

What We Decided Report Overlanders and Homesteader Neighbourhood Renewal

November – December 2024

| **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.

Neighbourhood Renewal 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.

Neighbourhood Renewal funding

The Neighbourhood Renewal Program outlines a cost-effective, long-term strategic approach to renew the mature neighbourhoods.

The Neighbourhood Renewal Program is fully funded through a dedicated tax levy.

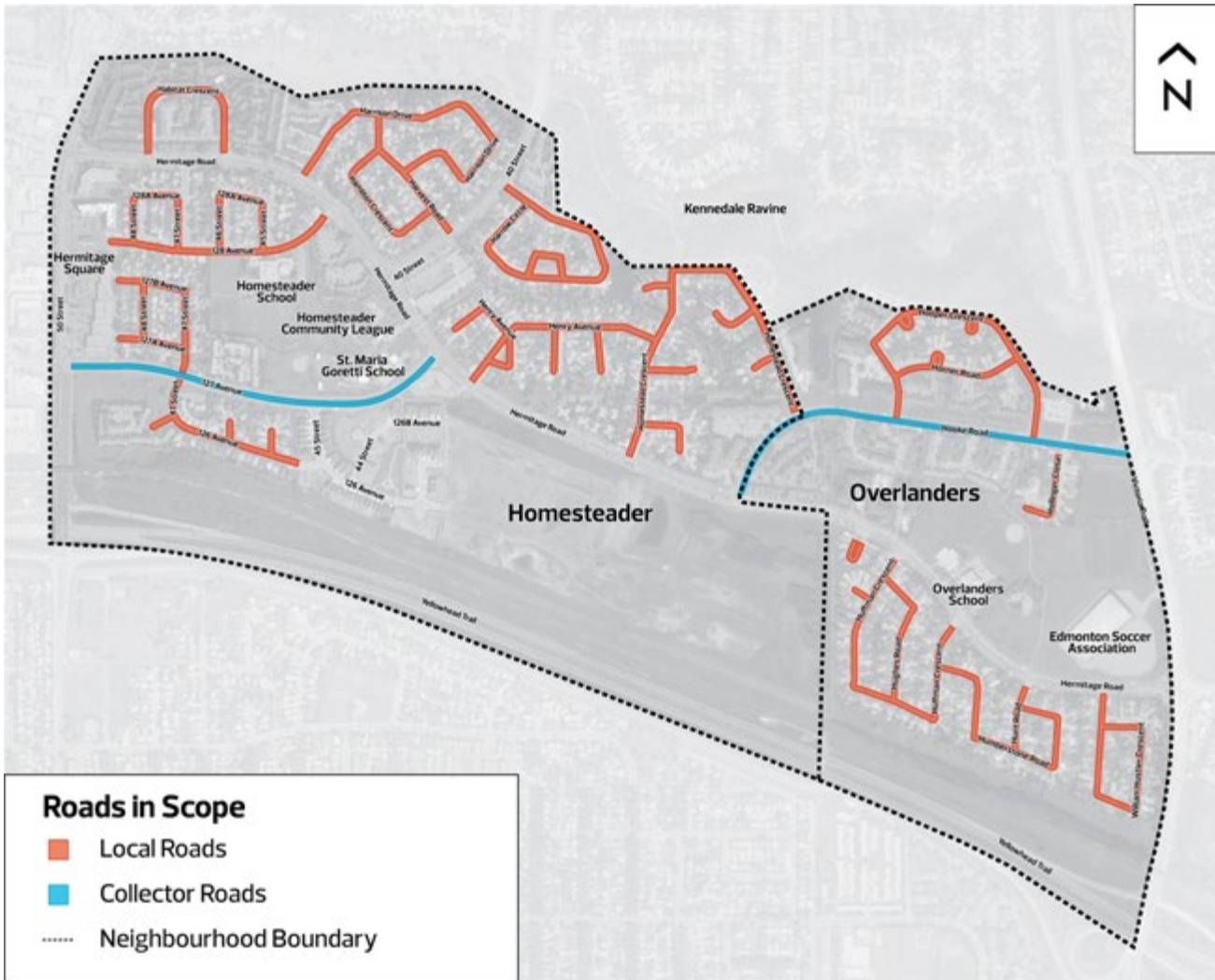
Projects starting construction during the 2023–2026 budget cycle and are accounted for in the approved budget and do not require additional property tax increases for owners. Property owners will only incur additional costs if any Local Improvement projects move forward.

Purpose of this report

This report shares how the Project Team arrived at the final design for Overlanders and Homesteader Neighbourhood Renewal. It describes when and how the City used policy and program information, technical requirements and public engagement input to make project decisions. The report also shows how the project decisions align with the co-created community Vision and Guiding Principles for Neighbourhood Renewal in Overlanders and Homesteader.



Overlanders and Homesteader project scope map



What is in the What We Decided report

This report provides information on the following topics:

Decision making process

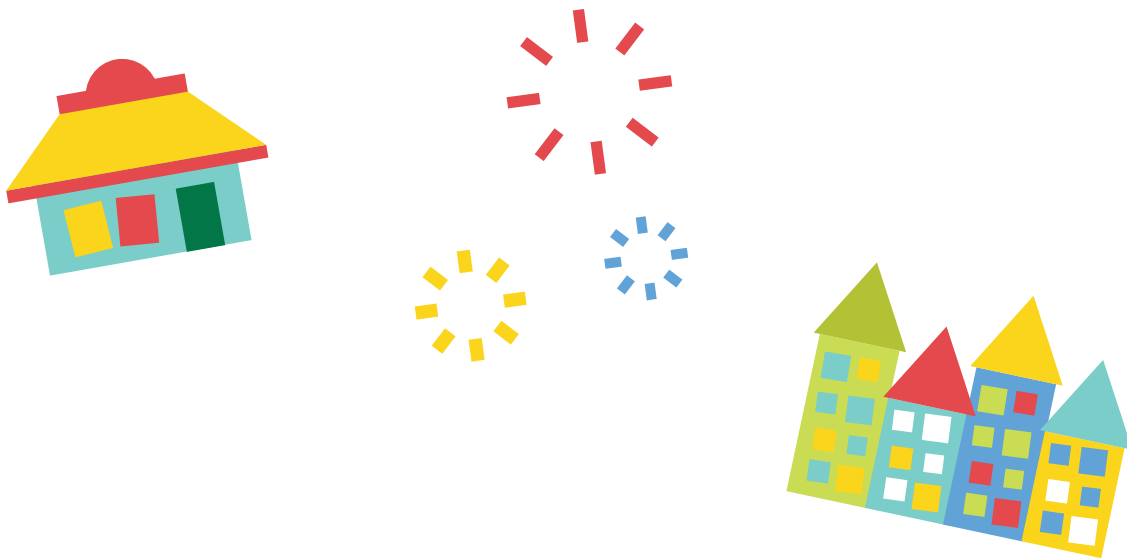
- + Information about how City policies and programs, technical requirements and public input apply to project decisions
- + Public engagement opportunities summary
- + Co-created community Vision and Guiding Principles that align with project decisions

Final design

- + Final design images and descriptions
- + What was considered to make a final design that:
 - + Improves connections for people who walk, bike and roll
 - + Adds measures to make it safer to walk, bike, roll and drive
 - + Improves access, function and connections to parks and open spaces for people to gather
 - + Improves function of space to support winter maintenance and beautify the neighbourhood

Next steps

- + Local Improvement and decorative street blade options
- + Preparing for Construction



Message from the Project Manager

Thank you for being engaged and involved in your neighbourhood design process.

The Neighbourhood Renewal Program reflects the City's commitment to support our mature neighbourhoods and ensure that we take a cost-effective, long-term, strategic approach to addressing neighbourhood infrastructure needs. Through the implementation of this program in Overlanders and Homesteader, the City of Edmonton is committed to enhancing neighbourhood livability and longevity.

We started the conversation with you and your neighbours in September 2022. Since then, we have co-created a Vision and Guiding Principles for the neighbourhoods and asked you and your neighbours for ideas and input. We held public engagement sessions and community conversations to share information and gather feedback. We've gathered background information and data, received input through online surveys, walked the neighbourhood and collaborated with infrastructure service providers—such as underground and above-ground utilities.

We've learned as much as we can about Overlanders and Homesteader to better inform our design decisions. Our learning through the public engagement process resulted in the final design for Overlanders and Homesteader Neighbourhood Renewal. The final design reflects what we have learned since September 2022. We received a lot of positive feedback on the design.

In this report, you will see what we plan to construct in Overlanders and Homesteader and how we made these decisions. I acknowledge we were not able to reflect all your feedback in the final design, based on our need to adhere to City programs and policies and technical requirements. A nearby City project, Towards 40, on Hermitage Road and 40 Street influenced the feedback received on the Neighbourhood Renewal final design. While both are City projects and are close in proximity, feedback on what Neighbourhood Renewal presented and can achieve is what was considered. However, I want to thank you for sharing your ideas and feedback throughout the design phase of your neighbourhoods. Input from you and your neighbours has informed the designs and evolved it into what you see today.

Thank you for contributing to bringing a great neighbourhood to life. The construction will start in spring of 2025 and we look forward to continue working with you.

Tanjin Rahman

On behalf of Overlanders and Homesteader Neighbourhood Renewal Team



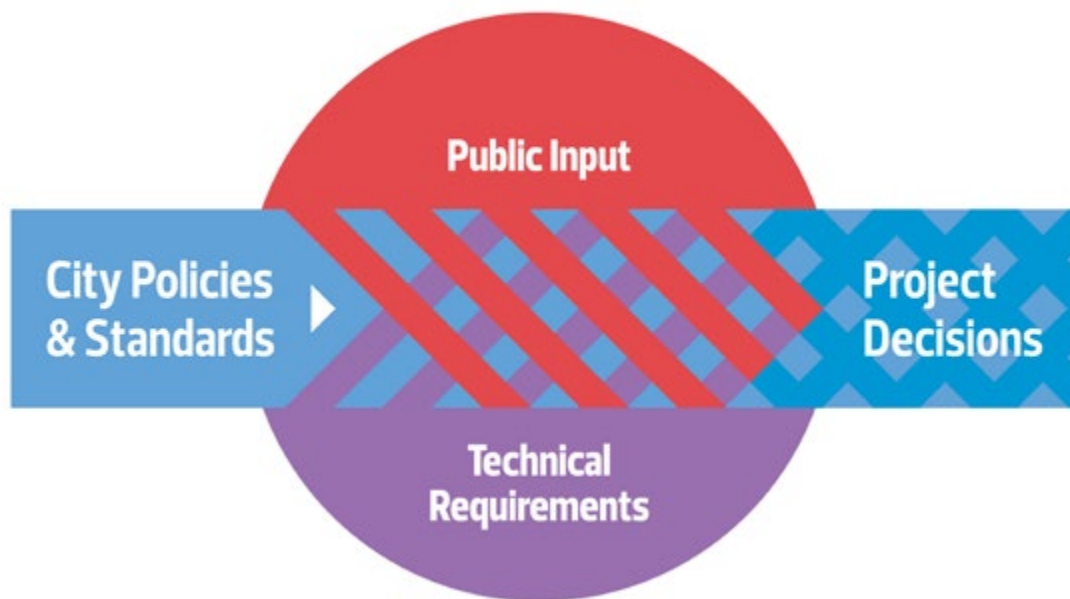
How decisions are made

Decision making process

City policies and programs such as Complete Streets Policy, Safe Mobility Strategy and Winter Design Policy help guide Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from residents who live, work and play in the neighbourhood. We also consider technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood.

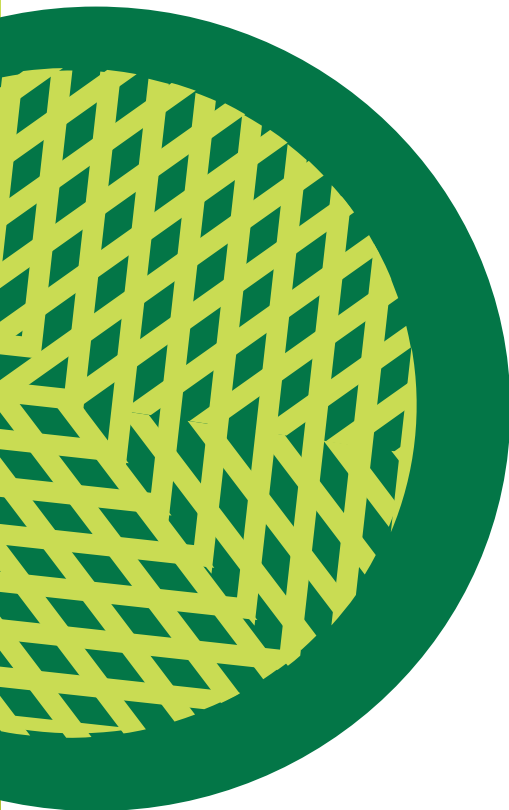
This process helps to ensure the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for our city.

Decision making diagram



Public Engagement Spectrum

The City of Edmonton gathered input from residents, businesses, users and other community members who work, live and visit the Overlanders and Homesteader neighbourhoods. 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.



City policies and programs

City policies and programs provide the overall direction for the Neighbourhood Renewal designs. The Project Team considered the following policies and programs throughout the design process:

Neighbourhood Renewal Program

- + Funds the renewal of existing infrastructure and the construction of new and missing elements such as sidewalks, shared pathways and public open space enhancements. The cost of new and missing elements are not shared with property owners

The City Plan

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

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, partnering with local businesses, planting trees, creating green space from existing paved surfaces and measures to calm traffic

Active Transportation Policy

- + Includes opportunities for people to walk, roll and bike and promote the inclusion of shared pathways
- + Encourages active transportation within and to nearby neighbourhoods

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
- + Identified changes to crossings in neighbourhoods based on Safe Crossings Program
- + Identified opportunities for continuous crossing in project area

Vision Zero

- + Supports protected bike infrastructure to achieve the long-term goal of zero traffic fatalities and serious injuries



City policies and programs (continued)

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

GBA+

- + A process for Project Teams to identify how we can work in more inclusive ways to understand the impact of the work and the project on diverse individuals and groups

Edmonton 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

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

Economic Action Plan

- + Directs 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

FRESH: Food and Urban Agriculture Strategy

- + Encourages developing local food infrastructure and supply in public spaces, such as the fruit bearing plants proposed in some parks and open spaces

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

PED Connections: a Sidewalk Strategy

- + Increases the priority of walkability in Edmonton by maximizing opportunities for walking and enhancing safety, convenience and strategic improvements and expansions of the sidewalk system, thereby promoting a healthy and sustainable community



City policies and programs (continued)

Public Engagement Policy

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

Snow and Ice Control Policy

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

Winter City Design Guidelines

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

BREATHE- 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

Technical requirements

Technical requirements and aspects such as roadway widths and constraints with utilities and trees determine what designs work well in the neighbourhood. The Project Team considered the following technical requirements while preparing the final design:

Complete Streets Design and Construction Standards (Volume 2)

- + Provides direction for the design and construction of roads, alleys, sidewalks, bike lanes and shared pathways, as well as measures to slow traffic and intersection enhancements (particularly around crosswalks)

Other supporting City design and construction standards

- + Provides direction on various other design and construction elements including Drainage (volume 3), Water (volume 4), Landscaping (volume 5), Street Lighting (volume 6), Power (volume 7) and Pavement Marking (volume 8)

Transportation Association of Canada (TAC) Standards including Geometric Design Guide for Canadian Roads and Manual of Uniform Traffic Control Devices

- + Supplements City of Edmonton Complete Streets Design and Construction Standards for the design of roads, sidewalks, bike lanes, traffic calming, street lighting and signage



Technical requirements (continued)

Access Design Guide

- + Supports access and use for people of all ages and abilities, and informs the design of wider and new sidewalks, seating along shared pathways and bench selections

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
- + CPTED deters criminal activity through natural surveillance (visibility, positive social activities), natural access control (entry and exit points, fences) and natural boundaries (clear ownership, clearly marked private spaces).

Existing infrastructure assessments (utilities, trees and landscaping)

- + Prioritizes when city infrastructure will be renewed based on current conditions
- + Provides background information to create designs that work with existing infrastructure



Public engagement input opportunities

The role of public engagement input 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.

Neighbourhood Renewal Road Map

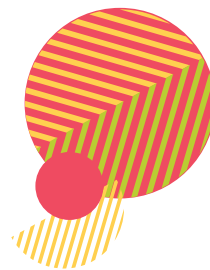


Neighbourhood Renewal projects follow the road map shown here. At each step, the Project Team shared how public input informed the decisions being made. At various stages, community members were invited to provide input for Overlanders and Homesteader Neighbourhood Renewal.

Public engagement opportunities

Community members and other interested parties shared input for Overlanders and Homesteader Neighbourhood Renewal through the following opportunities:

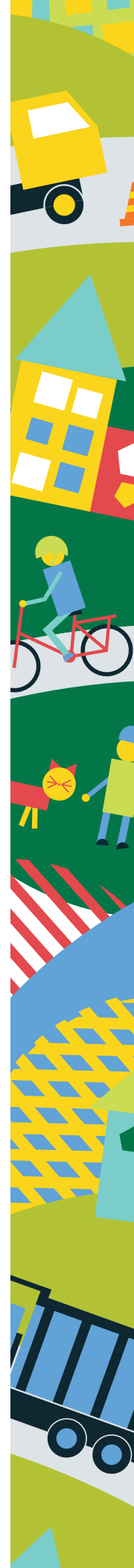
| Road map Stage | Public engagement opportunities | Participation rates | Timeline | Outcome | Level of influence |
|--|---|--|--------------------------|---|--------------------------|
| Starting the Conversation | Two in-person Community Pop Up Events One online and paper survey | 137 participants 70 survey responses | September – October 2022 | Developed an understanding of how community members would like to participate in public engagement and get information about the project. | ADVISE |
| Building a Project Vision Together and Exploring Opportunities | One in-person workshop for community members Three in-person workshops with local Grade Six classes One online survey Mapping tool | 20 participants 70+ students 49 survey responses 18 map pin drops | November – December 2022 | Created Guiding Principles and a Vision for the community. Identified opportunities to improve or enhance the neighbourhood based on community members' lived experiences. | CREATE and REFINE |



| Roadmap Stage | Public engagement opportunities | Participation rates | Timeline | Outcome | Level of influence |
|------------------------------------|---|--|--------------------------|--|--------------------|
| Exploring Options and Tradeoffs | Two in-person Community Pop Up Events One in-person Community Drop-in event One online and paper survey | 127 conversations at pop ups 67 participants at the community drop-in event 129 survey responses | June 2023 | Confirmed the Vision and Guiding Principles. Identified the priorities to guide the decision making process in creating a draft design. | REFINE |
| Community Feedback on Draft Design | One in-person Community Drop-in event One online and paper survey | 70 participants at the community drop-in event 90 survey responses | November – December 2023 | Refined the draft design using City policies and standards, technical requirements and public input to inform changes. | REFINE |
| Community Feedback on Final Design | One in-person Community Drop-in event One online and paper survey | 40 participants at the community drop-in event 181 survey responses | November – December 2024 | Confirmed the final designs reflect the Vision and Guiding Principles | ADVISE |

Ahead of construction starting, community members will be invited to:

- + **ADVISE** on construction
- + **DECIDE** on sidewalk reconstruction as a Local Improvement



Communication methods

Throughout the project, we communicated opportunities for residents, community members and organizations to provide feedback through:

- + Direct emails to subscribers
- + Door hangers
- + Postcards
- + Newsletters
- + Posters
- + Project web page updates
- + Road and yard signs
- + Targeted social media posts

Final Vision and Guiding Principles

Vision

We are the welcoming, family-friendly and active communities of Overlanders and Homesteader.

Our neighbourhoods value diverse, inclusive and intergenerational connections. Our residents are well connected to parks, the Kennedale Ravine, schools, commercial services and beyond.



Guiding Principles

Community identity



Embrace our connection to Kennedale Ravine and the social and cultural character of the neighbourhood through the design elements that embrace its identity and history.

Design with Nature



Enhance the health and wellbeing of the community by incorporating nature and trees into the design.

Active and Engaged Lifestyles



Encourage healthy living and wellbeing by building outdoor spaces that encourage physical activity, social interaction and community spirit for people of all ages and abilities.

Streets for People



Design streets, sidewalks and trails to prioritize safety and comfort for people of all ages and abilities. Connect parks, schools, and commercial areas with enjoyable and efficient routes in all seasons.

Safe and Welcoming Atmosphere



Create safe and secure streets, public spaces, and buildings to foster a sense of quality of life and confidence in our communities. Build resilient, safe communities by using effective urban design.

Connections Between Neighbours



Encourage diverse and inclusive community interactions and social connections through designed outdoor spaces that invite informal gatherings, cultural events, and shared neighbourhood activities.

Engaging Commercial Areas

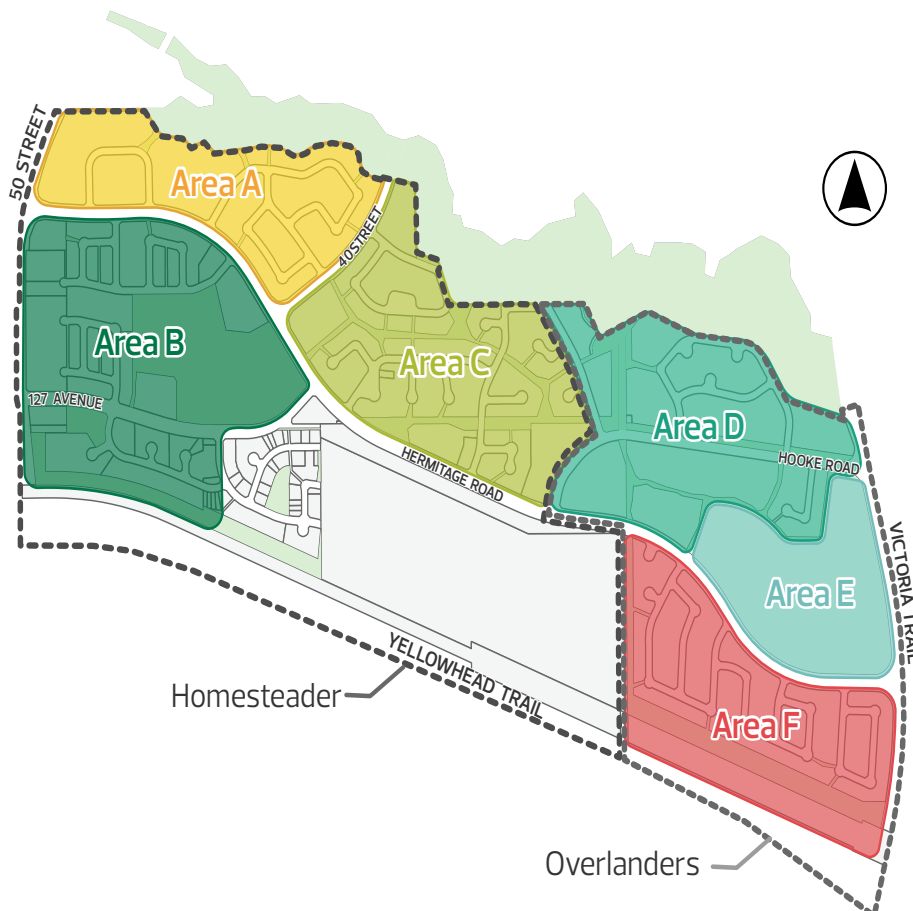


Design elements that engage pedestrians and create a sense of place between commercial properties and the public realm through landscaping, street furniture and public art.

What we decided




This section shows the final design and describes how the final project decisions for Overlanders and Homesteader Neighbourhood Renewal were made. To view What We Heard reports from previous stages of engagement, visit the project history area at edmonton.ca/BuildingOverlandersHomesteader.

The final design in this document aligns with the project's Vision and Guiding Principles, prioritizes adherence to City policies, considers technical requirements and incorporates public input when possible. The final design also considers operational impacts, such as minimizing disruption to recently renewed roads and reducing maintenance costs. All design elements are subject to final approvals and funding.



How to read images and tables

The tables in this section include the City programs and policies, technical requirements and public engagement input considered in decision making. The neighbourhoods are divided into different areas and show the different decision making criteria. The table below shows what information is shared on each table on the following pages.

| Identified Area – What we considered to make decisions | |
|---|--|
| Public Input – What we heard  | |
| <ul style="list-style-type: none"> + This section summarizes relevant feedback from the public + Feedback was collected through public engagement opportunities that started September 2022 | |
| City Policies and Programs  | Technical Requirements  |
| <ul style="list-style-type: none"> + City polices and programs provide the overall direction of the Neighbourhood Renewal designs + See pages 9 and 10 of this report for the list and descriptions of the City policies and programs that helped shape the final designs and decision making for Overlanders and Homesteader | <ul style="list-style-type: none"> + Technical requirements and aspects such as roadway widths and constraints with utilities and trees determine what designs will work well in the neighbourhoods + See page 11 for a list and descriptions of technical requirements that helped shape the final design and decision making for Overlanders and Homesteader |
| What we decided | |
| All roads in area | |
| <ul style="list-style-type: none"> + Decisions in this section apply to all the roads in the area map below the table + The information in this section may vary within the area and across the neighbourhoods | |
| Specific road in area | |
| <ul style="list-style-type: none"> + Decisions in this section apply to only the identified area or road + Specific roads were chosen to be highlighted based on the different treatments that will be applied | |

To review the final design, visit the project history area at edmonton.ca/BuildingOverlandersHomesteader.



Area A – What we considered to make decisions

Public Input – What we heard

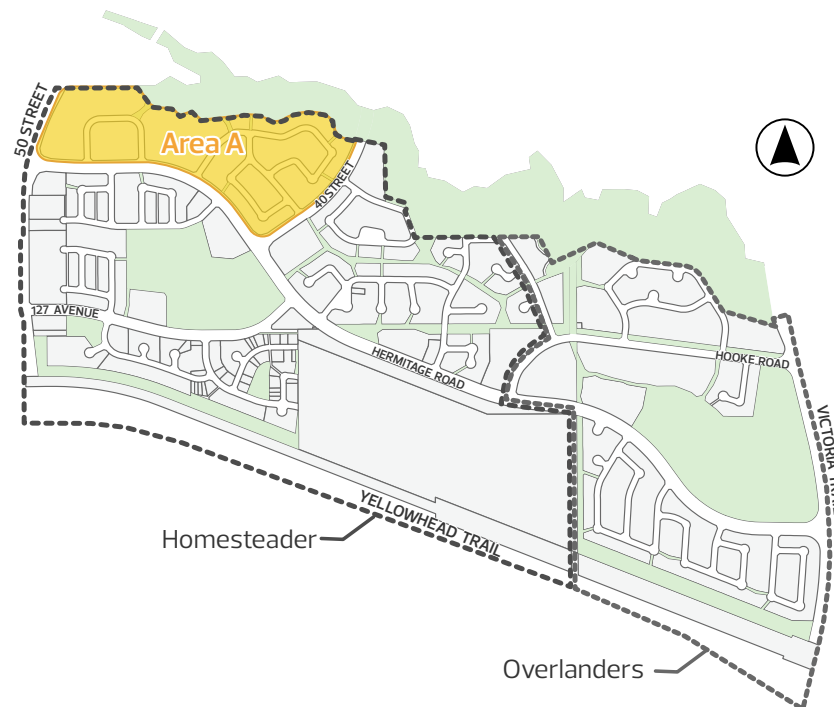
- + Participants supported adding sidewalks with landscaped boulevards
- + Participants supported wider sidewalks and low-profile curbs
- + Participants are concerned about roads being narrowed
- + Some participants supported the shared pathway as a safer place for people who walk and bike
- + Some participants are concerned about narrow driving lanes being too narrow to accommodate on-street parking and snow clearing / windrows
- + Most participants felt the proposed design for Kennedale Ravine connections reflected the needs of the community
- + Participants supported improved access to Kennedale Ravine
- + Some participants are concerned about the safety of new trails into Kennedale Ravine
- + Some participants are concerned about increased access to the neighbourhoods from Kennedale Ravine

City Policies and Programs

- + Accessibility for People with Disabilities Policy
- + BREATHE - Green Network Strategy
- + The City Plan
- + ConnectEdmonton
- + Corporate Tree Management Policy
- + Winter City Design Guidelines
- + Safe Mobility Strategy
- + Vision Zero
- + Snow and Ice Control Policy
- + Active Transportation Policy
- + PED Connections: a Sidewalk Strategy

Technical Requirements

- + Complete Streets Design and Construction Standards
- + Access Design Guide
- + Aligning the shared pathway, sidewalks and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities



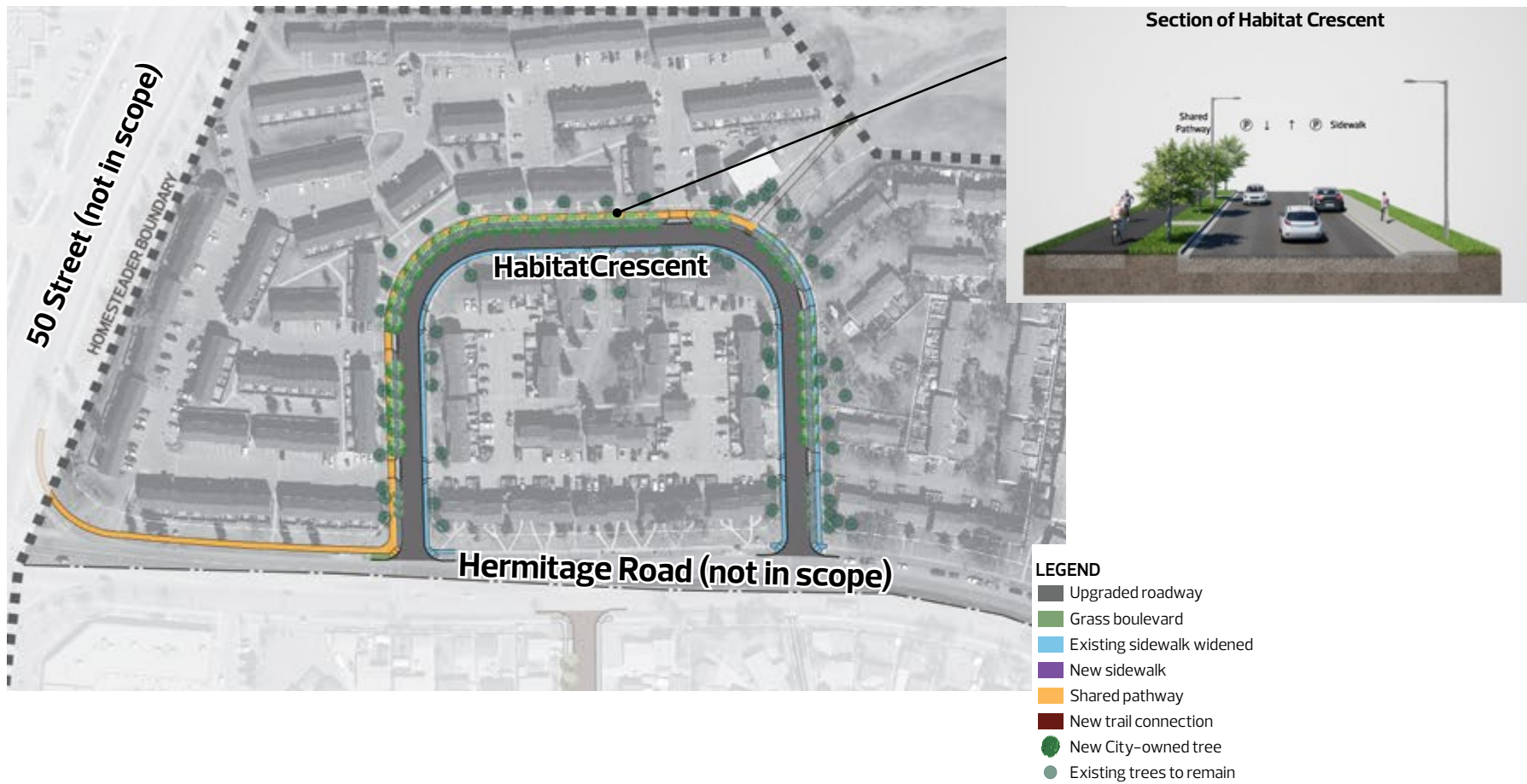
What we decided

All roads in Area A

- + Widen all residential sidewalks
- + Replace curbs with new City standard, lower-profile curbs where the sidewalk is next to the road
- + Add new trees, where possible

Habitat Crescent

- + Add a shared pathway with landscaped boulevard and trees on one side of the road to connect to 50 Street and to the existing shared pathway to the Kennedale Ravine
- + Widen the sidewalk on the other side of the road



What we decided

All roads in Area A

- + Widen all residential sidewalks
- + Replace curbs with new City standard, lower-profile curbs where the sidewalk is next to the road
- + Add new trees, where possible

Harrison Drive

- + Add a new sidewalk to a portion of the north side of Harrison Drive
- + Widen existing sidewalks on both sides of the road
- + Proposed removal of some trees
- + Add a landscaped boulevard with trees on both sides of the road from Hermitage Road to Harvest Road

Kennedale Ravine Connections

- + Formalize connection from the breezeway near Harrison Drive and Harvest Road to Kennedale Ravine



Section of Harrison Drive



Section of Harrison Drive



LEGEND

- Upgraded roadway
- Grass boulevard
- Existing sidewalk widened
- New sidewalk
- Shared pathway
- New trail connection
- New City-owned tree
- Existing trees to remain
- Proposed removal of City-owned tree

What we decided

All roads in Area A

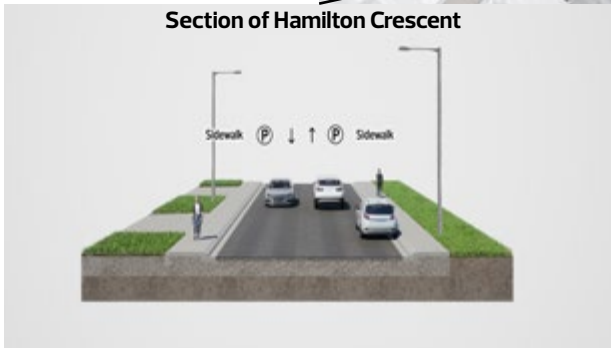
- + Widen all residential sidewalks
- + Replace curbs with new City standard, lower-profile curbs where the sidewalk is next to the road
- + Add new trees, where possible

Harvest Road

- + Widen sidewalks on both sides of the road
- + Add a grass boulevard on one side of the road



Section of Hamilton Crescent



Section of Harvest Road



Area B – What we considered to make decisions

Public Input – What we heard

- + Participants had mixed comments on widening sidewalks and adding a shared pathway
- + Some participants felt wider sidewalks will be safer for people who walk
- + Some participants are concerned there will be increased congestion due to narrower lanes on local roads
- + Some participants are concerned parking may be reduced if the treed boulevard is added
- + Participants supported the proposed design for 128 Avenue (from Hermitage Road to 47 Street)
- + Participants felt the proposed design for Homesteader Park reflects the needs of the community
- + Some participants had concerns about vehicle speeds and visibility at crosswalks
- + Participants supported adding paths to make the park more accessible
- + Some participants are concerned about improvements being vandalized
- + Most participants felt the proposed design for 127 Avenue at least somewhat reflects the needs of the community
- + Most participants felt the proposed design for the school drop-off area at least somewhat reflects the needs of the community
- + Some participants supported the potential for the proposed changes to reduce speed

City Policies and Programs

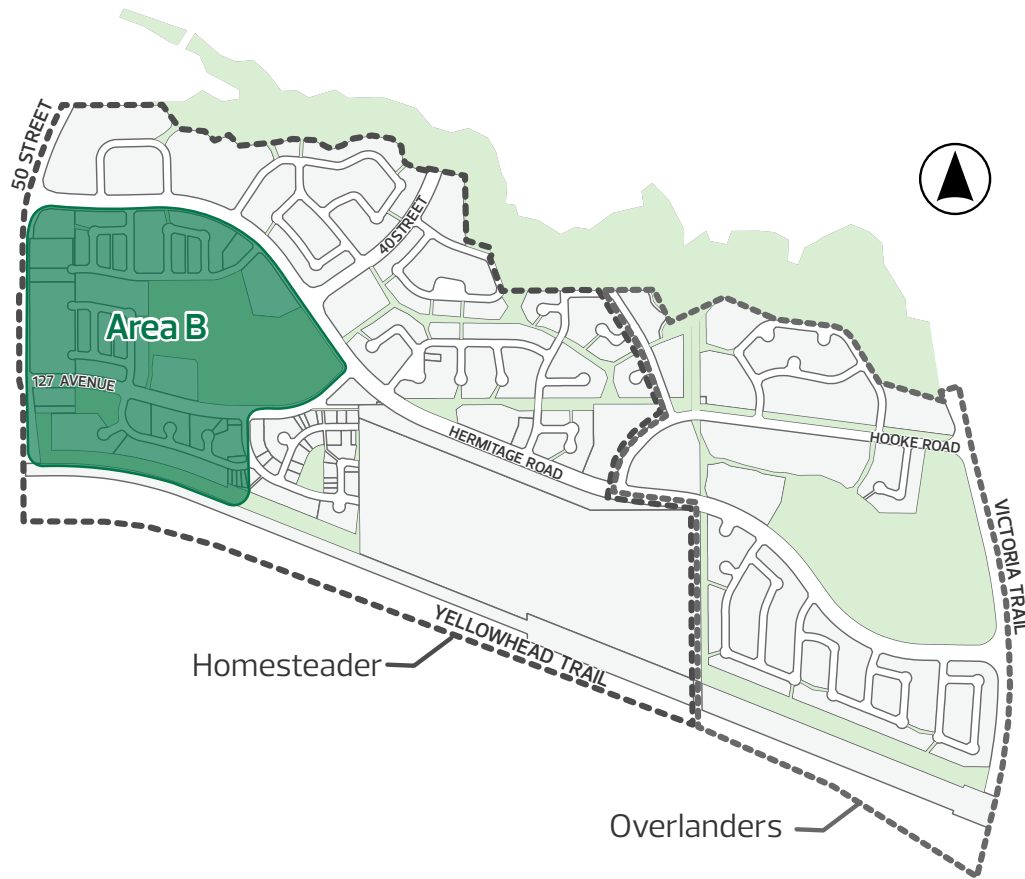
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- + Winter Design Policy
- + Safe Mobility Strategy
- + Vision Zero
- + Snow and Ice Control Policy
- + Active Transportation Policy
- + PED Connections: a Sidewalk Strategy

Technical Requirements

- + Complete Streets Design and Construction Standards
- + Crime Prevention Through Environmental Design
- + Access Design Guide
- + Aligning the shared pathway, sidewalks and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities



Area B



What we decided

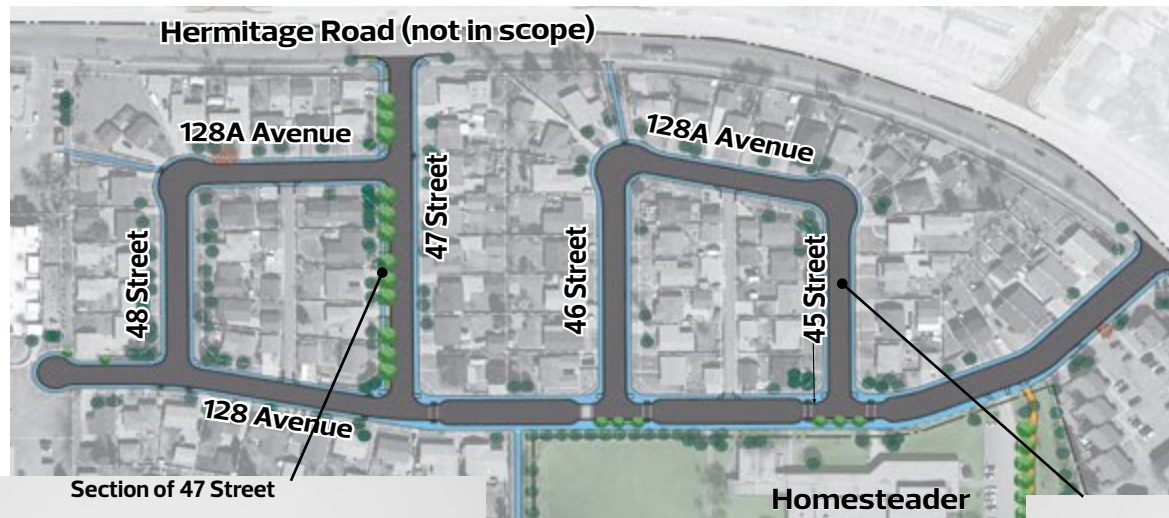
All roads in Area B

- + Proposed removal of some trees
- + Add new trees, where possible
- + Widen all residential sidewalks
- + Replace curbs with new City standard, lower-profile curbs where the sidewalk is next to the road

128 Avenue and 47 Street

- + Add curb extensions across 128 Avenue at 46 Street and 45 Street
- + A raised crossing will be added crossing 128 Avenue at 46 Street
- + A crossing with curb extensions will be added crossing 128 Avenue at 47 Street
- + Add a tree boulevard to one side of the road on 47 Street
- + Improve breezeway* between Hermitage Road and 128 A Avenue

*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



LEGEND

- Upgraded roadway
- Grass boulevard
- Existing sidewalk widened
- Shared pathway
- New trail connection
- New City-owned tree
- Existing trees to remain
- Proposed removal of City-owned tree



What we decided

Homesteader Park

- + Add a shared pathway connecting the schools, sports fields and playgrounds with access to 128 Avenue, Hermitage Road and 127 Avenue
- + Add two seating nodes off the shared pathways on 127 Avenue and Hermitage Road



LEGEND

- Upgraded roadway
- Grass boulevard
- Existing sidewalk widened
- Shared pathway
- New trail connection
- New City-owned tree
- Existing trees to remain

What we decided

All roads in Area B

- + Add new trees, where possible
- + Widen all residential sidewalks
- + Replace curbs with new City standard, lower-profile curbs where the sidewalk is next to the road

127 Avenue

- + Add a shared pathway with a treed boulevard on the south side of the road
- + Add a landscaped median between 47 Street and 50 Street to create left-turn bays onto 50 Street and into the commercial parking lot
- + Maintain a sidewalk with a treed boulevard on the north side of the road from 50 Street to 45 Street
- + Add curb extensions on 127 Avenue at 47 Street and St. Maria Goretti School
- + Add a raised crosswalk with curb extensions across 127 Avenue at the shared pathway connection on the west side of Homesteader Park
- + Add continuous raised crossings on 47 Street and 45 Street to give priority to people who walk, roll and bike along 127 Avenue
- + Add a new trail connection from the southwest corner of 47 Street to 127 Avenue
- + Proposed removal of some trees



LEGEND

- Upgraded roadway
- Grass boulevard
- Existing sidewalk widened
- Shared pathway
- New trail connection
- New City-owned tree
- Existing trees to remain
- Proposed removal of City-owned tree

Section of 127 Avenue



Section of 125 Avenue



Section of 127 Avenue



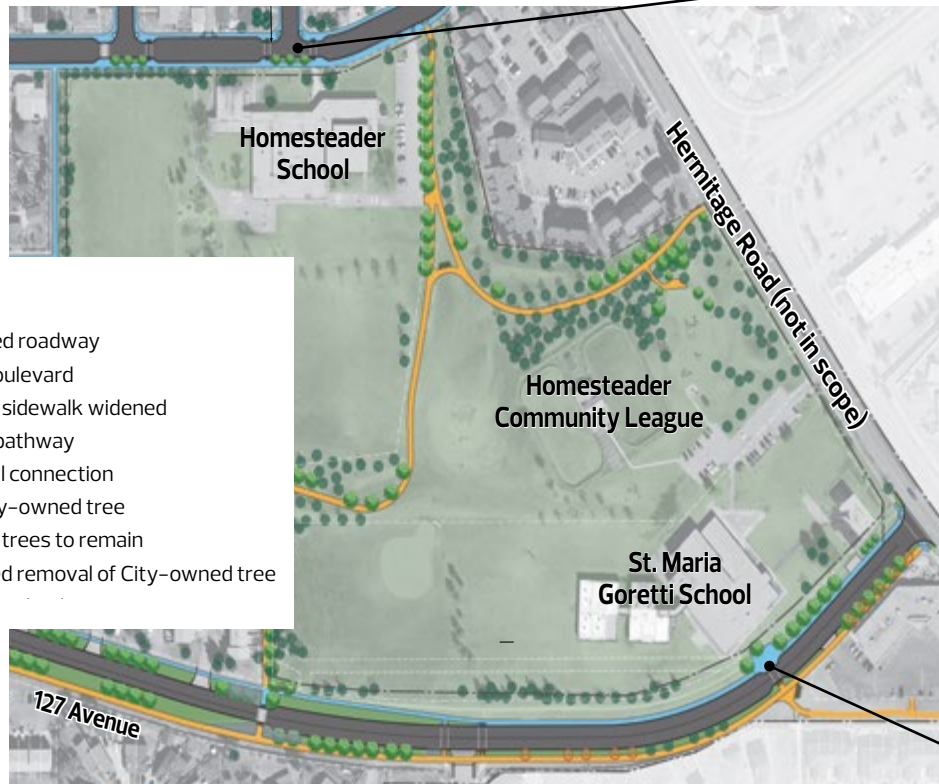
What we decided

All roads in Area B

- + Proposed removal of some trees
- + Add new trees, where possible
- + Widen all residential sidewalks
- + Replace curbs with new City standard, lower-profile curbs where the sidewalk is next to the road

Improved school drop off at St. Maria Goretti School and Homesteader School

- + Add widened sidewalks in front of Homesteader School and St. Maria Goretti School for student drop off and pick up by buses and parents
- + Add raised crosswalks and curb extensions near schools to improve the visibility of people crossing roadways
- + Add seat walls, waste bins and landscape planting in front of school front yard
- + Add new trees, where possible



Homesteader School

St. Maria Goretti School



Area C – What we considered to make decisions

Public Input – What we heard

- + Participants support wider sidewalks and low-profile curbs
- + Some participants are concerned there will be increased congestion due to narrower lanes on local roads
- + Participants supported having the sidewalk along the road
- + Participants showed support for a landscaped boulevard
- + Participants are concerned about roads being narrowed and impacts to on-street parking
- + Participants supported sidewalks on both sides of the road along Homestead Crescent
- + Participants are concerned about removing on-street parking along Homestead Crescent
- + Most participants felt the proposed design for Kennedale Ravine connections reflects the needs of the community
- + Participants supported improving access to Kennedale Ravine
- + Some participants are concerned about the safety of new trails into Kennedale Ravine
- + Some participants are concerned about increased access to the neighbourhoods from Kennedale Ravine
- + Participants showed support for improving green space along the Kennedale Ravine

City Policies and Programs

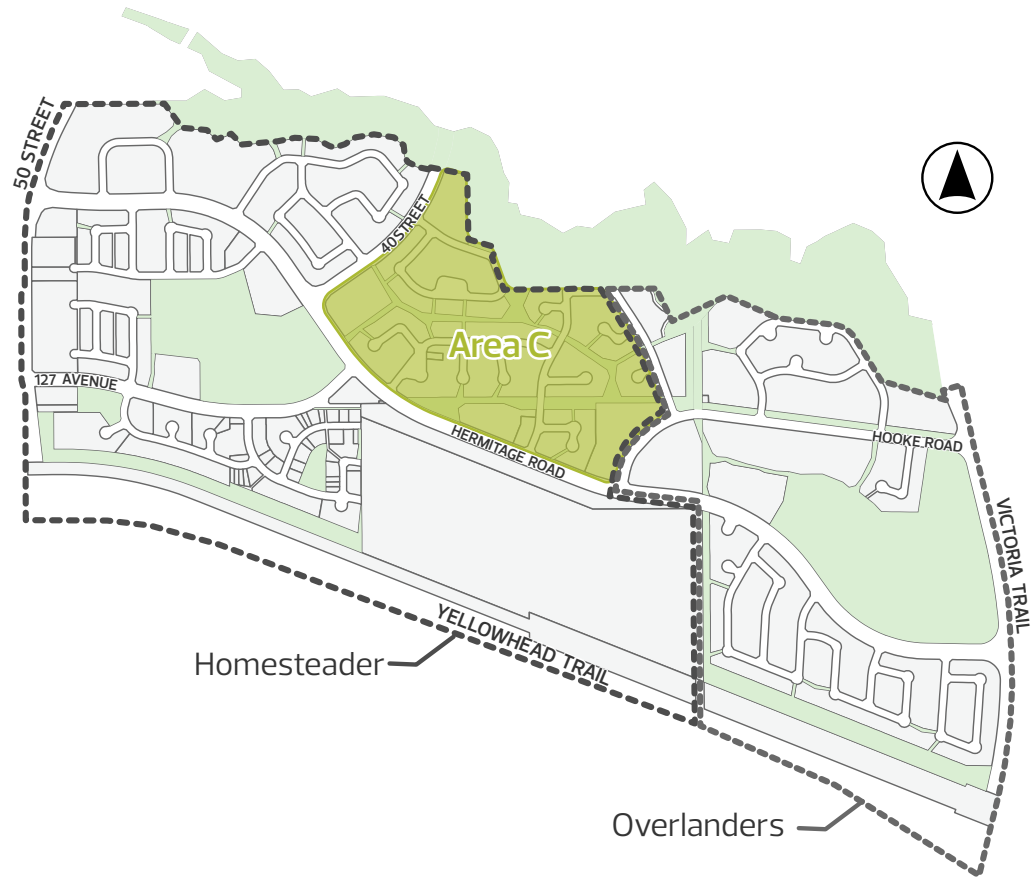
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Technical Requirements

- + Complete Streets Design and Construction Standards
- + Access Design Guide
- + Crime Prevention Through Environmental Design
- + Aligning the shared pathway, sidewalks and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities



Area C



What we decided

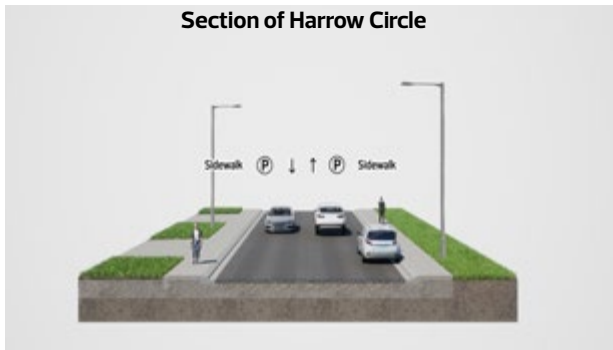
All roads in Area C

- + Widen all residential sidewalks
- + Replace curbs with new City standard, lower-profile curbs where the sidewalk is next to the road
- + Add new trees, where possible

Harrow Circle

- + Proposed removal of some trees in the area
- + Add a seating node in the island
- + Add a new sidewalk where it is currently missing on one side of the road
- + Remove dead-end sidewalk on the north side of Harrow Circle, beside Kennedale Ravine
- + No parking area will be added on the northeast side of Harrow Circle, beside Kennedale Ravine

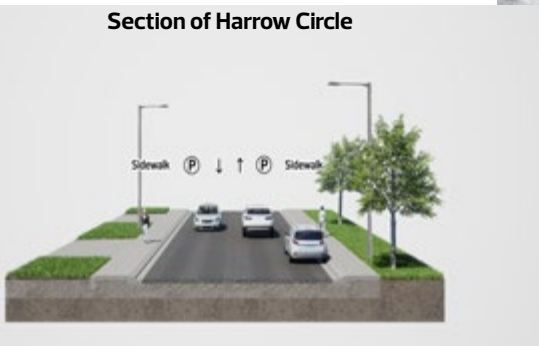
Section of Harrow Circle



Section of Harrow Circle



Section of Harrow Circle



LEGEND

- Upgraded roadway
- Grass boulevard
- Existing sidewalk widened
- New sidewalk
- No parking area
- New City-owned tree
- Existing trees to remain
- Proposed removal of City-owned tree

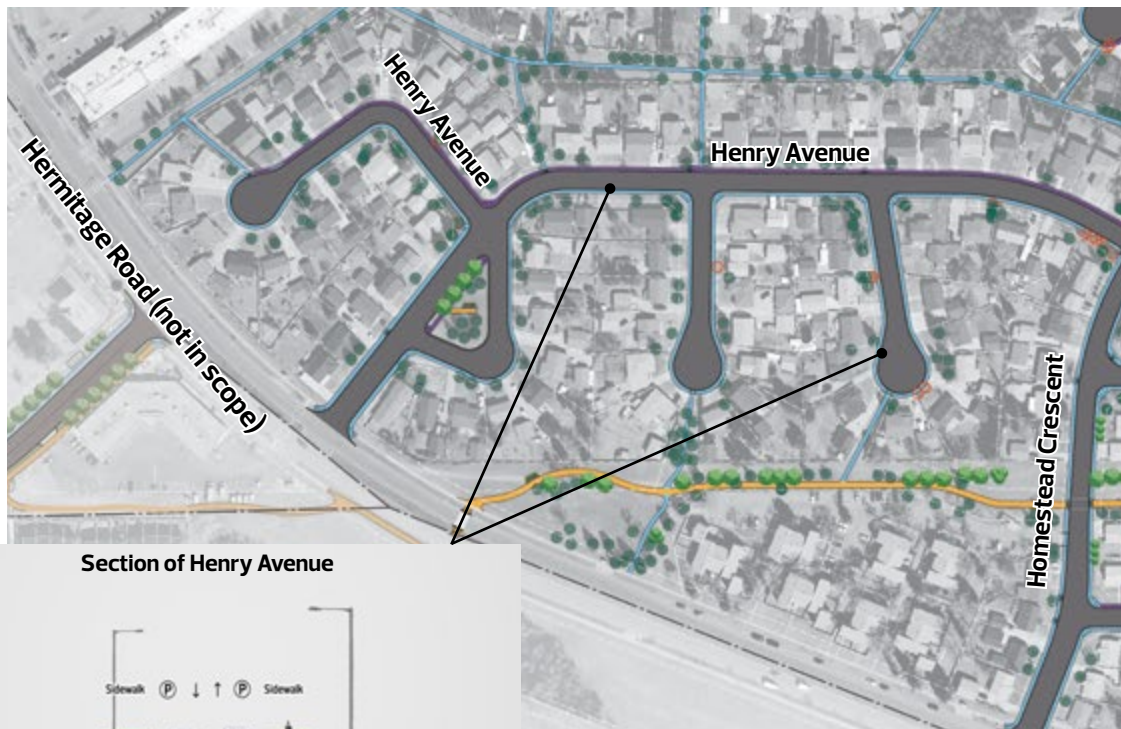
What we decided

All roads in Area C

- + Widen all residential sidewalks
- + Replace curbs with new City standard, lower-profile curbs where the sidewalk is next to the road
- + Add new trees, where possible

Henry Avenue

- + Add new sidewalk where it is currently missing on one side of the road
- + Add a seating node in the island
- + Proposed removal of some trees in the area
- + Add a shared pathway with new trees in the utility corridor from the east side of Homestead Crescent to Hermitage Road
- + Add a mid-block crossing for the shared pathway to cross Hermitage Road



LEGEND

- Upgraded roadway
- Grass boulevard
- Existing sidewalk widened
- New sidewalk
- Shared pathway
- New City-owned tree
- Existing trees to remain
- Proposed removal of City-owned tree

Section of Henry Avenue



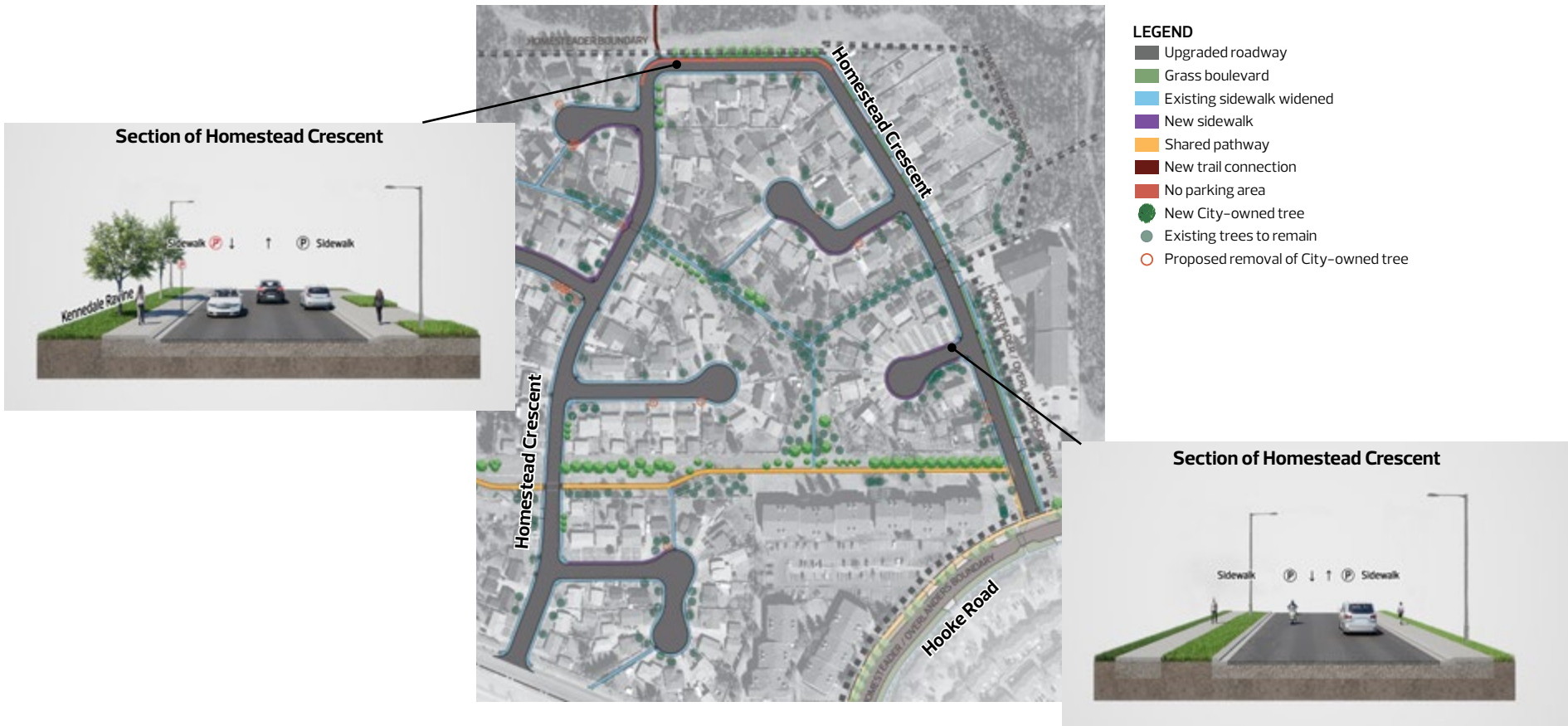
What we decided

All roads in Area C

- + Widen all residential sidewalks
- + Replace curbs with new City standard, lower-profile curbs where the sidewalk is next to the road
- + Add new trees, where possible

Homestead Crescent

- + Add curb extensions at crossings
- + No parking area will be added to the north side of Homestead Crescent along Kennedale Ravine
- + Add grass boulevard on one side of the road along a northeast section of Homestead Crescent
- + Add new sidewalks where they are currently missing on one side of the road
- + Proposed removal of some trees in the area
- + Add connection from Homestead Crescent to Kennedale Ravine Trail



Area D – What we considered to make decisions

Public Input – What we heard

- + Participants supported wider sidewalks and low-profile curbs
- + Some participants are concerned there will be increased congestion due to narrower lanes on local roads
- + The participants felt the proposed design for Hooke Road reflects the needs of the community
- + Participants showed support for the shared pathway and added greenery along Hooke Road
- + Some participants supported the shared pathway along Hooke Road as a safe place for people who bike
- + Some participants are concerned that narrow driving lanes on Hooke Road will be too narrow to accommodate both buses and on-street parking, especially in winter with snow clearing and windrows
- + Some participants supported adding trees and landscaping along Hooke Road but are concerned about the maintenance
- + Participants are concerned about roads being narrowed and impacts to on-street parking, specifically on Hooper Crescent and Horner Road where townhouses and apartments use street parking
- + Participants did not support removing on-street parking along Kennedale Ravine on Hooper Crescent

City Policies and Programs

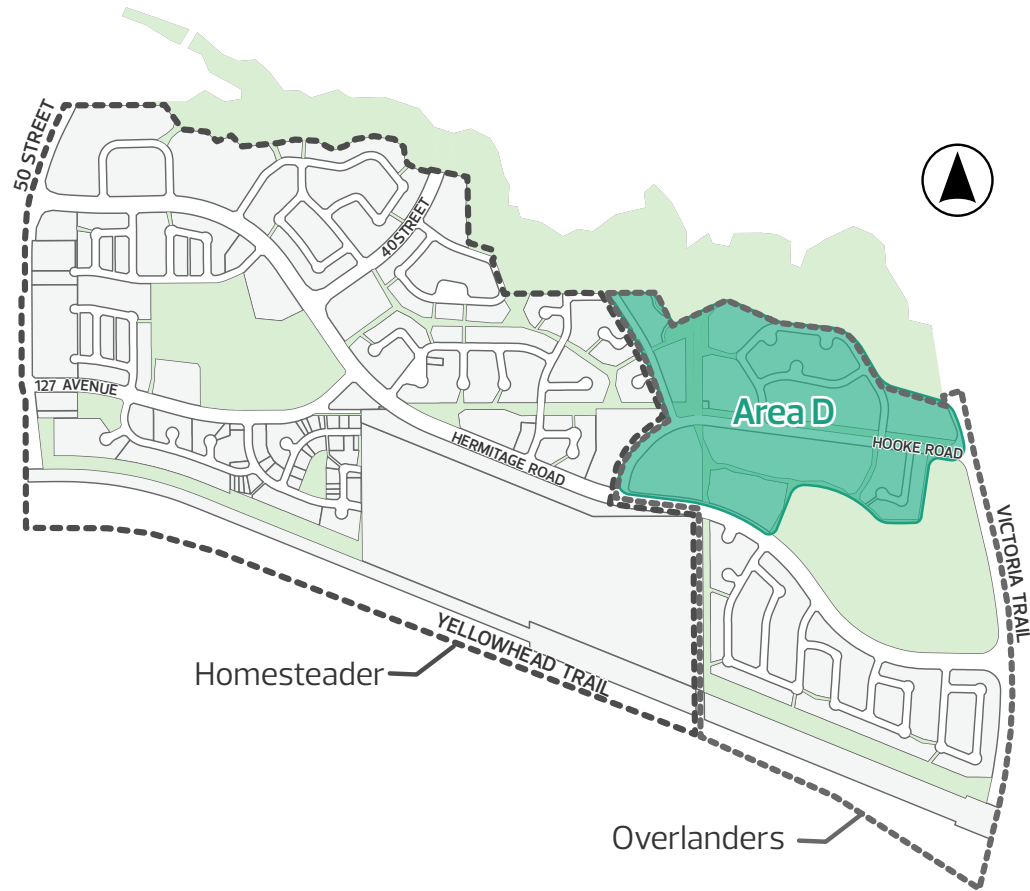
- + Accessibility for People with Disabilities Policy
- + BREATHE – Green Network Strategy
- + The City Plan
- + ConnectEdmonton
- + Corporate Tree Management Policy
- + Winter Design Policy
- + Safe Mobility Strategy
- + Vision Zero
- + Snow and Ice Control Policy
- + Active Transportation Policy
- + PED Connections: a Sidewalk Strategy

Technical Requirements

- + Complete Streets Design and Construction Standards
- + Access Design Guide
- + Aligning the shared pathway, sidewalks and boulevards by considering existing trees and landscaping, grading, drainage patterns, bus stops and underground utilities



Area D



What we decided

All roads in Area D

- + Widen all residential sidewalks
- + Replace curbs with new City standard, lower-profile curbs where the sidewalk is next to the road
- + Add new trees, where possible

Hooke Road

- + Add a shared pathway with a treed boulevard on the north side of the road
- + Maintain a sidewalk with a treed boulevard on the south side of the road
- + Add curb extensions on Hooke Road at both Hooper Crescent entrances
- + Add continuous raised crossings on Hooper Crescent
- + Add a shared pathway going north to south, connecting the southeast side of Hooke Road to Overlanders Park
- + Add a new sidewalk, connecting Hooke Road to Hermitage Road
- + Proposed removal of some trees



Section of Hooke Road



Section of Hollinger Close



Section of Hooke Road



Continuous crossing



Curb extensions

LEGEND

- Upgraded roadway
- Grass boulevard
- Existing sidewalk widened
- New sidewalk
- Shared pathway
- New City-owned tree
- Existing trees to remain
- Proposed removal of City-owned tree

What we decided

All roads in Area D

- + Widen all residential sidewalks
- + Replace curbs with new City standard, lower-profile curbs where the sidewalk is next to the road
- + Proposed removal of some trees
- + Add new trees, where possible

Horner Road

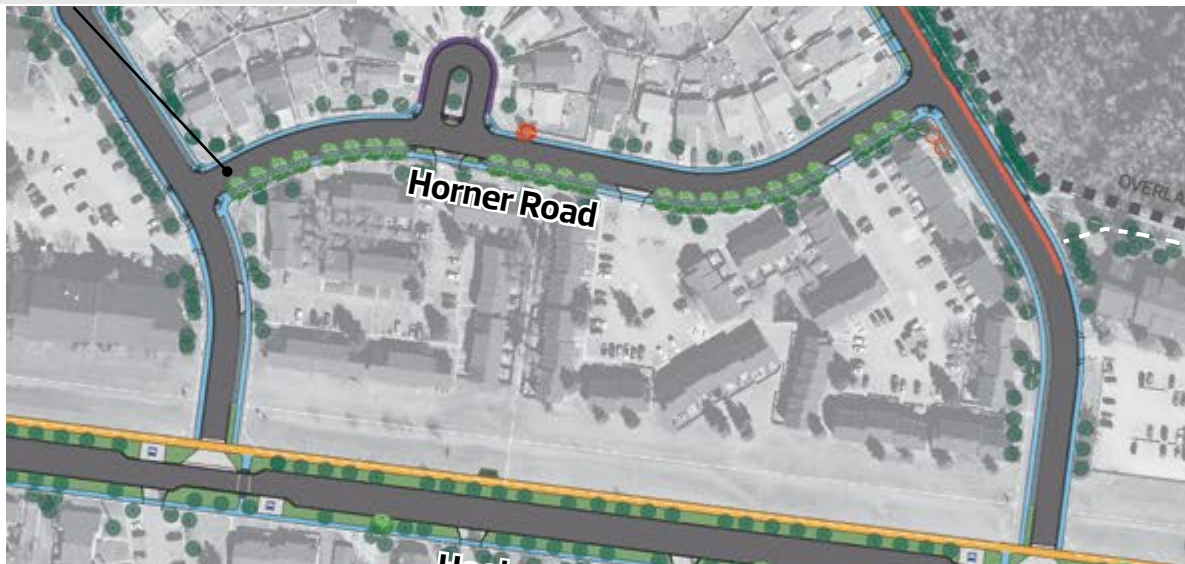
- + Add a sidewalk to the cul-de-sac that has a missing sidewalk
- + Add wider sidewalks on both sides of the road
- + Add a landscaped boulevard to one side of the road
- + Add absorbent landscaping to the landscaped boulevard

Section of Horner Road



LEGEND

- Upgraded roadway
- Grass boulevard
- Existing sidewalk widened
- New sidewalk
- Shared pathway
- New trail connection
- No parking area
- New City-owned tree
- Existing trees to remain
- Proposed removal of City-owned tree



What we decided

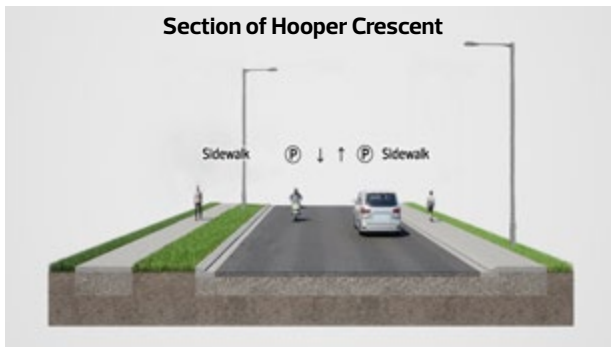
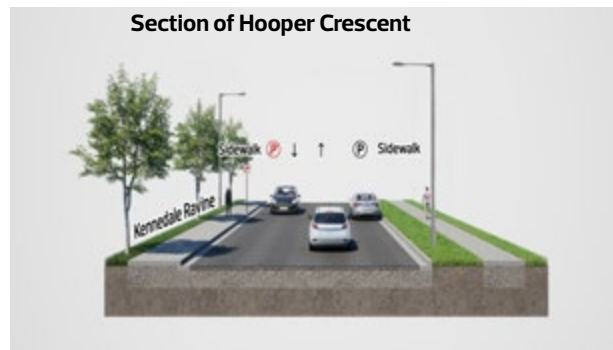
All roads in Area D

- + Widen all residential sidewalks
- + Replace curbs with new City standard, lower-profile curbs where the sidewalk is next to the road
- + Proposed removal of some trees
- + Add new trees, where possible

Hooper Crescent

- + Add a landscaped boulevard on one side of the road
- + Remove street parking on the ravine side of the road
- + Add new sidewalks to two cul-de-sacs on Hooper Crescent
- + Add a connection from existing breezeway* near Hooper Crescent to Kennedale Ravine Trail
- + Add absorbent landscaping to parts of the grass boulevards

*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



Area E – What we considered to make decisions

Public Input – What we heard

- + Participants felt the proposed design for Overlanders Park reflects the needs of the community
- + Some participants supported adding lights to make the park feel safe
- + Participants supported the improvements but are concerned about maintenance

City Policies and Programs

- | | |
|---|---|
| <ul style="list-style-type: none"> + Accessibility for People with Disabilities Policy + BREATHE - Green Network Strategy + The City Plan + ConnectEdmonton + Corporate Tree Management Policy | <ul style="list-style-type: none"> + Winter Design Policy + Snow and Ice Control Policy + Active Transportation Policy + PED Connections: a Sidewalk Strategy |
|---|---|

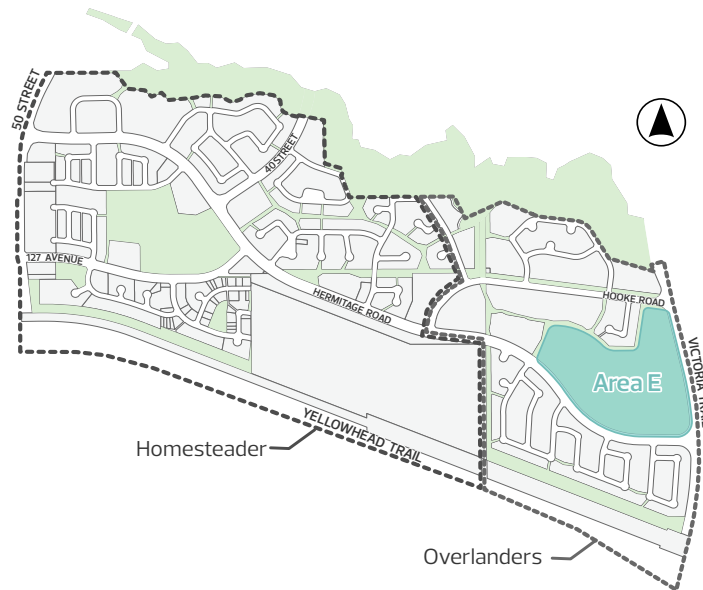
Technical Requirements

- + Access Design Guide
- + Aligning the shared pathway and sidewalk by considering existing trees and landscaping, grading, drainage patterns and underground utilities
- + Crime Prevention Through Environmental Design

What we decided

Overlanders Park

- + Add a shared pathway through Overlanders Park, connecting Hooke Road, Hermitage Road and Victoria Trail
- + Add a sidewalk connecting to the playground
- + Add seating nodes throughout Overlanders Park along the shared pathway
- + Add a new sidewalk connecting the north shared pathway to Hermitage Road
- + Add new trees, where possible



Area E

LEGEND

- New sidewalk
- Shared pathway
- New City-owned tree
- Existing trees to remain



Area F – What we considered to make decisions

Public Input – What we heard

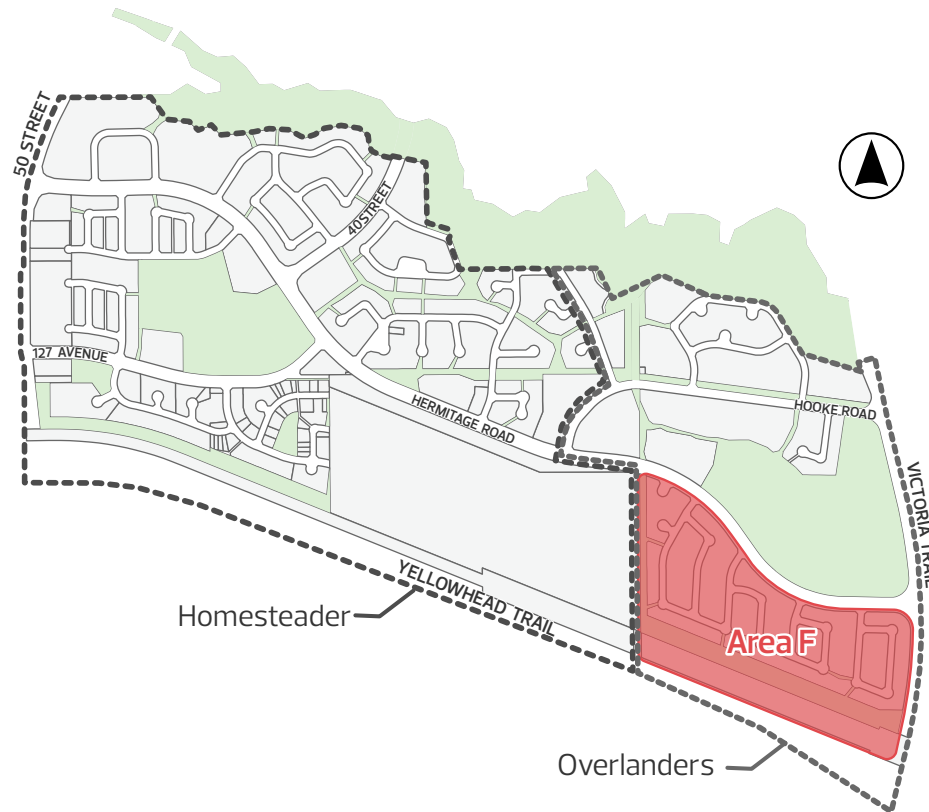
- + Participants supported wider sidewalks and low-profile curbs
- + Some participants are concerned there will be increased congestion due to narrower lanes on local roads
- + Participants supported maintaining a sidewalk along the road

City Policies and Programs

- + Accessibility for People with Disabilities Policy
- + The City Plan
- + Corporate Tree Management Policy
- + Winter Design Policy
- + Snow and Ice Control Policy
- + PED Connections: a Sidewalk Strategy

Technical Requirements

- + Complete Streets Design and Construction Standards
- + Access Design Guide
- + Aligning the sidewalks and boulevards by considering existing trees and landscaping, grading, drainage patterns and underground utilities



What we decided

All roads in Area F

- + Widen all residential sidewalks
- + Replace curbs with new City standard, lower-profile curbs where the sidewalk is next to the road
- + Proposed removal of some trees
- + Add new trees, where possible

Huffman Crescent

- + Add sidewalks where they are currently missing on the west side of Overlanders from Huffman Crescent
- + Add a tree boulevard to a section of Huffman Crescent

LEGEND

- Upgraded roadway
- Grass boulevard
- Existing sidewalk widened
- New sidewalk
- New City-owned tree
- Existing trees to remain
- Proposed removal of City-owned tree



Other feedback that was shared with the Project Team

Throughout the public engagement, the Project Team heard some additional feedback from community members that cannot be addressed through this project. This feedback has been passed along to the appropriate sections of the City of Edmonton.

Next steps

Construction is anticipated to start in Overlanders in spring 2025 for two years, with planned completion in fall 2026. Construction is anticipated to start in Homesteader in spring 2027 for three years, with planned completion in fall 2029. The Local Improvement process will begin in early 2025, all property owners in Overlanders will have received a Local Improvement notice in their mailbox to initiate the one month petition period.

Ways the City will communicate with you

Prior to the start of construction in your neighbourhood, construction bulletins will be distributed to all residents. The City's Delivery Project Manager, Jamal Mohamed, will be your point of contact during construction. Their email is jamal.mohamed@edmonton.ca and can be found at edmonton.ca/BuildingOverlandersHomesteader. You can also sign up for updates throughout construction at the project web page.

The Delivery Project Manager can assist you with answering questions or addressing specific needs or concerns about construction.

A pre-construction event will be held on February 18, 2025 for Overlanders to share more information on what to expect during construction and how to prepare your property. A future pre-construction event will be held in early 2027 for Homesteader.



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 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 input is used. Let's make the most out of your neighbourhood.

For project updates and more information:

Web: edmonton.ca/BuildingOverlandersHomesteader

Email: buildinggreatneighbourhoods@edmonton.ca

Call: 311

