

What We Heard Report: Dunluce Neighbourhood & Alley Renewal

Exploring Options and Tradeoffs

July 2023

REFINE

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

What We Heard Report: Dunluce Neighbourhood & Alley Renewal

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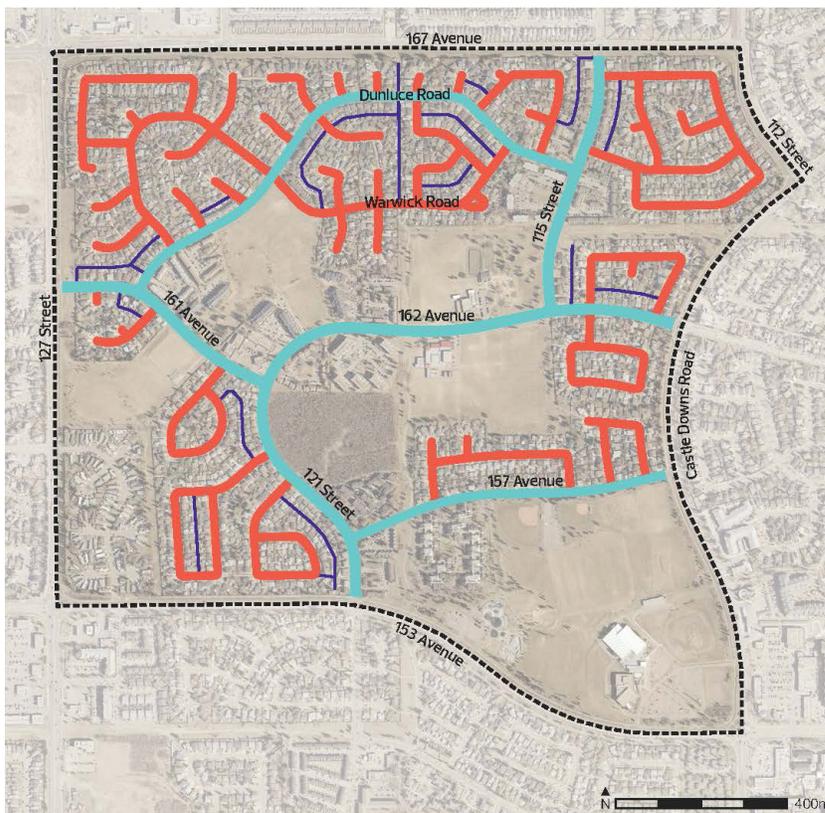
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Project overview

Neighbourhood and Alley Renewal construction in Dunluce will begin in spring 2025. Through the City of Edmonton's Neighbourhood Renewal program, we will rehabilitate roads, replace street lights, curb and gutters, repair sidewalks and connect missing sidewalk links where possible. Alley Renewal will also be included as part of this project and involves alley reconstruction and repaving, improvements to surface drainage where possible and upgrading of existing lighting to LED fixtures.

Cost-sharing opportunities will be made available through the Local Improvement process for sidewalk reconstruction and decorative streetlight upgrades in the neighbourhood. Other opportunities to improve City-owned parks and public spaces will also be explored.

Dunluce Neighbourhood and Alley Renewal Scope Map



 Dunluce neighbourhood boundary

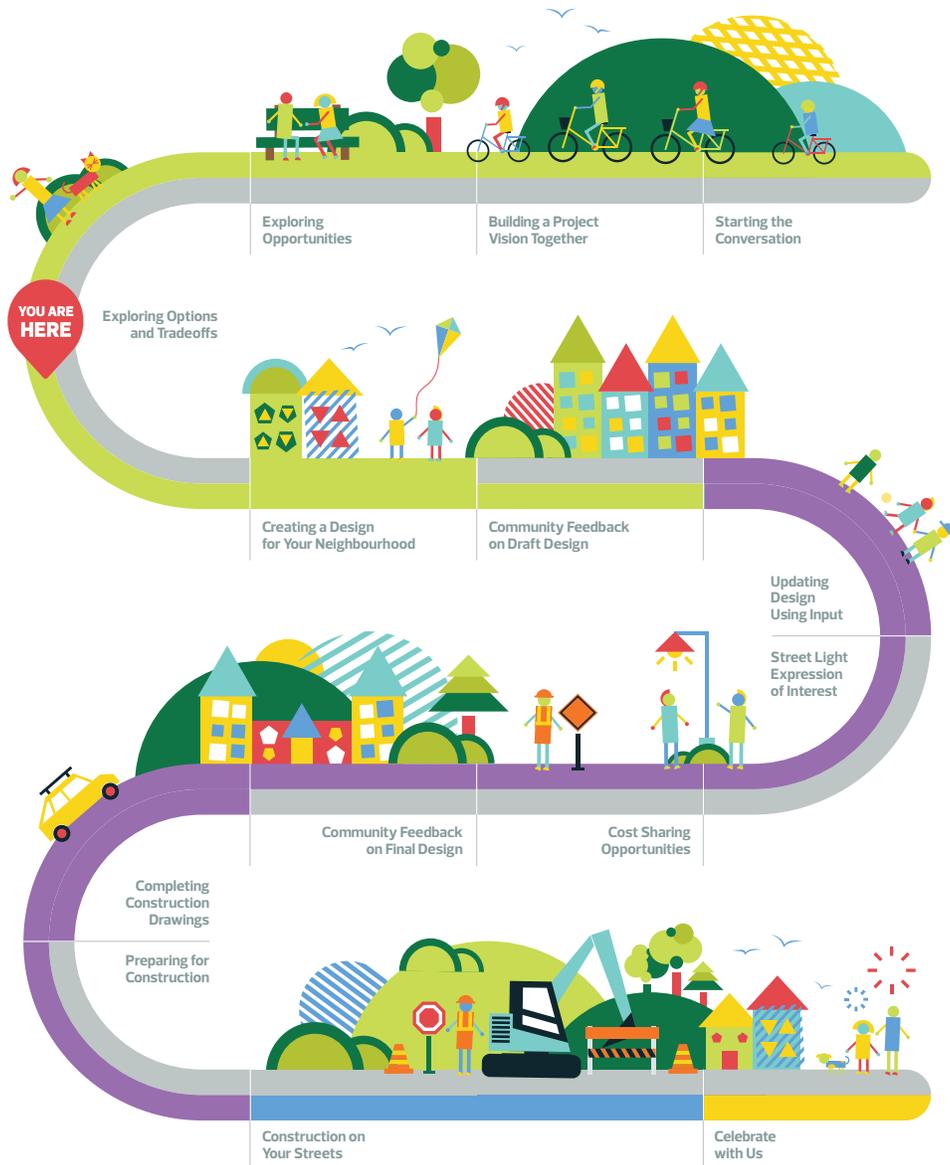
Roads in scope

-  Collector road
-  Local road
-  Alley

Roadmap to Building Great Neighbourhoods

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

This report highlights the input received during the **Exploring Options and Tradeoffs** stage between March and May 2023.



LEGEND

Public Engagement and Communications Opportunities

Concept Phase

Design Phase

Build Phase

Operate Phase

Public engagement spectrum

The City of Edmonton seeks input from citizens to help guide the project. The City's Public Engagement Spectrum below, shows the four levels of influence the public can have on decisions made by the City throughout the project.

The public was invited to provide input that would help:

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

We commit to telling you how public input influences decisions according to the public engagement spectrum.

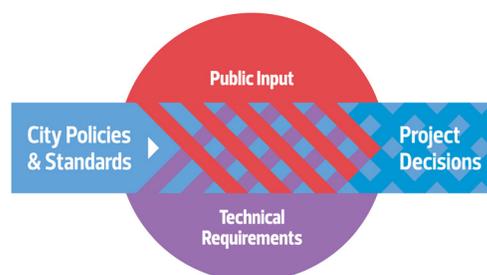
Increasing influence of the public →



Decision making process

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

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



What we asked and how we asked

The Dunluce Neighbourhood and Alley Renewal Project Team organized the following opportunities for the public to share their thoughts on the most important considerations when looking at tradeoffs for design changes. Input gathered will help the Project Team **REFINE** the options into a draft design for the neighbourhood and alley renewal.



SURVEY (ONLINE)

An online survey was available for the public to complete from April 25 to May 28, 2023. The survey asked participants to review the design options and their benefits and tradeoffs, provide their level of comfort with the options and leave feedback on the designs. It also asked respondents to confirm the Vision and Guiding Principles reflected what is important to them as a Dunluce resident or user.

219 Responses



PUBLIC ENGAGEMENT EVENT (IN-PERSON)

An in-person public engagement event was held on May 11, 2023 at St. Lucy School (11750 162 Avenue NW) to share design options and their benefits and tradeoffs for walking, rolling, biking, driving and open spaces in Dunluce. Attendees had the opportunity to ask questions and provide feedback.

73 participants



POP-UP EVENTS

The Project Team popped up at the Dunluce AGM on March 12, 2023, at St. Lucy School and Dunluce School (11735 162 Avenue) on May 12 and 16, 2023 and at Orval Allen Park on May 13, 2023, to share option information and encourage survey participation.

- + Dunluce AGM – **over 25 participants**
- + Schools on 162 Avenue – **over 75 participants**
- + Orval Allen Park – **7 participants**



PUBLIC INFORMATION EVENT (VIRTUAL)

A virtual public information event was offered on May 4, 2023 to share the design options and answer questions.

4 participants



STAKEHOLDER MEETINGS

Several meetings were held with interested stakeholder groups to share site specific design options and gather feedback.

- + Dunluce School Parent Advisory Council – April 18, 2023
- + St. Lucy Parent Advisory Council – April 19, 2023
- + Castleview Village – May 23, 2023

What are options and tradeoffs?

Options are proposed ideas for you to consider.

A **tradeoff** is understanding what else is affected as a result of a suggested change to an existing space. How you feel about the tradeoff is important for the project team to understand.

Here is an example:

Option:

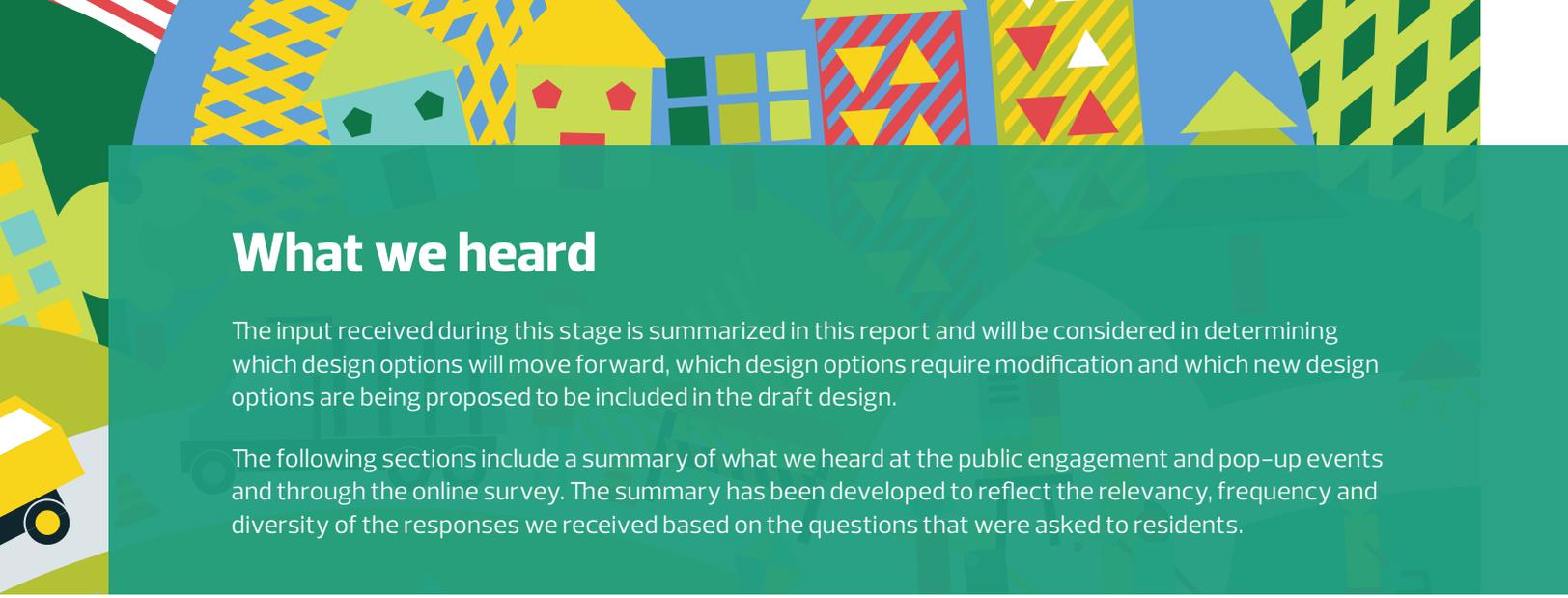
To improve the east-west walking and biking experience through the City-owned park, a new pathway with seating is proposed.

Tradeoffs:

Some open green space may be reduced to make way for pathway and benches. Trees may also need to be moved or removed.

We ask the public how they feel about losing green space and moving or removing trees. This helps us understand which of the tradeoffs are most important to the community and we use this information to help **REFINE** the design.





What we heard

The input received during this stage is summarized in this report and will be considered in determining which design options will move forward, which design options require modification and which new design options are being proposed to be included in the draft design.

The following sections include a summary of what we heard at the public engagement and pop-up events and through the online survey. The summary has been developed to reflect the relevancy, frequency and diversity of the responses we received based on the questions that were asked to residents.

Confirmation of Vision and Guiding Principles

In the previous stage of engagement, we referred to public input to **CREATE** a neighbourhood Vision statement and a set of Guiding Principles. This Vision will be used to guide decision making for the neighbourhood design. The Guiding Principles are ideas that inform how the Vision should be applied to the neighbourhood design.

During the **Exploring Options and Tradeoffs** stage of engagement, we presented the Vision and Guiding Principles to the community through the online survey and at the public engagement event.

Vision

Dunluce is a friendly, mature neighbourhood with generationally and culturally diverse residents.

There are opportunities to engage in social, recreational and sporting activities in the many vibrant green spaces and parks throughout the neighbourhood.

Residents and visitors enjoy opportunities for all-season walking, rolling and biking in Dunluce. Sidewalks and pathways are smooth, accessible and comfortable, allowing leisurely movement through the streets and parks and providing connections to key destinations and amenities within Dunluce and to nearby neighbourhoods.

The roadways and alleys are smooth, user-friendly, easy to navigate and safe in all seasons.



Guiding Principles

1. All ages and abilities experience comfort when walking, rolling and biking

- + Provide smooth sidewalks, paths and roads
- + Improve accessibility (e.g. connections, curb ramps, wider sidewalks, no dead ends)
- + Improve crossing safety (e.g. centre medians, curb extensions)
- + Improve visibility (e.g. pedestrian lighting, clear sight lines, curb extensions)

2. Parks and green spaces are welcoming, accessible and feel safe

- + Improve visibility (e.g. park lighting, clear sight lines)
- + Beautify spaces (e.g. tree plantings, garbage cans)
- + Create gathering spaces (e.g. benches, picnic tables, barbeques, amenities)

3. Drivers experience comfortable, safe roads and alleys

- + Provide smooth driving surfaces
- + Enhance safety/visibility at intersections
- + Design for 40 km/h speed limit
- + Encourage slower speeds (traffic calming)
- + Consider parking in high use areas
- + Consider snow removal/windrows

What we heard

A majority of respondents confirmed the Draft Vision and Guiding Principles express what is important to them as a Dunluce resident or user of the area.



Shared street connection between AltaLink utility corridor and 167 Avenue

Proposed design

A shared street with additional lighting to provide a comfortable connection for people walking, rolling, biking and driving between the AltaLink utility corridor and 167 Avenue.

What we heard

Those comfortable with the plan like the improved connection for active transportation users. Several individuals suggest safety be prioritized through good lighting and traffic calming measures to decrease conflicts between people walking, biking and rolling and people driving in this shared space.

A few others suggest a 'no exit' sign be erected at the start of the shared alley and a desire for a crossing at 167 Avenue.

121 Street – 153 Avenue to 162 Avenue

Proposed options	Option A: Curbside shared pathway	Option B: Shared pathway with boulevard	Option C: On-street protected bike lanes
Shared pathway	✓	✓	
Boulevard with trees separating shared pathway from road		✓	
Protected bike lanes			✓
Separate spaces for people walking and biking			✓
Reduces some on-street parking	✓	✓	✓
Trees maintained	✓		✓

What we heard

Respondents generally indicate a higher level of comfort with shared pathway options to meet the need for safe active transportation travel. A boulevard is preferred.

Respondents not comfortable with some or all of the options for 121 Street are concerned with reduced parking and increased congestion.

162 Avenue – Schools: 115 Street to the AltaLink utility corridor

Proposed options	Option A: Centre median and off-street bike lanes	Option B: On-street protected (north side) and off-street (south side) bike lanes	Option C: Centre median and shared pathway (south side)	Option D: Curbside shared pathway (south side)
Shared pathway	✓	✓	✓	✓
Boulevard with trees separating shared pathway from road	✓	✓	✓	
Protected bike lanes		✓ North side		
Separate spaces for people walking and biking	✓ Separated by visual/physical cues	✓ Separated by physical barrier		
Centre median	✓		✓	
Reduces some on-street parking				✓
Trees maintained	✓		✓	✓

What we heard

Respondents who commented on the 162 Avenue options generally have a higher level of comfort with:

- + shared pathway options as they feel they would keep children away from the road and don't require a reduction in parking or driving lanes near the schools
- + centre median options suggesting they would calm traffic and prevent u-turns; suggestions were received to consider clear sightlines and plant/decor maintenance when designing

Some would like separate drop-off zones in front of the schools to be considered.

161 Avenue – 121 Street to 127 Street

Proposed options	Option A: Shared pathway (north side) and curb extensions	Option B: Raised protected bike lanes	Option C: On-street protected bike lanes
Shared pathway	✓		
Protected bike lanes		✓	✓
Separate spaces for people walking/rolling, biking and driving		✓	✓
Curb Extensions	✓		
Removes all on-street parking		✓	✓
Trees maintained		✓	

What we heard

Respondents are not comfortable with the parking impacts that accompany the protected bike lane options in this high density location.

Respondents are also split on their level of comfort with the shared pathway option and are concerned curb extensions will remove parking, impact traffic flow and impede turning movements especially at the busy 161 Avenue/121 Street intersection.

157 Avenue – Castle Downs Road to 121 Street

Proposed options	Option A: On-street bike lane, curb extensions and boulevard (south side)	Option B: Shared pathway (south side) and curb extensions
Shared pathway		✓
Boulevard with trees	✓	
Separate spaces for people biking and driving		✓
Curb extensions	✓	✓
Maintains most on-street parking	✓	✓

What we heard

Respondents suggest they are more comfortable with the shared pathway and curb extension option on 157 Avenue as it separates bikes from cars and is less likely to impede traffic flow than an on-street bike lane. Some would like additional trees and a shared pathway on both sides of the road to be considered. Respondents concerned about curb extensions feel they will impede traffic flow and add to congestion in the area.

115 Street – 167 Avenue to 162 Avenue

Proposed options	Option A: On-street bike lane and curb extensions	Option B: Shared pathway (west side) and curb extensions
Shared pathway		✓
Separate spaces for people biking and driving		✓
Curb extensions	✓	✓
Most on-street parking maintained	✓	✓
Trees maintained	✓	

What we heard

Respondents suggest they are more comfortable with the shared pathway and curb extension option on 115 Street as it separates bikes from cars and is less likely to impede traffic flow than an on-street bike lane. Respondents concerned about curb extensions feel they will impede traffic flow and add to congestion in the area.

Dunluce Road

Proposed options	Option A: On-street bike lane, curb extensions and boulevard (south side)	Option B: On-street bike lane and curb extensions	Option C: Shared pathway (south side) and curb extensions
Shared pathway			✓
Boulevard with trees separating sidewalk from road	✓		
Separate spaces for people biking and driving			✓
Curb extensions	✓	✓	✓
Reduces on-street parking	✓		✓

What we heard

Respondents suggest they are more comfortable with the shared pathway and curb extension option on Dunluce Road as it separates bikes from cars and is less likely to impede traffic flow than an on-street bike lane. Respondents concerned about curb extensions feel they will impede traffic flow and add to congestion in the area.

Warwick Road

Proposed design

A grass boulevard with trees on the south side. People who drive will need to yield by pulling into open parking spaces to allow on-coming vehicles to pass.

What we heard

Respondents are generally concerned with the narrowing of the road and how it will impact traffic flow. There are concerns about finding empty parking spots to pull over and about larger vehicles such as school buses and garbage trucks having to maneuver the narrowed road way.

Others look forward to new trees in the area adding beauty and shade to the active transportation experience.

Intersection improvement at 161 Avenue and 121 Street/162 Avenue

Proposed options	Option A	Option B
	Three-way stop, curb extensions and enhanced crossings	Centre median

What we heard

Respondents are generally more comfortable with Option A than they are with Option B and support a three-way stop to slow traffic and make pedestrian crossings safer; many suggest pedestrian crossing lights would improve safety even more.

There is concern with the traffic impacts of either option, especially since cars enter the one-way access into the gas station from all directions.

Dunluce Natural Area

Proposed options	Option A: Pathways	Option B: Naturalization
Hard surface pathway	✓	✓
Pathway along north edge	✓	
Designated graveled foot trails	✓	
An outdoor nature classroom with circular group seating	✓	
Increased naturalization		✓
Waste bins, enhanced lighting, seating	✓	✓

What we heard

Respondents are generally more comfortable with the pathways shown in option A, feeling they will make the area feel safer by increasing accessibility and use. Respondents also like the additional lighting and proposed hard surface path for active transportation.

Many respondents agree the encampments and criminal activity in the area need to be addressed and that the park could use some clean up of dead wood and brush that may be a fire hazard.

Dunluce Park and Dunluce School Park

Proposed design

- + Wider pathways (existing)
- + A pathway connecting the playground to 162 Avenue and the AltaLink utility corridor
- + Enhanced and additional (LED) directional lighting
- + Waste bins along the pathway
- + Seating areas
- + Additional naturalization (wild flowers, grasses and shrubs)

What we heard

Respondents are generally in support of the proposed design for Dunluce Park and Dunluce School Park and like the improved connections and park accessibility.

Herb Link Park

Proposed options	Option A: Central pathway	Option B: Edges
	A central pathway connecting 162 Avenue and Dunluce Road	Pathways along the east and west edges

What we heard

A greater number of respondents are more comfortable with Option A's central pathway design than they are with the east and west edge pathways as proposed in Option B. Some suggest that implementing both options would improve connectability through the park.

Many respondents are concerned about tree removal and would like to see as few impacts as possible.

Orval Allen Park

Proposed options	Option A: Main area – Fenced off-leash dog area / North areas along 127 Street – Naturalization	Option B: Main area – Naturalization / North areas along 127 Street – Fenced off-leash dog area
Fenced off-leash dog area	✓ Main area	✓ North areas along 127 Street
Additional naturalization (wild flowers, grasses and shrubs)	✓ North areas along 127 Street	✓ Main area
Shared pathway along south edge of the park (between 127 Street and 161 Avenue)	✓	✓
Shared pathway diagonal through park	✓	
Waste bins, enhanced lighting, seating	✓	✓

What we heard

More respondents are comfortable with Option A's fenced off-leash dog area in the main park than they are with it being located along 127 Street as per Option B. However, dog walkers feel the proposed fenced off-leash areas are too limiting and prefer the wide open space that exists today. Some suggest a barrier or fence along 127 Street would be a welcome idea.

Additional Feedback

What we heard

- + Respondents would like the aging, cracked and uneven sidewalks and roadways fixed
- + Residents living near the proposed 156 Avenue breezeway are concerned about the impacts of additional foot traffic if a breezeway connecting 124 Street to 153 Avenue is added

Next steps

Thank you to all who shared their input during the **Exploring Options and Tradeoffs** stage of engagement. Your feedback will be considered along with City policies, programs and technical requirements in deciding which design options move forward, which design options require modification and which new design options will be proposed as part of the draft design.

In fall 2023, the public will be invited to the **Community Feedback on Draft Design** stage of engagement for Dunluce Neighbourhood and Alley Renewal. At that time, the Project Team will return to the community to share a draft design of proposed renewal changes for your neighbourhood. During the next stage we will invite you to provide feedback that will be used to help **REFINE** the draft design.

Information will also be provided about Cost-sharing Opportunities for decorative street lights and sidewalk reconstruction through the Local Improvement process.

For more information regarding the Dunluce Neighbourhood and Alley Renewal, upcoming public engagement activities and to subscribe for project updates, please visit edmonton.ca/BuildingDunluce

Working together to make the most out of your neighbourhood.

This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better. We will engage and work with you on the renewal of roads, sidewalks, street lights and park spaces. We will also promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used. Let's make the most out of your neighbourhood.

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