

# What We Heard Report: Dunluce Neighbourhood & Alley Renewal

Community Feedback on Draft Design  
November 2023

REFINE

SHARE YOUR VOICE  
SHAPE OUR CITY

Edmonton

# What We Heard Report: Dunluce Neighbourhood & Alley Renewal

## Table of Contents

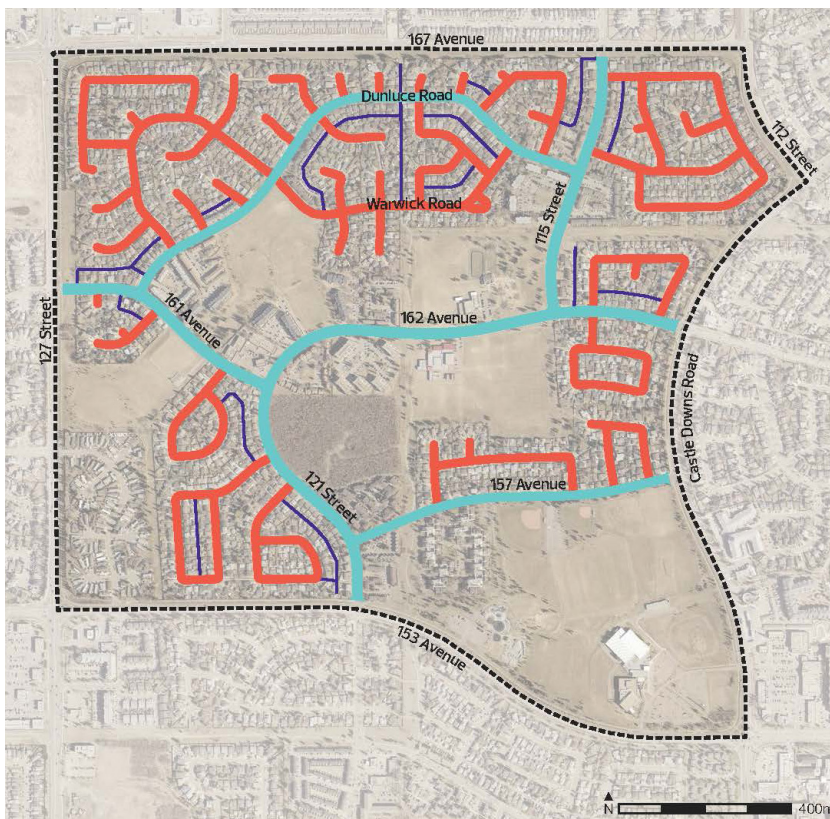
<b>3</b>	.....Project overview
<b>4</b>	.....Neighbourhood Renewal Road Map
<b>5</b>	.....Public Engagement Spectrum
<b>6</b>	.....Decision making process
<b>7</b>	.....Public engagement
<b>8</b>	.....What we heard
<b>8</b>	Vision and Guiding Principles
<b>9</b>	What we asked
<b>10</b>	What we heard
<b>10</b>	Active transportation connections
<b>11</b>	Shared street connection: AltaLink Utility Corridor to 167 Avenue
<b>11</b>	121 Street: 153 Avenue to 162 Avenue
<b>12</b>	162 Avenue: 161 Avenue to Castle Downs Road
<b>12</b>	161 Avenue: 121 Street to 127 Street
<b>13</b>	157 Avenue: Castle Downs Road to 121 Street
<b>13</b>	115 Street: 167 Avenue to 162 Avenue
<b>14</b>	Dunluce Road
<b>14</b>	Warwick Road
<b>15</b>	Dunluce Natural Area
<b>15</b>	Dunluce Park and Dunluce School Park
<b>16</b>	Herb Link Park
<b>16</b>	Orval Allen Park
<b>17</b>	.....Next steps

## Project overview

Neighbourhood and Alley Renewal construction in Dunluce is anticipated to begin in spring 2025. Through the City of Edmonton's Neighbourhood Renewal program, we will rehabilitate roads, replace street lights, curbs 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

# Neighbourhood Renewal Road Map

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

This report highlights the input received during the **Community Feedback on Draft Design** stage in November 2023. To learn more about previous stages, visit [edmonton.ca/BuildingDunluce](https://edmonton.ca/BuildingDunluce).

During this project stage, the Project Team reviewed and analyzed public feedback on the proposed options from the previous engagement stage — **Exploring Options and Tradeoffs** — and considered it as they developed the draft neighbourhood design. The draft design is the first look at how the proposed infrastructure and design elements could work together as a system.



# Public Engagement Spectrum

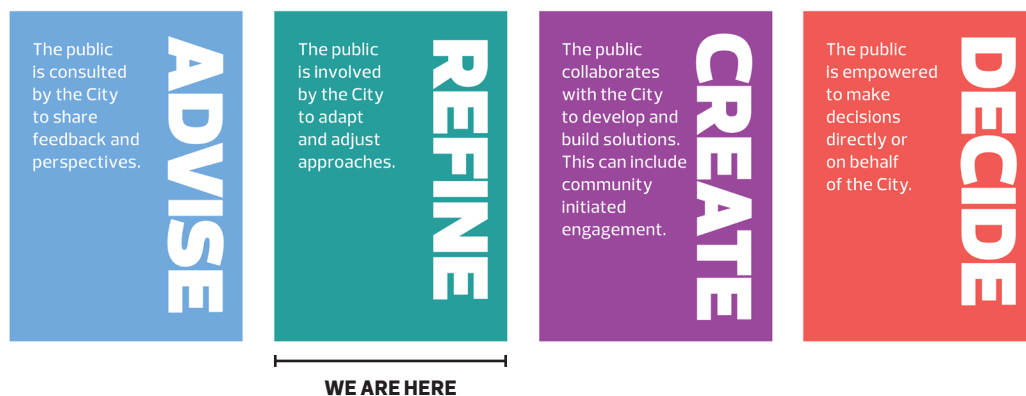
The City of Edmonton seeks input from citizens to help guide the project. The City's Public Engagement Spectrum below shows the four levels of influence the public can have on decisions made by the City throughout the project.

In this stage of engagement, the public was invited to provide input that would help:

- + **REFINE** the Project Team's proposed draft design

We commit to telling you how public input influences decisions according to the Public Engagement Spectrum.

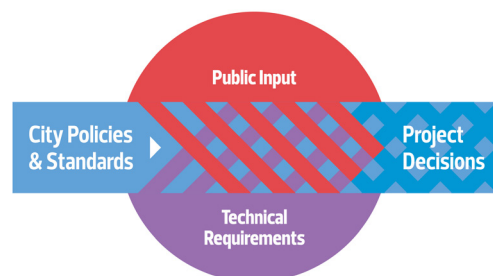
Increasing influence of the public →



## 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.



# Public engagement

## How we engaged

Dunluce residents were presented overall and location-specific draft designs. They were asked to complete an online survey to consider the extent they thought the draft design reflects the Vision and Guiding Principles for Dunluce (see Page 8) and if it meets the current and future needs of Dunluce residents.

The Dunluce Neighbourhood and Alley Renewal Project Team organized the following public engagement opportunities:



### Survey (online)

An online survey was available for the public to complete from November 1 to 30, 2023. The survey asked participants to review the draft design and indicate the extent it reflects the community's Vision and Guiding Principles, as well as current and future needs.

**97 Responses**



### Public engagement event (in-person)

An in-person public engagement event was held on November 9, 2023, at St. Lucy School and an online public information event was held on November 16, 2023.

Both events presented the neighbourhood design for walking, rolling, biking, driving and open spaces in Dunluce. Residents also had the opportunity to ask questions and were encouraged to provide feedback through the online survey.

**In-person – 68 participants | Online – 6 participants**



### Pop-up events

The Project Team popped up at four locations in and around Dunluce throughout November 2023. Project Team members provided project information, answered design questions and encouraged residents to complete the online survey.

**Orval Allen Park: November 6 | Castle Downs Park Open House: November 7  
Dunluce School: November 17 | St. Lucy's Catholic Elementary School: November 17**

**82 residents engaged**



### Community conversation

The Project Team met with the Dunluce School Parent Advisory Council to share the draft design on November 21, 2023. Attendees were encouraged to share feedback through the online survey.

## How we communicated

We asked residents to visit the project web page (2,478 views) to access information about the project and the engagement opportunities. Other tools to promote the project engagement opportunities included:

- + Social media ad: 92,726 views
- + Newsletters: 2,100 delivered to residents
- + Postcards: 2,100 delivered to residents
- + Information boards: 5 site-specific boards placed in high-traffic areas
- + Road signs: 4, Pole signs: 6, A-frame signs: 8 and Yard signs: 28
- + Letters: 300+ sent to Dunluce property owners with potential property impacts
- + Project updates: sent to list of 115 subscribers

The Dunluce Community League also distributed project information and the Project Team members responded to email and phone inquiries.

## How we will use the feedback

The survey received 97 responses and was the main opportunity for over 6,000 residents to provide feedback. This public engagement feedback is not considered a vote, nor is it considered a statistical representation of all residents living there. The purpose of **Community Feedback on Draft Design** engagement stage is to highlight any outstanding public concerns that the Project Team may be able to address through minor refinements to the draft design.

Any refinements made at this stage would first refer to City policy direction and technical requirements to be considered. City policies are responsible for prioritizing the addition of infrastructure like bike connections and wider sidewalks and technical studies reveal if and where in the community the infrastructure is physically possible to install.

Any refinements that can be made will be presented in the final design for the neighbourhood later in 2024. All designs are subject to final approvals and funding.





# What we heard

## Reporting back on public engagement

The following sections include a summary of what we heard from the public who participated in the engagement opportunities. 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.

### Vision and Guiding Principles

In the previous stages of engagement, we created and confirmed the following Vision statement and a set of Guiding Principles with the public to guide decision making for the neighbourhood design.

#### 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

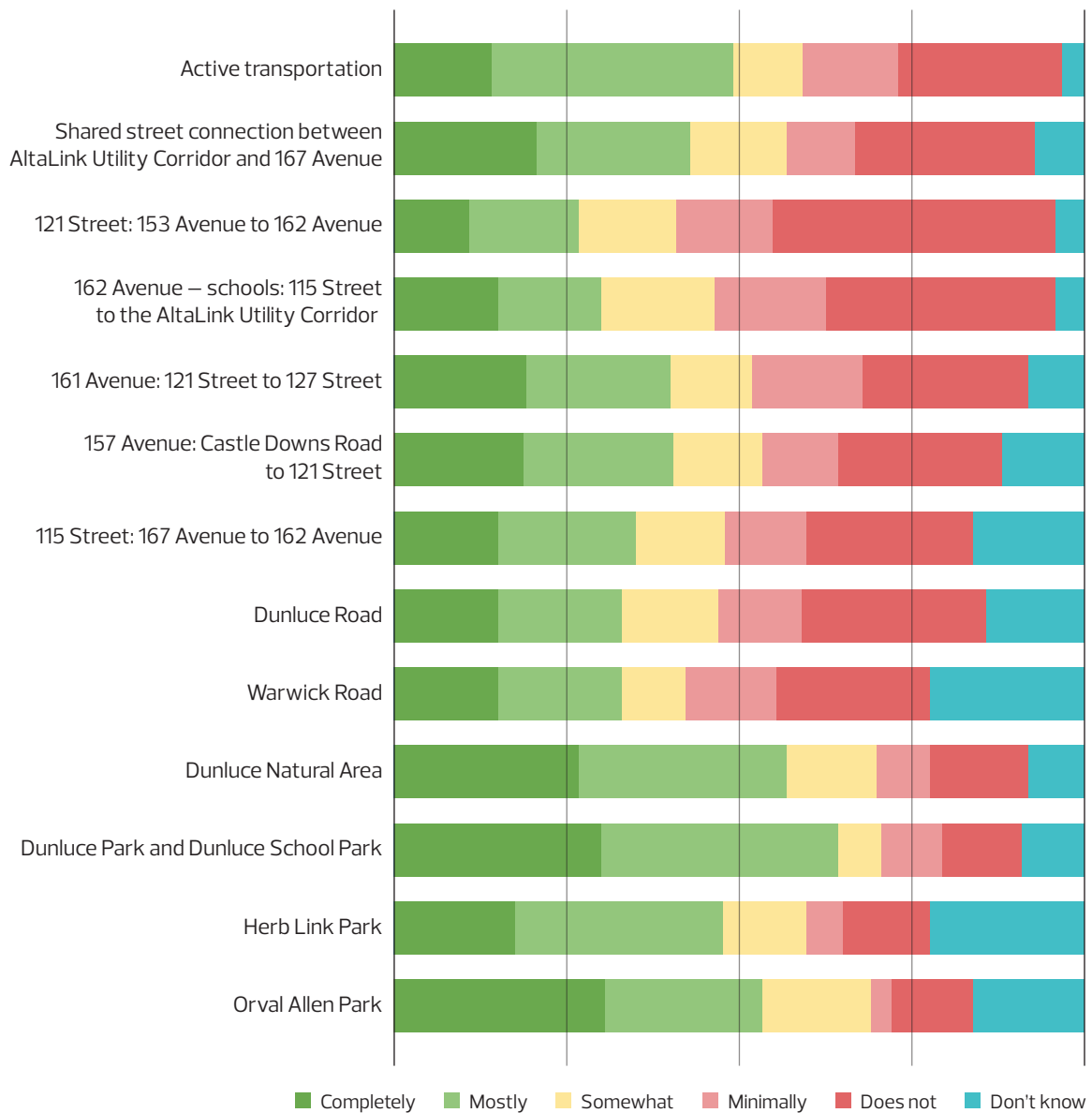


## What we asked

Considering the Vision and Guiding Principles for Dunluce, to what extent do you think the draft design reflects the current and future needs of Dunluce? Explain your answer.

Reflects the Vision and Guiding Principles

**Average number of respondents: 81**



## What we heard – overall

Respondents who feel the draft design for Dunluce reflects the Vision and Guiding Principles are looking forward to the improved active transportation connections including the shared pathways through area parks and the neighbourhood in general. Some appreciate the effort to slow traffic and support additional seating, lighting and trash bins throughout. Some respondents indicate support for the Orval Allen off-leash area and the new fence along 127 Street.

Those with concerns about the draft design feel that narrowing roadways, bike lane infrastructure and curb extensions will increase congestion, especially during the winter months when windrows narrow the roads even further. Some do not support the addition of bike lanes in Dunluce and feel shared pathways would be an alternative that is less impactful to those who drive.

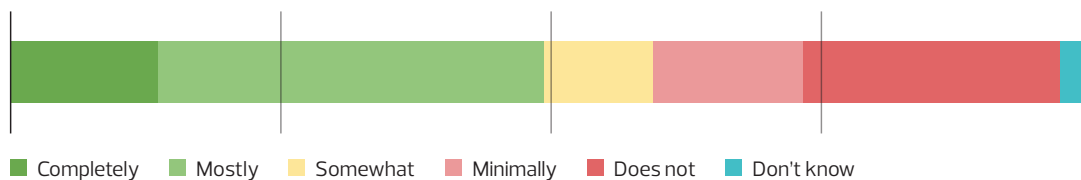
Some feel that encampments and criminal activity in the area need to be addressed to further improve the feeling of safety and security in the area parks and the neighbourhood in general.

## What we heard – location-specific

### Active transportation connections

What we heard

75 respondents



Respondents who think the draft design reflects the Vision and Guiding Principles appreciate the design and the improved active transportation connections. Those with concerns feel narrowing roadways and curb extensions will increase congestion, especially during the winter months when windrows narrow the roads further. Some do not support bike lanes and feel they are unnecessary in Dunluce.

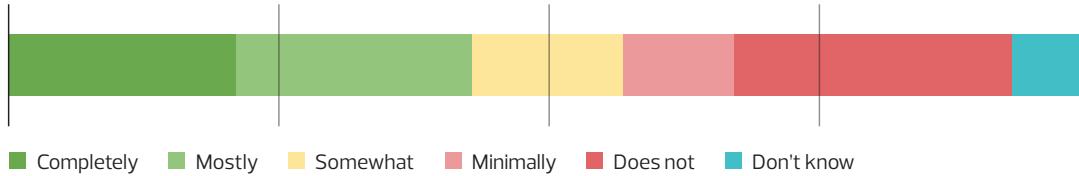
*“Dedicated space for all modes!  
Improvements to active mode safety  
are extremely important.”*

*“Curb extensions will interfere with  
traffic flow and parking.”*

## Shared street connection: AltaLink Utility Corridor to 167 Avenue

What we heard

72 respondents



Respondents who think the draft design for the shared street connection reflects the Vision and Guiding Principles appreciate the design and the improved active transportation connection to 167 Avenue and the business to the north. There is some concern about conflicts between those who bike and walk and those who drive, especially backing out of driveways. Some feel there is not enough usage of the area to warrant a shared street and others are concerned that the increased foot and bike traffic will increase criminal activity in the area.

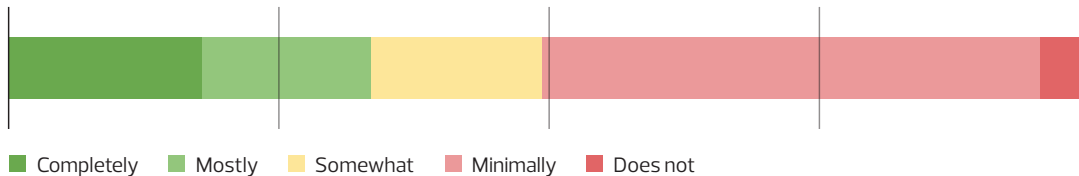
*“Great addition to the community. I really appreciate the lighting, connection to the bus stop and shared pathway on 167 Avenue as well as the raised crossings at Dunluce and Warwick Roads.”*

*“Backing out of driveways will be dangerous due to foot and cycle traffic.”*

## 121 Street: 153 Avenue to 162 Avenue

What we heard

85 respondents



Respondents who think the draft design for 121 Street: 153 Avenue to 162 Avenue does not reflect the Vision and Guiding Principles feel narrowing roadways and introducing bike lanes will reduce much-needed parking and increase congestion, especially during the winter months. Some suggest bike lanes are unnecessary along this road and shared pathways would be a less impactful alternative. A few appreciate and support the overall design and added pedestrian safety.

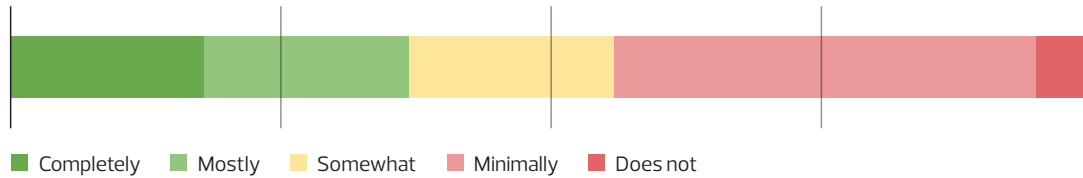
*“This intersection at 121 Street and 157 Avenue really needed to be improved for pedestrians and drivers. Drivers do not stop for pedestrians crossing or do not see pedestrians due to limited visibility. The stop signs and/or pedestrian crossing will help.”*

*“Eliminating parking along one side of 121 Street is very limiting, especially in the winter when the road width is already narrowed by the windrows.”*

## 162 Avenue: 161 Avenue to Castle Downs Road

What we heard

85 respondents



Respondents who think the draft design for 162 Avenue: 161 Avenue to Castle Downs Road does not reflect the Vision and Guiding Principles feel narrowing roadways and introducing bike lanes will reduce much-needed parking and increase congestion, especially in front of the schools during the winter months when windrows narrow the roads further. A few appreciate the overall design and support the improved safety measures.

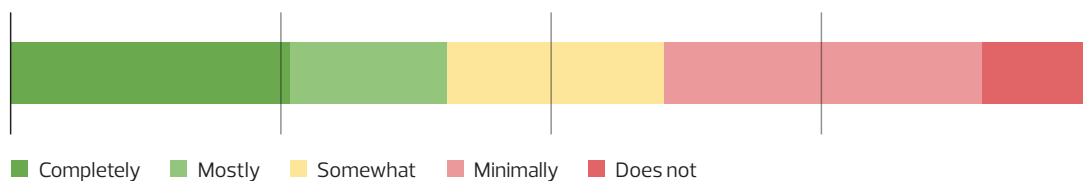
*"This is perfect. I can feel safer with my kids walking the streets now. Thank you."*

*"Already no parking near school, adding a bike lane would make it worse. It's horrible to park there in winter as they never remove windrows."*

## 161 Avenue: 121 Street to 127 Street

What we heard

85 respondents



Respondents who think the draft design for 161 Avenue: 121 Street to 127 Street does not reflect the Vision and Guiding Principles feel the bike lanes (shared pathway) and curb extensions are not necessary mainly because they will narrow the roadways causing increased congestion and reduced parking. A few others do not want to see trees removed. Some support the new shared pathway and appreciate the effort to slow traffic.

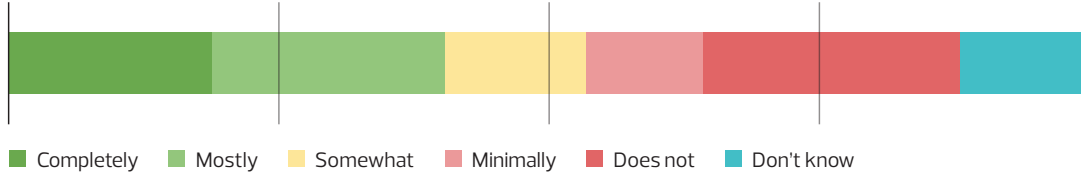
*"It slows drivers down. Always liked the wide pathways"*

*"This is an incredibly busy street since the bus routes changed; any narrowing of the street or reduction in parking would be bad."*

## 157 Avenue: Castle Downs Road to 121 Street

What we heard

85 respondents



Respondents who think the draft design for 157 Avenue: Castle Downs Road to 121 Street does not reflect the Vision and Guiding Principles feel the bike lanes (shared pathway) and curb extensions are not necessary mainly because they will narrow the roadways causing increased congestion and reduced parking. Some appreciate the overall design and support the new shared pathway.

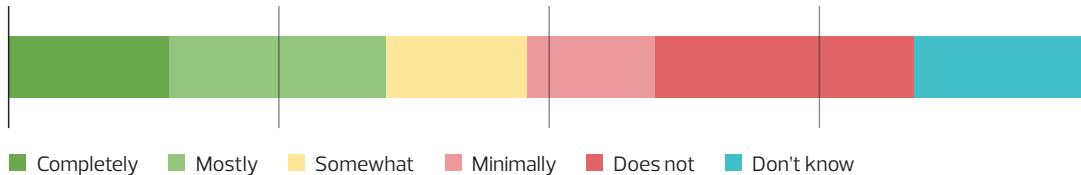
*"I really appreciate maintaining the shared-use pathways and the addition of another on the other side of 157 Avenue. My kids often bike to and from the park and I want them safely off the road and away from traffic."*

*"The design limits the amount of parking available along 157 Avenue and 121 Street. These roadways are often used for resident parking in the nearby condo complexes. Parking is also in high demand near the ball fields."*

## 115 Street: 167 Avenue to 162 Avenue

What we heard

85 respondents



Respondents who think the draft design for 115 Street: 167 Avenue to 162 Avenue does not reflect the Vision and Guiding Principles feel the curb extensions and narrowing of the roadways will increase congestion and remove needed parking. A few expressed concerns over windrows and raised crossings. A few others expressed a general appreciation of the overall design and the effort to slow traffic.

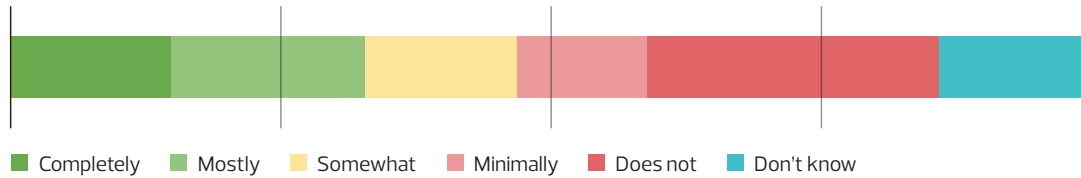
*"This road has gotten busier and I think this will help slow it down to make it safer."*

*"This is a very busy on-street parking area and people do not remove cars for snow removal so it is already a problem now with more curb (extensions) it will be more problems."*

## Dunluce Road

What we heard

85 respondents



Respondents who generally think the draft design for Dunluce Road does not reflect the Vision and Guiding Principles feel the bike lanes (shared pathway) are not necessary mainly because they will narrow roadways causing increased congestion, especially in winter months, and also reduce parking. Some expressed appreciation for the raised crossings and sidewalk replacement.

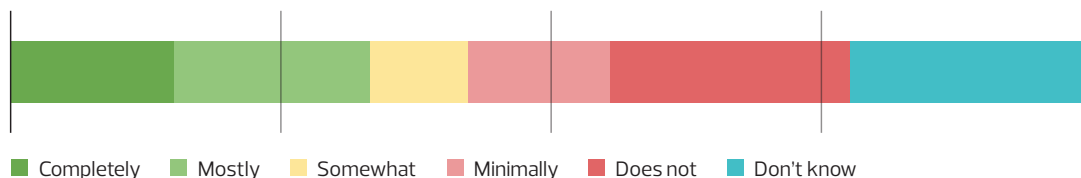
*“Very happy with the raised crosswalks as this will help with drivers excessively speeding down Dunluce Road.”*

*“Narrowed roadways (due to curb extensions or bike lanes) are difficult for drivers to navigate in the winter when windrows are left along the roadside for a lengthy period of time.”*

## Warwick Road

What we heard

85 respondents



Respondents who generally think the draft design for Warwick Road does not reflect the Vision and Guiding Principles are concerned narrowing the roadway to one-way at a time will cause congestion and driving conflicts, especially in winter months when windrows narrow roads further. Some expressed a desire for a shared pathway and a few showed appreciation for the treed boulevard.

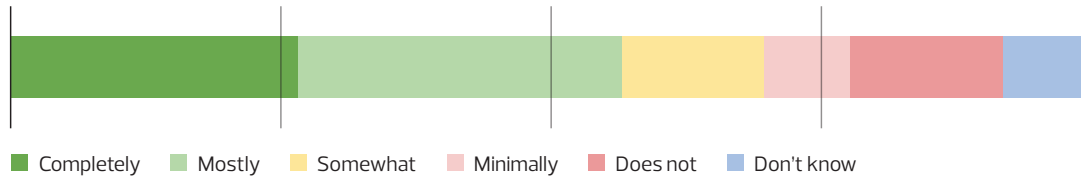
*“Very excited for the treed boulevards. Will help with heat in the summer and be more aesthetically pleasing.”*

*“Reducing the driving lane down to one is asking for trouble. What's going to happen on garbage day or there's a school bus and there's nowhere to pull in?”*

## Dunluce Natural Area

What we heard

77 respondents



Many respondents indicate support for the Dunluce Natural Area draft design and feel the additional lighting, seating and new wider pathways will contribute to the connectivity and comfort of park users. Some feel the encampments and criminal activity in the area need to be addressed to further improve the feeling of safety and security in the area.

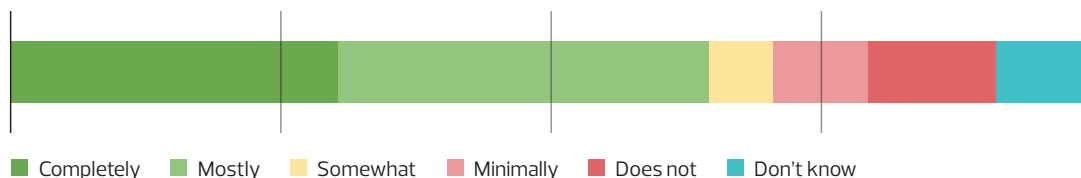
*“Thank you for maintaining this natural space! This is the closest us city kids can easily access nature and it is so valuable for our children. I also am glad to see a hard-surface path put in to accommodate different levels of mobility.”*

*“The only concern I have with this natural area is safety since there is currently a large homeless population living in the bushed area. Hopefully this will no longer be the case once this area is revitalized.”*

## Dunluce Park and Dunluce School Park

What we heard

77 respondents



Some respondents indicate support for the Dunluce Park and Dunluce School Park draft design and feel the additional lighting, seating and pathway connections will contribute to the connectivity and comfort of park users. Others feel the park is good as is and the City should not spend tax dollars on it.

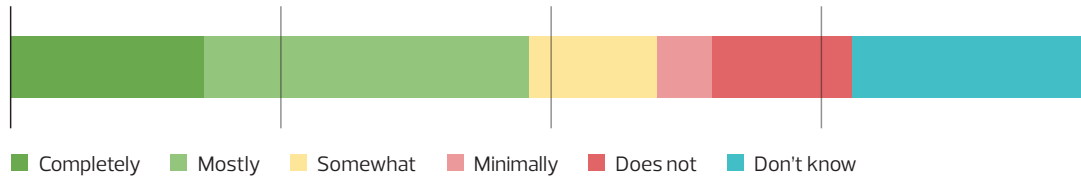
*“Very happy to see additional waste bins will be provided! Also thrilled with expanding naturalized areas. Would like to see as many shrubs and trees planted as possible. Great design.”*



## Herb Link Park

What we heard

77 respondents



Some respondents indicate support for the Herb Link Park draft design and feel the additional seating, trash cans and pathway connections will contribute to the connectivity and comfort of park users. A few suggest more pathways. Others do not support removing the baseball diamond and think the park is good as it is.

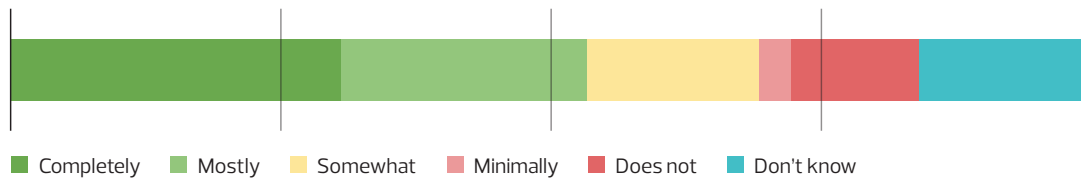
*“New pathways are appreciated and more garbage bins is an excellent idea.”*

*“Very disappointed that the design draft includes removal of a baseball diamond. These are busy baseball diamonds in the summer.”*

## Orval Allen Park

What we heard

77 respondents



Some respondents indicate support for the Orval Allen Park draft design, especially the 127 Street fence, the new pathways and additional lighting. Others would like a fully fenced, off-leash park and a new path added to the north side. Some are concerned about bike/dog conflicts with the increased cycle traffic on the new pathways.

*“The single fence along 127 Street is a great idea. I use this park daily and love taking my dog here.”*

*“May be issues between dogs and non-dog people using the park.”*

## Next steps

Later in 2024, the public will be invited to the **Community Feedback on Final Design** stage of engagement for Dunluce Neighbourhood and Alley Renewal. At that time, the Project Team will return to the community to share the final design of the renewal changes for your neighbourhood.

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](https://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.

[edmonton.ca/BuildingDunluce](https://edmonton.ca/BuildingDunluce)

**SHARE** YOUR VOICE  
**SHAPE** OUR CITY

**Edmonton**