

La Perle and Belmead Neighbourhood Renewal

Exploring Options and Tradeoffs



What is Neighbourhood Renewal?

Neighbourhood Renewal rehabilitates roads, replaces street lights, curbs and gutters, repairs sidewalks and adds missing sidewalk links where possible.

Other opportunities to improve City-owned parks and open spaces and how people walk, roll, bike and drive in the neighbourhood are also explored.

Project scope

Upgrades to neighbourhood infrastructure include:

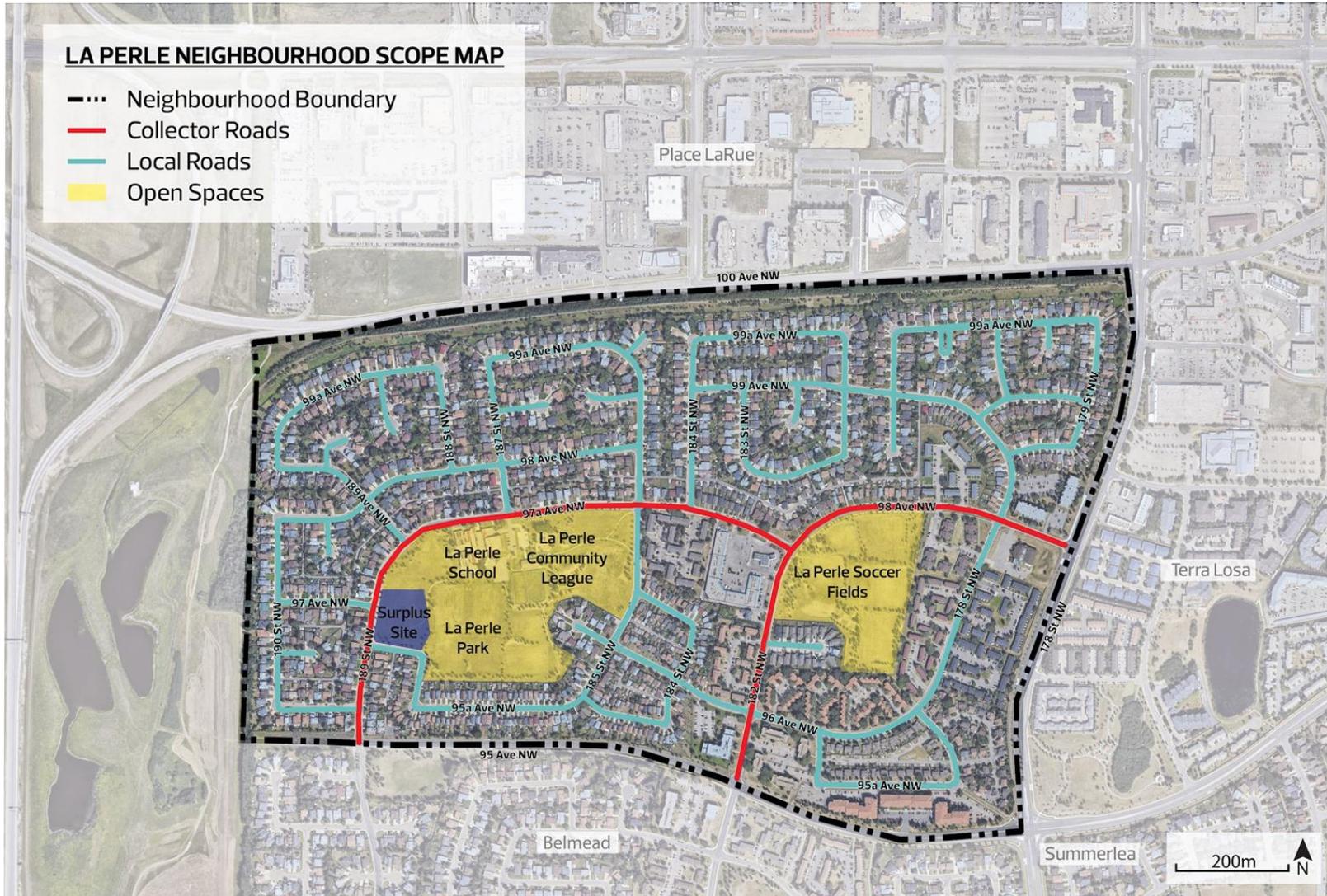
- + Local and collector roads
- + Sidewalks and sidewalk connections
- + Curbs and gutters
- + Standard galvanized street lights

Other upgrades could include:

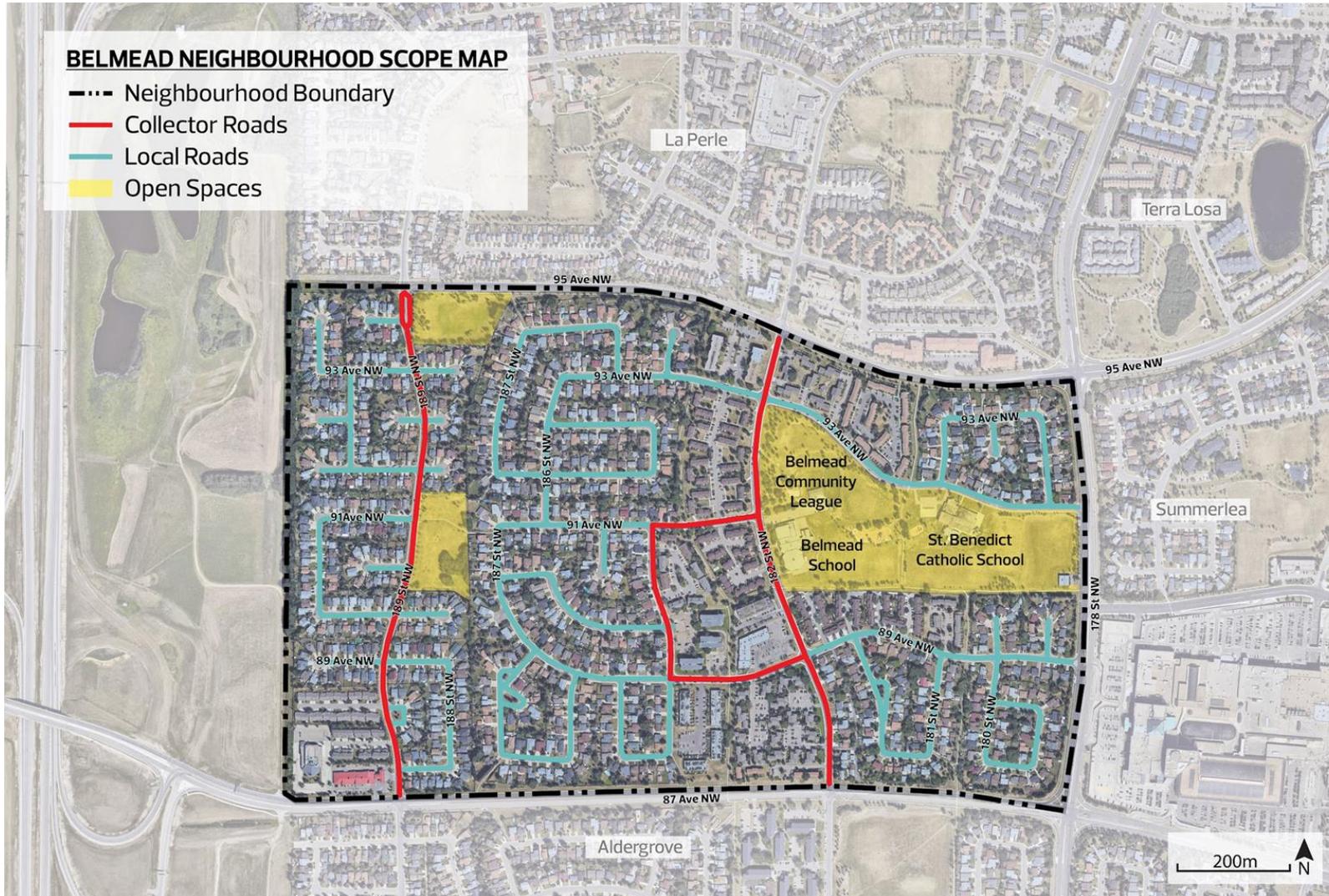
- + Connections that help you walk, roll and bike around your neighbourhood
- + Enhancements to open spaces
- + Traffic safety improvements
- + Decorative street lights (community funded)

Subject to funding and approval.

La Perle Neighbourhood Renewal scope map



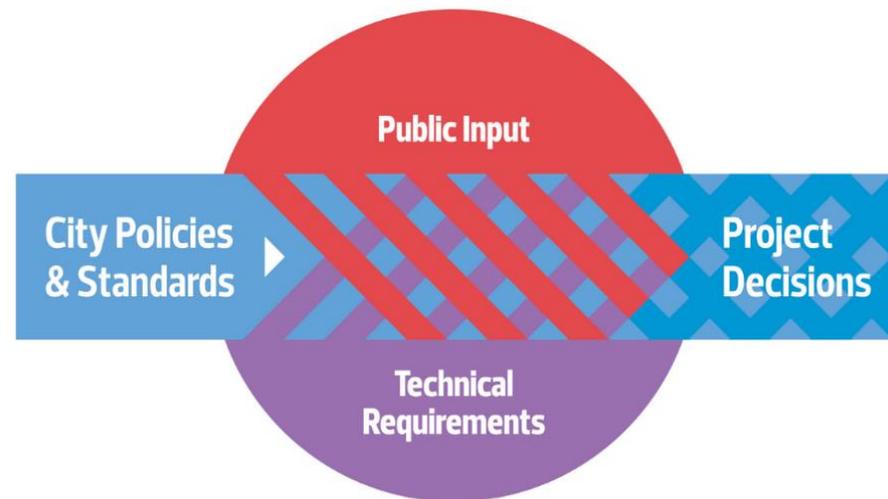
Belmead Neighbourhood Renewal scope map



How decisions are made

City policies and standards such as the Complete Streets Design and Construction Standards, Vision Zero Edmonton and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs.

The Project Team asks for input from residents who live, work and play in the neighbourhood and considers technical aspects to determine what will fit in the neighbourhood.



Where we are today

Public engagement is an important part of Neighbourhood Renewal.

Public engagement helps us understand how you experience your neighbourhoods and what we might do to make them better.

In this stage we will:

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



Project schedule

Fall 2023: Starting the Conversation

Winter 2024: Building a Project Vision Together and Exploring Opportunities

Spring 2024: Exploring Options and Tradeoffs

Fall 2024: Community Feedback on Draft Design

Spring 2025: Community Feedback on Final Design

Fall 2025: Local Improvement Decisions

Road Map to Building Great Neighbourhoods



Edmonton

GBA+ considerations

Gender based analysis (GBA+) is a tool used by the Project Team to think about how women, men, non-binary and all gender diverse people experience policies, programs and initiatives. The tool also considers characteristics that intersect with gender such as race, income, age, disability, etc. We design for the people who will live, move, work and play in La Perle and Belmead **today** and in the **future**. While providing your feedback, please consider who the options may benefit and who may be left out.

What is being considered in the options and tradeoffs:

Accessibility



- + Enhanced or improved crossings
- + Places to sit and rest
- + Connected pathways
- + Universal wayfinding signage and symbols

Mobility



- + Completing missing sidewalk links
- + Wayfinding signage

Age



- + Multi-generational gathering spaces
- + Safety elements
- + Improved connections for those with mobility issues

Gender/Sex



- + Safety elements (lighting, open spaces)
- + All ages and abilities bike facilities
- + Wider sidewalks and pathways

Ethnicity



- + Cultural representation and celebration
- + Community gathering places

Employment



- + Walking, biking and transit access to employment opportunities
- + Enhance access to commercial areas for people who work there

Income



- + Enhance public spaces for free or low cost recreation
- + Community gathering places
- + Crossing and pathway improvements
- + Community wellness

Housing



- + Consideration for unhoused populations
- + Elements that help protect from the weather
- + A future with more people living and moving into the neighbourhood

Vision and Guiding Principles

A **Vision statement** describes the future residents hope to see for their community.

Guiding Principles helps to guide the design of the neighbourhood to meet that Vision.

The Vision and Guiding Principles will be used to help the Project Team draft and finalize the Neighbourhood Renewal design and help guide decision making throughout the project.

Draft 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.”

Draft 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 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.

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.

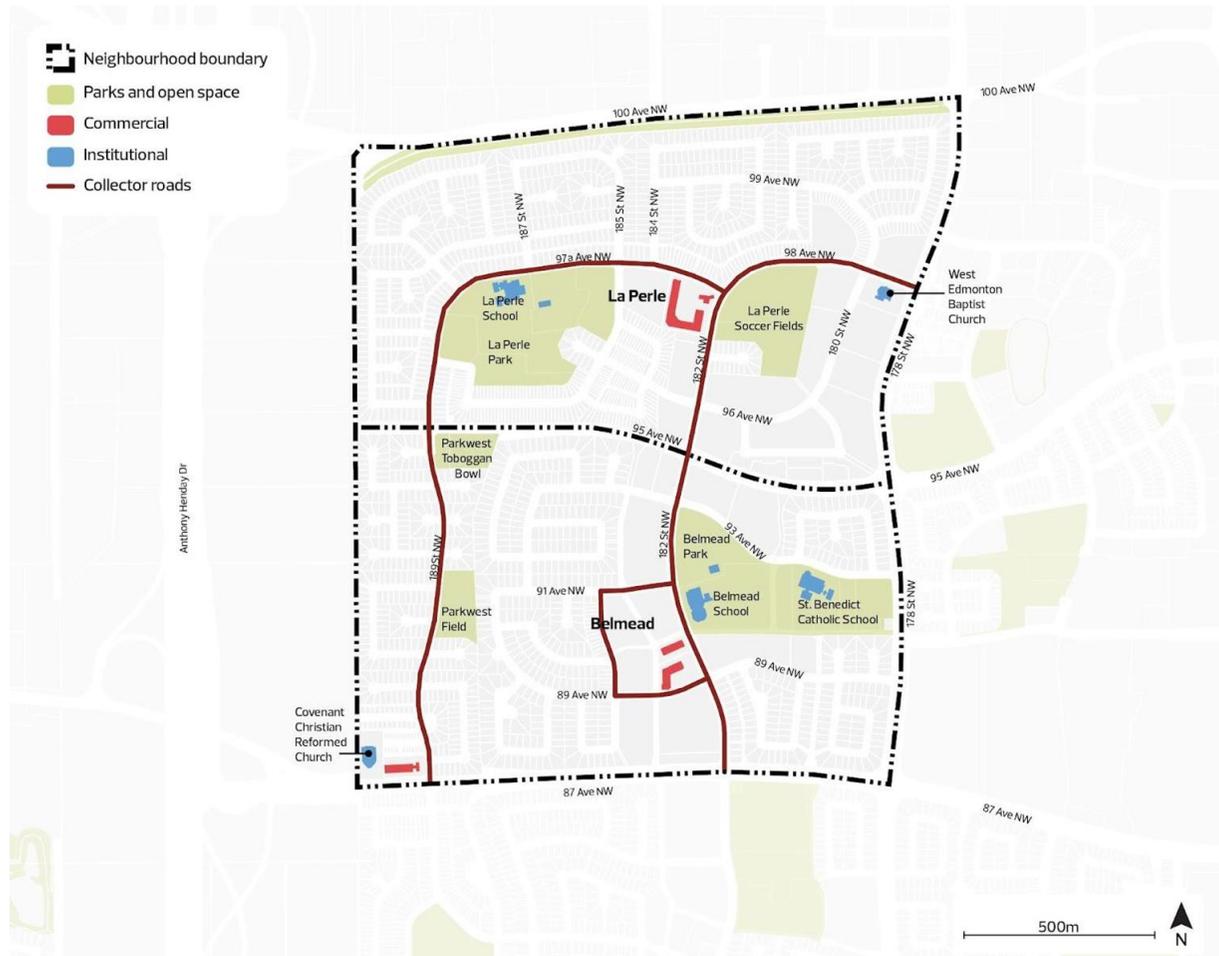
Moving through your communities

Collector roads



Collector roads: Locations map

Different design changes to roads and sidewalks offer different benefits and tradeoffs to users. Collector roads that are being considered for renewal are shown on the map below.



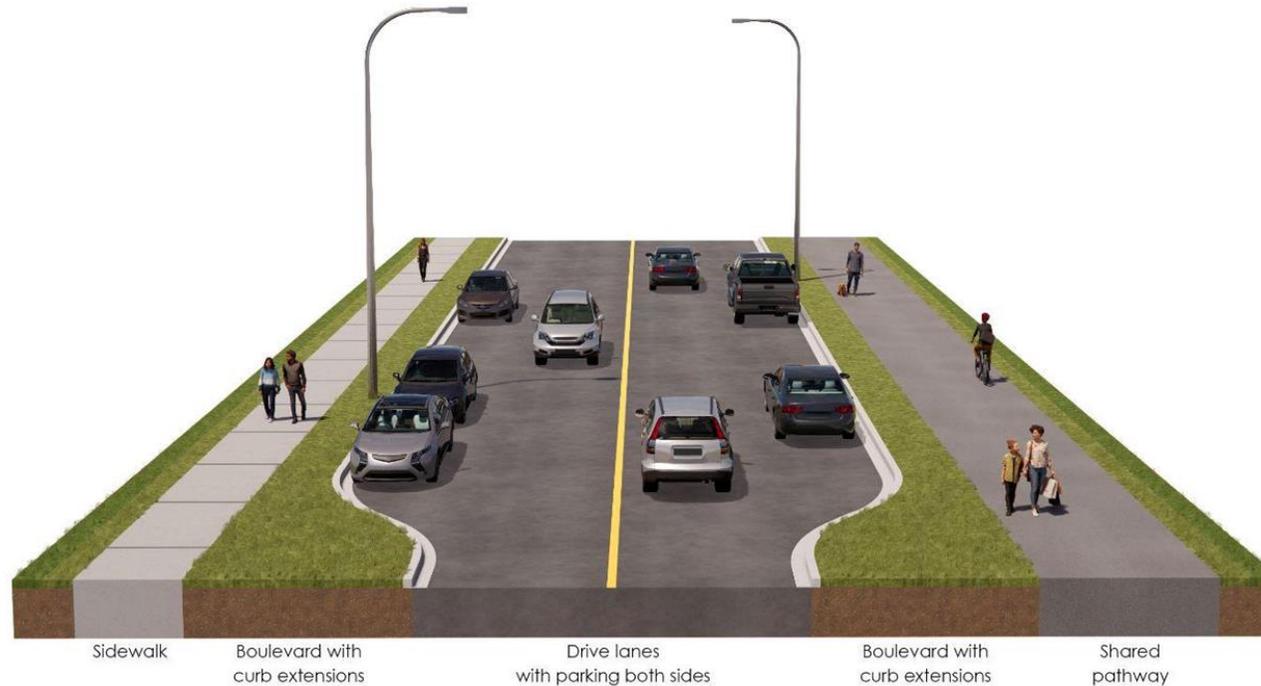
Typical existing collector road



Key considerations:

- + 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

Option 1: Add shared pathway on one side



Key considerations:

- + An added shared pathway separates those walking, rolling and biking from vehicle traffic
- + Limited opportunities for tree planting
- + Curb extensions* replace parking in some locations
 - *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.
- + Additional crossing and intersection improvements may be considered

Option 1: Add shared pathway on one side

Design Element	Description	Benefits	Tradeoffs
Shared pathway	People biking share the path with people walking and rolling and are separate from people driving	<ul style="list-style-type: none"> + Provides more space for people walking, rolling and biking + Separates people biking from people driving + Snow is cleared by the City 	<ul style="list-style-type: none"> + Requires people walking, rolling and biking to share the space + May remove some existing trees
Boulevard	A strip of greenery that may include grass, shrubs and flowers	<ul style="list-style-type: none"> + Separates those walking, rolling and biking from the vehicle traffic + Increases space for snow storage + Assists in stormwater management by absorbing rainwater 	<ul style="list-style-type: none"> + Boulevard requires maintenance such as raking leaves and mowing grass by adjacent property owners
Parking lane	A designated area along the side of the road where vehicles can park parallel to the curb	<ul style="list-style-type: none"> + Provides additional parking spaces along the road + Creates convenient parking opportunities including access to businesses, residential areas and other destinations + Acts as a buffer between moving traffic and people who walk, roll and bike 	<ul style="list-style-type: none"> + Reduces the available road space for plants or different modes of transportation + Parked vehicles may limit visibility and create hazards for people who walk, roll and bike

Option 2: Add shared pathway and remove parking on one side



Key considerations:

- + Added shared pathway separates those walking, rolling and biking from vehicle traffic
- + Parking provided on one side of the street only. The side may switch throughout the street
- + Added treed boulevards on both sides
- + Curb extensions* replace parking in some locations
 - *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.
- + Additional crossing and intersection improvements may be considered

Option 2: Add shared pathway and remove parking on one side

Design Element	Description	Benefits	Tradeoffs
Shared pathway	People biking share the path with people walking and rolling and are separate from people driving	<ul style="list-style-type: none"> + Provides more space for people walking, rolling and biking + Separates people biking from people driving + Snow is cleared by the City 	<ul style="list-style-type: none"> + Requires people walking, rolling and biking to share the space
Boulevard	A strip of greenery that may include trees, grass, shrubs and flowers	<ul style="list-style-type: none"> + Separates those walking, rolling and biking from the vehicle traffic + Increases opportunities for tree planting + Improves neighbourhood look and feel + Increases space for snow storage + Promotes sustainability and biodiversity + Contributes to overall quality of life in urban areas + Offers shade and cooling + Absorbs noise and filters air pollutants + Assists in stormwater management by absorbing rainwater 	<ul style="list-style-type: none"> + Boulevard requires maintenance such as raking leaves and mowing grass by adjacent property owners + Reduces some on-street parking
Parking lane	A designated area along the side of the road where vehicles can park parallel to the curb	<ul style="list-style-type: none"> + Provides additional parking spaces along the road + Creates convenient parking opportunities including access to businesses, residential areas and other destinations + Acts as a buffer between moving traffic and people who walk, roll and bike 	<ul style="list-style-type: none"> + Reduces the available road space for plants or different modes of transportation + Parked vehicles may limit visibility and create hazards for people who walk, roll and bike
Remove parking lane	Remove one on-street parking lane along the roadway	<ul style="list-style-type: none"> + Increases the available space for greenery + Narrower road width may discourage speeding and shortcutting + Absence of parked vehicles allows for clear visibility for people who walk, roll and bike 	<ul style="list-style-type: none"> + Does not provide as much parking opportunities along the road + Narrows the buffer space between moving traffic and people who walk, roll and bike



Option 3: Add shared pathway and remove parking on both sides



Key considerations:

- + 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

Option 3: Add shared pathway and remove parking on both sides

Design Element	Description	Benefits	Tradeoffs
Shared pathway	People biking share the path with people walking and rolling and are separate from people driving	<ul style="list-style-type: none"> + Provides more space for people walking, rolling and biking + Separates people biking from people driving + Snow is cleared by the City 	<ul style="list-style-type: none"> + Requires people walking, rolling and biking to share the space
Boulevard	A strip of greenery that may include trees, grass, shrubs and flowers	<ul style="list-style-type: none"> + Separates those walking, rolling and biking from the vehicle traffic + Increases opportunities for tree planting + Improves neighbourhood look and feel + Increases space for snow storage + Promotes sustainability and biodiversity + Contributes to overall quality of life in urban areas + Offers shade and cooling + Absorbs noise and filters air pollutants + Assists in stormwater management by absorbing rainwater 	<ul style="list-style-type: none"> + Boulevard requires maintenance such as raking leaves and mowing grass by adjacent property owners + Removes on-street parking
Remove parking lanes	No on-street parking provided along the roadway	<ul style="list-style-type: none"> + Increases the available space for greenery or different modes of transportation + Narrower road width may discourage speeding and shortcutting + Absence of parked vehicles allows for clear visibility for people who walk, roll and bike 	<ul style="list-style-type: none"> + Does not provide parking opportunities along the road + Narrows the buffer space between moving traffic and people who walk, roll and bike
Landscaped area	A strip of greenery that may include trees, grass, shrubs and flowers	<ul style="list-style-type: none"> + Increases opportunities for tree planting + Promotes sustainability and biodiversity + Contributes to overall quality of life in urban areas + Offers shade and cooling + Absorbs noise and filters air pollutants + Assists in stormwater management by absorbing rainwater 	<ul style="list-style-type: none"> + Landscaped area requires maintenance such as raking leaves and mowing grass



Option 4: Add raised bike lanes and remove parking on one side



Key considerations:

- + 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 treed boulevard on one side
- + Curb extensions* replace parking in some locations
 - *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.
- + Additional crossing and intersection improvements may be considered

Option 4: Add raised bike lanes and remove parking on one side

Design Element	Description	Benefits	Tradeoffs
Boulevard	A strip of greenery that may include trees, grass, shrubs and flowers	<ul style="list-style-type: none"> + Separates those walking, rolling and biking from the vehicle traffic + Increases opportunities for tree planting + Improves neighbourhood look and feel + Increases space for snow storage + Promotes sustainability and biodiversity + Contributes to overall quality of life in urban areas + Offers shade and cooling + Absorbs noise and filters air pollutants + Assists in stormwater management by absorbing rainwater 	<ul style="list-style-type: none"> + Boulevard requires maintenance such as raking leaves and mowing grass by adjacent property owners + Reduces some on-street parking
Raised protected bike lanes	The bike lanes are at the same height as the sidewalk. It is a separate space from people walking and from people driving	<ul style="list-style-type: none"> + Reduces conflicts by providing separate spaces for people walking, rolling, biking and driving + Provides safer 'all ages and abilities' connections 	<ul style="list-style-type: none"> + Reduces some on-street parking + No vertical separation between people biking and people walking or rolling
Parking lane	A designated area along the side of the road where vehicles can park parallel to the curb	<ul style="list-style-type: none"> + Provides additional parking spaces along the road + Creates convenient parking opportunities including access to businesses, residential areas and other destinations + Acts as a buffer between moving traffic and people who walk, roll and bike 	<ul style="list-style-type: none"> + Reduces the available road space for travel lanes, plants or different modes of transportation + Parked vehicles may limit visibility and create hazards for people who walk, roll and bike
Remove parking lane	Remove one on-street parking lane along the roadway	<ul style="list-style-type: none"> + Increases the available space for greenery or different modes of transportation + Narrower road width may discourage speeding and shortcutting + Absence of parked vehicles allows for clear visibility for people who walk, roll and bike 	<ul style="list-style-type: none"> + Does not provide as much parking opportunities along the road + Narrows the buffer space between moving traffic and people who walk, roll and bike



Moving through your communities

Local Roads



Local roads: Locations map

Different design changes to roads and sidewalks offer different benefits and tradeoffs to users. Local roads that are being considered for renewal are shown on the map below.



Typical existing local road



Key considerations:

- + Vehicles travel slower and are less frequent, compared to other road types
- + Vehicles are right next to people walking or rolling
- + Sidewalks are narrow and may not allow people who walk or roll to pass one another
- + Unused parking lanes and wide road widths may encourage speeding or allow for dangerous vehicle movements

Option 1: Widen existing sidewalks

Key considerations:

- + Wider sidewalks allow those who walk and roll to pass each other
- + Sidewalk is 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
- + At a minimum the missing links will be added and sidewalks will be widened where possible



Design Element	Description	Benefits	Tradeoffs
Curbside walk	A sidewalk that is beside the road	<ul style="list-style-type: none"> + Provides space for people walking and rolling + Provides accessible space for people to exit and enter a vehicle 	<ul style="list-style-type: none"> + Does not provide space for snow storage + Does not provide a buffer between people who walk or roll and vehicle traffic + Does not provide space for trees



Option 2: Convert to separated sidewalks

Key considerations:

- + Boulevard 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



Design Element	Description	Benefits	Tradeoffs
Boulevard	A strip of greenery that may include trees, grass, shrubs and flowers	<ul style="list-style-type: none"> + Separates those walking, rolling and biking from the vehicle traffic + Increases opportunities for tree planting + Improves neighbourhood look and feel + Provides space for snow storage + Promotes sustainability and biodiversity + Contributes to overall quality of life in urban areas + Offers shade and cooling + Absorbs noise and filters air pollutants + Assists in stormwater management by absorbing rainwater 	<ul style="list-style-type: none"> + Boulevard requires maintenance such as raking leaves and mowing grass by adjacent property owners + Location of the boulevard may result in narrowing of the existing landscaped area beside homes

Moving through your communities

Crossing enhancements - defined

Potential options to improve crossings may include raised crosswalks or curb extensions.

Raised crosswalks

Raised crosswalks raise the roadway through the crosswalk to be near sidewalk height. They reduce vehicle speeds and allow people driving to be more aware of people crossing the street.



Curb extensions

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.



Crossing enhancements - benefits

Potential options to improve crossings may include raised crosswalks or curb extensions. There are some benefits and tradeoffs to these options, described below:

Potential options to improve crossings in LaPerle and Belmead could include:

Raised crosswalks



Curb extensions



Benefits	Raised crosswalks	Curb extensions
+ Encourages slower traffic	●	●
+ Improves visibility of people crossing the street	●	●
+ Provides a level surface for crossing so people walking and rolling don't need to go up and down inclines to cross	●	●
+ Improves awareness of crossings for people who drive	●	●
+ Shortens the crossing distance for people who walk or roll		●
+ Provides a physical buffer to prevent parking too close to the intersection or crosswalk		●
+ Creates an opportunity for beautification and landscaping		●
Tradeoffs	Raised crosswalks	Curb extensions
+ May cause discomfort for people in vehicles and those who bike when crossing	●	●
+ May cause some traffic noise from braking and accelerating	●	●
+ People who bike must share the roadway if separated bike infrastructure is not provided		●
+ Additional landscaping maintenance may be required		●



Options to slow traffic - defined

Potential options to slow traffic may include raised crosswalks, speed humps, curb extensions, raised medians or chicanes.

Raised crosswalks



Raised crosswalks raise the roadway through the crosswalk to be near sidewalk height. They reduce vehicle speeds and allow people driving to be more aware of people crossing the street.

Speed humps



Speed humps are a raised section of the road. They are similar to raised crosswalks but are shorter in length and not placed at crossings.

Curb extensions



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.

Raised medians



A raised median is an island located along the centerline of a street.

Chicanes



Chicanes are a series of offset curb extensions in the road that are added to reduce speed.

Options to slow traffic - benefits

Potential options to slow traffic may include raised crosswalks, speed humps, curb extensions, raised medians or chicanes. There are some benefits to these options, described below:

	Raised crosswalks	Curb extensions	Chicanes	Speed humps	Raised medians
					
Benefits					
+ Encourages drivers to slow down	●	●	●	●	●
+ Improves visibility of people crossing the street	●	●	●		●
+ Provides a level surface for crossing, which improves accessibility and the walking and rolling experience for all	●				
+ Improves the awareness of crossings for people who drive	●	●	●		●
+ Shortens the crossing distance for people who walk or roll		●	●		●
+ Provides physical buffer to prevent parking too close to the intersection or crosswalk		●	●		
+ Provides an area to wait, allowing people who walk, roll or bike to cross in two stages, if needed					●
+ Creates an opportunity for beautification and landscaping		●	●		

Options to slow traffic - tradeoffs

Potential options to slow traffic may include raised crosswalks, speed humps, curb extensions, raised medians or chicanes. There are some tradeoffs to these options, described below:

Raised crosswalks



Curb extensions



Chicanes



Speed humps



Raised median

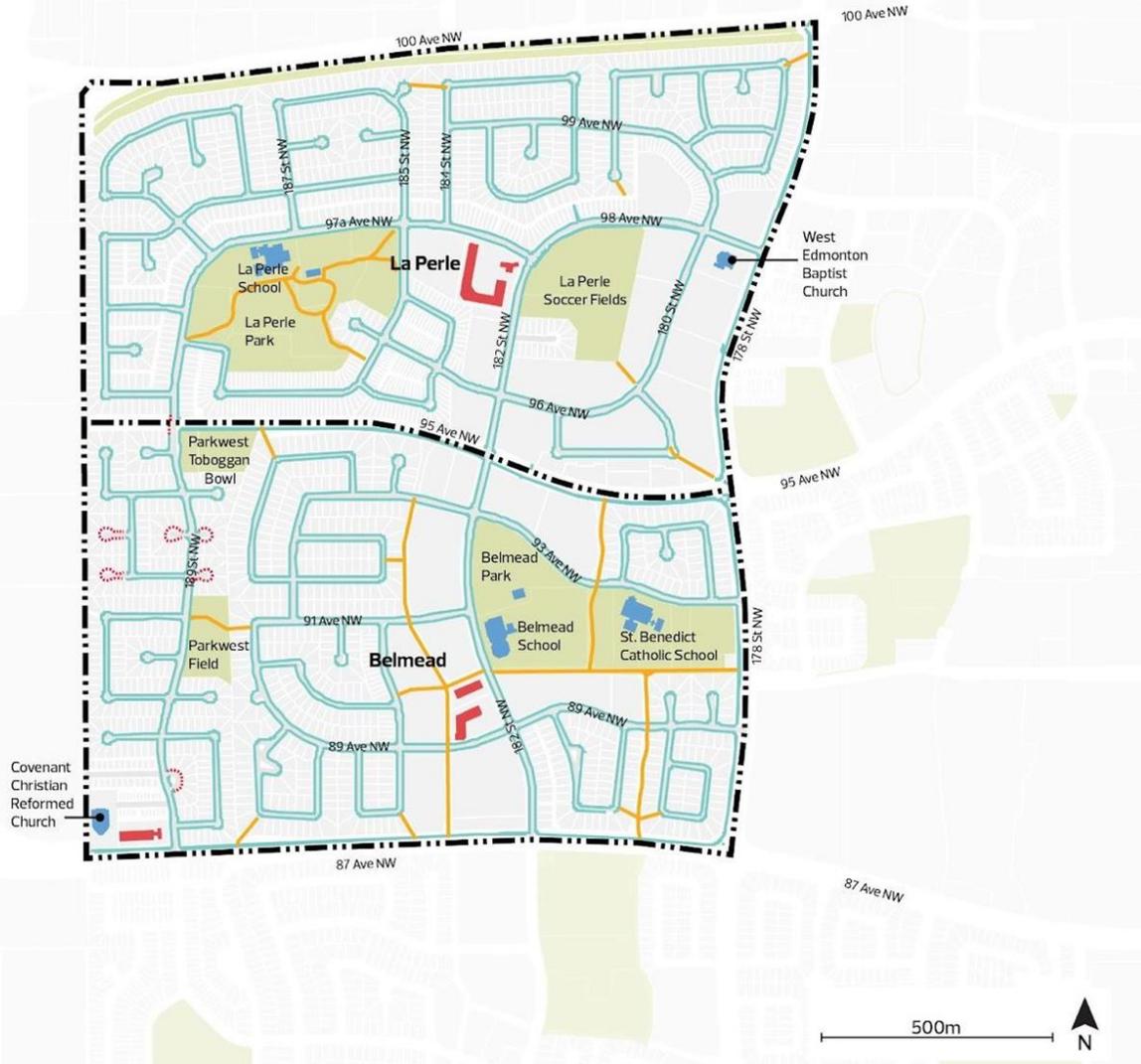


Tradeoffs	Raised crosswalks	Curb extensions	Chicanes	Speed humps	Raised median
+ May cause discomfort for people on buses and those who bike when crossing	●			●	
+ May cause traffic noise from braking and accelerating	●			●	
+ May require removal of some on-street parking		●	●	●	●
+ People who bike must move into a vehicle lane to navigate around a physical barrier		●	●		
+ Additional landscaping maintenance may be required		●	●		



Primary walking and rolling routes

-  Neighbourhood boundary
-  Parks and open space
-  Commercial
-  Institutional
-  Roadways
-  Sidewalks
-  Missing sidewalks
-  Existing neighbourhood routes



Community-led projects

The Park and Facility Development Process for Community Led Construction is available. If community groups are interested in undertaking projects in their neighbourhood they can connect with their Neighbourhood Resource Coordinator to help understand the different grants available for these kinds of projects and to assist on proposals.

Examples of community-led projects may include murals and artwork, community gardens and more.



Thank you!

For more information please visit:
edmonton.ca/BuildingLaPerleandBelmead

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