

JUNE 2024

Edmonton

LA PERLE

Neighbourhood Renewal

URBAN DESIGN ANALYSIS

Chapter 1: Background Report

LAND ACKNOWLEDGEMENT



The City of Edmonton acknowledges the traditional land on which we reside, is in Treaty Six Territory.

We would like to thank the diverse Indigenous Peoples whose ancestors' footsteps have marked this territory for centuries, such as nêhiyaw (Cree), Anishinaabe (Saulteaux), Nakota Isga (Nakota Sioux), Niitsitapi (Blackfoot) and Dené peoples. We also acknowledge this as the Métis' homeland and the home of one of the largest communities of Inuit south of the 60th parallel. It is a welcoming place for all peoples who come from around the world to share Edmonton as a home.

Together we call upon all of our collective, honoured traditions and spirits to work in building a great city for today and future generations.

Image source: the City of Edmonton

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1.0 Introduction



1.1 Background



Map 1. La Perle City Context



Map 2. La Perle Local Context

La Perle is a mature neighbourhood in west Edmonton bounded by the following streets:

- North – 100 Avenue NW
- East – 178 Street NW
- South – 95 Avenue
- West – Anthony Henday Transportation Utility Corridor

Sidewalks, streets, and infrastructure are in need of life-cycle upgrades in the La Perle Neighbourhood. [Section 1.1.1](#) and [Section 1.2](#) outline the purpose and approach of the Neighbourhood Renewal program.

1.1.1 Neighbourhood Renewal program

The purpose of the Neighbourhood Renewal program is to outline cost-effective and long-term strategic approaches to renew and rebuild infrastructure within mature neighbourhoods and along collector roadways. The scope of work for Neighbourhood Renewal typically includes the following elements:

- Replacement of sidewalks, local roadways, and collector roadways
- Upgrading streetlights and LED luminaires
- Construction of curb ramps and other intersection improvements
- Addressing missing links in the sidewalk and bike network

The Neighbourhood Renewal program also offers the opportunity for two types of cost-sharing Local Improvements: sidewalk reconstruction and decorative streetlights. Opportunities to improve other City-owned areas, such as green spaces and parks, will also be reviewed with Neighbourhood Renewal. The intention is to make desired upgrades and enhancements in coordination with the Neighbourhood Renewal program and leverage other funding sources.



1.2 Urban Design Analysis

Urban design is an overarching city-building discipline that is concerned with how people experience the urban environment during their day-to-day activities. Urban design focuses on how streets, parks, trails and open spaces are organized, function and connect with larger city-wide networks. Designing the community's public spaces in a way that enhances the livability of the neighbourhood can include how public spaces function, look, and feel.

This urban design analysis (UDA) looks at La Perle through an urban design lens in terms of the existing urban context, character areas, design aesthetics, access to day-to-day community destinations and connectivity with other parts of the city. Key objectives of the UDA include:

- Presenting concepts, developed based on City policies and programs and consideration for technical requirements and public input. Concepts will inform renewal efforts and develop a community plan to inform future City initiatives in the neighbourhood
- Identifying gaps and opportunities within the neighbourhood from different lenses such as walkability¹, connectivity and universal design
- Guiding future investment and redevelopment to enhance the overall quality of life

The project team will use the UDA to support decision making throughout the renewal process (concept/design/build). Concepts selected for implementation will require detailed design prior to construction and consideration of appropriate funding sources. Funding could come from the public, private or community sectors. It is recognized that limited financial resources are available, so while some initiatives will be prioritized, others will likely be developed over longer time frames or reassessed in time.

1. NOTE: References to people walking within this document include the following (as per the Complete Streets Design and Construction Standards):



1.3 Project Approach & Process

The La Perle UDA is developed during the “Concept Phase” of the renewal project. It will contain three chapters that will be developed over the first four steps of the Neighbourhood Renewal Road Map shown in the figure to the right. This report is **UDA Chapter 1: Background and Information Analysis**.

The key steps for developing the La Perle UDA are:

1. Gathering background information, including initial outreach to community stakeholders, and performing an analysis (**UDA Chapter 1** – i.e., this report).
2. Building a neighbourhood Vision for livability and mobility with the community to support generating ideas and exploring opportunities (**UDA Chapter 2: Neighbourhood Vision and Opportunities**).
3. Developing options by analyzing neighbourhood urban design features to identify strengths and opportunities for renewal.
4. Developing a draft design identifying priority projects that respond to the opportunities (**UDA Chapter 3: Draft Designs**).

The draft design recommended within the UDA will inform the development of the final design and construction drawings.



Neighbourhood Renewal Road Map

2.0 Neighbourhood Background & Context

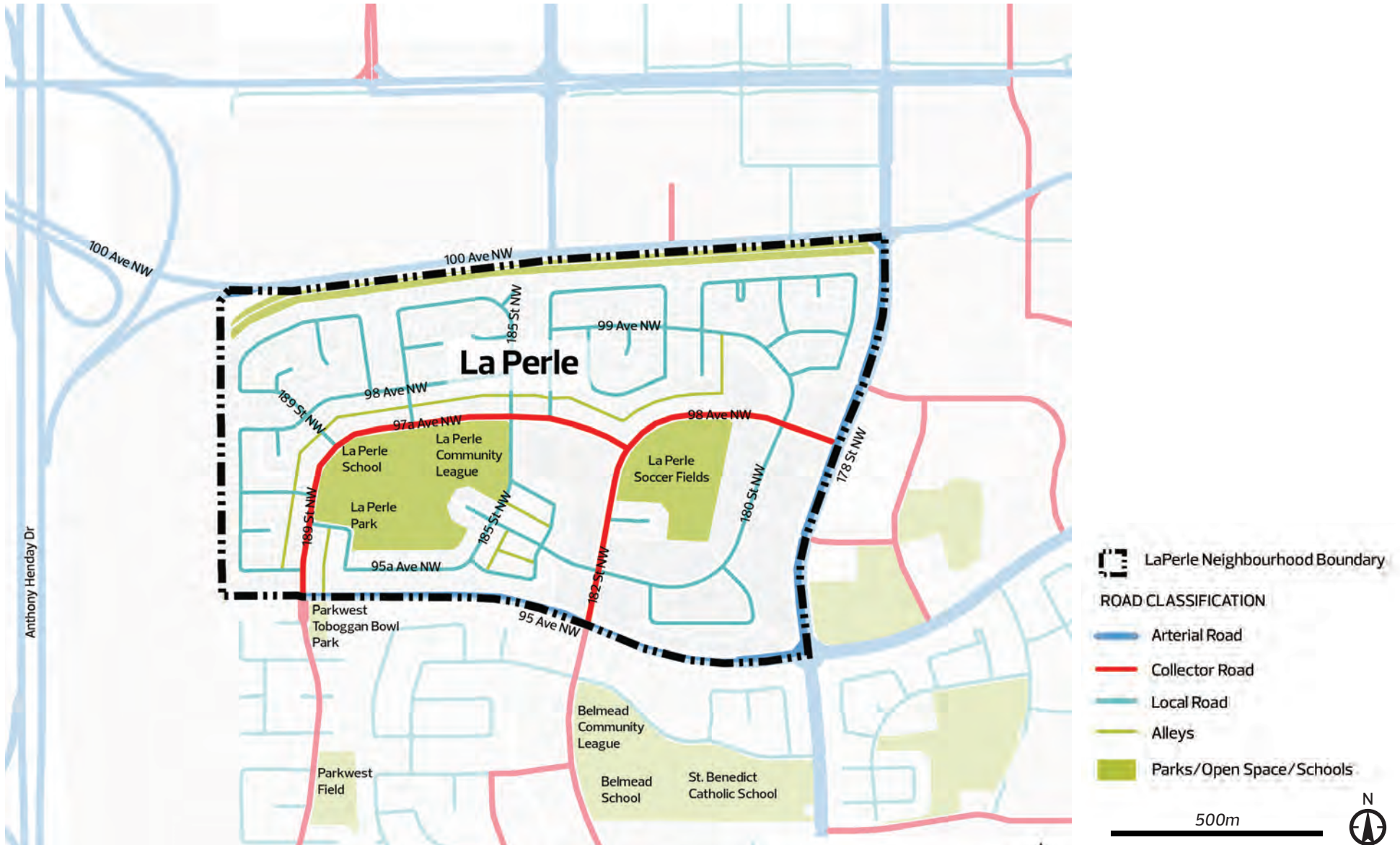


2.1 Study Area

The scope of Neighbourhood Renewal in La Perle includes the areas shown in [Map 3](#) (local roads, collector roads). The arterial roads within and surrounding La Perle (100 Avenue, 178 Street, 95 Avenue and the Anthony Henday Transportation Utility Corridor) are not part of the renewal scope. However, these roadways and other roads, infrastructure, and destinations surrounding La Perle are identified and discussed where relevant as key elements in the neighbourhood's area of influence to help examine connections and potential impacts of the renewal project.



Map 3. Study Area



2.2 Neighbourhood Context

The following are key characteristics of the La Perle neighbourhood.

2.2.1 History²

La Perle is named after Eleodore Joseph (Léo) LaPerle, who was born in Ontario on April 9, 1895. His parents, Hermosa LaRue and Félix LaPerle moved west of Edmonton in 1898. They had three sons, Euclide, Percy and Eleodore Joseph (Léo), and one daughter, Hermosa. They bought a quarter section of land from the Canadian Pacific Railway for \$427, in the area later named Winterburn. Léo enlisted in 1916 and served overseas during the First World War. He married Annie Marie Lambert on August 20, 1929. Annie was a schoolteacher and member of the Association des Instituteurs Bilingues de l'Alberta before marrying.

His father moved with his family to Edmonton in 1906 and opened a general store at the Winterburn Corner. Léo LaPerle took over his father's store in 1929 and expanded the building, managing both the store and the Winterburn post-office for 40 years. The store became a centre of the Winterburn community. During the Depression, people from a nearby work camp would walk to the store to listen to the radio on Saturday or Sunday and often stay all night. In 1969 the Winterburn Store was sold to the Department of Highways to build an overpass. The LaPerle family then retired to their farm, 1 mile south of the store.



Winterburn Store

2. NOTE: Provincial Archives of Alberta, La Perle Family Fonds

2.2.2 Development

The neighbourhood developed primarily in the 1980s and 1990s. Development in La Perle started in the southeast corner of the neighbourhood with the construction of row housing and low-rise apartments, and almost all of the single-detached houses were built in the 1980s. La Perle has an approximately equal mix of single family and multi-unit dwellings, including seniors housing. Single-detached houses account for 49.2% of the housing stock in La Perle, semi-detached houses, row houses and apartment building account for 50.8% of the housing stock in the neighbourhood. This is further discussed in [Section 2.3](#) of this report.

The neighbourhood features a central school and park site, and there is also a community-oriented shopping centre in the middle of the neighbourhood. For all major commercial services, West Point Shopping Centre and Terra Losa Shopping Centre are located nearby to the east.

2.2.3 Streets & Sidewalks

La Perle is bounded by 178 Street, 100 Avenue, 95 Avenue and the Anthony Henday Transportation Utility Corridor (TUC). These roads are all arterials.

La Perle has a curvilinear street layout, with collector roads dividing the neighbourhood into three sections. There are two collector roadway loops with local roads and cul-de-sacs that mimic the same pattern. The roadway network can be described as follows:

- Three vehicular access points into the community: 182 Street, 189 Street and 98 Avenue.

- Two collector roads in the neighbourhood: 182 Street which turns into 98 Avenue and 189 Street which turns into 97a Avenue. These loops intersect at a 3-way stop intersection at 97a Avenue, 182 Street and 98 Avenue ([Map 18](#)). The collector roads provide access to the school site and commercial shopping area.
- Transit routes are located on the east-west collectors, 189 Street, 178 Street and a portion of 95 Avenue.



La Perle crosswalk and sidewalk connection (189 Street at 97a Avenue)

Most of the local residential roads include narrow curbside sidewalks along both sides with roll faced curbs. People walking to or from the neighbourhood can cross the arterial roads at crosswalks on the surrounding roads.

Being mostly residential, the La Perle neighbourhood is comprised of low-density housing, with a mix of both front drive and alley accessed garages. Several multi-unit developments have private internal roadways, parking lots, and walkways.

For more information about streets, sidewalks, and alleys in La Perle, and opportunities for improvements, see **Section 3.6** and **Section 3.7**.

2.2.4 Utilities

Various third-party utilities are found throughout the LaPerle Neighbourhood not limited to ATCO Gas, Telus, Shaw, EPCOR Power, EPCOR Water, and EPCOR Drainage (storm and sanitary sewer infrastructure).

ATCO Gas has distribution pipes throughout the LaPerle area extending from streets to alleys. Some sensitive dresser coupling, stopper fittings, and gas valves are present along the alignments. These are sensitive facilities and need extra caution during construction. Dresser couplings are susceptible to damage from vibration and stopper fittings may result in sudden elevation changes. ATCO gas pipelines run through the backyard of the houses and in the alleys where available. All the pipelines in the area have medium pressure (MP) with the exception on 98 Ave NW where the pipeline has intermediate pressure (IP) running east towards 178 St NW from the ATCO gas regulating station (major gas structure) opposite to the "KidzHub Montessori Early Learning Center & OSC".

EPCOR Distribution and Transmission power lines are mostly underground with streetlights and several transformers spread across the neighborhood. The streetlights in the neighborhood contain a power distribution box at the base where service laterals connect. The power lines run in front of the houses under the boulevard as well as behind, front and overhead along the sidewalk.

EPCOR Drainage operates a network of storm pipes, catch basin and catch basin leads identified in the area. There are manholes and catch basins present in the neighborhood that can be used to determine the underground drainage infrastructure alignment and verifying the depth. The drainage system runs in front of the houses under the streets.

EPCOR Water has many mains in the area including a transmission main that are typically PVC type. There is a 1,050mm diameter transmission main running north from the intersection of 95 Ave NW and 182 St NW up until the intersection of 97A Ave NW and 182 St NW, then heading west towards the intersection of 97A Ave NW and 184 St NW, and then running north eventually meeting at the 100 Ave NW Street which has special requirements in the design process. The valves are visible on surface to indicate alignment and can be measured to find depth to top of pipe. Also, there are hydrants in the neighbourhood that need to be considered with any changes to curb alignments. The water mains run in front of the houses under the streets.

Underground Shaw/Rogers and Telus lines have been identified in the area along with pedestals and vaults across the neighbourhood. Shaw and Telus communication lines run in front of the houses under the streets,

sidewalks and boulevards, back of the houses through the backyards as well as through the properties.

Utility vaults in the sidewalks and other telecommunication infrastructure throughout the neighbourhood may constrain design options in certain locations. Existing streetlights will be replaced. If streetlights are installed on a pedestal, a new base will be installed but there may be more considerations in relocating them compared to other streetlights due to the utilities contained within them. EPCOR is responsible for pedestal replacement. Replacement is not guaranteed. Street lights will also be updated to LED as applicable.

Standard water and gas lines exist in LaPerle to service homes. There are no high-pressure gas lines or high voltage electrical lines.

For more information on infrastructure and utilities, and opportunities in La Perle, see [Section 3.8](#).

2.2.5 Parks & Open Spaces

The two parks in La Perle are:

- La Perle Park
- La Perle East Park

La Perle Park contains the La Perle Community League building, a small parking area, a playground, outdoor ice rinks, picnic tables, and formal shared pathways, a sledding hill and soccer fields also form part of the park. Benches and trash cans make the park more usable for community members. The park is landscaped with a variety of coniferous and deciduous trees. La Perle Park includes the La Perle School and site, with the Joint Use Agreement allowing for shared use of the facilities within the site. The park is easily accessed from three sides, with



La Perle Park

housing backing on to approximately 30% of the park. Additional information about land ownership is provided in [Section 3.2](#).

The "La Perle East" Park, is in the east portion of the neighbourhood. The park is landscaped and contains a variety of coniferous and deciduous trees with informal unpaved pathways throughout the site. The park contains several sports fields and is also home to a sledding hill.

Parks and open spaces in La Perle and the surrounding area are discussed in more detail in [Section 3.3](#) and [Section 3.5 \(Map 8\)](#).

LA PERLE COMMUNITY LEAGUE

The La Perle Community League is an active, non-profit community organization which serves the needs and interests of community league members in La Perle. The Community League operates the Community Hall in La Perle Park which hosts various community and private events including recreational opportunities and social gatherings. The Community League also operates two outdoor ice rinks in the park. As discussed in [Section 3.2](#) and shown in [Map 4](#), the Community League has a license agreement to use a portion of La Perle Park for its facilities.



Pathway through La Perle Park

2.2.6 Schools

La Perle is home to one school, La Perle Elementary School (Public K–6).

La Perle Elementary School is on the La Perle Park site. La Perle Elementary School is a school of 500 students drawing from the community directly around the school, as well as Rosenthal and Stewart Greens neighbourhoods. The school offers classes in grades one through six, morning and afternoon half-day Kindergarten. They are also a division site for a specialized program called Strategies, which supports students with learning disabilities requiring smaller class sizes in a specialized program.

The school sites are discussed in more detail in [Section 3.2](#) and [Section 3.3](#).



La Perle Elementary School Attendance Area (K–6), 2023–2024



La Perle Elementary School

2.2.7 Commercial Amenities

COMMUNITY COMMERCIAL

La Perle has one commercial site within the neighbourhood boundary. The "J" shaped strip mall contains multiple commercial retail spaces that serve community needs. The commercial area also includes a stand-alone gas station and car wash. Other businesses include restaurants, a childcare centre, a doggy daycare, a dance and martial arts studios, a dental clinic, an acupuncture clinic, and the West Jasper Place Community Health Centre which is operated by Alberta Health Services and draws clients from all over the west end.

Commercial nodes within and surrounding the community are discussed in more detail in [Section 3.3](#).

2.2.8 Transit

The neighbourhood has access to ETS bus routes and stops along the collector and arterial roadways. With the Crosstown Route 54 travelling along 178 Street, from West Edmonton Mall to West Clareview and routes 907, 914, 915 serving the neighbourhood as local/community routes.

Dedicated Accessible Transit Service (DATS) is a door-to-door public transportation service for Edmontonians who cannot use regular transit for some or all their travel needs, due to a physical or cognitive impairment. Wheelchair lift equipped vehicles, minivans, accessible minivans, taxis, and vans are used to provide DATS service. Vehicles used are clearly identified as "DATS" vehicles. On-street parking is provided along most roads in La Perle that supports the use of the DATS service. Many multi-unit developments including seniors housing provide internal roadways and pick-up/drop-off areas near main entrances that may be utilized by the DATS service. In 2023, there were 3,270 service calls for DATS pick-up and drop-off in the project area. Transit service, including DATS, is discussed in more detail in [Section 3.7.2](#).



2.3 Neighbourhood Profile

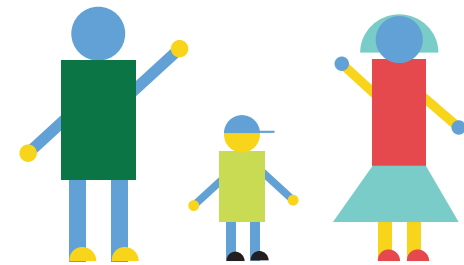
This section contains key statistics for the La Perle neighbourhood.

2.3.1 Neighbourhood Statistics

POPULATION^{3,4}

As of the 2016 Federal Census, La Perle's total population was 5,290. Over 42% of La Perle's population are in the 25 to 54 age group, with 33% under the age of 24, and more than half of that category being under 14 years old. The senior population, 65 years and older make up almost 11% of the neighbourhood and people aged 55–64 years make up just over 14% of the neighbourhood population.

According to the most recent 2021 Federal Census, La Perle's population has dropped to 5,025. This is a slight drop from the 2016 population of 5,290. Over 40% of the population are between ages 25 to 54 years old, 30.7% are under the age of 24, and about 29.2% of the population are over 55 years old. Since the 2016 Census, there has been an increase of senior population (13.8%) in the neighbourhood.

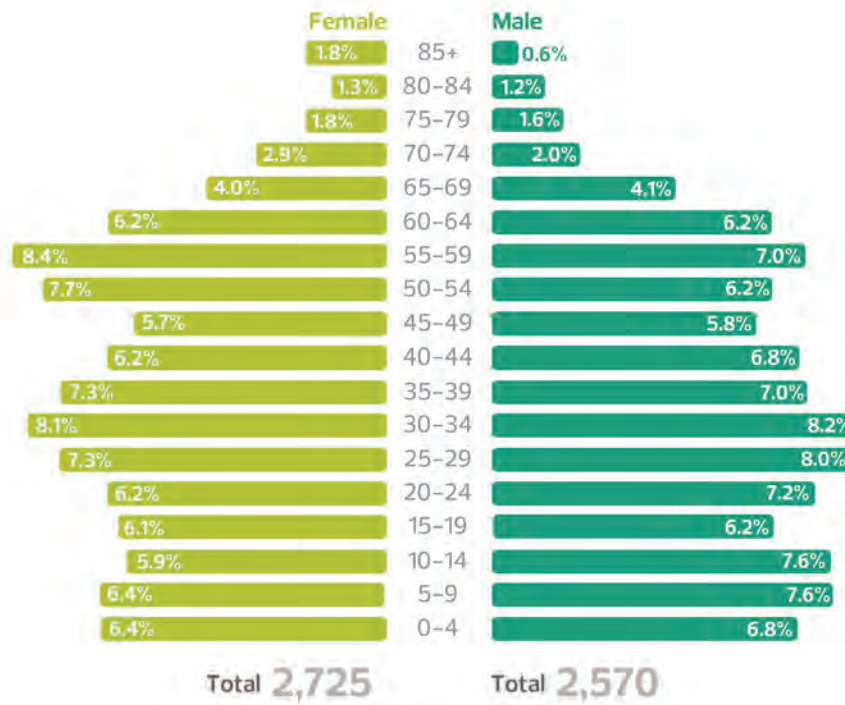


5,025
COMMUNITY
MEMBERS

3. NOTE: 2016 Federal Census

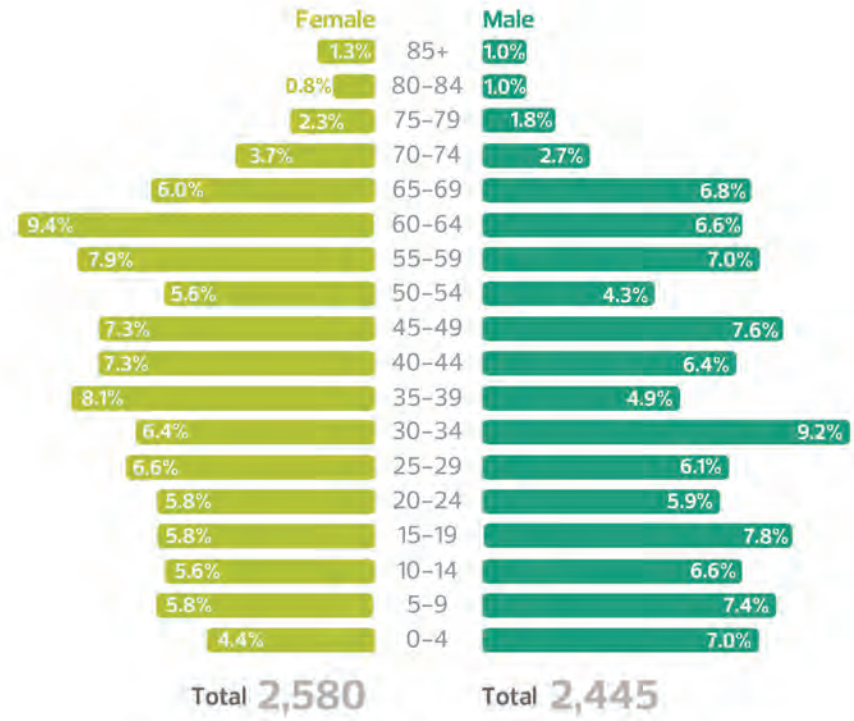
4. NOTE: 2021 Federal Census

2016



La Perle Population by Age and Gender, 2016

2021

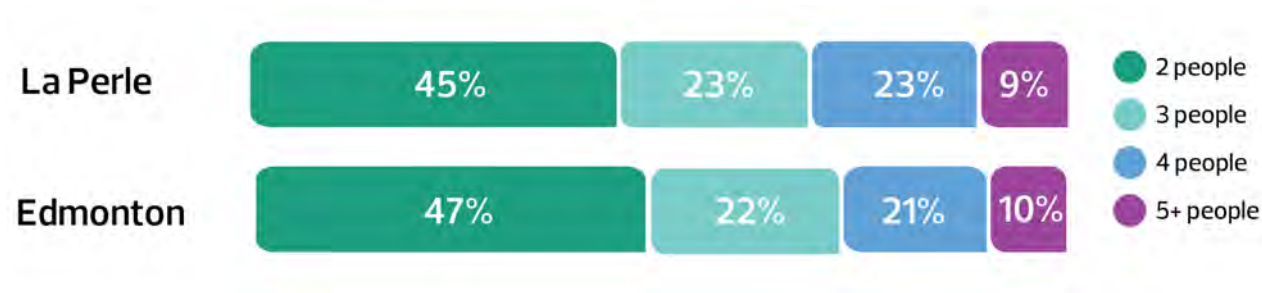


La Perle Population by Age and Gender, 2021

HOUSEHOLD SIZE⁵

The 2021 Census indicates that La Perle's average family size is 3 persons. The total number of families reported in La Perle are 1,405. More specifically, about 45.% of the La Perle population are 2 persons households. 22.9% are 3 persons, 22.5% are 4 persons households, and lastly about 9.3% of the households in La Perle are 5 or more person households. This household data closely mirrors the City of Edmonton household averages in all categories.

2021



5. NOTE: 2021 Federal Census

BUSINESSES

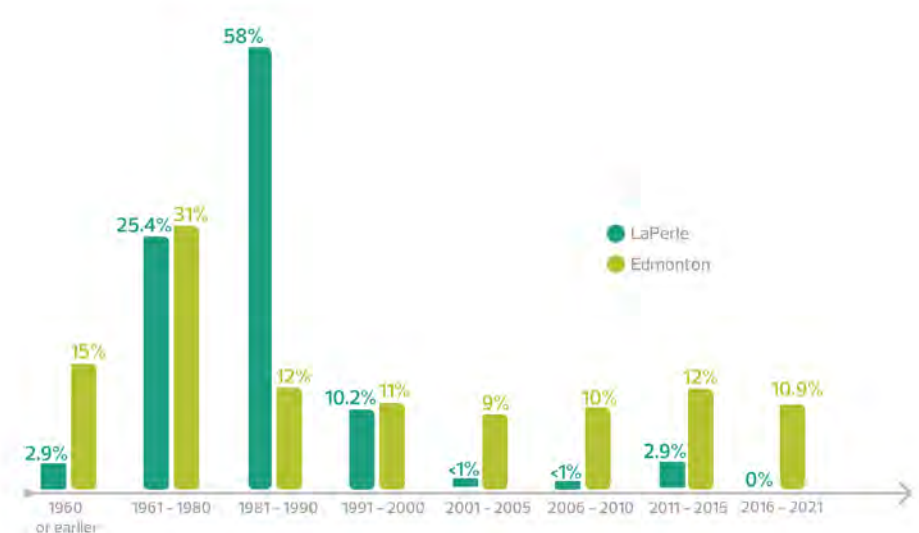
The La Perle Neighbourhood contains one commercial site. As discussed above, the commercial retail units include a mix of businesses that both serve the immediate community and the greater west end.

2.3.2 Socioeconomic Characteristics

DWELLING CONSTRUCTION DATE^{6,7}

According to the 2016 Census, 30.4% of housing stock in La Perle was built in the 1980s or earlier with majority of the housing stock built between 1981 to 1990 (56.5%). La Perle has significantly less housing stock built between 2001–2016 (~4%) compared to the City of Edmonton overall (31%). La Perle had no housing stock built between 2016 and 2021. The result is individuals that have lived in their homes for long stretches of time and aging infrastructure in the area including streets, underground infrastructure and public realm, making the neighbourhood less competitive in comparison to newer neighbourhoods and neighbourhoods that have gone through renewal within the City. This observation highlights the importance of this project's initiation, which is aimed at enhancing the neighbourhood's infrastructure and competitiveness to attract more residents to the area.

Very little infill development has occurred in La Perle. According to the City's [Infill Data Explorer](#), 29 residential units of infill development have been constructed for the entire La Perle neighbourhood since 2000. Of these, all were single detached residential houses built in two geographic clusters, between 2010 and 2012.



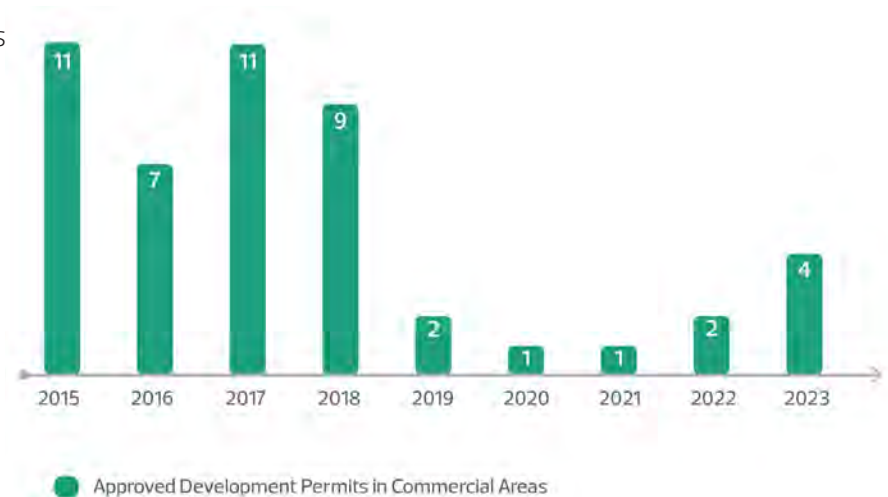
6. NOTE: 2016 Federal Census

7. NOTE: 2021 Federal Census

This could be contributed to many factors such as aging infrastructure, lack of housing stock or lack of demand within La Perle.

COMMERCIAL DEVELOPMENT

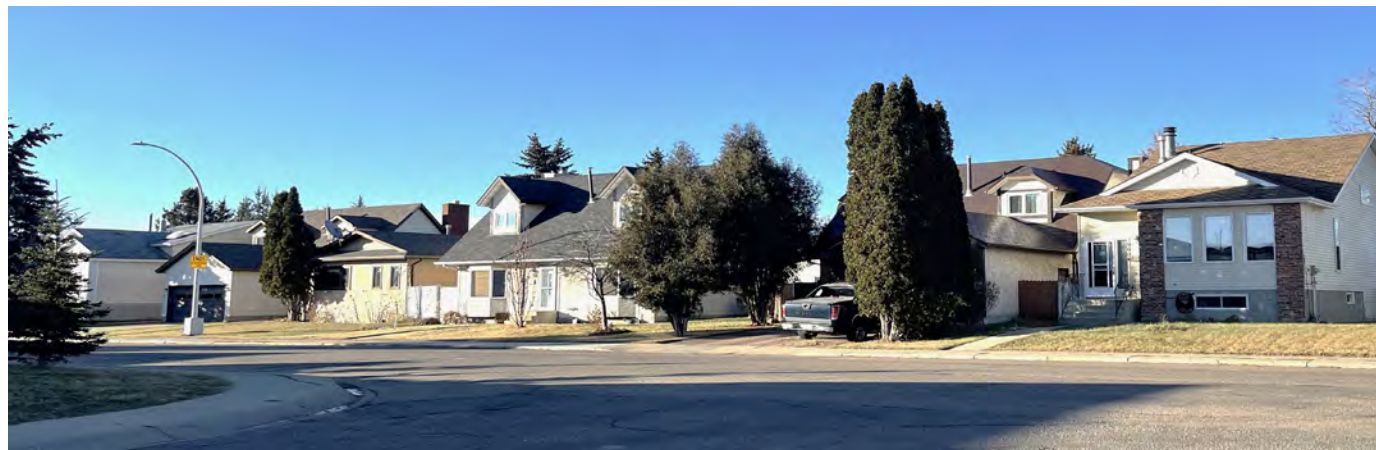
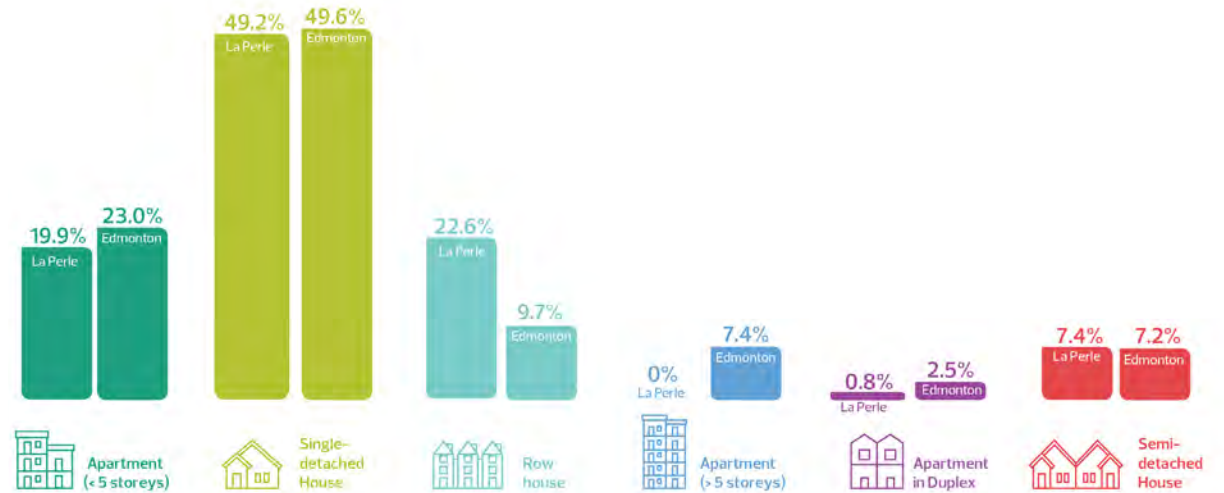
The City of Edmonton's [development permit data](#) for the period of February 19, 2015, to August 25, 2023, indicates that 48 development permits have been approved for the entire La Perle neighbourhood. Of these, five (10%) have been for sites zoned for commercial or business uses. Of these permits, three have been Major Development Permits and two have been permits for signs. The figure to the right shows the number of development permits approved by the City by year in the La Perle neighbourhood. The neighbourhood has experienced fewer commercial development permits annually beginning in 2019, with a gradual stability observed post pandemic in 2022 and 2023, during which four commercial development permits were approved. This reduction in commercial development within La Perle may be attributed to several factors, including the impact of the COVID-19 pandemic, constrained residential growth, restrictive zoning, and a lack of demand for local services due to the availability of amenities in nearby communities including north of 100 Avenue.



DWELLING TYPES⁸

The 2021 Census indicates that La Perle was predominantly developed with three types of dwellings: Apartments under 5 storeys (19.9%), single detached housing (49.2%), and row houses (22.6%). By comparison, within the City of Edmonton, single detached housing is the predominant housing form (49.9%) and apartments under five storeys and other housing types account for approximately a quarter of housing types in the city.

2021



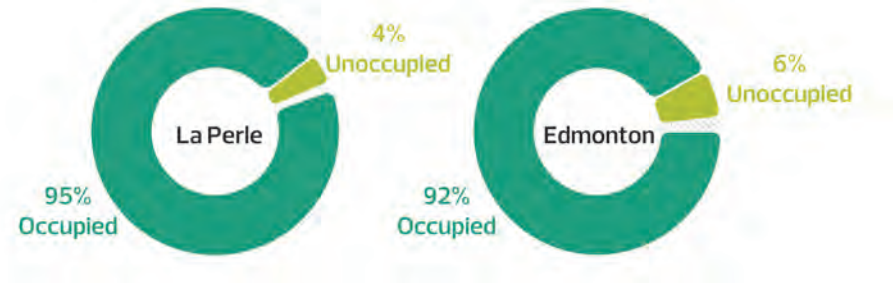
La Perle prominent housing type

8. NOTE: 2021 Federal Census

OCCUPANCY (VACANCY RATES⁹ AND OWNER / RENTER OCCUPIED HOUSING¹⁰)

According to the 2019 Municipal Census, the La Perle Neighbourhood contains 2,031 dwelling units. Vacancy rates are generally in alignment with the City of Edmonton overall (4% and 6%, respectively).

2019

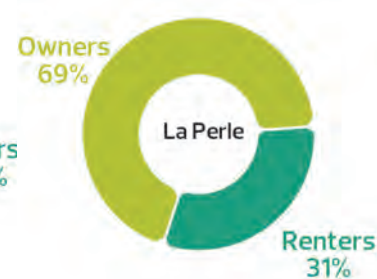


The 2016 Census indicated that La Perle had more owners than renters (55% and 24%, respectively). This is closely in line with the City of Edmonton overall, where 64.3% of housing is owned with only 35.7% renters. Similarly, the 2021 Census also shows that the number of owners remain higher than renters (68.6% and 31.4% respectively).

2016



2021



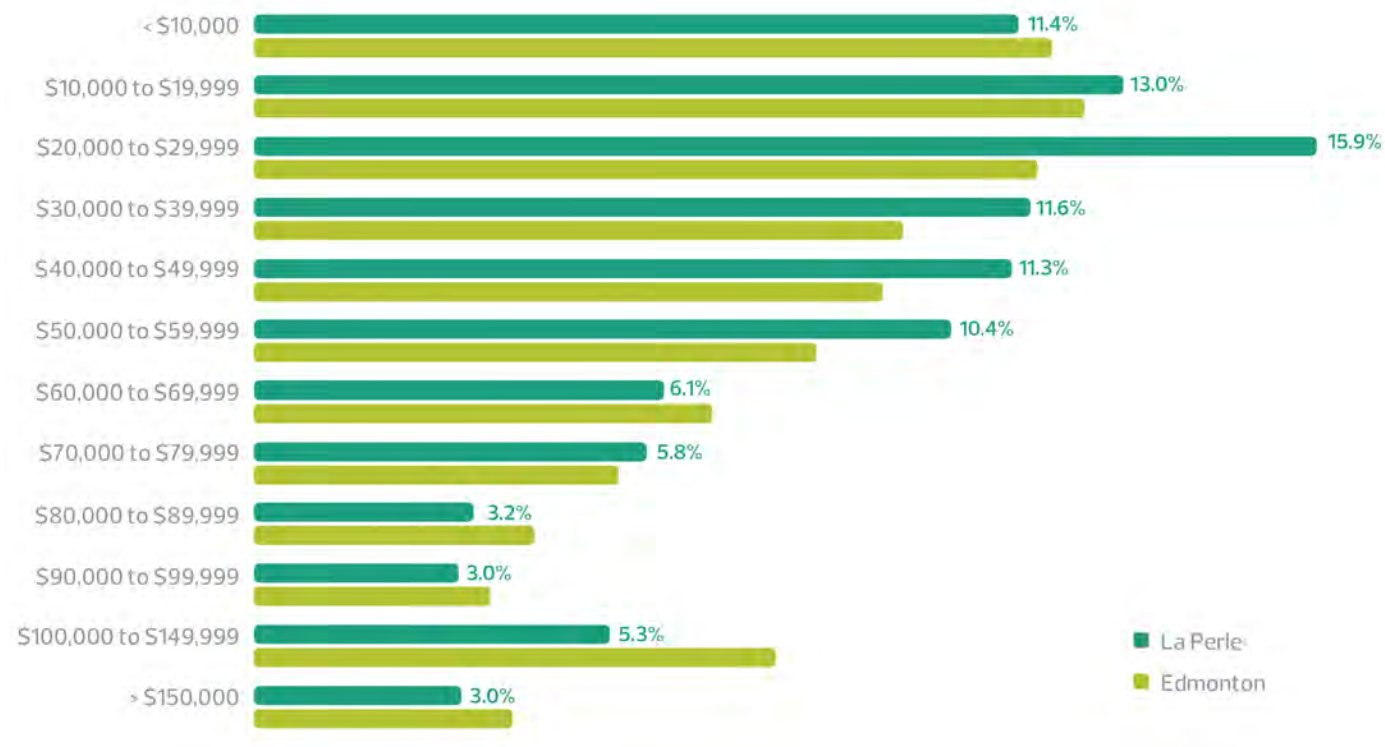
9. NOTE: 2019 Municipal Census

10. NOTE: 2016 and 2021 Municipal Census

HOUSEHOLD INCOME^{11,12}

According to the 2016 Census, a comparatively high proportion of La Perle residents were in lower household income ranges (\$29,999 or less) compared to Edmonton as a whole. This may indicate that access to low-cost recreation options and transportation alternatives such as good walking, rolling, biking, and transit connections should be prioritized for the area to ensure that residents do not face systemic barriers to healthy living and transportation options. The 2016 Census confirmed that 17.2% of owners in La Perle spend more than 30% of their income on shelter costs. Additionally, it should be noted that 36.9% of the renters in La Perle reported spending 30% or more of their income on shelter costs.

2016

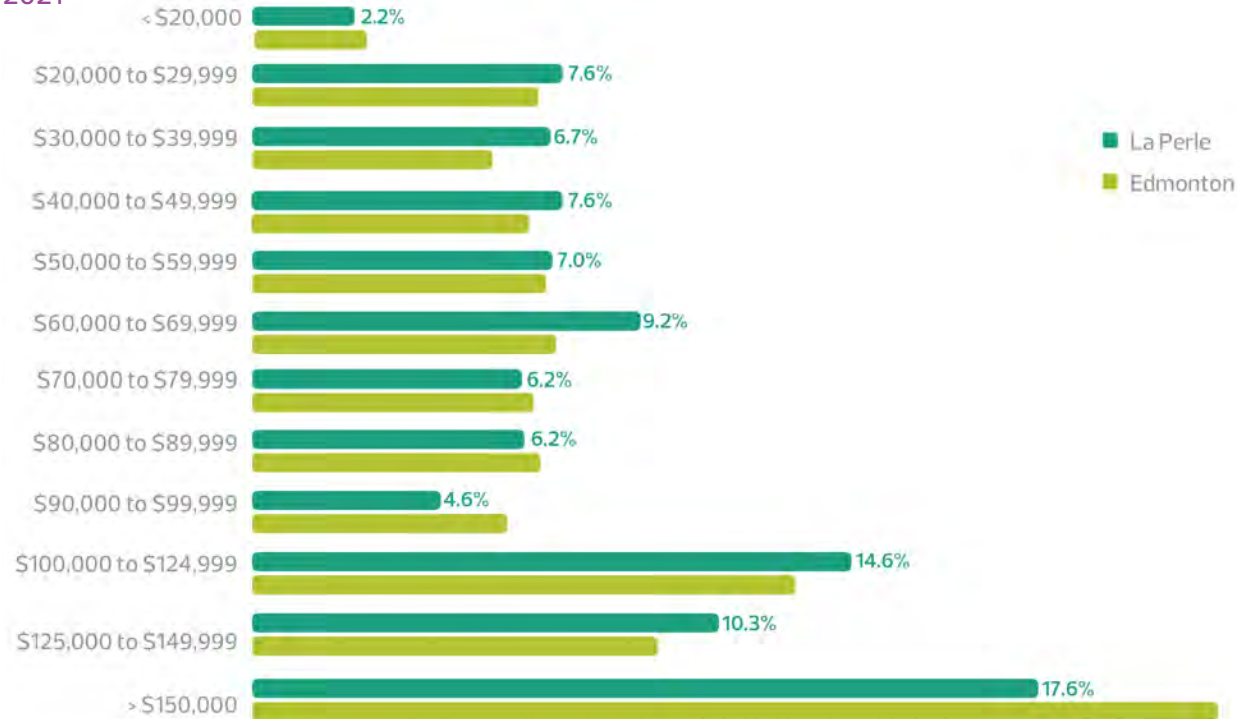


11. NOTE: 2016 Federal Census

12. NOTE: 2021 Federal Census

The 2021 Census illustrates that there has been a shift in income within La Perle. Majority (17.9%) of the residents reported that their income was above \$150,000, and 14.6% reported earning incomes between \$100,000 to \$124,999. However, the sample size only represents approximately 25% of the community and as a result potentially misrepresents the household income distribution within the neighbourhood.

2021

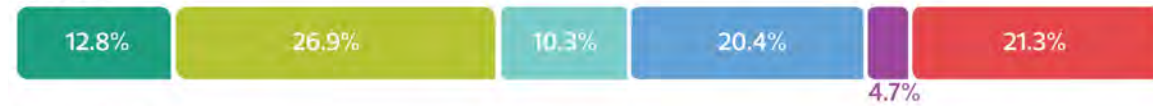


EDUCATIONAL ATTAINMENT^{13,14}

Based on the 2016 Census, just over 60.3% of La Perle residents have attained some post-secondary credential. In the City of Edmonton overall, 75% of residents have attained a post-secondary credential and 25% have not. Comparatively, the 2021 Census, just over 51.9% of La Perle residents have attained some post-secondary credential. This is an 8.4% drop from 2016 showing that the demographics of the neighbourhood have changed over time. More specifically, 28.6% reported having a high school diploma or an equivalent certificate, 7.9% reported having an apprenticeship or trades certificate or diploma, 19.5% with a college or non-university degree, 3.5% attained a university degree below a bachelor level while 21% reported having a bachelor-level degree or higher.

2016

La Perle



Edmonton



- No certificate, diploma or degree
- High school diploma
- Apprenticeship or trades certificate or diploma
- College certificate or diploma
- University certificate or diploma below bachelor level
- University certificate, diploma or degree at bachelor level or above

2021

La Perle



Edmonton



- No certificate, diploma or degree
- High school diploma
- Apprenticeship or trades certificate or diploma
- College certificate or diploma
- University certificate or diploma below bachelor level
- University certificate, diploma or degree at bachelor level or above

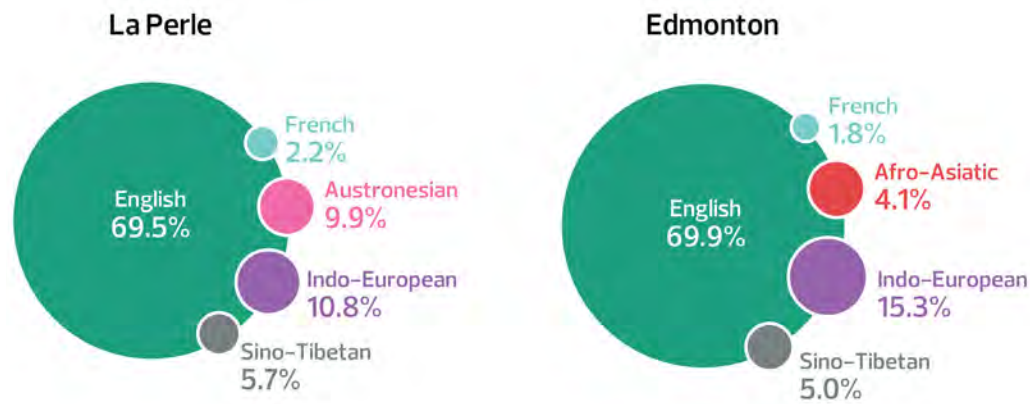
13. NOTE: 2016 Federal Census

14. NOTE: 2021 Federal Census

HOUSEHOLD LANGUAGES¹⁵

The 2021 Census indicated that 69.5% of La Perle resident's first language was English. The next most predominant language spoken was Indo-European languages (10.8%). 9.9% of La Perle's residents spoke Austronesian languages, 5.7% spoke Sino-Tibetan languages and lastly 2.2% had French as their primary language.

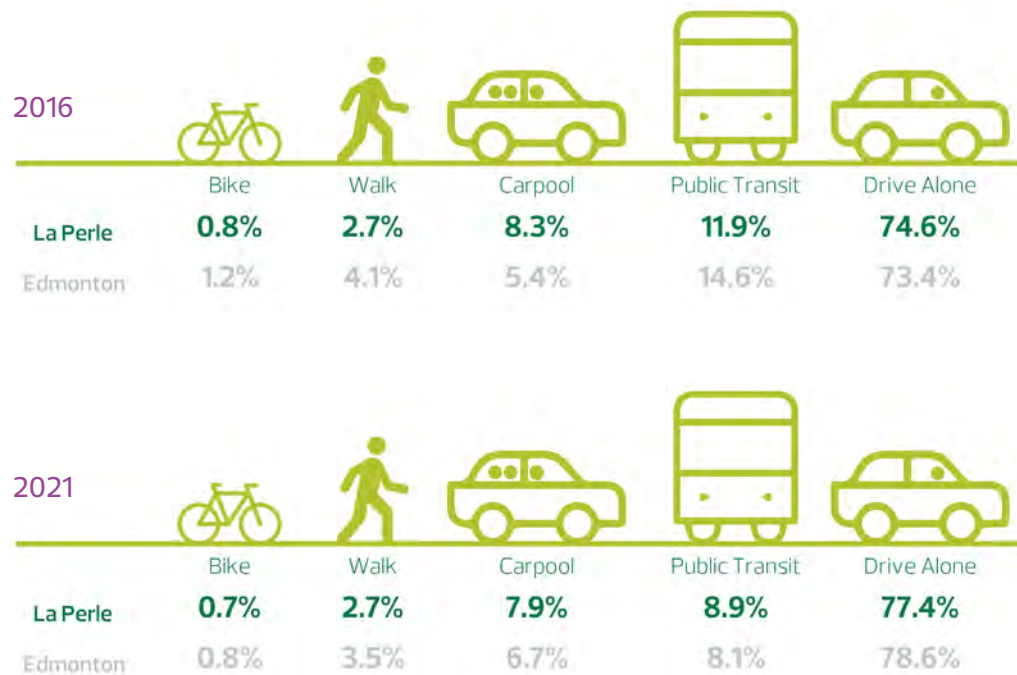
2021



15. NOTE: 2021 Municipal Census

MODE OF TRANSPORTATION FROM HOME TO WORK^{16,17}

The 2016 Census showed that majority of La Perle residents drive to work (74.6%), the percentage of residents that take transit to work (11.9%) is slightly lower than the city average of 14.6%. Improving connectivity for people who walk, roll, or bike to transit stops may emerge as a priority for residents through engagement during this project. Note that data reported here is prior to implementation of the City's Transit Network Redesign and the COVID-19 pandemic. Statistics here are not necessarily reflective of the current rates for transportation modes. According to the 2021 Census, driving seems to still be the most common mode of transportation (77.4%). In comparison to 2016, more individuals reported driving to work, this was likely impacted by the COVID-19 pandemic. The percentage of individuals taking public transit to work has dropped to 8.6% likely as a result of the COVID-19 pandemic.



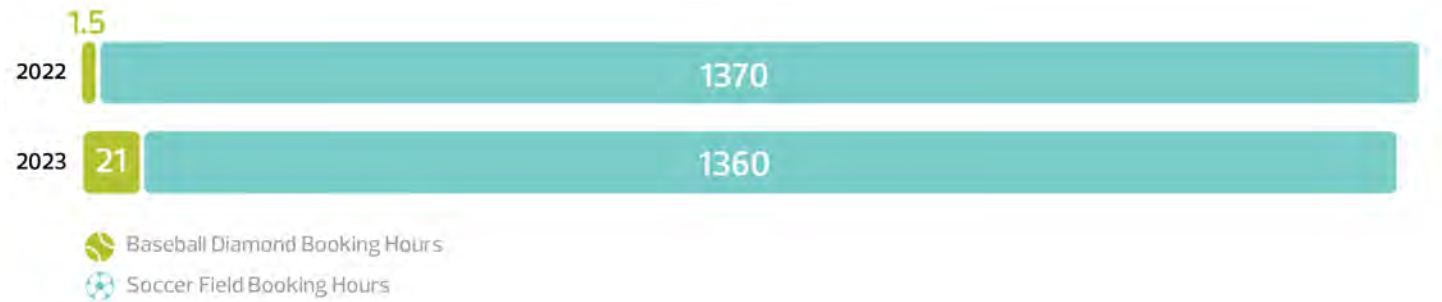
Note: 1.7% (in 2016) and 2.2% (in 2021) of journeys from LaPerle included other modes of transportation (not displayed in this figure), comparative to Edmonton at 1.4% in 2016 and 2.3% in 2021.

16. NOTE: 2016 Municipal Census

17. NOTE: 2021 Municipal Census

FIELD USE (BOOKING HOURS)¹⁸

La Perle Park and La Perle East Park both have bookable fields for soccer or baseball use. The most popular booking option from 2022 to 2023 were soccer fields. Baseball diamonds were booked only 22.5 hours (less than one day of the year) in 2022 and 2023.



18. NOTE: City of Edmonton Field Bookings Data

2.4 Policy and Standards Review

The Neighbourhood Renewal program implements City guiding policies, standards and strategies to maximize opportunities for renewal in La Perle. The following plans, policies, standards, and guidelines will be used to guide the development of urban design concepts. Public input and technical constraints will help guide how City plans, policies, and other guidance is applied in La Perle.

2.4.1 Strategic Plans

CONNECTEDMONTON

ConnectEdmonton is Edmonton's Strategic Plan for 2019 – 2028. It sets the direction for Edmonton's future and outlines where we need to change today to realize the vision for Edmonton in 2050. The Plan includes four strategic goals that require transformative changes to support a 2050 vision of Edmonton. The goals will be achieved through strategic actions, partnerships and collaboration. The four strategic goals are:

- **Healthy City:** Edmonton is a neighbourly city with community and personal wellness that embodies and promotes equity for all Edmontonians
- **Urban Places:** Edmonton neighbourhoods are more vibrant as density increases, where people and businesses thrive and where housing and mobility options are plentiful
- **Regional Prosperity:** Edmonton grows prosperity for our Metro Region by driving innovation, competitiveness and relevance for our businesses at the local and global level
- **Climate Resilience:** Edmonton is a city transitioning to a low-carbon future, has clean air and water and is adapting to a changing climate

The La Perle project team will explore renewal design concepts for sidewalks, parks and roads that support the strategic goals of ConnectEdmonton.

EDMONTON ECONOMIC ACTION PLAN

The *Edmonton Economic Action Plan* is a ten-year roadmap to build a vibrant, inclusive, and sustainable economy. The action plan is one of the key elements of the *City Plan* and is aimed at creating jobs, attracting investment, and strengthening our economy.

Action 10 in the plan aims to develop tools and strategies to attract commercial, residential, and mixed-use development in nodes and corridors.

In support of this action, partnership opportunities to revitalize the commercial areas within La Perle will be explored.

CLIMATE RESILIENT EDMONTON: ADAPTATION STRATEGY AND ACTION PLAN

The *Climate Resilient Edmonton: Adaptation Strategy and Action Plan* focuses on understanding climate impacts due to ongoing climate change and provides insight into how the city can build resilience around those impacts.

The project team can support the strategy and action plan through elements such as preserving and increasing the tree canopy, implementing climate-sensitive designs for roads and sidewalks, decreasing impervious surface area, and partnering with EPCOR to implement low impact development facilities.

Climate adaptation also encourages us to embrace potential opportunities that may come with a changing climate. The warmer weather may encourage more people to use active modes of transportation more frequently. This opportunity can be supported through the development of enhanced biking, walking, and rolling networks.

EDMONTON'S COMMUNITY ENERGY TRANSITION STRATEGY & ACTION PLAN

The Community Energy Transition Strategy is the City of Edmonton's path forward for a low carbon city — transforming how energy is generated, how people move around the city, how buildings are constructed, all through the lens to ensure a just and equitable transition. The plan includes four pathways to support limiting the rise of global average temperature increase to 1.5 degrees Celsius:

1. Renewable and Resilient Energy Transition
2. Emission Neutral Buildings
3. Low Carbon City and Transportation
4. Nature Based Solutions and Carbon Capture

The project team can directly support pathways #3 and #4 by seeking ways to make active transportation within the community safer, more convenient, and more accessible and by seeking nature-based solutions to support attractive, healthy urban places such as protection and enhancement of La Perle's urban tree canopy and the addition of LID infrastructure.



Image source: City of Edmonton

2.4.2 Statutory Plans

CITY PLAN

The *City Plan* charts out how we will get to a future city, a city that has the benefits we enjoy today with new opportunities for the future. The *City Plan* is about our spaces and places and how we move around the city. It is about our community and what we need to do together to grow, adapt and succeed.

The *City Plan*, Edmonton's combined Municipal Development Plan and Transportation Master Plan, sets strategic direction for the way Edmonton grows, its mobility systems, open spaces, employment and social networks, generally touching on most aspects of life in Edmonton. The *City Plan* is a statutory plan providing policy direction that must be followed. The Plan provides a framework to direct Edmonton's population growth as the city grows from one million to two million people and seeks to create a safe and livable city that is welcoming and attractive to existing and new residents.

The *City Plan* contains stretch targets and strategic measures that support renewal, including creating districts that enable people to easily complete their daily needs within 15 minutes of their residence and increasing the number of trips made by transit and active transportation through investment in bicycle networks and more frequent and accessible transit.

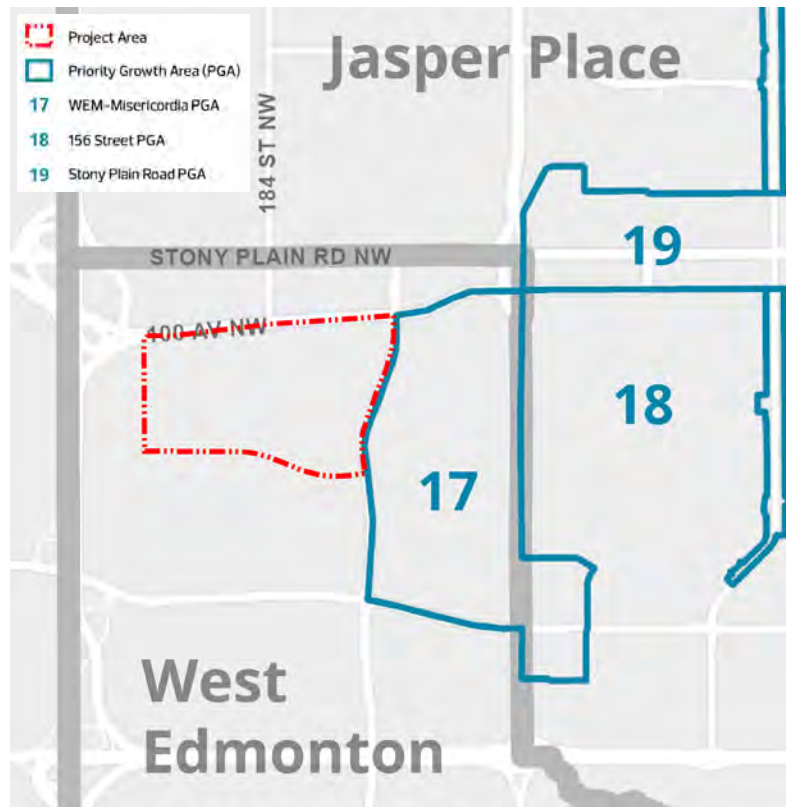
The *City Plan* speaks to activating growth in the city by investing in infrastructure upgrades and stimulating area readiness for development or redevelopment, which aligns with the Neighbourhood Renewal program. 178 Street on the east boundary of La Perle, is a Secondary Corridor in the *City Plan* which are defined as:

A secondary corridor is the vibrant residential and commercial street that serves as a local destination for surrounding communities. A secondary corridor feels more residential in nature than a primary corridor. Some secondary corridors will include city-wide mass transit with the others near or served by district transit.

In addition, La Perle is in proximity to a Major Node (West Edmonton Mall to the east) and District Node (Callingwood to the south). While these nodes and corridors are outside the scope of the La Perle renewal project, the project team will seek to identify public realm improvements that support connectivity to these destinations within the neighbourhood.

Notably for this project, *City Plan* identifies the priority growth area (PGA 17 WEM – Misericordia) adjacent to the project area, bounded by 100 Avenue on the north, 180 Street on the west, 178 on the east and 95 Avenue on the south (see the figure on the following page). Priority growth areas are areas with more intense growth in the first population horizon of the *City Plan* (1 million to 1.25 million). As a priority growth area, it has been identified for strategic investments that enhance equitable access to amenities and public services, maximize the benefits of mass transit investment, and expand infrastructure capacity to enable redevelopment and intensification. Given the strategic importance of this area in *City Plan*, opportunities to revitalize the commercial areas and enhance surrounding infrastructure in this area will be explored.

More specifically, La Perle residents can benefit from their proximity to a Priority Growth Area, which provides enhanced access to amenities, public services, and transit. Additionally, this proximity may lead to intensification in neighbouring areas including La Perle as they also experience growth.



City Plan Priority Growth Areas in Proximity to the La Perle Project Area

The UDA concepts will help to achieve the five Big City Moves of the *City Plan*:

GREENER AS WE GROW

- Planting new urban trees within La Perle to help achieve the *City Plan* goal of two million new urban trees planted

A REBUILDABLE CITY

- Reimagine and rebuild communities and public spaces to adapt to a changing future

A COMMUNITY OF COMMUNITIES

- Creating opportunities for neighbours to socialize and get to know each other through the design of parks and open spaces
- Support the use of transit and active transportation through the design of potential bike facilities and enhanced walking connections to transit stops
- Support the goal of creating 15-minute districts by identifying and providing missing public amenities within La Perle

INCLUSIVE AND COMPASSIONATE

- Creating enjoyable spaces such as public parks and amenity areas for people of all ages, backgrounds, and abilities to express themselves
- Adopt a GBA+ lens throughout project design
- Design opportunities that help to eliminate racism and progress towards Truth and Reconciliation

CATALYZE AND CONVERGE

- Support innovation and create well-designed urban spaces and places to help attract and retain a talented population

DISTRICT PLANS

City of Edmonton is undertaking a District Planning project through which it is developing 2 new planning tools to guide the development in a collection of neighbourhoods (districts). The first tool is the District General Policy which provides policies that apply across all districts and other planning directions like urban design, energy transition and climate adaptation. The second tool includes fifteen district plans that contain district-specific context, area-specific policies and maps showing how the citywide District Policy directions are applied in a particular district. Once approved, the District Policy and district plans are to be used together.

Draft District General Policy

The District General Policy sets the policy foundation across the city and it includes policies on Planning and Design, Mobility, and Growth Management and Growth Activation for all districts across Edmonton. More specifically, the Planning and Design in District policies provide guidance and policies for urban design, energy transition and climate adaptation, heritage and cultural resources, land use planning, Nodes and Corridors policies, and Open Space and Natural Areas policies.

Draft District Plan

La Perle is located within the West Edmonton District Plan along with 20 other neighbourhoods. The Draft District Plan's Land Use Concept to 1.25 Million designates land in La Perle as Urban Mix, Open Space, Urban Service, and two Local Nodes.



2.4.3 Accessibility

ACCESSIBILITY FOR PEOPLE WITH DISABILITIES, POLICY NO. C602

Accessibility is fundamental to the quality of life, well-being, and engagement of individuals with disabilities in the social, economic, cultural, spiritual and political aspects of society. The purpose of Policy C602 is to ensure people with disabilities are treated with respect and have equitable access and opportunity to contribute. The policy also highlights the City of Edmonton's commitment to the internationally recognized principles of Universal Design, which are founded on the philosophy that accessibility is a fundamental condition of good design.

ACCESS DESIGN GUIDE, VERSION 4

The Access Design Guide is intended for use when planning, designing, building, and maintaining facilities, parks and open spaces owned or leased by the City of Edmonton to ensure designs are inclusive for all ages and abilities. This includes transportation and open space infrastructure.

Central to La Perle is the La Perle school, soccer fields and commercial site. This heightens the necessity to ensure that the project thoughtfully considers designs that improve safety, accessibility, and comfort of these vulnerable users. The Access Design Guide will be incorporated in project designs by identifying opportunities to:

- Improve connections (e.g., closing gaps where bike routes and sidewalks do not connect with other existing routes and sidewalks, widening pathways);
- Make public spaces more accessible (e.g., providing access points near schools and seniors housing, ensuring paths of travel are not obstructed by street furniture or trip hazards);
- Provide barrier-free amenities (e.g., picnic tables, gathering areas); and
- Ensured seating is provided (e.g., providing seating with views to points of interest, providing a variety of seating options at 100 m intervals along trails and in clusters within parks).



2.4.4 Winter

WINTER DESIGN POLICY NO. C588 AND WINTER DESIGN GUIDELINES

The Winter Design Policy encourages designing year-round spaces with a winter lens. The policy includes the following five winter design principles across neighbourhoods, streets, sites, and open spaces that will:

1. Incorporate design strategies to block prevailing winds and downdrafts.
2. Maximize exposure to sunshine through orientation and design.
3. Use colour to enliven the winterscape.
4. Create visual interest with lighting, while being mindful of density, spread, and colour.
5. Design and provide infrastructure that supports desired winter life and improves comfort in cold weather.

These five principles can be applied to all contexts (neighbourhoods, streets, sites and open spaces) in a myriad of different ways. The Winter Design Guidelines build on the principles by providing several goals and outcomes to improve the outdoor experience during winter and champion active winter living. Investments in the public realm and transportation network, along with private sector investment, is encouraged. Specifically, the guidelines speak to ensuring neighbourhoods are designed with winter comfort, safety, access and aesthetic appeal in mind, considering all ages and abilities. These considerations, along with providing opportunities for winter programming and designing elements to attract residents outside during the winter, will be reviewed during the analysis of La Perle and considered when proposing enhancement opportunities for sidewalks, walkways, roads, parks, and other open spaces.



Image source: City of Edmonton

2.4.5 Transportation

SNOW AND ICE CONTROL POLICY NO. 409

Edmonton is a winter city, and its transportation network needs to function for people in all seasons. The Snow and Ice Control Policy sets guidelines that support a safe, reliable, and connected transportation network after snow and ice events. The associated Snow and Ice Control procedure identifies timelines and levels of service for roadways and active transportation facilities based on classification. The La Perle project team will consider the level of service required for all-season service within the project area when designing streets and paths.

ACTIVE TRANSPORTATION POLICY NO. C544

The Active Transportation Policy optimizes opportunities to walk, roll and cycle, regardless of age, ability, or socio-economic status in Edmonton. The policy supports active transportation by providing infrastructure to enhance safety and accessibility; raise awareness of the options available to Edmontonians and the benefits of being active; educate users of their rights and responsibilities; enact policies, procedures and programs to support and encourage active transportation modes; and support and encourage active transportation through collaboration, cooperation and partnerships.

La Perle renewal presents an opportunity to evaluate the current active transportation networks at the local scale and enhance the safety and accessibility of the infrastructure in alignment with the policy, and in particular, Policy Statement 1 "Enhance accessibility, safety, security, and convenience through strategic improvement, expansion, and maintenance of the infrastructure and facilities that support Active Transportation,

including sidewalks, curb ramps, shared pathways, marked bicycle and shared use lanes, and end-of-trip facilities."

COMMUNITY TRAFFIC MANAGEMENT POLICY NO. C590

Traffic shortcutting and speeding issues, as well as other negative driver behaviours, can have a profound impact on the safety and quality of life of residents. The purpose of the Community Traffic Management Policy is to support livable, healthy, and safe communities by providing guidance for a systematic and transparent process to identify, assess, respond to, and report on community traffic issues.

The City of Edmonton strives to mitigate the community impacts of the transportation system by managing the behaviour of traffic in residential communities. Community Traffic Management includes physical measures that minimize traffic shortcutting and speeding to enhance safety for residents and all road users. The implementation of Community Traffic Management initiatives concurrently with neighbourhood renewal is explicitly encouraged in the policy. The La Perle renewal project presents an opportunity to improve traffic safety through physical measures such as raised crosswalks, curb extensions, and narrowing lanes to reduce traffic speed.

SAFE MOBILITY STRATEGY 2021-2025

The Safe Mobility Strategy's purpose is to achieve Vision Zero through safe and livable streets in Edmonton. Vision Zero is the internationally endorsed long-term goal of zero traffic-related fatalities and serious injuries. The City of Edmonton adopted Vision Zero in 2015 and its first strategy, the Road Safety Strategy 2016-2020, made significant progress in reducing

serious injuries and fatalities by targeting hotspot locations for infrastructure improvements and enforcement. The Safe Mobility Strategy builds on this momentum by evolving from a hotspot approach to a combination of location-based and system-wide approaches that will help tackle widespread issues that contribute to crashes, including street design and the deep-rooted cultural norms around traffic and mobility. The strategy directly ties traffic safety to The *City Plan* and *ConnectEdmonton* to reflect the interdependence between safe mobility and other City goals such as mixed land use, climate resilience, and health. The La Perle project team will identify traffic safety issues through public engagement and evaluation of traffic safety and collision data. This information will be used to develop concepts that mitigate traffic safety issues in the community through design interventions that may include curb extensions and/or signalization at crossings and implementing engineering countermeasures for reducing speeds near schools and seniors' facilities such as raised crossings and bulb outs.

THE BIKE PLAN

The Bike Plan provides a strategic framework to support the implementation of The *City Plan* into an all ages, abilities and seasons bike network. Six principles outlined in the plan are intended to guide the planning and design of the bike network:

- Health and Comfort – Grounding the design in safety principles
- Connectivity – Providing a complete bike network without gaps or missing links
- Directness – Providing direct routes with fewer detours
- Network Density – Ensuring the routes are properly spaced according to demand

- Attractiveness – Designing the routes to be aesthetically pleasing
- Integration – Ensuring the bike routes fit into the local context and area

Two of the three route types identified in the Bike Plan are relevant to renewal efforts in La Perle:

- District Connector Routes – Act as cycling arteries connecting multiple neighbourhoods
- Neighbourhood Routes – Provide local access to community destinations and opportunities for recreational cycling

The La Perle renewal project will seek opportunities to provide future bike routes (i.e., new bike routes that would contribute to creating a comprehensive city-wide bike network) in accordance with the Bike Plan. Potential bike route alignments will be explored, and constraints identified (e.g. right-of-way constraints) both through public engagement and technical review prior to considering bikeway facility design options.

For the project area, the Bike Plan identifies 178 Street and a portion of 100 Ave as future district connector routes. Existing and future bike routes in accordance with the Bike Plan are discussed in [Section 3.7.3](#) and shown in [Map 15](#).

BIKE ROUTE WAYFINDING

The City of Edmonton is updating the Bike Route Wayfinding to help people identify how they can effectively and intuitively navigate the city's bike network. The project team will review key destinations, within and surrounding La Perle to help inform potential wayfinding locations. Potential destinations within the neighbourhood include schools, parks, Community League facilities, and commercial centres. Outside of the community, destinations include West Edmonton Mall, Mayfield Common, Meadowlark Health and Shopping Centre, and MacKinnon Ravine and MacKenzie Ravine.

2.4.6 Open Spaces & Environment

OPEN SPACE POLICY C594 (2017)

The Open Space Policy outlines the importance of open space networks to Edmonton's environmental and community wellness. The policy acknowledges that green networks should be connected, multifunctional and equitable. It also identifies the need for collaboration within City departments and with community members to promote stewardship in open space development and enhancement. The Open Space Policy recognizes open space as part of a connected landscape, and values public land as an important resource that requires holistic planning. The open spaces and open space network in La Perle should be reviewed under this lens and, with community engagement, opportunities should be identified to make certain that the open spaces serve all residents of the La Perle neighbourhood.

PARKLAND BYLAW (BYLAW 2202) AND CORPORATE TREE MANAGEMENT POLICY C456C

The City-owned parkland in La Perle falls under the City of Edmonton's Parkland Bylaw and Corporate Tree Management Policy. Any work for open space upgrades that includes work around existing trees or removal of existing trees requires review by the City of Edmonton's Urban Foresters. All trees to remain are to be protected during construction according to the Corporate Tree Management Policy.

BREATHE: EDMONTON'S GREEN NETWORK STRATEGY

Breathe: Edmonton's Green Network Strategy calls for an integrated network of open spaces throughout the city. *Breathe* adopts a multifunctional network approach to open space planning. The strategy considers the amount, function and configuration of not only municipal parks, but all publicly accessible open spaces, to form a comprehensive picture of how the entire green network performs. The strategy focuses on outdoor open spaces that are publicly owned or publicly accessible which includes parks, plazas, pedestrian-friendly streets, natural areas, green ways, and green infrastructure.



The driving principles of *Breathe* is to ensure that development of open spaces is done in a way that supports community celebration and socialization, provides ways for residents to recreate and live healthier lifestyles and preserves and enhances the ecological capital within our city. This is reflected in the three themes of *Breathe*:

- Ecology – open space protects the environment by supporting natural ecological processes, saving the riverbank from erosion, and building habitat for flora and fauna
- Wellness – open space supports health and well-being, offering places for people to physically and mentally recharge
- Celebration – open space connects people, building a sense of place and providing places for communities to thrive, gather and celebrate

Breathe's ten strategic directions address safety, inclusivity, vibrancy, community engagement, equitable distribution, vibrancy, public accessibility, ecological integrity, flexible spaces, collaborative planning, and other important goals. *Breathe* also goes beyond a simple supply-based approach to provision of open space in neighbourhoods and considers measures of:

- Distribution – The arrangement of, and access to, open spaces across the landscape
- Quality – The functionality of an open space, considering the condition of parkland infrastructure and the value of the functions it provides
- Diversity – The range of different open space types and functions within the landscape
- Supply – The physical amount of open space

The open spaces within La Perle will be analyzed within the context of *Breathe*'s themes and strategic directions (Part 4: Green Network Policies), with opportunities seeking to enhance open space provision in the neighbourhood. It should be noted that parkland acquisition is outside the renewal project's scope. However, through engagement and technical analysis, we will seek opportunities to improve the overall function, quality, diversity, accessibility, and connectedness of existing open spaces.

BREATHE IMPLEMENTATION PROJECT

The City is initiating the *Breathe Implementation Project*, which will replace and effectively retire the *Urban Parks Management Plan* (UPMP). The UPMP was created for new neighbourhood development and offers limited guidance for developed neighbourhoods. Adopted in 2017, *Breathe: Edmonton's Green Network Strategy* provides a network approach to open space planning, integrating ecology, celebration, and wellness themes, while expanding provision considerations to include distribution, supply, quality, and diversity.



Image source: City of Edmonton

The Breathe Implementation project entails the following:

- Integration of updated open space datasets with ongoing data management/maintenance;
- Development of standards, directions, and strategies with respect to open space planning, assembly, (re) development, repurpose, and management; and
- Development of an open space network analysis methodology to identify gaps and inform priorities for the city's 15 districts.

Target project completion date is end of 2025.

LIVE ACTIVE STRATEGY 2016 – 2026

Live Active is a collaborative strategy to encourage Edmontonians of all ages, abilities, and interests to enjoy the benefits of physical activity – creating positive social and cultural change through increasing health and wellness. The core principles of the strategy are Inclusion, Accessibility, Physical Activity Has a Social Benefit, Supporting Excellence, Collaboration and Innovation, and Continued Connections. The La Perle renewal project can support the goals and outcomes of the strategy by improving the safety and accessibility of parks and open spaces, providing supporting amenities for active recreation, and improving the elements of La Perle's active mobility network.

URBAN FOREST MANAGEMENT PLAN

Edmonton's Urban Forest Management Plan (UFMP) is a strategy for sustainably managing and enhancing diverse urban forests. Edmonton's urban forest provides many benefits including reducing heat island effect, contributing to low-impact development, and enhancing the ecological network. The UFMP is rooted in four guiding principles:

1. Promote healthy and sustainable urban forests.
2. Engage the community in protecting and managing the urban forest.
3. Think globally and regionally; plan and act locally.
4. Use best practices, innovation, science, information and technology.

Maintenance of existing trees will be an important objective of the renewal in La Perle. Where possible, adding new trees will be considered to contribute to Strategy 1.1 of the UFMP: "Develop and implement programs that will lead to the establishment of a 20% tree canopy coverage through partnerships, residential action, naturalization and additional landscape tree plantings."

While no metrics are available on tree canopy coverage for La Perle neighbourhood overall, the neighbourhood is likely well below the 20% target as most of the tree planting is limited to parks.

DOGS IN OPEN SPACES STRATEGY

The Dogs in Open Spaces Strategy is a ten-year strategy to guide the planning, design and management of off-leash areas in Edmonton. It is accompanied by the Dogs in Open Spaces Implementation Plan (2017), which recommends actions to advance planning, design, and management of the strategy.

Some of the relevant planning recommendations for Off Leash Areas include:

- The target number of Neighbourhood Off Leash Areas should be determined based on population density and dog ownership numbers
- Triggers for new Off Leash Areas may be through the City's identification of an underserved or high demand area, application for new development or redevelopment, or a request from the public through an application process
- Access to neighbourhood Off Leash Areas should be located along walking, biking and transit routes and use on-street parking where feasible
- Preferred land types for Off Leash Areas include open space, transportation or infrastructure right-of-ways, utility right-of-ways, drainage lands, or other public land holdings

The strategy also includes several design recommendations, including:

- Boundary of the off-leash area including when "hard edges" (e.g., fencing) or "soft edges" (vegetation, landforms, etc.) should be used
- Standard amenities (including waste bins, waste bag dispensers, signage, open space and trees) as well as when special amenities can be considered
- Guidance on designing primary walking trails and circulation
- Other considerations such as environmental protection, winter design, surface material, signage, vegetation, drainage, etc

There are currently no permanent off-leash areas in abutting neighbourhoods with the closest off-leash areas being located over 2 km away in Callingwood to the southwest.

Nineteen pop-up dog parks were piloted by the City of Edmonton between May 2023 and October 2023. The "Parkwest Pop-Up Dog Park" was located at 9035 189 Street, in the close by Belmead Neighbourhood. While all pop up dog parks are now closed, Administration will be presenting a report on the outcome of temporary dog parks in 2024.



CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) AND DESIGN GUIDE FOR A SAFER CITY

Crime Prevention Through Environmental Design (CPTED) helps make communities safer through neighbourhood planning, development, and maintenance. Best practices and resources for designers of public spaces are provided in the City of Edmonton's Design Guide for a Safer City and through organizations like the International CPTED Association. CPTED seeks to reduce both opportunity and the number of targets for criminals. Legitimate users of a space are actively encouraged, opportunities for observation are increased, and potential offenders are made to feel uncomfortable.

There are four basic strategies in CPTED:

- Access Control – guides people through a space by the strategic design of sidewalks, paths, landscaping, streets and building entrances
- Surveillance – placement of physical features, activities and people in a way that maximizes visibility
- Territorial Reinforcement – use of physical attributes that express ownership
- Maintenance – proper maintenance of a space to allow for the continued use of the space for the intended purpose

The project team will analyze the streets, alleys, shared pathways, breezeways, parks and open spaces of La Perle through a CPTED lens to ensure that concepts support a safe community.

2.4.7 Zoning

In October of 2023, the City of Edmonton adopted the new Edmonton Zoning Bylaw 20001 which took effect January 1, 2024. There are no zoning overlays that apply within the La Perle Neighbourhood boundary.

Under the new Zoning Bylaw, much of the neighbourhood is zoned (RS) Small Scale Residential Zone, including some (RSM h 12.0) Small-Medium Scale Transition Residential Zone and (RM h 16.0) Medium Scale Residential Zone for the multi-family housing. The commercial sites zoned Direct Control have maintained their zoning, as well as the park sites.



Map 4. Zoning and Land Ownership



ZONING DESCRIPTIONS

RS: Small Scale Residential Zone

RSF: Small Scale Flex Residential Zone


RSM h12: Small – Medium Scale Transition Residential Zone, maximum height of 12m


RSM h16: Small – Medium Scale Transition Residential Zone, maximum height of 16m


PS: Parks and Services Zone


PSN: Neighbourhood Parks and Services Zone

DC2: Site Specific Development Control Zone

 La Perle Neighbourhood Boundary

 City of Edmonton Owned Land

 Zoning Boundary

 Parcel

500m



2.4.8 Design & Construction Standards

Concept and detailed design for renewal in La Perle will adhere to the Edmonton Design and Construction Standards where possible. As a normal part of the renewal process, trade-offs may be required in constrained situations (e.g., limited right of way, utility requirements, and street trees). A design exception may be required to provide a design that is implementable (e.g., constrained right of way locations) or may be required to provide a non-traditional or alternative design that will result in significantly improved performance. Examples for when design exceptions may be required include the following:

- Constraints, such as right of way, buildings, utilities, or heritage designations that may not be able to be changed or moved
- Multimodal safety audit findings that clearly show critical risks that require mitigation
- Emerging best practices or a trial installation that will be used to test a new design or operational approach

The Edmonton Design and Construction Standards are organized into eight volumes by discipline. Each volume contains a design section, specifications and drawings as required, plus any other guidelines or manuals appropriate to that discipline. Select volumes are highlighted as follows.

EDMONTON DESIGN AND CONSTRUCTION STANDARDS VOLUME 2 (COMPLETE STREETS DESIGN AND CONSTRUCTION STANDARDS, VERSION 4)

The Complete Streets Design and Construction Standards (CSDCS) integrate best practices in design guidance to support the planning, design, and construction of complete streets in Edmonton. The intent is to develop streets that are safe, attractive, comfortable, and welcoming to all users in all seasons while also considering operations and maintenance challenges. The CSDCS provides directions on how elements like street type (building orientation, land use, roadway classification) and modal priority need to be considered in the design.

The CSDCS addresses designing with a retrofit lens, where designers need to consider constrained rights-of-way, locations of existing buildings, mature trees, utilities, private landscaping as well as ongoing operation and maintenance costs. Retrofit situations in the La Perle renewal project may require conceptual design of multiple options and the evaluation of trade-offs inherent in each option.

Design Principles outlined in the CSDCS will guide the La Perle renewal project:

- A network of streets, transitways, and off-street pathways that together accommodate all users and allow for efficient and high-quality travel experiences
- The transportation network provides travel options for users of all ages and abilities that are safe, universally designed, context sensitive, and operable in all seasons (including winter)
- Streets are adaptable to accommodating the needs of the present and future

- Streets contribute to the environmental sustainability and resiliency of the city
- Consider both direct and indirect costs, as well as the value of the public right of way and the nearby real estate; and
- Streets are vibrant and attractive places in all seasons to contribute to an improved quality of life
 - For example, streets along commercial and institutional uses, such as 97a Ave NW and 182 St NW could be envisioned as local main streets with landscaping and seating to create stronger placemaking.

LOW IMPACT DEVELOPMENT BEST MANAGEMENT PRACTICES DESIGN GUIDE AND EDMONTON DESIGN AND CONSTRUCTION STANDARDS VOLUME 3 (DRAINAGE)

Low impact development (LID) is a form of stormwater management that mimics natural hydrology by using landscape features to manage frequent, low-volume storm events close to their source. This approach focuses on maintaining or restoring the natural hydrological processes of a site, providing opportunities for natural processes to take place. By collecting stormwater in this manner, benefits such as decreased flooding, increased water quality, and decreased urban heat island effect are provided.

Based on the City of Edmonton's LID Best Management Practices Design Guide, key LID principles include:

- Preserving natural site features
- Small scale, integrated stormwater management controls dispersed throughout the site
- Minimizing hard surface areas such as pavement and asphalt
- Controlling stormwater as close to its source as possible
- Prolonging stormwater runoff flow paths and times; and
- Creating multifunctional landscapes

The design of any LID facilities or features in La Perle will adhere to the City of Edmonton's LID Best Management Practices Design Guide and the Drainage Design Standards.

DESIGN AND CONSTRUCTION STANDARDS VOLUME 5 (LANDSCAPING)

The intent of the Landscaping Design and Construction Standards is to ensure that landscaping on City land provides well-constructed, functional, aesthetically pleasing and sustainable public open space. Creativity and innovation are encouraged by the standards, but landscaping must consider the City's maintenance standards.



In alignment with the landscaping standards, landscape design of the City's parks and open spaces through the La Perle renewal project will consider the following:

- Safety and security of the public
- Functional relationship of the landscape design to existing and proposed utilities, land uses, flood / drainage patterns, and vehicular and pedestrian circulation networks.
- Factors such as site suitability (location, size, scale), micro-climates, soil conditions, hydrology, slope stabilization, erosion control, successive plant growth, visual screening, and control of pedestrian circulation.
- Maintenance requirements, including consideration for access by maintenance equipment and crews.
- Accessibility, including consideration of opportunities for barrier-free access
- Protection and preservation of the natural environment and enhancement of local biodiversity
- Visual interest and aesthetics
- All-season design, including accommodations for weather protection and all-season use

2.5 GBA+ Analysis

2.5.1 What is GBA+?

Gender-based Analysis Plus (GBA+) is an analytical tool often used with the intention of advancing gender equality. The "plus" in the name highlights that Gender-based Analysis goes beyond gender and includes the examination of a range of factors such as age, education, race, language, disability, culture and income, and their intersectionality. The goal of GBA+ is to ensure that gender and other diversity characteristics are properly considered in all government programs and policies that affect Edmontonians. A GBA+ approach recognizes that people are influenced by intersecting identity factors that are either marginalized or privileged, and that change over time.

The community of La Perle is composed of a diversity of people with varying ages, abilities, and social factors, which must be considered in the development of design solutions that benefit all residents. Applying GBA+ requires ongoing research, reflection, sharing, and evaluation.



2.5.2 Analysis Criteria

This UDA considers the ways that La Perle's built form in the public realm works (or does not work) for its diverse residential population which includes:

- Seniors (65+) (10.7%)
- Children (0–14) (20.2%)
- People with impaired mobility
- Gender, racial, and cultural minorities

It is also important to consider the needs of business owners, employees, customers, and other people coming to La Perle for the services and amenities it offers through the schools, Community League, commercial businesses, and events hosted in the community.

As noted above in [Section 2.4.1](#), people are influenced by multiple identity factors. For each person, these factors intersect and interact to make them who they are (intersectionality). Using an intersectional approach to evaluating the neighbourhood's urban design can help to identify and address systemic barriers to equitable community access and enjoyment.

The GBA+ analyzes four conditions and some built form / public realm considerations that vary depending on the population groups identified above:

- Physical ability
- Personal comfort
- Physical infrastructure
- Safe roadway crossings

PHYSICAL ABILITY

Physical ability varies based on factors such as age and presence of mobility impairments. The following are factors to consider when analyzing how these factors impact one's mobility in their neighbourhood:

- Typical five-minute walk on clear, level ground for an able-bodied adult: 400–500 metres
- Typical five-minute walk on clear, level ground for a senior or person with a walker or cane: 275–300 metres
 - In addition to a shorter walkshed, seniors and people with impaired mobility require more places to rest along their walking journey
 - Slopes, stairs, curbs, and street crossings are also factors that can affect mobility for all people but may more greatly impact children, seniors, and people with impaired mobility
- Typical distance travelled independently by children over the age of 10: approximately 500 metres.
 - The distance can increase depending on age and mode of transportation (i.e., a child on a bike will travel further). Children under 10 are typically accompanied by an adult or older sibling.

PERSONAL COMFORT

Personal comfort in public spaces impacts how people will move and use spaces. The following are perceived personal comfort and safety barriers:

- Children and seniors travelling in their neighbourhood: traffic volumes, speed of traffic, directness of routes and whether infrastructure is available that increases personal comfort and safety such as street lighting, marked and lit crosswalks, and covered bus shelters with benches.
- Women and gender, racial and cultural minorities: lack of proper sightlines (i.e., hidden or winding walkways and walkways obscured by overgrown vegetation), adequate lighting and other people around.

PHYSICAL INFRASTRUCTURE

The provision and condition of infrastructure is important to the equitable use of the public realm. Lack of appropriate infrastructure is not only a comfort and safety concern but may also encourage illegal or unsafe usage of infrastructure, such as riding bicycles on the sidewalk or crossing where no crosswalk exists. This often exposes users to the possibility of conflict or law enforcement, which has radically different consequences for racialized individuals as compared to non-racialized individuals.

The design of physical infrastructure can also improve the safety, comfort, and visibility of seniors, children, and families with infants or toddlers. For example, wheelchairs or strollers require wider sidewalk widths than an able-bodied individual. Enhancements to the physical infrastructure to accommodate these user groups make the public realm safer and more comfortable for all users.

The following are some common issues to look out for when analyzing a neighbourhood's physical infrastructure:

- Lack of appropriate infrastructure for modal uses such as missing sidewalks and lack of marked or separated bike routes
- Inadequate sidewalk widths for strollers, wheelchairs, walkers passing or walking side-by-side
- Placement of street furniture such as benches, signage and streetlights that block or impede movement
- Lack of protection from fast moving traffic or high-traffic volumes
- Inappropriate vehicle speed for local context
- Inconvenient or limited crosswalk locations
- Expansive road widths that take longer to cross.
- Short crossing times for people walking at controlled intersections
- Missing or inappropriate curb ramps
- Lack of places to rest
- Too frequent or poorly constructed driveway crossings
- Lack of or insufficient lighting
- Lack of adequate drainage during rain events and lack of snow clearing on sidewalks, roads, and at crossings
- Facilities, amenities, and site design that does not accommodate or support year-round use such as lack of shelter from wind and rain and lack of landscaping to provide shelter from wind and shade from summer sun.

The City of Edmonton Access Design Guide and the City of Edmonton Complete Streets Design and Construction Standards provide a number of design considerations and solutions that support a well-designed city that is inclusive, accessible, safe, and considers the needs of everyone, regardless of age and ability.

SAFE ROADWAY CROSSINGS

The type and design of roadway crossings impacts the safety and comfort for seniors, children, and people with impaired mobility. The following are some considerations when analyzing roadway crossings:

- Length of roadway crossing: Can a user cross the roadway relatively quickly or should additional infrastructure, such as a refuge island, be provided?
- Appropriate crossing control type: What type of control is present to alert drivers of a crossing pedestrian? E.g., overhead flasher, pedestrian activated signal, stop control, uncontrolled.
- Distance between safe crossings: Are crossings provided at the right locations and at an appropriate distance or frequency? Are there any missing crossings?
- Sightlines: Are people walking, rolling, and biking visible to drivers? Does landscaping, infrastructure, or roadway design such as curves in the road obscure the view of oncoming traffic for people waiting at a crosswalk or in the act of crossing a road? Does landscaping, infrastructure, or roadway design such as curves in the road obscure the ability of drivers to see people waiting at a crosswalk or people in the act of crossing a road?



3.0 Neighbourhood Analysis



3.1 Approach & Considerations

The approach to neighbourhood analysis and future creation of concepts for streets and places is based on the philosophy that design needs to reflect the context—current and future. This analysis is to understand the existing conditions and context of the community and identify opportunities, constraints and gaps then targeted with design options and tradeoffs analysis.

The neighbourhood analysis will be supported with public engagement where analysis findings will be shared with the community and to seek their input. The input from the community will provide information on their lived experiences and identify areas where the quantitative data from the neighbourhood analysis may not be telling the whole story.

The neighbourhood analysis was completed through desktop review of geospatial, sociodemographic, and transportation data as well as site visits where notes and photos were used to capture observations. The following areas were analyzed:

- Land ownership and development opportunities
- Commercial nodes and community destinations
- Built form and character areas
- Open space network
- Complete Streets analysis
- Mobility networks
- Infrastructure

3.2 Land Ownership & Development Opportunities

Land ownership is an important consideration for renewal projects. Different parcels of land are associated with different organizations, such as the City of Edmonton, the Public School Board and other privately owned land. These lands may be subject to different land governance requirements and property rights and require different types of approvals to build improvements. Land ownership within La Perle is identified in [Map 5](#).

MUNICIPAL USE PROPERTIES

- Municipal Use Properties (MUPs) provide land to be used for public consumption or benefit for utilities, infrastructure and transportation
- Walkway Lots, MUPs in La Perle are typically used for breezeways
- MUPs in La Perle include three breezeways in the northern area of La Perle. One connects 185 Street to 184 Street, and another connects from 185 Street to 100 Avenue.

COMMUNITY HOUSING

- The Non-Profit Housing Corporation facilitates the development, provision, operation, and maintenance of affordable housing accommodation throughout Edmonton
- There are two Non-Profit Housing Holdings located in La Perle

PUBLIC UTILITY LOTS

- The purpose of Public Utility Lots (PULs) is to provide land to be used for public consumption or benefit for utilities, infrastructure, and transportation
- In La Perle, there are four public utility lots in the form of breezeways as shown on [Map 5](#).

WALKWAY LOTS

- Walkway Lots are a Transportation Holding and are treated as road right-of-way when undergoing approvals (for example, no development permit required)
- Two walkway lots are in La Perle. One connects 95 Avenue into the community, and another connects to La Perle East Park



LANDOWNERSHIP AND LEASES

- The City of Edmonton has established a joint-use agreement with the three school boards
- **Map 5** shows the lands owned by the City of Edmonton (Parks Holding), lands under the joint-use agreement with the EPSB for La Perle School and lands licensed to the La Perle Community League
- There are two Parks Holdings in La Perle:
 - La Perle Park was created as a partial Reserve lot through a subdivision in 1984
 - La Perle East Park was created as a partial Reserve lot through a subdivision in 1978

COMMERCIAL SITES

- The commercial sites in the area are privately owned. See **Section 3.3** and **Map 6** for locations of commercial sites. Streets, alleys, sidewalks, and streetlights will be evaluated and considered for improvements in these areas.

SURPLUS SCHOOL SITE

- The surplus school site shown on **Map 5**, has been retained from the school site for future civic use

OPPORTUNITIES

- Explore the feasibility of enhancing mid-block connections by adding new or missing pathways, widening existing pathways, adding/upgrading additional lights and adding landscaping
- Coordinate with the EPSB to explore renewal opportunities on their lands such as new pathways and seating areas through or adjacent to the school sites
- Discuss with the EPSB the opportunity to utilize the surplus school site for residential development to accommodate evolving housing needs



Map 5. Land Ownership



3.3 Commercial Nodes & Community Destinations

The existing commercial nodes and community destinations in La Perle and surrounding areas within a five-minute walk for an able-bodied adult (400 metres) from the edge of La Perle are identified on **Map 6**. Future LRT stops will be available along the Valley Line West just over 800 metres from the edge of La Perle (approximately a 10-minute walk for an able-bodied adult). Based on the analysis below, La Perle meets the *City Plan* definition of a 15-minute district. Improvements to streets, sidewalks, lighting, and street crossings to make walking, rolling, biking, and access to transit safer, more comfortable, and more convenient will help enhance the experience of the area for residents, visitors, businesses, employees, and customers.

COMMUNITY FACILITIES AND CIVIC SITES

- Within La Perle
 - La Perle Community League
- Within a five-minute walk
 - South of the neighbourhood, Belmead Community League is within a five-minute walk
 - The nearby Terra Losa Park is just beyond a five-minute walk from La Perle

SMALL AND MEDIUM SCALE COMMERCIAL DEVELOPMENT

- Within La Perle
 - La Perle is served with a variety of small and medium scale commercial developments including
 - The local neighbourhood commercial site
- Within a five-minute walk
 - A significant amount of small and medium scale commercial development is within a five-minute walk to the west, north and east of La Perle. In addition to many of the types of commercial development within the neighbourhood, other commercial services are available including cafes and banks.
 - It should be noted that accessing the small and medium-scale commercial sites that are in proximity to La Perle by walking, rolling, or biking requires crossing wide arterial roads (i.e., 178 Street and 100 Avenue).

LARGE SCALE COMMERCIAL DEVELOPMENT

- Within La Perle
 - There is no large-scale commercial development in La Perle
- Within a five-minute walk
 - La Perle is within a five-minute walk of a number of large-scale commercial developments including but not limited to:
 - West Point Centre
 - Terra Losa Shopping Centre
 - It should be noted that accessing the large-scale commercial sites that are in proximity to La Perle by walking, rolling, or biking requires crossing wide arterial roads (i.e., 178 Street, 100 Avenue).
 - Services provided in these sites include restaurants, grocery stores, a variety of retailers, liquor stores, personal service shops (e.g., nail salons, hair salons, massage clinic), banks and professional services, pharmacies, health services, fitness centres, vehicle repair and service shops, and private education services.
 - Additional services are located north of La Perle, across from 100 Avenue, but are not easily accessible by walking, rolling or biking. No pedestrian access exists across 100 Avenue between Anthony Henday Drive and 178 Street.

PLACES OF WORSHIP

- Within La Perle
 - West Edmonton Baptist Church at 178 Street and 98 Avenue
 - Kingdom Hall of Jehovah's Witnesses at 182 Street and 99 Avenue
- Within a five-minute walk
 - Beulah Alliance Church is located on the southwest corner of the La Perle Neighbourhood, across 178 Street

SCHOOLS

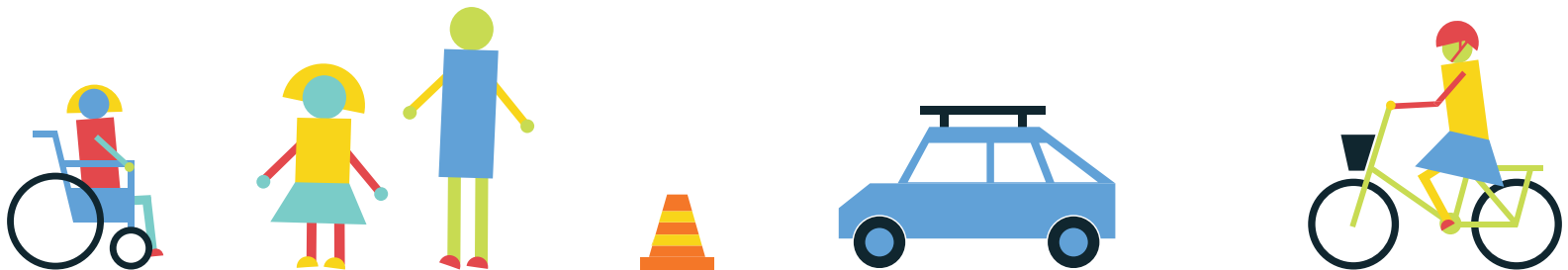
- Within La Perle
 - La Perle School (K-6)
- Within a five-minute walk
 - Belmead School (K-6)
 - St Benedict Catholic School (K-6)
 - There are no junior or senior high schools within a walking distance

PARKS AND OPEN SPACES

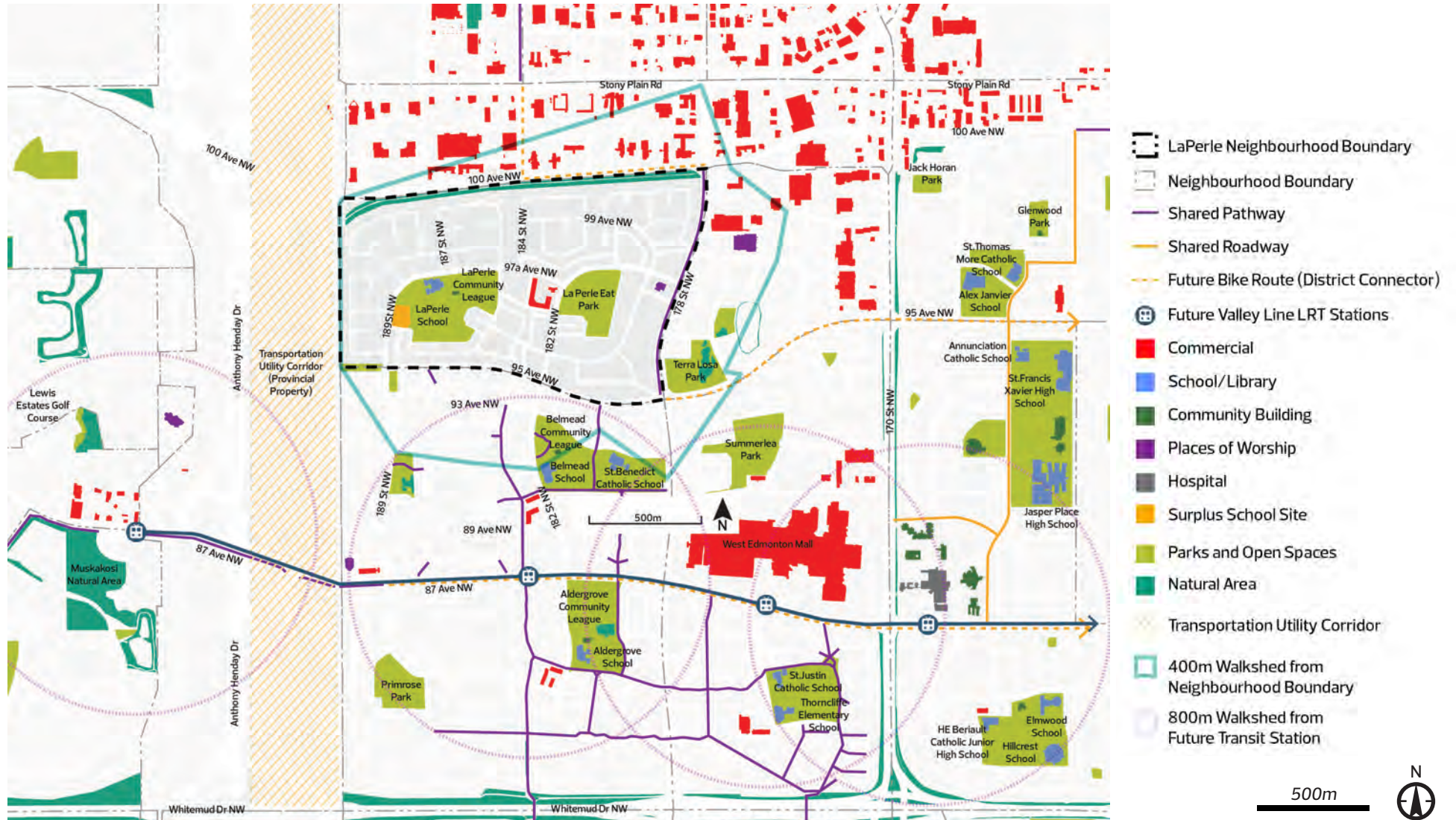
- Within La Perle
 - La Perle Park
 - La Perle East Park
- Within a five-minute walk
 - Belmead Park
 - Parkwest Pop-up Dog Park
 - Parkwest Toboggan Bowl
 - Terra Losa Park

OPPORTUNITIES

- Review local community destinations and neighbourhood active transportation connections using GBA+ criteria to determine equitable access
- Focus public realm improvements around key nodes and community destinations
- Explore opportunities to enhance the experience of people walking along key walking routes
- Explore opportunities to enhance connections within the neighbourhood to surrounding destinations
- Explore improvements to surrounding roads to improve accessibility for people walking, rolling, and biking to and from La Perle to enhance the 15-minute district



Map 6. Commercial Nodes and Community Destinations (within 400 m)



3.4 Built Form & Character Areas

The general built form types and character areas within La Perle are identified on [Map 7](#).

BUILT FORM

Low-density residential

- One- to two-storey single detached homes set back from roads with front yards
- One-to two-storey duplexes set back from roads with internal fenced yards
- Front Driveway Housing + Rear detached homes:
 - Most homes have front attached garages.
 - There are some homes scattered throughout the neighbourhood that have rear alleys and front attached or front detached garages with driveways. Most of these are on corner lots.

Multi-unit residential

- Row houses set back from roads with internal fenced yards or within private multi-unit sites
- Two-and-a-half to four-storey apartment buildings with grassed front yards, balconies and parking lots positioned internally to sites or to the rear of the buildings.
 - Some buildings are street oriented. Others are internally oriented with internal walkways and ground-level amenity spaces

Commercial

- One-storey strip commercial buildings set back from roads with off street surface parking lots at the front and back of buildings. Commercial buildings are generally vehicle-oriented with large parking areas and few amenities for people walking, rolling or biking such as sidewalk connections or bike racks.

Institutional

- West Edmonton Baptist Church at 178 Street and 98 Avenue is set back from 178 Street with the parking lot internal to the community and accessible from 98 avenue and 180 Street.
- Kingdom Hall of Jehovah's Witnesses at 182 Street and 99 Avenue is more internal to the neighbourhood with parking at the rear and accessible from both the avenue and street.
- School buildings set back from the internal residential collector and local roads with main building entrances facing the road and separate parking lots off to the sides.

Parks and Open Spaces

- La Perle Park contains the Community League building which is a one-storey building with the main entrance facing the internal parking lot on the east side of the site.

CHARACTER AREAS

Community Hub

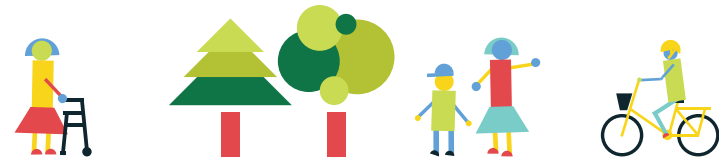
- La Perle Park serves as a central open space within La Perle.
- A community hub is created through its central location in proximity to schools and surrounding housing and the on-site amenities including a playground and Community League Hall, and its location on an important neighbourhood road connecting the park with other destinations and clusters of activity in the community such as schools, sport fields and other recreational amenities.
- Provides a space for the community to gather and socialize.

Internal Neighbourhood Travel Corridor

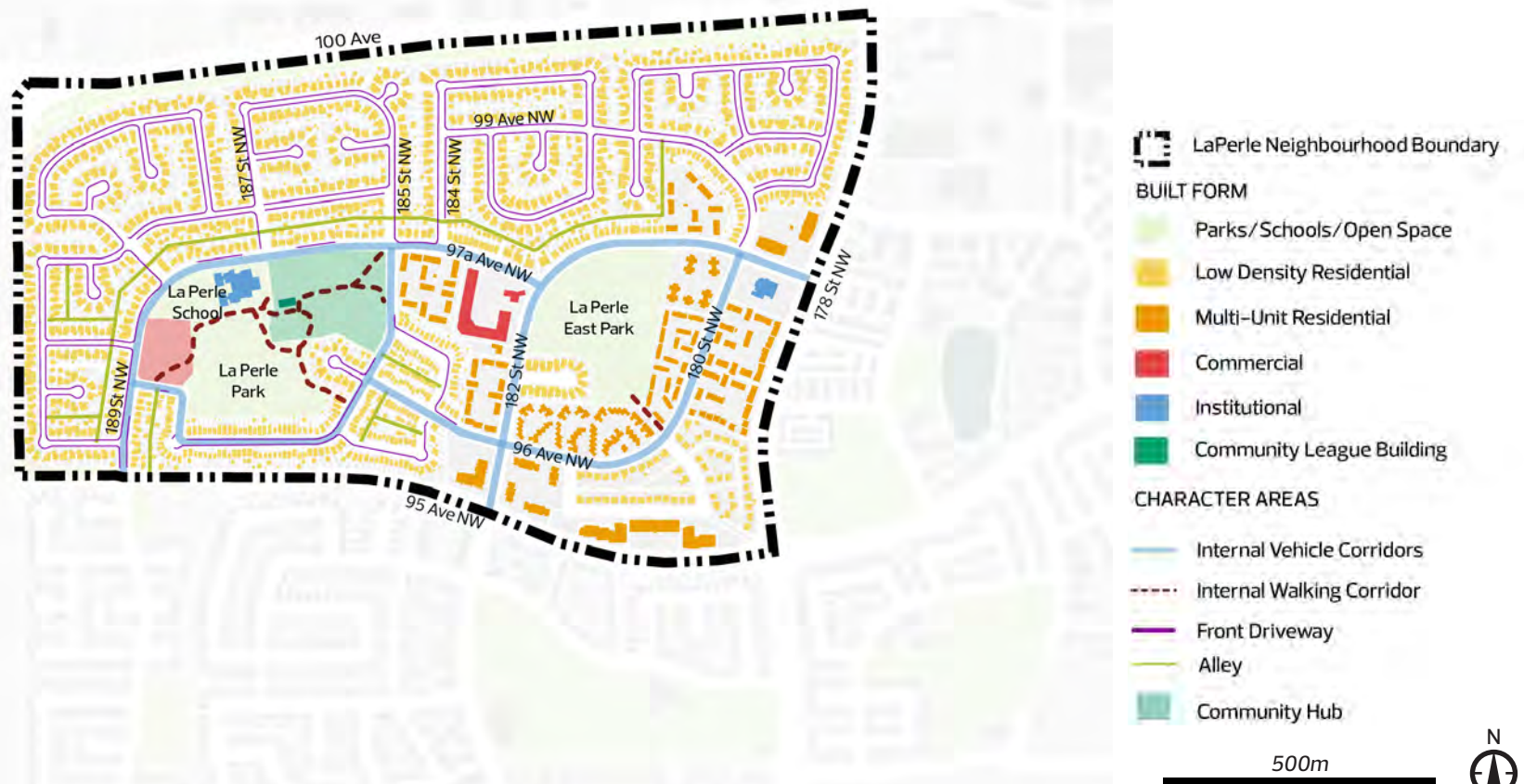
- 98 Avenue, 97a Avenue, 185 Street and 182 Street act as the main travel routes within the neighbourhood providing access to all local roads, the commercial area, the school, parks and Community League
- Most roads are bordered by sidewalks with no boulevard or trees
- These roads serve as key access points and travel routes into and through the neighbourhood
- A variety of uses front onto these roads including low-density and multi-unit residential development, the commercial site, school, and park
- These roads are important for connecting and traversing the neighbourhood, but they have little placemaking value as they lack features that create a sense of place

OPPORTUNITIES

- Strengthen walking and biking connections within the neighbourhood by enhancing sidewalks and walkways, adding missing sidewalk connections, replacing and widening sidewalk/pathway surfaces, replacing/adding pedestrian-oriented lights, and adding landscaping
- Explore the feasibility of enhancing the character of the neighbourhood by planting boulevard trees and creating seating areas along key walking routes
- Explore opportunities to connect the public network of breezeways, sidewalks, and paths with private internal pathways of the various multi-unit developments to create a cohesive network of walking connections
- Explore opportunities to strengthen the functionality of the Internal Neighbourhood Travel Corridor as shown in **Map 7** for all users
- Consider community-led public art and artistic enhancements near the community hub and commercial areas to help create a strong sense of place and establish a distinct character for the area



Map 7. Built Form and Character Areas



3.5 Open Space Network

3.5.1 Surrounding Open Space Network

It is important to analyze the surrounding context of a neighbourhood to understand the availability of various types of open spaces and the amenities within them. By doing so, insights can be gathered to identify opportunities and gaps within the open space network. Various parks and amenities in the neighbourhoods surrounding La Perle are identified on **Map 8**.

PARKS AND OPEN SPACES

Parks and Open Spaces surrounding La Perle serve both the residents of the neighbourhood and surrounding areas. The parks in the neighbourhoods located in the immediate vicinity of La Perle (Belmead, Terra Losa and Summerlea) include:

- Terra Losa Park
 - Access to the park requires crossing of 178 Street
- Belmead Park
- Parkwest Toboggan Bowl
- Summerlea Park
 - Access to the park requires crossing of 178 Street

PARK AMENITIES

Parks amenities within a five-minute walk from the edge of La Perle include:

- One baseball diamond
- Two outdoor rinks / skating areas
- Two soccer fields
- Three bookable open spaces

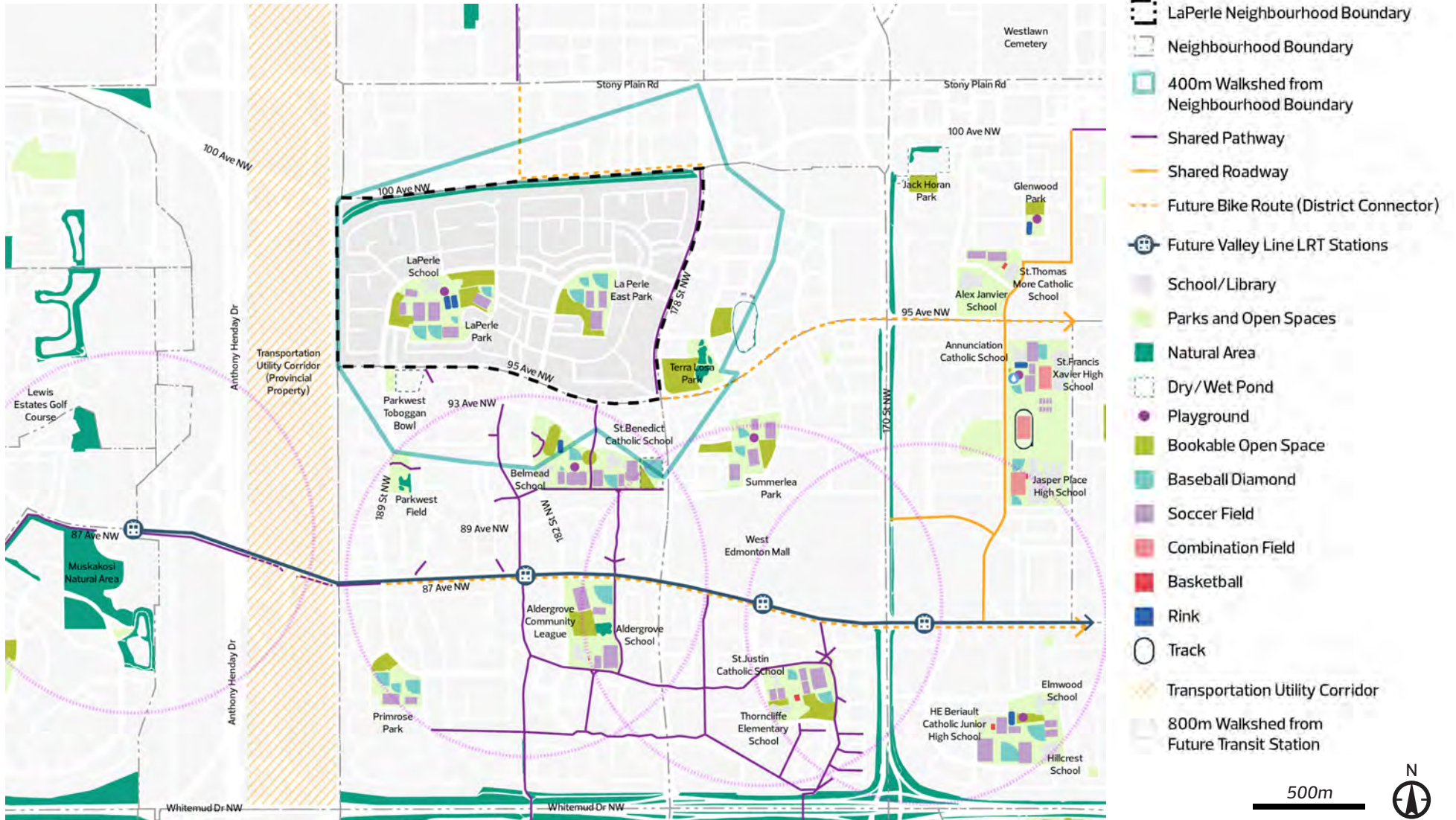
FIVE-MINUTE WALK AND BIKE RIDE FROM LA PERLE

- The *City Plan* promotes 15-minute districts where people can easily complete their daily needs in a five-minute walk, bike ride or transit trip
- **Map 8** shows what parks and amenities surrounding La Perle are within a five-minute walk from the edge of La Perle (average walking speed of 5 km/h)
- All parks and amenities shown in **Map 8** are less than a five-minute bike ride from the edge of La Perle (average speed of 15 km/h)

OPPORTUNITIES

- Through public engagement, identify amenities that may be in need of improvement and that will benefit current and future residents of La Perle and surrounding neighbourhoods.
- Improve connections for people who walk and bike between La Perle and surrounding open space destinations to contribute to an interconnected green network in west Edmonton
- Explore placemaking opportunities within or near La Perle parks to help create a sense of place

Map 8. Surrounding Open Space Network (within 400 m)



3.5.2 La Perle Open Space Network

Open spaces in a community should provide multiple recreation and social opportunities for all age groups. The design of open spaces can allow for active and passive activities. Open spaces can be programmed for organized sporting events and supporting social interaction throughout all seasons. The public open spaces and amenities within each of the parks in La Perle are identified on **Map 9**. Detailed maps of each park are also provided. Any improvements to the titled property (parks spaces) will require a Development Permit. Typically, construction needs to start within a year of the Development Permit being issued.



La Perle soccer fields

LA PERLE PARK

La Perle Park is a community park with about 11 ha in the central/west part of La Perle. The park is bordered by 97a Avenue to the north, 189 Street to the west, single family housing to the south, and 185 Street to the east. Adjacent land uses to the north, west, and south are single family residential, while the land uses to the east of the park are medium density residential.

La Perle Community League is in the La Perle park site. The Community League building and associated parking lot are

within the Community League's license area. In addition to these amenities, the park also contains a playground with a concrete pathway around it, trash receptacles, benches, and picnic tables. Concrete pathways connect to adjoining sidewalks on the street to the north, south, east, and west.

Adjacent land uses to the west, south and north are single detached houses. Row housing fronts on to the eastern part of the park. There are several mature trees in the park. Trees line the borders of the park and provide limited tree cover throughout.



La Perle Park Playground

Map 9. Open Space Network



LA PERLE EAST PARK

La Perle East Park is a park space covering about 5.6 hectares in the eastern Park of La Perle bound by 98 Avenue to the north and west and residential dwellings in the south and east. The athletic field is lined with mature trees on all sides that provide coverage.



La Perle East Park
Source: Google Street View (2016)

BREATHE ANALYSIS

Breathe: Edmonton's Green Network Strategy considers the amount, function and configuration of municipal parks and other open spaces to form a picture of how the entire green network performs to plan and sustain a healthy city. *Breathe* seeks to ensure that each neighbourhood will be supported by a network of open space for the next 30 years.

Provision

- According to the analysis performed with *Breathe*, the La Perle neighbourhood is well-served by parks and open spaces. *Breathe* indicates that La Perle contains 6–8 hectares of open space per 1000 people.
- Since acquisition of new parkland can be difficult and costly in mature neighbourhood contexts, acquisition of school board land by the city may be desirable if it is no longer needed by the school boards in the future.
- Other options for improving provision of parkland La Perle that do not involve parkland supply and that align with *Breathe* include identifying opportunities enhancing the quality, diversity, and/or distribution of parkland:
 - Quality considers the functionality of parkland (see "Function" topic below) and considers the condition and quality of infrastructure and amenities. For the La Perle renewal project, this will be a key goal of any parkland improvements and could include measures such as replacement of playground equipment, improving lighting and landscaping, and adding pathways where informal trails demonstrate walking and biking desire lines.

- Diversity considers the range of different types of open spaces and functions in the green network. For the La Perle renewal project, increasing diversity could involve measures such as adding plazas or gazebos to provide opportunities to gather, and providing new recreational amenities.
- Distribution considers the arrangement of and access to open spaces. The La Perle renewal project can address this by providing safe and convenient crossing locations to parks, closing gaps in sidewalk connections, and aligning with the City's Access Design Guide when designing park improvements.



FUNCTION

Breathe considers how open spaces function according to three overarching themes:

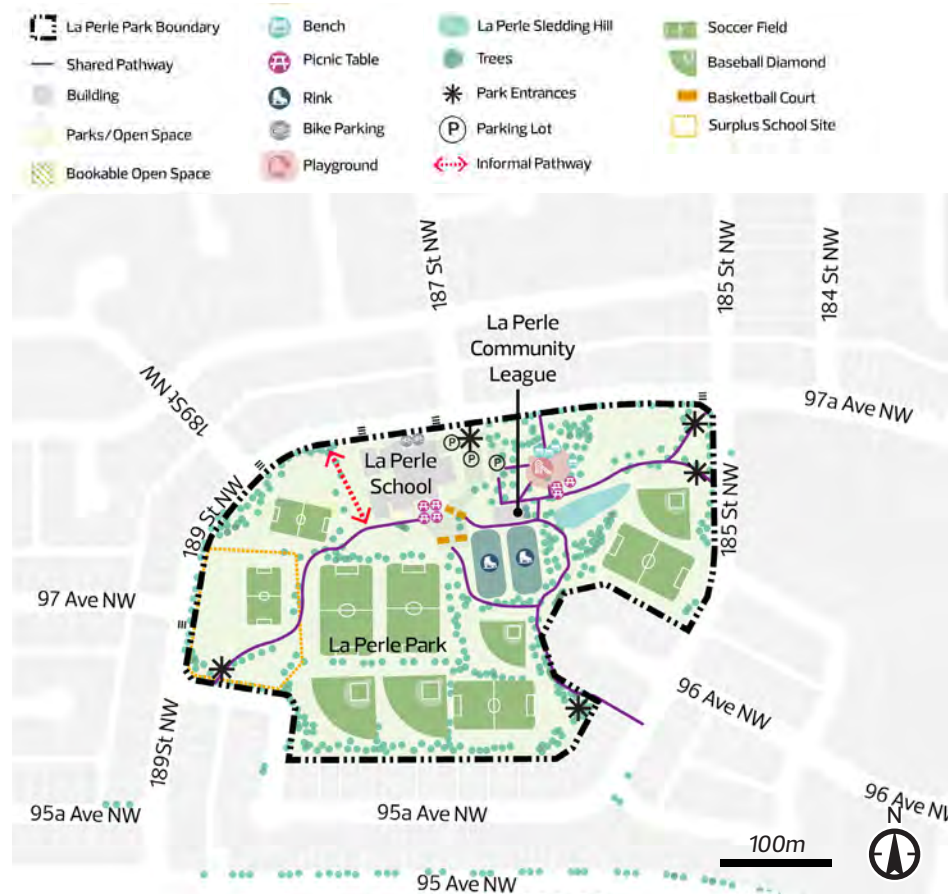
- Ecology – open space protects the environment by supporting natural ecological processes, saving the riverbank from erosion, and building habitat for flora and fauna. Examples of spaces that provide ecological functionality include spaces that provide habitat for plants and animals, vegetation that mitigates urban heat island effect, and open spaces that can absorb stormwater, prevent flooding, and provide water treatment and purification.
- Wellness – open space supports health and well-being, offering places for people to physically and mentally recharge. Examples of spaces that provide wellness functionality include spaces that contain shared pathways, sport fields, bicycle racks, playgrounds, or splash pads. In addition, spaces that support educational and recreational programs such as the Green Shack program also support wellness functionality.
- Celebration – open space connects people, building a sense of place and providing places for communities to thrive, gather and celebrate. Examples of spaces that provide celebration functionality include spaces that protect heritage resources, provide spaces for social interaction and community gathering, and spaces that provide attractive and welcoming design.



Based on these functional characteristics, the parks in La Perle can be generally described as follows:

■ La Perle Park:

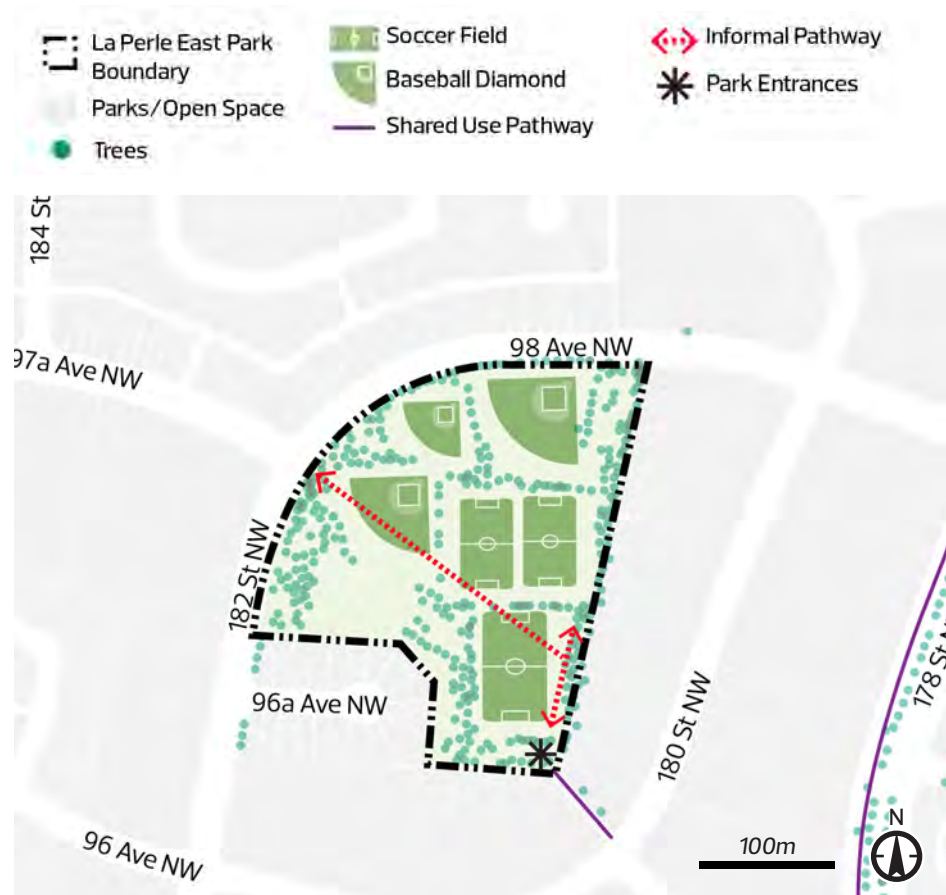
- Ecology – Provides minimal ecological functionality in La Perle as there is little naturalized area. The park is mainly composed of mowed grass for athletic activities. Several trees may contribute to the reduction of urban heat island effect and provide habitat for animals.
- Wellness – Some wellness functionality is provided through various pathways throughout the park and opportunities for athletic activities. This is somewhat limited by the lack of benches for resting throughout the park. There is a hill that provides space for tobogganing in the winter. The open spaces provide space for unstructured and structured play. The La Perle community playground and two rinks are key features of the school grounds that provide structured play opportunities.
- Celebration – The park has a formal gathering space for social interaction around the La Perle Community Playground, where several picnic tables and benches are located.



Map 10. La Perle Park

■ La Perle East Park:

- Ecology – Ecological functionality is limited to tree planting on the periphery of the park and between sports fields. There is an open area with aspen trees located toward the park's southwest corner which may provide habitat for some animals.
- Wellness – The park contains several soccer fields and baseball diamonds for structured play. The park also contains a bookable open space that can be used for unstructured play.
- Celebration – This park site contains opportunities for play but lacks a structured gathering space with seating/benches.



Map 11. La Perle East Park

OPPORTUNITIES

- Explore opportunities to improve the community's open spaces, including but not limited to, improved four season programming, naturalization, improved amenities for children and families and more cohesive neighbourhood identity
- Explore improvements to open spaces that enhance functionality including providing parkland that performs multiple functions and that enhances existing ecological, wellness, and celebration functionality
- Explore opportunities to include or formalize winter-oriented open space amenities
- Explore opportunities for passive recreation and unstructured play areas
- Enhance the accessibility of La Perle Park and La Perle East Park by connecting missing links with new pathways
- Explore opportunities to provide enhanced landscaping and Low Impact Development in La Perle Park and La Perle East Park
- Explore opportunities to improve the treed berm south of 100 Avenue to provide a linear amenity adjacent to the neighbourhood
- Explore opportunities in the greenspace that is a road right of way located at the west end of 95 Avenue
- Explore opportunities to improve breezeway connections to strengthen connections for people who walk and bike through measures such as bollard lighting, sidewalk connections within alleys, and pedestrian crossings where breezeways connect to the street

3.6 Complete Streets Analysis

The City of Edmonton uses the Complete Streets Design and Construction Standards (CSDCS) to guide roadway design. The Complete Streets approach provides direction for designing streets that reflect the surrounding context, land use and users. Complete Streets are designed to be:

- Safe
- Attractive
- Comfortable
- Welcoming to people of all ages and abilities

In a retrofit context such as renewal, design must consider the location of existing buildings, mature trees, utility infrastructure, private landscaping within the public right-of-way, and numerous other constraints within an existing right-of-way. These constraints must be addressed while striving to balance the needs of all street users and incorporating input through public engagement. Strategic compromises and tradeoffs may need to be explored to balance costs, technical feasibility, and other constraints.

CSDCS acknowledges that it may not be feasible or possible to completely align with the standards in a retrofit context. In these instances, it should be clearly identified where there is a variation from the standards and the rationale for the deviation should be documented using a Design Exception.

Roadway classifications in La Perle that are in the scope of this analysis are identified on **Map 12**:

- Local roads
- Collector roads

Adjacent roads surrounding La Perle and alleys within La Perle were also reviewed as they are essential to connecting La Perle internally and to the rest of the city. The arterials include 178 Street, 97 Avenue, and 100 Avenue.

Each street type has been summarized based on the following criteria, where applicable:

- Presence / absence of sidewalks or shared pathways
- Presence / absence of boulevards separating sidewalks from roads
- Presence / absence of biking infrastructure (i.e., bike route signage, on-street markings, and/or separated bike lanes).
- Transit routes
- Number of bus stops with benches and shelters
- Presence / absence of street lighting
- Presence / absence of on-street parking
- Number of front driveways or parking lot accesses interrupting the sidewalk
- Roadway speed(s)

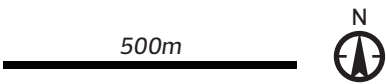
In addition, the sections below provide some general commentary on the various user experiences for people who walk, bike, take public transit and drive in La Perle. Land uses adjacent to the various street types is also addressed.

NEIGHBOURHOOD-WIDE OPPORTUNITIES FOR STREETS

- Where possible, retrofit streets to meet the CSDCS
- Improvements to enhance all user experiences during all seasons
- Identify roadways with speeding and shortcutting issues and explore the feasibility of implementing traffic calming measures to ensure the safety of all road users throughout the neighbourhood, specifically around schools and playgrounds
- Identify popular walking connections and routes to explore widening sidewalks
- Identify key biking connections, routes, and facility types
- Explore the feasibility of replacing curbside sidewalks with separate sidewalks and planting boulevard trees

This map shows the La Perle East Park area, bounded by 100 Ave NW to the north, 95 Ave NW to the south, 189 St NW to the west, and 178 St NW to the east. Key features include:

- Streets:** 100 Ave NW, 99 Ave NW, 98 Ave NW, 97 Ave NW, 96 Ave NW, 95 Ave NW, 189 St NW, 188 St NW, 187 St NW, 186 St NW, 185 St NW, 184 St NW, 183 St NW, 182 St NW, 181 St NW, 180 St NW, 179 St NW, 178 St NW.
- Landmarks:** La Perle School (blue area), La Perle East Park (green area), West Edmonton Baptist Church (black area), Terra Losa Park (green area), Frank and Etta Wild Park (pink area).
- Infrastructure:** A red dashed line indicates a proposed boundary or route. A yellow circle is located at the intersection of 187 St NW and 97 Ave NW. A red double-headed arrow is located at the intersection of 182 St NW and 95 Ave NW.



3.6.1 Local Roads

Local roads are shown on [Map 12](#). The various elements and amenities available to serve different user groups (walkers and rollers, transit riders, people who bike, and drivers) are shown in the maps in [Section 3.7](#).

Table 1. Local Roads Summary

Presence / absence of sidewalks or shared pathways	<ul style="list-style-type: none"> ■ Sidewalks present on all local roads. However, many of the sidewalks are in deteriorating condition
Presence / absence of boulevards separating sidewalks from roads	<ul style="list-style-type: none"> ■ No boulevard present in the neighbourhood
Presence / absence of biking infrastructure (i.e. bike route signage, on-street markings, an/or separated bike lanes)	<ul style="list-style-type: none"> ■ No designated bike routes. No signage or on-street markings to communicate that there is a bike route
Transit routes	<ul style="list-style-type: none"> ■ None
Number of bus stops with benches and shelters	<ul style="list-style-type: none"> ■ Not Applicable ■ See Map 14 for details
Presence / absence of street lighting	<ul style="list-style-type: none"> ■ All local roads have street lighting
Presence / absence of on-street parking	<ul style="list-style-type: none"> ■ On-street parking available on most local roads (see Map 16 for details)
Number of front driveways or parking lot accesses interrupting the sidewalk (does not include alley accesses)	<ul style="list-style-type: none"> ■ Front driveways are found throughout the neighbourhood ■ Nine (9) parking lot accesses in total: Four (4) accesses to the commercial area, One (1) to La Perle School parking lot and four (4) to residential parking areas
Roadway Speed(s)	<ul style="list-style-type: none"> ■ Local roads are 40 km/h ■ Playground zone is 30km/h between 7:30 and 21:00 ■ See Map 17

USER EXPERIENCES

Driving

- Wide roads with plenty of on-street parking. (Wider than Complete Street Standards)
- Convenient alley and private driveway access
- Rolled face curbs provide access to private driveway and parking pads

Walking

- Few trees, primarily on private properties for shade and weather protection
- Narrow 1.5 metre curbside sidewalks make it difficult for two people to walk side-by-side or for two people in wheelchairs, pushing strollers or walkers to pass each other
- The cleared sidewalk width during winter may be further reduced due to adjacent snowbanks
- There is no separation between the 1.5 metre curbside sidewalks and on-street parking/traffic
- Street lights and telecommunication boxes are generally setback from the edge of the sidewalk
- Some signs, such as parking signs, obstruct the sidewalk and decrease the accessibility in those areas
This is especially noticeable in front of the school

Biking

- No bike routes facilities exist on local roads
- Bikes share the low traffic local roads with vehicles
- The user experience during winter might be considered unsatisfactory

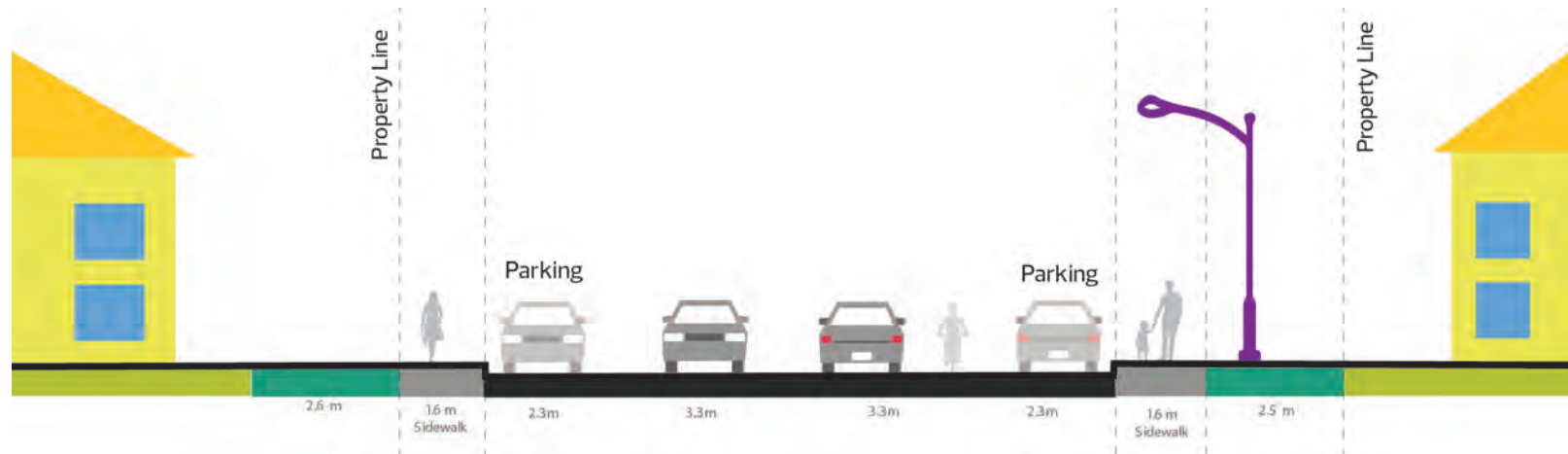
Transit

- There are no bus routes and stops on local roads in La Perle
- See [Section 3.7.2](#) and [Map 14](#) for more information on transit service in and around La Perle



NEARBY LAND USES AND FRONTAGES

- Single detached housing is predominantly accessed via local roads with front driveways, with some alley access
- Street oriented homes (single-detached housing) with front yards are present in the neighbourhood
- Internally focused multi-unit housing (duplexes, row houses, and apartment buildings) with accesses crossing the sidewalk to parking lots
- Multi-family home developments contain private internal pathways and roads that connect to public sidewalks on local roads



99 Avenue (Local) | 19.5m total width, 11.2m road width (approximate)

LOCAL ROAD OPPORTUNITIES

- Improvements to enhance all user experiences during all seasons
- Explore widening sidewalks along key walking routes
- Explore opportunities to provide benches along popular neighbourhood walking routes to provide places to rest
- Explore opportunities to provide end of trip amenities such as bike racks at destinations on local roads
- Explore the feasibility of planting trees along local streets
- Provide sidewalks in locations where they are missing and enhance sidewalks in locations where they are in poor condition
- Explore opportunities to provide alternative access and/or consolidate access to properties where mid-block access exists to limit conflicts with vehicles, to minimize interruptions in walking and biking paths

- Explore changes to curb heights to make access to private driveways and parking pads convenient
- Explore opportunities to add boulevard, explore opportunities to add bike facilities
- Explore opportunities to add traffic calming
- Low traffic volumes and speeds of vehicles may increase the comfort of people who bike

3.6.2 Collector Roads

Collector roads are shown on [Map 12](#). The various elements and amenities available to serve different user groups (walkers and rollers, transit riders, people who bike, and drivers) are shown in the maps in [Section 3.7](#).

Table 2. Collector Roads Summary

Presence / absence of sidewalks or shared pathways	<ul style="list-style-type: none"> ■ Sidewalks present on collector roads
Presence / absence of boulevards separating sidewalks from roads	<ul style="list-style-type: none"> ■ A boulevard (no trees) is located along 98 Avenue from 180 Street to 97a Avenue, next to La Perle East Park
Presence / absence of biking infrastructure (i.e. bike route signage, on-street markings, an/or separated bike lanes)	<ul style="list-style-type: none"> ■ None
Transit routes	<ul style="list-style-type: none"> ■ Frequent Route – None ■ Crosstown Route – None ■ Local Route 914 – West Edmonton Mall to Jasper Place travels along 189 Street, 97a Avenue and 98 Avenue ■ See Map 14 for details
Number of bus stops with benches and shelters	<ul style="list-style-type: none"> ■ 13 bus stops along 189 Street, 97a Avenue and 98 Avenue <ul style="list-style-type: none"> ● 7 of the bus stops include shelters ● Only 4 bus tops have benches ■ See Map 14 for details
Presence / absence of street lighting	<ul style="list-style-type: none"> ■ All collector roads have street lighting
Presence / absence of on-street parking	<ul style="list-style-type: none"> ■ On-street parking available on collector roads (see Map 16 for details)

Table 2. (cont.) Collector Roads Summary

Number of front driveways or parking lot accesses interrupting the sidewalk (does not include alley accesses)	<ul style="list-style-type: none"> ■ 25 front driveways along 189 Street, 97 Ave Avenue and 98 Avenue ■ 11 parking lot accesses along 189 Street, 97 Ave Avenue and 98 Avenue ■ 189 Street and 98 Ave have frequent front driveway accesses along the west and north sides, respectively (roughly 5 front driveways per block) ■ 98 Ave has front driveways along the entirety of the street
Roadway Speed(s)	<ul style="list-style-type: none"> ■ 40 km/h along collector roads ■ 30km/h in Playground Zone between 7:30 and 21:00 ■ See Map 17

USER EXPERIENCES

Driving

- Wide roads with plenty of on-street parking (see [Map 16](#))
- The commercial site has prominent parking lots fronting collector roads
- Minimal traffic calming features near school grounds

Walking

- Few trees for shade and weather protection
- Narrow 1.5-metre curbside sidewalks make it difficult for two people to walk side-by-side or for two people in wheelchairs, pushing strollers or walkers to pass each other
- The cleared sidewalk width during winter may be further reduced due to adjacent snowbanks
- There is little separation between the 1.5-metre curbside sidewalks and on-street parking/traffic
- Amber and rapid flashing beacons are located at marked pedestrian crossings along 189 Street

Biking

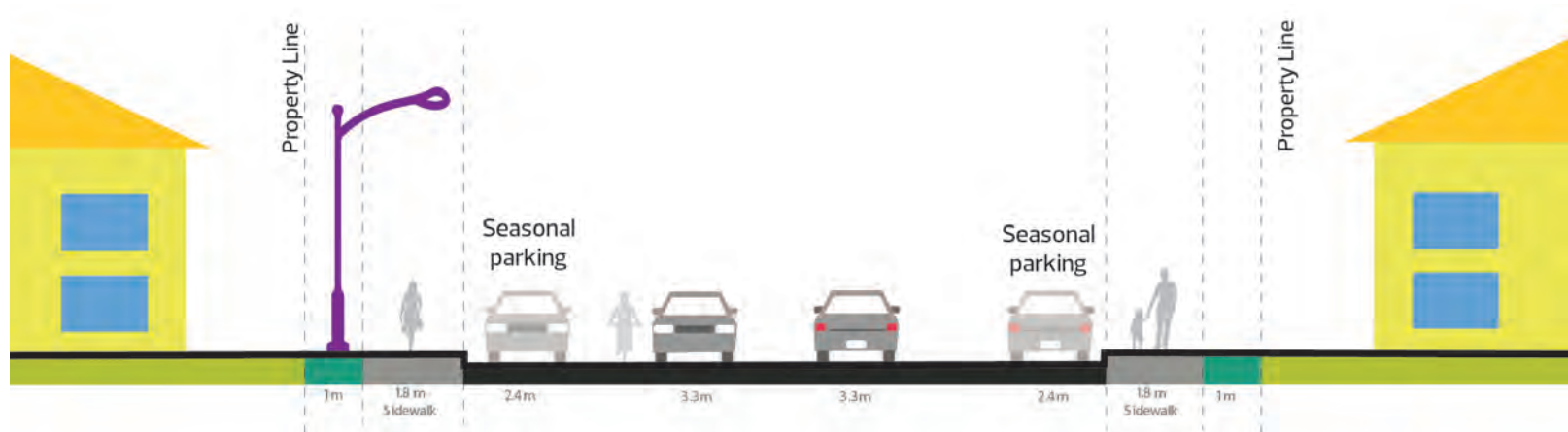
- No bike facilities exist on collector roads
- People biking share the road with vehicles and people may bike on sidewalks because no safe legal place to ride exists
- High traffic volumes (5,000 VPD) and speeds of vehicles may decrease the comfort of people who bike

Transit

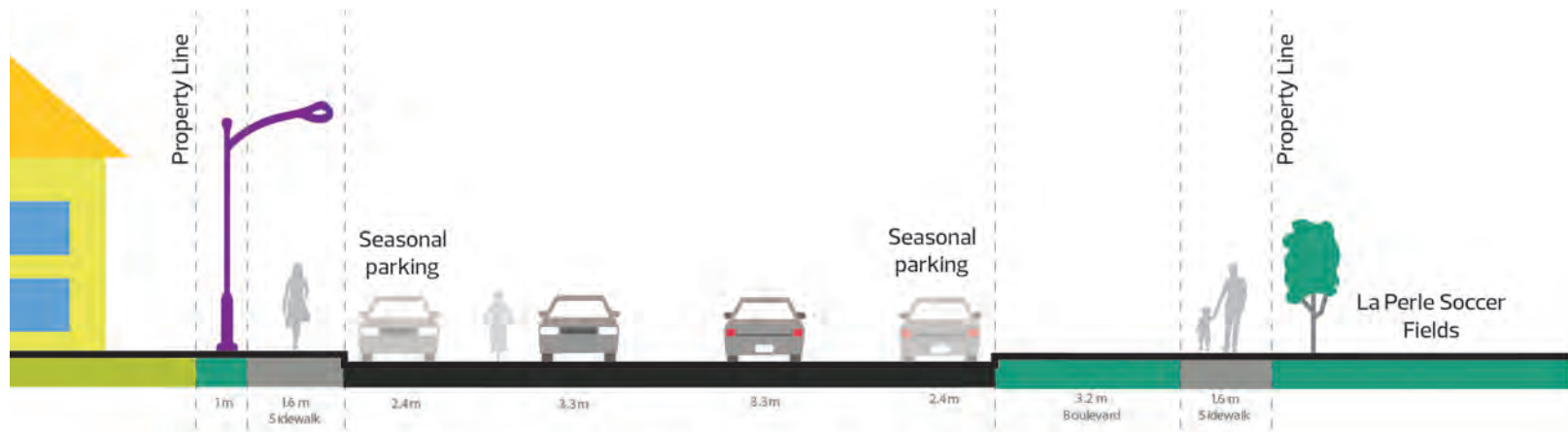
- Twelve bus stops are located on collector roads (see [Map 14](#))
- See [Section 3.7.2](#) and [Map 14](#) for more information on transit service in and around La Perle

UTILITIES

- Some streetlights along collector residential roads are installed on top of boxes that contain power and telecommunications utilities. These utilities may pose challenges for relocating streetlights, planting new trees, or widening sidewalks



189 Street, looking north (Collector) | 17m total width, 11.4m road width (approximate)



98 Ave, looking east (Collector) | 20m total width, 11.4m road width (approximate)

COLLECTOR ROAD OPPORTUNITIES

- Improvements to enhance all user experiences during all seasons
- Explore the feasibility of implementing measures to address possible speeding
- Explore opportunities to provide space for bus stop amenities
- Create bike facilities to make biking more amenable and encourage people to bike
- Explore opportunities to provide more end of trip amenities such as bike racks at destinations on collector roads
- Provide enhancements on collectors to improve experience and comfort for people who walk, roll, or bike, as well as reduce speeding / shortcutting through measures such as sidewalk widening, introduction of street trees and boulevard walks, separated bike facilities, curb extensions, pedestrian crossings, raised crossings, etc.
- Explore opportunities to provide alternative access and/or consolidate access to properties where mid-block access exists to limit conflicts with vehicles and to minimize interruptions in walking and biking paths.
- Potential for parking lot access closures along 97 Ave to the commercial area



3.6.3 Arterial Roads

178 Street and 95 Avenue ([Map 12](#)) are arterials on the edges of La Perle. The various elements and amenities available to serve different user groups (walkers and rollers, transit riders, people who bike, and drivers) are shown in the maps in [Section 3.7](#).

Table 3. Arterial Roads Summary

Presence / absence of sidewalks or shared pathways	<ul style="list-style-type: none"> ■ Sidewalk missing along north side of 95 Avenue and on the south side of 100 Avenue
Presence / absence of boulevards separating sidewalks from roads	<ul style="list-style-type: none"> ■ A boulevard is located along the south side of 95 Avenue and both east and west sides of 178 Street
Presence / absence of biking infrastructure (i.e. bike route signage, on-street markings, an/or separated bike lanes)	<ul style="list-style-type: none"> ■ A shared pathway is located along the west side of 178 Street
Transit routes	<ul style="list-style-type: none"> ■ Crosstown Route 54 – West Edmonton Mall to West Clareview travels along 178 Street ■ Local Route 915 – West Edmonton Mall to Jasper travels along 95 Avenue ■ Local Route 907 – West Edmonton Mall to Westmount travels along 178 Street ■ Local Route 925 – Jasper Place to West Edmonton Mall travels along 95 Avenue ■ See Map 14 for details
Number of bus stops with benches and shelters	<ul style="list-style-type: none"> ■ Eight along 178 Street from 95 Avenue to 100 Avenue ■ See Map 14 for details
Presence / absence of street lighting	<ul style="list-style-type: none"> ■ All streets have street lighting
Presence / absence of on-street parking	<ul style="list-style-type: none"> ■ On-street seasonal parking along northwest side of 95 Avenue ■ No parking along 178 Street and along eastern section of 95 Avenue (from 182 Street to 178 Street)
Number of front driveways or parking lot accesses interrupting the sidewalk (does not include alley accesses)	<ul style="list-style-type: none"> ■ Zero front driveways along 95 Avenue and 178 Street ■ One parking lot accesses on north side of 95 Avenue
Roadway speed(s)	<ul style="list-style-type: none"> ■ 60 km/h on 95 Avenue and 178 Street

USER EXPERIENCES

Driving

- 100 Avenue, the north boundary of La Perle is a wide road accommodating one-way, eastbound traffic
- Drivers can access 100 Avenue via 178 Street only
- Further west, 100 Avenue begins at Highway 16A and Anthony Henday Drive and extends to 149 Street to the east where drivers can either continue east onto a local road in the Crestwood neighbourhood or travel north or south on the 149 Street arterial
- The street does not accommodate on-street parking
- Most of La Perle backs on to the 3 surrounding arterials

Walking

- No trees for shade and weather protection
- Narrow 1.5-metre curbside sidewalks make it difficult for two people to walk side-by-side or for two people in wheelchairs, pushing strollers or walkers to pass each other
- The cleared sidewalk width during winter may be further reduced due to adjacent snowbanks
- There is little separation between the 1.5-metre curbside sidewalks and traffic
- No pedestrian infrastructure exists on 100 Avenue adjacent to La Perle

Biking

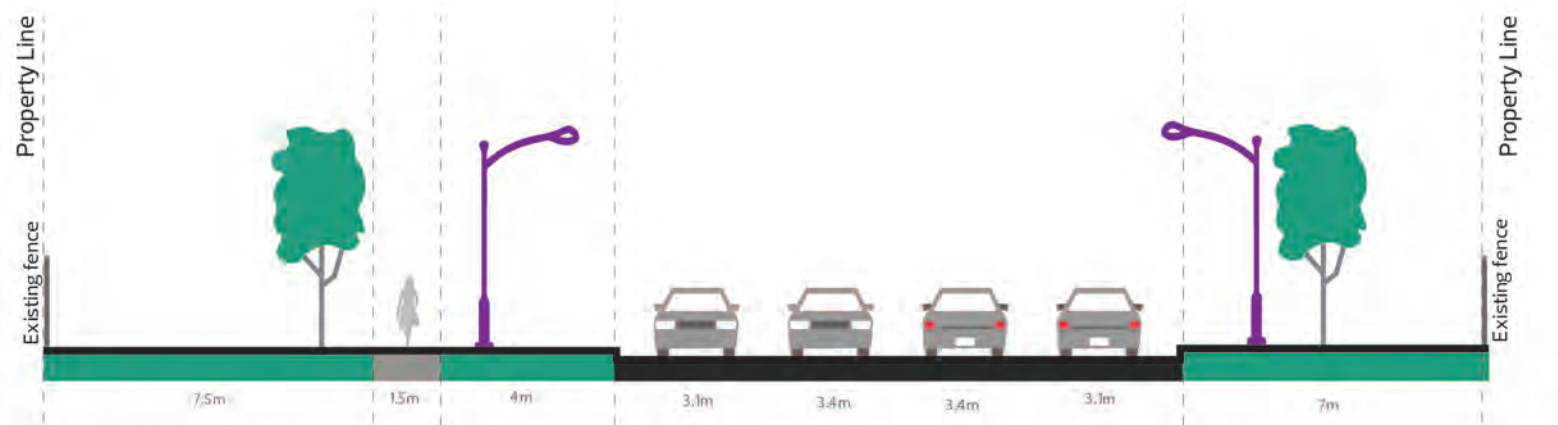
- A shared pathway exists on the west side of 178 Street
- High traffic volumes and speeds of vehicles may decrease the comfort of people who bike on arterials

Transit

- There are fourteen bus stops on 178 Street and 95 Avenue which are perimeter arterial roads of the La Perle Neighbourhood. There are no bus stops on 100 Avenue
- There is no sidewalk on the north side of 95 Avenue, on the south side of La Perle
- See [Section 3.7.2](#) and [Map 14](#) for more information on transit service in and around La Perle

NEARBY LAND USES AND FRONTAGES

- A mix of Institutional (Churches), multi-unit housing and low density residential (backing) line 178 street, 95 Avenue and 100 Avenue
- There is no low density housing fronting onto arterials within La Perle
- A wide treed berm and fence separates residential on the north side of La Perle from 100 Avenue – restricting access in and out of the neighborhood from the north
- Properties are predominantly accessed via local roads, collector roads, alleys, service roads, and mid-block access to private parking lots



95 Ave (Arterial), looking west | 33m total width, 13m road width (approximate)

ARTERIAL ROAD OPPORTUNITIES

- Improvements to walkability (rolling and cycling on the Shared Pathway on 100 Avenue. Currently there is no paved multi-use path on 100 Avenue which could be a missed opportunity to access commercial amenities to the north
- Improvements to the accessibility to 100 Avenue, through public walkways between single detached housing. A large treed berm and fence separate residents from the arterial
- Provide enhancements to arterial roads to improve experience and comfort for people who walk, roll, or bike through measures to enhance all user experiences during all seasons
- Explore opportunities to provide enhanced walking / biking facilities such as sidewalk widening, introduction of street trees or boulevard walks, separated bike facilities, curb extensions, pedestrian crossings, etc
- Explore opportunities to add sidewalks on the north side of 95 Avenue

3.7 Mobility Networks

Road patterns and development within the La Perle neighbourhood is reflective of subdivision planning typical of the 1980s and 1990s. The following sections address how people in La Perle can move around the area and to destinations by walking and rolling ([Section 3.7.1, Map 13](#)), taking transit ([Section 3.7.2, Map 14](#)), biking ([Section 3.7.3, Map 15](#)), and driving ([Section 3.7.4](#)). Components of the mobility network often serve more than one purpose in La Perle. For example, alleys, shared pathways, and breezeways are located throughout the area and provide opportunities for shortcutting on foot or bike to access local destinations and bus stops.

3.7.1 Walking & Rolling

Existing and missing infrastructure for people walking and rolling within the La Perle neighbourhood is identified on [Map 13](#).

SIDEWALKS

- Most roads in La Perle have curbside sidewalks along both sides
- Local residential roads have 1.5-metre-wide curbside sidewalks with rolled face curbs
- Local road next to commercial properties have 1.5-metre-wide curbside sidewalks with straight face curbs
- Collector roads have 1.5-metre-wide curbside separate sidewalks with straight face curbs
- The arterial road has 1.5-metre-wide sidewalks with straight face curbs



Curbside sidewalk condition in La Perle (97a Ave)

SIDEWALK CONDITIONS

- Within the La Perle Neighbourhood there are several sidewalks that are in extremely poor condition. The sidewalks are degraded such that they cause tripping and mobility hazards
- (Refer to **Map 13** for the locations of missing sidewalks)

SHARED PATHWAYS

- There are shared pathways in La Perle that provide circulation options within La Perle Park and La Perle East Park
- Walkway surface material is concrete in some locations and asphalt in others

ROADWAY CROSSINGS

The following crosswalk types and control devices are in La Perle (refer to **Map 13** for locations):

- Marked crosswalk
- Zebra marked crosswalks
- Pedestrian-activated amber flashing beacons
- Pedestrian-activated rapid flashing beacons
- Traffic signal-controlled intersections at the arterial roads

Note: School safety improvements were implemented in La Perle in 2020. Improvements included the addition of zebra crosswalks, stop signs, school crosswalk signs with reflective elements and rapid flashing beacons at the crosswalk on 97a Avenue and 189 Street. There is also an overhead amber flashing beacon on 97a Avenue in front of Belmead School.



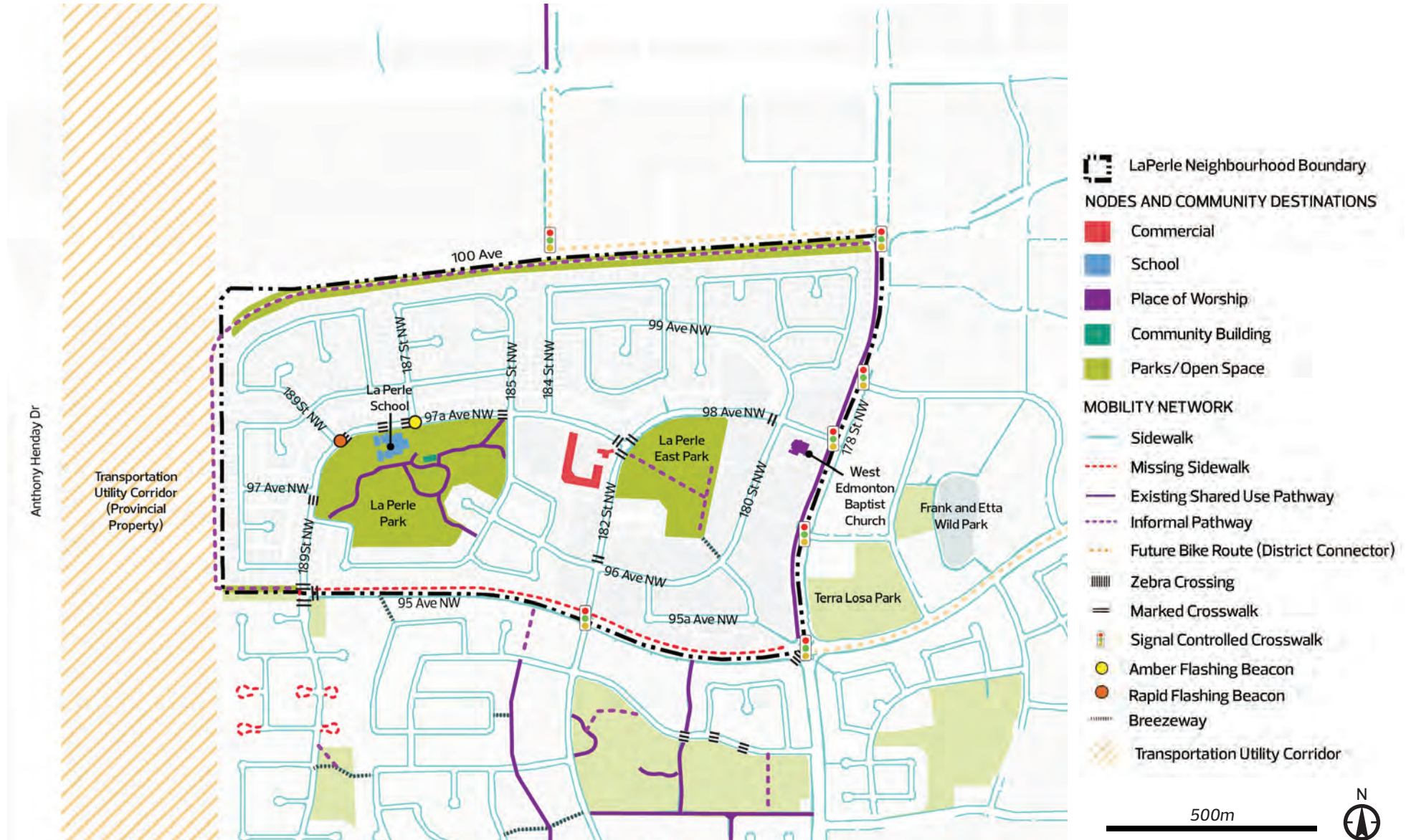
Marked crosswalk with amber flashing beacon above (intersection of 187 Street and 97a Avenue)

OPPORTUNITIES FOR IMPROVED CONNECTIVITY

- Improve connectivity to and through La Perle Park and La Perle East Park
- Explore opportunities to enhance existing sidewalk connections
- Add new sidewalks at missing locations
- Explore opportunities to convert curbside sidewalks to boulevard sidewalks along key walking routes
- Add curb extensions to new or existing crosswalks to improve visibility for people walking
- Explore providing raised crosswalks in key locations to improve visibility for people walking and provide traffic calming
- Explore opportunities to provide amenities within breezeways such as lighting
- Review the creation of shared alley spaces that connect destinations or create direct routes
- Examine the functionality of existing crosswalk locations
- Improve connectivity for people who walk, roll, or bike between La Perle and surrounding destinations
- Explore opportunities to add wayfinding signage at key pathway junctions
- Add amenities such as benches and additional lighting that support people who walk, roll and bike



Map 13. Mobility Network – Walking and Rolling



3.7.2 Transit

La Perle is serviced by Edmonton Transit Service (ETS) in the form of bus service. The bus network redesign was implemented in spring 2021. Four of the five route types provide service to La Perle and abutting roads:

- Frequent routes, which arrive every 15 minutes or better at most times of the day and most days of the week
- Crosstown routes, which directly connect key suburban destinations without going through downtown
- Local routes, which connect neighbourhoods to local destinations and other routes
- Community routes, which connect seniors housing with nearby services

Existing bus routes and stops in La Perle are identified on **Map 14**.

ROUTES SERVING AREA (WITHIN BOUNDARY AND ON EDGES OF LA PERLE)

54 – West Edmonton Mall to Clareview (Crosstown route)

- Connects residents to West Edmonton Mall Transit Centre and Clareview Town Centre
- Travels along 178 Street
- Destinations: West Edmonton Mall, Kensington Crossing, Northgate Mall and Transit Centre, Clareview Community Recreation Centre, Northeast Community Health Centre, and Clareview Town Centre

907 – West Edmonton Mall to Westmount (Local Route)

- Connect residents from West Edmonton Mall to Westmount Centre
- Travels along 178 Street and 95 Avenue
- Destinations: West Edmonton Mall, Westmount Transit Centre

912 – Lewis Farms to Jasper Place (Local Route)

- Connects residents to Lewis Farms Transit Centre and Jasper Place Transit Centre
- Travels along Anthony Henday Drive and Stony Plain Road
- Destinations: Lewis Farms Transit Station, SmartCentres West in Place LaRue, and Jasper Place Transit Centre

914 – West Edmonton Mall to Jasper Place (Local Route)

- Connects residents to West Edmonton Mall Transit Centre and Jasper Place Transit Centre
- Travels along 189 Street, 97a Avenue and 98 Avenue
- Destinations: West Edmonton Mall Transit Centre, RioCan Mayfield, and Jasper Place Transit Centre

915 – West Edmonton Mall to Jasper Place (Local Route)

- Connects residents to West Edmonton Mall Transit Centre and Jasper Place Transit Centre
- Travels along 178 Street, 182 Street and 95 Avenue
- Destinations: West Edmonton Mall Transit Centre and Jasper Place Transit Centre

925 – West Edmonton Mall to Jasper Place (Community Route)

- Connects residents to West Edmonton Mall Transit Centre and Jasper Place Transit Centre
- Travels along 182 Street and 95 Avenue
- Destinations: West Edmonton Mall, Terra Losa Shopping Centre, Mayfield Common, Jasper Place Transit Centre

DATS

DATS is a door-to-door public transportation service for Edmontonians who cannot use regular transit for some or all of their travel needs, due to a physical or cognitive impairment. In 2023, there were 3,270 total passengers served with DATS pick-up and drop-off in the project area.

Other popular pick-up and drop-off locations in 2023 included:

- Kingfisher Estates: 432 total passengers served
- Carrington Place: 530 total passengers served

BUS STOP CONDITIONS

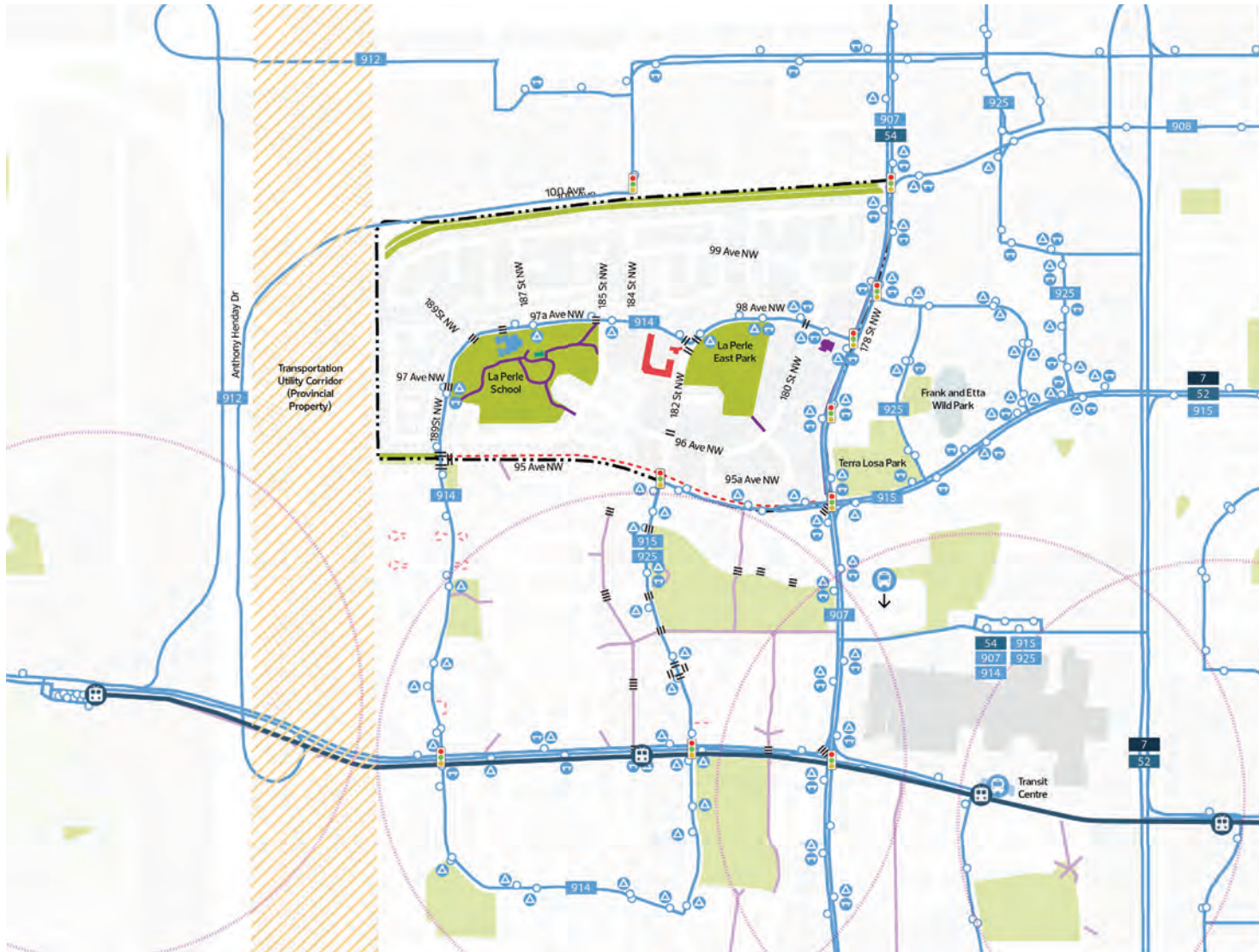
- 18 bus stops are within the project scope located along 98 Avenue, 97a Avenue and 95 Avenue
- There may be an opportunity to explore improvements to other bus stops including amenities and connections to bus stops on surrounding arterials that are out of scope for this project

- Amenities such as shelters, benches, waste receptacles and concrete pads vary at bus stop locations
- 9 bus stops within the project scope do not have shelters (see [Map 14](#) for locations)

OPPORTUNITIES

- Enhance connections to bus stops and routes, including providing missing sidewalks where there are bus stops
- Identify priority bus stops for additional bus stop amenities that improve user experience, such as winter weather protection and benches
- Evaluate how the Bus Network Redesign has changed how people walk, roll, and bike through the neighbourhood to access bus stops
- Evaluate locations that are frequently used for DATS pick-up and drop-off for opportunities to improve DATS vehicle access, user accessibility, and other amenities to improve user experience such as highly visible designated pick-up and drop-off locations, benches, and sidewalk widening

Map 14. Mobility Network – Transit



- LaPerle Neighbourhood Boundary
- NODES AND COMMUNITY DESTINATIONS**
- Commercial
- School
- Place of Worship
- Community Building
- Parks/Open Space
- TRANSIT AND MOBILITY**
- Future Valley Line West LRT
- West Edmonton Mall Transit Centre
- Bus Stop
- Shelter at Bus Stop
- Bench at Bus Stop
- Signal Controlled Crosswalk
- Bus Route
- Missing Sidewalk
- Shared Pathway
- Breezeway
- Zebra Crossing
- Marked Crosswalk
- Frequent Route
- Crosstown Route
- Local/Community Route
- 800m from LRT
- Transportation Utility Corridor

3.7.3 Biking

The bike network within and surrounding La Perle is identified on **Map 15**.

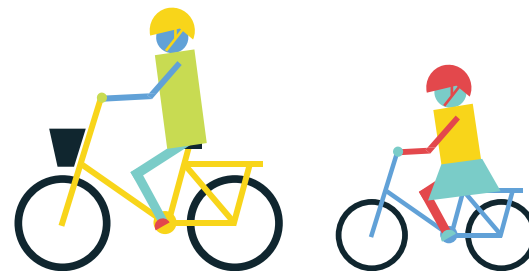
THE BIKE PLAN

The City of Edmonton's Bike Plan establishes a high-level strategic plan to guide the continued improvement and growth of the bike network and supporting programs. The following are highlights of the Bike Plan in relation to La Perle and the surrounding bike network.

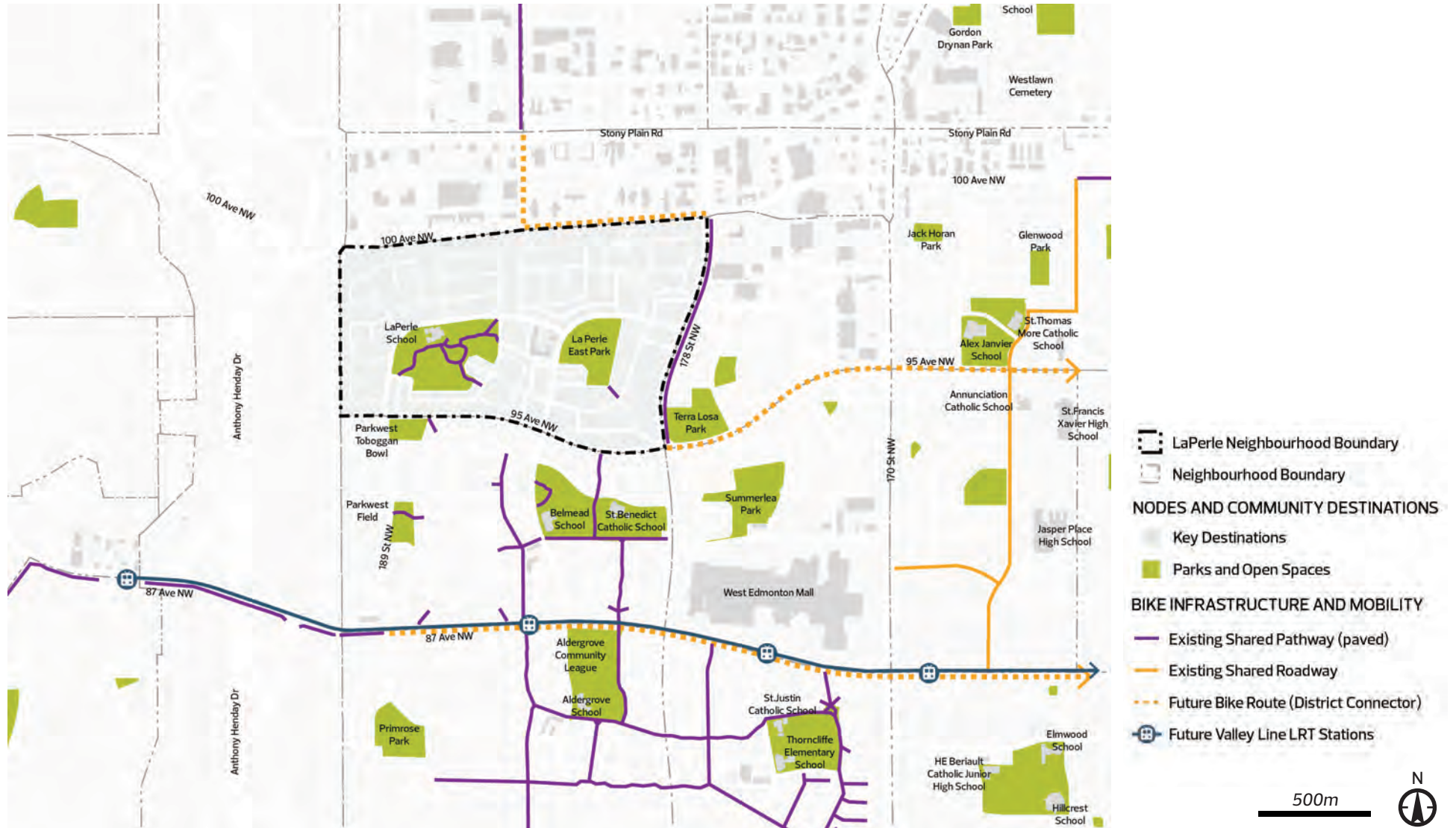
- There are two types of routes near La Perle:
 - District connector routes which serve as cycling arteries extending across multiple neighbourhoods, connecting districts and prioritize directness.
 - Neighbourhood routes provide local access, opportunities for recreational bike riding and connections to destinations outside of the district connector network.
- 100 Avenue and 95 Avenue are identified as future bike routes (district connector routes)
- There are shared use pathways scattered through the neighbourhood
- Recommended bike facilities and infrastructure vary depending on the type of route and local context
- When a project is planned or located close to a future district connector route, it should confirm the exact location of the bike route and complete the infrastructure changes as required
- The Bike Plan identifies both "Future" and "Planned" bike networks, which are further depicted in **Map 15** below.
- The portions which are designated as the Future Bike Network refer to routes that will guide the expansion of Edmonton's bike network but that will continue to adapt and expand over time in response to community feedback, empirical evidence and changes to demographics or technology.
- The Planned Bike Network refers to any bike-related infrastructure such as shared pathways and on-street bike lanes that are currently planned or designed through the engineering process.

EXISTING BIKING INFRASTRUCTURE

- No dedicated bike facilities, signage, or markings to indicate existing routes.
- Shared Use Pathways and informal breezeway connections in La Perle provide through-block connections for people who walk and bike.



Map 15. Mobility Network – Biking



OPPORTUNITIES

- Enhance bike connectivity to the overall network
- Explore new bike routes and different bike facility types to destinations within La Perle to enhance user safety and comfort for all ages, abilities, and seasons
- Explore the current and future needs for bike facilities to ensure future demands are supported. Explore opportunities to add end of trip amenities such as secure bike racks at destinations
- Explore opportunities to create bike connections from LaPerle to adjacent amenities like commercial area along 178 Street, 182 Street and 189 Street
- Explore opportunities to create bike connections within LaPerle that connect the shared pathways
- Explore opportunities to connect residents and nearby neighbourhoods to destinations such as West Edmonton Mall, future LRT, and other nearby commercial centres



Pathway in La Perle Park/School Grounds

3.7.4 Driving & Traffic Safety

There are 3 vehicle access points to La Perle from the surrounding roads. The road network, parking and existing traffic controls in La Perle are shown on **Map 16**. Roadway speed limits are shown on **Map 17**.

PARKING

On-street parking

- On-street parking is available within the road right-of-way which is public property
- On-street parking is allowed along both sides of most roads

On-street parking restrictions

- Parts of some streets in La Perle feature seasonal parking bans to allow activities such as snow removal and street cleaning (see **Map 16** for locations)
- School drop-off zones are designated along 97a Avenue

Accessible Parking

- One single-detached house has accessible parking/loading zones.
- Accessible parking/passenger loading zones exist on-site for other properties in the neighbourhood such as La Perle School, Community League and the commercial site.
- Accessible parking zones are typically 7.5-metre to 10-metre long, which accommodates one vehicle.
- Residents can request the City of Edmonton to install parking/passenger loading zones on public property in front of residences and businesses.

PLAYGROUND ZONES

- Playground zones are marked by signage indicating a reduction in speed to 30 km/h is required between 7:30 a.m. and 9:00 p.m. At other times, the maximum speed is 40 km/h
- Traffic increases around La Perle School at certain times of the day such as drop-off and pick-up times
- The playground zones in La Perle include a zebra marked crosswalk and rectangular rapid flashing beacons

TRAFFIC SAFETY

Collisions (see **Map 18**)

Collision locations within La Perle, between 2018 and 2002 were:

- 98 Avenue at 180 Street
- 96 Avenue at 182 Street
- 95a Avenue where it connects to the breezeway
- 97a Avenue at 187 Street
- 99 Avenue at 181 Street



OPPORTUNITIES

- Identify if traffic calming measures are needed to address speeding and shortcutting concerns identified through stakeholder engagement, 311 inquiries, speed surveys, School safety assessments, traffic volume data, collision data and High Injury Network Maps.
- Use evidence-based industry design best practices aligned with Edmonton's Vision Zero policy and Safe Mobility Strategy to develop street and intersection designs that improve safety for La Perle residents.
- Explore traffic calming measures to slow traffic and increase safety and livability near all places where vulnerable road users visit/live (commercial areas, along key walking routes, etc.).
- Evaluate traffic safety around important destinations (schools, parks, etc.) and along key routes to destinations for people who walk and bike.
- Evaluate effectiveness of existing street markings and traffic control signage and add or update markings, crossings, and traffic controls where necessary.
- Reviewing existing on-street parking locations will help in understanding the trade-offs involved when considering various options for enhanced walking, rolling, and biking improvements as well as implementing traffic calming measures within the neighbourhood.



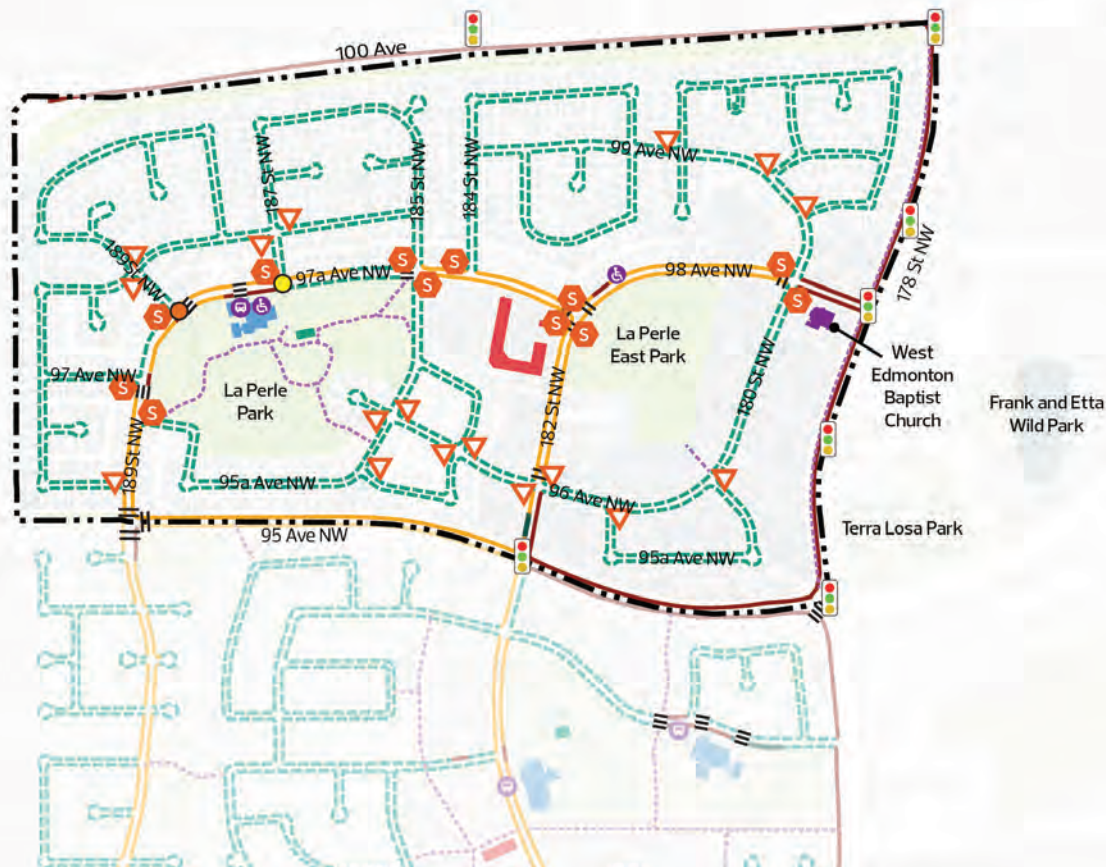
Stop sign in La Perle at the intersection of 189 Street and 96 Avenue



Traffic lights at 182 Street and 95 Avenue

Map 16. Mobility Network – Parking and Traffic Controls

Anthony Henday Dr

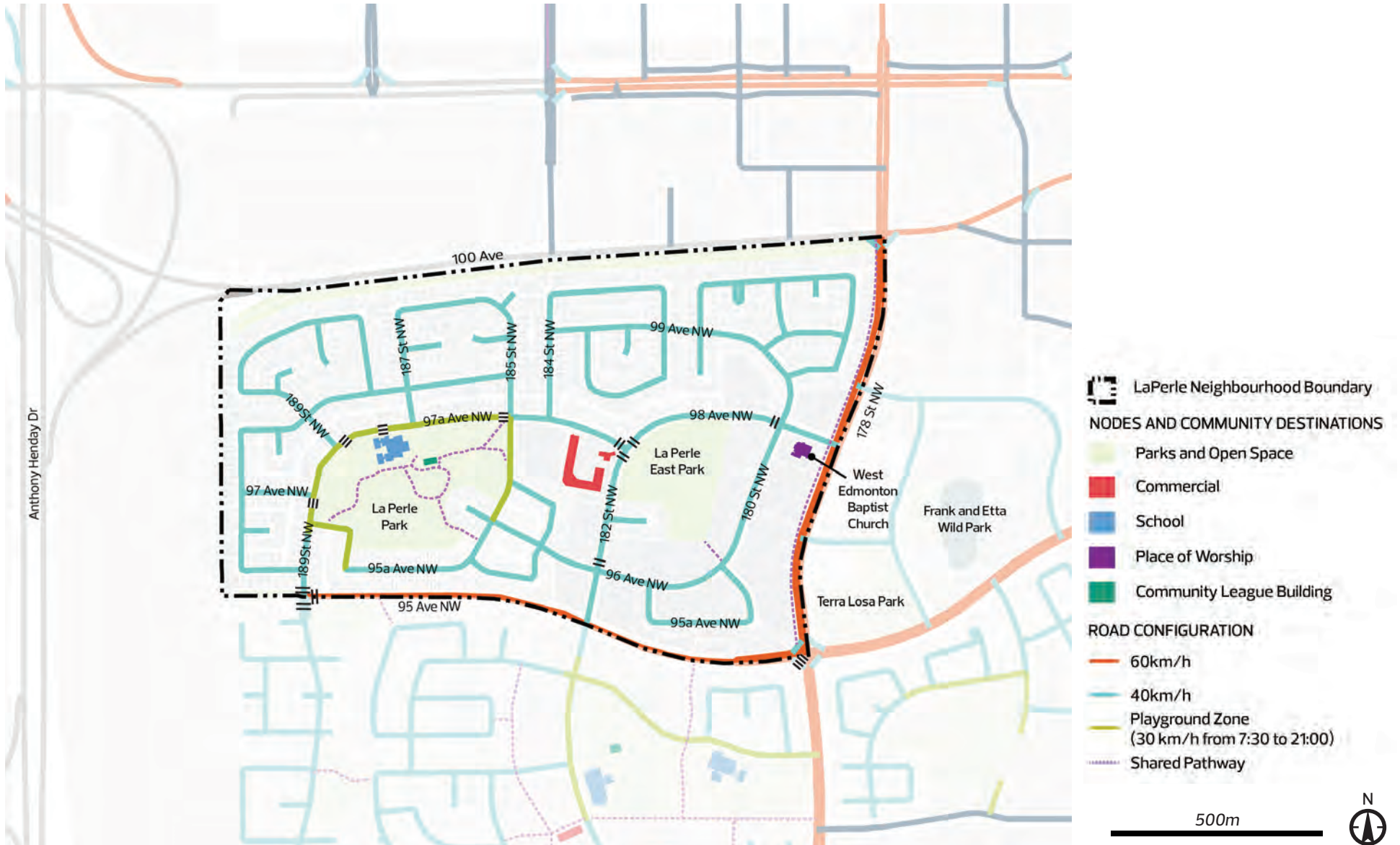


- LaPerle Neighbourhood Boundary
- NODES AND COMMUNITY DESTINATIONS**
 - Parks and Open Space
 - Commercial
 - School
 - Place of Worship
 - Community League Building
- ROAD CONFIGURATION**
 - On Street Parking (no restrictions)
 - Loading Zone (07:00 to 16:00)
 - On Street Seasonal Parking
 - No Parking Zone
 - Playground Zone (30km/h)
 - School Bus Zone (7:00 to 16:00)
 - Accessible Parking
 - Stop Sign
 - Yield Sign
 - Amber Flashing Beacon
 - Rapid Flashing Beacon
 - Signal Controlled
 - Shared Pathway
 - Zebra Crossing
 - Marked Crosswalk

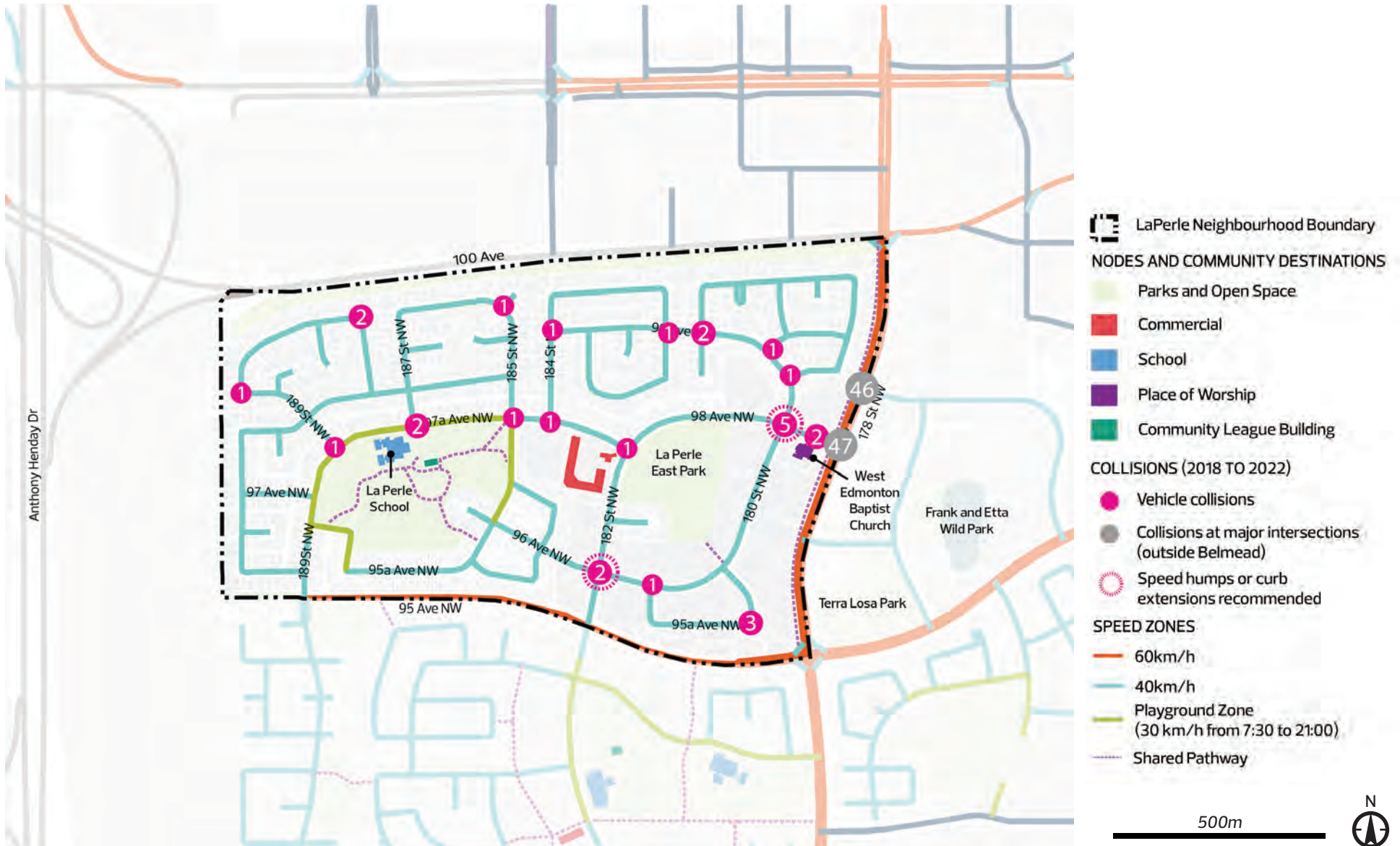
500m



Map 17. Mobility Network – Speed Zones



Map 18. Injury Crashes (2018–2022)



3.8 Infrastructure

There are many existing utilities in the neighbourhood that provide essential services to everyone in the community. Careful review of these utilities during design and construction will minimize the impacts of implementing any design changes or new infrastructure. Some utilities that are reviewed during Neighbourhood and Alley Renewal include:

Shallow Utilities	Deep Utilities
<ul style="list-style-type: none">■ Gas (ATCO)■ Power (EPCOR)■ Telecommunication (TELUS, Shaw)	<ul style="list-style-type: none">■ Water (EPCOR)■ Drainage (EPCOR) Storm and Sewer■ Pipelines (ATCO)

3.8.1 Utilities

UTILITY CONSIDERATIONS

Some utilities have visible elements on the surface including manholes, vaults, catch basins, valves, hydrants, streetlights, pedestals and traffic controls. When designing sidewalks and paths near a vertical element (such as streetlights and pedestals) appropriate offsets should be maintained to maximize the usable space. For people walking, rolling, or biking the offset should be a minimum of 0.5 metres.

Other utility considerations are listed in the table below:

Table 4. Utility Considerations

Infrastructure	Considerations	Mitigation	Phase
All Underground Utilities	<ul style="list-style-type: none"> ■ To reduce surface restoration costs, it is best not to align concrete infrastructure over underground utilities that are likely to require maintenance through surface trenching. 	<ul style="list-style-type: none"> ■ Use hydrovac to locate the utility and align infrastructure to avoid it, unless there are no other alignment alternatives 	Design
	<ul style="list-style-type: none"> ■ Coordination of existing infrastructure and planned infrastructure. 	<ul style="list-style-type: none"> ■ Communication will begin summer of 2024 and will continue throughout the project 	Concept Design Build
Shallow Utilities	<ul style="list-style-type: none"> ■ Conflicts with reconstruction of the pavement structure. 	<ul style="list-style-type: none"> ■ Hydrovac shallow utilities in proposed reconstructed road sections 	Design Build
Fibre Optic	<ul style="list-style-type: none"> ■ Vaults can be difficult to relocate due to the congestion of existing utilities in the road right of way. ■ Residential connection points are typically easy to relocate. 	<ul style="list-style-type: none"> ■ Notify Shaw / Telus at least one year in advance to explore relocating ■ If not feasible, design to accommodate the existing location of the vault 	Design Build
Street Lights	<ul style="list-style-type: none"> ■ May require relocating to accommodate realigned sidewalks or curbs. ■ Street lights with utility pedestals may only have limited flexibility with respect to relocation. 	<ul style="list-style-type: none"> ■ Design to minimize the need to relocate ■ Typical renewal includes new poles and LED fixtures on the original base 	Concept Design Build

Table 4. (cont.) Utility Considerations

Infrastructure	Considerations	Mitigation	Phase
Drainage	<ul style="list-style-type: none"> Additional hard surfacing increases runoff capture which could impact the overall system 	<ul style="list-style-type: none"> Design to decrease hard surfacing and increase permeable surfaces, on balance, throughout the neighbourhood If necessary, consult with EPCOR on system modeling 	Concept Design Build
	<ul style="list-style-type: none"> Catch basin relocation may be required for new curb alignments and some measures to slow traffic 	<ul style="list-style-type: none"> Design to minimize the need for relocation 	Design Build

CROSSING AGREEMENTS

Crossing agreements are required to work above underground infrastructure that has an established right of way on the surface.

- To date, no utility rights-of-way, high pressure gas lines, pipelines or high voltage power lines have been identified that would require an agreement for the scope of work proposed in the La Perle renewal project.
- Should an application be needed, it should be made during the detailed design phase, several months prior to the anticipated construction.
- Crossing agreements are typically valid for one year.

ENCROACHMENT AGREEMENTS/LICENSES OF OCCUPATION

An encroachment agreement/Licenses of Occupation is a written confirmation between the City and an owner of a property that allows for the private use of the public right-of-way. Often, encroachment agreements/Licenses of Occupation within residential areas are used to extend private yards onto public rights-of-way. Encroachment agreements can also exist for City infrastructure on school board land.

- Consideration should be taken if there is any potential impact to an existing encroachment agreement/ License of Occupation. This information will be reviewed as received and inform design decisions.

LAND ACQUISITION

During Neighbourhood Renewal the City may need to acquire portions of private land to accommodate the proposed improvements. Including but not limited to:

- Small land acquisitions are occasionally needed for new signal placements, installation of measures to slow traffic and new sidewalks within narrow public rights-of-way. While this is typically rare, it will be reviewed during the concept phase.
- Land acquisitions and related requirements will be identified later.

3.8.2 Green Infrastructure

CITY TREES

In addition to aesthetic value, street trees provide multiple benefits including stormwater management, wildlife habitat or steppingstones, temperature regulation, and noise attenuation. The La Perle neighbourhood is lacking in street trees. This is a result of the dedication of much of the road right-of-way to vehicle space. The *City Plan* sets an aspirational target of two million urban trees planted. In addition, the Urban Forest Management Plan has a short-term goal of establishing 20% tree canopy coverage in the city.

- Large impermeable surfaces like concrete and asphalt and lack of street trees can strain the stormwater collection system and hinder the natural infiltration of water.
- Urban trees help to reduce urban heat island effect. Shading in combination with transpiration (the movement of water through the bodies of vegetation) can help reduce peak summer temperatures by 1 to 5°C.
- Shading buildings by trees and vegetation can reduce energy use in summer months.
- City trees can provide valuable habitat for smaller animals and important stepping stones between urban areas and larger natural areas like the river valley for other animals.

GREEN STORMWATER INFRASTRUCTURE AND LOW IMPACT DEVELOPMENT

Green stormwater infrastructure, or low impact development (LID), provides natural systems to replace traditional drainage infrastructure. Examples may include:

- Bioretention
- Bioswales
- Soil cells
- Box planters
- Absorbent landscaping



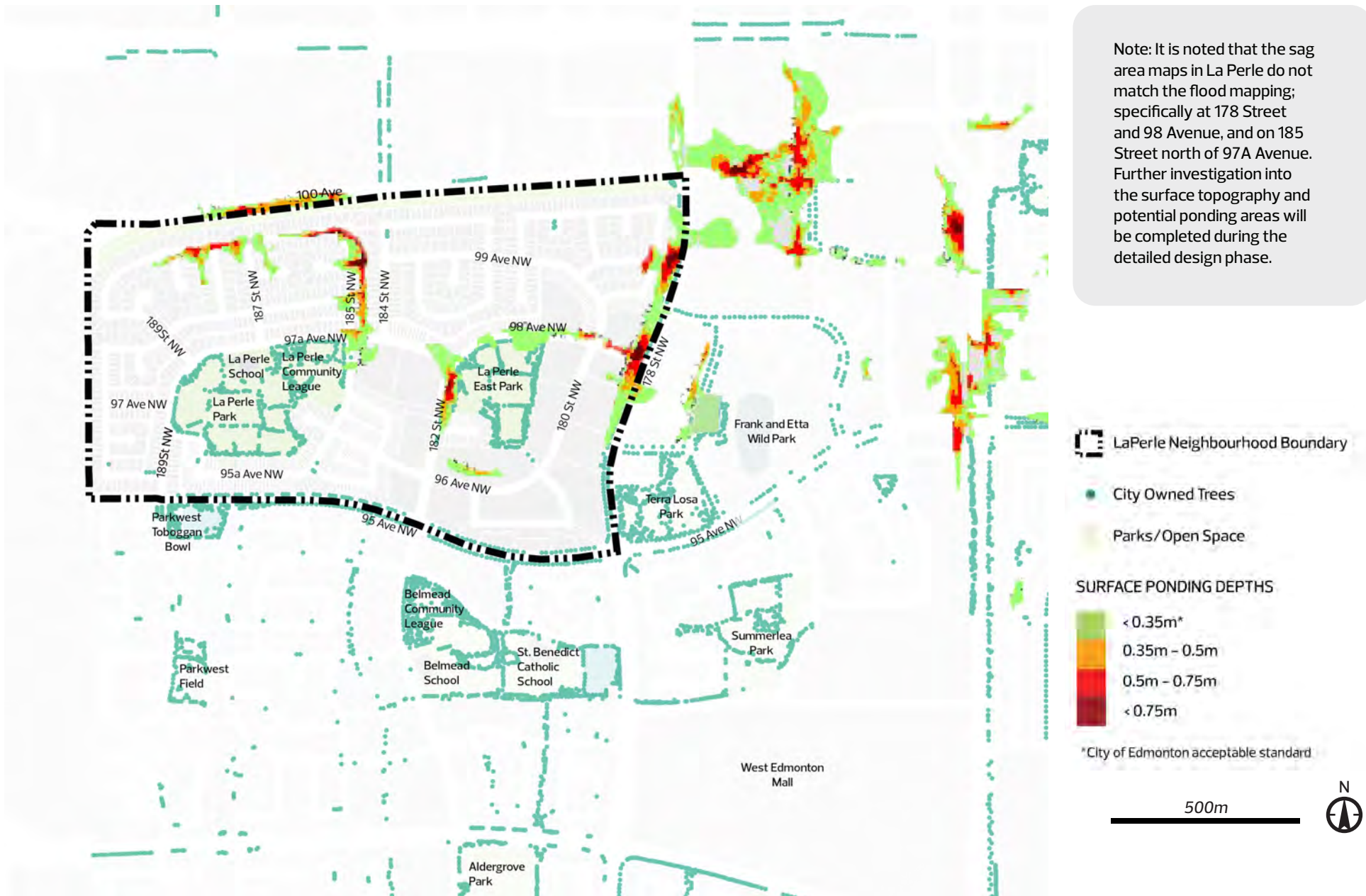
LID systems capture water from minor storm events and allow that water to be reused for irrigation or to infiltrate back into the water table, thus replenishing the natural water system and protecting water quality. Some LID systems also filter pollutants, such as sediment, salts, and hydrocarbons, which get flushed into our natural waterways through drainage outfalls. In some cases, water can be seen flowing in drainage channels, but in most cases, water is stored below the surface in soil or rock reservoirs. This allows the water to be used by the landscaping and any remaining water will be slowly released into the major drainage system.

- La Perle has separate storm and sanitary drainage systems
- The storm sewer system conveys both stormwater runoff and snowmelt toward a receiving water body (i.e. the North Saskatchewan River). In neighbourhoods developed after 1980, there is also a requirement for the storm drainage system to include major, overland, drainage paths for flows in excess of what the piped underground system can handle. The sanitary sewer system conveys wastewater from businesses and residences to the wastewater treatment plant.
- Redirecting stormwater runoff into LID infrastructure, and reducing or slowing its entry into the pipe system

OVERALL INFRASTRUCTURE OPPORTUNITIES

- Assess utility impacts and potential relocations in conjunction with options development
- Explore ways to include street trees as part of green infrastructure implementation
- Evaluate neighbourhood topography, open spaces and areas prone to localized flooding to determine areas that would benefit from LID facilities
- Explore opportunities to replace hardscaping with landscaping and other permeable surfaces
- Create LID educational materials and discuss LID during engagement to provide information and gather feedback
- Evaluate lighting levels at crossing locations, major intersections and in open spaces to determine the need for upgrades to the existing overhead lighting

Map 19. Green Infrastructure



SURFACE FLOODING ASSESSMENT

The Laperle neighbourhood was mainly constructed prior to the 1980s, before a requirement to design overland flow paths (mainly roadways) to accommodate intense rainfall drainage. This means that while a dedicated storm sewer system is present, once that system reaches capacity and storm water starts to collect above ground, there are no major overland drainage paths to convey the storm flow to a safe location. Instead, throughout the neighbourhood there are some low laying areas (sag areas) where stormwater can collect during extreme rainfall events. The areas in and surrounding these sag areas present the highest risk of flooding as they could fill with excess stormwater to hazardous levels and take several hours to drain once sewer capacity becomes available again.

EPCOR's Stormwater Integrated Resource Plan (SIRP) takes a risk based approach to identifying flood risk throughout the City of Edmonton. The program also identifies and prioritizes the highest risk areas (i.e. sub-basins) with a letter system. Group A is considered the highest risk and highest priority for mitigation. Group H is considered the lowest risk. SIRP also identifies several strategies and upgrades to reduce the flood risk for each area although a case-by-case assessment for each sub-basin is needed to identify and validate the type of mitigation strategy and quantify the identified upgrade benefits.

For the Laperle neighbourhood, sag areas are present but fairly limited. The sag areas begin to fill in a 1:20 year event, however with more intense rainfall events, they tend to spill over to other areas limiting the depth and extents of possible ponding. For more intense rainfall events these sag areas could either expand, or spill over. The sag areas

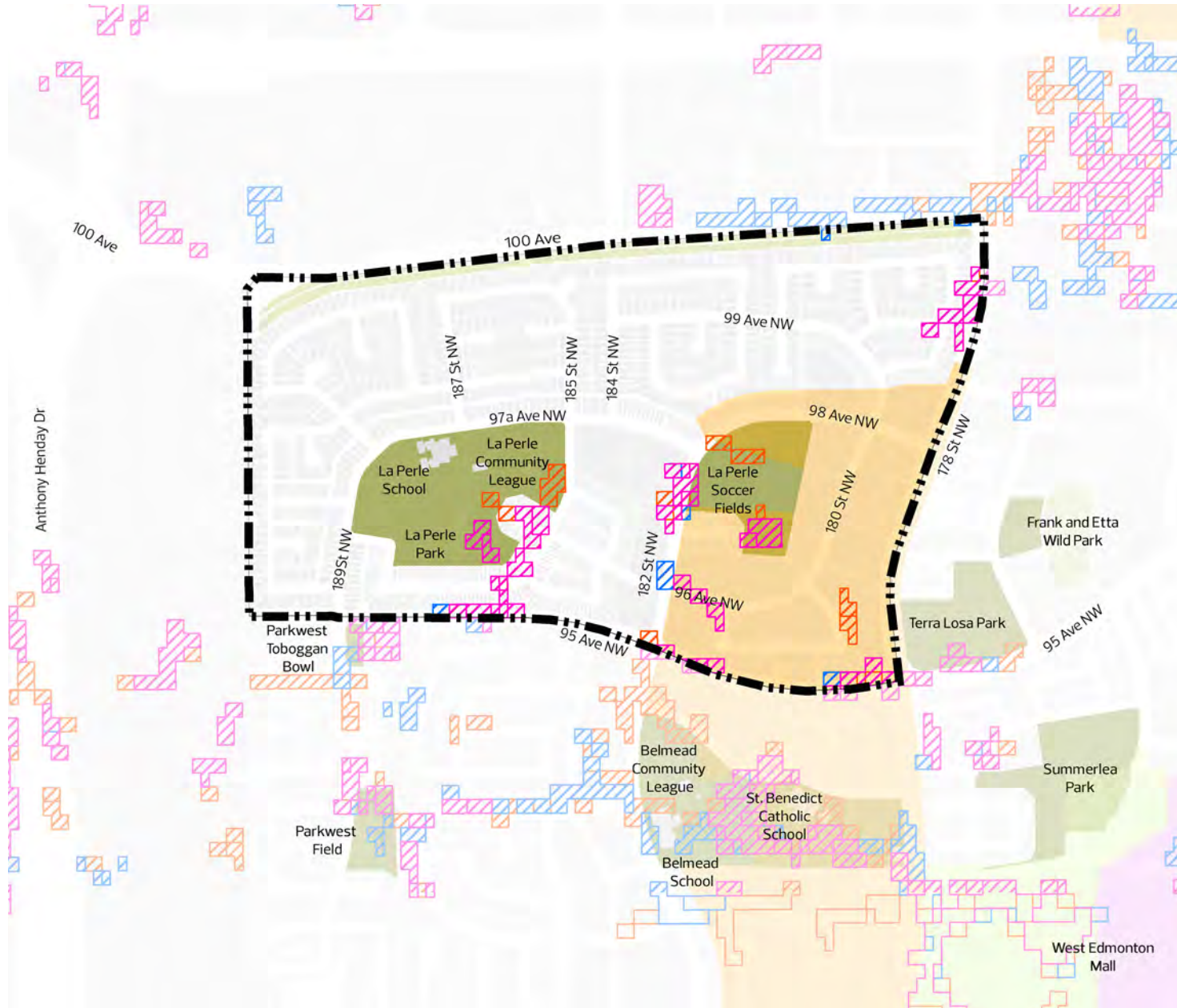
are present in the south and east parts of the neighbourhood. A SIRP sub-basin risk of G is assigned to this area which is considered a low to medium-low risk. This is likely mostly attributed to the risk of flooding near the St. Benedict Catholic School to the south which is a part of the same sub-basin.

Drainage assessment of this area was completed during the City-Wide Flood Mitigation and the publicly available flood maps indicate that during extreme rainfall events, ponding on the roadways could occur, largely centered around the aforementioned sag areas. Flooding depths in these locations could reach up to 0.75 m in depth and present a risk of flooding beyond the road right-of-way potential leading to property damage. Although the Neighbourhood Renewal Project does not have a large focus on flood mitigation and drainage upgrades, there are some opportunities to resolve some of the sag area concerns which would also benefit the overall flood risk in the neighbourhood.

Some of these opportunities include:

- Catch basin upgrades to new frame types, relocation to preferred locations, restoration, or addition of new catch basins
- Reprofilng of the roadways: While technically difficult due to a number of existing boundary constraints (trees, driveways, utilities, yards, sidewalks) some reduction of sag depths and extents could be feasible
- Curb and gutter replacement: installation of new curb and gutter along with the new roads and sidewalks to increase stormwater storage and flow hydraulics along the gutter, maintain more flow safely within the roadway extents and away from houses, buildings, or other infrastructure.
- Additional green space, trees, and Low Impact Development that will result in less stormwater runoff

Map 20. Surface Flooding Assessment



Note: It is noted that the sag area maps in La Perle do not match the flood mapping; specifically at 178 Street and 98 Avenue, and on 185 Street north of 97A Avenue. Further investigation into the surface topography and potential ponding areas will be completed during the detailed design phase.



LA PERLE
Neighbourhood Renewal

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