

What We Decided Report

Gariepy Neighbourhood and Alley Renewal

Final Design

September 2023

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

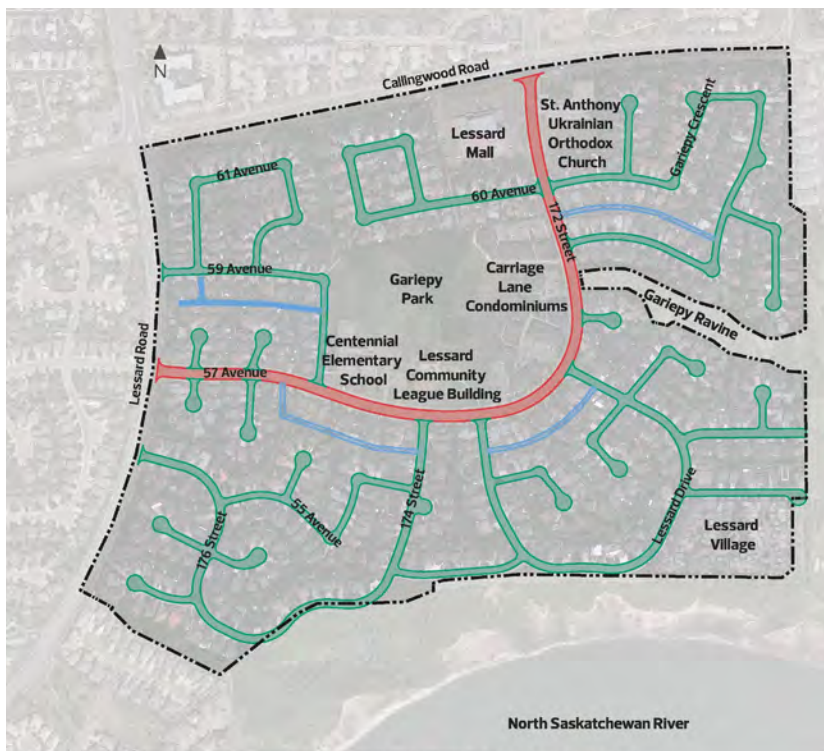
ADVISE



Project overview

Neighbourhood and Alley Renewal construction in Gariepy is anticipated to begin in spring 2024. Through the City's Neighbourhood Renewal Program, we will reconstruct roads, curbs, replace street lights, repair sidewalks and, where possible, address missing links to support people who bike, walk and roll. Alley Renewal will also be included and involves alley reconstruction and repaving, improvements to surface drainage where possible and upgrading of existing lighting to LED fixtures.

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 have also been explored. Other than the cost-sharing opportunities mentioned above, existing funding sources such as the neighbourhood renewal reserve will be used to fund the project.



All roads and alleys to be reconstructed:
■ Collector road ■ Local road ■ Alley
 Gariepy neighbourhood boundary

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Neighbourhood and Alley Renewal in Gariepy is expected to be a two-year construction process in the area shown in the map. The new infrastructure will provide enhancements to the neighbourhood for the next 30 to 50 years.

Neighbourhood Renewal Funding

In 2009, a City-wide Neighbourhood Renewal Tax Levy and the Neighbourhood Renewal Reserve was approved to create a dedicated funding source to be directed towards investing in the renewal of infrastructure in neighbourhoods. This approach created stabilized funding for the program. In 2018, the Neighbourhood Renewal Program was fully funded, with no further City-wide tax increases required. The Neighbourhood Renewal program is recognized as being the most cost effective time to add missing infrastructure into an area as significant construction work is already underway.

The Neighbourhood Renewal program allows for a consistent design and construction approach to be taken for projects regardless of when the program comes to a neighbourhood. Gariepy has waited for its infrastructure to be renewed and will receive the same approach as other neighbourhoods. The changes planned for Gariepy are to support the community for the next 30 to 50 years.

To be approved for construction, the cost for the design must fall within the renewal budget for the neighbourhood. Some design elements proposed may not receive funding, however efforts will be made to partner with other City programs and initiatives to leverage additional funding opportunities. An example of this approach is leveraging the City's Corner Store Program which targets neighbourhood commercial properties or properties that meet the commercial needs of local residents. The City of Edmonton supports the revitalization of neighbourhood commercial areas in mature and established neighbourhoods by encouraging property owners to invest in existing commercial buildings and business owners to invest in their capacity and competitiveness through financial incentives. This supports the revitalization of Edmonton's mature and established communities. Improvements for the commercial property at Callingwood Road and 172 Street are being funded from the Corner Store Program, similar to other eligible commercial properties located within Neighbourhood Renewal projects.



How we use your input

Road map to Building Great Neighbourhoods

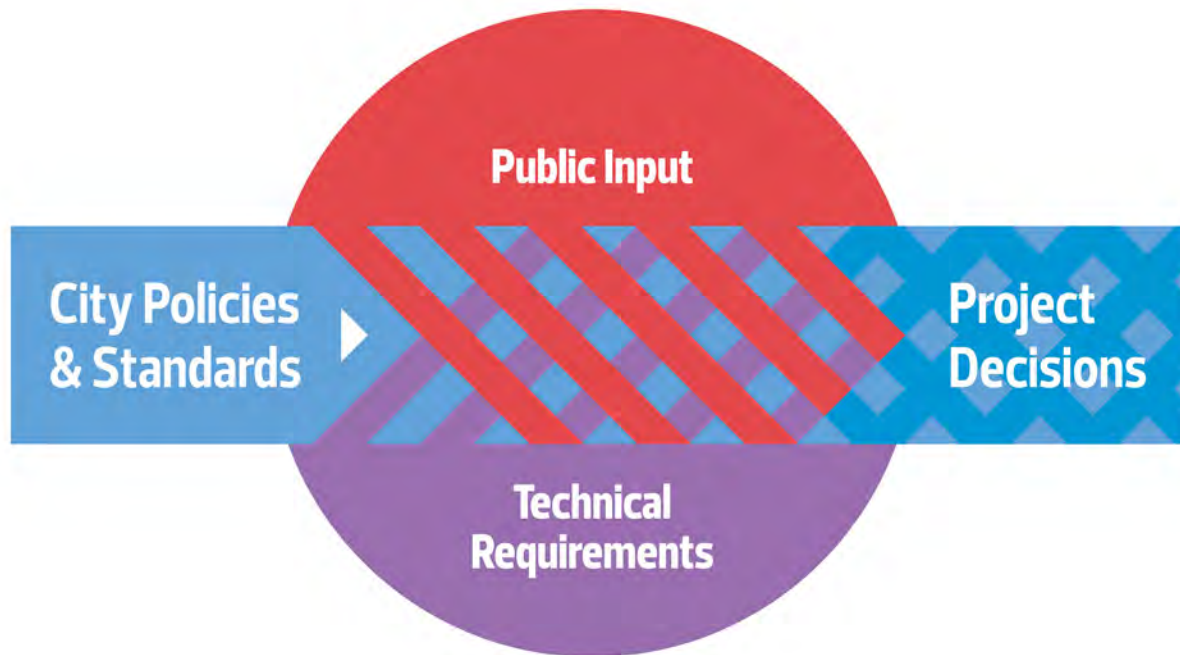
The Neighbourhood and Alley Renewal program follows the road map below. At each step, the Project Team shares with you how your input will inform the decisions being made.

To learn more about previous stages visit: edmonton.ca/BuildingGariepy.



Decision making process

The City makes decisions using a combination of policy and program information, public engagement input, technical requirements and available funding. This process helps to ensure the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for our city.



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 and Alley 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.



City programs and policies

The following plans, programs and policies have been considered in the final design and are referenced in each section below by their number.

Guiding plans and strategies

1. The City Plan (2020)

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

2. ConnectEdmonton (2019–2028)

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

3. Economic Action Plan (2021)

- a. Directs strategies to attract and revitalize neighbourhood commercial areas with the Corner Store Program (2019)
- b. Includes investing in public places that provide enhanced economic and social connection

4. Climate Resilient Edmonton: Adaptation Strategy and Action Plan (2018)

- a. Provides directions to limit the impacts of rising temperatures, increased rain, extreme weather, and changes to the ecosystem
- b. This supports efforts to increase the tree canopy, decrease hard surfacing, implement low impact development such as absorbent landscaping and increasing low carbon transportation options for people biking, walking and rolling

5. Neighbourhood Renewal Program

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

Design standards and technical requirements

6. Infrastructure Assessments

- a. Prioritises when city infrastructure will be renewed based on current conditions

7. Local Improvement Policy

- a. 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

8. Complete Streets Design and Construction Standards

- a. Provides direction for the design and construction of roads, sidewalks and shared pathways, measures to slow traffic, and enhance intersections

Urban design and equity

9. Access Design Guide, Version 3 (2020)

- a. Supports access and use for people of all ages and abilities, and was used to inform the design of wider and new sidewalks, seating along pathways and picnic table and bench selections

10. Accessibility for People with Disabilities Policy

- a. Supports accessibility as fundamental to good public engagement and design for all ages and abilities that will use the neighbourhood facilities for the next 50 years

11. Winter Design Guidelines

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

12. Public Engagement Policy

- a. Directs the creation of specific public engagement and best practices to hear from the diverse groups impacted by the project
- b. Supported the creation of the BGN Engagement Charter that guides how public engagement gains an understanding about what the needs and values of the neighbourhood are. Project decisions are then made through a combination of policy, technical considerations and public engagement (at various levels of influence discussed in the *Public Engagement Spectrum* section of this report), with policy guiding the overall direction for the design

13. Crime Prevention Through Environmental Design

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

Open space and parks

14. Breathe: Edmonton's Green Network Strategy and Edmonton's Urban Park Management Plan

- a. 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

15. Corporate Tree Management Policy C456C (2020)

- a. 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

16. Urban Forest Management Plan (2012)

- a. Supports sustainably managing and enhancing our diverse urban forest (including the natural and native plantings at the Top of Bank Park and Garipey Ravine) by:
 - i. Promoting a healthy and sustainable urban forest
 - ii. Engaging the community in protecting and managing the urban forest



Transportation

17. Active Transportation Policy No. C544 (2009)

- a. Directs improved opportunities for people to walk, roll and bike and promotes the inclusion of shared pathways
- b. Encourages active transportation in Gariepy and nearby neighbourhoods

18. The Bike Plan (2020)

- a. 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 including improved crossings (such as raised and continuous crossings)
- b. The Bike Plan specifically directs the completion of the shared pathway along the southside of Callingwood Road while providing direction for implementing additional routes through neighbourhoods

19. Safe Mobility Strategy (2021–2025)

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

20. Community Traffic Management Policy No. C590 (2017)

- a. Supports curb extensions to improve visibility and shorten the crossing distance for people walking; enforce parking offsets from crosswalks and intersections; and to reduce driver speeds
- b. Supports marked crossings to draw attention to people crossing the street
- c. Supports raised crossings to prioritise people walking, rolling and biking as well as encouraging slower driving speeds

21. Snow and Ice Control Policy No. C409J

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



Public Engagement

Public Engagement Spectrum

The City of Edmonton gathered input from residents, businesses, users, and other stakeholders who work, live and visit the Gariepy neighbourhood. The City's *Public Engagement Spectrum*, below, shows the four levels of influence that the public could have on decisions made by the City throughout the project.



Throughout the project, the public has been engaged at every step of the way including:

- + **CREATING** a Vision and Guiding Principles for the project
- + **REFINING** the Project Team's knowledge of neighbourhood assets, opportunities and priorities
- + **REFINING** options for renewing Gariepy's roads, sidewalks, alleys, street lights and open spaces and the final vision of the renewal work
- + **REFINING** (this means the public is involved by the City to adapt and adjust draft designs) for renewing Gariepy's roads, sidewalks, alleys, street lights and open spaces, and, where possible, addressing missing links to support people who bike, walk and roll

Gariepy Neighbourhood and Alley Renewal public engagement opportunities

Roadmap Stage	Public Engagement opportunities	Participation Rates	Timeline	Outcome
Starting the Conversation	<ul style="list-style-type: none"> + 1:1 meetings with key community groups 	<ul style="list-style-type: none"> + 7 community group meetings 	November 2021	Created a Public Engagement Plan and Communications Plan aligned with what we heard from participants
Building a Project Vision and Sharing Opportunities	<ul style="list-style-type: none"> + Online and paper surveys + 1 community workshop + 1 community walking tour + Over 15 community conversations + Formation of Community Committee + Project web page 	<ul style="list-style-type: none"> + Over 193 engaged participants and conversations + Over 1,900 web page visitors 	March 2022	<p>Created draft Vision and Guiding Principles to inform the Neighbourhood Renewal design</p> <p>Understanding of the neighbourhood and opportunities for renewal</p>
Exploring Options and Tradeoffs	<ul style="list-style-type: none"> + Online and paper surveys + 2 community workshops + 18 community conversations + Project web page 	<ul style="list-style-type: none"> + Over 176 engaged participants and conversations + Over 1,200 web page visitors 	October 2022	The priorities and preferences identified will guide the decision making process to create a draft design for the project
Community Feedback on Draft Design	<ul style="list-style-type: none"> + Online and paper surveys + 1 community workshop + 1 community drop-in event + Over 29 community conversations + Project web page 	<ul style="list-style-type: none"> + Over 186 engaged participants and conversations + Over 771 web page visitors 	April 2023	A finalized design is created using this input and feedback



Communication methods

- + **3,441** postcards were delivered to Gariepy addresses advertising engagement opportunities
- + **834** letters delivered to Gariepy residents and property owners
- + Emails were sent to **122** subscribers and local stakeholders
- + Signage was located throughout the community, including a road sign on Callingwood Road, two A-frame signs near Gariepy Ravine and 20 lawn signs on public boulevards throughout the neighbourhood for each engagement period
- + Project information was shared online through the project web page and online by the Lessard Community League
- + A drop-off box was installed outside the Lessard Community Hall that was used to collect public feedback and share information about engagement opportunities



Final Vision and Guiding Principles

Vision

Gariepy is a welcoming, friendly, active and involved community that looks out for one another. Our neighbourhood is culturally and generationally diverse. Our residents are well connected to parks, ravines, schools, commercial services, neighbouring communities and the North Saskatchewan River Valley. We take pride in our community and value social gatherings with our neighbours. We enjoy actively experiencing the beautiful, safe, serene and peaceful surroundings that Gariepy has to offer.

Guiding Principles



Maintain the existing vibrancy and connection to nature that characterizes the neighbourhood and makes it feel like a "hidden gem"



Ensure parks and open spaces are attractive, welcoming, safe and provide a range of recreational amenities that are usable for all ages and abilities



Create spaces in parks and commercial areas for residents to gather with friends and family and each other to build a sense of community and maintain the friendliness of the neighbourhood



Improve the condition, safety and accessibility of roadways, crossings and sidewalks for all users including people who walk, roll, bike and drive



Establish connections to destinations and amenities within and outside of the neighbourhood



Ensure infrastructure like pathways, roads and sidewalks, consider year-round use, improving winter useability and visual appeal



Protect existing natural spaces and improve neighbourhood sustainability and climate resiliency by adding vegetation, reducing hard surfacing and other innovations

What we decided

The following describes the final project decisions for the Gariepy Neighbourhood and Alley Renewal, including key City policies and programs, public engagement input and technical requirements that informed the City's decisions relating to each topic and section of roadway, enhanced connections, alleys, parks and open spaces. To view the final design and What We Heard reports from previous phases of engagement, visit: edmonton.ca/BuildingGariepy.

The final design outlined in this document aligns with the project's Vision and Guiding Principles while considering and balancing public input, City policies and plans and technical requirements.



How to read this document

The final design is split into four topics

- + **Roadway redesign** – including crossing enhancements, intersection improvements and measures to slow traffic
- + **Enhanced connections** – how you and your neighbours walk, bike, roll and move around the neighbourhood on sidewalks, breezeways, shared pathway connections and green alley connections
- + **Alley Renewal** – reconstruction of alleys and a green alley connection
- + **Parks, open spaces and placemaking** – improvements to enhance access, function and connections for how you and your neighbours gather at and walk, bike and roll to and through parks and open spaces

The following sections include a detailed description of the final design proposed for Gariepy neighbourhood. **All designs are subject to final approvals and funding.**

Understanding how decisions were made:

This report uses three coloured icons to illustrate which decision making criteria is a policy or program, public engagement input or a technical requirement. You will see these icons in the “what we accounted for to make our decisions” column in each table on the subsequent pages. The decision making criteria are:



**City Programs
and Policies**



**Technical
Requirements**






**Public
Engagement
Input**

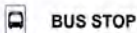
Roadway redesign:

Including crossing enhancements, intersection improvements and measures to slow traffic

Based on public input, city policies and programs and technical requirements, we decided on the following final design.



-  SHARED PATHWAY
-  WIDEN EXISTING SIDEWALK
-  RENEW EXISTING SIDEWALK



BUS STOP



NEW TREES



EXISTING TREES





- SHARED PATHWAY
- WIDEN EXISTING SIDEWALK
- RENEW EXISTING SIDEWALK
- BUS STOP
- NEW TREES
- EXISTING TREES



Roadway redesign

What we decided: collector roadway redesign of 57 Avenue and 172 Street

For the collector road (57 Avenue and 172 Street)

To improve walking, biking and rolling, the final design includes:

- + An added shared pathway on the north side / west side of the road that is curbside in some locations and separated from the curb with a grass strip and tree planting where possible in others by repurposing extra road width and raised or continuous crossings over intersections and accesses to increase comfort and safety for all users
- + A widened existing sidewalk on the south / east side to accommodate more people walking and rolling

To improve safety for all users and slow traffic, the final design includes:

- + Continuous and raised crossings where the shared pathway crosses vehicle accesses, intersections and school crossings
- + Curb extensions at key crossings and bus stops
- + An aligned centre line through the intersections at Callingwood Road and Lessard Road

To enhance the streetscape look and feel and support climate adaption, the final design includes:

- + Enhanced existing no parking zones with added grassed boulevards with absorbent landscaping (landscaping that captures additional rain water) and trees where possible

For intersection and crossing improvements along 57 Avenue and 172 Street







To improve walking, biking and rolling, the final design includes:

- + Continuous or raised crossings where the shared pathway crosses vehicle accesses or intersections
- + Curb extensions at key crossings and bus stops to improve sight lines and shorten the crossing distance

To make roads safer and easier to drive, the final design includes:

- + Road alignment at neighbourhood entrances from Callingwood Road and Lessard Road to improve sight lines and reduce crossing distances for people walking, rolling, or biking

What we considered to make decisions: collector roadway redesign, intersection and crossing improvements of 57 Avenue and 172 Street

For the collector road and intersection and crossing improvements (57 Avenue and 172 Street)		
Vision and Guiding Principles considered:   		
Public Input - What We Heard 	City Policies and Programs 	Technical Requirements 
<p>Collector roadway</p> <ul style="list-style-type: none"> + There is value in slowing traffic on this road to improve safety + Increased speed limit signage is requested to improve safety + The proposed road width is appropriate as long as they can accommodate seasonal changes like snow plowings + Parking continues to be a priority + Many are supportive of shared pathways while some prefer a separated bike lane due potential safety concerns between walking, rolling, and biking + Some express it is not necessary to widen sidewalks 	<ul style="list-style-type: none"> + The City Plan (2020) + Climate Resilient Edmonton (2018) + ConnectEdmonton (2019-2028) + Active Transportation Policy No. C544 (2009) + Safe Mobility Strategy (2021-2025) + Community Traffic Management Policy No. C590 (2017) + Snow and Ice Control Policy No. C409J 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Access Design Guide + Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure + Enhancing visibility for those using sidewalks was achieved at intersections through the use of curb extensions and continuous and raised crossings that also help to slow traffic and improve crossing the road + Adding curb extensions at intersections near the schools helps to enforce existing parking bylaws and enhance safety around intersections and crosswalks, while maintaining legal parking spaces

Public Input – What We Heard (Continued)	City Policies and Programs (Continued)	Technical Requirements (Continued)
<ul style="list-style-type: none"> + Many are supportive of shared pathways while some prefer a separated bike lane due potential safety concerns between walking, rolling, and biking + Some express it is not necessary to widen sidewalks <p>Intersection and crossing improvements</p> <ul style="list-style-type: none"> + Many community members supported the proposed draft design during the community feedback phase Implementing raised crosswalks by the school only as it is the most high-traffic crossing area + Road design should consider visibility, sight lines, and usability during winter road conditions + Maintaining a designated parking area for school bus safety and efficiency + Sight lines and blind corners near the school are addressed for safety and visibility + Request to include increased signage and visibility such as flashing crossing lights and wildlife crossing signs + Some community members like the idea of slowing traffic along the collector road + Some support for curb extensions to improve visibility for people walking and rolling 	<div style="border: 2px solid #008080; border-radius: 15px; padding: 10px; background-color: #e0f2f1;"> <p>Did you know</p> <p>The Safe Mobility Strategy identifies the five causes for severe crashes at intersections and in car lanes. By creating shared pathways, the Safe Mobility Strategy indicates 87 per cent of bike-related serious injuries or fatal crashes will be avoided.</p> </div>	<ul style="list-style-type: none"> + Designing curb extensions to maintain the existing two-way traffic flows so as to not increase congestion + Adding signage to improve winter visibility of crosswalks and curb extensions + Improving ETS bus stop spacing and placement

57 Avenue and 175 Street (looking east)

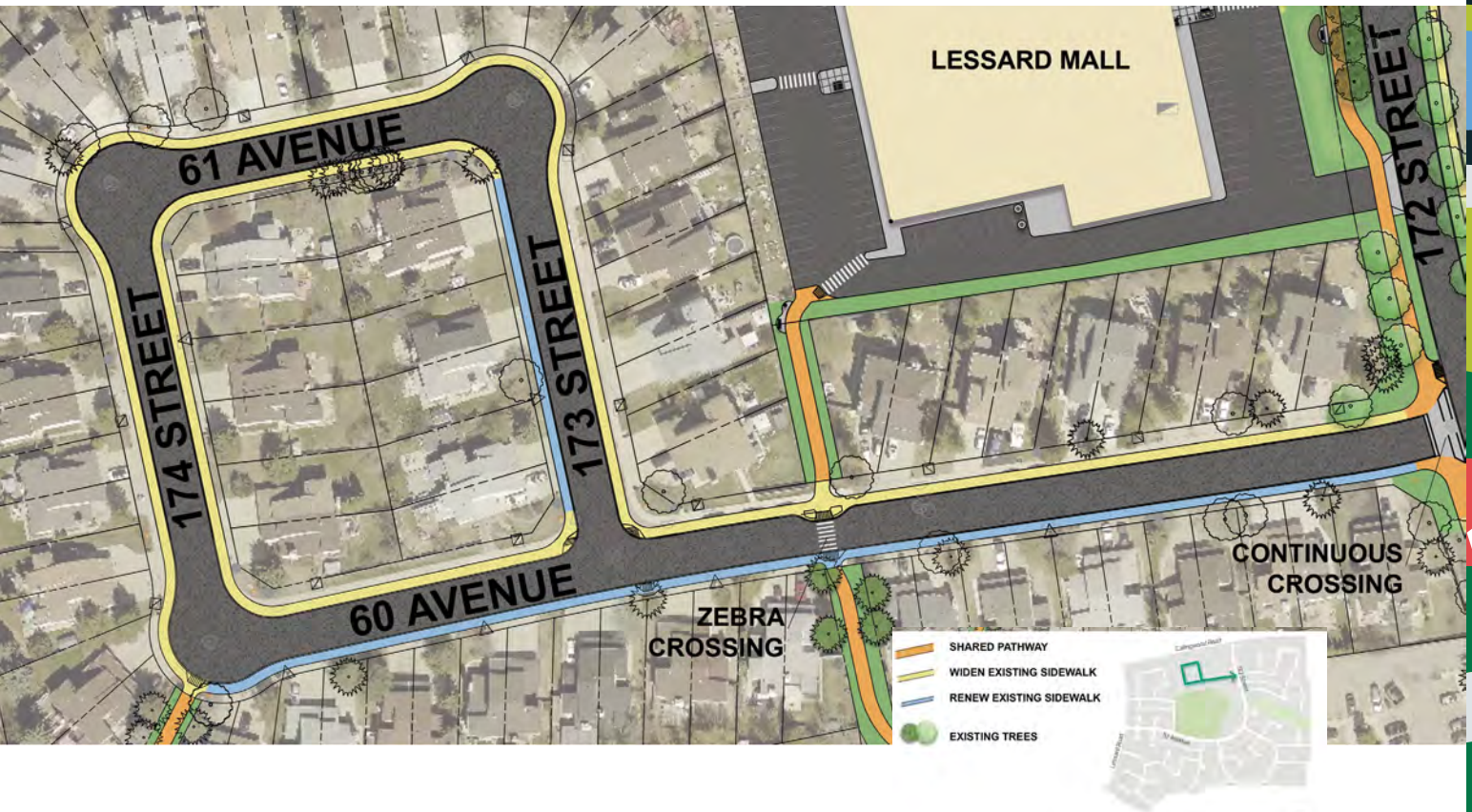


Local roadway redesign

All local roads will be reconstructed to current standards, including curbs, wider sidewalks (as feasible) and replaced street lights. The local roads highlighted in this section are locations that had greater opportunities for improvement to highlight in the final local roadway redesign.



What we decided: local roadway redesign



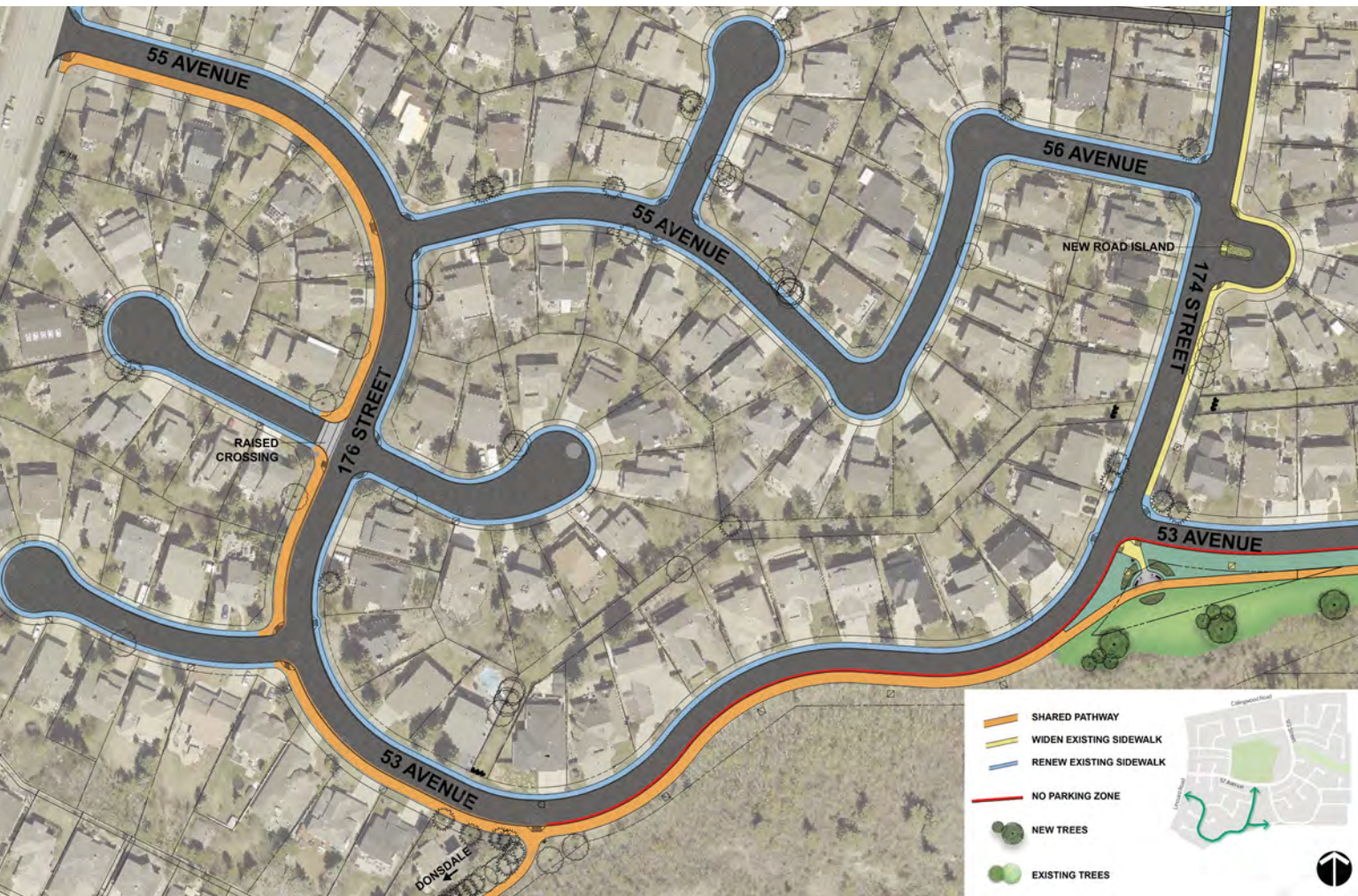
(A) For the 60 Avenue loop

To increase safety and access for walking and rolling, the final design includes:

- + Widening the sidewalks to current standards on both sides of the road as feasible to enhance the area for people walking and rolling
- + Adding a curb extension for the crossing between Gariepy Park and the commercial area to slow traffic and make the crossing easier to navigate

To improve driving safety, the final design includes:

- + Aligning the road width to current standards. This helps to reduce the environmental impacts of hard surfaces, stress on the storm sewer system and crossing distances for people walking and rolling and slow traffic



(B) For 55 Avenue, 176 Street and parts of 53 Avenue

To increase safety and access for walking and rolling, the final design includes:

- + Renewing the sidewalks on the north side of the road to enhance the area for people walking and rolling
- + Adding a shared pathway on the south side of the road to enhance connectivity for people walking, rolling and biking
- + Adding raised crosswalks as feasible to improve comfort and safety of people walking, rolling and biking on the shared pathway when crossing

To improve driving safety, the final design includes:

- + Aligning the road width to current standards, slowing traffic, shortening the crossing distances and accommodating the shared pathway

(C) For 53 Avenue from the Donsdale breezeway to 174 Street

To increase safety and access for walking and rolling, the final design includes:

- + Renewing the existing sidewalk on the north side to enhance the area for people walking and rolling
- + Adding a curbside shared pathway on the south side to enhance connectivity for people walking, rolling and biking

To improve driving safety, the final design includes:

- + Aligning the road width to current standards and banning parking on the south side (along the top of bank) to slow traffic, accommodate the new curbside shared pathway and shorten the crossing distance for people walking and rolling

(D) For 174 Street

To increase safety and access for walking and rolling, the final design includes:

- + Widening the sidewalks on the east side of the road and renewing the sidewalk on the west side to enhance the area for people walking and rolling
- + Adding a new island in the cul-de-sac to shorten the crossing distance for people walking and rolling, add greenery and reduce the environmental impacts of hard surfaces and stress on the storm sewer system

To improve driving safety, the final design includes:

- + Aligning the road width to current standards. This helps to reduce the environmental impacts of hard surfaces, stress on the storm sewer system and crossing distances for people walking and rolling and slow traffic

(E) For 53 Avenue from 174 Street to Lessard Drive

To increase safety and access for walking and rolling, the final design includes:

- + Renewing the existing sidewalk on the north side
- + Removing the existing sidewalk on the south side and replacing it with a boulevard and shared pathway to enhance connectivity

To complement the natural feel of the neighbourhood, the final design includes:

- + Natural grasses, wildflowers and other native species to plant in the new boulevard on the south side

To improve driving safety, the final design includes:

- + Aligning the road to current standards for parking on one side only, shortening the crossing distance for people walking and rolling and slow traffic. This will limit parking along the top of bank (south side)



(F) For Lessard Drive – from 57 Avenue to 53 Avenue

To increase safety and access for walking and rolling, the final design includes:

- + Renewing the existing sidewalk on the east side
- + Adding a curbside shared pathway on the west side to enhance connectivity
- + Aligning the road width to current standards, shortening the crossing distances and accommodating the shared pathway
- + Adding a raised crosswalk over 53 Avenue to improve the safety and comfort of people walking, rolling and biking on the shared pathway when crossing

(G) For Lessard Drive – from 53 Avenue to Lessard Village

To increase safety and access for walking and rolling, the final design includes:

- + Renewing the existing sidewalk on the north side
- + Removing the existing sidewalk on the south side and replacing it with a boulevard and shared pathway to enhance connectivity

To complement the natural feel of the neighbourhood, the final design includes:

- + Natural grasses, wildflowers and other native species to plant in the new boulevard on the south side

To improve driving safety, the final design includes:

- + Aligning the road width to current standards for parking on one side. This helps to reduce crossing distances for people walking and rolling and slow traffic. This change will limit parking along the top of bank (southside)

(H) For Lessard Drive – from Lessard Village to 172 Street

To increase safety and access for walking and rolling, the final design includes:

- + Renewing the existing sidewalk on the west / south side
- + Adding a curbside shared pathway on the east / north side to enhance connectivity
- + Aligning the road width to current standards, shortening the crossing distances and accommodating the shared pathway
- + Adding raised crosswalks as feasible to improve safety and comfort of people walking, rolling and biking on the shared pathway through intersections

(I) For Lessard Drive – dead end







To increase safety and access for walking and rolling, the final design includes:

- + Widening the sidewalks on the northwest side of the road and renewing all other sidewalks

To improve driving safety, the final design includes:

- + Aligning the road width to current standards. This helps to reduce the environmental impacts of hard surfaces, stress on the storm sewer system and crossing distances for people walking and rolling and slow traffic
- + Adding curb and gutter to the dead end at the Edmonton Country Club fence to help with stormwater collection and drainage in the area

What We Considered to Make Decisions: Local Roadway Redesign

For Local Roadway Redesign (Overall)		
Vision and Guiding Principles considered:   		
Public Input – What We Heard 	City Policies and Programs 	Technical Requirements 
<ul style="list-style-type: none"> + Many want to keep the natural feel of the neighbourhood, keeping as much green space as possible and new plants + Some suggest to maintain or widen existing road and sidewalk widths to account for safety + Some prefer separate walkways and pathways over shared pathways for improved safety + Some express the importance of on-street parking to accommodate demand + Some participants do not see the need for an island on 174 Street + Some suggest more lighting, speed bumps and signage might mitigate safety concerns + Concern around costs of changes of local roads 	<ul style="list-style-type: none"> + The City Plan (2020) + Climate Resilient Edmonton (2018) + Winter Design Guidelines + Active Transportation Policy No. C544 (2009) + Safe Mobility Strategy (2021–2025) + Community Traffic Management Policy No. C590 (2017) + Snow and Ice Control Policy No. C409J 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Access Design Guide + Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure + Aligning the roads and sidewalks widths to current standards as possible + Adding shared pathways created connections to the surrounding network on Lessard Road and Callingwood Road + Restricting parking along the ravine side of the road to improve safety and comfort of those walking and biking as well as preserving the natural areas in Edmonton's river valley

Proposed design of Lessard Road north of 53 Avenue (looking north)



Enhanced connections:

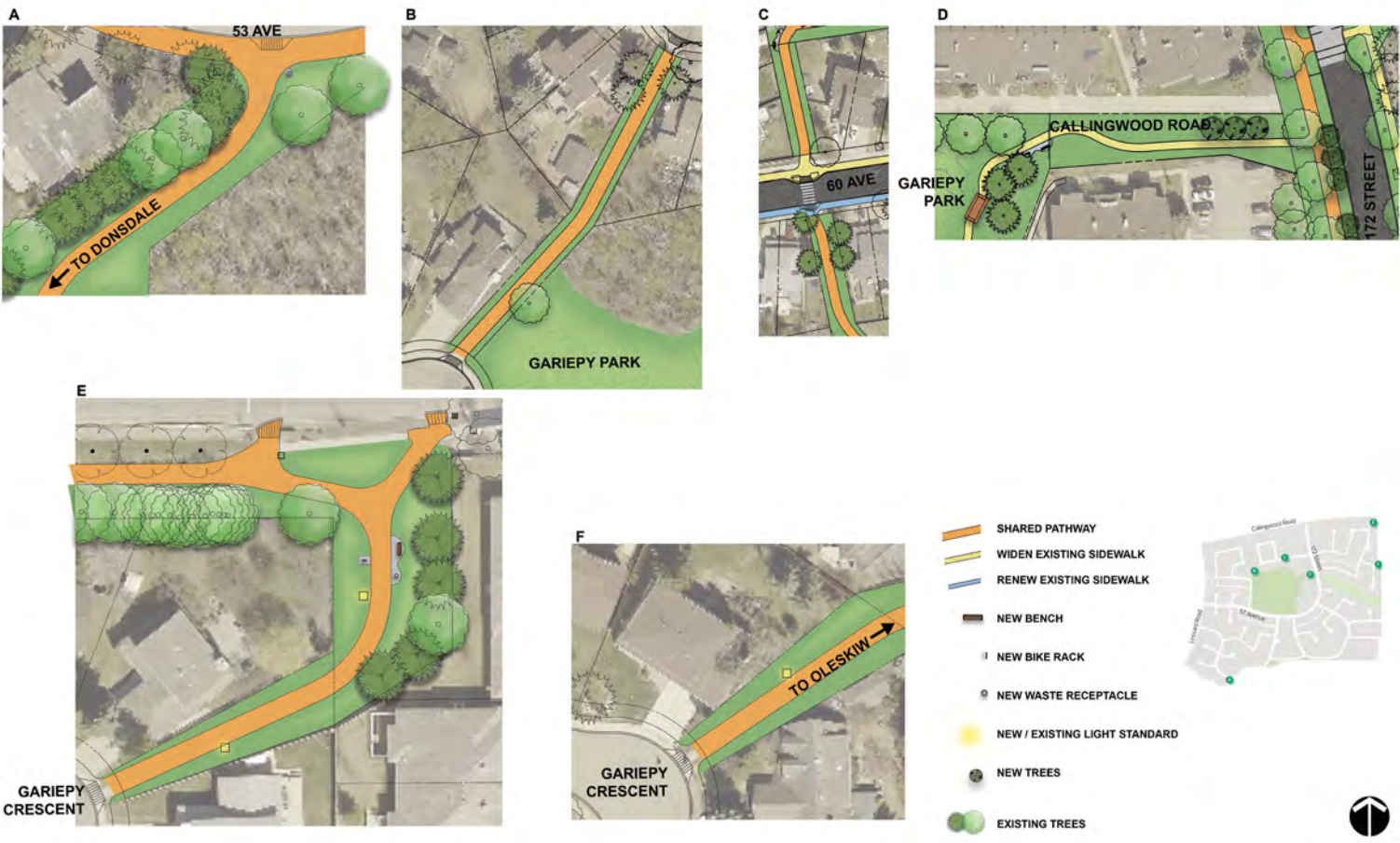
To enhance how you and your neighbours walk, bike, roll and move around your neighbourhood on sidewalks, breezeways, shared pathway connections and green alley connections

Final designs to enhance connections within and to surrounding neighbourhoods as part of Neighbourhood Renewal are outlined below.



What is a breezeway?

A breezeway is a public pathway between two private properties. Wider breezeways and pathways make it easier for people who walk, roll, and bike around the neighbourhood. They enhance accessibility and connectivity within the neighbourhood.



What We Considered to Make Decisions: breezeway connections







For the breezeways

To improve walking and rolling, the final design includes:

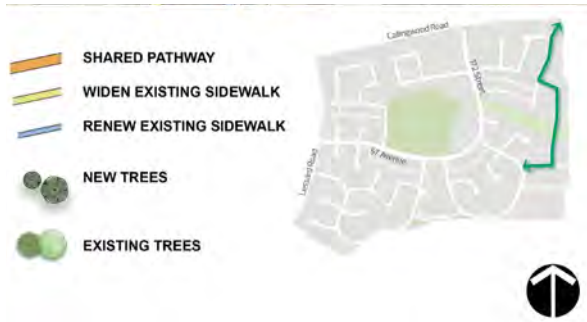
- + Widening breezeways as feasible
- + Including lighting where possible
- + Adding waste bins or benches at some locations



What we considered to make decisions: breezeway connections

For the breezeways		
Vision and Guiding Principles considered:   		
Public Input – What We Heard 	City Policies and Programs 	Technical Requirements 
<ul style="list-style-type: none"> + Participants generally support the breezeway enhancements and enhanced walking connections to improved mobility connections + Support for adding improved lighting, waste bins and benches where possible to activate space and keep are clean + Costs concerns for proposed improvements 	<ul style="list-style-type: none"> + The City Plan (2020) + Climate Resilient Edmonton (2018) + ConnectEdmonton (2019–2028) + Winter Design Guidelines + Active Transportation Policy No. C544 (2009) + Safe Mobility Strategy (2021–2025) 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Access Design Guide + Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure + Improving connections through the neighbourhood and to other neighbourhoods and surrounding bike networks

What we decided: walking connection on the east









For the walking connection on the east (along Gariepy Crescent from Callingswood Road to Lessard Drive)

To improve walking and rolling experience while keeping the natural feel of the area, the final design includes:

- + Widening sidewalks
- + Connecting to the enhanced breezeways at the Gariepy Ravine and Callingswood Road
- + Creating new islands in the cul-de-sacs to shorten the crossing distance, add greenery and reduce the environmental impacts of hard surfaces

What we considered to make decisions: walking connection on the east

For the walking connection on the east (along Garipey Crescent from Callingwood Road to Lessard Drive)		
Vision and Guiding Principles considered:   		
Public Input - What We Heard 	City Policies and Programs 	Technical Requirements 
<ul style="list-style-type: none"> + Many look forward to fixed sidewalks and road infrastructure + Some participants are unsure of the purpose of a new island in the cul-de-sac due to uncertainty on how it affects road use and travel patterns + Some participants expressed concern on how widened sidewalks would impact driving comfort 	<ul style="list-style-type: none"> + The City Plan (2020) + Climate Resilient Edmonton (2018) + Winter Design Guidelines + Active Transportation Policy No. C544 (2009) + Safe Mobility Strategy (2021-2025) 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Access Design Guide + Widening the sidewalk on the east side to current standard widths for ease of people to pass each other on the sidewalk + Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure + Reducing hard surfacing that impacts storm sewers and heat island effects + Reducing crossing distances through large cul-de-sacs for people who walk to rest off the road surface + Increasing green space

What we decided: Gariepy ravine accessible crossing

Accessible crossing through Gariepy Ravine



Gariepy ravine accessible crossing

Currently there is no formal connection through the Gariepy ravine. To enhance connections through the ravine, the final design includes:

- + Adding two timber walkway crossings over the ravine, likely with composite (wood looking) materials that complement the natural look and feel of the ravine
- + Adding natural plantings to restore the area and maintaining wildlife passage under the walkways



What we considered to make decisions: Gariepy ravine accessible crossings

Gariepy ravine accessible crossing		
Vision and Guiding Principles considered:		
Public Input – What We Heard 	City Policies and Programs 	Technical Requirements
<ul style="list-style-type: none"> + Many support the design concept + Some were not supportive of a bridge crossing as they believe it would be detrimental to the natural feel of the area and disrupt local wildlife + Some were not supportive of culverts as they believe it would be detrimental to the natural feel of the area and disrupt local wildlife + Some participants indicate no change is required and identify cost concerns 	<ul style="list-style-type: none"> + The City Plan (2020) + Breathe: Edmonton's Green Network Strategy + Urban Forest Management Plan (2012) + Climate Resilient Edmonton (2018) + ConnectEdmonton (2019-2028) + Winter Design Guidelines + Active Transportation Policy No. C544 (2009) + Safe Mobility Strategy (2021-2025) + Corporate Tree Management Policy C456C (2020) + River Valley Bylaw 7188 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Access Design Guide + Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure + Completing environmental impact assessments and site location studies for approvals

What We Decided: Gariepy Neighbourhood and Alley Renewal – September 2023

What we decided: Callingwood Road



Callingwood Road new connections






Currently there is a missing walking and biking connection along Callingwood Road. To create a connection along Callingwood Road, the final design includes:

- + Adding a new shared pathway on the south side of Callingwood Road from Lessard Road to 170 Street
- + Widening the existing sidewalk on the north side of Callingwood Road from 172 Street to 170 Street to a shared pathway
- + Enhancing the crossing over 172 Street to connect the shared pathway

To maintain the natural feel of the area and support climate adaptation strategies, the final design includes:

- + Planting new trees
- + Adding absorbent landscaping where feasible

What we considered to make decisions: Callingwood Road

Callingwood Road		
Vision and Guiding Principles considered:  		
Public Input - What We Heard 	City Policies and Programs 	Technical Requirements 
<ul style="list-style-type: none"> + Many participants support road widening + Many participants support sidewalk widening, repair and upgrades + Some participants support shared pathways + Participants are divided on whether to include bike paths of any form, including shared pathways + Some participants would like additional greenery along Callingwood Road + Parking impacts are a concern to some community members + Some participants believe changes may be too costly 	<ul style="list-style-type: none"> + The City Plan (2020) + Climate Resilient Edmonton (2018) + ConnectEdmonton (2019-2028) + Winter Design Guidelines + Active Transportation Policy No. C544 (2009) + The Bike Plan (2020) + Safe Mobility Strategy (2021-2025) + Corporate Tree Management Policy C456C (2020) 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Access Design Guide + Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure

Alley Renewal:

Including reconstruction of existing asphalt and gravel alleys and a green alley connection

All alleys in Gariepy will be reconstructed as part of Neighbourhood and Alley Renewal. This includes a new gravel base and asphalt surface. Part of the alley west of 175 Street between 59 Avenue and 57 Avenue will be converted to a green alley connection. The final design is outlined below.



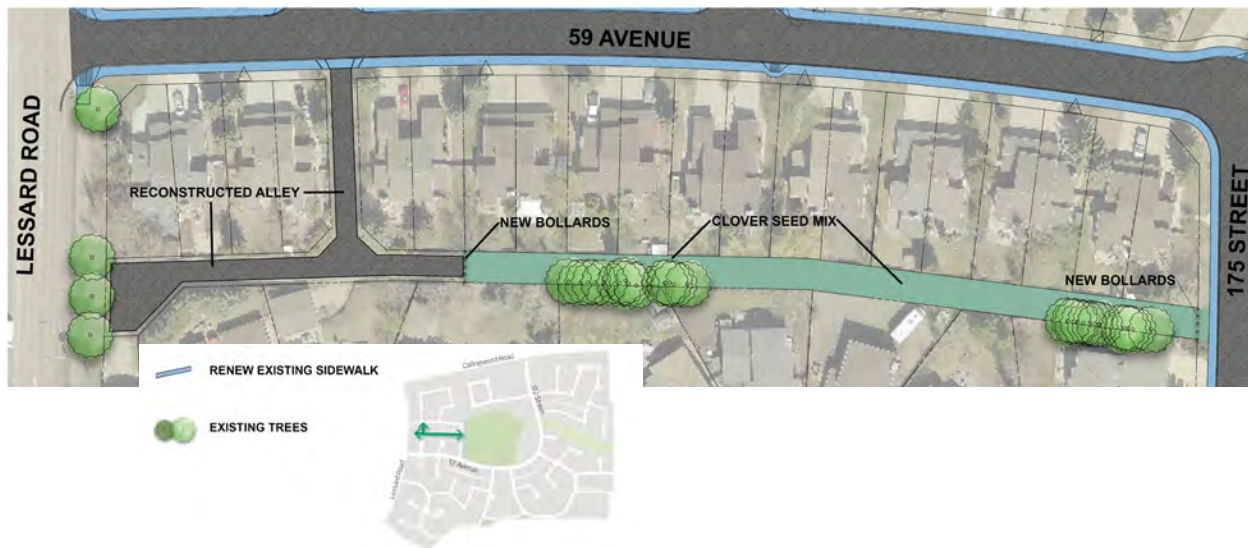
What is a green alley?

In the Gariepy neighbourhood, there are three parcels of City-owned land (alley right-of-ways or public utility lots) between private properties with gas, sewer and other utilities. These spaces are currently grassed without the hard surfacing found in a typical alley. For the purposes of engaging with the public, they are being called "green alleys."

Existing green alley on the south side of the neighbourhood



What we decided: Alley Renewal



For Alley Renewal and a possible green alley connection (west of 175 Street between 59 Avenue and 57 Avenue)

The project considered two options for alley renewal:

- + Option 1: Green alley on the east and asphalt alley on the west
- + Option 2: Asphalt alley

To consider public input, maintain the natural feel of the area and increase green space, Option 1 was selected with the final design including:




- + Closing a section of the alley to vehicles where no garage accesses are connected and converting this section to a green alley (planted with naturalized turf - a clover seed mix and other plantings) with bollards at both ends. This is similar to green alleys that exist on the southside of the neighbourhood (an image is included of one of these alleys). This design reduces the addition of hard surfacing to the neighbourhood and provides increased green space
- + Reconstruct the remaining portion of the alley including a new gravel base and asphalt surface

What we considered to make decisions: Alley Renewal

For Alley Renewal and Green Alley Connections (West of 175 Street between 59 Avenue and 57 Avenue)

Vision and Guiding Principles considered:



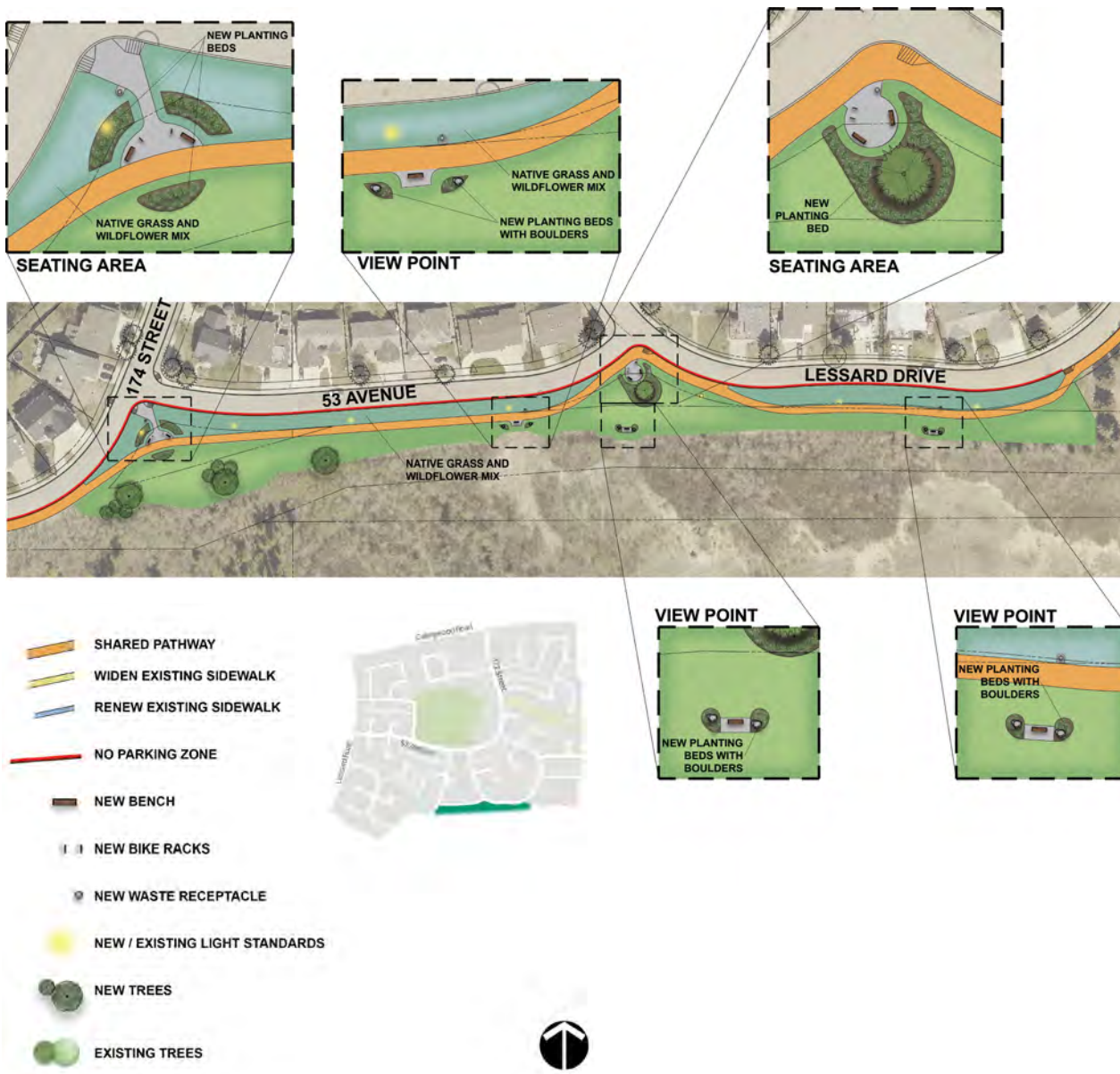
<p>Public Input – What We Heard</p> 	<p>City Policies and Programs</p> 	<p>Technical Requirements</p> 
<ul style="list-style-type: none"> + Keep things green and clean to maintain the beautiful, natural feel of the area + Many participants prefer green alley design over hard surfacing to support the existing natural feel of the area + Some suggest native plants and/or fruit trees be planted where possible + Some prefer paved alleys as they are easier for people walking, biking, and rolling + Some are concerned about vehicle access if a partial green alley is implemented + Some participants believe that further engagement with nearby residents and property owners is needed 	<ul style="list-style-type: none"> + The City Plan (2020) + Climate Resilient Edmonton (2018) 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Reducing hard surfacing which impacts storm sewers and the heat island effect + Providing additional greenery and beauty to the area + Considers the lack of driveway connections in the alley and local context of similar applications in different parts of the neighbourhood

Parks, open spaces and placemaking:

Improvements to parks and City-owned green spaces to enhance access and function. Enhanced connections for how you and your neighbours walk, bike and roll to and through parks and open spaces.

The Neighbourhood Renewal includes a series of improvements to parks and City-owned green spaces. The final designs are outlined below.

What we decided: Top of Bank Park



For Top of Bank Park

To improve access by walking and rolling, the final design includes:

- + Replace the existing curbside sidewalk with a new shared pathway as well as a new connection to the Donsdale breezeway (as shown in the local roads section)
- + Include a connection to 174 Street from the new seating area

To enhance the viewpoints from the park, the final design includes:







- + New concrete pads, benches (memorial plaques will remain), waste bins and additional landscaping with native plant species and boulders
- + Making the west viewpoint fully accessible with a connection to the shared pathway

To provide infrastructure to support park use, the final design includes:

- + New seating areas for gathering with enhanced hard surfacing, benches, waste bins and additional landscaping with native plant species and boulders

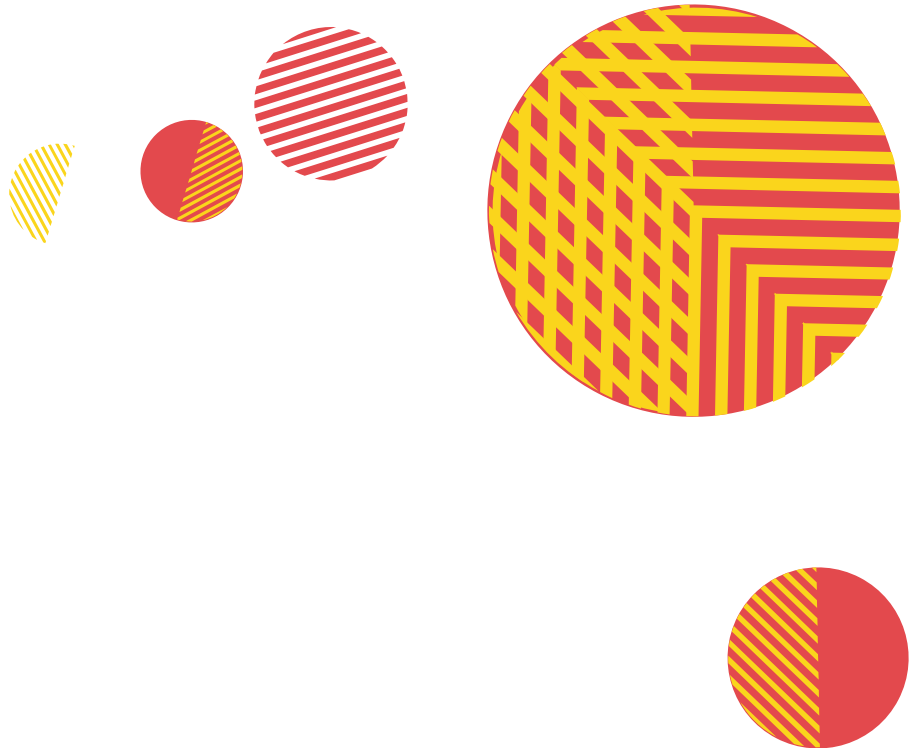


What we considered to make decisions: Top of Bank Park

For Top of Bank Park		
Vision and Guiding Principles considered:   		
Public Input - What We Heard 	City Policies and Programs 	Technical Requirements 
<ul style="list-style-type: none"> + Many support proposed sidewalk widening and improvements to improve access to the area + Support for the new shared pathway to improve access to the area + Support for additional lighting, waste bins, seating, trees and other plantings to further activate the area + Some support including native plant species in the design and keeping the natural feel of the area + Some feel removing parking could create parking congestion + Some are concerned the potential cost of the proposed design + Some suggest the space remain as is and feel proposed changes are unnecessary 	<ul style="list-style-type: none"> + The City Plan (2020) + Climate Resilient Edmonton (2018) + Winter Design Guidelines + Active Transportation Policy No. C544 (2009) + Safe Mobility Strategy (2021-2025) + Breathe: Edmonton's Green Network Strategy + Corporate Tree Management Policy C456C (2020) 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Access Design Guide + Crime Prevention Through Environmental Design is implemented by activating the space for more users and considering sight lines through the park to reduce hiding spaces as well as constructing the path and new seating areas near existing street lights + Completing environmental impact assessments and site location studies for approvals + Maintaining the river valley feel with native species local to the river valley + Providing connections for users of all abilities to enjoy and use the space walking and rolling

For Top of Bank Park

Public Input – What We Heard (Continued)	City Policies and Programs (Continued)	Technical Requirements (Continued)
<p>+ Some shared concerns related to criminal activity in the area and believe that the design could provide additional space for such activities. Some suggested additional policing is needed</p>		<ul style="list-style-type: none"> + Enhancing the viewpoint with planting and additional boulders for seating + Reinstalling memorial plaques on new benches + Restricting parking along the ravine side of the road to improve safety and comfort of those walking and biking as well as preserving the natural areas in Edmonton's river valley



What we decided: Gariepy Park



For Gariepy Park changes to enhance function, access and connections

To improve the walking and rolling experience, access and safety, the final design includes:

- + Adding a new shared pathway connecting from 57 Avenue to the 60 Avenue breezeway with new lighting and new seating areas including benches and waste bins
- + Replacing existing asphalt sidewalks around the playground with concrete as feasible
- + Adding the breezeway connection to 172 Street (as shown in the previous breezeway section)








To provide infrastructure for park use, the final design includes:

- + Replacing the decommissioned skateboard park with a new central plaza with enhanced concrete surfacing, benches, waste bins, lighting and a raised platform area

To sustain the natural feel of the area and add greenery, the final design includes:

- + Providing additional plantings including trees and planting beds with native species plants and boulder

What we considered to make decisions: Gariepy Park

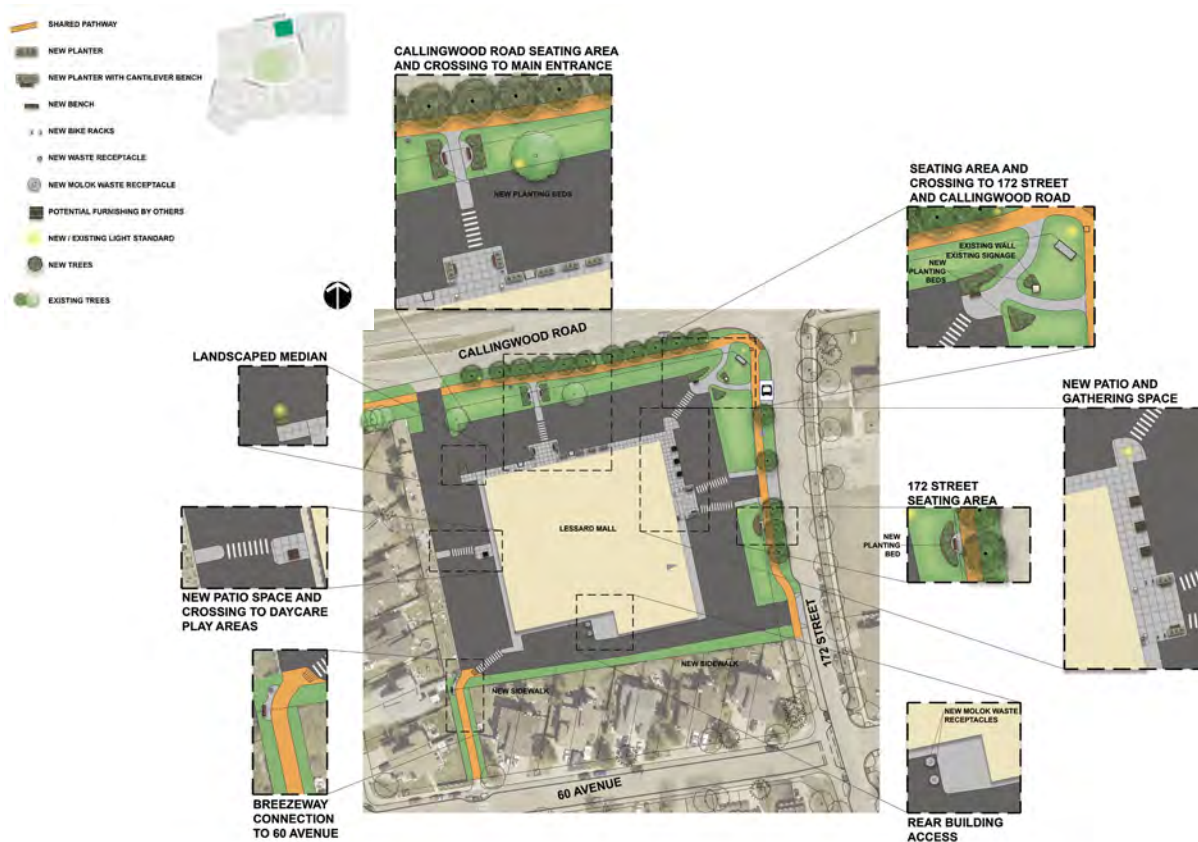
For Gariepy Park changes to enhance function, access and connections		
Vision and Guiding Principles considered:    		
Public Input - What We Heard 	City Policies and Programs 	Technical Requirements 
<ul style="list-style-type: none"> + Gariepy Park is valued for its greenspaces and the natural feel of the area should be sustained + Suggestions for enhancements include additional greenery, shade structures (e.g. gazebo), a splash pad and more lighting to activate the park and improve safety + Many support widening sidewalks for increased access for people who walk and roll + Many suggest existing pathways need to be upgraded for to allow access for people of all ages and abilities + Some are unsure how the new plaza would be used or activated 	<ul style="list-style-type: none"> + The City Plan (2020) + Climate Resilient Edmonton (2018) + ConnectEdmonton (2019–2028) + Winter Design Guidelines + Active Transportation Policy No. C544 (2009) + Safe Mobility Strategy (2021–2025) + Breathe: Edmonton's Green Network Strategy + Corporate Tree Management Policy C456C (2020) 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Access Design Guide + Crime Prevention Through Environmental Design is implemented by activating the space for more users and considering sight lines through the park to reduce hiding spaces and installing new lighting along the paths and near seating areas + Providing connections for users of all abilities to enjoy and use the space walking and rolling + Realigned the path to avoid impacts to the toboggan hill and to cross the new drainage swales

What we considered to make decisions: Gariepy Park

Public Input – What We Heard (Continued)	City Policies and Programs (Continued)	Technical Requirements (Continued)
<ul style="list-style-type: none"> + Some suggest to keep as much grass as possible and maintain the sledding area and sand pit to maintain the natural feel of the area + Suggestions also include limiting the amount of cement/hard surfaces where possible to maintain the natural feel of the area 	<p>Note:</p> <p>Some public input suggestions such as shade structures or a splash pad cannot be included in the project scope but could be implemented as Community-Led projects. Contact your City Neighbourhood Resource Coordinator for more information.</p>	<ul style="list-style-type: none"> + Removed the pathway from 175 Street to the basketball courts to avoid conflicts with future projects being planned for the school



What we decided: Corner Store Program Area



For the Corner Store Program Area (commercial site on the south side of Callingwood Road and the west side of 172 Street)

To enhance the streetscape and use of the corner store area, the final design includes:

- + Added seating areas and plantings along the shared pathways
- + The creation of gathering spaces with enhanced plantings and surfacing around the building

To improve walking and rolling experience, safety, and access, the final design includes:

- + Added crossings over the parking lot to the shared pathways and daycare outside play areas

To improve driving safety and overall vehicle access, the final design includes:

- + A review of existing parking configuration for optimizations




Why are we proposing designs for the corner store area that is considered commercial, private property? The commercial site on the south side of Callingwood Road and the west side of 172 Street qualifies for the City's Corner Store Program that supports streetscaping. The program targets neighbourhood commercial properties or properties that meet the commercial needs of local residents and is typically aligned with Neighbourhood Renewal. Learn more about Corner Store Program at edmonton.ca/cornerstore

What we considered to make decisions: Corner Store Program area

For the Corner Store Program area (commercial site on the south side of Callingwood Road and the west side of 172 Street)

Vision and Guiding Principles considered:



Public Input - What We Heard 	City Policies and Programs 	Technical Requirements 
<ul style="list-style-type: none"> + Many commented on the need for more parking as there are already existing overflow and capacity issues at peak times + Some feel seating areas could encourage loitering 	<ul style="list-style-type: none"> + The City Plan (2020) + Economic Action Plan (2021) + ConnectEdmonton (2019-2028) + Winter Design Guidelines + Corner Store Program (2019) 	<ul style="list-style-type: none"> + Complete Streets Design and Construction Standards + Access Design Guide + Crime Prevention Through Environmental Design is implemented by activating the space for more users and considering sight lines through to reduce hiding spaces

For the Corner Store Program area (commercial site on the south side of Callingwood Road and the west side of 172 Street)

Public Input – What We Heard (Continued)	City Policies and Programs (Continued)	Technical Requirements (Continued)
<ul style="list-style-type: none"> + Some suggest additional greenery, an entrance sign, upgraded/ improved lighting and public restrooms to activate public areas with appropriate amenities + Many express concerns around costs to support a private business with tax dollars and want to learn more about what program or policy supports this <p><i>To understand funding for the Corner Store Program please refer to the “Neighbourhood Renewal funding” section on Page 3 of the report</i></p>	<p>Note:</p> <p>Some public input suggestions such as public restrooms are out of the scope of the Neighbourhood Renewal Program and the Corner Store Program.</p> <p>The regulation of commercial uses are within the scope of the City's zoning regulations, development and building permit requirements, and licensing requirements.</p>	<ul style="list-style-type: none"> + Providing connections for users of all abilities to enjoy and use the space walking and rolling + Optimizing parking will continue as designs are finalized for construction

Next steps

Local Improvements in Gariepy

The Neighbourhood Renewal Program has been paid for through City-wide property taxes by creating a reserve fund dedicated to the program. In conjunction with the program, the City offers cost-sharing opportunities between the City and property owners of Gariepy for three Local Improvement options – decorative street light upgrades, sidewalk reconstruction and alley lighting. Local Improvements and the cost-sharing opportunities offered by the City were part of the Neighbourhood Renewal discussion with you and your neighbours.

A Local Improvement is a construction project undertaken near or adjacent to residents' property which is considered more beneficial to the property owner and local area than to the City as a whole. All property owners have the right to petition against any Local Improvement. The petition process is guided by the provincial Municipal Government Act as well as City policies and procedures.

Decorative street lighting Local Improvement

New galvanized street lights are included in the neighbourhood renewal process at no additional cost. Some communities choose to pay for decorative street light upgrades. The cost of the upgrade is charged to the property owners as a Local Improvement. Volunteers in your community expressed interest in the following decorative street light design: black powder coating, octagonal pole, with a heritage arm and regular luminaire. The City then sent an Expression of Interest (EOI) on decorative street lights to all property owners in Gariepy in August 2023. All responses are due from property owners by October 2, 2023. More details will be shared at the Preparing for Construction event in spring 2024.

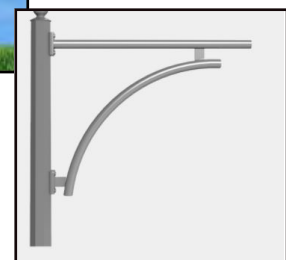
Local Improvement Timeline

- JANUARY/FEBRUARY 2024**
Local Improvement Notices mailed from City
- FEBRUARY/MARCH 2024**
30 day petition period **against** the Local Improvement
- SPRING – FALL 2024**
Year 1 (Start) Construction
- SPRING 2025**
Local Improvement charge on property tax notice for **Year 1 Construction area**
- SPRING – FALL 2025**
Year 2 (Final) Construction
- Spring 2026**
Local Improvement charge on property tax notice for **Year 2 Construction area**

Pole:



Octagonal



Heritage

Sidewalk Local Improvement

Sidewalk reconstruction is a City-initiated Local Improvement which is done along with the Neighbourhood Renewal. The process for property owners to decide whether they want to proceed with sidewalk reconstruction includes:

1. The City sends out Local Improvement Notices to registered property owners in January/February 2024.
2. Registered property owners will then have 30 days (based on delivery of the notice) to petition against the Local Improvement if they so choose.

Neighbourhoods are divided into sidewalk renewal "project areas," which will be defined in the Local Improvement Notice. If at least 50 per cent plus one of all registered property owners in a given project area petition against sidewalk reconstruction, the Local Improvement is defeated and sidewalk reconstruction will not proceed in that project area. If the petition against the Local Improvement is unsuccessful, City Council will pass a Local Improvement Bylaw and sidewalk reconstruction will proceed. The City will post the results of the petition process on edmonton.ca/BuildingGariepy.

Decorative street blades

As part of the Neighbourhood Renewal, the community has the option to receive decorative street blades at no additional cost to property owners. Street blades can contain a community logo, historic street name and the year the neighbourhood was established. There are five different colours, 15 shapes and a variety of fonts the neighbourhood can choose from (except for the main address area which requires a standard font).

Volunteers in your community did express interest in a decorative street blade to begin the design process. The City will provide support by sharing the options available for decorative street blades, creating simple logo designs and helping gather feedback at future public engagement opportunities.

More details will be shared at the Preparing for Construction event in spring 2024.



Gariepy Neighbourhood and Alley Renewal – Preparing for Construction

We're almost there! Thank you for your continued interest and engagement in the Neighbourhood and Alley Renewal process. Construction is anticipated to begin in 2024 and be completed in 2025.

We plan to engage with you again as we start to prepare for construction. Information about what you can expect during construction will be made available online and during public engagement opportunities in 2024. The proposed construction staging will be made available for the Preparing for Construction event in spring 2024.

For more details about the Gariepy Neighbourhood and Alley Renewal project, please visit edmonton.ca/BuildingGariepy or contact 311.

Courtney Beamish, Delivery Project Manager

courtney.beamish@edmonton.ca



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.

edmonton.ca/BuildingGariepy

SHARE YOUR VOICE
SHAPE OUR CITY

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