

Belmead What We Decided Report

La Perle and Belmead
Neighbourhood Renewal

October 2025

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

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What is Neighbourhood Renewal?

The Neighbourhood Renewal Program is designed to increase vibrancy and improve infrastructure in Edmonton's mature neighbourhoods. It is a cost-effective, long-term, strategic approach to address infrastructure needs. The Neighbourhood Renewal program rehabilitates roads, replaces street lights, sidewalks, curbs and gutters and adds missing sidewalk links where possible. Other opportunities to improve how people walk, bike, roll and drive in the neighbourhood, and how they enjoy City-owned parks and open spaces, are also explored.

Purpose of this report

This report shares how the Project Team arrived at the final design for La Perle and Belmead Neighbourhood Renewal using City policies and program requirements, technical considerations and public engagement feedback to make project decisions. The report also illustrates how project decisions align with the Vision and Guiding Principles for Neighbourhood Renewal in La Perle and Belmead.

What is in the What We Decided Report?

The report provides information on four main topics:

NEIGHBOURHOOD RENEWAL PROGRAM

- + Information about the neighbourhood renewal program and the decision making process

DESIGN FOR WALKING, BIKING AND ROLLING

- + Changes to the neighbourhood that enhance walking, biking and rolling along the streets and in open spaces

DESIGN FOR CROSSING ENHANCEMENTS AND TRAFFIC CALMING

- + Measures to make intersections and crossings safer to walk, bike, roll and drive, including near schools

DESIGN FOR ROADS

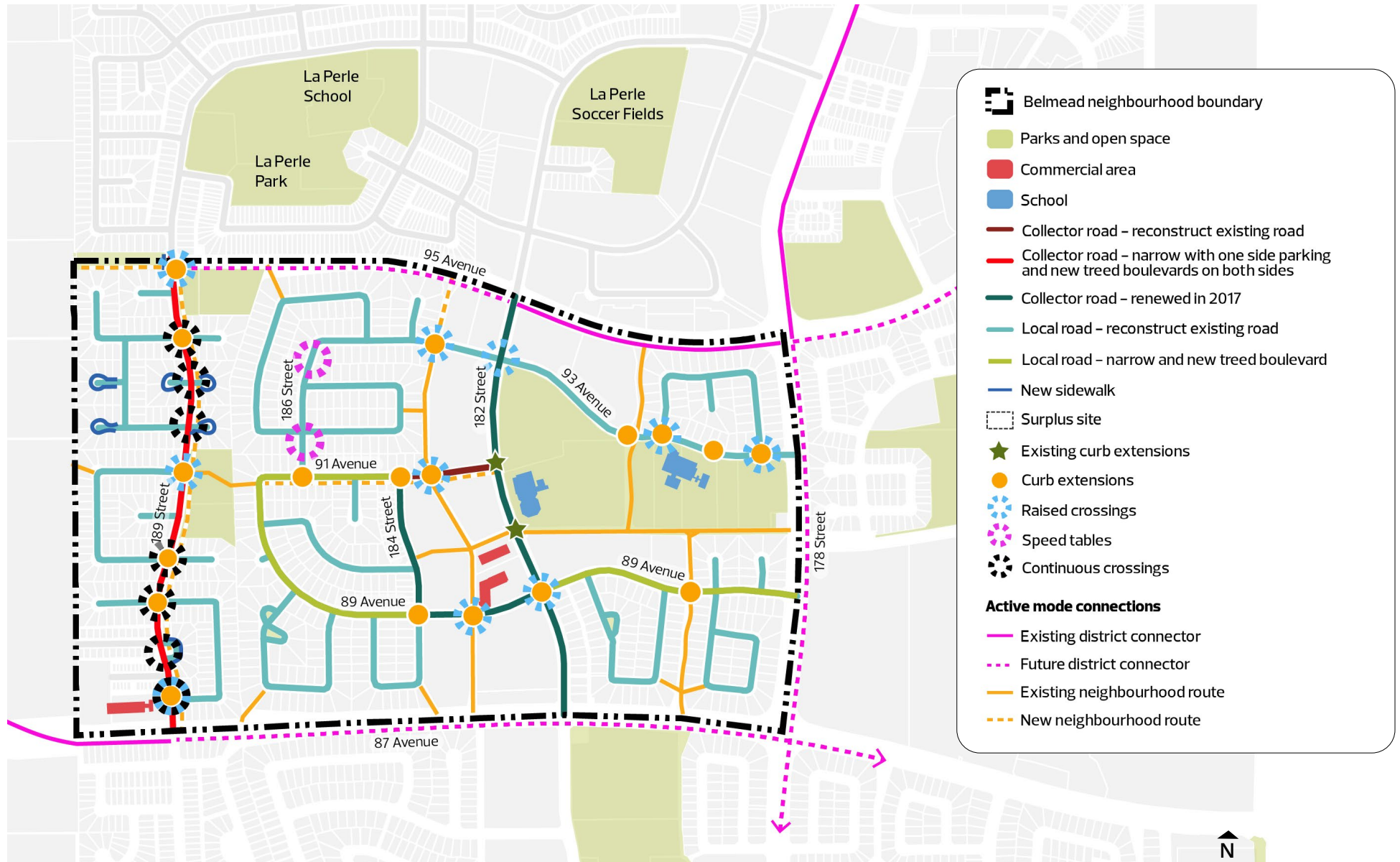
- + Final design to enhance the street to meet current City standards

DESIGN FOR PARKS AND OPEN SPACE

- + Final design for City-owned parks and open space



Belmead Neighbourhood Renewal Final Design



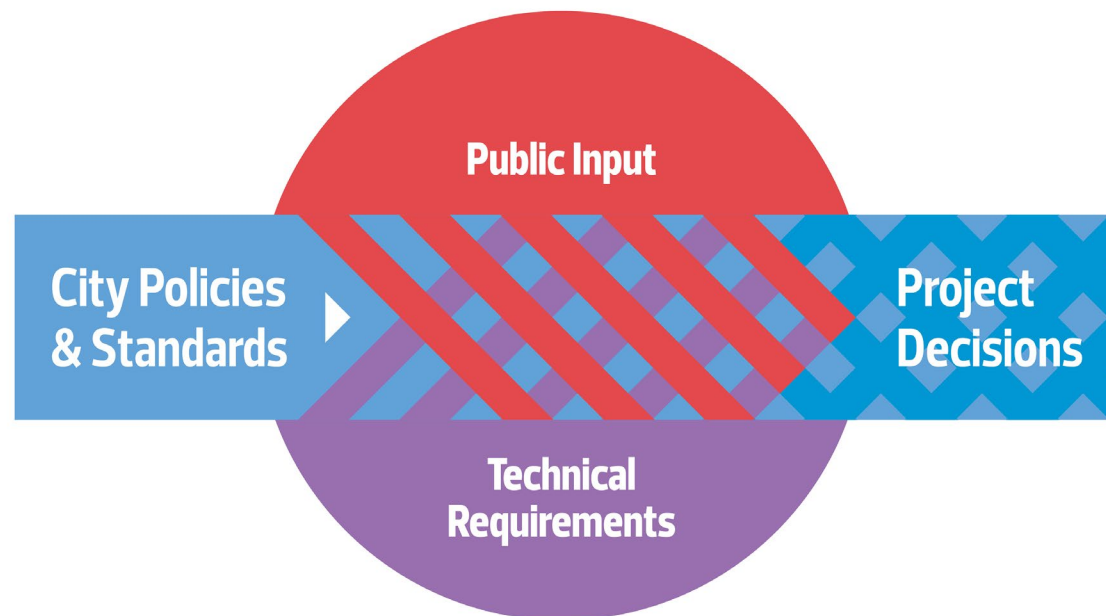
How decisions are made

Decision making process

City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Neighbourhood Renewal design. As each neighbourhood is unique, the Project Team asks for feedback 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 design.

The City makes decisions using a combination of policy and program information, public feedback, technical requirements and available funding.

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 your neighbourhood and our city. Feedback received through Neighbourhood Renewal public engagement cannot change City policy direction.





How decisions are made

City policies and programs

There are over 40 different City policies and programs that inform the renewal design. Some of the most influential ones are listed below and can be found at edmonton.ca by searching using the policy title. When making a project decision, we take into account City policies, technical considerations and public engagement. This list of policies we considered here is not exhaustive.

The City Plan

- + Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities

Neighbourhood Renewal Program

- + Funds the renewal of existing infrastructure and the construction of new/missing elements such as sidewalks, shared pathways and public open space enhancements

Local Improvement Policy

- + Follows the Municipal Government Act of Alberta to outline the process to pay for improvements that are of a larger benefit to those near them than to the city as a whole

Community Traffic Management Policy

- + Supports curb extensions to improve visibility and shorten the crossing distance for people walking; enforce parking offsets from crosswalks and intersections; and to reduce driver speeds
- + Supports marked crossings to draw attention to people crossing the street

Open Space Policy

- + Outlines the importance of connected, multifunctional and equitable green, open space networks to Edmonton's environmental and community wellness

Accessibility for People with Disabilities Policy

- + Supports accessibility as fundamental to good public engagement and design for all ages and abilities to use neighbourhood infrastructure for the next 50 years

Public Engagement Policy

- + Directs the creation of specific public engagement and best practices to hear from the diverse groups impacted by the project

Active Transportation Policy

- + Includes opportunities for people to walk, roll and bike and promotes the inclusion of shared pathways
- + Encourages active transportation in the neighbourhood and beyond



How decisions are made

City policies and programs (continued)

The Bike Plan

- + Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons

Safe Mobility Strategy

- + Supports initiatives to manage driver speeds and shortcutting to increase safety for all road users
- + Supports bike routes and facilities that prevent injuries and encourage more people to bike and use active modes of transportation

Breathe: Edmonton's Green Network Strategy

- + Ensures each neighbourhood will be supported by an adequate supply, quality and distribution of open space that is accessible to people of all ages and abilities

Corporate Tree Management Policy

- + Encourages and accounts for the maintenance, renewal and expansion of our urban forest. If trees need to be removed during construction the value of the trees removed will be replaced with new tree plantings in or nearby the neighbourhood
- + Requires open space upgrades that includes work around or removal of existing trees be reviewed by the City of Edmonton's Urban Forester

Snow and Ice Control Policy

- + The City provides year-round maintenance, including snow removal, of protected bike lanes and most shared pathways to support all-season access and use

Winter Design Guidelines

- + Includes design standards to create an inviting and vibrant community during the winter months that are accessible, safe and enjoyable for people of all ages and abilities

Economic Action Plan

- + Direct strategies to attract and revitalize neighbourhood commercial areas with the Corner Store Program
- + Includes investing in public places that provide enhanced economic and social connection

ConnectEdmonton

- + Provides direction to create a healthy city, vibrant urban places, regional prosperity and climate resilience
- + Supports safe bike routes, vibrant gathering spaces, adding missing sidewalks by partnering with local businesses, planting trees, creating green space from existing paved surfaces and adding traffic calming measures



How decisions are made

Technical requirements

Technical requirements ensure changes to the neighbourhood follow current standards and best practices, while taking into account constraints such as existing public and private infrastructure, land uses and activities in the neighbourhood.

Complete Streets Design and Construction Standards

- + Provides direction for the design and construction of roads, sidewalks and shared pathways, measures to calm traffic and enhancements for intersections

Infrastructure Assessment, including Utilities

- + Prioritizes when city infrastructure will be renewed based on current conditions

Drainage Design and Construction Standards

- + Documents key low impact development (LID) principles, such as preserving natural site features, using small-scale, dispersed features throughout the site, creating multi-functional landscapes and prolonging stormwater runoff flow paths
- + LID is a form of stormwater management that mimics natural hydrology by using landscape features to manage frequent, low volume storm events close to their source

Access Design Guidelines

- + Supports access and use for people of all ages and abilities

Urban Design Framework

- + Outlines opportunities in the neighbourhood to improve how people move through the neighbourhood, experience open spaces and gather

Crime Prevention Through Environmental Design (CPTED)

- + Encourages designing infrastructure to reduce crime by making spaces visible, inviting, connected and including natural deterrents such as plant selection and placement



How decisions are made

Public Engagement Spectrum

The City of Edmonton asked for feedback from residents to help guide the project. The City's Public Engagement Spectrum shows the four distinct levels of influence the public had on decisions made by the City throughout the project. The role of public engagement feedback is to help the City understand what is important to community members in the neighbourhood, as well as how the Neighbourhood Renewal design decisions will affect them.

Community members are invited to:

- + **CREATE** the Neighbourhood Vision and Guiding Principles
- + **REFINE** our understanding of neighbourhood assets, opportunities and priorities
- + **REFINE** the Neighbourhood Renewal options
- + **REFINE** the draft design
- + **ADVISE** on the final design
- + **ADVISE** on potential impacts you may experience during construction for Neighbourhood Renewal
- + **DECIDE** on decorative street lights and sidewalk reconstruction as Local Improvements



How decisions are made

Public engagement feedback

Local knowledge is important in helping the Project Team understand how the neighbourhood is used today and how it can be improved for the future.

The City of Edmonton follows a Neighbourhood Renewal Road Map through each development stage to gather input from residents, businesses, users and other community members who work in, live in and visit the La Perle and Belmead neighbourhoods. 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. It is important to note that input received through Neighbourhood Renewal engagement cannot change City policy direction or construction standards. For example, the Project Team cannot remove active transportation lanes or change road widths because of public feedback alone. However, the Project Team will listen to concerns and work to address them by designing changes, where possible, based on the public's feedback on priorities and desired tradeoffs.

Neighbourhood Renewal Road Map

People living in and with an interest in La Perle and Belmead were invited to provide feedback into the City's decision making process for Neighbourhood Renewal at various stages along the road map shown on the right. A detailed list of all public engagement feedback opportunities is provided on the next pages.



How decisions are made

Public engagement feedback opportunities

Residents, stakeholders and organizations shared input for La Perle and Belmead Neighbourhood Renewal through the following opportunities:

Timeline	Road Map Stage	Public Engagement	Participation	Outcome
September 2023 - February 2024	Starting the Conversation, Building a Project Vision Together and Exploring Opportunities	Survey A survey was conducted to ask residents and interested parties to provide feedback on the key factors that make La Perle and Belmead a great place to live, work and play.	375 participants	The community identified opportunities based on first-hand lived experiences.
		Project web page Community members could visit the project web page to access information about the project.	2,899 visits to project web page	
		Community conversations The Project Team held in-person events at the La Perle Community League and Belmead Community League, La Perle School, Belmead School, and St. Benedict Catholic School, as well as a virtual public workshop, to gather feedback on opportunities for improvement in the neighbourhood, to create Vision and Guiding Principles for the neighbourhood and to answer questions about the project.	150+ conversations	

How decisions are made

Public engagement feedback opportunities (continued)

Timeline	Road Map Stage	Public Engagement	Participation	Outcome
April to May 2024	Exploring Options and Tradeoffs	Survey A survey was conducted to ask residents and interested parties to provide feedback on the proposed options for La Perle and Belmead. We also asked participants to confirm the draft Vision and Guiding Principles for La Perle and Belmead.	314 participants	The community provided feedback confirming the Vision and Guiding Principles. They also identified opportunities and constraints from the options which were used to guide the decision making process to create a draft design for the project.
		Project web page Community members could visit the project web page to access information about the project.	2,561 visits to project web page	
		Community conversations The Project Team held in-person events at the La Perle Community League and Belmead Community League, as well as a self-guided options tour at the Parkwest Toboggan Bowl. Feedback was gathered on opportunities for improvement in the neighbourhood, to confirm the Vision and Guiding Principles for the neighbourhood and to answer questions about the project.	101 conversations	

How decisions are made

Public engagement feedback opportunities (continued)

Timeline	Road Map Stage	Public Engagement	Participation	Outcome
November to December 2024	Community feedback on Draft Design	Survey A survey was conducted to ask residents and interested parties to provide feedback on how the draft design reflected the Vision and Guiding Principles.	402 participants	The community provided feedback on the draft design and how it reflected the Vision and Guiding Principles.
		Project web page Community members could visit the project web page to access information about the project.	4,726 visits to project web page	
		Community conversations The Project Team held in-person events at the La Perle Community League, Belmead Community League, the West End Seniors Activity Centre, and the La Perle Soccer Fields to gather feedback on the draft design and answer questions about the project.	138 conversations	

How decisions are made

Public engagement feedback opportunities (continued)

Timeline	Road Map Stage	Public Engagement	Participation	Outcome
October to November 2025	Community feedback on Final Design	The Project Team has finalized a design that meets current City policies, reflects technical considerations, and considers public input gathered during previous stages. Public engagement is an important part of Neighbourhood Renewal, and we want to know whether the final design reflects the Vision and Guiding Principles. In this stage, input received from the public will be to advise on the final design and may be considered for minor refinements to the final design only.		

Throughout the project, we communicated opportunities for community members and other interested parties to provide feedback through:

- + Signage: Road signs, yard signs and posters
- + Postcards delivered to each address in the neighbourhood
- + Emails to list subscribers and groups including schools and community leagues
- + Targeted letters to residents and property owners
- + Targeted social media ads through Instagram and Facebook
- + Newsletters delivered to each address in the neighbourhood

Engagement Summaries and What We Heard reports from each stage can be found posted in the project history at edmonton.ca/BuildingLaPerleandBelmead

Neighbourhood Vision and Guiding Principles

La Perle and Belmead Vision

We are the well-established, safe, quiet and family-friendly communities of La Perle and Belmead. Our residents enjoy abundant green spaces within the communities which provide many opportunities to play and gather with neighbours. We are well connected to schools, parks and commercial destinations with access to key corridors beyond the communities.

La Perle and Belmead Guiding Principles



Welcoming: La Perle and Belmead are vibrant and welcoming communities. There are diverse parks, open spaces, recreational opportunities and local amenities which provide opportunities for neighbours to be well connected to one another and experience all the communities have to offer.



Safe: Residents feel comfortable moving through their communities at any time. Sidewalks, roads and crossings are enhanced to improve visibility, traffic flow and movement for people who walk, roll, bike or drive to safely travel within the neighbourhoods.



Access to parks and open spaces: La Perle and Belmead have many beautiful parks and open spaces that are well-connected throughout the communities. Connectivity provides access to these spaces and creates opportunities for families, visitors and neighbours to gather with one another.



Inclusive: People of all ages and abilities can safely and comfortably move through the communities using various modes of transportation to enjoy the diverse gathering spaces, parks, open spaces and recreational opportunities in La Perle and Belmead.



Local amenities: Amenities in the neighbourhoods provide opportunities for residents and visitors of all ages and abilities to enjoy. Local destinations are easy to access with many breezeways, paths, sidewalks and roads connecting different areas within the communities.

Belmead What We Decided: The final design

The final design includes Neighbourhood Renewal improvements which are categorized into four key themes of roadways, walking, rolling and biking, crossing enhancements and traffic calming and parks and open spaces.

Final design themes

Final design elements



Roadways

The roadways final design elements will include the following:

- + Improvements to all local and collector roads to meet current City Standards
- + Narrow collector streets to slow traffic
- + Treed boulevards to create a buffer between sidewalks and streets
- + Retain existing trees where possible



Walking, rolling and biking

The walking, rolling and biking final design elements will include the following:

- + Reconstruction of sidewalks and addition of **new sidewalks**¹ where missing
- + Widen existing shared pathways
- + Addition of new shared pathways in some locations
- + Improved connections for people who walk, roll or bike



Crossing enhancements and traffic calming

The crossing enhancements and traffic calming elements will include the following:

- + Reconstruction of sidewalks and addition of **new sidewalks**¹ where missing
- + Widen existing shared pathways
- + Addition of new shared pathways in some locations
- + Improved connections for people who walk, roll or bike



Parks and open spaces

The parks and open spaces final design elements will include the following:

- + Reconstruction of pathways and addition of new shared pathways where missing
- + Addition of new amenities such as benches, bike parking and waste collectibles in the park spaces
- + Retain mature trees where possible and plant new trees in parks and open spaces
- + Naturalization and Low Impact Development* elements

* Low Impact Development (LID) is an approach to site development that mimics natural processes to manage stormwater runoff close to its source.

Note 1: New sidewalks refer to sidewalks that do not exist today and will be paid for by the City of Edmonton. The addition of new sidewalks where missing is included in the cost of the project

How to use this report

You are invited to review the Final Design for Belmead. This report will show how policies, technical requirements and public feedback have been applied to create the final design. In past phases of this project, we have shared three design themes: 1) Roads; 2) Walking, rolling and biking; 3) Crossing enhancements and traffic calming, which have been combined into a new section, Roadways.

In the Roadways section we will share the general information which applies to the entire neighbourhood followed by unique changes which impact specific geographical locations. Parks and open spaces design changes are located at the end of the report.

Information will be presented in the following order:

- + What considerations went into decision making
- + A description of what is included in the final design
- + How the final design may have changed from the draft design (shared in November 2024)
- + Renderings or other supporting information

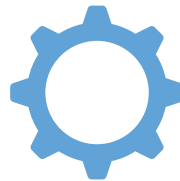
Legend for “What we accounted for to make our decisions”

This report uses three icons to illustrate which decision making criteria are a policy program, public engagement feedback or technical requirement. You will see these icons in the “what we accounted for to make decisions” tables on the following pages.

The decision making criteria include:



**City Policies and
Programs**



**Technical
Requirements**



**Public
Engagement Feedback**

Roadways

Key design influences:

- + Collector and local roads have reached the end of their lifecycles and require reconstruction which will be done to current City standards
- + City policy, supported by resident feedback, emphasized the importance of traffic management
- + City policy, supported by resident feedback, emphasized improving safety for people who walk, roll and bike in the neighbourhood

Overview map



What we decided

- + Roads reconstructed to meet current City standards
- + Sidewalks reconstructed to meet current City standards to improve how people walk and roll in the neighbourhood (pending Local Improvement decision)
- + Lighting improvements and renewal of existing street lights added to improve safety and visibility on roads (decorative option pending Local Improvement decision)
- + Traffic calming measures added to provide safety, accessibility and connectivity throughout the neighbourhood
- + If there are encroachment or landscaping changes the Project Team will work with property owners to resolve impacts
- + If trees are impacted by the design, trees may be relocated or removed and new trees planted where possible

Collector roads

- + On-street parking removed in some areas to accommodate new treed boulevards and traffic calming features
- + Low impact development features will be added in the boulevard where possible

Local roads

- + Some roads will be narrowed to meet current City standards by adding treed boulevards
- + On-street parking maintained on both sides of the street

What we accounted for to make our decisions

Vision and Guiding Principles considered



Safe



Inclusive



Access to
parks and open
spaces



Local
amenities



Welcoming



Policies and Programs

A complete list of policy and programs can be found on pages 4 and 5.



Technical Requirements

A complete list of technical requirements can be found on page 6. Additional considerations are:

- + Utility constraints
- + 182 Street, 184 Street, 89 Avenue and 91 Avenue were renewed in 2017
- + Limited space within the road rights-of-way to accommodate all curbside functions uses such as boulevards, bus stops and parking



Public Engagement Feedback

- + Some respondents believe the draft design reflects the community's current and future needs
- + A few respondents support the addition of new sidewalks in cul-de-sacs while several respondents indicated that these areas currently experience minimal walking and rolling traffic
- + A number of respondents support the addition of new shared pathways and emphasized on their importance for connecting the neighbourhood with surrounding amenities
- + A few respondents shared their support for on-street parking availability being maintained alongside new shared pathways
- + There was general support for the renewal of collector and local roadways
- + A number of respondents supported maintaining on-street parking throughout the neighbourhood and noted the importance of parking availability near community amenities
- + A number of respondents believed that narrowing the roadway along collector roads may result in increased traffic congestion during school drop-off and pick-up times
- + There was general support for the proposed changes, particularly additional pathway connections near parks and open spaces
- + A number of respondents were supportive of sidewalk renewal as current sidewalks are in a state requiring repair
- + There was general support for the addition of traffic calming measures along roadways
- + Several respondents shared their desire to see additional traffic calming measures near arterial intersections such as 189 Street and 87 Avenue as well as 178 Street and 87 Avenue to improve community safety for people who walk, roll and bike
- + Some respondents shared that they would like to see additional traffic calming measures in the final design to discourage commuters shortcutting through the neighbourhood to avoid nearby LRT construction during the afternoon rush hour

Tree and landscaping impacts

Specific technical considerations included:

- + Retain existing tree canopy where possible, however in some cases trees may need to be removed
- + Work with property owners to review encroachment conflicts such as private landscaping to remove or relocate impacted landscaping

What we decided:

- + Where boulevard or park trees need to be removed, they will be relocated or new trees will be planted
- + The Project Team will notify and work with property owners to reduce impacts to:
 - + Private trees and landscaping
 - + Fences, retaining walls or other structures

Tree impact key map



Low impact development

Specific technical considerations included:

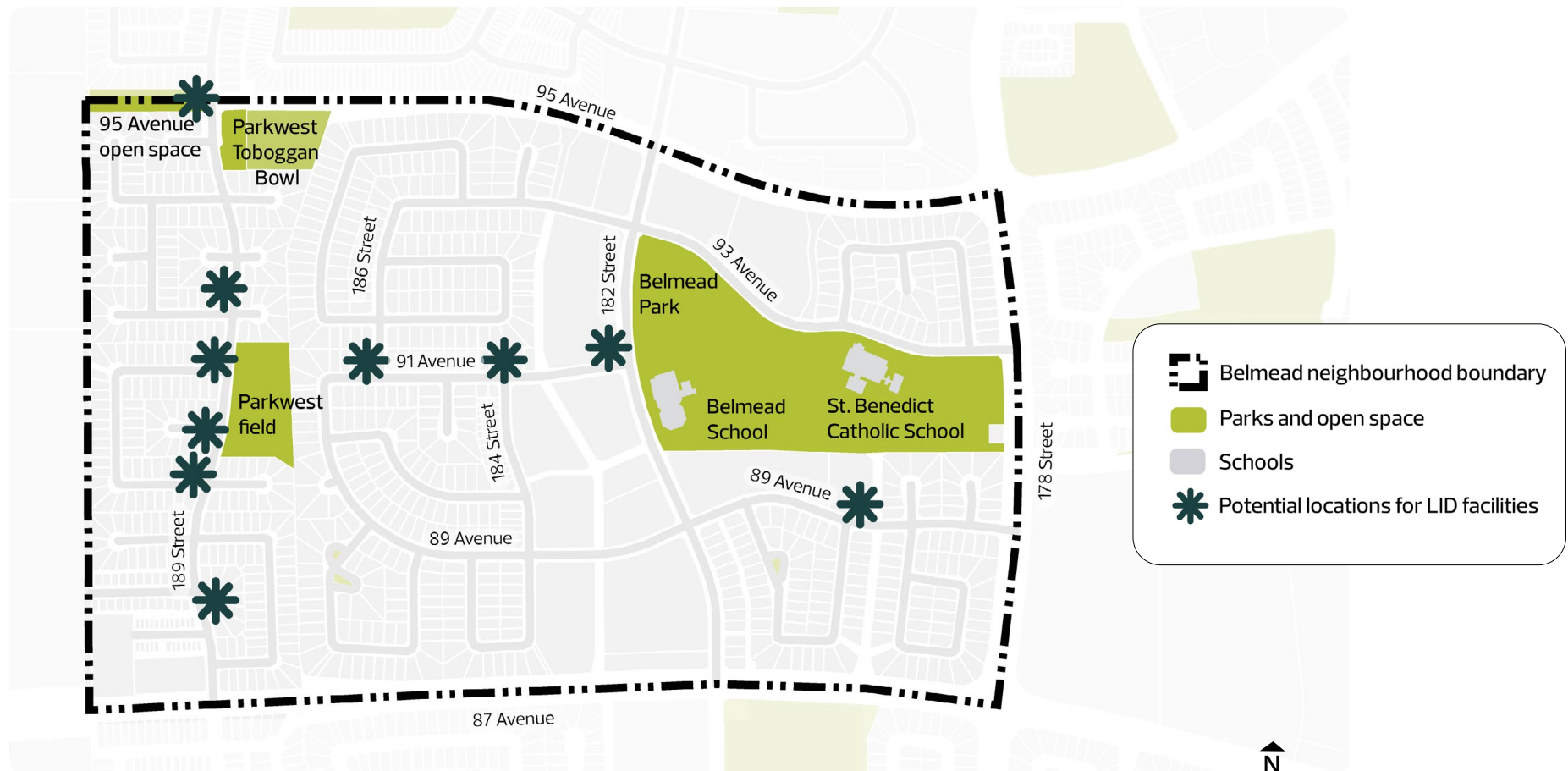
- + EPCOR is working with the City of Edmonton to reduce the risk of flooding in Belmead by including Low Impact Development (LID) facilities. LID is an approach to site development that mimics natural processes to manage stormwater runoff close to its source
- + Incorporating LID features into existing communities helps adapt to the city's variable climate. These features effectively reduce stormwater runoff, enhance water quality, and promote groundwater recharge, particularly during spring thaws and summer rainfall

What we decided:

- + LID facilities integrated into boulevards and open spaces

Note: Final LID locations are pending funding approval and final grading.

LID Key map



Crossing enhancements and traffic calming

Key design influences:

- + City policy and public feedback prioritized improving safety and accessibility for people walking, rolling and biking in the neighbourhood
- + Resident feedback emphasized the importance of **traffic calming**³ to manage speeding, congestion and shortcutting

***Note 3: Traffic calming** consists of physical design measures put in place on existing roads to reduce vehicle speeds and improve safety.*

Overview map



What we decided

- + Maintain existing crossing signals such as overhead flashers and rapid flashing beacons
- + New traffic calming measures along key routes and intersections including:
 - + Raised crossings on 189 Street at 95 Avenue, 91 Avenue and 87A Avenue
 - + Raised crossings on 182 Street at 93 Avenue and 89 Avenue
 - + Curb extensions on most intersections along 189 Street, 93 Avenue, 89 Avenue and 91 Avenue
 - + Continuous crossings along the east side of 189 Street at every intersection to support the shared pathway
 - + Speed tables on 186 Street south of 93 Avenue and south of 92 Avenue

Definitions



Raised crossings

Raised crossings raise the intersection to create a level surface for people crossing the street and provide drivers with a physical cue to slow down.



Curb extensions

A curb extension extends the curb to define the parking lane and improves sightlines while shortening the crossing distance.



Continuous crossings

Continuous crossings create a level surface and provide an uninterrupted travel path for people crossing the street while also providing drivers with a physical cue to slow down.



Speed tables

A speed table is a mid-block traffic calming device with a wide, flat top that gently raises the entire wheelbase of a vehicle as it drives over. This helps slow down cars and reduce dangerous driving, making the community safer and more livable for everyone.

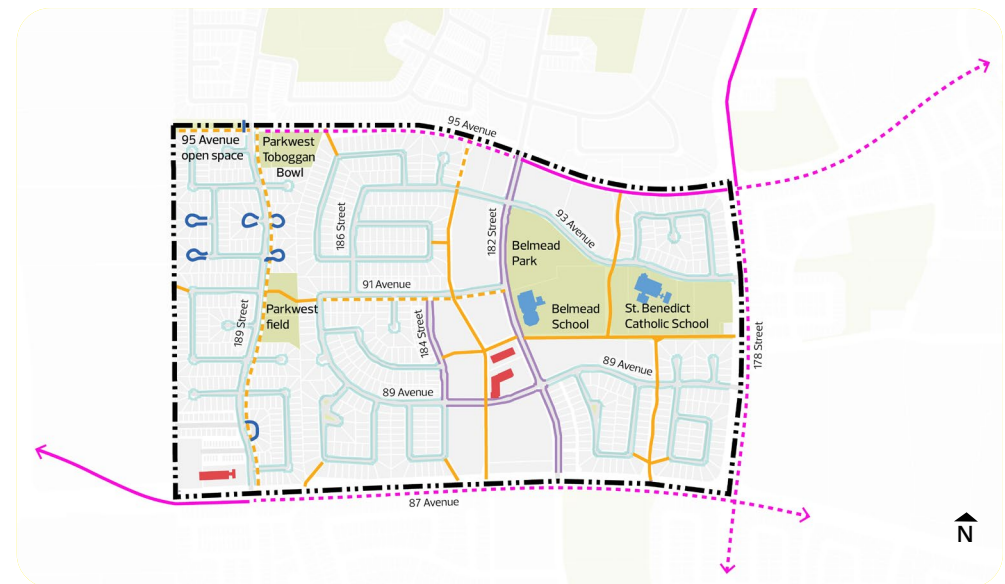
Walking, rolling and biking

Key design influences:

- + Existing sidewalks, **breezeways**² and shared pathways have reached the end of their lifecycles and required reconstruction which will be done to current City standards
- + There are some missing connections in the neighbourhood for people who walk, roll and bike
- + There are some local roads without sidewalks in the neighbourhood

***Note 2:** A **breezeway** is a public pathway between two private properties. Wider breezeways and pathways make it easier for people who walk and bike to move around the neighbourhood. They enhance accessibility and connectivity within the neighbourhood.*

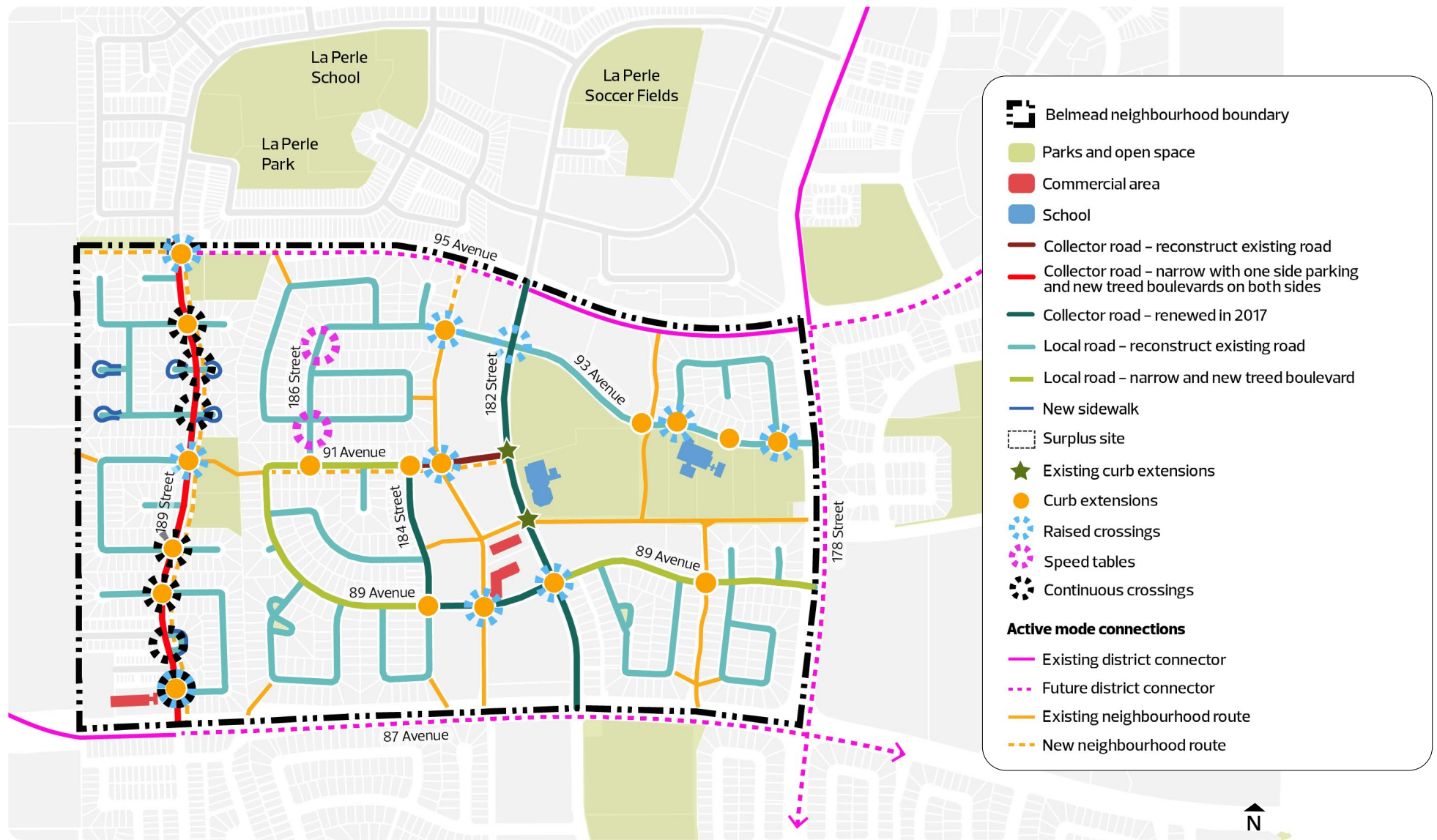
Overview map



What we decided

- + Sidewalks reconstructed to meet current City standards to improve how people walk and roll in the neighbourhood (pending local improvement decision), which includes wider sidewalks on collector roads
- + Adding new sidewalks where missing
- + Existing **breezeways**² and shared pathways will be reconstructed to current standards
- + Sidewalk along the east side of 189 Street widened to a shared pathway
- + New shared pathway west of 182 Street completing the missing connection between 93 Avenue and 95 Avenue

Roadways scope map and navigation tabs



Please click on the tabs below to view detailed sections for specific collector and local roads:

Collector roads:

189 Street

182 Street

89 Avenue and 184 Street

91 Avenue between
182 Street and 184 Street

Local roads:

91 Avenue between
184 Street and 187 Street

93 Avenue east of 182 Street

89 Avenue east of 182 Street

93 Avenue and 186 Street

Collector roads

Your neighbourhood design

The Edmonton logo, featuring the word "Edmonton" in white sans-serif font on a dark blue rectangular background.

Edmonton

189 Street

Specific technical considerations included:

- + ETS requirements on 189 Street impacted bus stop locations
- + Underground utility locations and spacing requirements limited design options
- + Groundwater levels and drainage needs

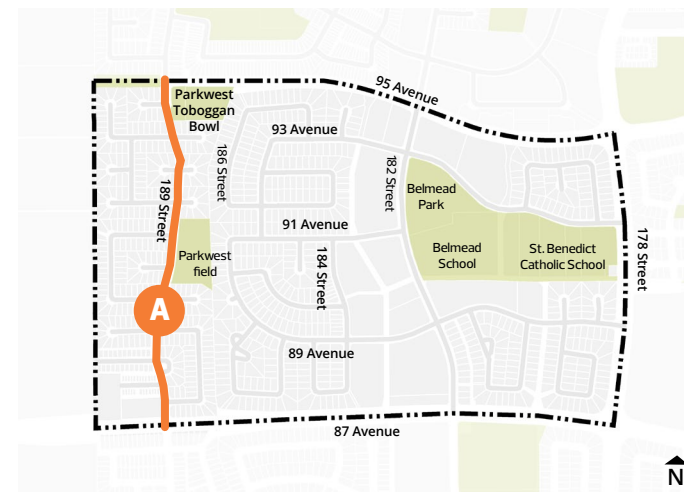
What we heard:

- + Parking along 189 Street is not well used
- + Residents are concerned about vehicles speeding or shortcutting through the neighbourhood
- + Residents shared the desire to improve access to bus stops and community mailboxes along 189 Street

What we decided:

- + Narrowing of the roadway and removal of the west side lane of parking
- + Treed boulevards along both sides of 189 Street
- + Sidewalk along the east side of 189 Street widened to a shared pathway
- + New sidewalk added next to the open space along 189 Street at 95 Avenue
- + New sidewalks added along cul-de-sacs at 92 Avenue, 92a Avenue and mid-block along 189 Street between 87a Avenue and 89 Avenue
- + Traffic calming measures added to provide safety, accessibility and connectivity along the roadway including:
 - + Raised crossings added at Parkwest field shared pathway, the intersection at 189 Street and 95 Avenue and the intersection at 189 Street and 87a Avenue
 - + Curb extensions added on 189 Street where it intersects with 95 Avenue, 93 Avenue, 91 Avenue, 89 Avenue and 87a Avenue
 - + Continuous crossings added along the east side of 189 Street where it connects with 93 Avenue, 92a Avenue, 92 Avenue, 90 Avenue, 89 Avenue, and 87a Avenue

Key map



A 189 Street looking north

Note: Localized narrowing of sidewalks/shared pathways not shown

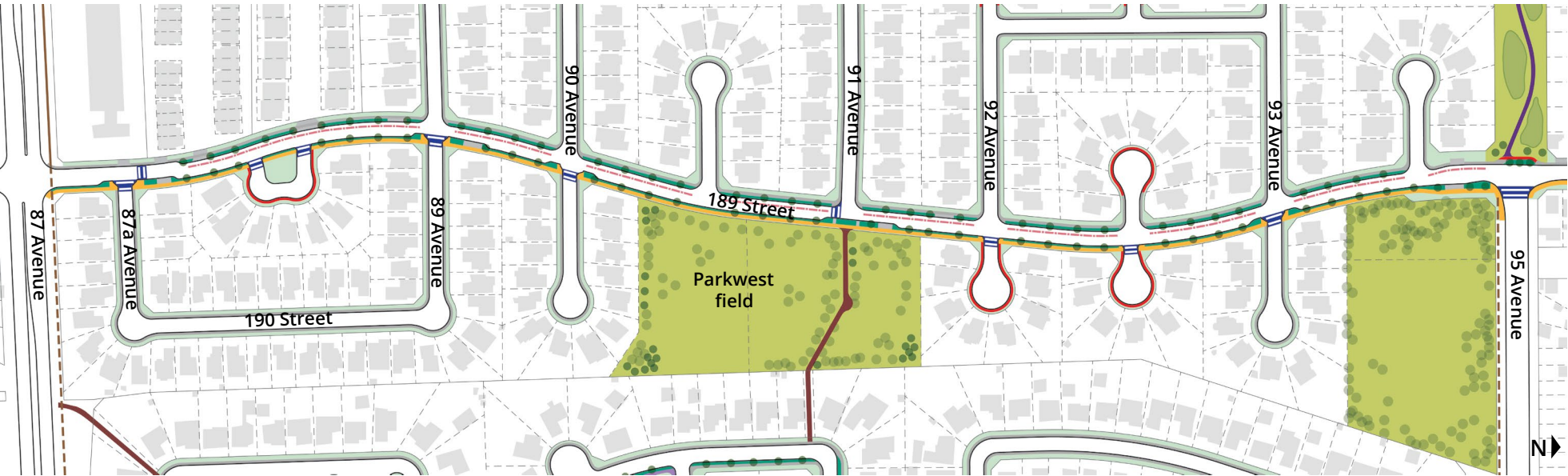


Changes from draft design:

- + Reduced the width of the shared pathway to allow for a new treed boulevard along the east side of 189 Street creating a buffer between those who walk, roll and bike and vehicles
- + Boulevard provides space for snow storage in the winter
- + Raised intersection at 189 Street and 95 Avenue removed because of utility and drainage constraints
- + Curb extensions added at the intersections of 189 Street and 95 Avenue, 189 Street and 90 Avenue and 184 Street and 89 Avenue
- + Realigned the previous commercial access near the intersection of 87 Avenue to 189 Street and 87a Avenue to improve traffic operations and pedestrian safety

189 Street

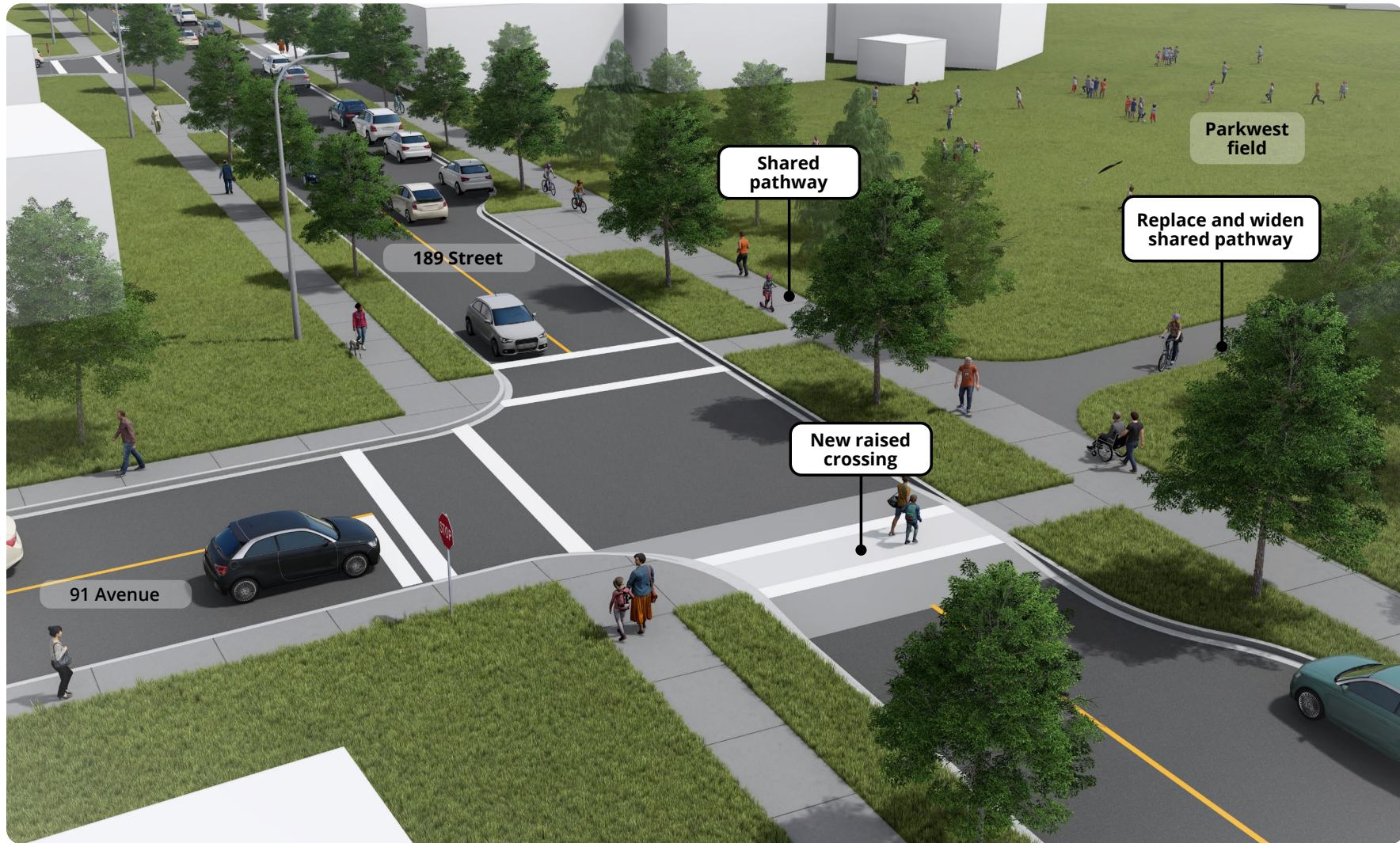
Overview map



- Legend**
- | | | |
|-----------------------------|----------------------------------|----------------------|
| Replace and widen sidewalks | Replace and widen shared pathway | New shared pathway |
| New sidewalks | Shared pathway | No on-street parking |
| Existing grass/boulevards | New raised crossing | Existing trees |
| New boulevards | Parks and open space | New trees |

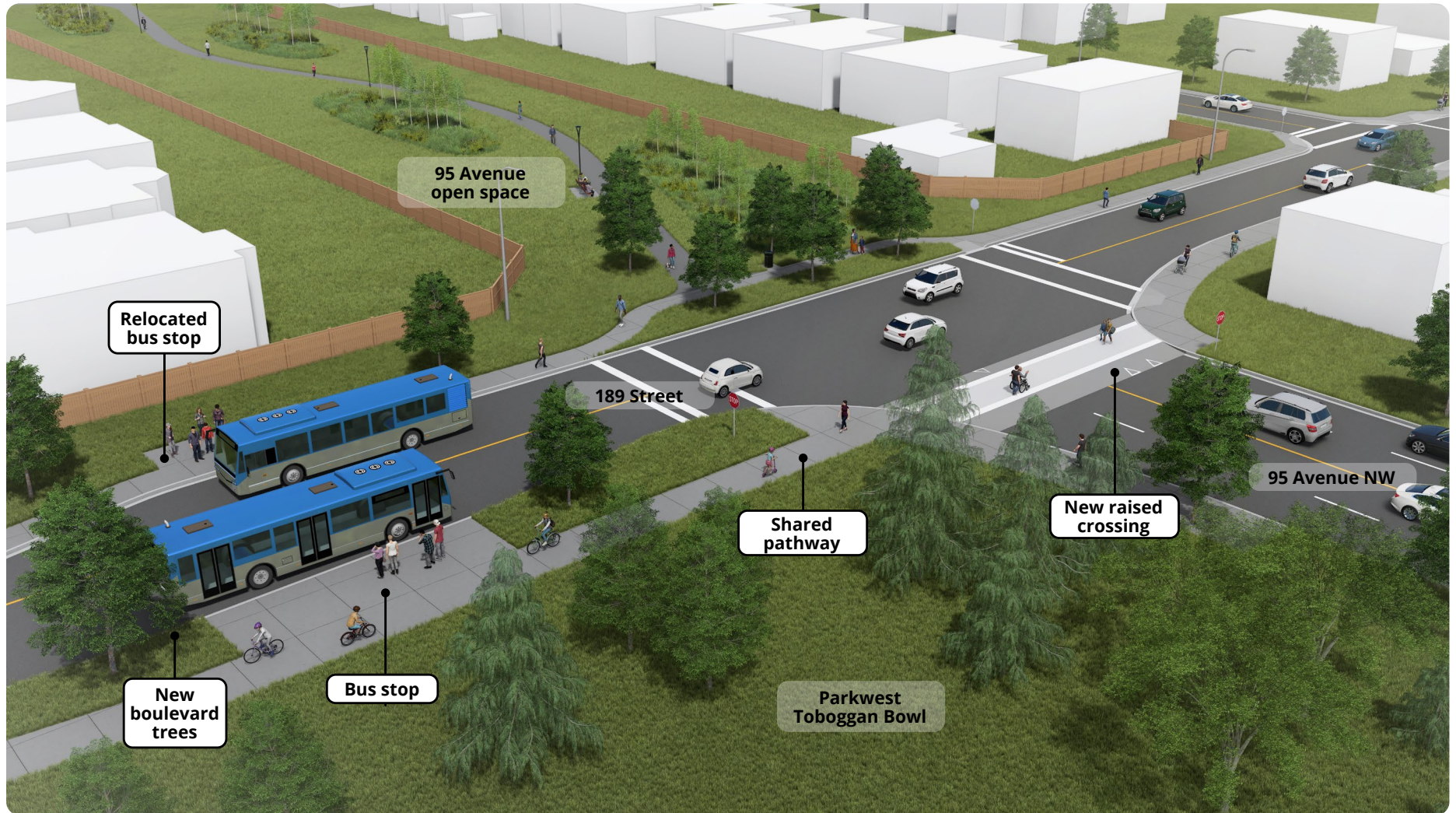
189 Street

189 Street and 91 Avenue looking north



189 Street

189 Street and 95 Avenue looking north



182 Street

Specific technical considerations included:

- + Roads, sidewalks, curbs and gutters were renewed in 2017

What we heard:

- + Desire to slow traffic
- + Improve safety for people who walk, roll and bike

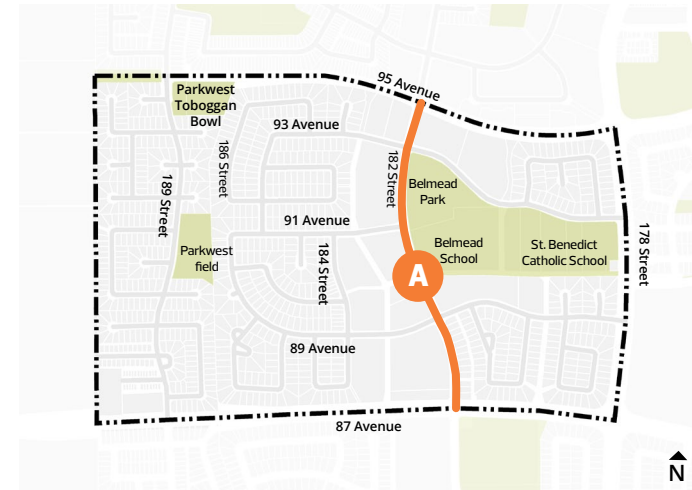
What we decided:

- + Wider sidewalk on the east side of the street from the pathway to 91 Avenue, providing safe and convenient movement in front of Belmead School
- + Traffic calming measures added to provide safety, accessibility and connectivity along the roadway including:
 - + Raised crossings added at 182 Street and 93 Avenue and 182 Street and 89 Avenue

Changes from draft design:

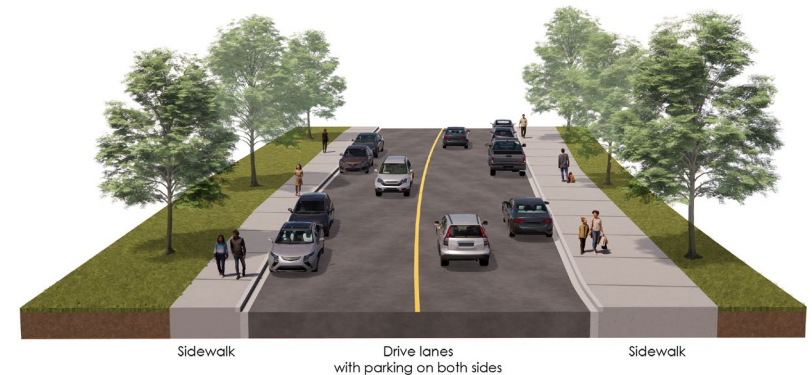
- + Shared pathway removed from 182 Street due to the availability of parallel routes
- + Raised crossing removed at the intersection of 182 Street and 91 Avenue as existing traffic calming measures meet safety requirements and the roadway was recently rebuilt
- + Continuous crossing removed on 93 Avenue at 182 Street as the shared pathway along 182 Street was removed

Key map



A 182 Street looking north

Note: Localized narrowing of sidewalks/shared pathways not shown



182 Street

Overview map



Legend

- | | |
|---|---|
|  Replace and widen sidewalks |  Future district connector |
|  Existing grass/boulevards |  Road and sidewalk renewed in 2017 |
|  New boulevards |  Existing trees |
|  Replace and widen shared pathway |  New trees |
|  New raised crossing | |
|  Parks and open space | |

89 Avenue and 184 Street

Specific technical considerations included:

- + Roads, sidewalks, curbs and gutters were renewed in 2017

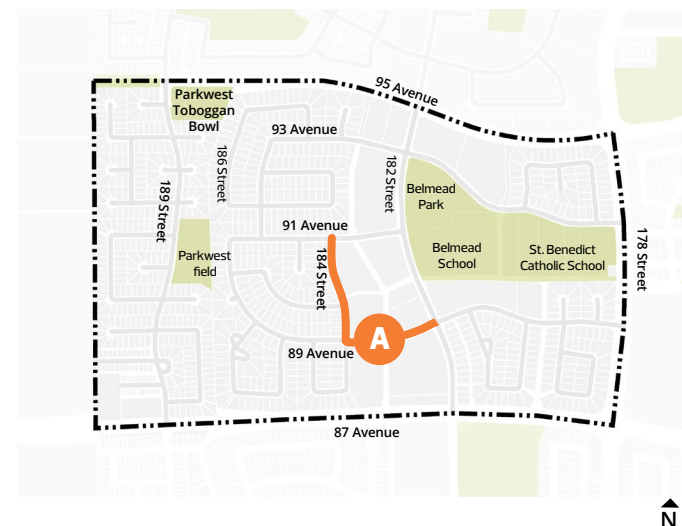
What we heard:

- + Desire to slow traffic
- + Improve safety for people who walk, roll and bike

What we decided:

- + Traffic calming measures added to provide safety, accessibility and connectivity along the roadway including:
 - + Raised crossing and curb extensions mid-block where the shared pathway crosses 89 Avenue
 - + Curb extensions at the intersections of 184 Street and 91 Avenue as well as 184 Street and 89 Avenue

Key map



A 89 Avenue looking east

Note: Localized narrowing of sidewalks/shared pathways not shown

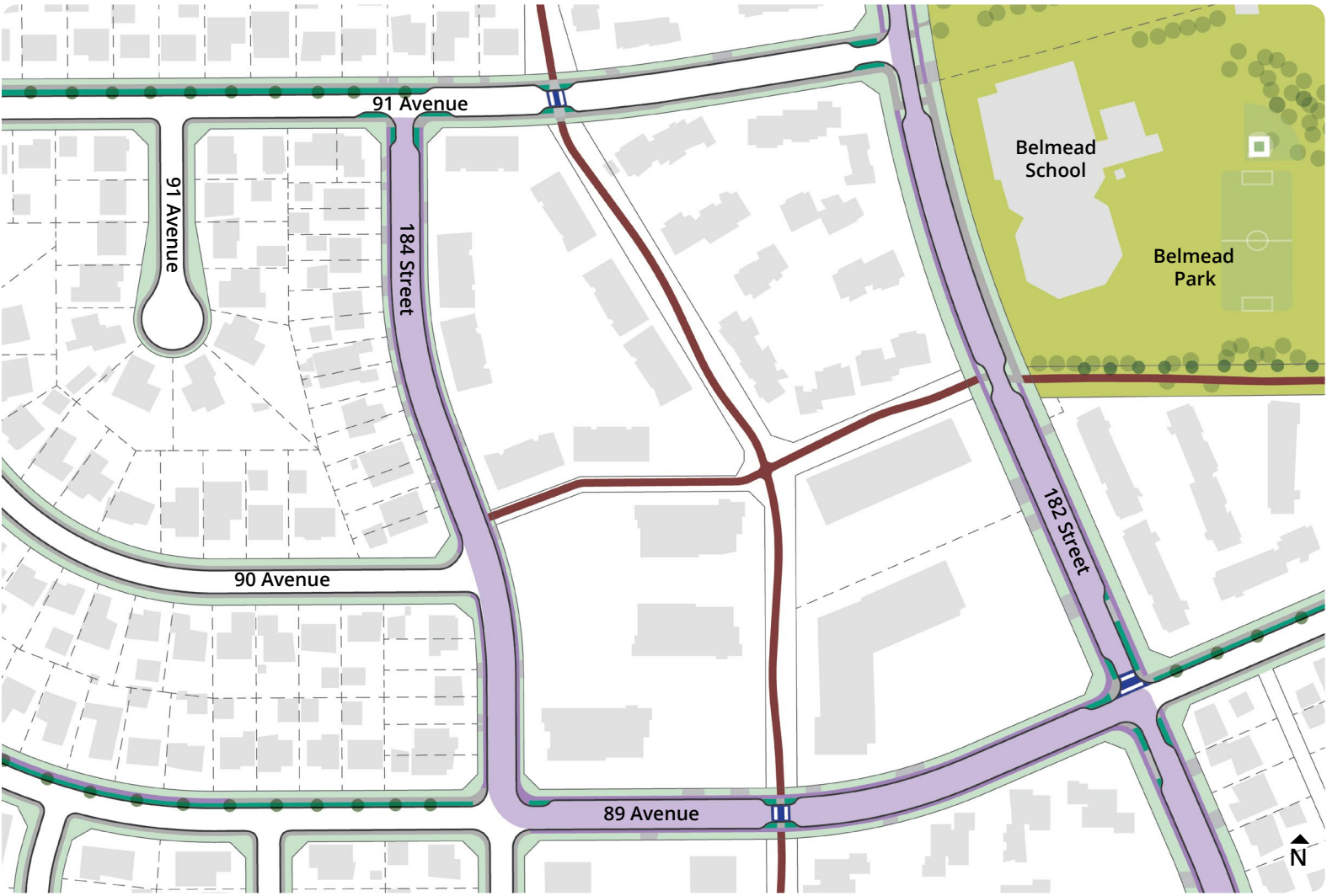


Changes from draft design:

- + Curb extensions removed at the intersection of 184 Street and 90 Avenue because the roadway was recently rebuilt
- + Curb extensions added at the intersection of 184 Street and 89 Avenue

89 Avenue and 184 Street

Overview map



Legend

- | | | |
|-----------------------------|-----------------------------------|----------------|
| Replace and widen sidewalks | Replace and widen shared pathway | Existing trees |
| Existing grass/boulevards | New raised crossing | New trees |
| New boulevards | Road and sidewalk renewed in 2017 | |

91 Avenue between 182 Street and 184 Street

Specific technical considerations included:

- + Roads, sidewalks, curbs and gutters were renewed in 2017

What we heard:

- + Improve safety for people who walk, roll and bike
- + Desire to slow traffic
- + Desire to maintain on-street parking

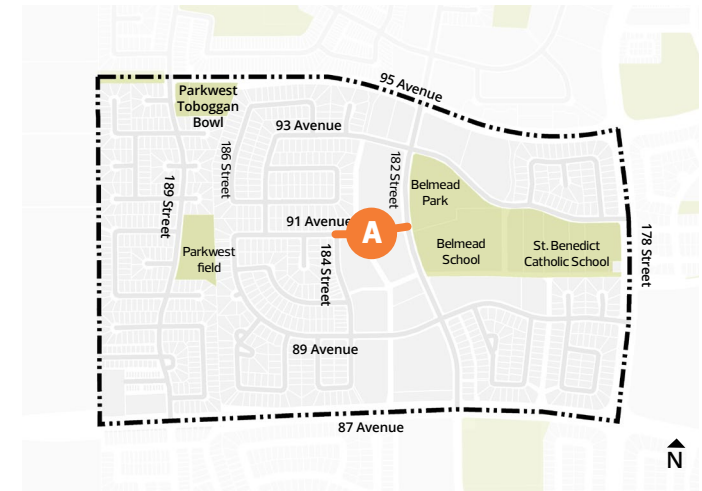
What we decided:

- + 91 Avenue reconstructed to **local street bikeway**⁴ between 182 Street and 187 Street to provide a better connection for people who bike
- + Sidewalk widened on the south side of the street to provide a better connection for people who walk and roll
- + Traffic calming measures added to provide safety, accessibility and connectivity along the roadway including:
 - + Raised crossing added where neighbourhood shared pathway crosses 91 Avenue
 - + Curb extensions added at 182 Street and 184 Street

Changes from draft design:

- + On-street parking retained on the north side of the 91 Avenue due to high parking demand from nearby residences and school
- + Treed boulevard removed on the north side of 91 Avenue in order to retain parking
- + Shared pathway removed on the south side of 91 Avenue due to utility and space constraints

Key map



A 91 Avenue looking west

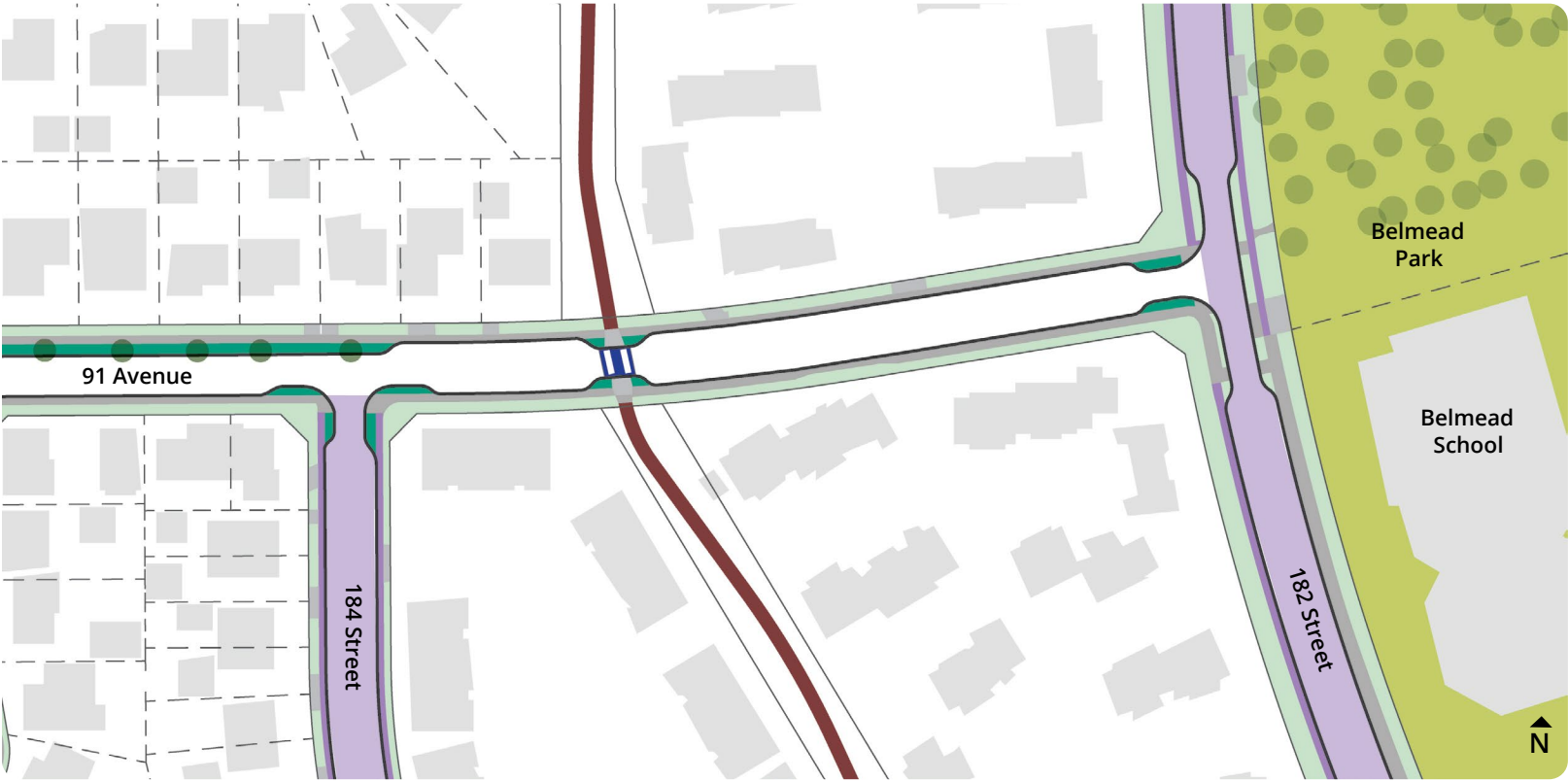
Note: Localized narrowing of sidewalks/shared pathways not shown



Note 4: A local street bikeway A local street bikeway is a street where the road is shared between people who bike and drive. Traffic calming measures may be incorporated into the design to encourage slower vehicle speeds.

91 Avenue between 182 Street and 184 Street

Overview map



Legend

- | | | |
|-----------------------------|-----------------------------------|----------------------|
| Replace and widen sidewalks | Replace and widen shared pathway | Parks and open space |
| Existing grass/boulevards | New raised crossing | Existing trees |
| New boulevards | Road and sidewalk renewed in 2017 | New trees |

91 Avenue local street bikeway looking west



Local roads

Your neighbourhood design

Edmonton

91 Avenue between 184 Street and 187 Street

Specific technical considerations included:

- + The existing roadway is wider than current City standards which can encourage speeding
- + 91 Avenue is an east-west connection through the neighbourhood that connects the schools, parks and neighbourhood amenities for those who walk, roll and bike

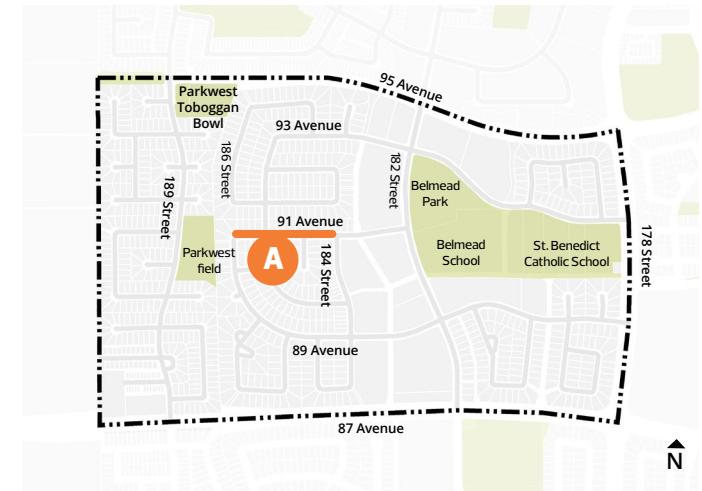
What we heard:

- + Desire to slow traffic

What we decided:

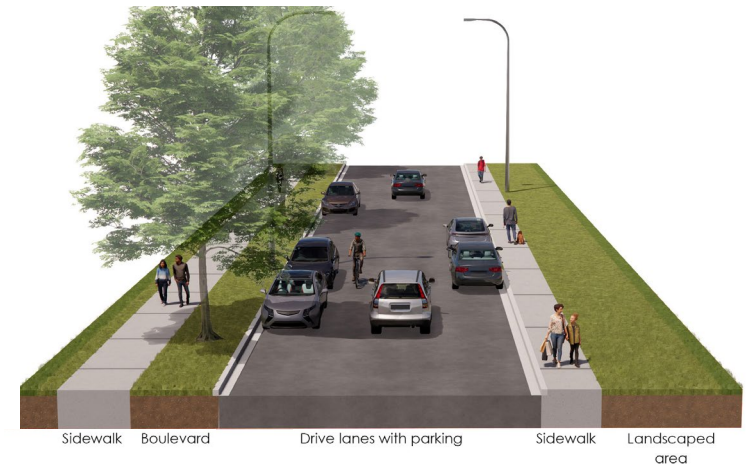
- + 91 Avenue reconstructed to **local street bikeway**⁴ between 182 Street and 187 Street to provide a better connection for people who bike
- + Roadway narrowed to current City standard to slow down vehicles
- + New boulevard added on the north side of the street provides space for snow storage and new trees
- + Curb extension added on 91 Avenue at 184 Street to help slow traffic and enhance safety for people who walk, roll and bike by improving sightlines and creating a shorter crossing distance
- + New signage indicating local street bikeway to enhance awareness for those who are biking

Key map



A 91 Avenue looking east

Note: Localized narrowing of sidewalks/shared pathways not shown



No change from draft design

Note 4: A **local street bikeway** A local street bikeway is a street where the road is shared between people who bike and drive. Traffic calming measures may be incorporated into the design to encourage slower vehicle speeds.

91 Avenue between 184 Street and 187 Street

Overview map



- Legend**
- Replace and widen sidewalks
 - Existing grass/boulevards
 - New boulevards
 - Replace and widen shared pathway
 - Road and sidewalk renewed in 2017
 - New trees
 - Speed table

187 Street and 89 Avenue

Specific technical considerations included:

- + The existing roadway is wider than current City standards which can encourage speeding

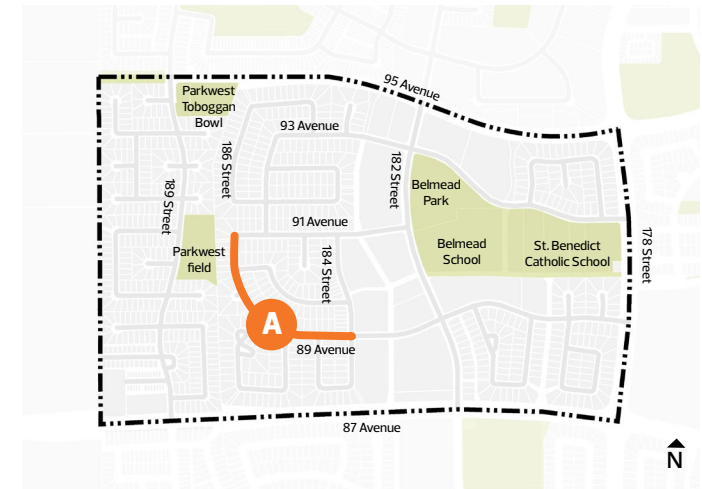
What we heard:

- + Desire to slow traffic

What we decided:

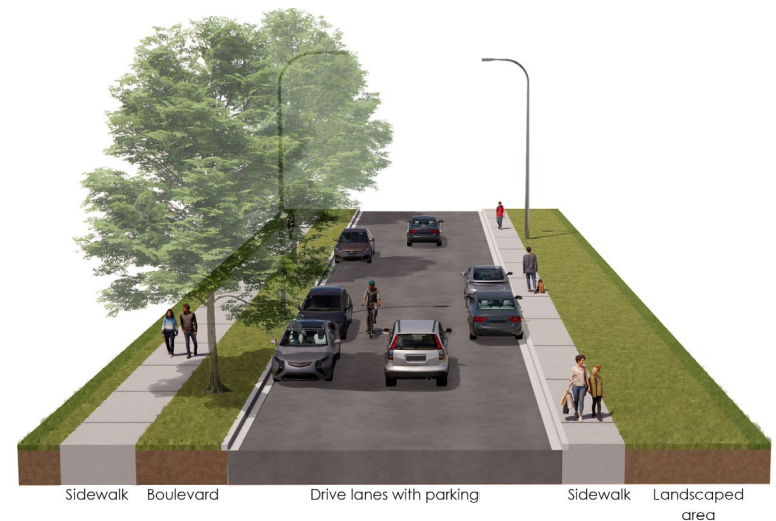
- + Roadway narrowed to current City standard to slow down vehicles
- + New treed boulevards added on the east side of 187 Street and north side of 89 Avenue to provide space for snow storage and separate people walking and rolling from traffic

Key map



A 89 Avenue looking east

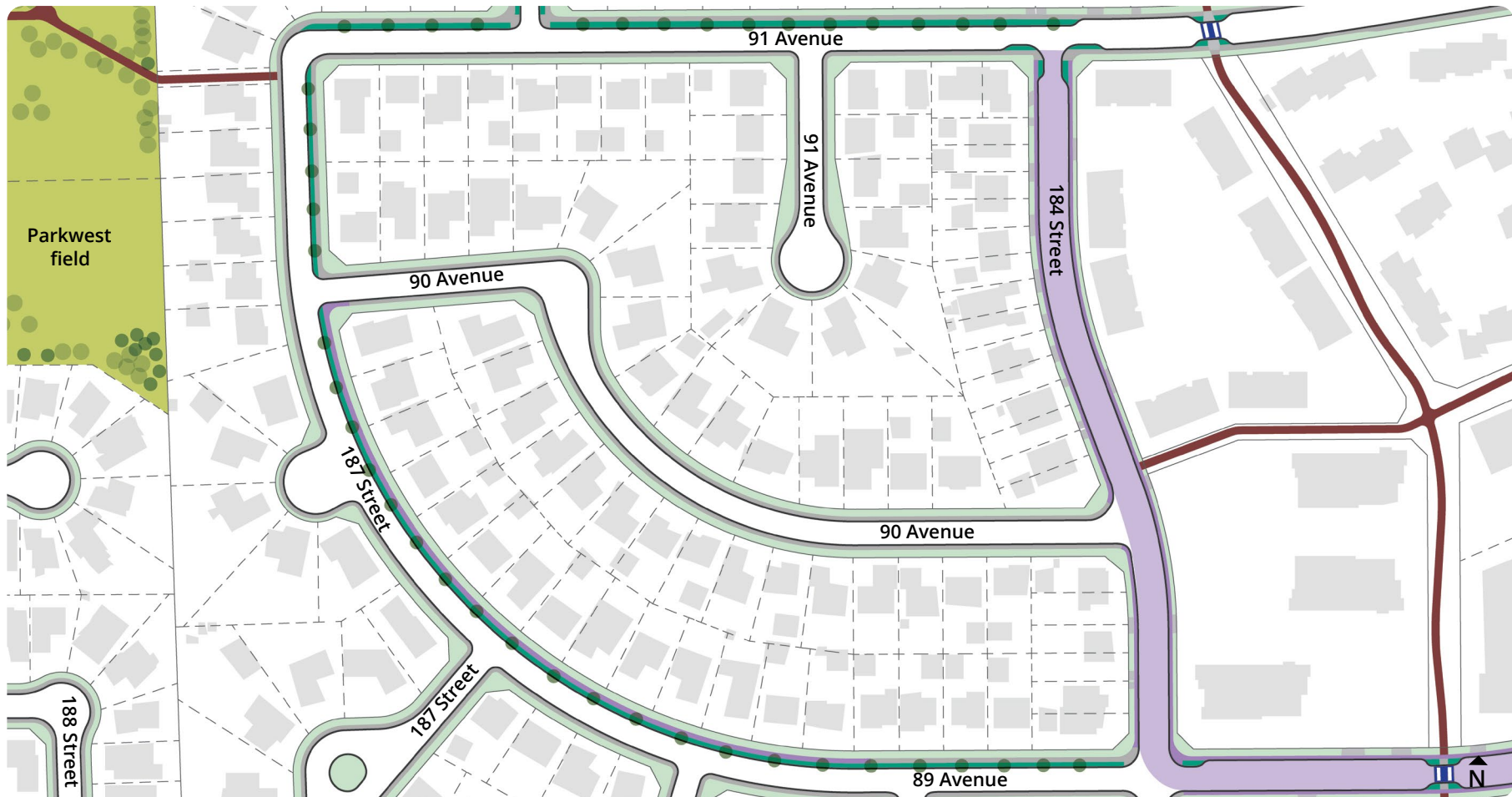
Note: Localized narrowing of sidewalks/shared pathways not shown



No change from draft design

187 Street and 89 Avenue

Overview map



Legend

- | | | |
|-----------------------------|----------------------------------|-----------------------------------|
| Replace and widen sidewalks | Replace and widen shared pathway | New trees |
| Existing grass/boulevards | Parks and open space | Road and sidewalk renewed in 2017 |
| New boulevards | Existing trees | |

93 Avenue east of 182 Street

Specific technical considerations included:

- + The existing roadway is wider than current City standards which can encourage speeding
- + Underground utility locations and spacing requirements limited design options

What we heard:

- + Traffic volume on 93 Avenue is higher due to access to 178 Street
- + School pick up and drop-off creates congestion in front of St. Benedict School

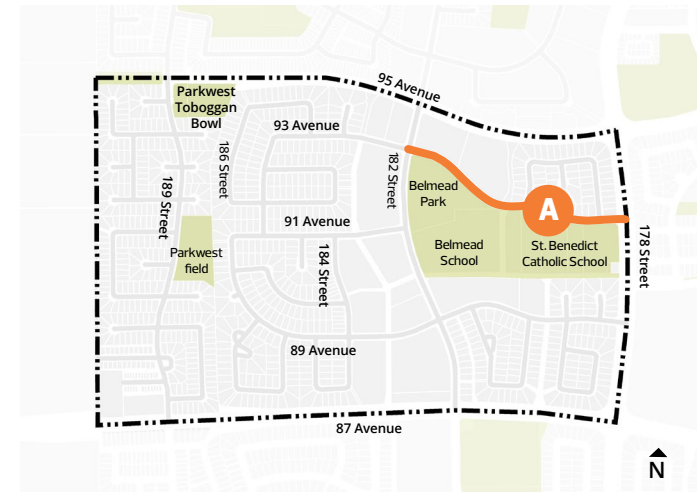
What we decided:

- + Traffic calming measures added to provide safety, accessibility and connectivity along the roadway including:
 - + Raised crossings added at 180 Street and 179 Street
 - + Curb extensions added on 93 Avenue at the pathway crossing west of the school and mid-block crossing east of the school
- + Wider sidewalk on the south side of the street, providing safe and convenient movement along Belmead Park and school sites

Changes from draft design:

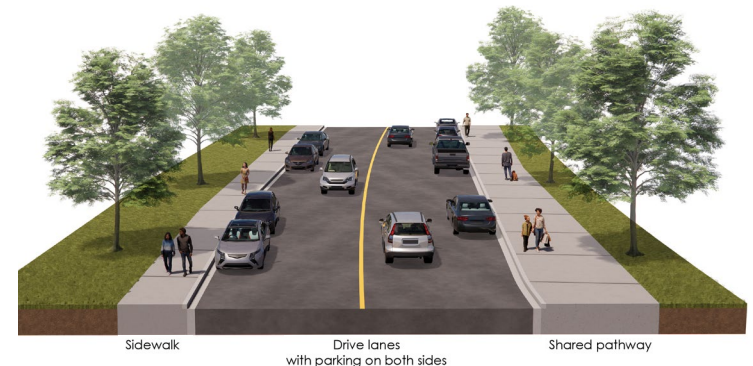
- + Raised crossing relocated from the pathway crossing west of the school to 180 Street, due to community input identifying the crossing at 180 Street as the busier crossing location
- + Curb extensions added at the pathway crossing west of the school
- + Shared pathway removed from 93 Avenue and replaced with a wider sidewalk

Key map



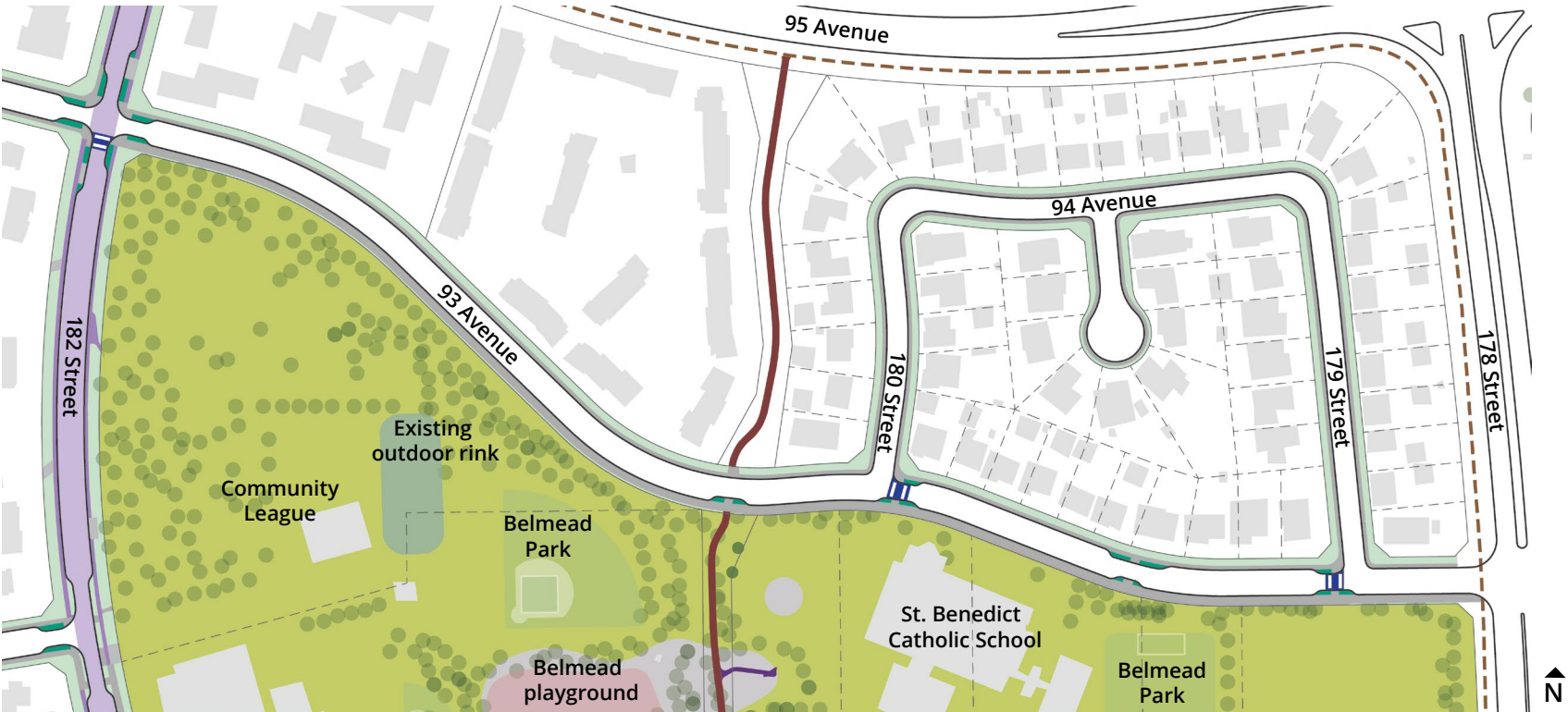
A 93 Avenue looking east

Note: Localized narrowing of sidewalks/shared pathways not shown



93 Avenue east of 182 Street

Overview map



Legend

- | | | |
|----------------------------------|---------------------------|-----------------------------------|
| Replace and widen sidewalks | Future district connector | Road and sidewalk renewed in 2017 |
| Existing grass/boulevards | New raised crossing | Existing trees |
| New boulevards | Parks and open space | New trees |
| Replace and widen shared pathway | New shared pathway | |

89 Avenue east of 182 Street

Specific technical considerations included:

- + The existing roadway is wider than current City standards which can encourage speeding
- + Location of underground utilities prevented a raised crossing at the shared pathway connection

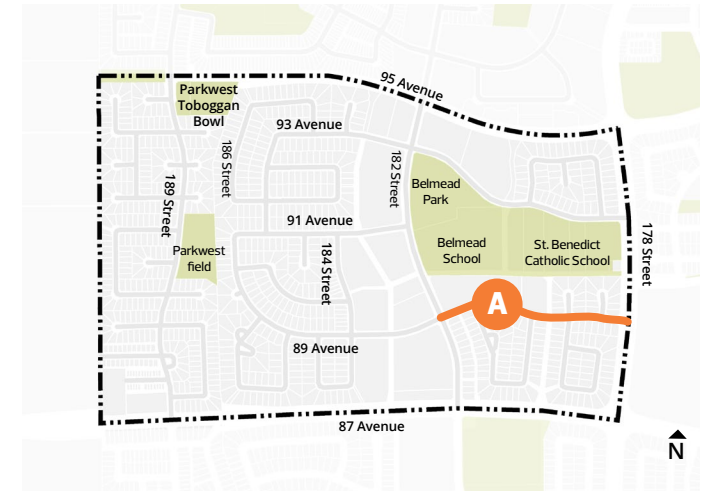
What we heard:

- + Desire to slow traffic

What we decided:

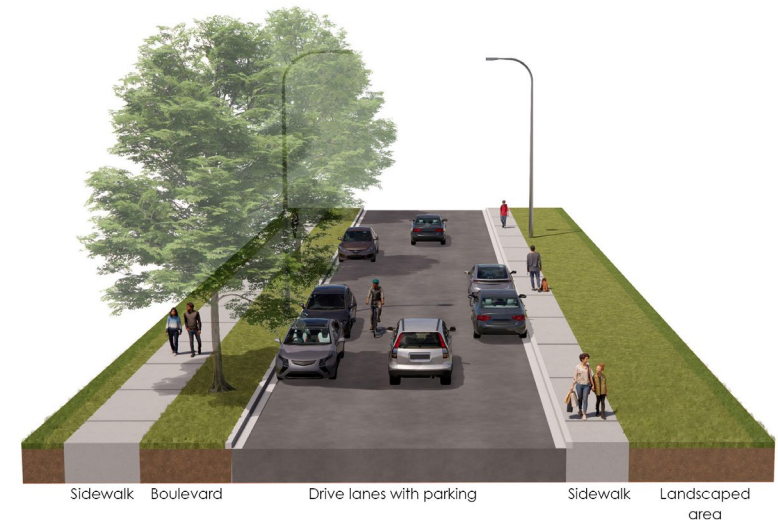
- + Roadway narrowed to current City standard to slow down vehicles
- + New treed boulevard added on the north side of the street to provide space for snow storage and separate people walking and rolling from traffic
- + Curb extension added at the shared pathway connection west of 180 Street, to slow down traffic and allow shorter crossing distances

Key map



A 89 Avenue looking east

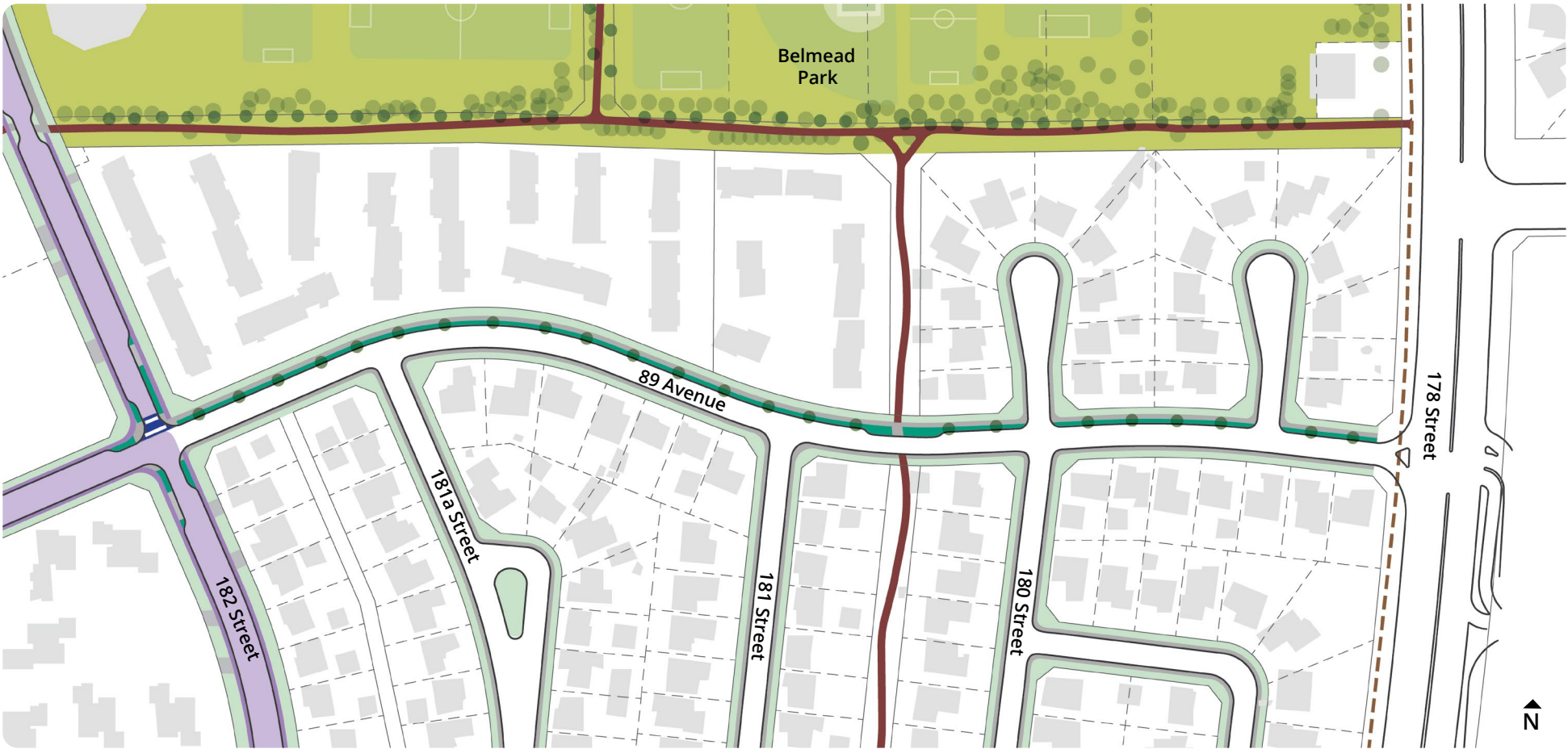
Note: Localized narrowing of sidewalks/shared pathways not shown



No change from draft design

89 Avenue east of 182 Street

Overview map



Legend

- | | | |
|-----------------------------|----------------------------------|-----------------------------------|
| Replace and widen sidewalks | Replace and widen shared pathway | Existing trees |
| Existing grass/boulevards | New raised crossing | New trees |
| New boulevards | Parks and open space | Road and sidewalk renewed in 2017 |

93 Avenue and 186 Street

Specific technical considerations included:

- + The existing roadway is wider than current City standards which can encourage speeding
- + Location of underground utilities prevented road narrowing to standard as appropriate offset clearances must be followed

What we heard:

- + Desire to slow traffic

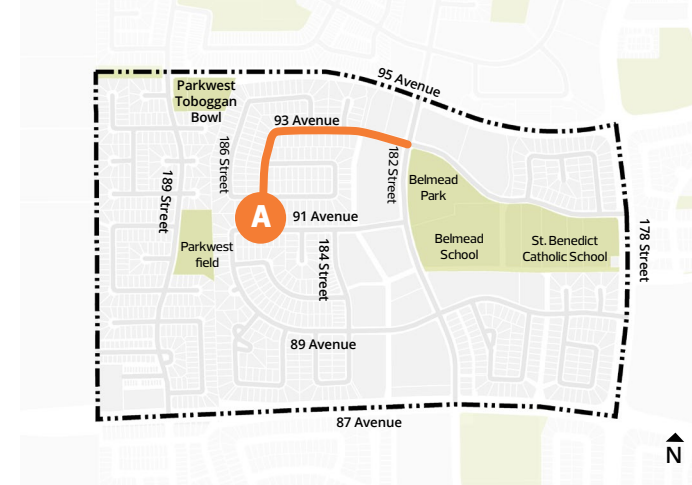
What we decided:

- + Traffic calming measures added to provide safety, accessibility and connectivity along the roadway including:
 - + Raised crossing added on 93 Avenue at the shared pathway crossing west of 182 Street
 - + Speed tables added on 186 Street south of 93 Avenue and south of 92 Avenue
 - + Curb extensions added on 186 Street at 91 Avenue and on 93 Avenue at 182 Street

Changes from draft design:

- + Speed tables added along 186 Street to address traffic calming concerns while working within utility constraints

Key map



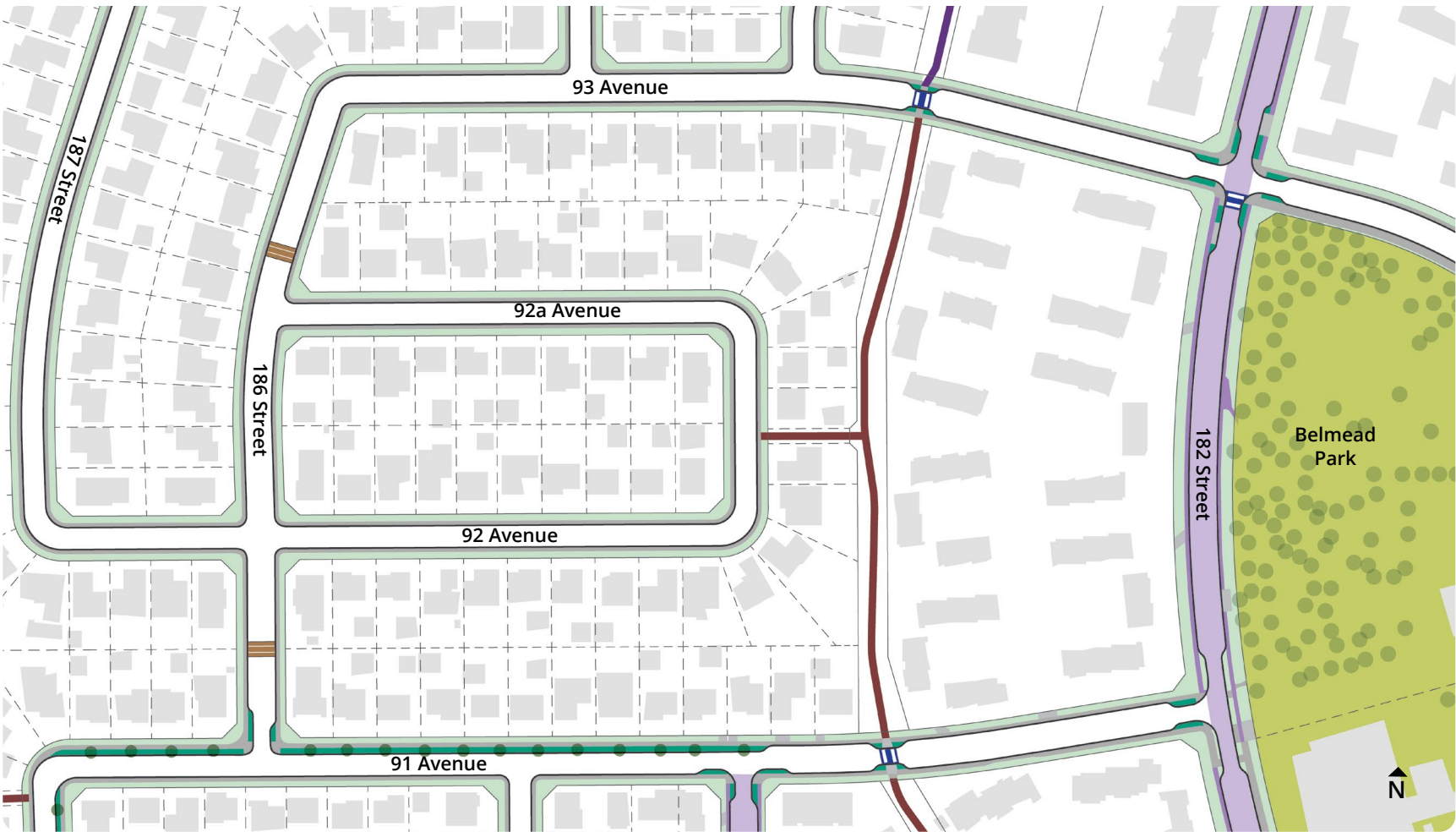
A 186 Street looking north

Note: Localized narrowing of sidewalks/shared pathways not shown



93 Avenue and 186 Street

Overview map



Legend

- | | | |
|----------------------------------|-----------------------------------|--------------------|
| Replace and widen sidewalks | Future district connector | New shared pathway |
| Existing grass/boulevards | New raised crossing | Existing trees |
| New boulevards | Parks and open space | New trees |
| Replace and widen shared pathway | Road and sidewalk renewed in 2017 | Speed table |

Parks and open spaces

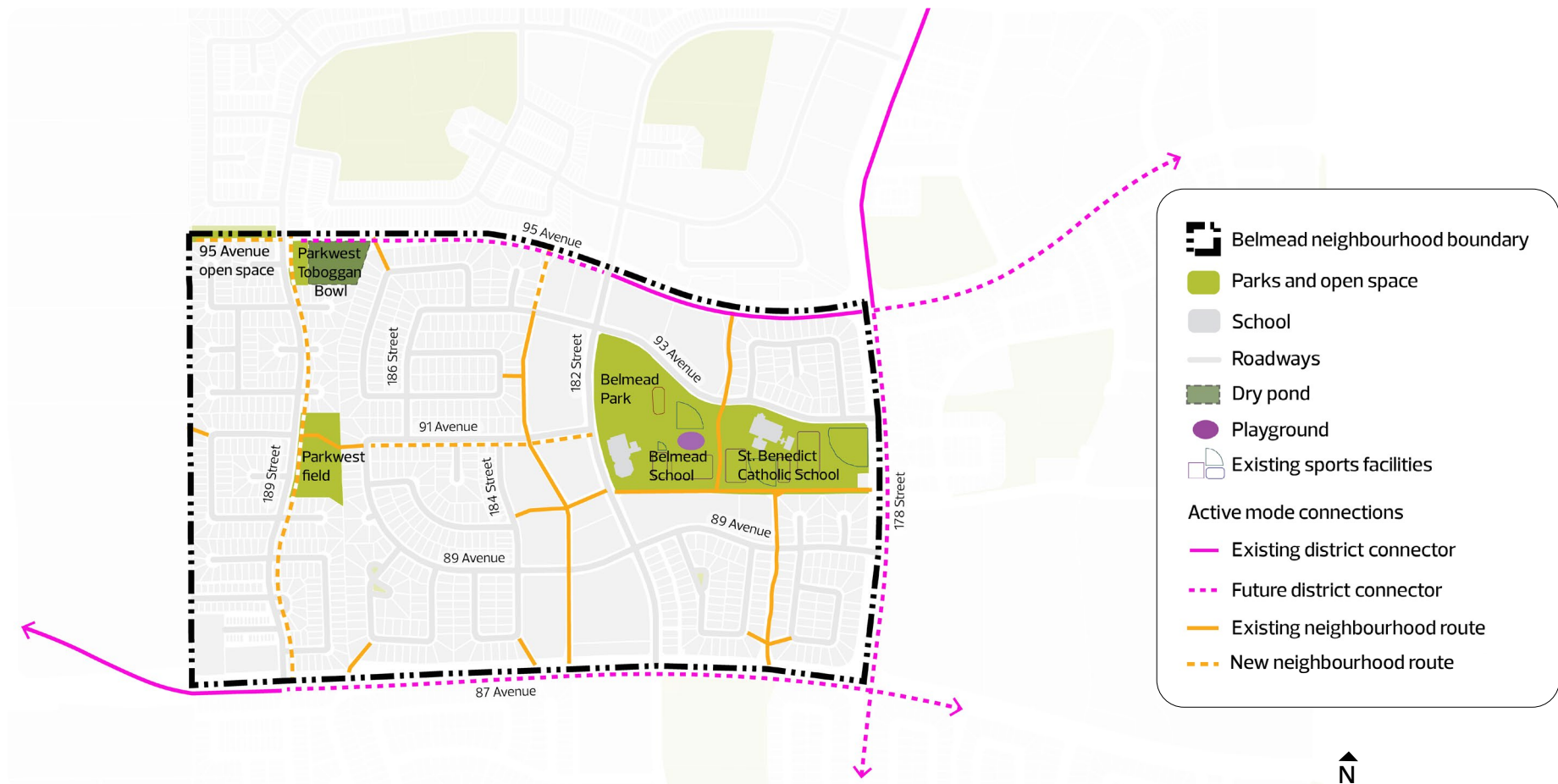
Key design influences:

- + Some existing pathways are not built to current City standards
- + City policy, supported by public feedback, emphasized the importance of trees and biodiversity in the parks and open spaces
- + City policy supports the addition of lighting, accessible seating and waste bins to provide year-round access of pathways and parks for all ages and abilities
- + Improvements to the following are not included in Neighbourhood Renewal:
 - + Playground redevelopment
 - + Development of land not owned by the City of Edmonton

What we decided

- + All existing pathways reconstructed to current standards
- + Accessible seating areas with waste bins added along shared pathways
- + New or improved lighting infrastructure to support safety and visibility for those who walk, roll and bike while using the shared pathways in open spaces
- + Where possible existing trees are maintained, relocated or new trees will be planted

Overview map



What we accounted for to make our decisions

Vision and Guiding Principles considered



Safe



Inclusive



Access to
parks and open
spaces



Local
amenities



Welcoming



Policies and Programs

A complete list of policy and programs can be found on pages 4 and 5.



Technical Requirements

A complete list of technical requirements can be found on page 6. Additional considerations are:

- + Amenities required to support pathway users
- + Tree constraints
- + Avoiding impacts to active sports fields



Public Engagement Feedback

- + Some respondents believe the draft design reflects the community's current and future needs
- + Several respondents were pleased to see improved seating areas added along key walking and biking routes and additional amenities such as bike parking in parks
- + Several respondents support the addition of new pathways connecting parks and open spaces to the surrounding neighbourhood
- + Some shared the importance of traffic calming measures and maintaining on-street parking around parks and open spaces

Belmead Park

Specific technical considerations included:

- + Some areas of the park are outside of the scope of this project

What we heard:

- + Maintain parking around Belmead Park and St. Benedict Catholic School to provide access to the park

What we decided:

- + All existing pathways reconstructed to current standards
- + New accessible pathway connection added to the playground east of the pathway
- + New or improved lighting infrastructure to increase safety and enhance visibility
- + Where possible existing trees are maintained, relocated or new trees will be planted

Changes from draft design:

- + New accessible pathway connection added to the playground east of the pathway
- + Improvements to the sidewalk, playground and amenities west of the pathway is the responsibility of the school board
- + This park has higher use than other parks in Belmead due to surrounding amenities

Overview map



Parkwest field

Specific technical considerations included:

- + This open space provides the only east-west connection through Belmead for those who walk, roll and bike

What we heard:

- + Desire for additional amenities such as additional seating and waste bins in the open space
- + Maintain the east-west connection through this open space

What we decided:

- + Existing pathway reconstructed to current standard
- + Accessible seating area with waste bins added along shared pathway
- + Lighting enhancements to increase safety and enhance visibility
- + New trees planted to improve biodiversity while providing shaded and comfortable spaces

No change from draft design

Overview map



Parkwest Toboggan Bowl

Specific technical considerations included:

- + This open space functions as a key infrastructure asset for drainage operations which limits further development of this space

What we heard:

- + Desire for additional amenities such as additional seating and waste bins in the open space

What we decided:

- + A shared pathway added along 189 Street to improve access and connections to the area

No change from draft design

Overview map



95 Avenue open space

Specific technical considerations included:

- + A missing sidewalk connection exists on the east side of the 95 Avenue open space along 189 Street

What we heard:

- + Desire for additional amenities such as additional seating and waste bins in the open space
- + Residents shared the desire to see a shared pathway added to improve access to the 95 Avenue open space

What we decided:

- + New sidewalk added along the west side of 189 Street to complete the missing north-south connection
- + A shared pathway added through the open space to provide accessible connections to the green space
- + New trees and **naturalization**⁵ added to improve biodiversity in the green space
- + New lighting, seating and waste bins added to create year-round accessible green space

Note 5: Naturalization is an ecologically-based approach to landscape management that is used to transform highly-maintained (or manicured) land to a more naturally functioning system

Changes from draft design:

- + Connections to and through the Transportation Utility Corridor (TUC) west of the neighbourhood are not proceeding as other neighbourhood routes with better connectivity were prioritized as part of neighbourhood renewal

Overview map



Working together to make the most out of your neighbourhood

This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your perspectives on what we might do to make it better. We will engage and work with you on the renewal of streets, sidewalks, street lights and park spaces, and promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your feedback is used. Let's make the most out of your neighbourhood.

Visit edmonton.ca/BuildingLaPerleandBelmead for more information on the project and to subscribe for project updates.



SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton