

What We Heard Report

La Perle and Belmead Neighbourhood Renewal

Exploring Options and Tradeoffs
April 2024 to May 2024

REFINE

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

Project overview

Through the City of Edmonton's Neighbourhood Renewal program, we will rehabilitate roads, replace street lights, curbs and gutters, repair sidewalks and connect missing sidewalk links, where possible.

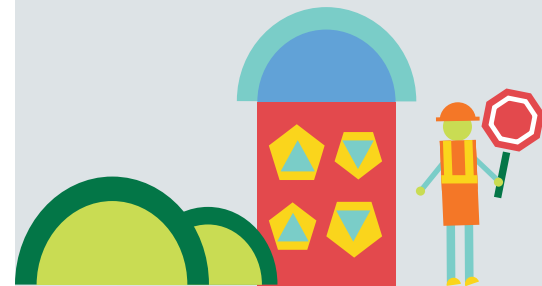
The new infrastructure will provide enhancements to the neighbourhoods for the next 30 to 50 years.

Cost-sharing opportunities will be made available through the Local Improvement process for sidewalk reconstruction and decorative street light upgrades in the neighbourhood. Other opportunities to improve City-owned parks and public spaces will also be explored.

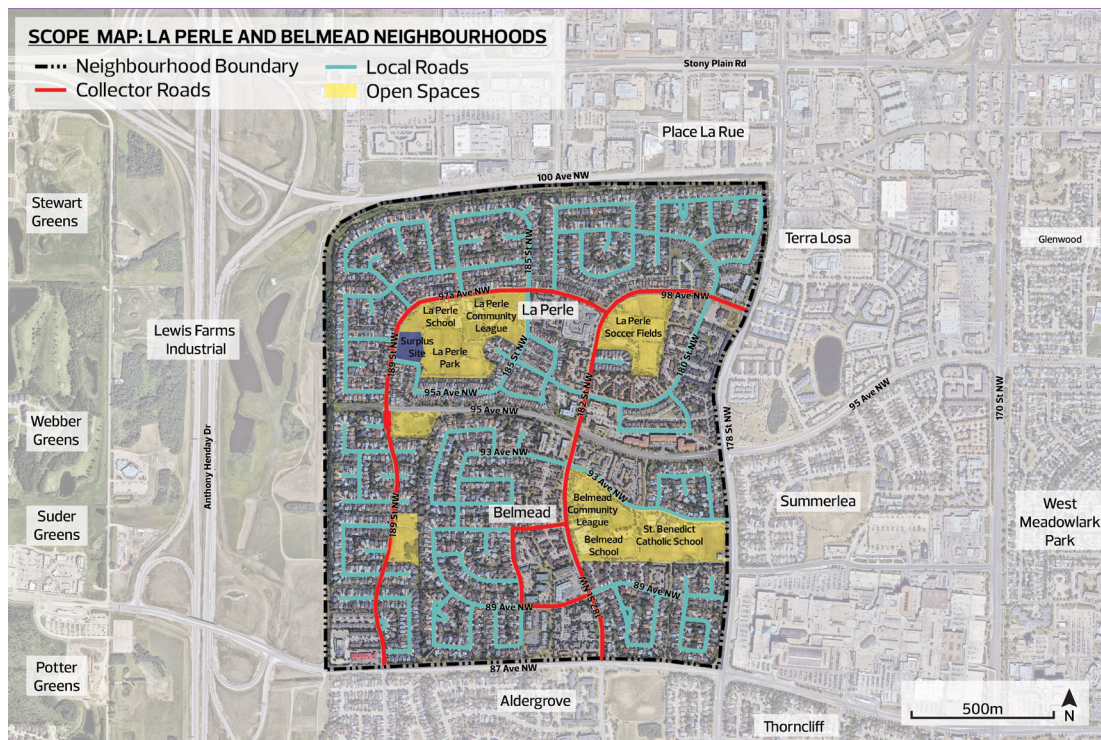


Table of Contents

Project overview	2
Neighbourhood Renewal Road Map	3
Public Engagement Spectrum	4
What we asked and how we asked	5
What we heard	6
Next steps	17



Neighbourhood Renewal Project Scope Map



Neighbourhood Renewal Road Map

The Neighbourhood Renewal program follows the road map below. At each step, the Project Team shares with you how your input will inform the decisions being made.

This report highlights the input received during the **Exploring Options and Tradeoffs** stage between April 29, 2024 and May 21, 2024.



LEGEND

Public Engagement and Communications Opportunities

Concept Phase

Design Phase

Build Phase

Operate Phase

Public Engagement Spectrum

The City of Edmonton seeks input from residents to help guide the project. The City's Public Engagement Spectrum, below, shows the four levels of influence the public can have on decisions made by the City throughout the project.

In this stage of engagement, the public was invited to provide input that would help:

- + **REFINE** the Project Team's knowledge of neighbourhood assets, opportunities and priorities

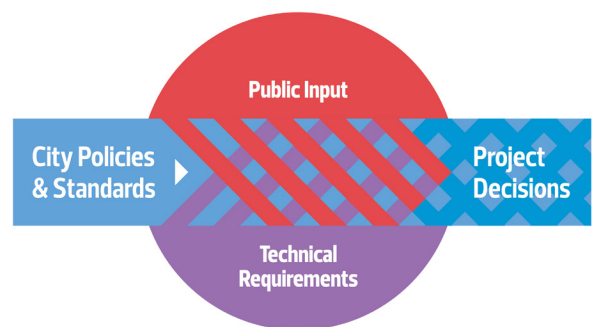
We commit to telling you how public input influences decisions according to the Public Engagement Spectrum.



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 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.



What we asked and how we asked

The La Perle and Belmead Neighbourhood Renewal Project Team organized the following opportunities for community members to explore options and tradeoffs, gather local knowledge to explore opportunities for Neighbourhood Renewal and share how the Project Team should best communicate with the neighbourhoods.



Survey

- + An online survey was available to the public from April 29 to May 21, 2024, asking participants to help confirm the draft Vision and Guiding Principles and share their perspectives on **Exploring Options and Tradeoffs**. Paper copies of the survey were made available upon request

314 survey participants



Project web page

- + We asked residents to visit the project web page to access information about the project and learn more about La Perle and Belmead Neighbourhood Renewal

2,561 visits to edmonton.ca/BuildingLaPerleandBelmead



Events

We shared information at events with residents and gathered feedback from the community to help us explore options and tradeoffs for La Perle and Belmead Neighbourhood Renewal.

Stakeholder events

- + An Options Tour took place on May 4
- + In-person drop-in open houses were held at La Perle Community League on May 9 and at the Belmead Community League on May 14

101 neighbourhood conversations



How we communicated

- + 5,346 newsletters
- + 5,346 postcards
- + 15 posters
- + 15 yard signs
- + Two road signs
- + 146,456 impressions on Facebook and Instagram

Over 150,000 touchpoints

What we heard

The following sections include a summary of what we heard during the **Exploring Options and Tradeoffs** stage. Input and comments will be considered by the Project Team as we create the draft design for the neighbourhood. The final design is subject to final approvals and funding.

The following sections include a summary of what we heard from the online survey, direct outreach to key stakeholders and at in-person events. The summary has been developed to reflect the relevancy, frequency and diversity of the responses we received based on the questions asked to community members. During this stage we shared the design options and tradeoffs which are available to view on our project web page.

Confirmation of Vision and Guiding Principles

In the previous stage of engagement, we worked with the community to **CREATE** a neighbourhood Vision statement and set of Guiding Principles. A Vision statement describes the future residents hope to see for their community. The Guiding Principles are ideas that inform how the Vision should be applied to the neighbourhood design.

During the **Exploring Options and Tradeoffs** stage of engagement, we presented the draft Vision and Guiding Principles to the community through the project web page, an online survey and at in-person events. We requested feedback on participants' level of agreement with the proposed Vision and Guiding Principles.





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.

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.



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.



Safe

Residents feel comfortable walking, rolling, biking and driving in their communities at any time. Sidewalks, roads and crossings are enhanced to improve visibility, traffic flow and movement for drivers, cyclists and pedestrians to safely travel within the communities.



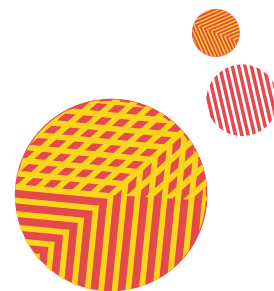
Local amenities

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.



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.



Proposed Option	What we heard
Vision	<ul style="list-style-type: none"> + Many participants indicated they were “comfortable” or “very comfortable” with the proposed vision + Many participants shared their desire to preserve and enhance green spaces in the neighbourhoods, with some noting there were currently limited green spaces + Some participants shared they enjoy the accessibility to amenities and services within the neighbourhoods <p><i>“While I don’t think we are there yet, I think the vision accurately describes what I’d love to feel and see in this neighbourhood.”</i></p> <p><i>“One of the benefits of living in an established neighbourhood is the large lawns, beautiful parks and mature foliage.”</i></p>
Guiding Principles	<ul style="list-style-type: none"> + Many participants indicated they were “comfortable” or “very comfortable” with the proposed guiding principles + Many participants expressed concerns regarding safety in the neighbourhood due to perceived increases in crime and worn-out infrastructure + Participants shared a desire to see additional green spaces as well as improvements to existing green space and improved landscaping <p><i>“I agree with these Guiding Principles and they describe exactly what the neighbourhood needs.”</i></p> <p><i>“I agree with the welcoming and inclusive aspects and would welcome further development in these areas. Enhanced green spaces and park-like amenities, or community gardens would be a welcome addition”</i></p>

Moving through the communities

During public engagement, the Project Team held conversations to identify what the community deems important to maintain and what is flexible when making changes within the Neighbourhood Renewal design.

The input received is summarized in this report and will be considered in determining which design options will move forward, which options require modification and which new options should be considered as the draft design is developed.

The following sections include a summary of what we heard during this stage of engagement.

Walking, rolling and biking connections

In the previous stage of engagement, we heard residents would like more and improved pathway connections for walking, rolling and biking throughout the neighbourhoods, as well as better connections to other areas of the city for people who walk, roll or bike. Changes were proposed to address these connections for people of all ages and abilities, including updating and enhancing walking, rolling and biking routes.

Proposed Option	What we heard
<p>Additional routes that should be prioritized for walking and rolling</p>	<ul style="list-style-type: none"> + Participants shared they would like to see routes that connect parks + Participants expressed they would like to see the paths in Belmead connect to the paths in La Perle, and eventually the surrounding neighbourhoods + Participants shared a desire to see more pathways around schools and through parks <div style="border: 1px solid #008080; background-color: #008080; color: white; padding: 10px; margin: 10px 0;"> <p><i>"...[It] would be nice to have the existing paths in LaPerle that could connect us to the Belmead path and perhaps WEM or Aldergrove. Would be ideal for walking or biking."</i></p> <p><i>"189 Street and 95 Avenue* should have shared pathways; also continue the path along 91 Ave between Parkwest field and Belmead park"</i></p> </div> <p><small>* Note that 95 Avenue, between 163 Street and 182 Street, is a separate project. You can find more information at edmonton.ca/95Avenue</small></p>
<p>Any missing biking routes and connections?</p>	<ul style="list-style-type: none"> + Participants shared some concern about the safety of current biking routes + Participants shared a desire to see the bike routes in Belmead connect to the bike routes in La Perle + Participants were excited to see the addition of dedicated bike lanes and proposed connections to 95 Avenue <div style="border: 1px solid #008080; background-color: #008080; color: white; padding: 10px; margin: 10px 0;"> <p><i>"The bike paths in the open fields work good and make them a little wider for multi use."</i></p> <p><i>"A bike path along sound hill on 101 Avenue connecting to the end of 95 Avenue."</i></p> </div>

Did you know... The **Bike Plan** and the **Bike Plan Implementation Guide** provides direction for how biking fits into our City to support a network that is accessible and predictable for people of all ages and abilities. The plans support active transportation and safe and direct routes for people commuting to work, running errands, accessing the river valley for recreational trips and improving neighbourhood networks to connect people to local destinations.

Collector roads

Collector roads are streets that provide travel between local neighbourhood roads and busy arterial roads. Participants were asked to provide their feedback on different cross-section designs of collector roads to understand how the proposed options would improve your experience in the neighborhood or change how you experience moving through the neighbourhood.

Key considerations of existing typical collector roads include:

- + Collector roads have more traffic and are more likely to have speeding issues
- + There is no boulevard to separate people who walk and roll from vehicle traffic
- + People who bike have to share the road with vehicles
- + Unused parking lanes and wide road widths may encourage speeding or allow for dangerous vehicle movements

Proposed Option	Key considerations	What we heard
Option 1: Add shared pathway on one side	<ul style="list-style-type: none"> + Added shared pathway separates those walking, rolling and biking from the vehicle traffic + Limited opportunities for tree planting + Curb extensions to define parking lanes and shorten crossing distances + Additional crossing and intersection improvements may be considered <p><i>*A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.</i></p>	<ul style="list-style-type: none"> + Some participants were supportive of having a shared pathway separating people who walk, roll or bike from vehicle traffic + Participants were excited to see parking areas maintained + Participants shared their desire to preserve existing trees and add additional trees to the area + Participants shared that this option is most similar to the current design of the collector roads in the neighbourhood

"I think this is the minimum option that needs to be implemented. I really like the idea of removing the bike traffic from the vehicular traffic - I would feel much safer as a bike rider and would likely ride my bike more often."

"This would be the best option as it has the most parking available to everyone in the neighborhood."

"This is what we largely have now and is uninspiring and boring. The wide roads encourage faster driving."



<p>Option 2: Add shared pathway and remove parking on one side</p>	<ul style="list-style-type: none"> + Added shared pathway separates those walking, rolling and biking from the vehicle traffic + Parking provided on one side of the street only. The side may switch throughout the street + Added treed boulevard on both sides + Curb extensions replace parking in some locations + Additional crossing and intersection improvements may be considered 	<ul style="list-style-type: none"> + Participants expressed some concerns with the removal of the parking + Participants noted that parking is important to maintain around multifamily housing, schools, parks and sports field throughout the neighbourhoods + Participants were excited to see the shared pathways and shared a variety of benefits, including shade, improved aesthetics of the neighbourhoods, climate goals and a separation from vehicle traffic to improve safety for people who walk, roll and bike + Participants expressed support for this option for its potential to slow traffic, designated parking spaces, and addition of trees and green space + Participants shared this option balances parking accessibility and availability with the addition of trees, traffic calming and the addition of a shared pathway
<p><i>"I think parking on one side is sufficient and the narrower roads will cause cars to go slower."</i></p> <p><i>"There are lots of multi-generational or houses that have been split into rental units - we need as much road parking as possible. This is not a good idea."</i></p> <p><i>"Option 2 is the best option. Hardly anyone parks on these roads because they are too busy and the buses rumble by. Adding designated parking would improve accessibility to homes and the parks. The shared pathway could be used by people walking or on bikes, at a safe distance from the street. The trees improve the aesthetics overall, and the health of the community."</i></p>		
<p>Option 3: Add shared pathway and remove parking on both sides</p>	<ul style="list-style-type: none"> + Added shared pathway separates those walking, rolling and biking from the vehicle traffic + Parking removed on both sides of the road + Added treed boulevards and landscaping opportunities + Additional crossing and intersection improvements may be considered 	<ul style="list-style-type: none"> + Some participants expressed concern around the removal of parking and shared that parking is important to maintain + Participants expressed this option will improve the experience for people who walk, roll and bike + Participants liked the addition of trees in this option, but were unsure how to balance the addition of trees with parking needs, bus routes, access to community mailboxes and snow storage in this option + Participants shared this option would slow traffic in areas such as 189 Street where speeding and shortcutting occur
<p><i>"This would NOT work well in La Perle. We have too many vehicles parked on the street"</i></p> <p><i>"I do not think this will work, people live in multi-generational homes, apartments and townhomes, all need space to park"</i></p> <p><i>"I love this option. It would beautify the neighbourhood, make it safer for pedestrians and kids, and slow down traffic - particularly on 182 [Street] and 189 [Street] where people drive way too fast as they shortcut through the neighborhood."</i></p>		

<p>Option 4: Add raised bike lanes and remove parking on one side</p>	<ul style="list-style-type: none"> + Added raised protected bike lanes on each side of the roadway provides separation between those who bike, those who walk or roll on the sidewalk, and vehicle traffic + Parking provided on one side of the street only. The side may switch throughout the street + Added tree boulevard on one side + Curb extensions replace parking in some locations + Additional crossing and intersection improvements may be considered 	<ul style="list-style-type: none"> + Participants felt the removal of parking was not balanced with the potential use of the dedicated raised bike lane + Participants wondered if a dedicated bike lane would provide additional value or use when compared to a shared pathway + Participants expressed they were concerned with the addition of the bike lane resulting in a narrowed roadway + Participants noted they saw the benefit of a bike lane separating people who bike from people who walk and roll + Some participants were uncertain about where snow would be stored and whether this would narrow the road even further
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"This option is good since it separates people on bikes without having them in the way of vehicles or people on foot."

"No more bike lanes please. The shared use pathway will be more than sufficient. We need the parking and the space on roads when there are windrows from snow, and there are households with multiple vehicles."

"I don't think a designated bike lane is required, I think a shared pathway would be perfectly fine. Having the bike lane on both sides of the street robs us of a wider road."

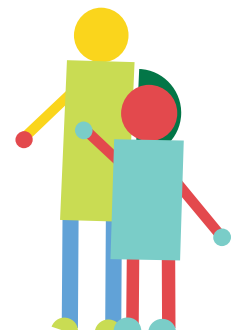
Participants provided a diverse range of comments regarding collector roads, highlighting several key areas of interest. Some individuals did not support any of the options and tradeoffs presented and expressed a desire to keep the roads similar to the current state, valuing the current layout and function of these routes. It was noted across the options maintaining access to parking, while balancing proposed changes with the needs of users of all ages and abilities, was important to the neighbourhoods. In particular, it is important to participants to maintain parking availability and access around sports fields and schools to accommodate the needs of parents, students and community members attending events and activities. A number of participants shared comments about the current condition of sidewalks, with many suggesting they need to be repaired and widened to enhance safety and accessibility for all. The introduction of shared pathways was frequently noted as a welcome addition, as these pathways are believed to increase safety and connectivity. The perspectives shared underline the community's commitment to balancing the preservation of the current state of collector roads, which community members are familiar with, and making improvements to ensure safety and convenience for all users.

Did you know... Neighbourhood Renewal looks to understand how people move in and around the neighbourhood today and adapt to meet the needs over the next 30–50 years. A number of policies guide this, including the **City Plan, Safe Mobility Strategy, Vision Zero** and **The Bike Plan**.

Mobility considerations on collector roads

Question	What we heard
<p>The Project Team is looking to understand if we have missed any perspectives that would be important to consider when creating draft designs for collector roads. This could include yourself or your neighbours who have different mobility needs, means of transportation or other perspectives. Thinking about how others move throughout the neighbourhood, do any of these options for collector roads create barriers for anyone else?</p>	<ul style="list-style-type: none"> + Participants shared accessibility needs to be considered in the proposed design to ensure people of all abilities are able to enjoy the neighbourhood and access DATS or other services + Participants suggested sidewalks need to be repaired to make for a more comfortable travelling experience for people of all ages and abilities + Participants saw the benefit in adding raised crosswalks as they contribute to traffic calming and improved visibility for people who walk, roll and bike <div style="background-color: #2e8b57; color: white; padding: 10px; margin-top: 10px;"> <p><i>"[I have] accessibility concerns for mobility impaired...it is VITAL that you do not restrict access for us, and that our rides (rides, taxis, DATS, etc.) are NOT blocked from dropping off/picking up. Remember that the mobility impaired can not walk far, and may have vision/hearing impairments too."</i></p> <p><i>"Again, removing parking lanes may affect those who need DATS to pull over to pick them up."</i></p> <p><i>"There needs to be another crosswalk – I like the idea of the raised crosswalks – on 182 Street & around 96A Avenue OR slightly north of that at the end of the green space. This would provide a safer option for people to cross the street – to & from the soccer fields/toboggan hill."</i></p> </div>

Did you know... The **Complete Streets Design and Construction Standards** and **Access Design Guide** inform a number of aspects of design in Neighbourhood Renewal. These policies support accessibility and guide the design to include new wider sidewalks and barrier-free connections to green spaces, streets and destinations.



Local roads

Local roads are streets that are primarily used to gain access to the property bordering it.

Key considerations of existing typical local roads:

- + Vehicles travel slower and are less frequent, compared to other road types
- + Sidewalk does not provide separation between people who walk, roll or bike and vehicle traffic
- + Sidewalks are narrow and may not allow people who walk, roll or bike to pass one another
- + Unused parking lanes and wide road widths may encourage speeding or allow for unpredictable vehicle movements

Proposed Option	Key considerations	What we heard
Option 1: widen existing sidewalks	<ul style="list-style-type: none"> + Wider sidewalks allow those who walk and roll to pass each other + Maintained sidewalk next to the road with no buffer or boulevard between the sidewalk and road + Those who bike will continue to share the road with those who drive + This option can be achieved for most local roads 	<ul style="list-style-type: none"> + Participants expressed wider sidewalks on local roads would improve the experience for people who walk and roll + Participants shared this option was closest to the existing layout and function of local roads + Participants were unsure if wider sidewalks were needed, some noting that wider sidewalks may result in additional snow to shovel in the winter + Participants wanted to better understand where the space would come from to accommodate wider sidewalks

"This currently how the streets are and seems to be ok."

"This would allow more space when walking to pass people while also allowing traffic patterns to remain unaffected."

"More to shovel in the winter. Bigger sidewalks, more risks of slips trips and falls."



Option 2:
convert to
separated
sidewalks

- + Boulevard near the roadway is a buffer between people who walk and roll and vehicle traffic. It provides a snow storage area and opportunities for new tree plantings
- + Wider sidewalks allow those who walk and roll to pass each other
- + Those who bike will continue to share the road with those who drive
- + This option may not be applicable to all local roads

- + Participants shared they are excited to see the addition of trees
- + Participants shared they liked the boulevards which provide the ability for snow storage in the winter
- + Participants shared they want to better understand how they may be able to landscape the proposed boulevards
- + Participants noted boulevards may require additional maintenance from residents

"I would love to see this. We need more trees in our neighbourhood. And it would be great for there to be a place to plow snow during the winter while maintaining road parking."

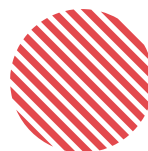
"This is a much better option. Adds more safety & other benefits such as [a] place for snow storage & additional greenery."

"Although it's nice to have trees, it's a lot more maintenance for residents to mow and pickup leaves. Not good for aging residents."

"This option is nice especially for providing a snow collection area not on the road or front lawns of homes."

Did you know... All proposed infrastructure will be located within City road right-of-way and not on private property. There may be impacts to private landscaping and front lawns if it is within the road right-of-way. Space for the proposed boulevards will come from moving the sidewalks slightly towards the property line in some locations and by shifting the curb into the existing road in other locations. More specific details will be available as the design is finalized.

Participants shared a number of comments regarding local roads, reflecting a mix of concerns and preferences. Several participants noted the issue of speeding on local roads, emphasizing the need for additional measures to enhance safety. There was also a desire among participants to see more greenery and trees, which believed would enhance the aesthetic appeal and environmental quality of their neighborhoods. Accessibility improvements were another priority, with some participants advocating for reduced slopes of curbs to facilitate easier movement for individuals with mobility challenges. Additionally, participants shared that roads and sidewalks need to be repaired to fix potholes and cracks.



Mobility considerations on local roads

Question	What we heard
<p>The Project Team is looking to understand if we have missed any perspectives that would be important to consider when creating draft designs for local roads. This could include yourself or your neighbours who have different mobility needs, means of transportation or other perspectives. Thinking about how others move throughout the neighbourhood, do any of these options for local roads create barriers for anyone else?</p> <p>If yes, please explain your answer and note the cross-section option(s) where additional feedback is needed. Be as specific as possible.</p>	<ul style="list-style-type: none"> + Participants told us reducing the slope of curbs would enhance accessibility + Participants shared the desire to preserve access the road for taxis, DATS and other forms of transportation for people of all ages and abilities + Participants shared that maintaining ease of access to parked vehicles is important + Participants shared their desire to ensure any proposed boulevards are mindful of accessibility needs of residents <div style="background-color: #008080; color: white; padding: 10px; margin-top: 10px;"> <p><i>"The curbs in front of driveways are steeper, it would be great if we can reduce the slope from driveway to road."</i></p> <p><i>"[I]t's important not to re[s]trict access for mobility [impaired people] trying to access their rides, as they are unable to walk far."</i></p> <p><i>"If we reduce existing spaces by using a boulevard, how will those with canes, wheelchairs, etc. navigate through them?"</i></p> </div>

Crossing enhancements

In the previous stage, we heard crossing safety is a top priority for people who travel in and through La Perle and Belmead. In this stage, participants were asked to validate crossing enhancement locations.

Question	What we heard
<p>Are there any areas missing from the map above that you feel require crossing enhancements or measures to reduce traffic that you would like to share with the Project Team? Is there anything else you would like to share with the Project Team regarding crossing enhancements?</p>	<ul style="list-style-type: none"> + Safety is a priority with crossing enhancements + Participants would like to see raised crosswalks to improve crossing accessibility and enhance sightlines and visibility for people who walk and roll + Participants would like to see traffic calming measures to slow traffic and reduce short-cutting <div style="background-color: #008080; color: white; padding: 10px; margin-top: 10px;"> <p><i>"Raised crossing at locations around LaPerle School may reduce speeding in the area and increase safety."</i></p> <p><i>"Raised sidewalks are better because they act as a speed bump."</i></p> <p><i>"This could definitely help with traffic and increase safety in the crossing areas of 189 street."</i></p> </div>

Next steps

Thank you to all who shared their input during the **Exploring Options and Tradeoffs** stage of engagement. Your feedback will be considered along with City policies, programs and technical requirements in deciding which design options move forward, which require modification and will be proposed as part of the draft design.

Next, the public will be invited to participate in the **Community Feedback on Draft Design** stage of engagement for La Perle and Belmead Neighbourhood Renewal. At that time, the Project Team will return to the community to share the draft design of the proposed renewal changes and invite feedback that will be used to help **REFINE** the draft design for the neighbourhoods.

Information will also be provided about cost-sharing opportunities for decorative street lights and sidewalk reconstruction through the Local Improvement process.

For more information regarding the La Perle and Belmead Neighbourhood Renewal, upcoming public engagement activities and to subscribe for project updates, please visit edmonton.ca/BuildingLaPerleandBelmead.





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 input on what we might do to make it better. We will engage and work with you on the renewal of roads, sidewalks, street lights and park spaces. We will also promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used. Let's make the most out of your neighbourhood.

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