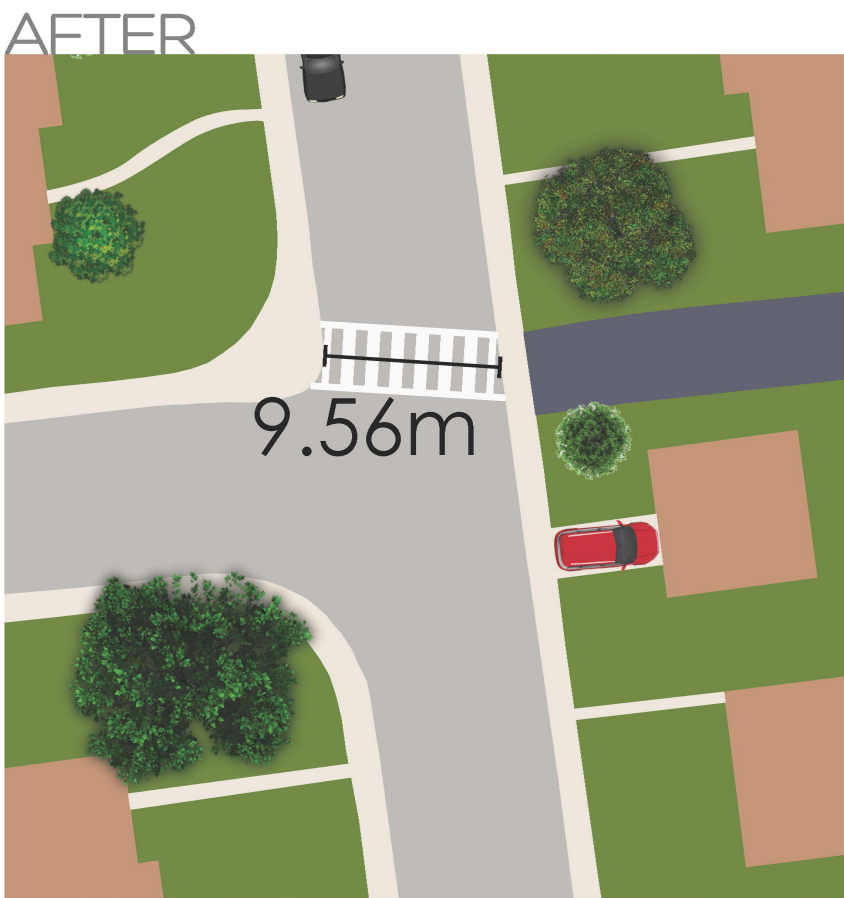
2 89TH AVE AND 12TH ST



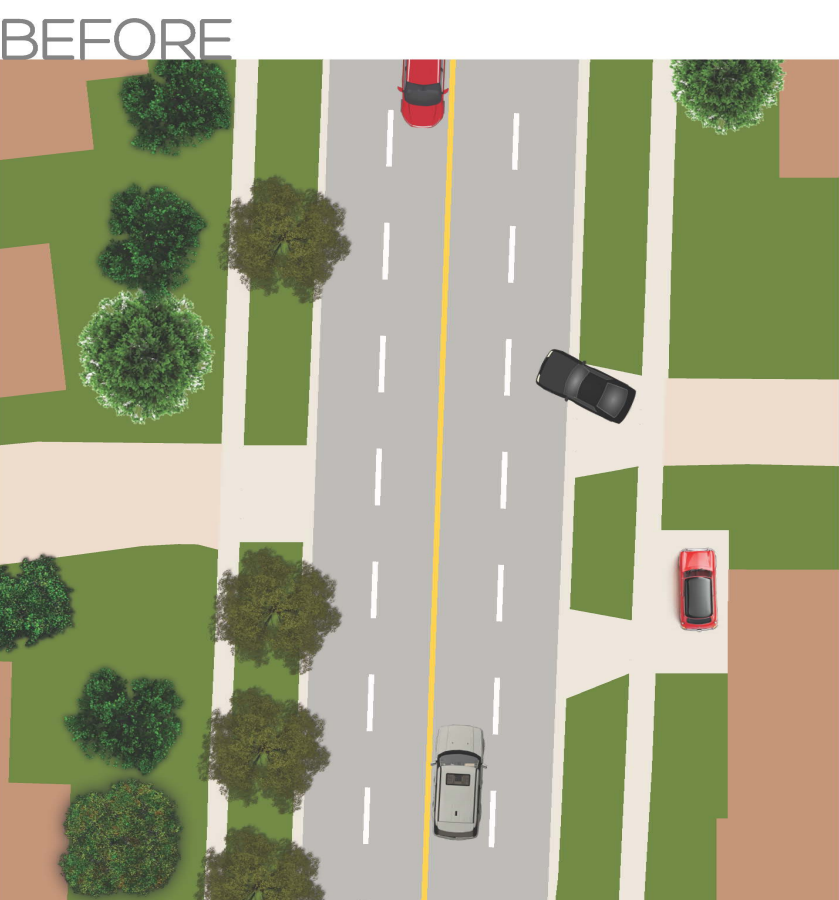
2 89TH AVE AND 12TH ST



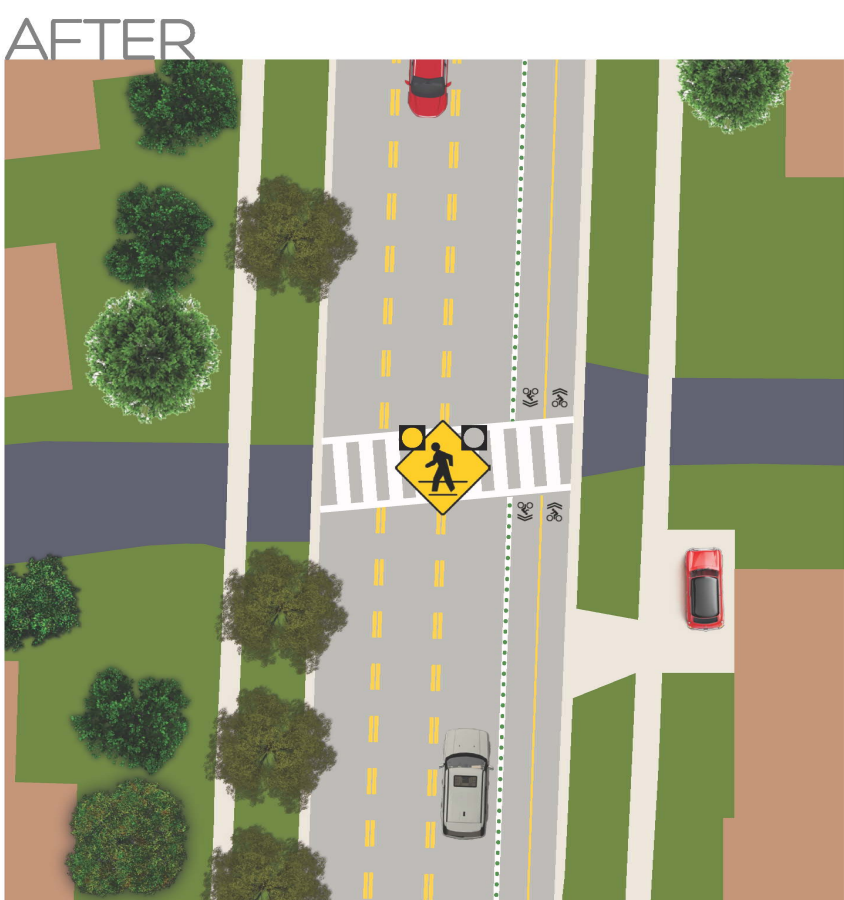
3 12TH ST AND HALEY RD



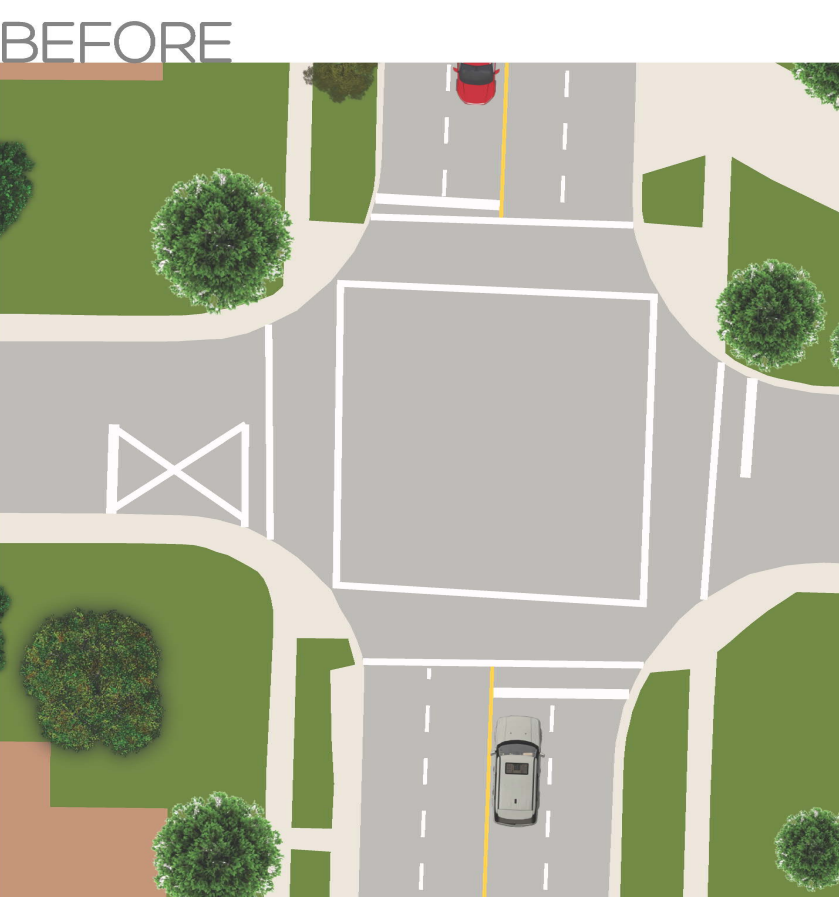
3 12TH ST AND HALEY RD



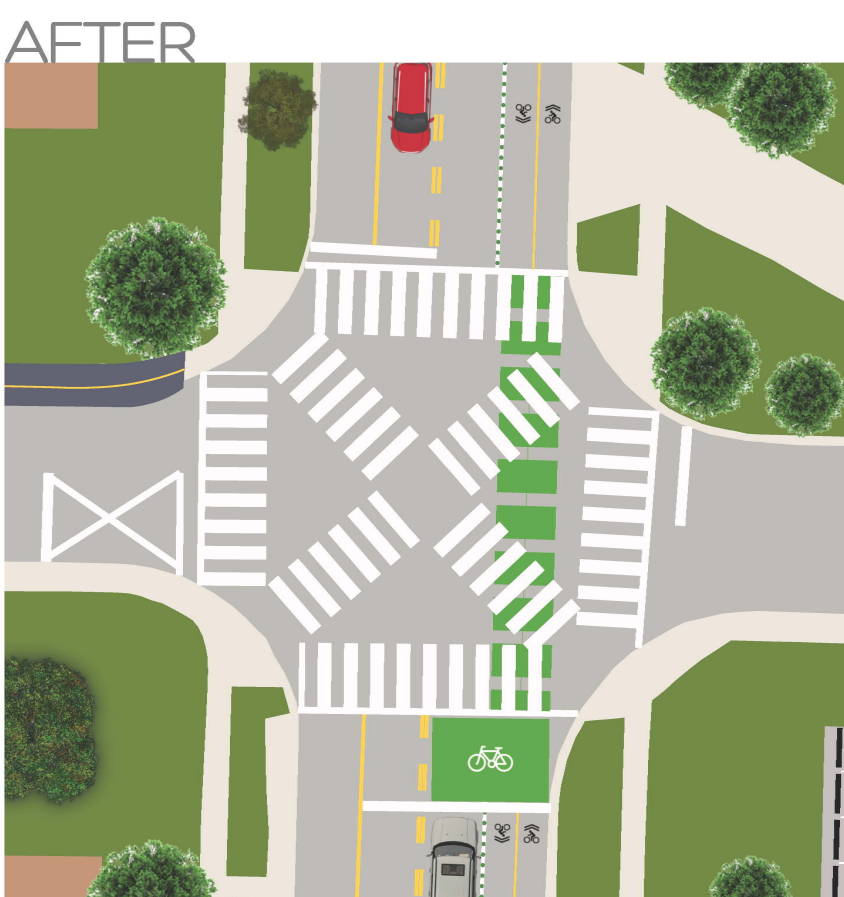
4 ELBOW DR AND LANE



4 ELBOW DR AND LANE



5 89TH AVE AND ELBOW DR



5 89TH AVE AND ELBOW DR

Issue: Very wide turning radius allows vehicles to pass through intersection at high speeds

Proposal: Reduce the area of the intersection, vehicles must slow down to make the turn and the crosswalk on the west side is less than half as long as before.

Issue: 12th Street and 89th Avenue are very busy leading east and south from this intersection, but 89th Avenue to the west and Hyler Place to the north are both dead ends.

Proposal: By simply moving the crosswalk off of the busy sides of the intersection to the lesser-driven, vehicle-pedestrian interaction is minimized.

Issue: East-west travel is difficult for pedestrians and cyclists.

Proposal: Many laneways provide an opportunity for an integrated pathway network throughout the neighbourhood. This lane runs from 12th Street, across Elbow, terminating at Haddon.

Issue 1: Elbow Drive is a busy road that is difficult to cross for pedestrians, cyclists, and motorists.

Issue 2: Traffic on Elbow rarely fills all four lanes but rather only two going the same direction.

Proposal: Removing one lane for a cycle track while implementing lane reversal allows for a better utilization of existing street infrastructure.

ELBOW DRIVE REDESIGNATION

CURRENT CLASSIFICATION: COLLECTOR ROAD
PROPOSED CLASSIFICATION: NEIGHBOURHOOD BOULEVARD

LIVABLE STREET
BETTER CONNECTIVITY
PEDESTRIAN PRIORITIZATION
LANE REVERSAL
PROTECTED CYCLE TRACK

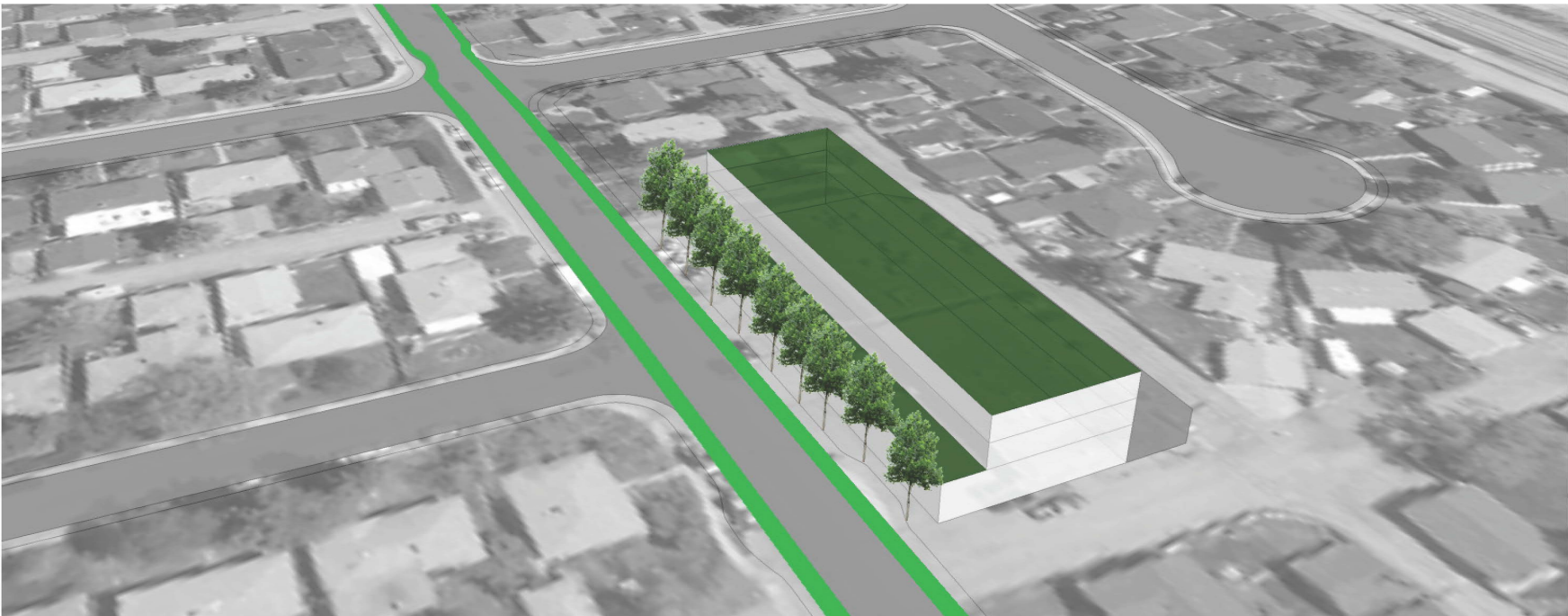


ELBOW DRIVE AND HAVENHURST CRESCENT



ELBOW DRIVE AND HAVENHURST CRESCENT

HADDON ROAD BIKE ROUTE UPGRADE



HADDON RD AND HARROW CRESCENT with pedestrian-friendly commercial development



BEFORE EXISTING CONDITIONS OF HADDON ROAD



AFTER HADDON ROAD DEDICATED CYCLE LANE