

JUNE 2025

Edmonton

LA PERLE

Neighbourhood Renewal

URBAN DESIGN ANALYSIS

Chapter 3: Draft design

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1.0 Introduction



This chapter presents the draft design for La Perle Neighbourhood Renewal. It describes the City policy and program information, technical requirements and public engagement feedback used to inform draft design decisions. The chapter also provides information on how the decisions are aligned with the co-created community vision and guiding principles for the neighbourhood.

The draft design includes upgrades related to walking and rolling, biking, crossing and intersection, roads, placemaking and green infrastructure. Through these improvements, the draft design addresses gaps and opportunities identified in the Urban Design Analysis (UDA) **Chapter 1: Background Report** and **Chapter 2: Vision and Opportunities** and public engagement process.

What is Neighbourhood Renewal?

The City of Edmonton's Neighbourhood Renewal program will upgrade La Perle with new roads, curbs, gutters, sidewalks, and street lights, while also exploring improvements such as street crossings, bike connections, and enhancements to City-owned parks and gathering spaces. Additionally, cost-sharing opportunities will be offered through the Local improvement process for sidewalk reconstruction and decorative street light upgrades. This new infrastructure will be in place to serve the community for the next 30–50 years.

The purpose of the Draft Design stage is to:

- Develop a refined overall draft design that bring the community vision to life
- Verify the feasibility of the draft design elements that best incorporate the feedback provided by the community, address technical requirements and align with existing strategies, policies and guidelines.
- Identify any constraints to implementing the improvements, and develop strategies to address them.
- Gain insights from project team members/key business partners and build understanding of the project.
- Identify the steps required to advance the draft design to the final design stage



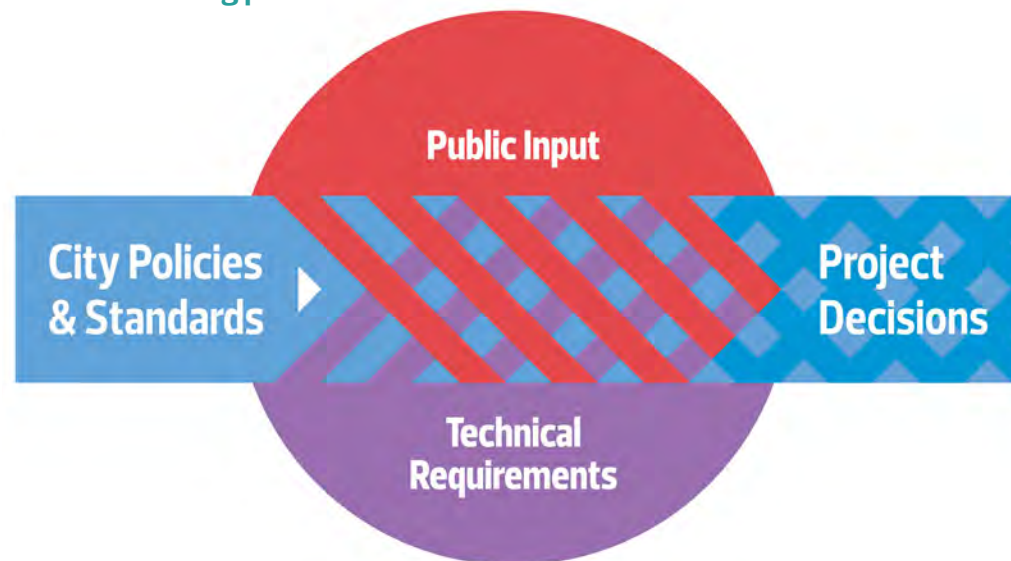
Decision making process

For Neighbourhood Renewal projects, the City of Edmonton makes decisions using a combination of policy and program information, public input, technical requirements and available funding.

This process helps to ensure that the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for your neighbourhood and our city. **City policies and programs such as the City Plan, Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy** provide the overall direction for Neighbourhood Renewal designs.

As each neighbourhood is unique, the Project Team asks for input from community members who live, work and play in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood.

Decision making process:



City policies and programs

City policies and programs provide overall direction for neighbourhood renewal. The Project Team considered the following key policies and programs while preparing the draft design:

THE CITY PLAN

- **Overview:** Provides direction to improve spaces and places and how people move around the city
- **Guidance:** Prioritize and enable green infrastructure solutions and support the implementation of a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities. Plant 2 million new trees by 2050

ACTIVE TRANSPORTATION POLICY

- **Overview:** Supports opportunities for Edmontonians to walk, roll, and cycle, regardless of age, ability, or socioeconomic status, enhancing the safety, inclusivity and diversity of our communities, and minimizing the impact of transportation activities on Edmonton's ecosystem
- **Guidance:** Include opportunities for people to walk, roll and bike while promoting the inclusion of shared pathways

COMPLETE STREET POLICY

- **Overview:** Provides direction for the design and construction of roads, sidewalks and shared pathways, bike facilities, measures to slow traffic, and enhance intersections (particularly around crosswalks)
- **Guidance:** Design streets to be safe, attractive, comfortable and welcoming for people of all ages and abilities

BIKE PLAN

- **Overview:** Provides direction for how biking fits into our city and supports the City's vision of a connected, accessible city
- **Guidance:** Enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes in all seasons

SAFE MOBILITY STRATEGY

- **Overview:** Provides direction to reach Vision Zero through safe and livable streets
- **Guidance:** Plan and design streets to be safer for all ages and abilities. Reach vision zero through safe and livable streets

OPEN SPACE POLICY AND BREATHE

- **Overview:** Informs the planning, design and management of Edmonton's open space to achieve the outcomes and realize the vision of an integrated, sustainable, vibrant and multifunctional green network
- **Guidance:** Improve ecological function, operational capacity, recreational potential, and community cohesion within parks and open spaces. Support biodiversity by providing various plant species. Contribute to urban climate mitigation by providing vegetative cover in open spaces

ACCESSIBILITY FOR PEOPLE WITH DISABILITIES POLICY

- **Overview:** Policy to ensure the greatest level of access, participation and opportunities to contribute for people with disabilities
- **Guidance:** Guide the development and implementation of City policies, civic engagement, programs and services, communications and technology, employee services and infrastructure that considers individual needs and diverse abilities

COMMUNITY TRAFFIC MANAGEMENT POLICY

- **Overview:** Aims to address traffic issues and improve the city's transportation system
- **Guidance:** Provides guidance for collaboration with communities to develop plans that reduce speeding, traffic shortcutting and other traffic concerns

THE SNOW AND ICE CONTROL POLICY

- **Overview:** Policy to direct a safe and reliable transportation network for all users during winter
- **Guidance:** Ensures safety, clear information and public awareness, operational excellence to prioritize winter maintenance to provide accessibility for people of all abilities and needs

CONNECTEDMONTON

- **Overview:** Strategic plan that sets the direction for the future growth and outlines actions needed to realize the city's vision
- **Guidance:** To create a healthy city, improve urban places, promote regional prosperity, and increase climate resilience

CORNER STORE PROGRAM

- **Overview:** Provides support to businesses that meet the needs of their local communities
- **Guidance:** The program aims to increase the vibrancy of neighbourhoods, create community destinations and ensure that people can access the businesses

URBAN FOREST MANAGEMENT PLAN

- **Overview:** Aims to sustain and improve the health of the city's urban forest
- **Guidance:** The plan provides guidance for the maintenance of urban forest while educating the public about the importance of natural areas, further contributing to the well-being and quality of life for future generations

CLIMATE CHANGE ADAPTATION AND RESILIENCE STRATEGY

- **Overview:** Provides strategies to help Edmonton adapt to climate change and build a more sustainable future
- **Guidance:** Outlines how the City of Edmonton will plan and invest resources to increase our communities' climate resilience, minimize the exposure of people and assets to the impacts of climate change, and take advantage of new opportunities as they arise

CORPORATE TREE MANAGEMENT POLICY

- **Overview:** Policies to ensure growth, sustainability, acquisition, stewardship, tree maintenance, protection and preservation of the City of Edmonton Urban Forest and to promote public education and engagement opportunities. Encourages and accounts for the maintenance, renewal, and expansion of our urban forest
- **Guidance:** If trees need to be removed during construction the value of the trees removed will be replaced with new tree plantings in or near the neighbourhood



Technical requirements

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

COMPLETE STREET DESIGN AND CONSTRUCTION STANDARDS

- **Overview:** Provides direction for the design and construction of roads, sidewalks, bike lanes and shared pathways, measures to slow traffic, and enhanced intersection safety (particularly around crosswalks)
- **Guidance:** Designed to be safe, attractive, comfortable, and welcoming to people of all ages and abilities

ACCESS DESIGN GUIDE

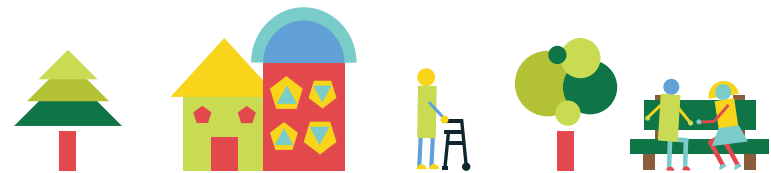
- **Overview:** Aims to promote accessibility in open spaces and facilities owned, operated or leased by the City of Edmonton
- **Guidance:** Include access and use to open spaces and transportation networks for people of all ages and abilities

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

- **Overview:** Strategy that considers how the design of the physical environment can minimize crime
- **Guidance:** Encourages designing infrastructure to reduce crime by making spaces visible, inviting, connected, and including natural deterrents such as plant selection and placement

WINTER DESIGN GUIDE

- **Overview:** Provides a robust winter design lens for all development in the City
- **Guidance:** Design quality streetscapes and open spaces with a winter lens. Support year round use of public spaces through lighting and the design of microclimates. Consider snow removal and storage in the design of streets and open space. Wider boulevards provide additional snow storage space



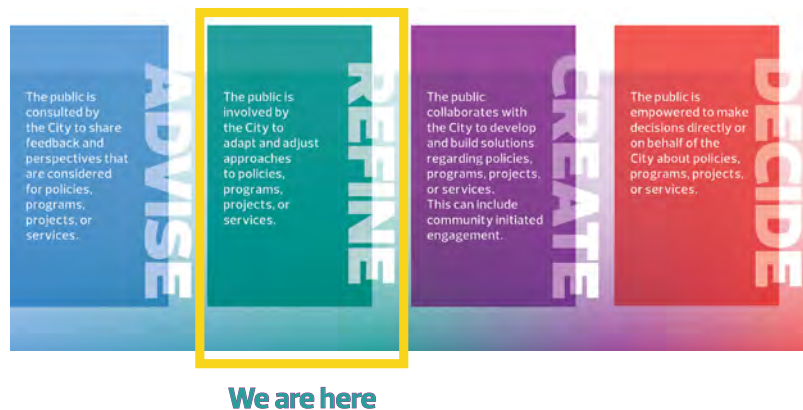
Public engagement

The **Neighbourhood Renewal Road Map** was created to help the residents understand the steps of the renewal process and how they can participate.

In the **Community Feedback on Draft Design** stage, the project team shared the draft design for the neighbourhood. The project team was seeking community's feedback to help **REFINE** it to ensure it aligns with the Vision and Guiding Principles that were co-created at the beginning of the project.

City of Edmonton Public Engagement Spectrum

Increasing influence of the public →



Neighbourhood Renewal Road Map



Vision and guiding principles

The Vision sets the direction of the community's aspirations for future livability. Guiding Principles provide ideas that inform how the Vision is applied to neighbourhood design and describes values and priorities for how people will live, work and play in their neighbourhood. The Community Vision and Guiding Principles were developed through the public engagement process.

COMMUNITY VISION

We are the well-established, safe, quiet and family-friendly community of La Perle. Our residents enjoy green spaces within the community which provide opportunities to play and gather with neighbours.

We are well connected to schools, parks and commercial destinations with access to key corridors beyond the community.

GUIDING PRINCIPLES

La Perle is,

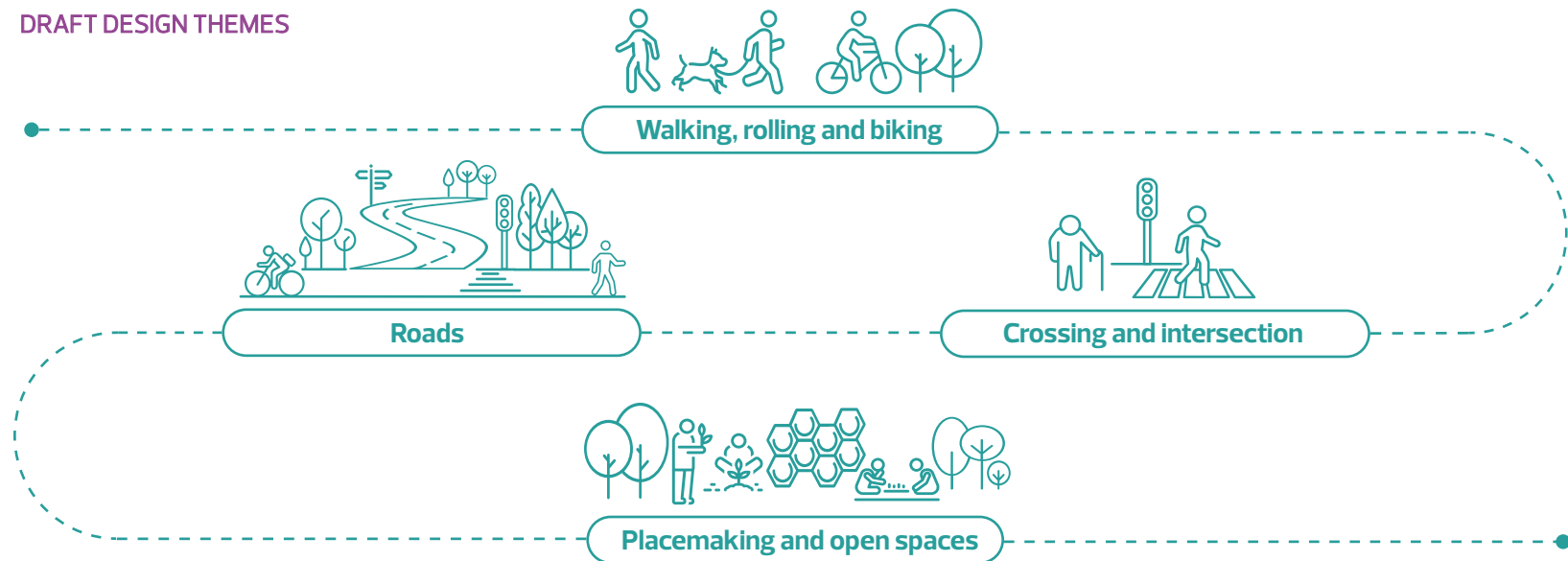
- **Welcoming:** La Perle is a vibrant and welcoming community with diverse parks, open spaces, recreational opportunities, and local amenities that foster connection and engagement among neighbours
- **Safe:** Residents feel comfortable walking, rolling and biking through the neighbourhood with improved visibility, traffic flow and safe movement
- **Access to parks and open spaces:** La Perle has beautiful parks and open spaces that are well-connected, offering easy access and creating opportunities for families, visitors, and neighbours to come together
- **Inclusive:** In La Perle, people of all ages and abilities can safely and comfortably navigate the community using various transportation methods to enjoy the diverse parks, open spaces, recreational opportunities, and gathering spaces
- **Local amenities:** The neighborhood's amenities offer opportunities for residents and visitors of all ages and abilities to enjoy, with easy access to local destinations through breezeways, paths, sidewalks, and roads

2.0 The draft design



The draft design includes Neighbourhood Renewal improvements which are categorized into six themes of walking, rolling and biking, crossing and intersection, roads, parks and open space, placemaking and green infrastructure.

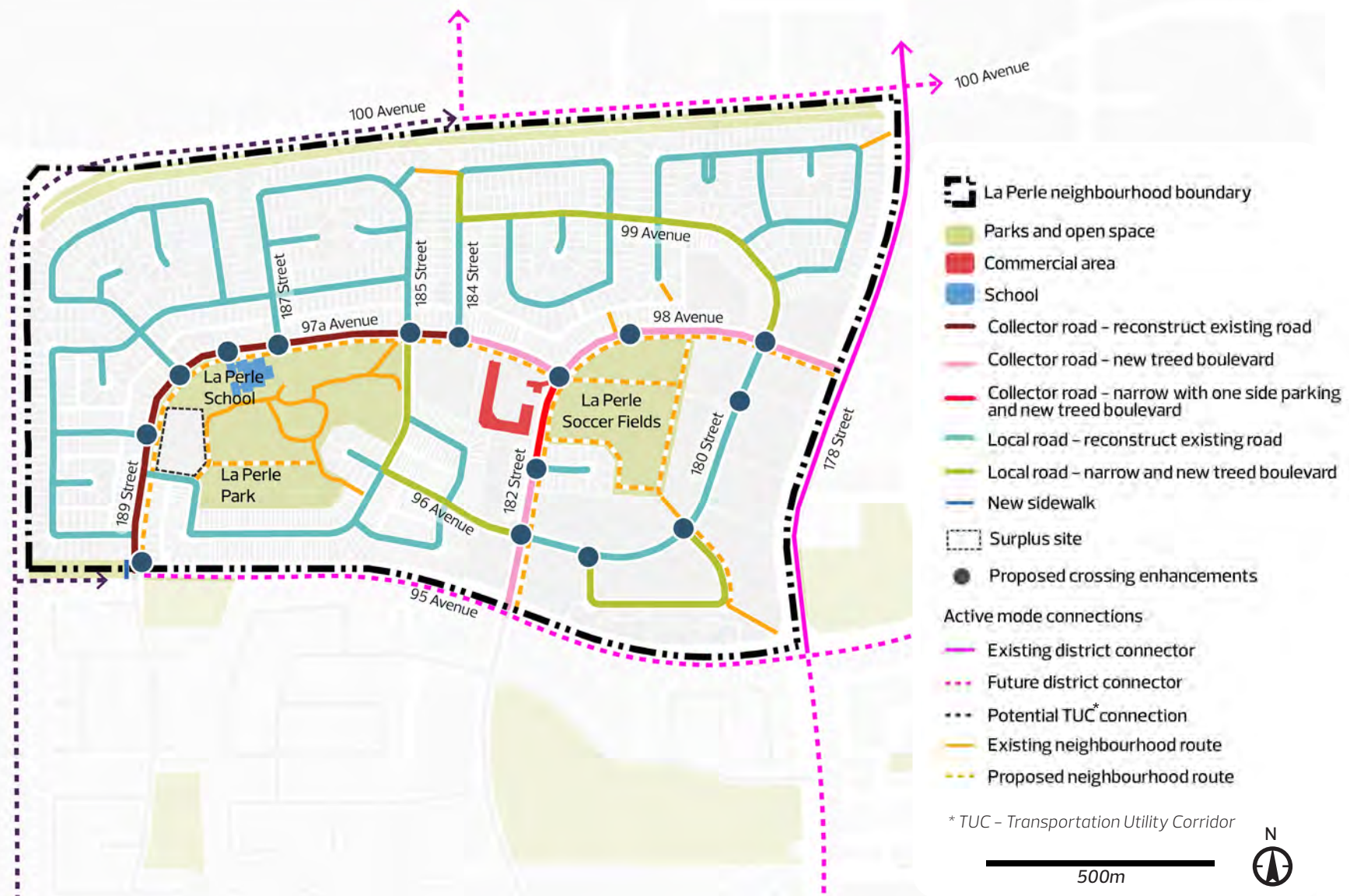
DRAFT DESIGN THEMES



OVERALL DESIGN INFLUENCES

- **Walking and rolling:** Provide safe, accessible and comfortable experience for people of all ages and abilities when walking and rolling through the neighbourhood
- **Biking:** Facilitate bike infrastructure to provide convenient and multi-modal travel opportunities while mitigating conflicts between people biking and driving
- **Crossing and intersection:** Enhance safety and visibility for people walking, rolling and biking, through crossing enhancements and traffic calming measures
- **Roads:** Redesign existing roads to align with current City guidelines
- **Placemaking and open spaces:** Improve the quality and accessibility of parks and open spaces, supporting placemaking at key community hubs, and promoting green infrastructure, Low Impact Development (LID), and naturalization to create more welcoming, sustainable environments for everyone

2.1 Neighbourhood draft design map



3.0 Walking, rolling and biking



Key design influences:

- Improving walking and biking connections in the neighbourhood will enhance overall connectivity and accessibility for all, promote active living and community well-being and are in alignment with City policies and standards
- A dedicated active transportation network will enhance connectivity and convenience while providing options for people of all ages and abilities
- Enhancing accessibility and traffic safety will encourage people to walk, roll and bike, further supporting mode shift and lowering environmental impact



Neighbourhood route example

The draft design includes:

- Existing sidewalks will be rebuilt throughout the neighbourhood
- Missing sidewalks links will be added
- Existing **breezeways**¹ will be rebuilt to shared pathways
- Existing shared pathways will be rebuilt to current standards
- New shared pathways will be added to enhance connectivity
- New bike routes will be added for improved accessibility and convenient travel

Note 1: A **breezeway** is a public pathway between two private properties. Wider breezeways and pathways make it easier for people who walk and bike to move around the neighbourhood. They enhance accessibility and connectivity within the neighbourhood.

What we considered



WHAT WE HEARD

Residents:

- Shared a desire for the sidewalks to be upgraded and repaired throughout the neighbourhood
- Support improving pathways to current standards and facilitating missing connections in the pathway network
- Would like to have enhanced safety and convenience for people walking, rolling and biking in the neighbourhood
- Would like more active transportation connections through the neighbourhood and within parks area
- Prefer shared pathways over on-street bike lanes

GUIDING PRINCIPLES

- **Safe:** Residents feel comfortable walking, rolling and biking through the neighbourhood with improved visibility, traffic flow and safe movement
- **Inclusive:** In La Perle, people of all ages and abilities can safely and comfortably navigate the community using various transportation methods to enjoy the diverse parks, open spaces, recreational opportunities, and gathering spaces

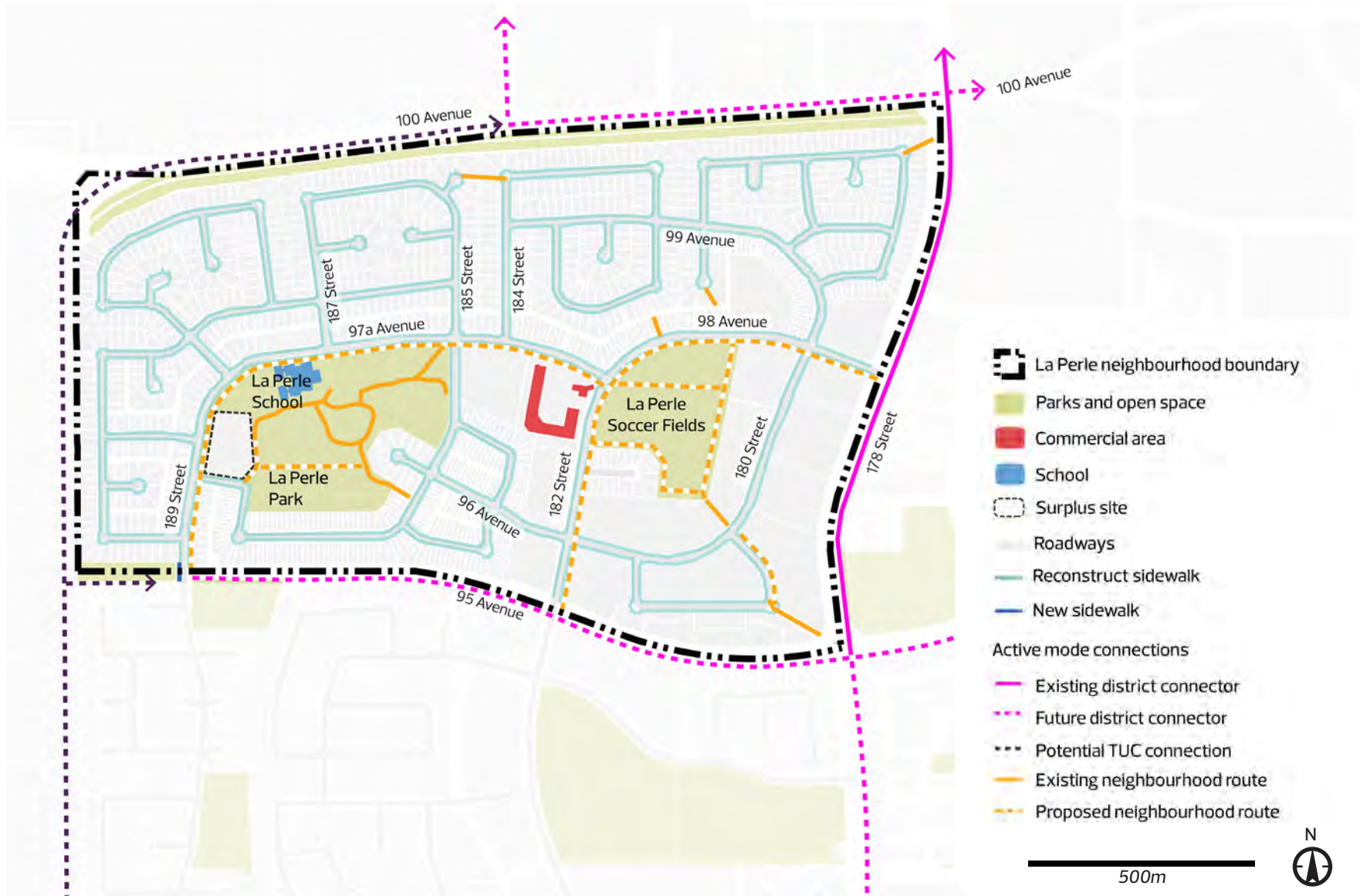
DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Complete Streets Design and Construction Standards
- Transportation Association of Canada (TAC)
- Access Design Guide
- Urban Design Manual
- Existing infrastructure assessments
- Utilities and tree constraints, potentially requiring realignment or tree removal, while managing impacts to private property or decorative landscape elements on public lands
- Consider raised crossings over intersections with shared pathways

CITY POLICIES AND PROGRAMS

- Accessibility for People with Disabilities Policy (C602)
- Active Transportation Policy (C544)
- The City Plan
- Complete Streets Policy (C573A)
- ConnectEdmonton
- Bike Plan
- Snow and Ice Control Policy (C409K)
- Vision Zero initiative/Safe Mobility Strategy

3.1 Walking, rolling and biking network map



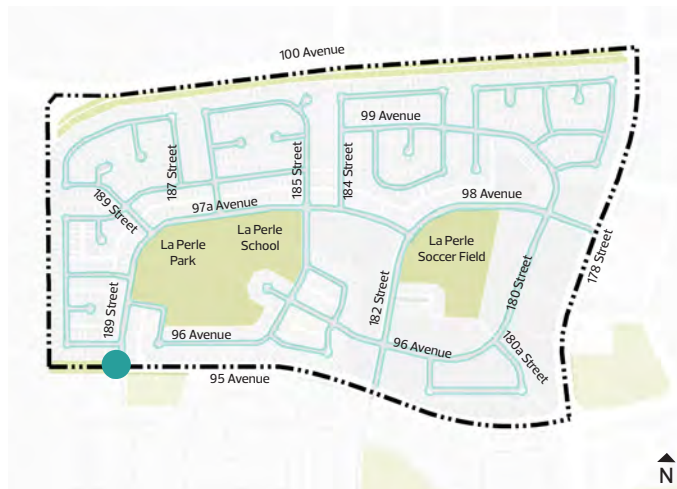
New and upgraded sidewalks



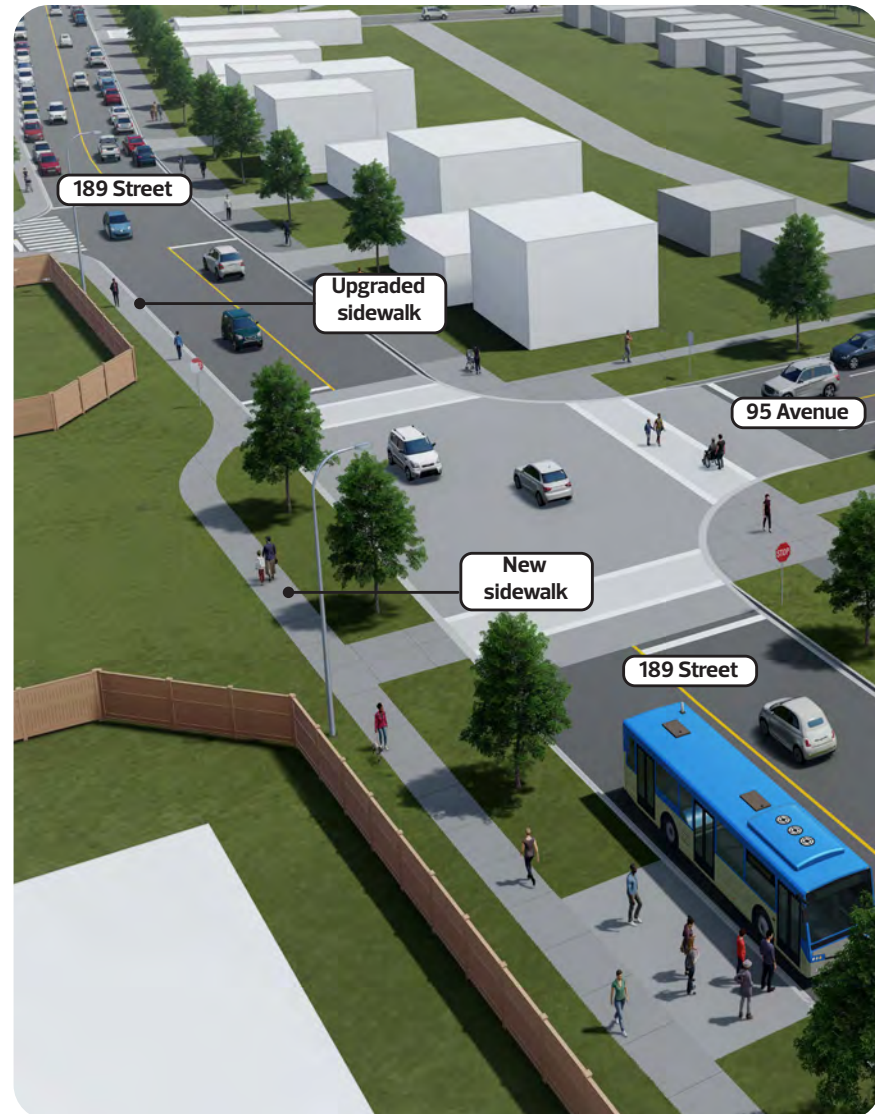
What we propose:

- Replacing and repairing all sidewalks throughout the neighbourhood to align with current City standards
- Adding new sidewalk along the open space at the intersection of 189 Street and 95 Avenue
- Improving accessibility and connectivity throughout the neighbourhood for people of all ages and abilities

Key map



New and upgraded sidewalks along 189 Street



New and upgraded sidewalks



189 Street and 95 Avenue intersection

Legend

- | | | |
|---------------------------|---------------------------|--------------------------|
| Reconstruct sidewalks | New shared pathway | Parks and open space |
| New sidewalks | New raised intersection | Existing trees |
| Existing grass/boulevards | No on-street parking | New trees |
| New boulevards | Future district connector | Potential TUC connection |

Active Transportation Network



What we propose:

- Upgrading existing shared pathways in La Perle Park to meet current standards, and to enhance accessibility for people of all ages and abilities
- Adding new shared pathways along the collector roadways and through open space
- Designating 180a Street as a **local street bikeway**² between 95a Avenue and 96 Avenue
- Upgrading existing breezeways to shared pathways throughout the neighbourhood

Note 2: A **local street bikeway** is a street where the road is shared between people who bike and drive, and is designed for low motor vehicle speeds by incorporating traffic calming measures.

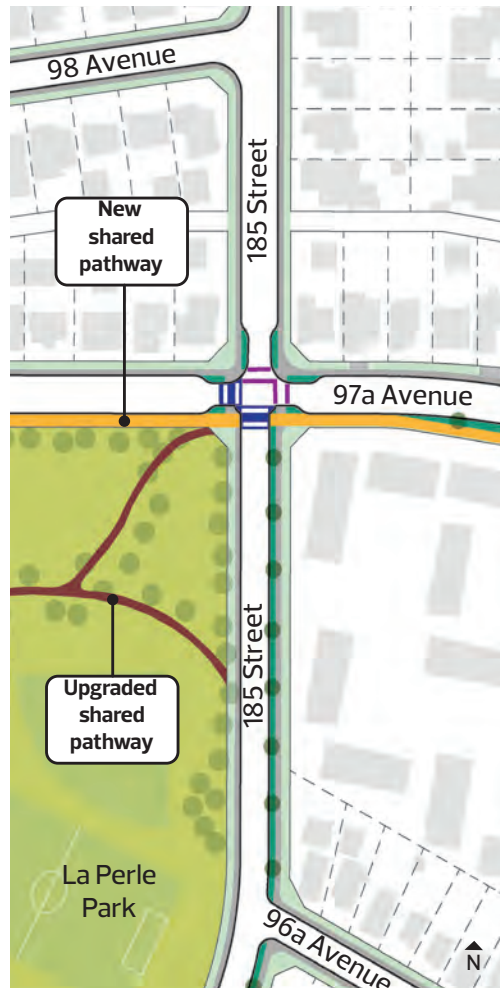
Key map



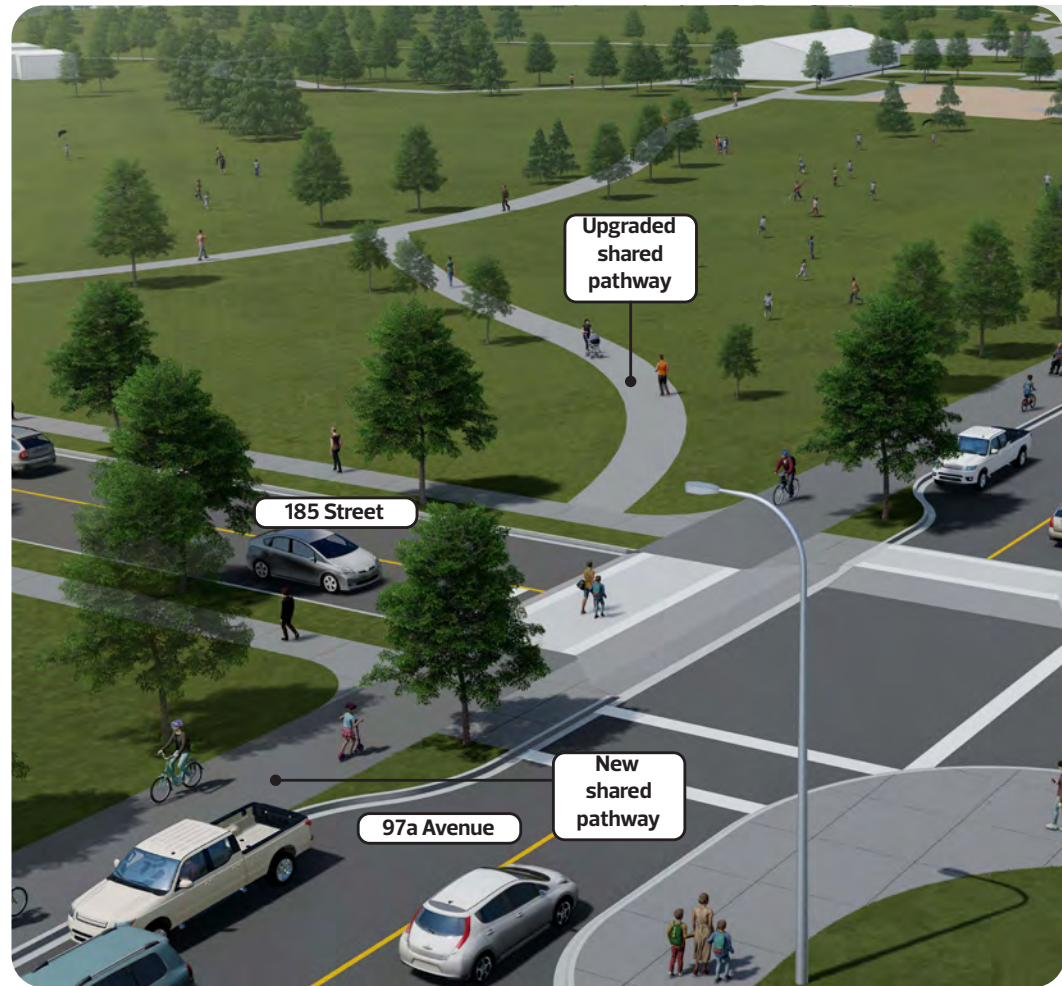
Shared pathway through an open space example



New and upgraded shared pathways



97a Avenue and La Perle Park



New and upgraded shared pathway in and around La Perle Park

Legend

Reconstruct sidewalks	Reconstruct shared pathway	New raised crosswalk	Existing trees
Existing grass/boulevards	New shared pathway	Parks and open space	New trees
New boulevards	New painted crosswalk		

Local street bikeway



180a Street as local street bikeway

Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing trees
Existing grass/boulevards	New shared pathway	New trees
New boulevards	New painted crosswalk	



Local street bikeway example

4.0 Crossing enhancements



Key design influences:

- Upgrading intersections near important destinations and along key routes will promote safe and convenient movement
- Incorporating missing crosswalks will improve overall connectivity in the neighbourhood
- Implementing curb extensions will reduce crossing distance, slowing traffic and prioritizing safety for people walking and rolling
- **Traffic calming³** elements will further support a safer and comfortable environment for people of all ages and abilities



Crossing enhancements example

The draft design includes:

- Traffic calming incorporated throughout, with a focus on key routes
- Raised crosswalks and a raised intersection will be added along key routes to provide a physical cue for people driving while creating a level surface for people crossing the street
- Curb extensions will be added near key intersections and areas identified as high traffic zones, to provide better visibility and shorter crossings for people who walk and roll
- Continuous crossings will be added along collector roads, improving accessibility for people who bike, walk and roll on shared pathways
- Median/two-stage crossing will be added to slow down traffic and allow people to pause between crossing each direction of traffic
- New painted crosswalks will be added to enhance connectivity in the neighbourhood

Note 3: Traffic calming consists of physical design measures put in place on existing roads to reduce vehicle speeds and improve safety.

What we considered



WHAT WE HEARD

Residents:

- Would like enhanced or additional traffic calming measures to improve safety and accessibility for people of all ages and abilities
- Shared a desire to have safe connections to school sites, parks and commercial nodes.

GUIDING PRINCIPLES

- **Safe:** Residents feel comfortable walking, rolling and biking through the neighbourhood with improved visibility, traffic flow and safe movement
- **Inclusive:** In La Perle, people of all ages and abilities can safely and comfortably navigate the community using various transportation methods to enjoy the diverse parks, open spaces, recreational opportunities, and gathering spaces
- **Access to parks and open spaces:** La Perle has beautiful parks and open spaces that are well-connected, offering easy access and creating opportunities for families, visitors, and neighbours to come together

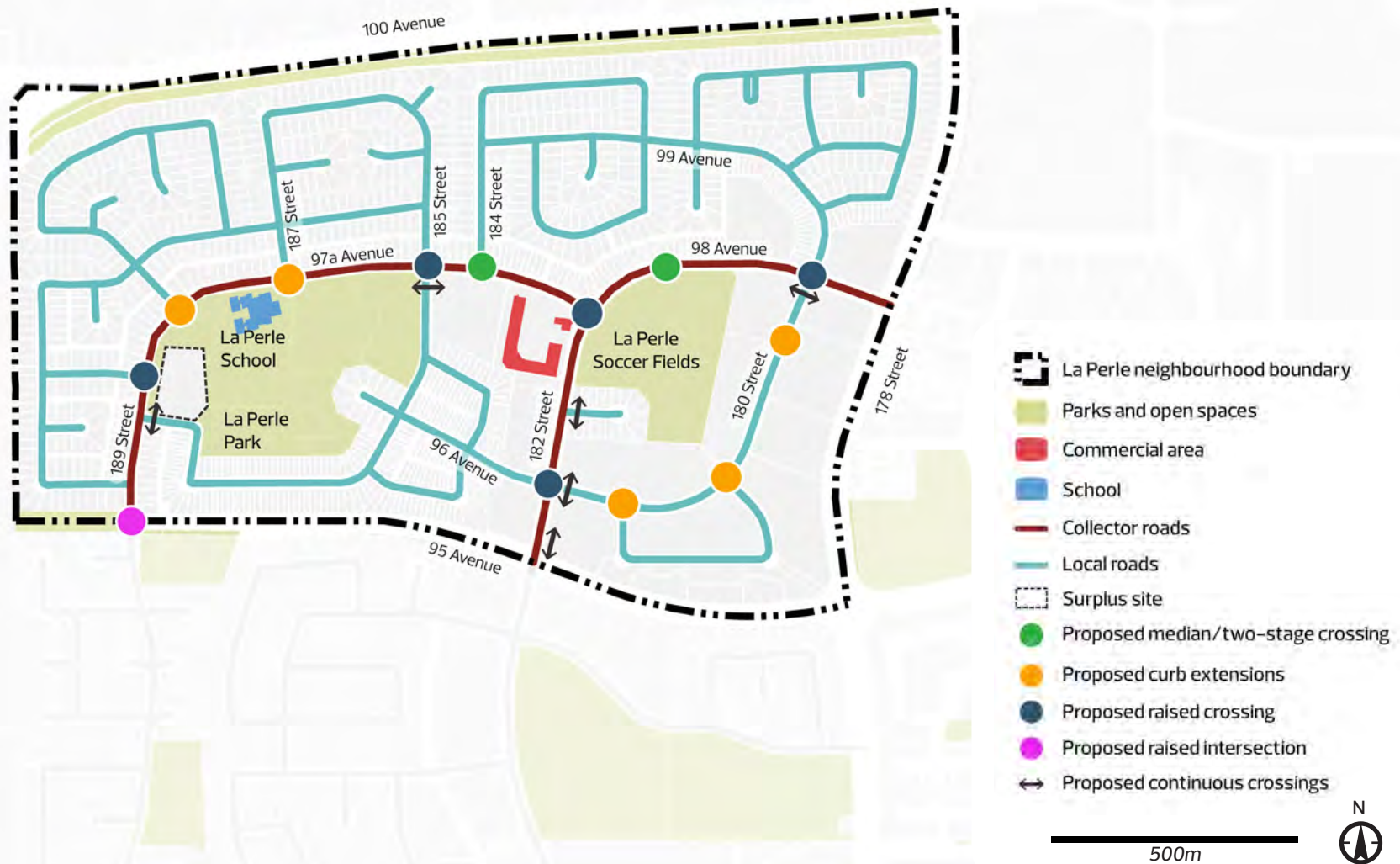
DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Complete Streets Design and Construction Standards
- Transportation Association of Canada (TAC)
- Access Design Guide
- Urban Design Manual
- Existing infrastructure assessments
- Manage utility conflicts
- Coordination with City departments is required to review data for design rationale and selection of crossing type
- Consider drainage impacts, visibility and distance from intersections or crossings
- City policy emphasizes the importance of reducing vehicle speeds and improving safety for people walking and rolling

CITY POLICIES AND PROGRAMS

- Accessibility for People with Disabilities Policy (C602)
- Active Transportation Policy (C544)
- ConnectEdmonton
- Vision Zero initiative/Safe Mobility Strategy

4.1 Crossing enhancements overview map



Raised intersection

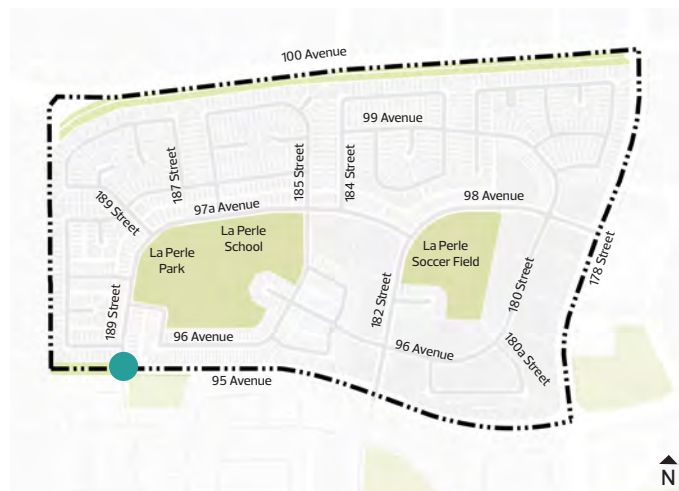


What we propose:

- A **raised intersection**⁴ will be added at the intersection of 189 Street and 95 Avenue to provide a physical cue for people driving to slow down and enhance safety and accessibility for people who walk and roll
- The raised intersection will also create a transition between 189 Street, 95 Avenue and 95 Avenue open space, signaling to people driving that they are entering the neighbourhoods
- Additionally, raised crosswalks will be incorporated along all three sides of the intersection to create a level surface for people crossing the street
- Overall, the raised intersection will help slow traffic and improve safety and convenient movement across both neighbourhoods

*Note 4: A **raised intersection** is an intersection that is constructed higher than the surrounding roadway surfaces.*

Key map



Proposed raised intersection at 189 Street and 95 Avenue



Raised crosswalks

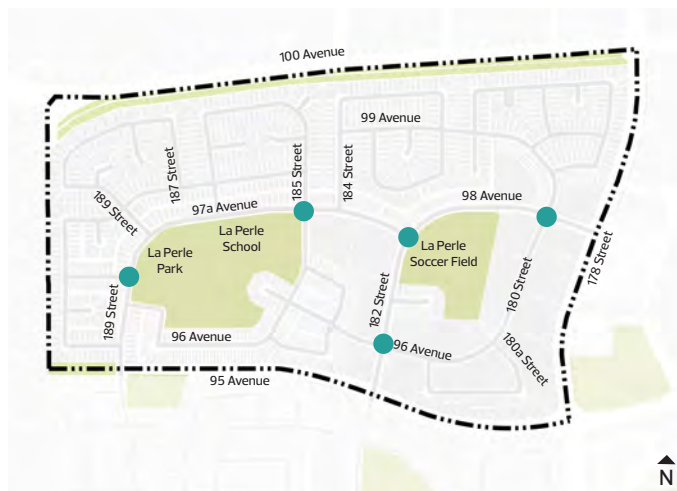


What we propose:

- **Raised crosswalks⁵** will be added to provide physical and visual cue for people driving while improving visibility and accessibility for the people who walk, roll and bike in the neighbourhood. These will be incorporated at the intersection of:
 - + 189 Street and 97 Avenue
 - + 185 Street and 97a Avenue
 - + 182 Street and 96 Avenue
 - + 182 Street and 97a Avenue
 - + 180 Street and 98 Avenue

***Note 5: Raised crosswalks** raise the roadway through the crosswalk to be near sidewalk height. They reduce vehicle speeds and allow people driving to be more aware of the people crossing the street.*

Key map



Proposed raised crosswalk at 189 Street and 97 Avenue



Curb extensions

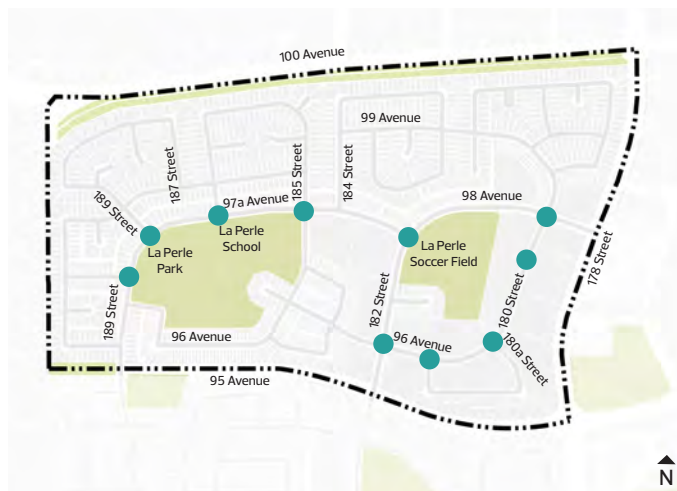


What we propose:

- **Curb extensions⁶** will be incorporated to help slow traffic and improve visibility while shortening the crossing distance for people walking, rolling and biking. These will be added at the following locations:
 - + At the intersections where 189 Street connects with 96 Avenue and 97a Avenue, near La Perle Park
 - + At the intersections where 97a Avenue connects with 187 Street, 185 Street and 182 Street
 - + At the intersection of 182 Street and 96 Avenue
 - + Along 96 Avenue where it intersects with 180a Street and 181 Street
 - + At the intersection of 180 Street and 98 Avenue, and 180 Street mid-block near multi-residential sites

***Note 6:** A **curb extension** extends the curb to define the parking lane and improves visibility while shortening the crossing distance for people who cross at key locations either at the corners of the street or at a mid-block crossing.*

Key map



Proposed curb extension on 189 Street and 97a Avenue



Continuous crossings

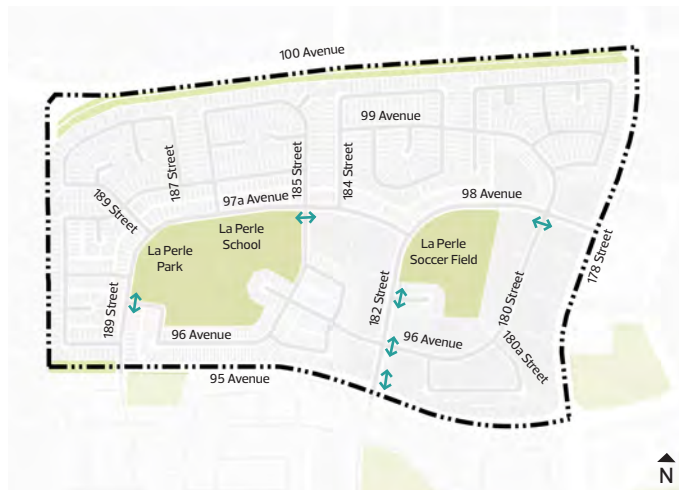


What we propose:

- **Continuous crossings⁷** will be added to provide a physical cue for people driving to slow down and create a level surface for people crossing the street, enhancing safety and accessibility for people of all ages and abilities. These will be implemented at the following locations:
 - + Along the east side of 189 Street where it connects with 96 Avenue
 - + Along the south side of the intersection where 185 Street connects 97a Avenue
 - + Along the east side of 182 Street where it connects with 95 Avenue, 96 Avenue and 96a Avenue
 - + Along the south side of the intersection where 98 Avenue connects with 180 Street

***Note 7: Continuous crossing** sidewalks communicate to people walking that they have an uninterrupted travel path while communicating to people driving that they are crossing a space for walking. The key feature of a continuous crossing is that the curb and sidewalk remain level through the crossing.*

Key map



Continuous crossings at 185 Street and 97a Avenue



Median/two-stage crossings

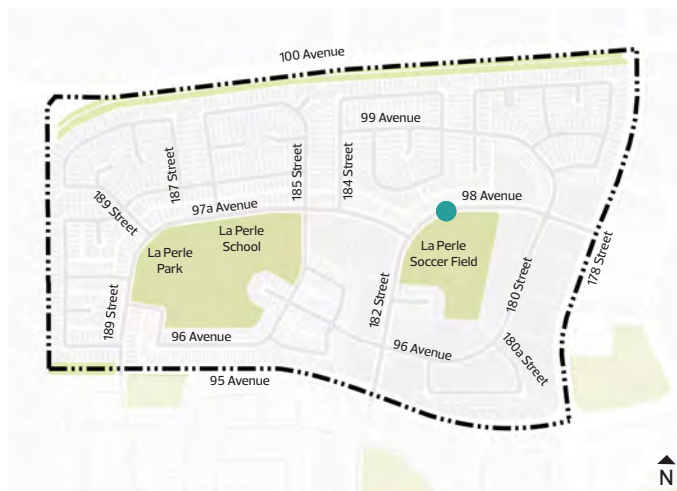


What we propose:

- A **two-stage median crossing**⁸ will be added to narrow the street and provide a physical cue for people driving to slow down. These crossings will also provide a space for people to pause between traffic, enhancing safety and accessibility for people of all ages and abilities. These will be implemented at the following location:
 - + Along 98 Avenue where it connects with the breezeway, near La Perle Soccer Field

***Note 8:** A **two-stage median crossing** is a crossing that allows people to pause at a median between crossing each direction of traffic. The crossing is split into two stages by a median or refuge island in the center of the street.*

Key map



Median/two-stage crossing example



Painted crosswalks

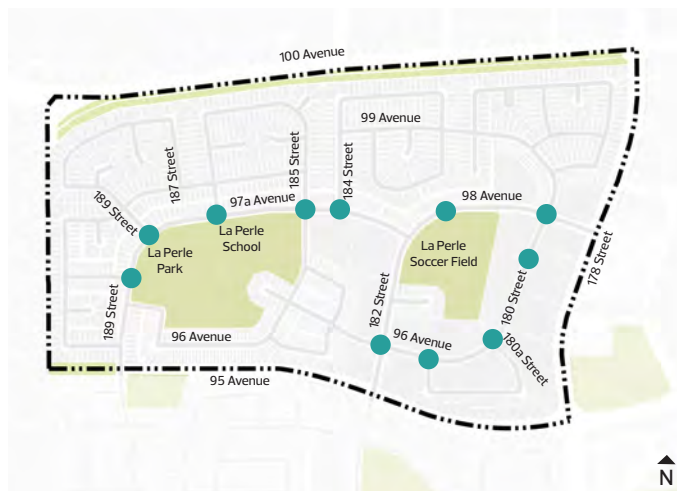


What we propose:

- New **painted crosswalks**⁹ will be added where they are missing currently, providing a visual cue for people driving to look for people crossing while improving connectivity in the neighbourhood. Potential locations for painted crosswalks are highlighted on the key map

***Note 9:** A **painted crosswalk** is a crosswalk that uses painted lines to mark the area for people walking and biking to cross the road. Crosswalk markings help people walking by guiding them across the road and defining the crossing area.*

Key map



New painted crosswalks 189 Street and 97a Avenue intersection



5.0 Roads



Key design influences:

- Redesign the roads to align with the current city standards
- Public realm improvements to enhance safety, connectivity and the overall character of the community
- City policy and resident feedback emphasized the importance of slowing traffic and improving safety for people walking, rolling and biking



Roads improvement example

The draft design includes:

- All collector and local roads will be renewed to provide safe and convenient movement throughout the neighbourhood
- Some roads will be narrowed to meet current standards and traffic calming measures will be implemented
- On-street parking may be impacted by changes such as traffic calming, crossing improvements and new boulevards to slow traffic and improve safety for all users
- New or upgraded shared pathways will be constructed throughout the neighbourhood to provide a comprehensive network for people who walk, roll and bike
- Street lighting (new poles with LED lights), new trees and **Low Impact Development (LID)**¹⁰ will be incorporated along the roadways

Note 10: **Low Impact Development (LID)** is an approach to land development that works with nature to manage stormwater runoff where it falls.

What we considered



WHAT WE HEARD

Residents:

- Shared a desire for the sidewalks and roads to be updated and repaired throughout the neighbourhood
- Would like to keep the current setback between the back of sidewalk and the property line
- Support traffic calming measures that enhance safety and accessibility for people walking, rolling and biking in the neighbourhood
- Would like to maintain the availability of current on-street parking and avoid traffic congestion
- Support the addition of new street trees and boulevards

GUIDING PRINCIPLES

- **Safe:** Residents feel comfortable walking, rolling and biking through the neighbourhood with improved visibility, traffic flow and safe movement
- **Inclusive:** In La Perle, people of all ages and abilities can safely and comfortably navigate the community using various transportation methods to enjoy the diverse parks, open spaces, recreational opportunities, and gathering spaces

DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Complete Streets Design and Construction Standards
- Transportation Association of Canada (TAC)
- Access Design Guide
- Urban Design Manual
- Existing infrastructure assessments
- Potential tree or utility conflicts
- Incorporate additional drainage infrastructure for raised crossings and curb extensions
- Shorten the crossing distance
- Increase awareness and visibility of both people crossing and people driving

CITY POLICIES AND PROGRAMS

- Accessibility for People with Disabilities Policy (C602)
- Active Transportation Policy (C544)
- The City Plan
- Community Traffic Management Policy (C590)
- Complete Streets Policy (C573A)
- ConnectEdmonton
- Bike Plan
- Snow and Ice Control Policy (C409K)
- Winter Design Policy (C588)
- Vision Zero initiative/Safe Mobility Strategy

5.1 Roads overview map



189 Street and 97a Avenue

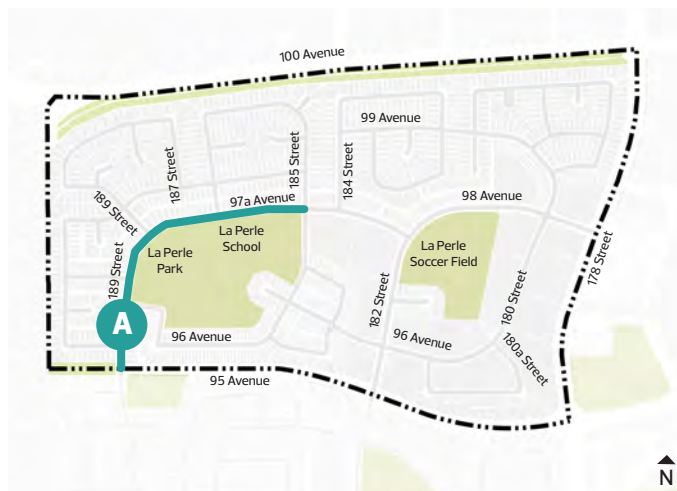


COLLECTOR ROAD

What we propose:

- A new shared pathway will be added on the east side of 189 Street and south side of 97a Avenue, to provide continuous connection for people walking, rolling and biking
- On-street parking will be maintained on both sides of the street to provide parking facilities for residential areas, parks and school site
- A raised intersection will be incorporated at the intersection of 189 Street and 95 Avenue, creating a safe and accessible transition between both neighbourhoods
- Traffic calming measures will be implemented including curb extensions, raised crosswalks, continuous crosswalks and new painted crosswalks to provide safety, accessibility and improve connectivity throughout the neighbourhood

Key map



A 189 Street looking north



189 Street and 97a Avenue

COLLECTOR ROAD



Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing painted crosswalk	Parks and open space
New sidewalks	New shared pathway	New painted crosswalk	Existing trees
Existing grass/boulevards	Future district connector	New raised crosswalk	New trees
New boulevards	No on-street parking	New raised intersection	Surplus site

189 Street and 97a Avenue

COLLECTOR ROAD



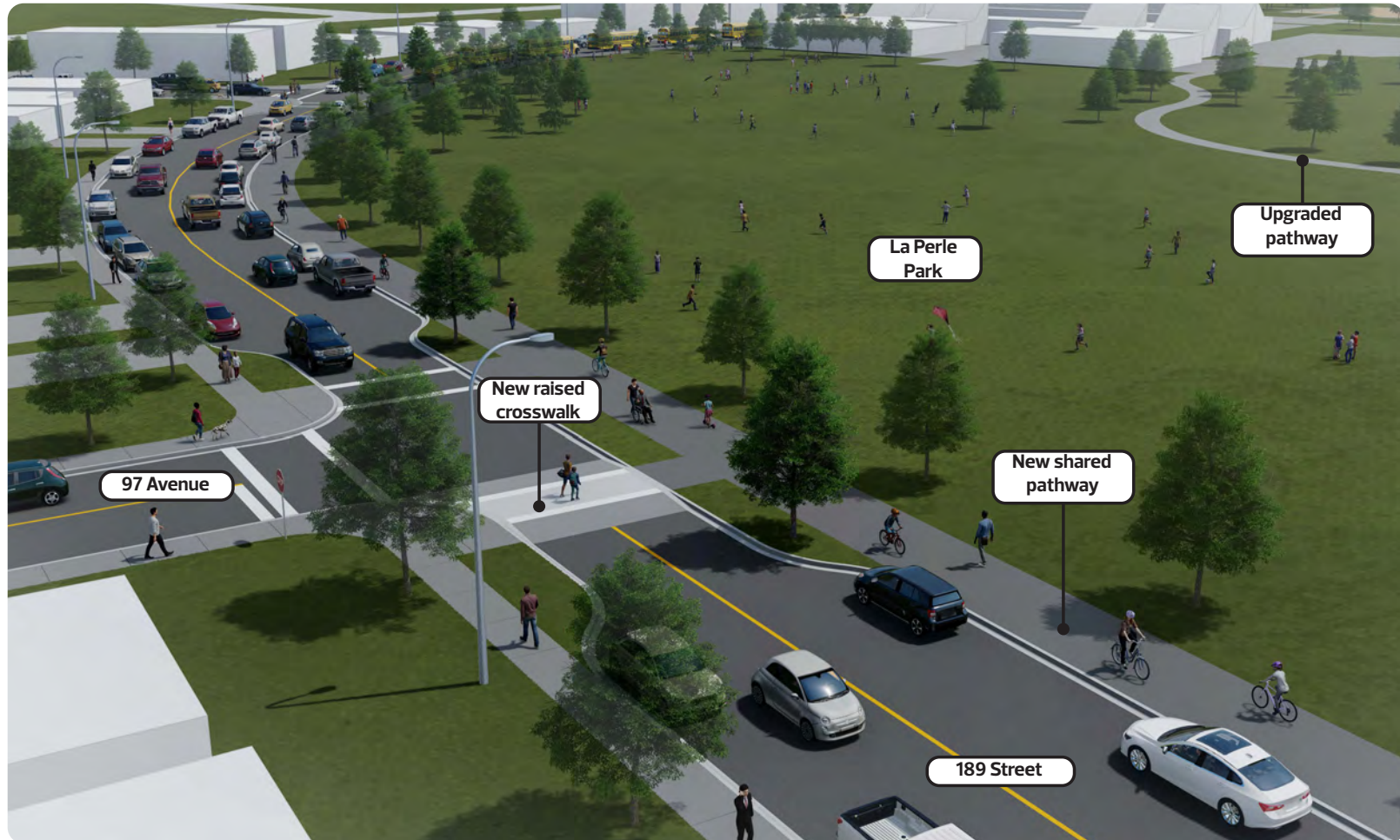
Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing painted crosswalk	Existing trees
Existing grass/boulevards	New shared pathway	New painted crosswalk	New trees
New boulevards	Parks and open space	New raised crosswalk	Surplus site

189 Street and 97a Avenue

COLLECTOR ROAD

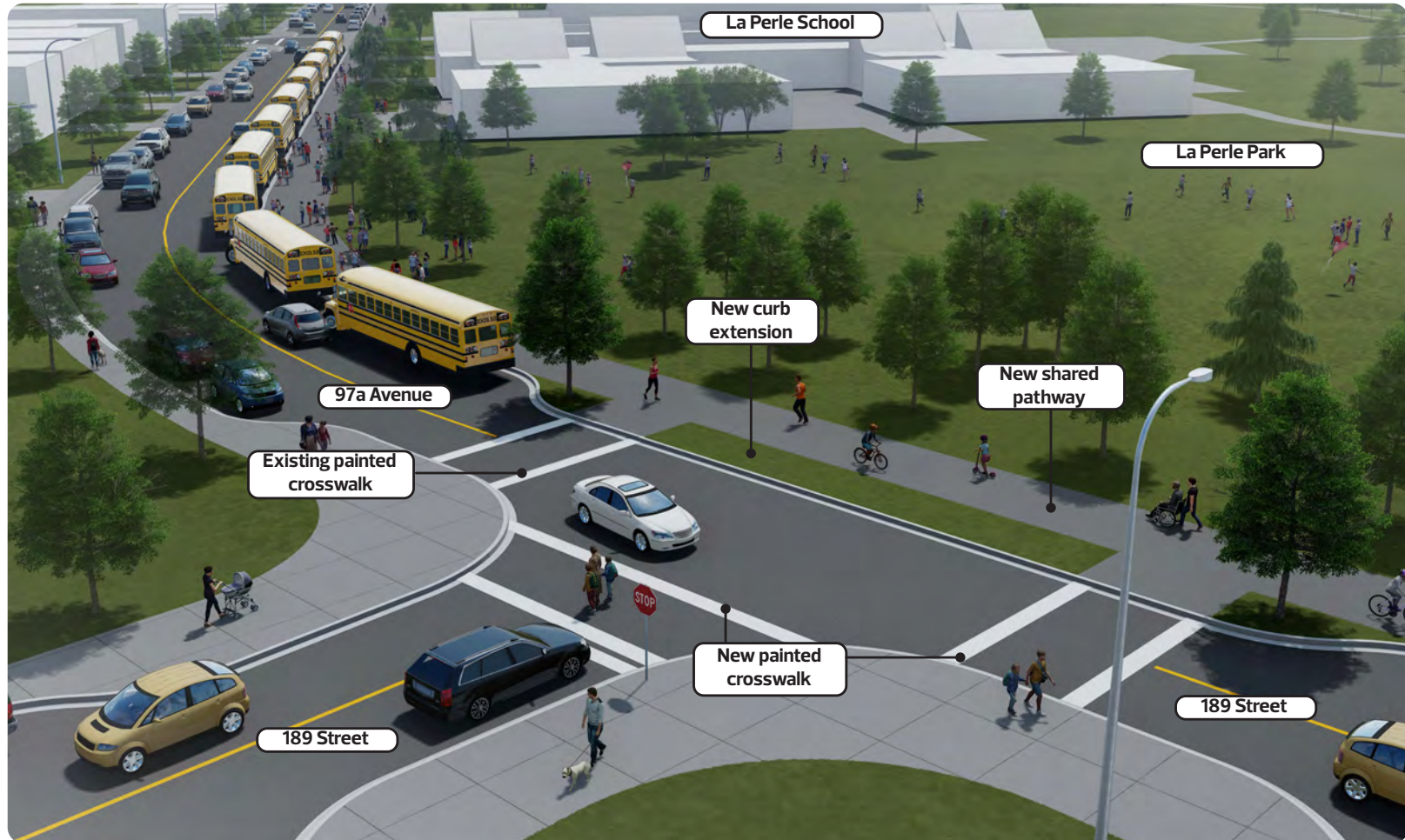
189 Street looking northeast



189 Street and 97a Avenue

COLLECTOR ROAD

189 Street and 97a Avenue looking east



97a Avenue (185 Street–182 Street)

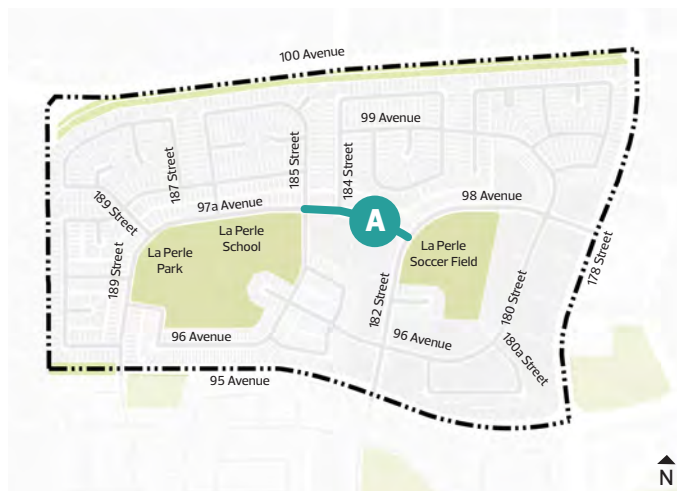


COLLECTOR ROAD

What we propose:

- A new shared pathway will be added on the south side of the street to provide continuous connection for people walking, rolling and biking
- New treed boulevards will be incorporated on both sides of the street. These will act as a buffer between traffic and people walking, rolling and biking, while creating space for new trees and snow storage
- On-street parking will be maintained on both sides of the street to cater additional parking facilities for commercial and school sites
- Traffic calming measures will be implemented including curb extensions, raised crosswalks, continuous crosswalks and new painted crosswalks to provide safety, accessibility and improve connections throughout the neighbourhood

Key map

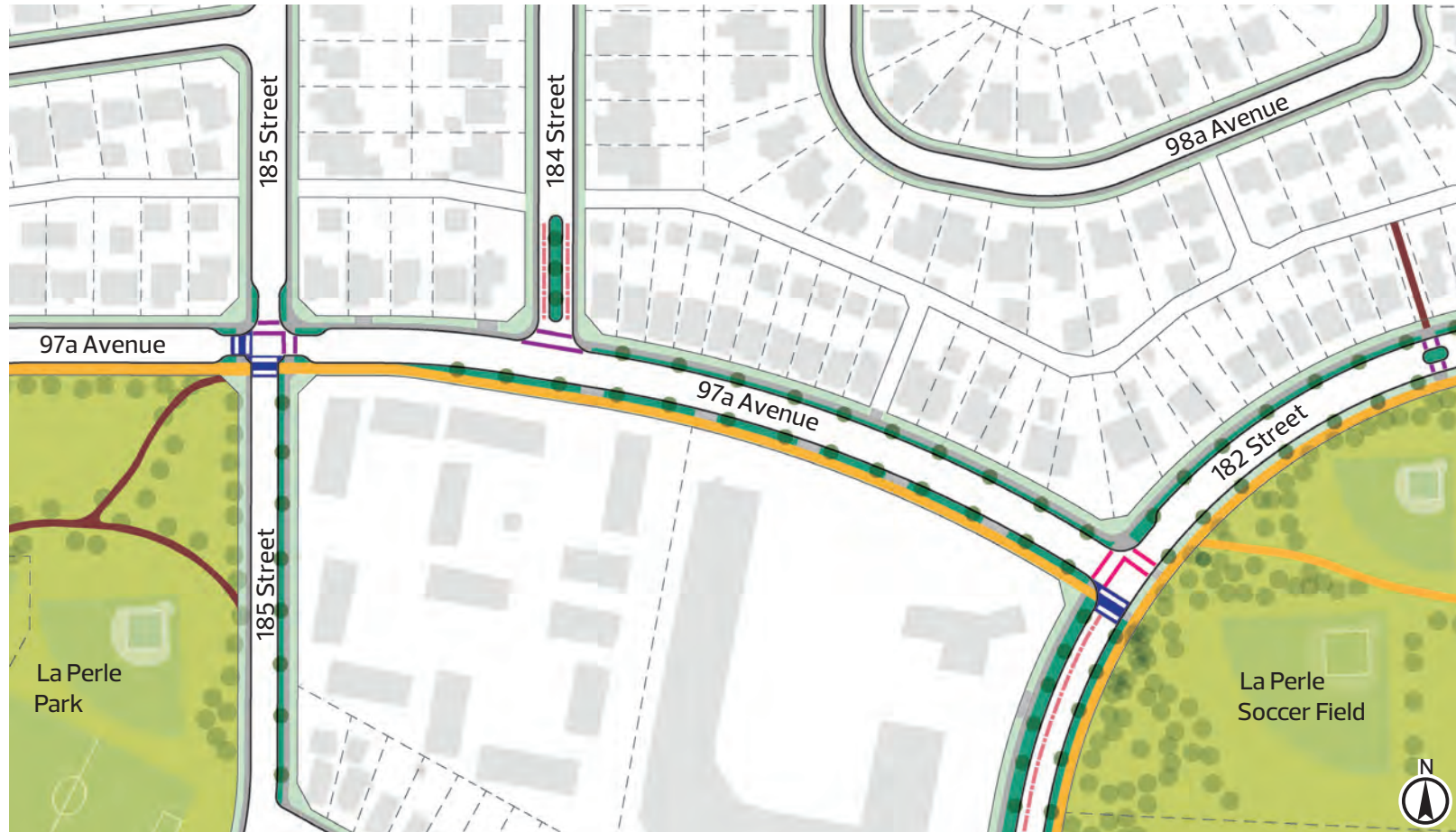


A 97a Avenue looking east



97a Avenue (185 Street-182 Street)

COLLECTOR ROAD



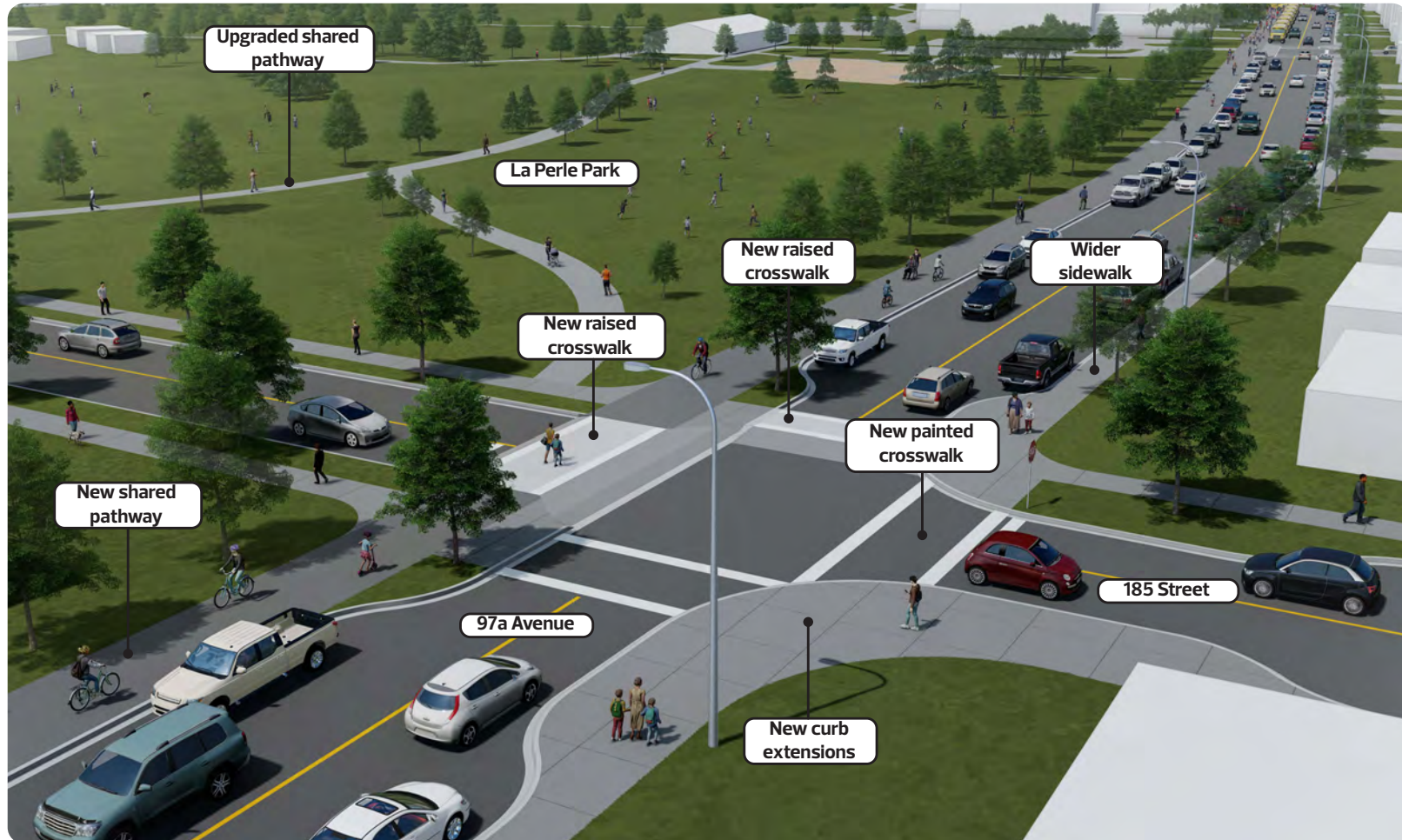
Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing painted crosswalk	Existing trees
Existing grass/boulevards	New shared pathway	New painted crosswalk	New trees
New boulevards	Parks and open space	New raised crosswalk	No on-street parking

97a Avenue (185 Street-182 Street)

COLLECTOR ROAD

97a Avenue and 185 Street intersection looking west



98 Avenue

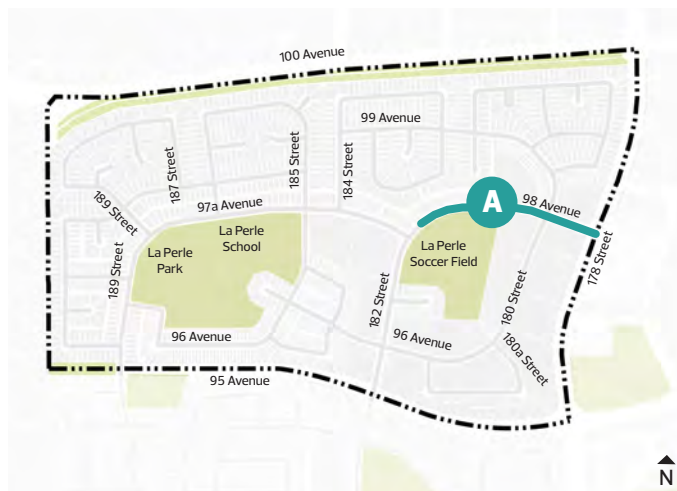


COLLECTOR ROAD

What we propose:

- A new shared pathway will be added on the south side of the street to provide continuous connection for people walking, rolling and biking
- New treed boulevards will be incorporated on both sides of the street. These will act as a buffer between traffic and people walking, rolling and biking, while creating space for new trees and snow storage
- Traffic calming measures will be implemented including curb extensions, raised crosswalks, continuous crosswalks, two-stage median crossing and new painted crosswalks to provide safety, accessibility and improve connections throughout the neighbourhood
- On-street parking will be maintained on both sides of the street to provide additional parking spaces and allow convenient access to residential area and La Perle Soccer Field

Key map

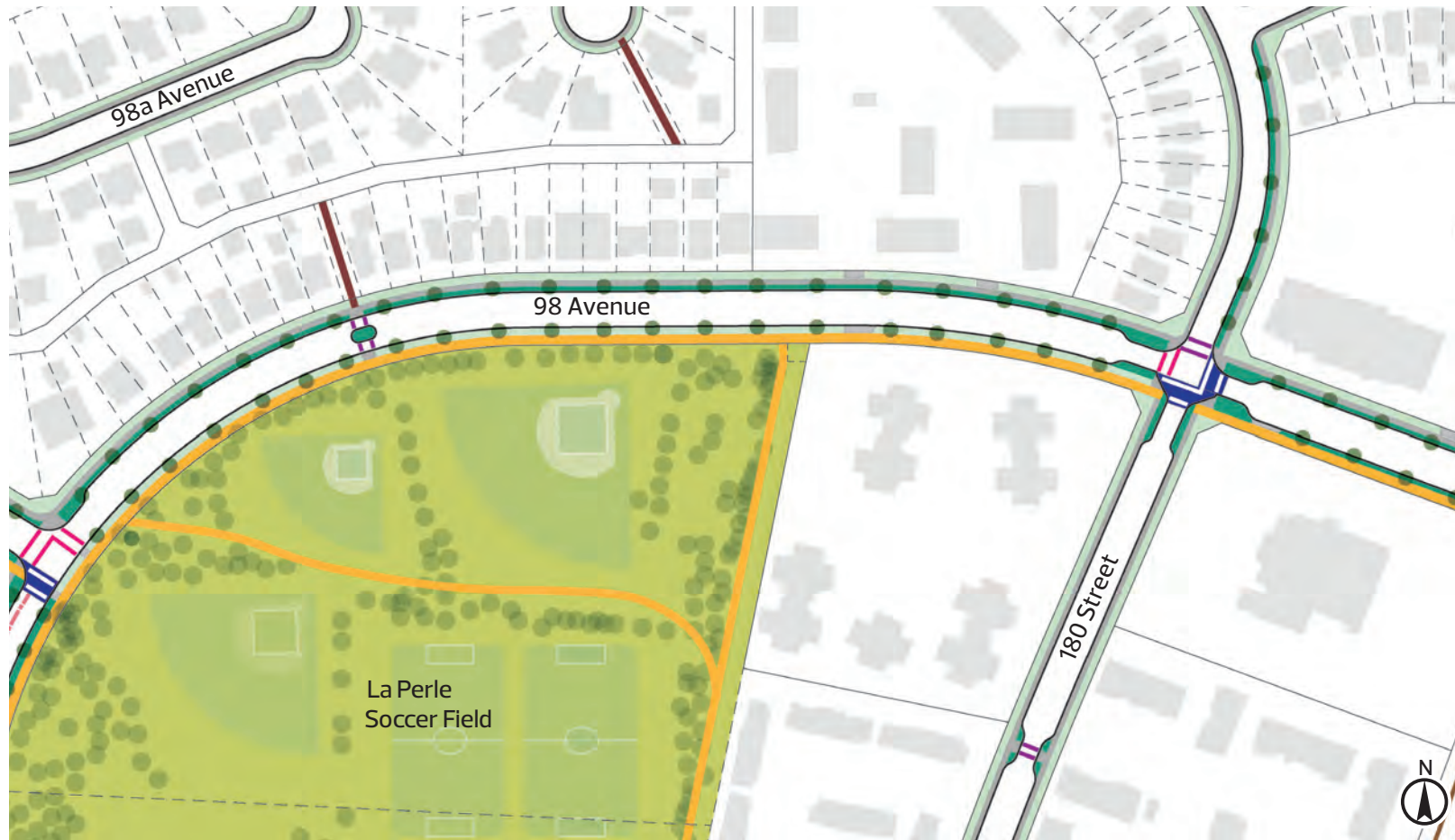


A 98 Avenue looking east



98 Avenue

COLLECTOR ROAD



Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing painted crosswalk	Existing trees	Existing district connector
Existing grass/boulevards	New shared pathway	New painted crosswalk	New trees	
New boulevards	Parks and open space	New raised crosswalk	No on-street parking	

182 Street

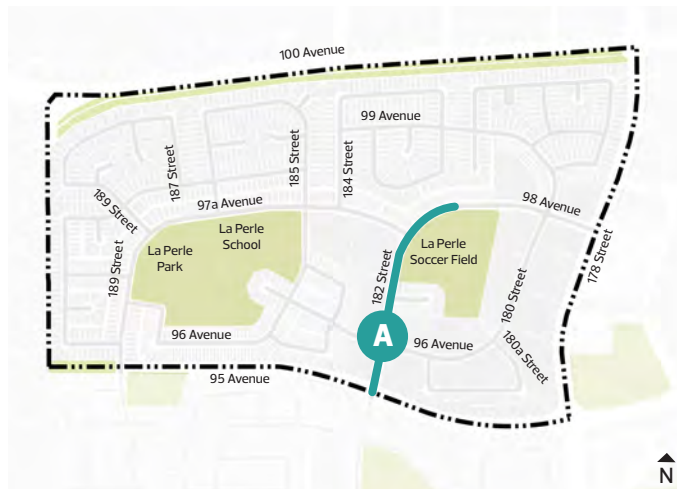


COLLECTOR ROAD

What we propose:

- A new shared pathway will be added on the east side of the street to provide continuous connection for people walking, rolling and biking
- New treed boulevards will be incorporated on both sides of the street. These will act as a buffer between traffic and people walking, rolling and biking, while creating space for new trees and snow storage
- On-street parking will be maintained on both sides of the street except next to the commercial site
- Traffic calming measures will be implemented including curb extensions, raised crosswalks, continuous crosswalk and new painted crosswalks to provide safety, accessibility and improve connections throughout the neighbourhood

Key map



A 182 Street looking north



182 Street

COLLECTOR ROAD



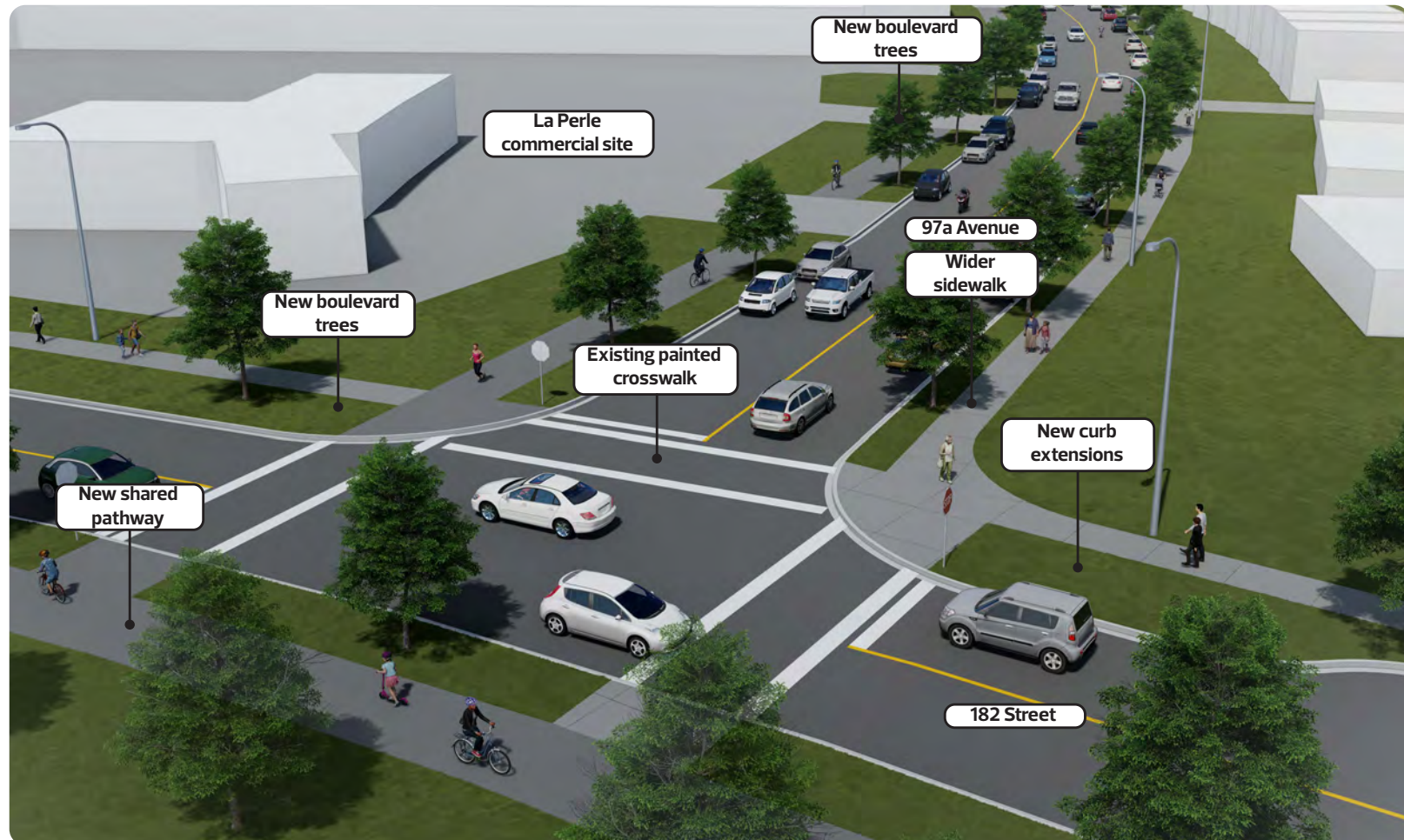
Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing painted crosswalk	Existing trees
Existing grass/boulevards	New shared pathway	New painted crosswalk	New trees
New boulevards	Parks and open space	New raised crosswalk	No on-street parking

182 Street

COLLECTOR ROAD

182 Street and 97a Avenue looking west



Local roads



What we propose:

- All local roads will be repaired and reconstructed to meet current City standards which may include narrowing wider roads
- Sidewalks will be replaced and repaired on both sides of the street to align with City standards
- Traffic calming measures will be incorporated on wider roads that cannot accommodate narrowing. These will slow down traffic while providing safety and accessibility for people walking, rolling and biking
- On-street parking will be maintained on both sides of the street to provide additional parking spaces and allow convenient access to businesses and residential areas
- Lighting improvements and renewal of existing street lights will be implemented to improve safety and visibility on roads (decorative option pending Local Improvement decision)
- Adding new shared pathways along the collector roadways and around La Perle Park

Key map



Typical local road section



184 Street

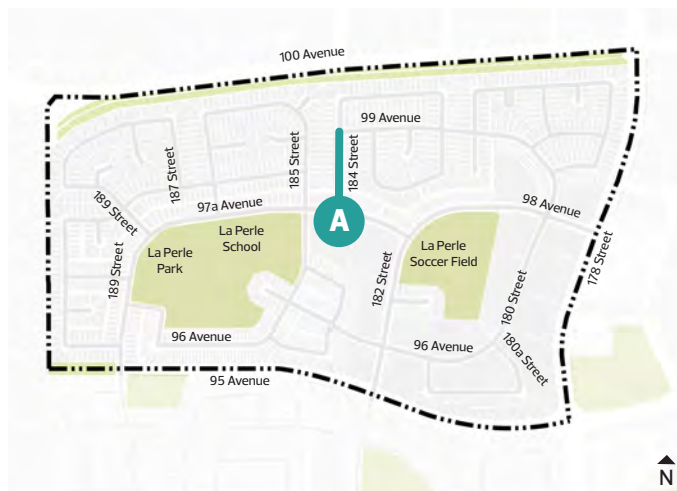


LOCAL ROAD

What we propose:

- Centre median/two-stage median crossing will be added north of 97a Street to slow down traffic and provide an intermediate space for people crossing the street. This will further enhance safety and accessibility for people walking and rolling
- On-street parking will be removed adjacent to the centre median to avoid traffic congestion and allow clear visibility for people walking and rolling

Key map



A 184 Street looking north



184 Street

LOCAL ROAD



Legend

Reconstruct sidewalks	Reconstruct shared pathway	New painted crosswalk	Existing trees
Existing grass/boulevards	New shared pathway	New raised crosswalk	New trees
New boulevards	Parks and open space	No on-street parking	

185 Street, 96 Avenue and 99 Avenue

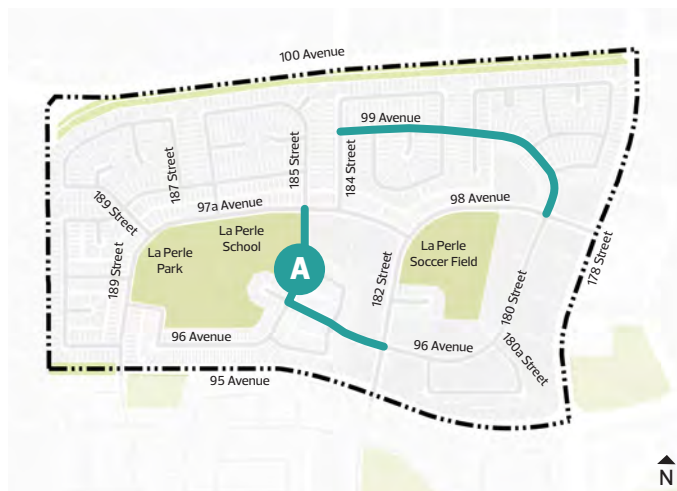


LOCAL ROAD

What we propose:

- Roads width will be narrowed to align with current City standards
- New treed boulevard will be incorporated on the east side of 185 Street, south side of 96 Avenue and north side of 99 Avenue. This will act as a buffer between traffic and people walking, rolling and biking, while creating space for new trees and snow storage
- On-street parking will be maintained on both sides of the street to provide additional parking spaces and allow convenient access to residential area and La Perle Park
- Sidewalks will be replaced and repaired on both sides of the street to align with City standards

Key map



A 185 Street looking south



185 Street, 96 Avenue and 99 Avenue

LOCAL ROAD



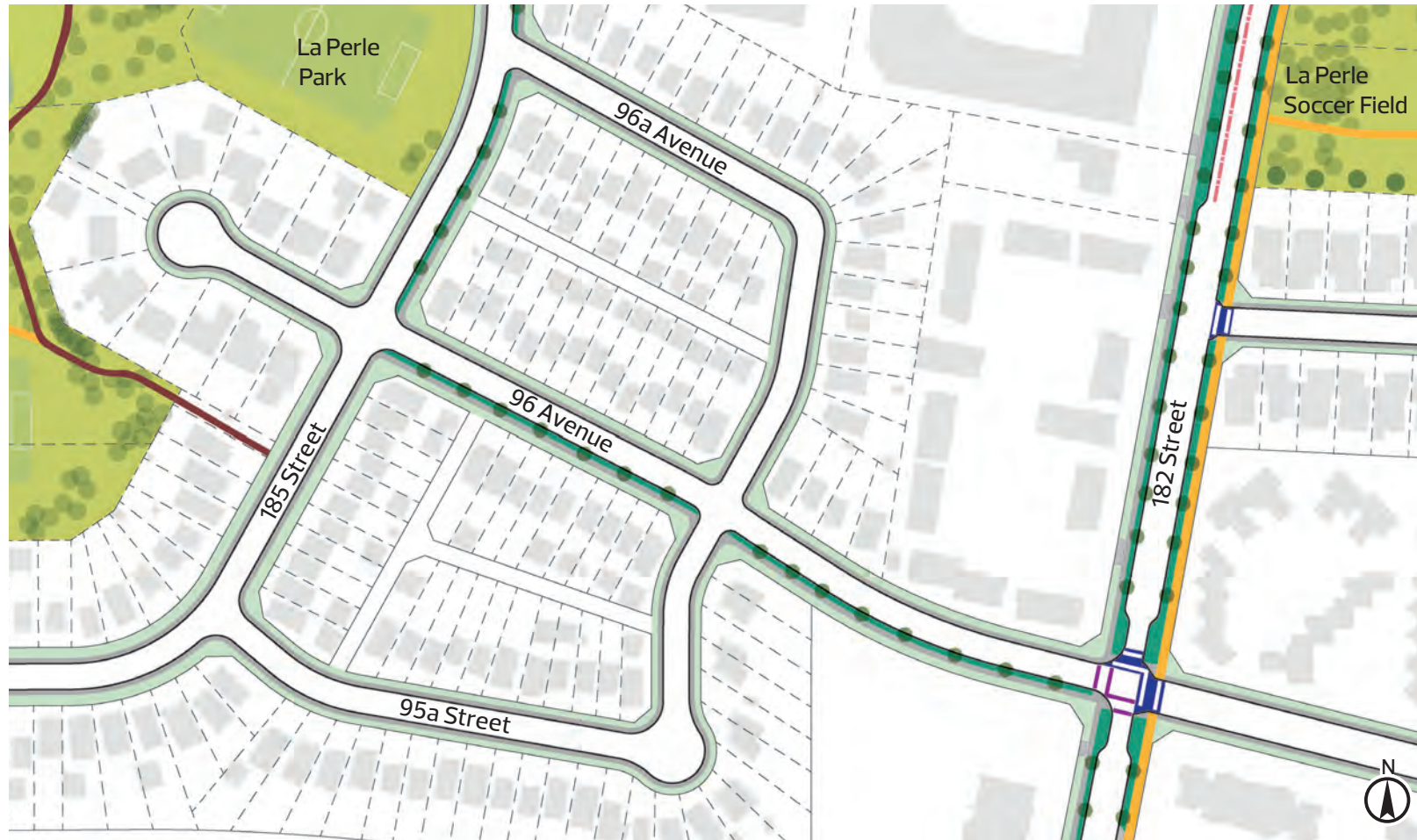
185 Street

Legend

Reconstruct sidewalks	Reconstruct shared pathway	New painted crosswalk	Existing trees
Existing grass/boulevards	New shared pathway	New raised crosswalk	New trees
New boulevards	Parks and open space	No on-street parking	

185 Street, 96 Avenue and 99 Avenue

LOCAL ROAD



96 Avenue

Legend

Reconstruct sidewalks	Reconstruct shared pathway	New painted crosswalk	Existing trees
Existing grass/boulevards	New shared pathway	New raised crosswalk	New trees
New boulevards	Parks and open space	No on-street parking	

185 Street, 96 Avenue and 99 Avenue

LOCAL ROAD



99 Avenue

Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing painted crosswalk	Existing trees
Existing grass/boulevards	New shared pathway	New painted crosswalk	New trees
New boulevards	Parks and open space	New raised crosswalk	

180a Street and 181 Street

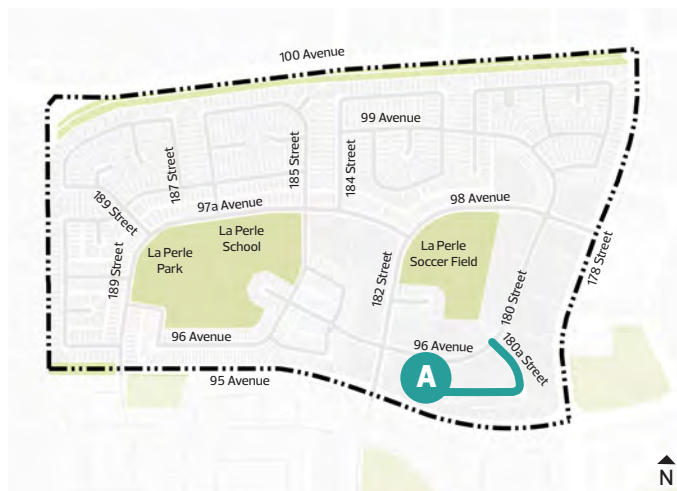


LOCAL ROAD

What we propose:

- Roads width will be narrowed to align with current City standards
- New treed boulevard will be incorporated on the east side of 180a Street, south side of 95a Avenue and west side of 181 Street. This will act as a buffer between traffic and people walking, rolling and biking, while creating space for new trees and snow storage
- 180a Street will be designated as a Local Street Bikeway to facilitate north-south connection in the neighbourhood
- On-street parking will be maintained on both sides of the street to provide additional parking spaces and allow convenient access to residential area and park

Key map

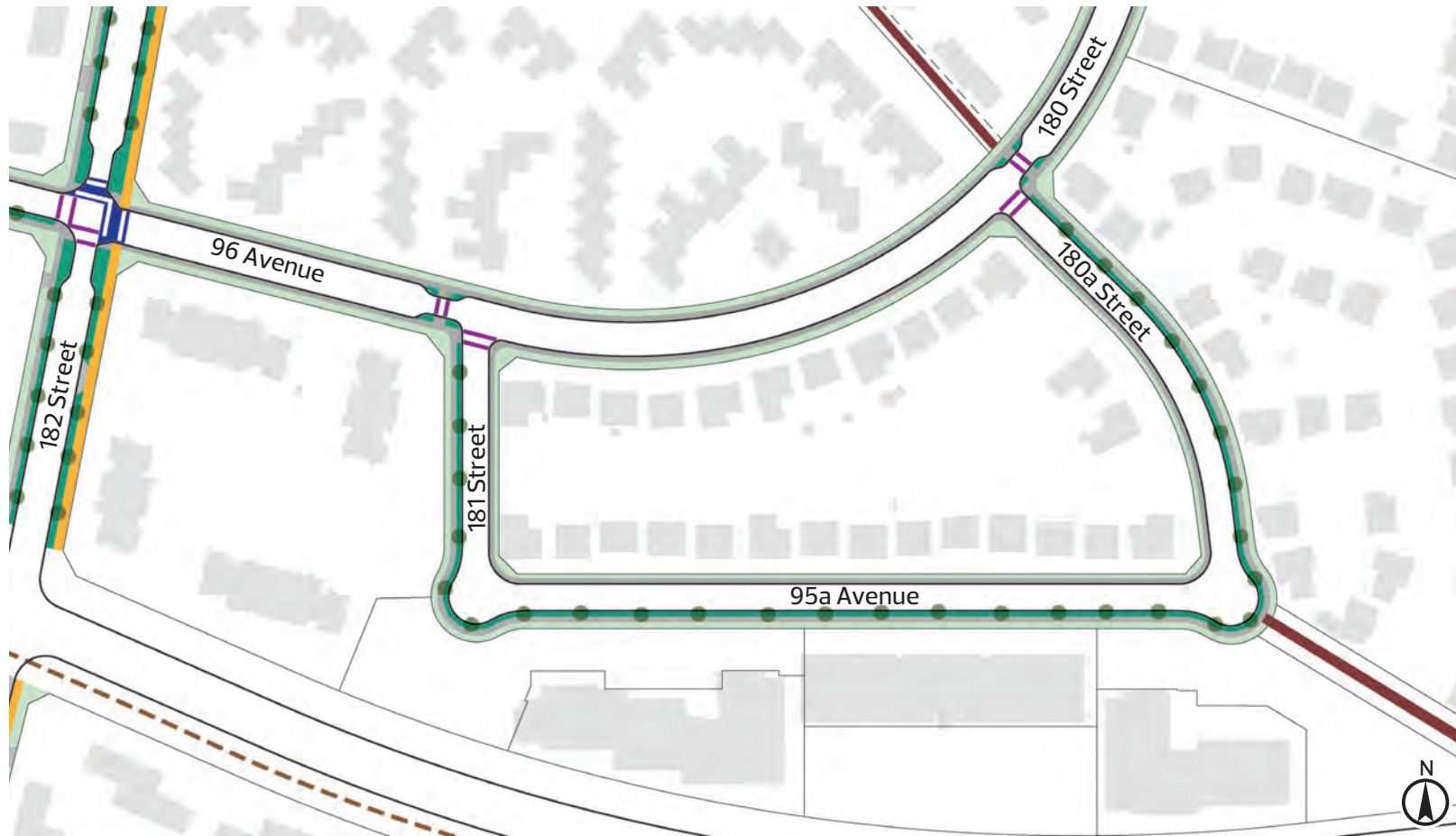


A 181 Street looking north



180a Street and 181 Street

LOCAL ROAD



Legend

Reconstruct sidewalks	Reconstruct shared pathway	New painted crosswalk	Existing trees
Existing grass/boulevards	New shared pathway	New raised crosswalk	New trees
New boulevards	Future district connector		

6.0 Placemaking and open spaces



Key design influences:

- Improving connectivity to and through the parks and open space is essential to provide accessibility for all ages and abilities
- Additional amenities and enhanced spaces will offer more recreational opportunities
- Facilitating gathering spaces within parks will encourage people to spend time outdoors and improve social connections
- Neighbourhood activation and **Placemaking**¹¹ projects will enhance community aesthetics and appeal, attracting visitors and supporting local businesses. Additionally, these initiatives will build a sense of community
- **Naturalization**¹² efforts will provide habitat for wildlife and support local flora and fauna, while an increased street tree canopy will offer shade and improve the aesthetic value of urban areas
- Low Impact Development (LID) will reduce risk of local flooding by increasing adsorption and slowing runoff



Placemaking and open space example

Note 11: Placemaking is the process of creating quality places that people want to live, work, play and learn in.

Note 12: Naturalization is a process that transforms a manicured landscape into one reflective of the natural region. Naturalization helps preserve and celebrate the natural plant and animal species found in our region.

What we considered



WHAT WE HEARD

Residents:

- Were supportive and welcoming of the proposed draft design ideas of parks and open space
- Enjoy the green spaces and mature trees in their neighbourhood and are supportive of measures to preserve and improve parks and open space
- Support the idea of upgrade existing pathways and add new shared pathways in the parks
- Shared a desire to see additional programming such as seating, picnic tables, splash park and gazebo in the parks
- Were excited for naturalized landscaping and new trees in parks and open spaces
- Shared a positive response for activation projects such as corner store improvements, street blades, decorative lighting, public art, plaza and patio seating
- Expressed a desire to have more programming in community nodes and gathering spaces
- Support the idea of having more trees and Low Impact Development (LID) in the neighbourhood
- Shared a desire to retain and maintain existing mature trees in the neighbourhood
- Support the idea of adding landscaping and planter boxes in and around community gathering spaces

GUIDING PRINCIPLES

- **Welcoming:** La Perle is a vibrant and welcoming community with diverse parks, open spaces, recreational opportunities, and local amenities that foster connection and engagement among neighbours
- **Inclusive:** In La Perle, people of all ages and abilities can safely and comfortably navigate the community using various transportation methods to enjoy the diverse parks, open spaces, recreational opportunities, and gathering spaces
- **Access to parks and open spaces:** La Perle has beautiful parks and open spaces that are well-connected, offering easy access and creating opportunities for families, visitors, and neighbours to come together
- **Local amenities:** The neighborhood's amenities offer opportunities for residents and visitors of all ages and abilities to enjoy, with easy access to local destinations through breezeways, paths, sidewalks, and roads

What we considered (continued)



DESIGN CONSIDERATIONS AND TECHNICAL REQUIREMENTS

- Access Design Guide
- Urban Design Manual
- City Design and Construction Standards
- Select resilient and low maintenance plantings
- Review path alignments and widths to minimize impacts on existing trees
- Design with CPTED principles in mind to create safe, inviting and visible seating areas
- Existing infrastructure assessments
- Utilities and tree constraints near commercial areas to define locations for additional connections
- Parking reduction and assessment prior finalizing areas for street furniture, parklets and patio seating
- Drainage and utilities assessment for additional tree plantation in front of commercial areas
- Public art consultation and approval
- Decorative lighting and street sign design approval
- Utilities constraints or existing vegetation will require coordination with green infrastructure features
- Adding green infrastructure or LID features may need relocating or removing private landscaping on public land to integrate additional trees, bioswales, etc
- Considering locations for additional landscaping and planter boxes to enhance aesthetics of community nodes

CITY POLICIES AND PROGRAMS

- Accessibility for People with Disabilities Policy (C602)
- Active Transportation Policy (C544)
- Open Space Policy (C594) and BREATHE – Green Network Strategy
- The City Plan
- ConnectEdmonton
- Bike Plan
- Snow and Ice Control Policy (C409K)
- Winter Design Policy (C588)
- Corporate Tree Management Policy
- Corner Store Program
- BREATHE – Green Network Strategy
- Urban Forest Management Plan
- Climate Change Adaptation and Resilience Strategy

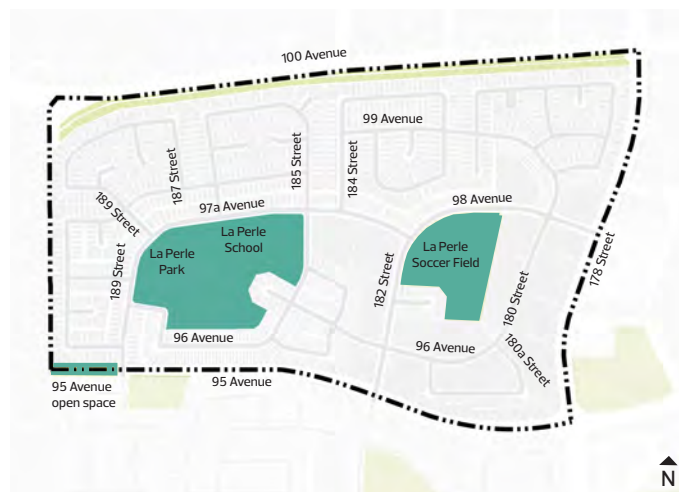
6.1 Parks



What we propose:

- All existing pathways will be upgraded to shared pathway standards
- New shared pathways will be added to improve connectivity and accessibility for people of all ages and abilities
- Improvements to seating areas will be implemented along key walking and biking routes to offer spaces for rest, play and social connections
- Additional amenities such as bike parking and waste bins will be incorporated along existing gathering spaces
- Lighting will be improved where identified as missing or needing replacement
- Existing trees will be maintained, and new trees will be added along key walking routes and seating areas. This will provide shaded, comfortable social spaces while improving biodiversity

Key map



Parks improvement example



6.1.1 Parks overview map



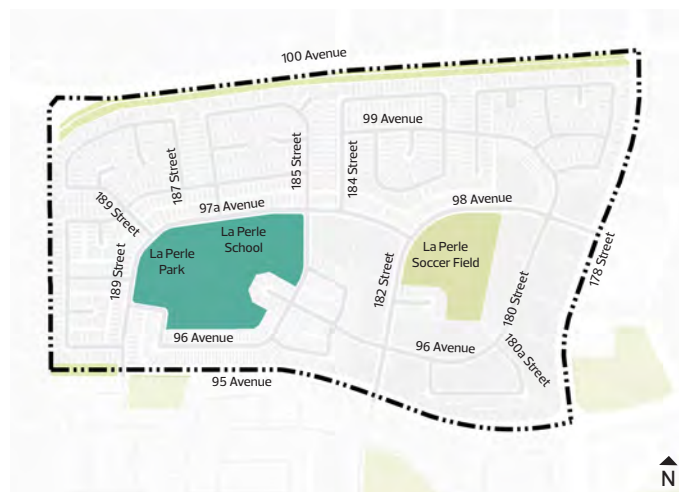
La Perle Park



What we propose:

- Existing shared pathways will be repaired and upgraded to align with current City standards
- New shared pathways will be added to provide a comprehensive network throughout the park
- Additional seating areas will be added around existing playground area to create spaces for rest, play and social interactions
- Additional bike racks will be incorporated at key biking routes through the park
- Lighting improvements will be implemented to enhance safety and visibility in the parks and open space
- Waste collectible will be added to keep the space clean and well-maintained
- New trees will be planted in missing areas to improve biodiversity while providing shaded and comfortable spaces

Key map



La Perle Park existing condition



La Perle Park



Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing painted crosswalk	Existing seating area	Existing trees
Existing grass/boulevards	New shared pathway	New painted crosswalk	New seating area	New trees
New boulevards	Parks and open space	New raised crosswalk	New bike parking	
No on-street parking	Surplus site			

La Perle Soccer Field



What we propose:

- New shared pathways will be added to improve connectivity and accessibility for people of all ages and abilities throughout the park
- Seating areas will be added along shared pathway to create spaces for rest, play and social interactions
- Lighting improvements will be implemented to enhance safety and visibility in the parks and open space
- Waste collectible will be added to keep the space clean and well-maintained
- New trees will be planted in missing areas to improve biodiversity while providing shaded and comfortable spaces

Key map



La Perle Soccer Field existing condition



La Perle Soccer Field



Legend

Reconstruct sidewalks	Reconstruct shared pathway	Existing painted crosswalk	New seating area	No on-street parking
Existing grass/boulevards	New shared pathway	New painted crosswalk	Existing trees	Existing district connector
New boulevards	Parks and open space	New raised crosswalk	New trees	

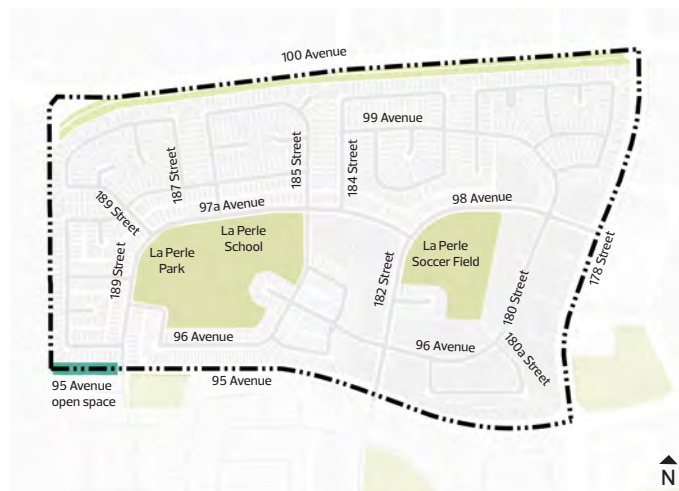
95 Avenue open space



What we propose:

- Missing sidewalk will be added on the open space edge along 189 Street to allow access to the space
- Proposed pathway connection through the park to the proposed district connector will create additional link to overall neighbourhood active routes
- New trees will be planted in missing areas to improve biodiversity while providing shaded and comfortable spaces

Key map



95 Avenue open space existing condition



95 Avenue open space



Legend

- | | | |
|---------------------------|---------------------------|-------------------------|
| Reconstruct sidewalks | New shared pathway | New raised intersection |
| New sidewalks | Future district connector | Parks and open space |
| Existing grass/boulevards | Potential TUC connection | Existing trees |
| New boulevards | No on-street parking | New trees |

** Subject to funding and approval.*

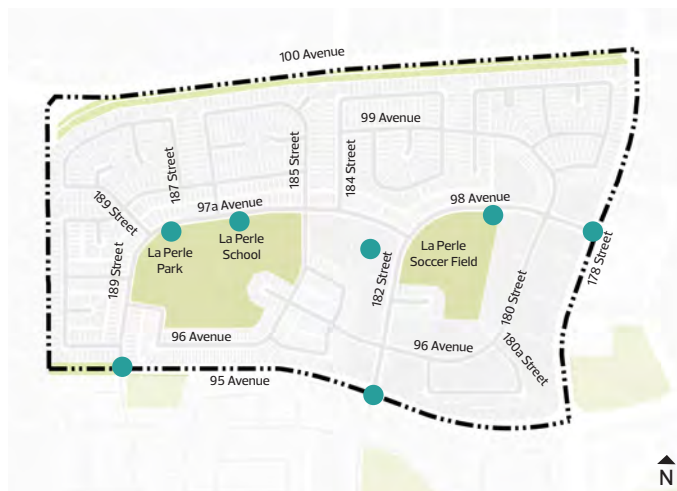
6.2 Neighbourhood activation



What we propose:

- Safe and comfortable connections to commercial areas will be explored to provide easy access for people, and support local businesses
- Street furniture, parklets and patio spaces will be added at key commercial businesses and community nodes
- Decorative lighting will be incorporated to beautify public spaces and add a unique character
- Street blades and public art will be added to create visual interest and a sense of place
- Tree canopy and planter boxes will be added to enhance landscaping, facilitate storm water management and increase biodiversity within public spaces

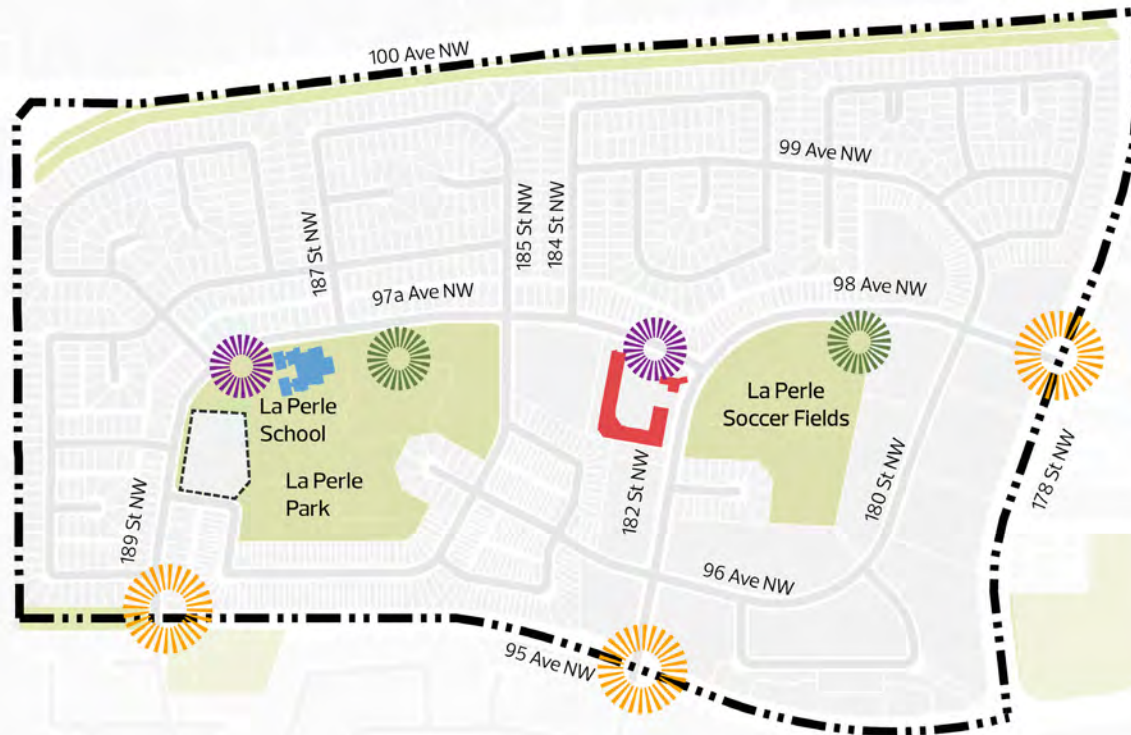
Key map



Neighbourhood activation example



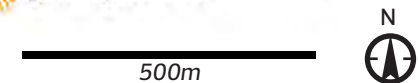
6.2.1 Neighbourhood activation overview map



***Community-led projects**

are funded and created by community members. Examples of community-led projects may include murals, artwork, community gardens and more

- La Perle neighbourhood boundary
- Parks and open space
- Commercial
- School
- Surplus site
- Roadways
- Potential areas for parklets, street furniture and public art
- Potential areas for community-led projects*
- Potential areas for community gateway features



Neighbourhood activation examples



The neighbourhood can benefit from activation projects including corner store improvements, public seating, decorative street blades, gateway signs, public art and community gardens*.



Corner store improvements

Corner store improvements can add value to a neighbourhood by attracting more customers and businesses, while also fostering a stronger sense of community and local pride.



Public seating

Public seating can benefit a neighbourhood by creating inviting social areas that encourage community interaction, boost aesthetic appeal, and attract foot traffic to local businesses.



Entry feature

Entry feature enhances a community by creating a strong first impression, fostering a sense of identity and pride, and welcoming visitors.



Public art/mural

Public art enriches a community by reflecting its culture and values, sparking dialogue, and transforming shared spaces into vibrant, inspiring environments.



Decorative street blades

Decorative street signs improve a community by adding visual charm, reinforcing local identity, and making navigation more engaging and memorable.



Community gardens*

Community gardens support a neighbourhood by fostering environmental stewardship, providing fresh produce, and creating space for social interaction and collective well-being

* Community-led project

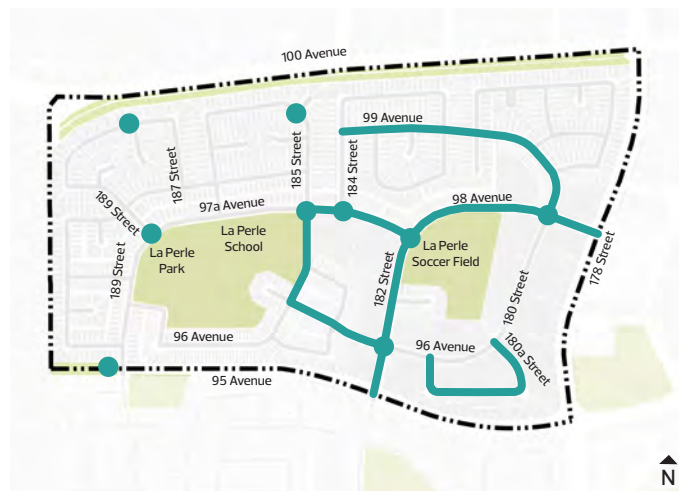
6.3 Green infrastructure



What we propose:

- New trees will be planted throughout the neighbourhood to improved overall tree canopy as per the City targets
- Low Impact Development (LID) measures will be implemented in areas with the risk of local flooding and run-off. Examples could include permeable pavers, soil cells, box planters, bio retention, bioswales and absorbent landscapes
- Natural vegetation will be added to streetscape and open space

Key map



Green infrastructure example



6.3.1 Green infrastructure overview map



Green infrastructure examples



The neighbourhood can benefit from green infrastructure initiatives and an increased tree canopy. These improvements will support sustainable practices and create a more comfortable microclimate in the area.



Tree canopy improvements

Improving urban tree canopy coverage in retrofit areas improves air quality, reduces the urban heat island effect, and mitigates stormwater runoff by absorbing rainwater.

Additionally, it supports mental well-being, boosts biodiversity, and contributes to energy savings by providing natural shade—all of which enhance the quality of life for residents.



Low impact development

Incorporating low impact development (LID) features into existing communities helps adapt to the city's variable climate.

These features effectively reduce stormwater runoff, enhance water quality, and promote groundwater recharge, particularly during spring thaws and summer rainfall.



Naturalization

Adding naturalization areas boosts urban biodiversity by creating green spaces that support native plant and animal species.

These areas also improve stormwater management, reduce urban heat island effects, and contribute to Edmonton's climate adaptation efforts.

A wide-angle photograph of a snowy landscape under a dramatic, cloudy sky. A large, leafless tree stands on the left. In the distance, a line of evergreen trees and a building are visible. The foreground is covered in snow with tracks.

LA PERLE

Neighbourhood Renewal