




Gariepy Neighbourhood and Alley Renewal: Community Feedback on Draft Design



Edmonton

April 2023

Building Great Neighbourhoods

Working together to make the most out of your neighbourhood.

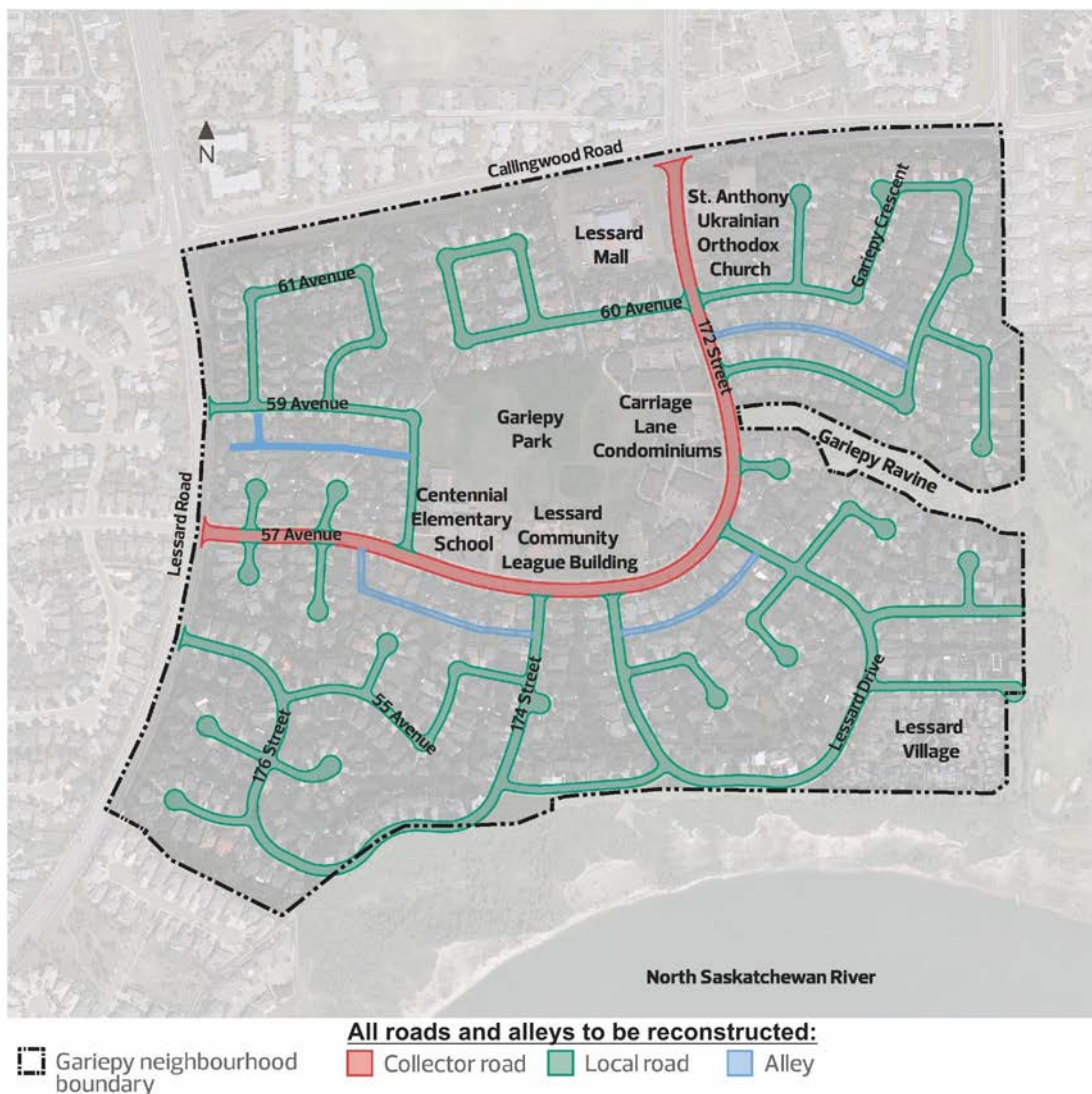
This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better. We will engage and work with you on the renewal of roads, sidewalks, street lights and park spaces, while promoting other community opportunities 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.

Gariepy Neighbourhood and Alley Renewal

Starting in spring 2024, Gariepy will experience Neighbourhood and Alley Renewal construction.

The City of Edmonton's Neighbourhood and Alley Renewal Program will replace all roads, curbs, alleys, street lights, sidewalks and, where possible, complete active transportation links. Other neighbourhood improvements such as street crossings and enhancements to City-owned parks and gathering spaces will also be explored. Cost-sharing opportunities will be made available through the Local Improvement process for sidewalk reconstruction and decorative street light upgrades in the neighbourhood.

Neighbourhood and Alley Renewal in Gariepy is expected to be a two-year construction process in the area shown in the map below, with anticipated completion in 2025. The new infrastructure will provide enhancements to the neighbourhood for the next 30 to 50 years.



*All roads and alleys within the neighbourhood boundary are planned for reconstruction.

Public Engagement for the Gariepy Neighbourhood and Alley Renewal

The Building Great Neighbourhoods Project Team members are genuinely interested guests, stepping into your neighbourhood like visitors in your home. We want to learn and appreciate how you live and what you value and need in your neighbourhood. We seek to involve you to **REFINE** the draft design for your neighbourhood. Working together, we can make the most out of your neighbourhood.

We have created a road map to help you and your neighbours understand the steps of the opportunities to provide feedback and how you can participate. At each step, we will tell you what the purpose is and how your input will inform the decisions being made. We commit to reporting back on how we used your input. Please note that steps may happen concurrently and out of sequence.

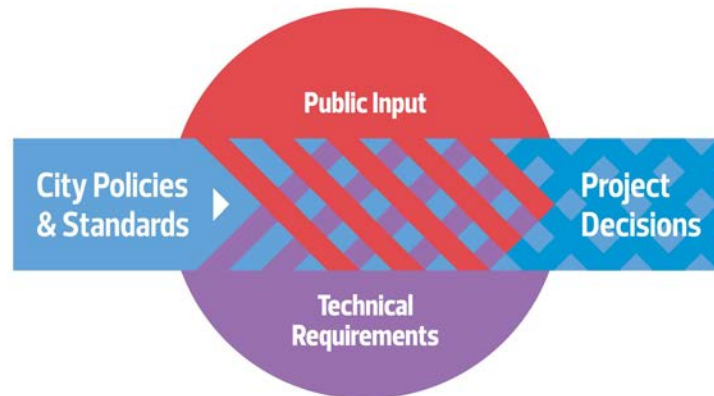
We are in the **Community Feedback on Draft Design** step of the engagement road map shown below.

Road Map to Building Great Neighbourhoods



How project decisions are made

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



Purpose of this package

The Project Team has created a draft design that takes into account current City Standards and Policies, technical considerations and public input from the Exploring Opportunities and Tradeoffs engagement held in October 2022.

The purpose of this package is to **share the draft design and gather your feedback**. We have four topics, including:

1. **Roadway redesign** - including crossing enhancements, intersection improvements and measures to slow traffic (*page 6*)
2. **Enhanced connections** - how you and your neighbours walk, bike, roll and move around the neighbourhood (sidewalks, breezeways, shared pathway connections and green alley connections) (*page 14*)
3. **Alley Renewal** (*page 19*)
4. **Parks, open spaces and placemaking** (*page 21*)

Your input will be considered to **REFINE** the draft design into a final design.

Within each focus area, we will share the proposed changes.



1.0 Roadway Redesign

1.1 Redesign of 57 Avenue and 172 Street

57 Avenue



172 Street



57 Avenue and 175 Street (looking east)



57 Avenue and 174 Street (looking west)



57 Avenue and 174 Street
(looking north west)



172 Street and 60 Avenue (looking North)



For the collector road (57 Avenue and 172 Street), the following changes are proposed:

- Adding a shared pathway on the north side / west side of the road that is curbside in some locations and separated from the curb with a grass strip and tree planting where possible in others
- Widening the existing sidewalk on the south / east side to accommodate more people walking and rolling
- Repurposing extra road width to add a shared pathway
- Enhancing the existing no parking zones by adding grassed boulevards with absorbent landscaping (landscaping that captures additional rain water) and trees where possible
- Aligning the centre line through the intersections at Callingwood Road and Lessard Road
- Continuous or raised crossings where the shared pathway crosses vehicle accesses or intersections
- Curb extensions at key crossings and bus stops

1.2 Intersection and crossing improvements along 57 Avenue and 172 Street



To enhance crossing at several locations along 57 Avenue and 172 Street, the following changes are proposed:

- Adding continuous or raised crossings where the shared pathway crosses vehicle accesses or intersections
- Including curb extensions at key crossings and bus stops to improve sight lines and shorten the crossing distance
- Aligning the road at neighbourhood entrances from Callingwood Road and Lessard Road to improve sight lines and reduce crossing distances

1.3 Redesign of local roads

All local roads will be reconstructed including curb, wider sidewalks (as feasible) and replaced street lights. The following are local roads with additional changes proposed.



Draft designs for local roads align with current standards with wider sidewalks and include the following additional proposed changes:



A. 60 Avenue loop

- Widening the sidewalks to current standards on both sides of the road to enhance the area for people walking and rolling
- Adding a raised crosswalk for the crossing between Gariepy Park and the commercial area, to slow traffic and make the crossing easier to navigate
- Aligning the road width to current standards. This helps to reduce the environmental impacts of hard surfaces, stress on the storm sewer system and crossing distances for people walking and rolling and slows traffic



B. 55 Avenue, 176 Street and parts of 53 Avenue

- Widening the sidewalks on the north side of the road to enhance the area for people walking and rolling
- Adding a shared pathway on the south side of the road to enhance connectivity for people walking, rolling and biking
- Aligning the road width to current standards, shortening the crossing distances and accommodating the shared pathway and wider sidewalks

C. 53 Avenue from the Donsdale breezeway to 174 Street

- a. Widening the existing sidewalk on the north side to enhance the area for people walking and rolling
- b. Adding a curbside shared pathway on the south side to enhance connectivity for people walking, rolling and biking
- c. Aligning the road width to current standards and banning parking on the south side (along the top of bank) to accommodate the new curbside shared pathway, shorten the crossing distance for people walking and rolling and slow traffic



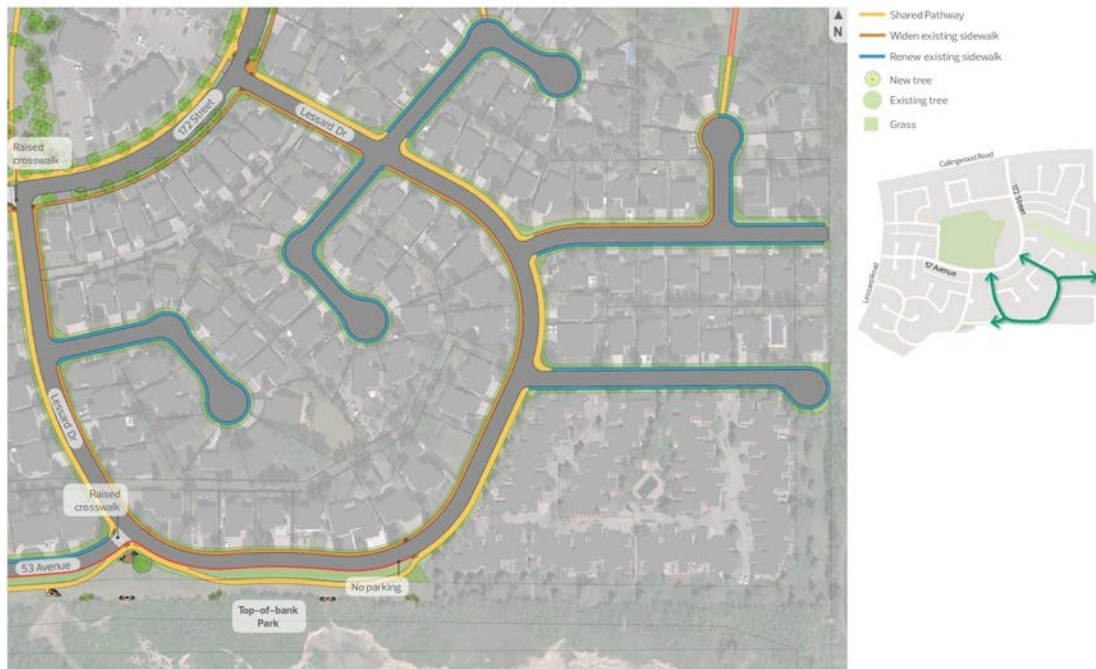
D. 174 Street

- a. Widening the sidewalks on both sides of the road to enhance the area for people walking and rolling
- b. Adding a new island in the cul-de-sac to shorten the crossing distance for people walking and rolling, add greenery and reduce the environmental impacts of hard surfaces and stress on the storm sewer system
- c. Aligning the road width to current standards. This helps to reduce the environmental impacts of hard surfaces, stress on the storm sewer system and crossing distances for people walking and rolling and slow traffic



E. 53 Avenue - from 174 Street to Lessard Drive

- Widening the existing sidewalk on the north side to enhance the area for people walking and rolling
- Removing the existing sidewalk on the south side and replacing it with a separated shared pathway to enhance connectivity for people walking, rolling and biking
- Exploring natural grasses, wildflowers and other native species to plant in the new boulevard on the south side
- Banning parking along the top of bank (south side), aligning the road to current standards for parking on one side only, shorten the crossing distance for people walking and rolling and slow traffic



F. Lessard Drive - from 57 Avenue to 53 Avenue

- a. Widening the existing sidewalk on the east side to enhance the area for people walking and rolling
- b. Adding a curbside shared pathway on the west side to enhance connectivity for people walking, rolling and biking
- c. Aligning the road width to current standards, shortening the crossing distances and accommodating the shared pathway and wider sidewalks

G. Lessard Drive - from 53 Avenue to Lessard Village

- a. Widening the existing sidewalk on the north side to enhance the area for people walking and rolling
- b. Removing the existing sidewalk on the south side and replacing it with a separated shared pathway to enhance connectivity for people walking, rolling and biking
- c. Exploring natural grasses, wildflowers and other native species to plant in the new boulevard on the south side
- d. Banning parking along the top of bank (southside) and aligning the road width to current standards for parking on one side. This helps to reduce the environmental impacts of hard surfaces, stress on the storm sewer system and crossing distances for people walking and rolling and slow traffic

H. Lessard Drive - from Lessard Village to 172 Street

- a. Widening the existing sidewalk on the east side to enhance the area for people walking and rolling
- b. Adding a curbside shared pathway on the west side to enhance connectivity for people walking, rolling and biking
- c. Aligning the road width to current standards, shortening the crossing distances and accommodating the shared pathway and wider sidewalks

I. Lessard Drive - dead end

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

2.0 Enhanced connections



2.1 Breezeways



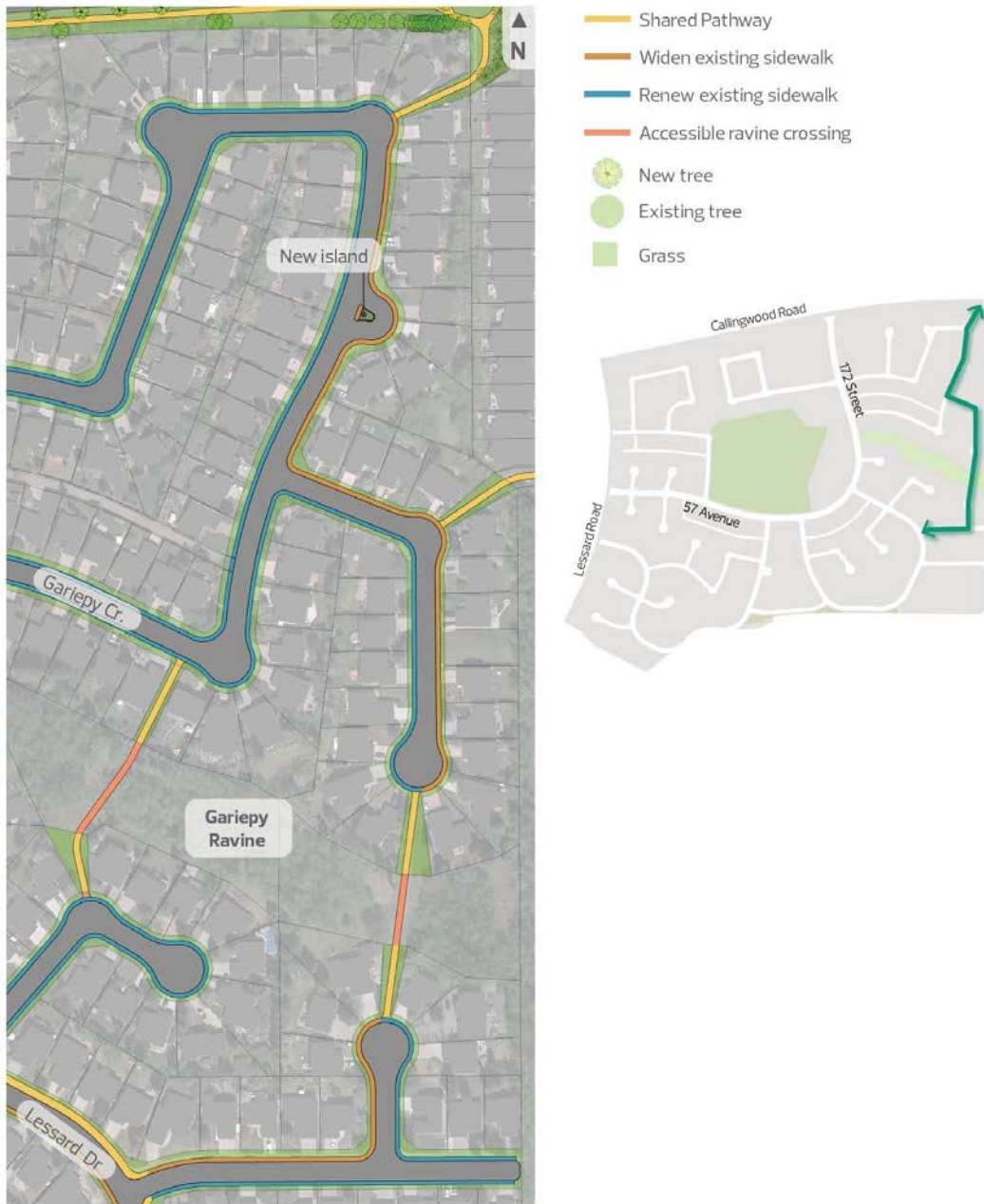
- Shared Pathway
- Widen existing sidewalk
- Renew existing sidewalk
- New tree
- Existing tree
- Grass



To enhance connections at the shown locations, the following changes are proposed:

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

Enhanced walking connection on the east



To enhance walking, rolling and biking along Gariepy Crescent from Callingwood Road to Lessard Drive, the following changes are proposed:

- Widening sidewalks
- Connecting to the enhanced breezeways at the Gariepy Ravine and Callingwood Road
- Creating a new island in the cul-de-sac to shorten the crossing distance, add greenery and reduce the environmental impacts of hard surfaces

2.2 Gariepy Ravine accessible crossings

Gariepy Ravine Crossings



*accessible crossing over the ravine such as a timber walkway

- Shared Pathway
- Widen existing sidewalk
- Renew existing sidewalk
- Accessible ravine crossing
- New tree
- Existing tree
- Grass



*crossing over the ravine such as a timber walkway

Gariepy Ravine Render



Currently there is no formal connection through the Gariepy Ravine, to enhance connections through the ravine, the following changes are proposed:

- Adding crossings over the ravine such as timber walkways, regrading with culverts and paved pathways or other solutions

2.3 Callingwood Road



- Shared Pathway
- Widen existing sidewalk
- Renew existing sidewalk
- New tree
- Existing tree
- Grass



Currently there is a missing connection along Callingwood Road. To create a connection along Callingwood Road, the following changes are proposed:

- Adding a new shared pathway on the south side of Callingwood Road from Lessard Road to 170 Street
- Widening the existing sidewalk on the north side of Callingwood Road from 172 Street to 170 Street to a shared pathway
- Enhancing the crossings over Callingwood Road at 172 Street and 170 Street to connect the shared pathways
- Planting new trees
- Adding absorbent landscaping where feasible

3.0 Alley Renewal

Existing asphalt and gravel alleys will be reconstructed including a new gravel base and asphalt surface as part of the Neighbourhood and Alley Renewal Project.



Green Alley & Asphalt Alley (west of 175 Street between 59 Avenue and 57 Avenue)

Option #1

The alley west of 175 Street between 59 Avenue and 57 Avenue is being considered for additional changes by closing a section of it to vehicles where no garage accesses are connected to the alley, and converting this section to a green alley (planted with naturalized turf, sod or other plantings) with bollards at both ends.

This is similar to green alleys that exist on the southside of the neighbourhood (an image is included of one of these alleys). This design reduces the addition of hard surfacing to the neighbourhood and provides increased green space.

Option 1: Partial green alley



- Shared Pathway
- Widen existing sidewalk
- Renew existing sidewalk
- New tree
- Existing tree
- Grass

Existing green alley on south side of the neighbourhood



Asphalt Alley Option #2

The alternative is to reconstruct the alley including a new gravel base and asphalt surface.



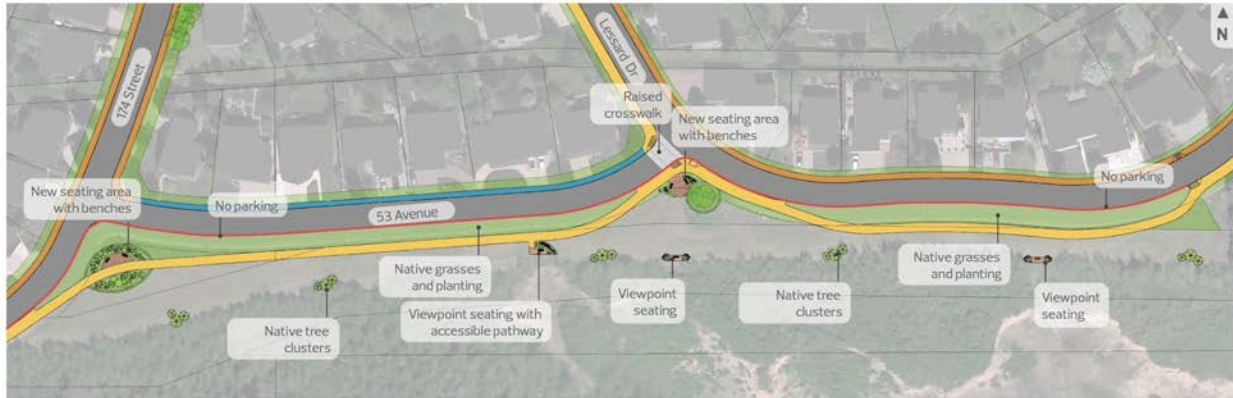
- Shared Pathway
- Widen existing sidewalk
- Renew existing sidewalk
- New tree
- Existing tree
- Grass



4.0 Parks, open spaces and placemaking

4.1 Top of Bank Park

Top of Bank Park



- Shared Pathway
- Widen existing sidewalk
- Renew existing sidewalk
- New tree
- Existing tree
- Grass



Top of Bank Park render



Seating areas along 53 Avenue at the intersections with 174 Street and Lessard Drive

Seating area plans



- Shared Pathway
- Widen existing sidewalk
- Renew existing sidewalk
- New tree
- Existing tree
- Grass



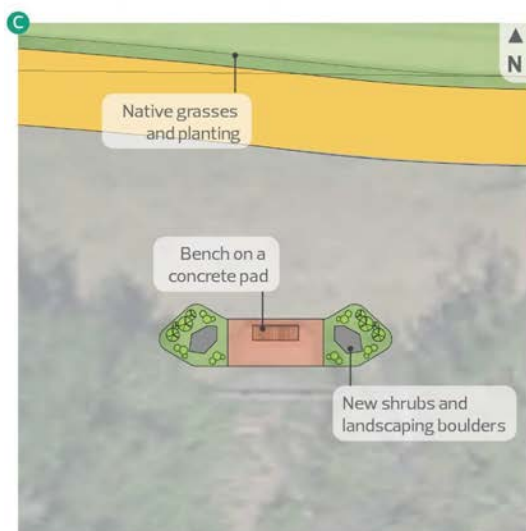
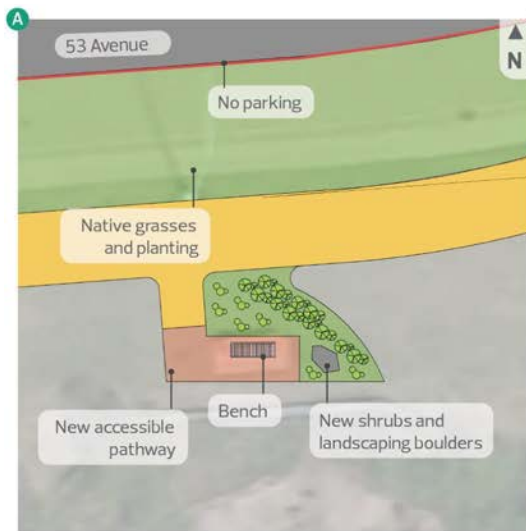
174 Street seating area



Lessard Road seating area



Viewpoint enhancements



For Top of Bank Park seating areas at 53 Avenue, the following changes are proposed:

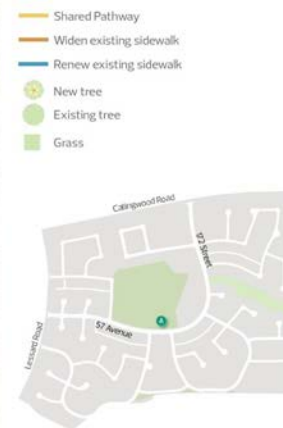
- Replacing the existing curbside sidewalk with a new shared pathway as well as a new connection to the Donsdale breezeway as shown in the local roads sections
- Enhancing the viewpoints with new concrete pads, benches (memorial plaques will remain), waste bins and additional landscaping with native plant species and boulders
- Making the west viewpoint fully accessible with a new sidewalk connection
- New seating areas for gathering with enhanced hard surfacing, benches, waste bins, and additional landscaping with native plant species and boulders

4.2 Garipey Park

Garipey Park



Garipey Park plaza



Gariepy Park aerial rendering looking south



Gariepy Park rendering



Gariepy Park aerial rendering looking north



For Gariepy Park, the following changes are proposed:

- Adding a new shared pathway connecting from 57 Avenue to the 60 Avenue breezeway
- Widening existing sidewalks around the community league and playground as feasible
- Adding the breezeway connection to 172 Street (as shown in the previous breezeway section)
- Including a new shared pathway from 175 Street to the basketball courts
- Creating a new central plaza with enhanced concrete surfacing, benches, waste bins, lighting and a raised platform area
- Providing additional plantings including trees and planting beds with native species plants and boulder

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



This commercial site qualifies for the Corner Store Program. The Corner Store grant program is targeted to Neighbourhood Commercial properties or properties that meet the commercial needs of local residents. For more information please visit:

https://www.edmonton.ca/business_economy/business_resources/corner-store-pilot-program

For the commercial site, the following changes are proposed:

- Adding seating areas and plantings along the shared pathways
- Creating gathering spaces with enhanced plantings and surfacing
- Adding crossings over the parking lot to the shared pathways and daycare outside play areas
- Reviewing existing parking alignment for optimizations

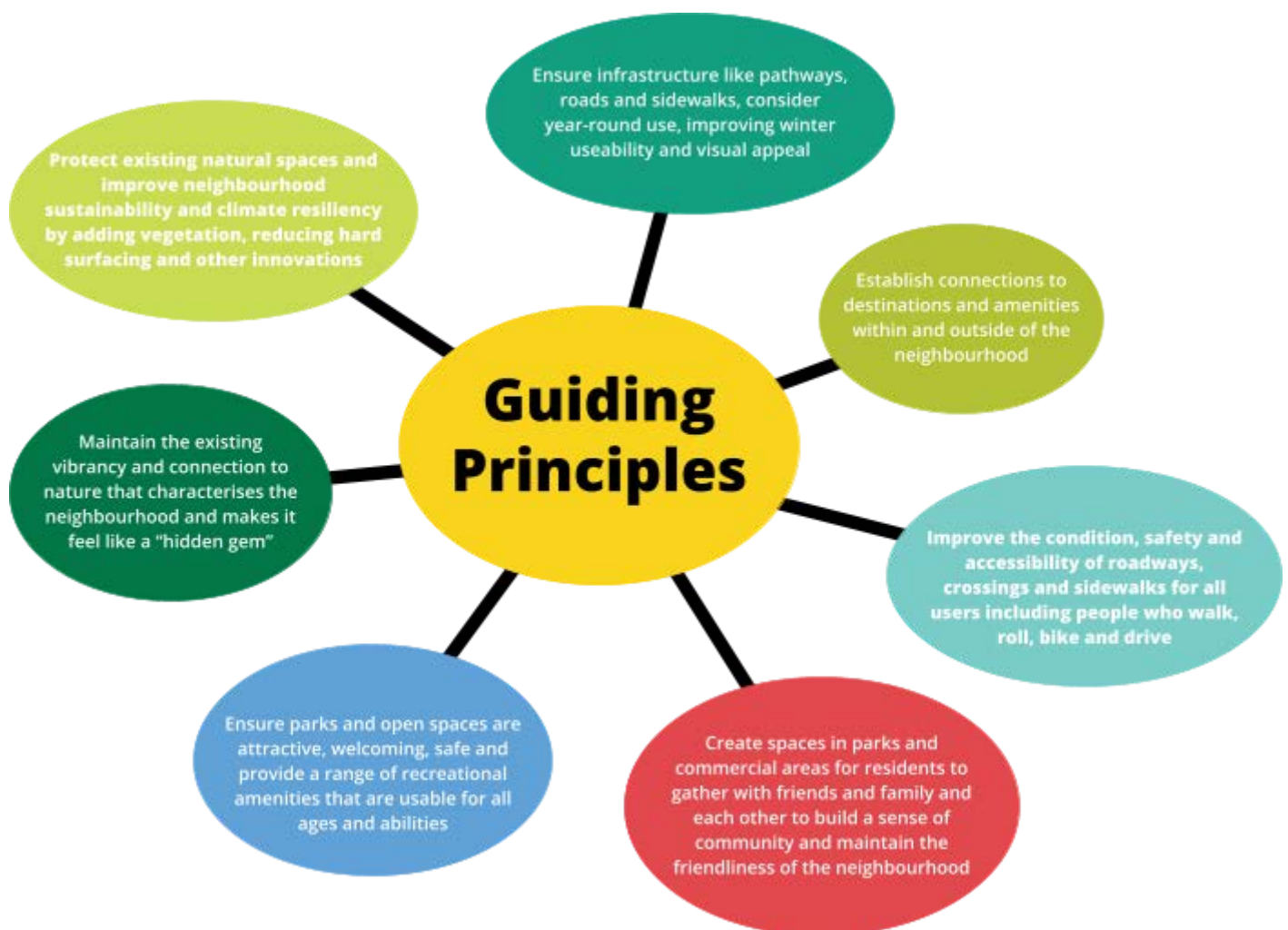
5 Vision and Guiding Principles

The Vision and Guiding Principles were created by Gariepy residents and the Project Team through workshops in spring 2022 and finalized with feedback received in the **Exploring Options and Tradeoffs** engagement in fall 2022.

The Vision and Guiding Principles are referenced throughout the Neighborhood and Alley Renewal project to help draft designs for your neighbourhood. These changes will be in place for the next 30-50 years in the Gariepy neighbourhood.

Vision

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



Looking to the future

The results from the engagement in this phase, along with technical and funding considerations and alignment with City policies/programs, will be used to create the final design for the project.

For more information on this project, please visit our web page at edmonton.ca/BuildingGariepy