

Making Little Tweaks

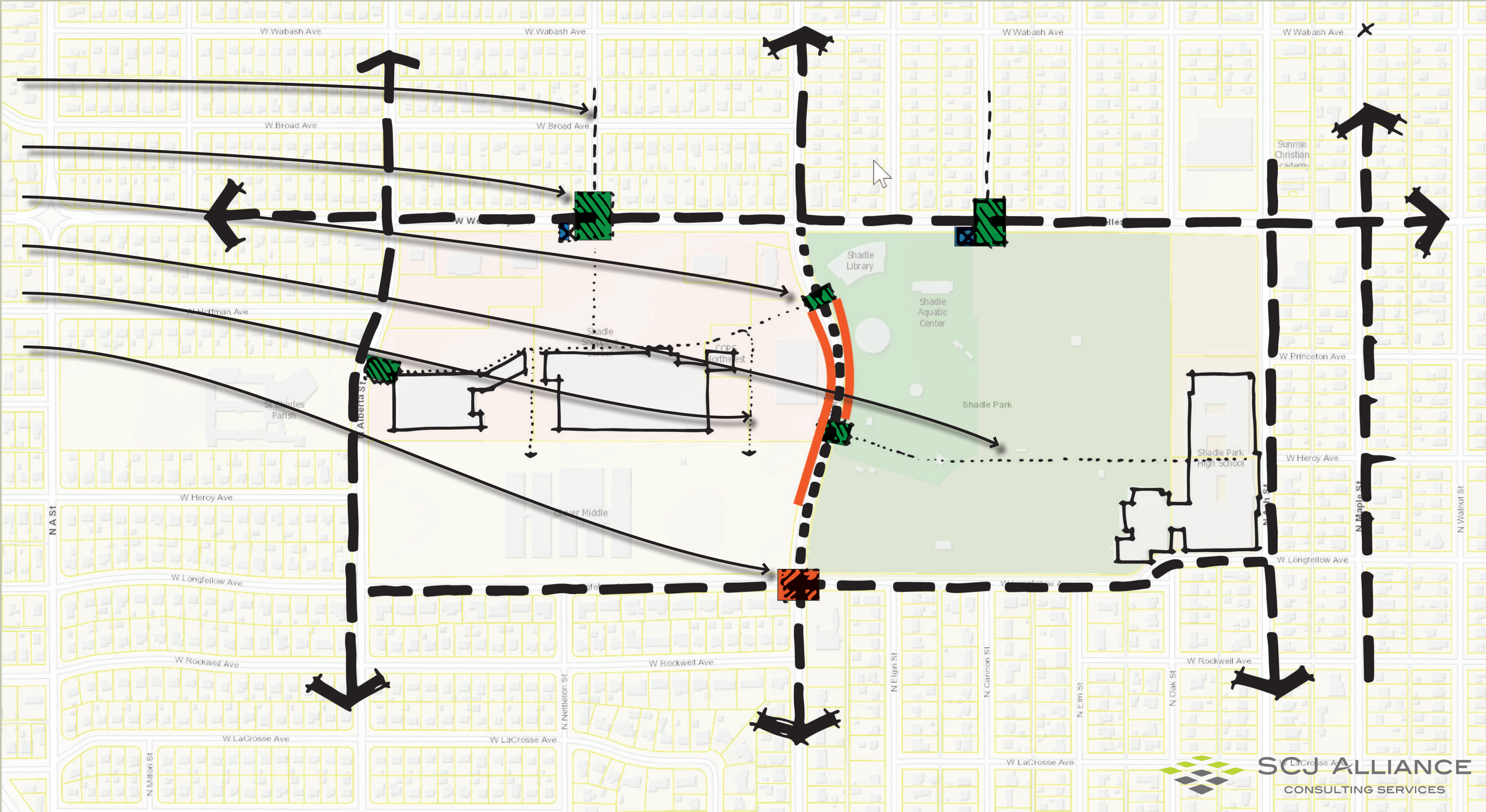
Make deliberate, strategic adjustments...



- Improved sidewalks linking the neighborhoods to the center
- Improved pedestrian crossings
- Belt St calming and enhancement
- Pedestrian access
- Interparcel connections
- Four-way stop

Actions/Initiatives:

- Install HAWK signal at Wellesley & Nettleton.
- Relocate bus stops to Nettleton and provide enhanced facilities on shopping center side where property could be available.
- Enhance east-west pedestrian connections through shopping center and across Belt St.
- Make Belt pedestrian oriented between Wellesley and Longfellow.
- Activate space between Glover Middle School and shopping center.
- Create a grand walkway connecting Shadle High School to Belt St.
- Include sheltered benches and activity spaces in Shadle Park.
- Improve pedestrian connections to Wellesley through parking lot at the shopping center.
- Create a place for the “community,” bringing together a variety of age groups, specifically providing space and activities for seniors.



...maximizing the impact of smaller investments.

This approach to the Shadle area focuses on adaptive change, anticipating little in the way of overall transformation and yet recognizing that the streets, public spaces, area housing, and retail center are not working at their best. It appreciates the diversity of use in the area, including schools, parks and shopping, and it seeks to make Shadle an easier place to access.

Creating an Active Place

Mix housing variety, shopping, schools & parks in a compact, urban center...



Improved sidewalks linking the neighborhoods to the center

Townhouses fronting on Wellesley

New development pattern potential

Mixed residential over retail

New pedestrian connections

Calmed streets

Actions/Initiatives:

Slow traffic on Wellesley and enhance the street between Alberta and Belt.

Make Belt pedestrian oriented between Wellesley and Longfellow.

Create space inviting families and individuals to linger in the Shadle District after shopping and eating.

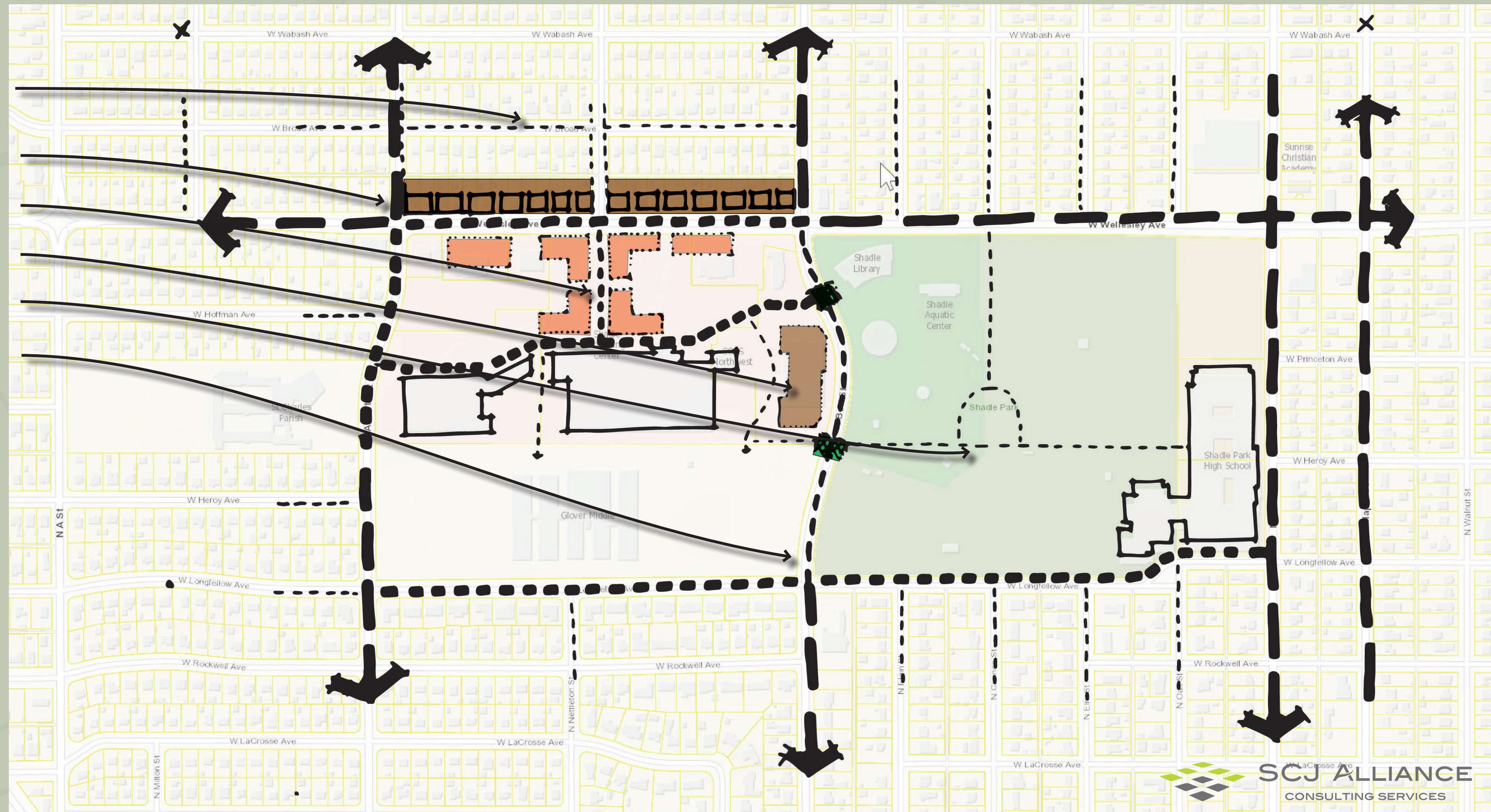
Create a park master plan with a focus on the interior area of the park.

Improve public transit stops and dedicate space and infrastructure for pedestrians and cyclists.

Redevelop or re-orient storefronts and small shops closer to the street.

Incentivize a wider variety of businesses to locate in the area.

Create a place for the "community," bringing together a variety of age groups, specifically providing space and activities for seniors.



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...making things available within an easy walk.

This approach focuses on fundamental change in Shadle, reshaping Wellesley to function as an identity-rich main street and establishing the foundations for an even greater diversity in housing, retail, and civic uses. It suggests an active transition into higher-intensity housing – like townhomes or flats – along arterials and an increased awareness of arterial street corridors as components of the public realm.

Going with the Flow

Maintain Shadle's suburban role, facilitating regional mobility...



Alley cut-through prevention
Enhanced transit stops at crossings
Maximized intersection capacity
Pedestrian crosswalk
Driveway improvements
Four-way stop

Actions/Initiatives:

Repave streets and alleys to make vehicular travel safer and more pleasant.

Monitor signal timing at area intersections to ensure smooth traffic flows and alleviate backup blocking shopping center driveways.

Install RRFB crossing at Nettleton.

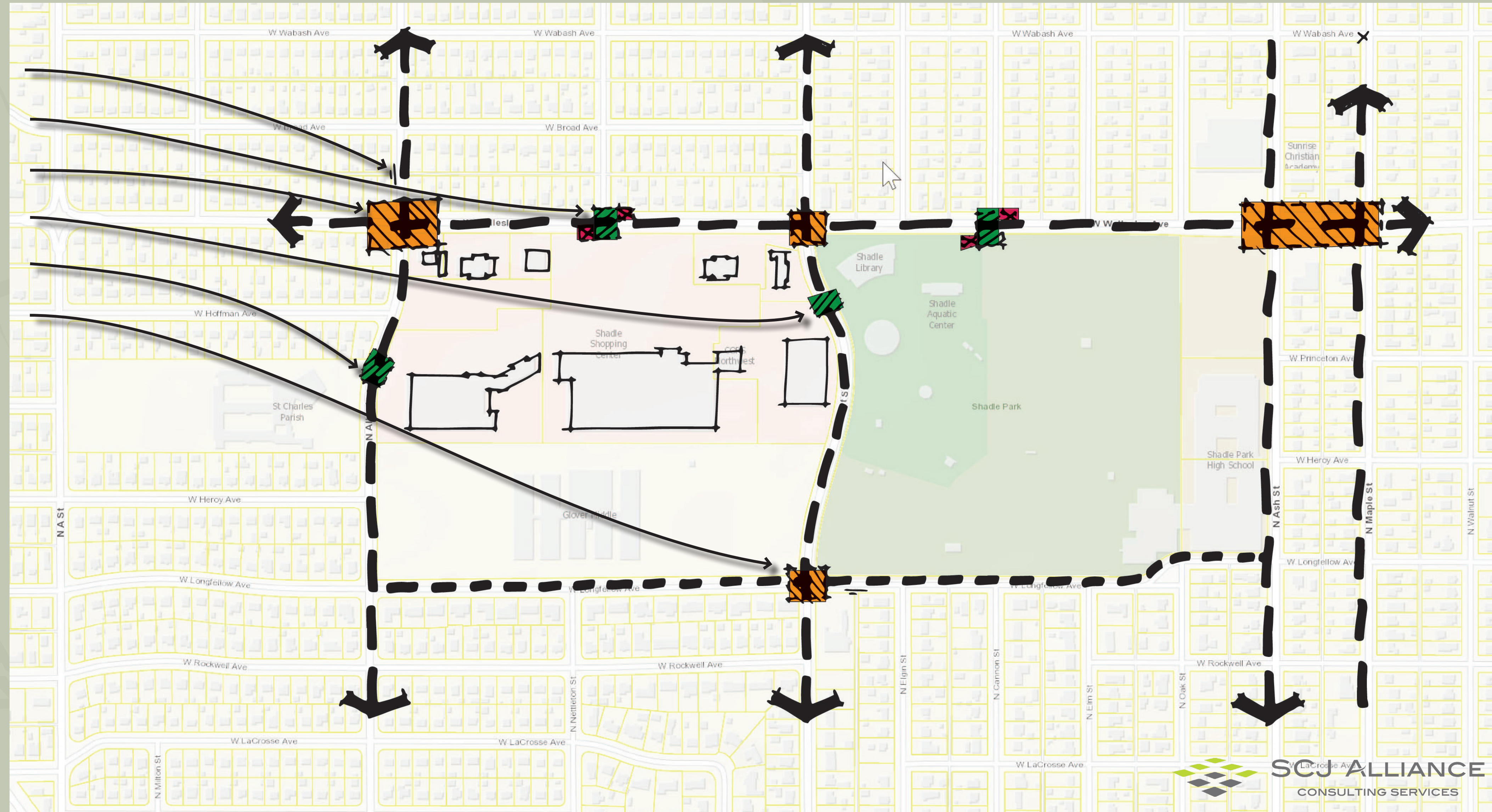
Relocate bus stops to Nettleton and provide shelters.

Stripe Alberta to prevent blockage of shopping center driveway by queued vehicles.

Slow traffic on Belt St and consider alternative pedestrian crossing locations.

Install four-way stop at Belt St and Longfellow Ave

Implement measures to eliminate "cut-through" traffic using alleys to avoid congested intersections.



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...and maintaining vehicular access to the center.

This approach places an emphasis on vehicular travel and accommodation of smooth regional traffic flows on the planning area's arterial streets. It changes very little of what is now existing, making sure that freight and passenger vehicles can access the commercial center and that peak-hour flows can make it through the planning area with as little resistance as possible. Pedestrians and cyclists must adapt to a transportation system designed for vehicles.