

What We Heard

Gariepy Neighbourhood and Alley Renewal

Community Feedback on Draft Design

September 2023

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

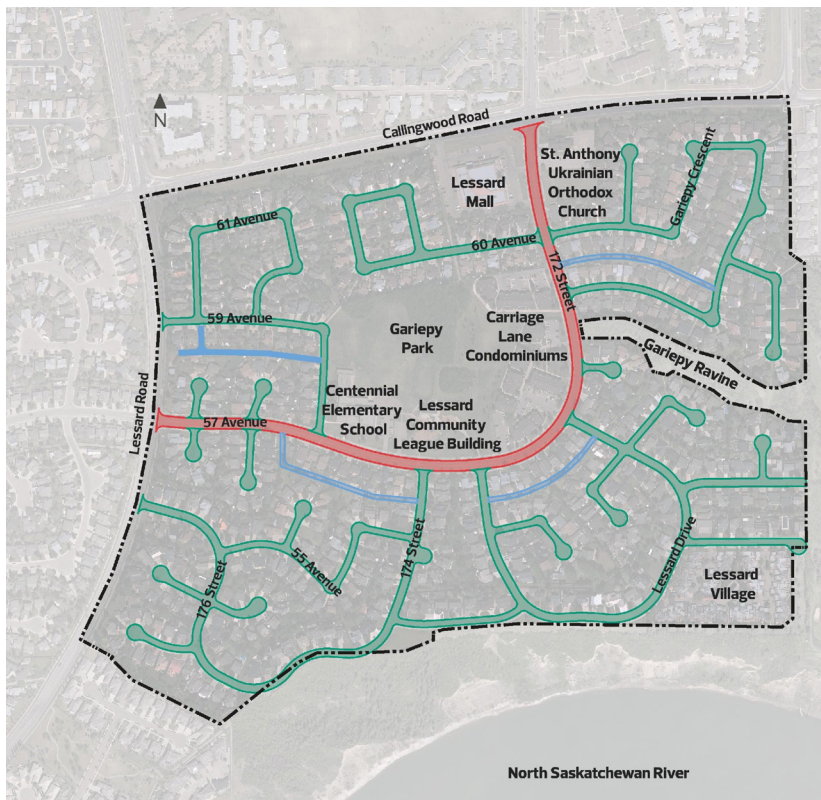
REFINE



Project overview

Neighbourhood and Alley Renewal construction in Gariepy is anticipated to begin in spring 2024. Through the City's Neighbourhood Renewal Program, we will reconstruct roads, curbs, replace street lights, repair sidewalks and, where possible, address missing links to support people who bike, walk and roll. Alley Renewal will also be included 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 street light upgrades in the neighbourhood. Other opportunities to improve City-owned parks and public spaces will also be explored.



All roads and alleys to be reconstructed:
 [Dashed line] Gariepy neighbourhood boundary
 [Red line] Collector road
 [Green line] Local road
 [Blue line] Alley

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

Neighbourhood Renewal Funding

In 2009, a City-wide Neighbourhood Renewal Tax Levy and the Neighbourhood Renewal Reserve was approved to create a dedicated funding source to be directed towards investing in the renewal of infrastructure in neighbourhoods. This approach created stabilized funding for the program. In 2018, the Neighbourhood Renewal Program was fully funded, with no further City-wide tax increases required. The Neighbourhood Renewal program is recognized as being the most cost effective time to add missing infrastructure into an area as significant construction work is already underway.

The Neighbourhood Renewal program allows for a consistent design and construction approach to be taken for projects regardless of when the program comes to a neighbourhood. Gariepy has waited for its infrastructure to be renewed and will receive the same approach as other neighbourhoods. The changes planned for Gariepy are to support the community for the next 30 to 50 years.

To be approved for construction, the cost for the design must fall within the renewal budget for the neighbourhood. Some design elements proposed may not receive funding, however efforts will be made to partner with other City programs and initiatives to leverage additional funding opportunities. An example of this approach is leveraging the City's Corner Store Program which targets neighbourhood commercial properties or properties that meet the commercial needs of local residents. The City of Edmonton supports the revitalization of neighbourhood commercial areas in mature and established neighbourhoods by encouraging property owners to invest in existing commercial buildings and business owners to invest in their capacity and competitiveness through financial incentives. This supports the revitalization of Edmonton's mature and established communities. Improvements for the commercial property at Callingwood Road and 172 Street are being funded from the Corner Store Program, similar to other eligible commercial properties located within Neighbourhood Renewal projects.



How we use your input

Road map to Building Great Neighbourhoods

The Neighbourhood and Alley Renewal program follows the road map 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 **Community Feedback on Draft Design** stage in April 2023. To learn more about previous stages visit: edmonton.ca/BuildingGariepy.



Public Engagement Spectrum

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

For this stage, the public was invited to provide input that would help:

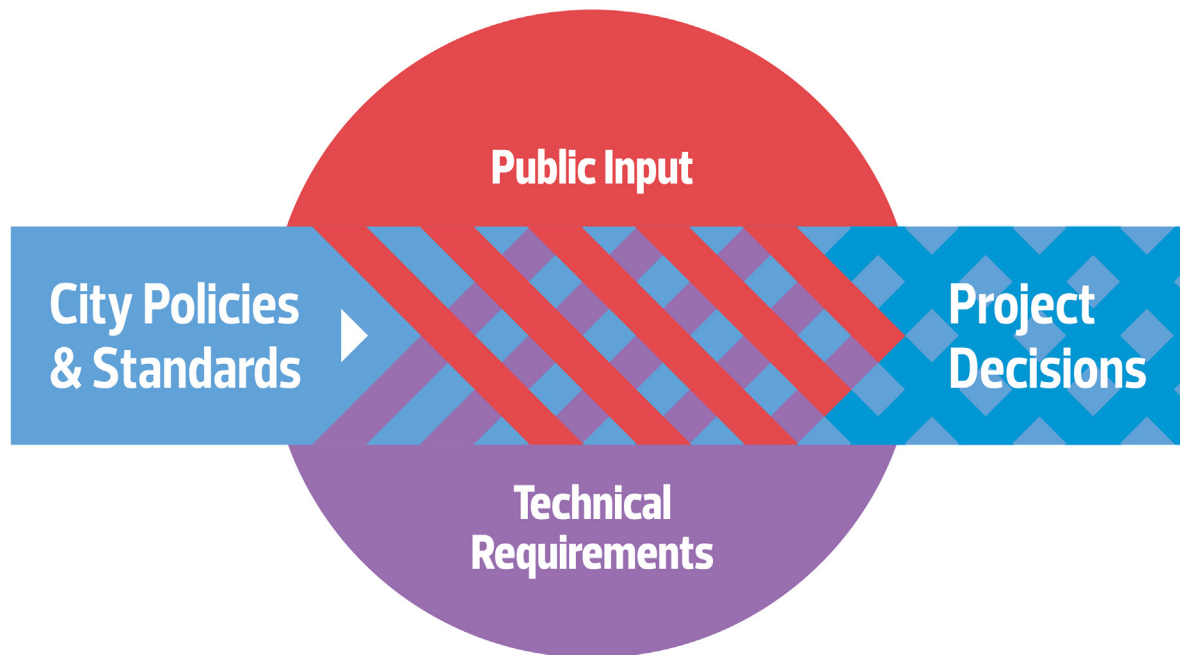
- + **REFINE** (this means the public is involved by the City to adapt and adjust draft designs) for renewing Gariepy's roads, sidewalks, alleys, street lights and open spaces, and, where possible, addressing missing links to support people who bike, walk and roll

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



Decision making process

The City makes decisions using a combination of policy and program information, public engagement input, technical requirements and available funding. 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.



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.



What we asked and how we asked

From April 12 – 30, 2023 we provided a number of engagement opportunities seeking feedback on the draft design for Gariepy Neighbourhood and Alley Renewal. Participants were asked to provide feedback to **REFINE** the draft design in the areas of road redesign, enhanced connections, alley renewal, parks, open spaces and placemaking. Engagement opportunities included a survey, and online and in-person events with opportunities to ask questions directly to the Project Team.

Input received during this stage is summarized in this report and will be used to **REFINE** the final design.



Public Engagement

- + An online survey was available from April 12 – 30, 2023. We shared specific draft designs for Neighbourhood and Alley Renewal in Gariepy and asked the public questions to help the Project Team **REFINE** the design
- + Paper copies of the survey were made available upon request
- + One online community workshop took place on April 19, 2023
- + One community drop-in event took place at the Lessard Community League on April 20, 2023
- + Both events introduced draft designs for Gariepy Neighbourhood and Alley Renewal. Project Team members shared proposed changes associated with the designs
- + Participants were encouraged to ask questions and complete the survey following the online event, or at the drop-in event

157 Completed Surveys

100 Participants at events (21 online; 79 in person)



Community Conversations

- + Project Team members reached out to 26 community groups to gather feedback on the draft designs
- + The Gariepy Community Committee, made up of 12 community members, met in March 2023. This group provided feedback to guide the engagement opportunities
- + The Project Manager received feedback through emails and phone calls from community members

Over 29 Conversations



Project web page

- + We asked residents to visit the project web page to access the survey and learn more about the project and cost-sharing opportunities
- + We provided the opportunity for residents to view the draft design for the neighbourhood through image and video galleries. The galleries included maps, renderings and animated renderings

**771 visits to edmonton.ca/BuildingGariepy
126 people are signed up for project update emails**



How we communicated

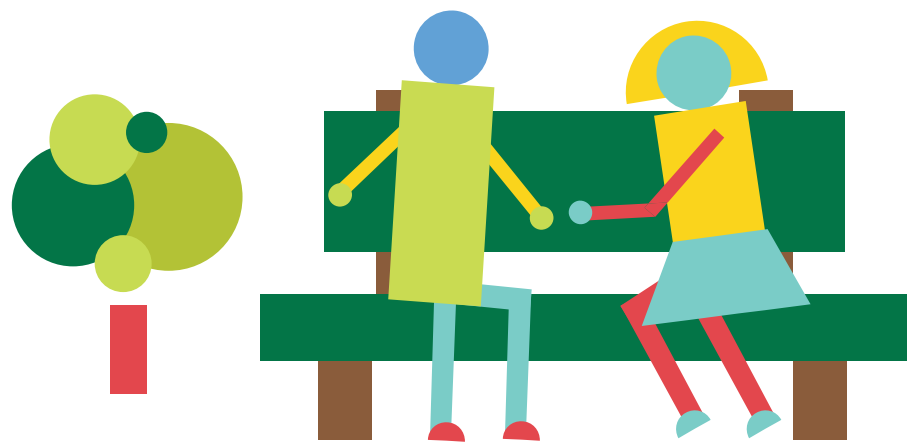
- + 1,144 postcards delivered to Gariepy addresses
- + 834 letters delivered to Gariepy residents and property owners
- + Emails to 126 subscribers and local stakeholders
- + 31 road, yard and A-frame signs located throughout the neighbourhood
- + 2 social media posts
- + Project information on project web page
- + Community message board and drop-off box outside the Lessard Community Hall that was used to collect public feedback and share information about engagement opportunities

What we heard

The following sections include a summary of what we heard during the **Community Feedback on Draft Design** stage. All input and comments will be considered by the Project Team as we refine the draft design to create the final design for the neighbourhood that will be shared in fall 2023. All designs are subject to final approvals and funding.

The what we heard summary is split into four topics:

- + **Roadway redesign** – including crossing enhancements, intersection improvements and measures to slow traffic
- + **Enhanced connections** – how you and your neighbours walk, bike, roll and move around the neighbourhood on sidewalks, breezeways, shared pathway connections and green alley connections
- + **Alley Renewal** – reconstruction to align with City standards and possible option for green alley connection
- + **Parks, open spaces and placemaking** – improvements to enhance access, function and connections for how you and your neighbours gather at and walk, bike and roll to and through parks and open spaces



Roadway redesign

Including crossing enhancements, intersection improvements and measures to slow traffic

Participants shared perspectives and feedback on a series of proposed changes to roadways in the neighbourhood, including crossing enhancements, intersection improvements and measures to slow traffic. What we heard in response to the proposed designs is included below.

Collector roadway redesign

Changes to the collector roadway align with City standards, enhance the safety of people walking, biking and rolling.

Collector roadway redesign of 57 Avenue and 172 Street

What we proposed in the draft design

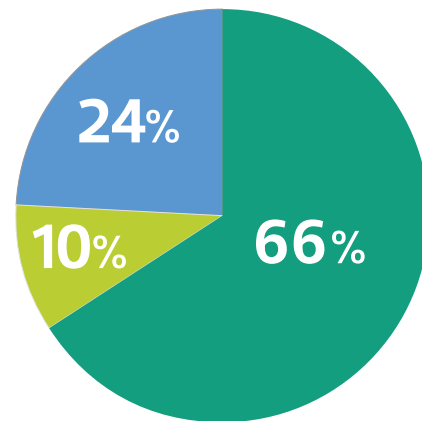
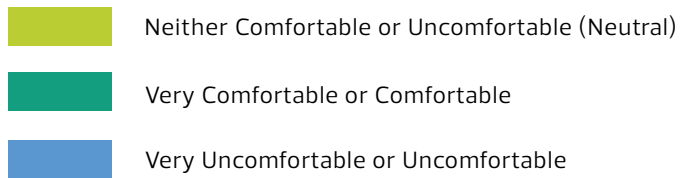
- + Adding a shared pathway on the north side / west side of the road that is curbside in some locations and separated from the curb with a grass strip and tree planting where possible in others
- + Widening the existing sidewalk on the south / east side to accommodate more people walking and rolling
- + 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

What we heard

- + Participants are supportive of slowing traffic on this road; however, participants are divided on whether the road should integrate raised crosswalks. A recurring suggestion is to implement raised crosswalks only for crosswalks near the school
- + Some participants want to see a prioritisation of safety through increased signage and playground or school speed limit zones
- + Several participants indicate the proposed road width is appropriate as long as they can accommodate seasonal changes like snow plowings
- + Participants want to see designated parking areas rather than limiting street parking. Some participants request designated school bus parking
- + Several participants say there is no need to widen sidewalks and sidewalk widths should stay as is
- + Some participants prefer to not implement shared pathways for walking, rolling and biking due to safety concerns. Some participants are interested in creating a separated bike lane

Overall impression

66 per cent of survey respondents were very comfortable or comfortable with the proposed changes to the collector roadway



“Separate bike lanes are safer than multi-use paths. The speed difference is too big between bikes and pedestrians.”

“Very few bikes are used in this neighbourhood and those that do ride on the road with no hassle thanks to the already wide road, and street sides are used extensively for parking for residents and school pick up and drop offs.”



Proposed design of 57 Avenue at 175 Street looking east

Intersection and crossing improvements along 57 Avenue and 172 Street

What we proposed in the draft design

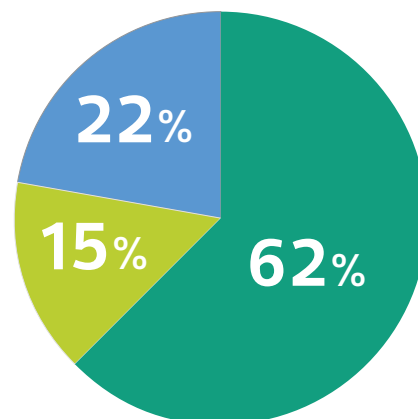
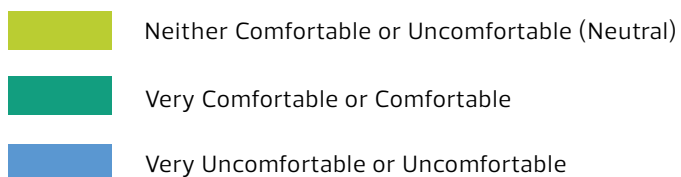
- + Adding continuous or raised crossings where the shared pathway crosses vehicle accesses or intersections
- + Including curb extensions at key crossings and bus stops to improve sightlines and shorten the crossing distance
- + Aligning the road at neighbourhood entrances from Callingwood Road and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

What we heard

- + Participants support implementing ways to slow traffic with many affirming the proposed draft design
- + Several participants suggest implementing raised crosswalks by the school only
- + Some participants would like to maintain the existing width of the roads (no curb extensions) due to snow/winter visibility and usability limitations
- + Some participants would like to see designated parking areas particularly for buses
- + Some participants would like to ensure sightlines and blind corners near the school are addressed to improve safety and visibility
- + Some participants would like to see increased signage and visibility such as flashing crossing lights and animal crossing warning signs

Overall impression

62 per cent of survey respondents were very comfortable or comfortable with the proposed changes to the collector roadway



"I welcome the curb extensions around the school but generally do not think they are required on the rest of the road outside the school zone."

"I don't like curb extensions since in the winter you can't see them and it's dangerous. Also, our roads are narrow enough in the winter without making them intentionally more narrow."

Local roadway redesign

All local roads will be reconstructed to local standards, including curbs, wider sidewalks (as feasible) and replaced street lights. What we heard about local roads with additional proposed changes is included in the table below.



Local roadway redesign

What we proposed in the draft design

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, slows traffic, and crossing distances for people walking and rolling

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

Local roadway redesign

What we proposed in the draft design

C | 53 Avenue from the Donsdale breezeway to 174 Street

- + Widening the existing sidewalk on the north side to enhance the area for people walking and rolling
- + Adding a curbside shared pathway on the south side to enhance connectivity for people walking, rolling and biking
- + 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

- + Widening the sidewalks on both sides of the road to enhance the area for people walking and rolling
- + 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
- + Aligning the road width to current standards. This helps to reduce the environmental impacts of hard surfaces, stress on the storm sewer system, slows traffic, and crossing distances for people walking and rolling

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, to shorten the crossing distance for people walking and rolling and slow traffic

Local roadway redesign

What we proposed in the draft design

F | Lessard Drive – from 57 Avenue to 53 Avenue

- + Widening the existing sidewalk on the east side to enhance the area for people walking and rolling
- + Adding a curbside shared pathway on the west side 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

G | Lessard Drive – from 53 Avenue to Lessard Village

- + 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 (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 slows traffic

H | Lessard Drive – from Lessard Village to 172 Street

- + Widening the existing sidewalk on the east side to enhance the area for people walking and rolling
- + Adding a curbside shared pathway on the west side 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

I | Lessard Drive – dead end

- + Widening the sidewalks on both sides of the road to enhance the area for people walking and rolling
- + Adding curb and gutter to the dead end at the Edmonton Country Club fence to help with stormwater collection and drainage in the area
- + 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

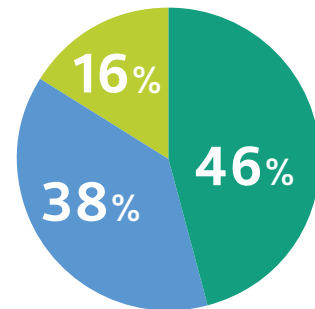
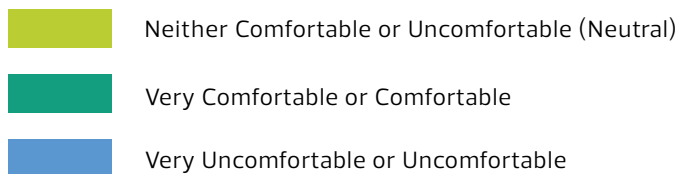
Local roadway redesign

What we heard

- + Many participants do not want to see a narrowing of roadways nor a widening of sidewalks to prioritize car use and capacity
- + Many participants prefer to not implement shared pathways due to safety concerns of different speeds between walking, biking, etc.
- + Several participants do not want to implement "no parking" or limit the ability to park to ensure streets can accommodate car/parking demand
- + Some participants do not see the need for an island on 174 Street
- + Some participants are concerned with the costs to change local roads
- + Some participants want to keep the natural feel of the area (i.e. areas connected to the top-of-bank area), suggesting that the design keep as much greenspace as possible and to add new plants where possible
- + Some participants are concerned about safety of local roads and indicate more lighting, speed bumps and signage will mitigate safety issues

Overall impression

46 per cent of survey respondents were very comfortable or comfortable with the proposed changes to the local roadways



"Currently, large numbers of cyclists utilize the paved surfaces of Lessard Drive and 57 Avenue to access 184 Street and Gariepy Ravine to Oleskiw to the river valley."

"The 60 Avenue loop on Fridays is very congested. If you make the sidewalks bigger, I believe it will congest traffic there more. It is exceptionally difficult to get in and out of our property on Friday afternoons."



Proposed design of Lessard Road looking north (north of 53 Avenue)



Proposed design of 53 Avenue (looking east) near the 53 Avenue and 174 Street intersection

Enhanced connections

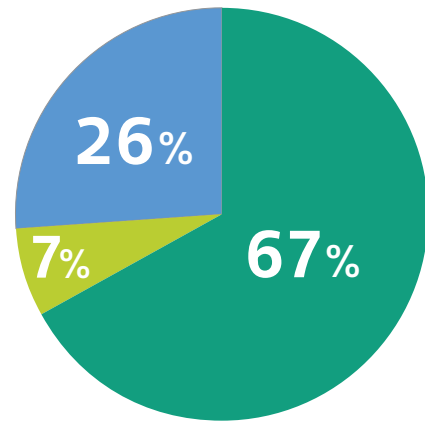
To enhance how you and your neighbours walk, bike, roll and move around your neighbourhood on sidewalks, breezeways, shared pathway connections and green alley connections

Participants shared perspectives and feedback on proposed designs to enhance connections within and to surrounding neighbourhoods as part of Neighbourhood Renewal. What we heard in response to these options is included below.

Overall impression

67 per cent of survey respondents were very comfortable or comfortable with the proposed changes to enhance connections within Gariepy and to surrounding neighbourhoods

- Neither Comfortable or Uncomfortable (Neutral)
- Very Uncomfortable or Uncomfortable
- Very Comfortable or Comfortable



Enhanced connections

What we proposed in the draft design

Enhanced walking connection on the east along Gariepy Crescent from Callingwood Road to Lessard Drive

- + 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

What we heard

- + Some participants do not support the creation of a new island in the cul-de-sac due to uncertainty on how it affects road use and travel patterns
- + Participants indicate the need to fix existing sidewalks and road infrastructure due to concerns of the lack of current maintenance
- + Participants are divided on whether or not to widen sidewalks due to concerns with narrowed roads

Breezeways

What we proposed in the draft design

Breezeways

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

What we heard

- + Many participants support the breezeway enhancements and enhanced walking connections to improve pedestrian and biking connections
- + Some participants do not support the proposed design due to costs
- + Participants are supportive of adding improved lighting, waste bins and benches where possible to help activate the breezeways with the desire to keep them clean and well-maintained
- + Some participants would like to see a wildlife crossing at 172 Street from the Gariepy Ravine

What is a breezeway?

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.

"There are lots of young families. It would be nice to widen sidewalks that accommodate all modes of movement from bikes, to scooters, to feet. Get it off the road."

"I live in Gariepy Crescent right where the "new island" is being proposed. We have young children and this island will take away from their safety as it creates a more narrow roadway and less area for cars to pass for children playing activities or riding bikes."

Gariepy Ravine accessible crossings

What we proposed in the draft design

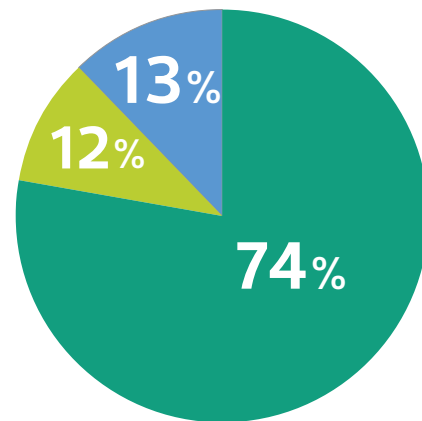
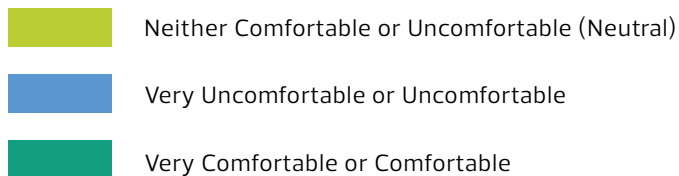
- + Adding crossings over the ravine such as timber walkways, regrading with culverts and paved pathways or other solutions

What we heard

- + Many participants support the ideas presented
- + Participants are divided on whether to integrate a timber walkway. Some indicate it will attract underhoused community members while others express the value of small bridge connections
- + Participants are divided on whether to add culverts. Participants suggested making a decision based on further technical study on increased stormwater and sewer stress as well as erosion issues
- + Some participants indicate no change is required and named cost concerns

Overall impression

74 per cent of survey respondents were very comfortable or comfortable with the proposed changes to enhance connections within Gariepy and to surrounding neighbourhoods



"Do not ruin the natural area. Deers live there, put in a bare minimum bridge."

"Having a defined trail pathway is a great idea."

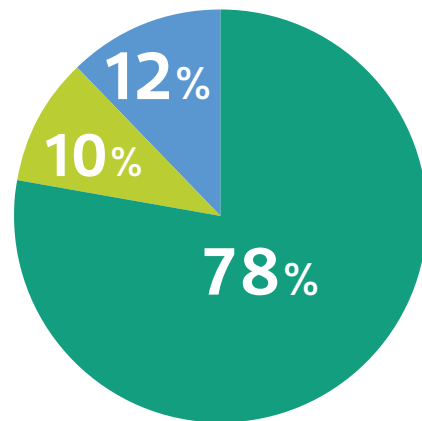
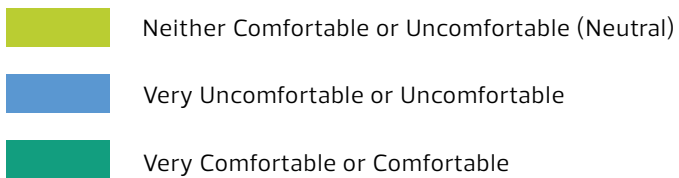
"This is a better alternative than closing these connections. The connections are important parts of our active transportation network."

Callingwood Road connections

What we proposed in the draft design	What we heard
<ul style="list-style-type: none"> + Adding a new shared pathway on the south side of Callingwood Road from Lessard Road to 170 Street + Creating a shared pathway by widening the existing sidewalk on the north side of Callingwood Road from 172 Street to 170 Street + 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 	<ul style="list-style-type: none"> + Participants would like sidewalks widened and/or upgraded + Participants like the idea of shared pathways on the southside of Callingwood Road connecting to the breezeway + Participants indicate they would like to add greenery along Callingwood Road but ensure that road visibility is improved or not impaired + Participants are concerned about parking needs at gathering spaces, including the mosque + Some participants say no change is needed and any change would be too costly

Overall impression

78 per cent of survey respondents were very comfortable or comfortable with the proposed changes to enhance connections within Gariepy and to surrounding neighbourhoods



"I'd like to see wide sidewalks to accommodate all modes of traffic. Need to widen the lanes on Callingwood Road."

"This is a good idea [new shared pathways]. These improvements would allow pedestrians and other users to be safe and comfortable on both sides of Callingwood Road."

Alley Renewal

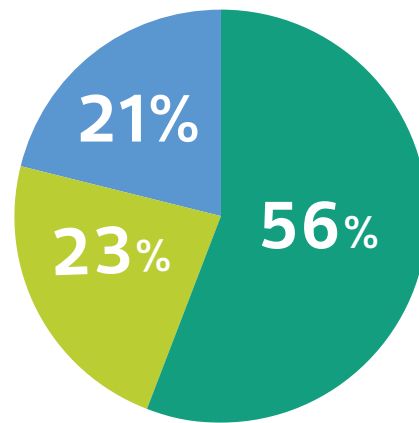
Including reconstruction of existing asphalt and gravel alleys, and possible green alley connections

All alleys in Gariepy will be reconstructed to align with City standards as part of Neighbourhood and Alley Renewal. This includes a new gravel base and asphalt surface. In one location there is the option for additional changes. Participants shared perspectives and feedback on proposed changes to existing asphalt and gravel alleys that include possible green alley connections. What we heard in response to these options is included below.

Overall impression

56 per cent of survey respondents were very comfortable or comfortable with the proposed changes to a partial green alley (green alley and asphalt alley)

- Neither Comfortable or Uncomfortable (Neutral)
- Very Uncomfortable or Uncomfortable
- Very Comfortable or Comfortable



Alley renewal and green or asphalt alley connections

What we proposed in the draft design

Option for a green alley and asphalt alley (west of 175 Street between 59 Avenue and 57 Avenue)

- + Close a section of this alley to vehicles where no garage accesses are connected to the alley and convert this section to a green alley
- + Plant with naturalised turf, sod or other plantings
- + Place bollards at both ends

Option for asphalt alley (west of 175 Street between 59 Avenue and 57 Avenue)

- + Reconstruct alley with new gravel base and asphalt surface

Alley renewal and green or asphalt alley connections

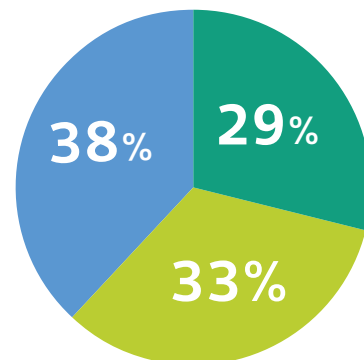
What we heard (Overall)

- + If proceeding with the green alley concept, participants indicate a desire to keep things green and clean including prioritizing maintenance, weed management and regular clean up. Participants suggest using native plants and/or fruit trees
- + Some participants support developing paved alleys to allow more people and travel modes
- + Some participants are concerned about vehicle access if a partial green alley is implemented
- + Some participants do not want to see this change and indicate people already slow down in alleyways. These participants see alley improvements as the least valuable enhancement ideas among all the presented designs
- + Some participants prefer that alleys be kept natural
- + Some participants indicate a need to engage residents immediately next to the alley

Overall impression

29 per cent of survey respondents were very comfortable or comfortable with the proposed changes to integrate an asphalt alley

- Neither Comfortable or Uncomfortable (Neutral)
- Very Comfortable or Comfortable
- Very Uncomfortable or Uncomfortable



What is a green alley?

In the Gariepy neighbourhood there are three parcels of City-owned land (alley right-of-ways) between private properties with gas, sewer and other utilities. These spaces are currently grassed with no hard surfacing like a typical alley. For the purposes of engaging with the public they are being called "green alleys".



Existing green alley on the south side of the neighbourhood

"I love to walk through this alley and I hope the current trees will be maintained as you convert this to a green alley."

"An asphalt alley will increase traffic and noise to houses with yards facing the alley. If there are new gravel pathways being created elsewhere in Gariepy, there is no need to increase traffic and gravel pathways in the existing green alleys."

Parks, open spaces and placemaking

Improvements to park and City-owned green spaces to enhance access and function. Enhanced connections for how you and your neighbours walk, bike and roll to and through parks and open spaces.

Participants shared perspectives and feedback on a series of proposed improvements to parks and City-owned green spaces as a part of Neighbourhood Renewal. What we heard in response to these options is included below.

Top of Bank Park

What we proposed in the draft design

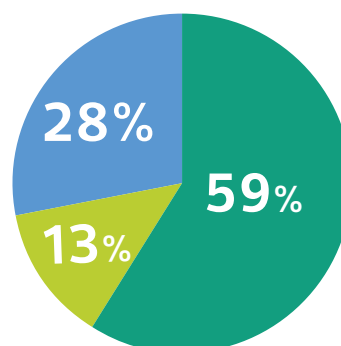
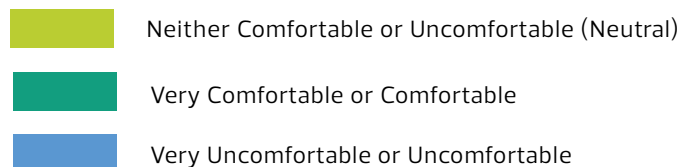
- + Replacing the existing curbside sidewalk with a new shared pathway as well as a new connection to the Donsdale breezeway as shown in the local roads sections
- + Enhancing the viewpoints with new concrete pads, benches (memorial plaques will remain), waste bins and additional landscaping with native 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

What we heard

- + Participants support proposed sidewalk widening and improvements
- + Participants indicate support for adding shared pathways for bikes over creating a separate bike lane
- + Participants would like a reconsideration of bench placements with viewpoints and viewpoint placements towards the river
- + Participants would like to see the addition of native plant species in the design and to keep the "natural" feel
- + Some participants indicate removing parking will cause more traffic
- + Some shared concerns related to criminal activity in the area and believe that the design could provide additional space for such activities. Some suggested additional policing is needed
- + Some participants indicate this change is too costly for the potential impact
- + Some participants name the desire to leave as is and refrain from urbanization

Overall impression

59 per cent of survey respondents were very comfortable or comfortable with the proposed changes for Top of Bank Park



“No parking makes no sense. Many people during the summer will park and picnic in the park space. Why are wider streets bad? The sidewalk and other upgrades are good.”

“Appreciate increased accessibility with shared paths.”

“Top of Bank Park is fine the way it is. Please leave it. Mother nature has done a wonderful job here.”



Top of Bank Park seating area along 53 Avenue

Gariepy Park

What we proposed in the draft design

- + 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 (subject to discussions with the school board)
- + Repurposing the decommissioned skate park into 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

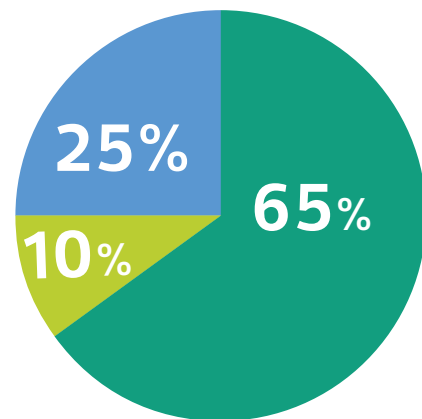
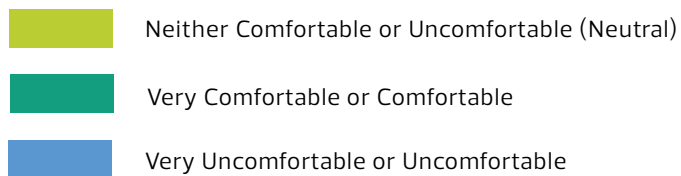
Gariepy Park

What we heard

- + Some participants support widening sidewalks
- + Some participants do not support shared pathways but agree that existing pathways need to be upgraded
- + Several participants do not support the plaza concept. Participants are unsure if it will be used or activated
- + Some participants suggest additions including more greenery, shade structures (e.g. gazebo), a splash pad and more lighting
- + Participants encourage keeping as much grass as possible and maintaining the sledding area and sand pit
- + Participants encourage using the least amount of cement/hard surfaces as possible

Overall impression

65 per cent of survey respondents were very comfortable or comfortable with the proposed changes for Gariepy Park



"I am very comfortable with all the proposed pathways and widened sidewalks, however, I am not comfortable with the central plaza area. I don't think it will get used. Originally, when the playground area was rebuilt, there were skateboard rails in the area of this proposed plaza. I rarely saw anyone use it. There is also limited shade there."



Gariepy Park aerial rendering looking north Gariepy Park plaza

Corner Store grant program area

The commercial site on the south side of Callingwood Road and the west side of 172 Street qualifies for the Corner Store grant program. The program targets Neighbourhood Commercial properties or properties that meet the commercial needs of local residents. Participants shared perspectives and feedback on proposed changes to the commercial area. What we heard in response to these options is included below.

What we proposed in the draft design




- + 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

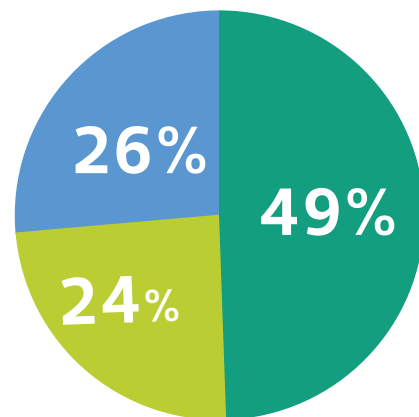
What we heard

- + Many commented on the need for more parking as there are already existing overflow and capacity issues at peak times
- + Some feel seating areas could encourage loitering
- + Some suggest additional greenery, an entrance sign, upgraded/improved lighting and public restrooms to activate public areas with appropriate amenities
- + Many express concerns around costs to support a private business with tax dollars and want to learn more about what program or policy supports this

Overall impression

49 per cent of survey respondents were very comfortable or comfortable with the proposed changes for the commercial site

-  Neither Comfortable or Uncomfortable (Neutral)
-  Very Comfortable or Comfortable
-  Very Uncomfortable or Uncomfortable



“Half of the corner square is occupied by a mosque. It has needs which vary from the usual corner store. Parking has been an issue on Fridays and I would suggest that there should be fewer plantings, seating areas and gathering areas and more surface parking.”

“Very positive to see the Corner Store piece and bring the retail area more excitement and be part of the community, currently it feels neglected and not a welcoming feature of the neighbourhood.”



Corner Store Program area



Alignment with Vision and Guiding Principles

During the **Community Feedback on Draft Design** stage of engagement, we asked community members whether the draft design accurately reflects the Vision and Guiding Principles for Gariepy. Sixty-five per cent of participants felt that the draft design reflects the Vision and Guiding Principles for Gariepy.

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.

Guiding Principles

Maintain the existing vibrancy and connection to nature that characterises the neighbourhood and makes it feel like a "hidden gem"

Ensure parks and open spaces are attractive, welcoming, safe and provide a range of recreational amenities that are usable for all ages and abilities

Create spaces in parks and commercial areas for residents to gather with friends and family and each other to build a sense of community and maintain the friendliness of the neighbourhood

Improve the condition, safety and accessibility of roadways, crossings and sidewalks for all users including people who walk, roll, bike and drive

Establish connections to destinations and amenities within and outside of the neighbourhood

Ensure infrastructure like pathways, roads and sidewalks, consider year-round use, improving winter useability and visual appeal

Protect existing natural spaces and improve neighbourhood sustainability and climate resiliency by adding vegetation, reducing hard surfacing and other innovations

"The vision seems to fit with the neighbourhood and seems like a good plan to make things accessible."

"I appreciate the effort, but we have to focus on addressing failing infrastructure and resurfacing all roads and sidewalks, before we construct new pathways. The neighbourhood has been neglected (especially along Gariepy Crescent and 60 Avenue) and the roadways and sidewalks are not safe."

"This plan is better at saving the natural look of the area and I appreciate that. I'm concerned with road safety and it will be more difficult getting in/out of the community, especially at Callingwood Road and 172 Street. I don't think shared paths are safer for pedestrians and bikes could drive with traffic on most of the roads in this area."

"We love our neighbourhood, drastic changes will not be welcome unless there is substantial improvement in walkability. You can see where people like to go, walk and enjoy nature, so the "nature" part needs to be properly maintained. Current situation is not well maintained as sidewalks are broken and cracked, and there is garbage strewn throughout some tree areas."

Next steps

The Project Team will return to the community to share a final design of proposed renewal for your neighbourhood in fall 2023. During the **Community Feedback on Final Design** stage of engagement, we invite you to provide your feedback to **ADVISE** on the final design for Gariepy Neighbourhood and Alley Renewal and provide your feedback on how well the final designs reflect the Project Vision and Guiding Principles.

Information will continue to be provided during upcoming project stages about cost-sharing opportunities for sidewalk reconstruction and decorative street lights through the Local Improvement process.

Stay informed:

For more information regarding the Gariepy Neighbourhood and Alley Renewal and to subscribe for project updates, please visit edmonton.ca/BuildingGariepy.



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.

Gariepy Neighbourhood and Alley Renewal timeline

March 2022

Building a Community Vision Together and Exploring Opportunities

November 2022

Exploring Options and Tradeoffs

April 2023

Community Feedback on Draft Design

Fall 2023

Community Feedback on Final Design

Winter 2024

Preparing for Construction and Local Improvement Decisions

Spring 2024

Construction on Your Streets

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SHAPE OUR CITY

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