

Gariepy Neighbourhood and Alley Renewal

URBAN DESIGN ANALYSIS

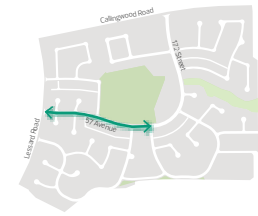
Chapter 3: Draft Design



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1.0 Roadway redesign



1.1 Redesign of 57 Avenue and 172 Street



Figure 1. Redesign of 57 Avenue – Overview

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

What we propose

- + 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 boulevard 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
- + Replacing no parking zones with grassed boulevards and 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



Figure 2. Centennial School Drop-off (175 Street and 57 Avenue looking south)



Figure 3. Redesign of 57 Avenue (57 Avenue and 174 Street looking west)



Figure 4. Redesign of 57 Avenue (174 Street and 57 Avenue looking northwest)



Figure 5. Redesign of 172 Street (172 Street and 60 Avenue looking north)



Figure 6. Redesign of 172 Street – Overview



What we considered

What we heard

- + Generally, people were appreciative of improving connectivity in the area for those who walk, roll and bike
- + A range of perspectives were shared about level of comfort with shared pathways and separate bike lanes
- + Some concerns were expressed about potential reduction of on street parking, reduction in road width and possible increased traffic congestion

Vision and Guiding Principles

Aligns with the following principles:

- + 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

Design considerations and technical requirements

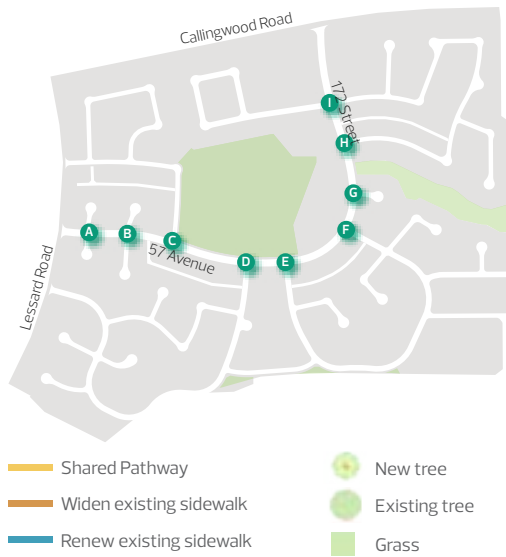
- + Opportunity to select tree species that provide colour in the fall
- + The shared pathway alignment may shift slightly at some locations due to existing utility conflicts such as watermain offsets, catch basin locations, hydrants, pedestals and lights

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + Complete Streets Design and Construction Standards
- + Corporate Tree Management Policy – new tree plantings
- + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Snow and Ice Control Policy – shared pathways will be prioritized for snow clearing by the City
- + The City Plan – Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + Vision Zero Initiative/Safe Mobility Strategy – support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from motor vehicle collisions



1.2 Intersection and crossing improvements along 57 Avenue and 172 Street



What we propose

- + 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



Figure 7. Intersection redesign (57 Avenue and 57 Avenue Cul-de-sac)



Figure 8. Intersection redesign (57 Avenue and 57 Avenue Cul-de-sac 2)



Figure 9. Intersection redesign (57 Avenue and 175 Street)



Figure 10. Intersection redesign (57 Avenue 174 Street)

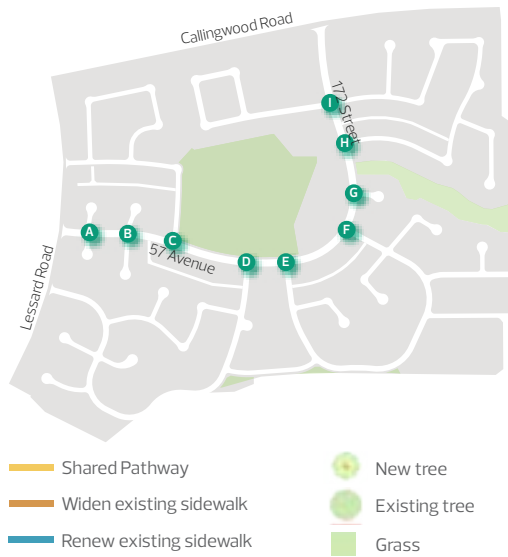


Figure 11. Intersection redesign (57 Avenue and Lessard Drive)



Figure 12. Intersection redesign (172 Street and Lessard Drive)



Figure 13. Intersection redesign (172 Street and 172 Street Cul-de-sac)



Figure 14. Intersection redesign (172 Street and Gariepy Cr.)



Figure 15. Intersection redesign (172 Street and 60 Avenue)

What we considered

Vision and Guiding Principles

Aligns with the following principles:

- + 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

Design considerations and technical requirements

- + Managing utility conflicts such as watermain offsets, catch basin locations, hydrants, pedestals, and lights
- + Improve clarity for movement through the intersection for people walking, biking, rolling or driving
- + Assess need for the installation of new surface drainage infrastructure

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + Complete Streets Design and Construction Standards
- + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + The City Plan – Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + Vision Zero Initiative/Safe Mobility Strategy – support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from motor vehicle collisions

1.3 Redesign of local roads

60 Avenue Loop



Figure 16. 60 Avenue loop redesign – Overview

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

What we propose

- + 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
- + Reducing 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 reduces crossing distances for people walking and rolling

A combined 'What we considered' table for all redesigned local roads can be found on page 14.

55 Avenue, 176 Street and parts of 53 Avenue



Figure 17. Southwest Gariepy local road redesign - Overview

What we propose

- + 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
- + Reducing the road width to current standards, shortening the crossing distances and accommodating the shared pathway and wider sidewalks

A combined 'What we considered' table for all redesigned local roads can be found on page 14.

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



53 Avenue from the Donsdale breezeway to 174 Street

What we propose

- + 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
- + Reducing the road width to current standards and removing space for 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

174 Street

What we propose

- + 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
- + Reducing 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 reduces crossing distances for people walking and rolling

53 Avenue from 174 Street to Lessard Drive

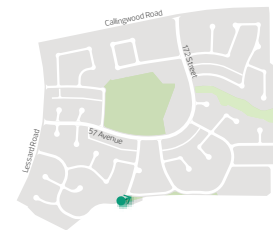


Figure 18. Local road redesign (53 Avenue)

What we propose

- + 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
- + Removing space for parking along the top of bank (south side), reducing the road to current standards for parking on one side only, to shorten the crossing distance for people walking and rolling, and slow traffic

A combined 'What we considered' table for all redesigned local roads can be found on page 14.



Lessard Drive from 57 Avenue to 53 Avenue



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

What we propose

- + Widening the existing sidewalk on the inner side of Lessard Drive to enhance the area for people walking and rolling
- + Adding a curbside shared pathway on the outer side of Lessard Drive to enhance connectivity for people walking, rolling and biking
- + Reducing the road width to current standards, reducing the crossing distances and accommodating the shared pathway and wider sidewalks

A combined 'What we considered' table for all redesigned local roads can be found on page 14.

Figure 19. Lessard Drive redesign - Overview

Lessard Drive from 53 Avenue to Lessard Village

What we propose

- + Widening the existing sidewalk on the north side to enhance the area for people walking and rolling
- + Replace the sidewalk 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
- + Removing space for 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, crossing distances for people walking and rolling and slows traffic

Lessard Drive from Lessard Village to 172 Street

What we propose

- + 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
- + Reducing the road width to current standards, shortening the crossing distances and accommodating the shared pathway and wider sidewalks

Lessard Drive dead end

What we propose

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

A combined 'What we considered' table for all redesigned local roads can be found on page 14.

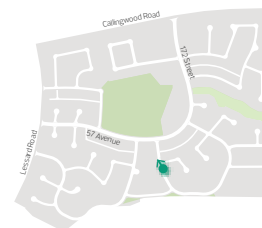


Figure 20. Lessard Drive

The table below is for all redesigned local roads.

What we considered

What we heard

- + People expressed mixed levels of comfort with the proposed changes to local roads
- + Generally, people were appreciative of improving connectivity in the area for those who walk, roll and bike
- + A range of perspectives were shared related to shared pathways
- + Concerns were expressed about potential reduction in road width and parking

Vision and Guiding Principles

- Aligns with the following principles:
- + 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

Design considerations and technical requirements

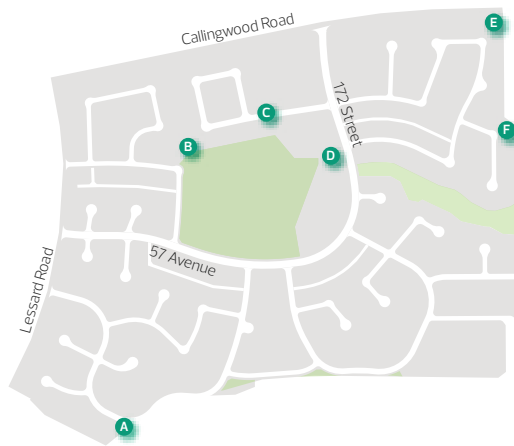
- + The shared pathway alignment may shift slightly at some locations due to existing underground utilities
- + Managing utility conflicts such as watermain offsets, catch basin locations, hydrants, pedestals, and lights

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + Complete Streets Design and Construction Standards
- + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Snow and Ice Control Policy – shared pathways will be prioritized for snow clearing by the City
- + The City Plan – Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + Vision Zero Initiative/ Safe Mobility Strategy – support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from motor vehicle collisions

2.0 Enhanced connections

2.1 Breezeways*



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

What we propose

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

*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.



Figure 21. Breezeway redesign (53 Avenue to Donsdale)



Figure 22. Breezeway redesign (60 Avenue to 59 Avenue)



Figure 23. Breezeway redesign (60 Avenue to the Corner Store and to Gariepy Park)



Figure 24. New sidewalk connection (172 Street to Gariepy Park)

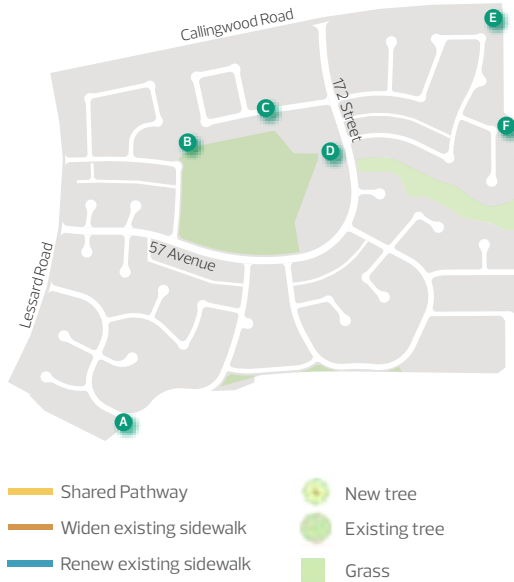


Figure 25. Breezeway redesign (Gariepy Cr. to Callingwood Road)



Figure 26. Breezeway redesign (Gariepy Cr. to Oleskiw)

What we considered

What we heard

- + There was a range of perspectives shared about the need to enhance breezeways in Gariepy
- + Generally, people were comfortable with the proposed changes to enhance accessibility and safety of breezeways in Gariepy
- + Some concerns were expressed about impact to green space, increased access to these areas and possible impact to private property

Vision and Guiding Principles

- Aligns with the following principles:
- + 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

Design considerations and technical requirements

- + Power source for new lighting
- + Pathway widening may be limited by utility or tree conflicts

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + ConnectEdmonton – provide opportunities for walking that support the strategic goal of the Healthy City Initiative
- + The City Plan – Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + Winter Design Guide – support year-round use through lighting

2.2 Enhanced walking connection to the east



Figure 27. Enhanced pedestrian connectivity in east Gariepy - Overview

What we propose

- + 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 considered

What we heard

- + There was a range of perspectives shared about the need to slow traffic along Lessard Drive and Gariepy Crescent to enhance safety for people walking, biking and rolling
- + Concerns were expressed about enforcement, safety of shared roadways for people who bike and drive and the volume of use for these measures

Vision and Guiding Principles

- Aligns with the following principles:
- + 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

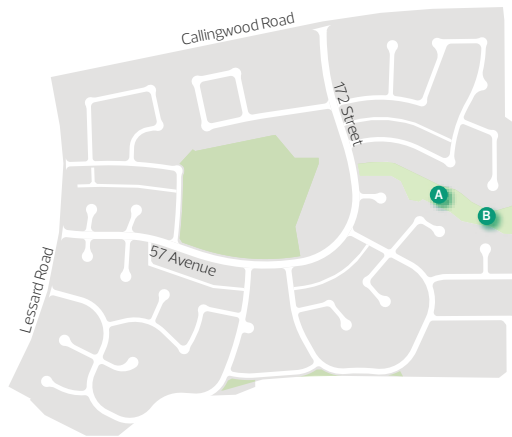
Design considerations and technical requirements

- + Sidewalk widening to align with current standards or improve upon current conditions as feasible

City Policies and Programs

- + Access Design Guide - include access and use for people of all ages and abilities
- + Active transportation Policy - improve and support active transportation
- + Complete Streets Design and Construction Standards
- + The City Plan - Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + Winter Design Guide - new island creates snow storage space
- + Vision Zero Initiative/Safe Mobility Strategy - support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from

2.3 Gariepy Ravine accessible crossings



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

What we propose

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



Figure 28. Accessible Ravine Crossing (Gariepy Cr. to Lessard Drive) - West
*accessible crossing over the ravine such as a timber walkway



Figure 29. Accessible Ravine Crossing (Gariepy Cr. to Lessard Drive) - East



Figure 30. Gariepy Ravine view 1 (East connection with a new timber walkway)



Figure 31. Garipey Ravine view 2 (East connection with a new timber walkway)



What we considered

What we heard

- + There was a range of perspectives shared about whether changes to Garipey Ravine are needed
- + Generally, people were comfortable with enhancing accessibility in Garipey Ravine
- + Some concerns were expressed about maintenance, potential impacts to wildlife and plants, safety and snow removal and potential impact to those who bike in the area

Vision and Guiding Principles

- Aligns with the following principles:
- + Establish connections to destinations and amenities within and outside of the neighbourhood
 - + Protect existing natural spaces and improve neighbourhood sustainability and climate resiliency by adding vegetation, reducing hard surfacing and other innovations

Design considerations and technical requirements

- + Review path alignments and widths to minimize tree impacts
- + Perform environmental reviews to design the enhanced crossings to reduce impact on wildlife
- + Consider restoration planting on either side of the new pathways







City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + The City Plan – Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space that is accessible and inclusive for all

2.4 Callingwood Road



Figure 32. Callingwood Road redesign - Overview

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



What we propose

- + 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

What we considered

What we heard

- + There was a range of perspectives shared about the addition of a shared pathway and boulevard trees along Callingwood Road
- + Generally, people were comfortable with the proposed design to enhance safety for people walking, biking and rolling
- + Some concerns were expressed about the volume of use in the area, impacts to traffic flow, maintenance, and safety for those who walk, bike and roll through intersections

Vision and Guiding Principles

Aligns with the following principles:

- + 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

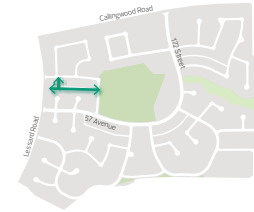
Design considerations and technical requirements

- + Opportunity to select tree species that provide colour in the fall
- + The shared pathway alignment may shift slightly at some locations due to existing underground utilities
- + Managing utility conflicts such as watermain offsets, catch basin locations, hydrants, pedestals, and traffic lights

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + Complete Streets Design and Construction Standards
- + Corporate Tree Management Policy – new tree plantings
- + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Snow and Ice Control Policy – shared pathways will be prioritized for snow clearing by the City
- + The City Plan – Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + Vision Zero Initiative/Safe Mobility Strategy – support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from motor vehicle collisions



3.0 Alley renewal



3.1 Green alley & asphalt alley (west of 175 Street between 59 Avenue and 57 Avenue)



Figure 33. Green and asphalt alley (west of 175 street between 59 and 57 Avenue)

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

What we propose

- + The alley west of 175 Street between 59 Avenue and 57 Avenue is being considered for additional changes in the area where there are no garage accesses from the alley. By closing that section, it can be converted 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 south side of the neighbourhood. This design reduces the addition of hard surfacing to the neighbourhood and provides increased green space.

What we considered

What we heard

- + There was a range of perspectives shared about adding a new shared pathway in the alley and removing access for people who drive
- + Generally, people preferred other ways to enhance use of this area
- + Concerns were expressed about impact to people who drive and potential reduction in access to homes

Vision and Guiding Principles

Aligns with the following principles:

- + Maintain the existing vibrancy and connection to nature that characterizes 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
- + 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

Design considerations and technical requirements

- + Improving and replacing existing bollards where needed
- + Select resilient and low maintenance grasses

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
 - + Contributes to urban climate mitigation by providing vegetative cover in an open space
 - + Supports biodiversity by providing various plant species
- + Climate Resilient Edmonton – reduce the impacts of urban heat island effect

4.0 Parks, open spaces and placemaking

4.1 Top of Bank Park

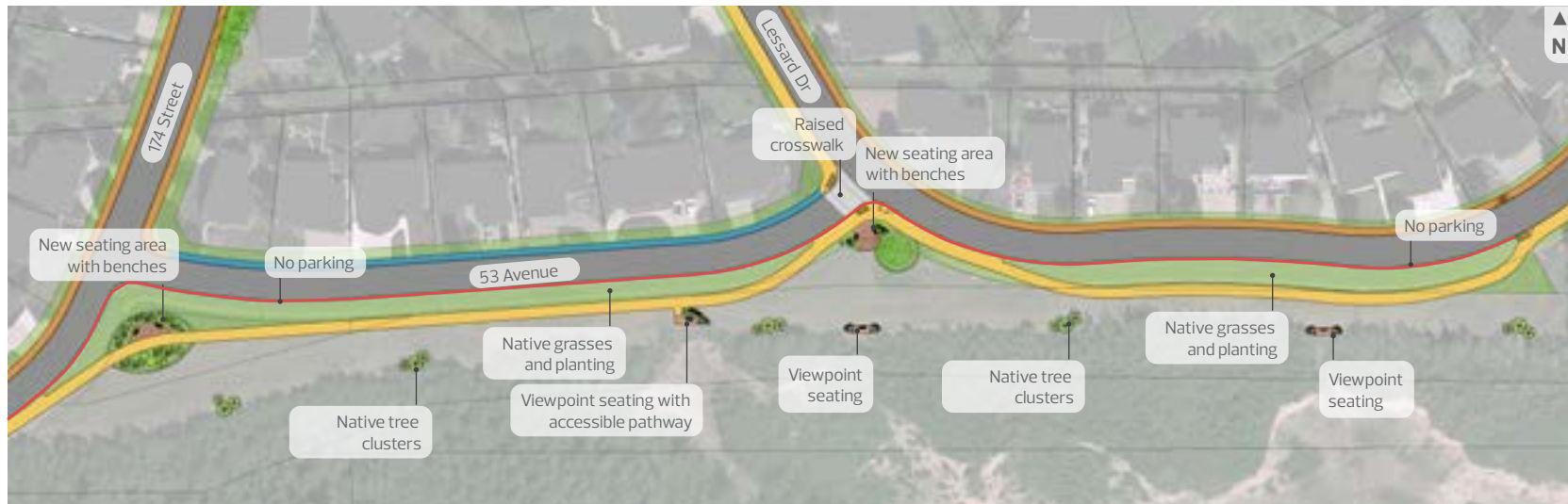


Figure 34. Top of Bank Park - Overview

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

What we propose

- + 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

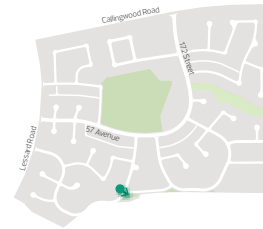


Figure 35. Top-of-bank Park Plaza (53 Avenue and 174 Street looking south east)

What we considered

What we heard

- + There was a range of perspectives shared about whether changes to top-of-bank park are needed to enhance area function and whether a shared-use pathway is needed
- + Some concerns were expressed about potential reduction in greenspace, stability of the riverbank, changes to the existing natural area, safety for those who bike, walk and roll in the area and potential reduction of the roadway
- + There was a fairly even split between people who were comfortable versus uncomfortable with more amenities in top-of-bank park. For those who supported more amenities, additional lighting, waste bins, seating, trees and other plantings were mentioned

Vision and Guiding Principles

Aligns with the following principles:

- + Maintain the existing vibrancy and connection to nature that characterizes 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

Design considerations and technical requirements

- + Replacing the existing curbside sidewalk with a new shared pathway as well as a new connection to Donsdale
- + Planting the boulevard with low maintenance native species

City Policies and Programs

- + Access Design Guide - include access and use for people of all ages and abilities
- + Active Transportation Policy - improve and support active transportation
- + Edmonton Bike Plan - enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Snow and Ice Control Policy - shared pathways will be prioritized for snow clearing by the City
- + The City Plan - Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + BREATHE - Green Network Strategy - promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all

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



What we propose

- + New seating areas for gathering, with enhanced hard surfacing, benches, waste bins, and additional landscaping with native plant species and boulders



Figure 36. Top-of-bank Park Plaza (53 Avenue and 174 Street)

What we considered

Vision and Guiding Principles

- Aligns with the following principles:
- + 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
 - + Protect existing natural spaces and improve neighbourhood sustainability and climate resiliency by adding vegetation, reducing hard surfacing and other innovations



Figure 37. Top-of-bank Park Plaza #2 (53 Avenue and Lessard Drive)

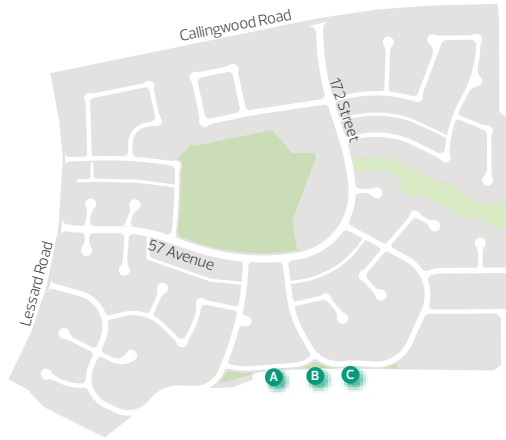
Design considerations and technical requirements

- + Incorporating landscaping elements typical of the river valley

City Policies and Programs

- + BREATHE - Green Network Strategy - promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all

Viewpoint enhancements



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

What we propose

- + New hard surfacing, benches, waste bins, and additional landscaping with native plant species and boulders

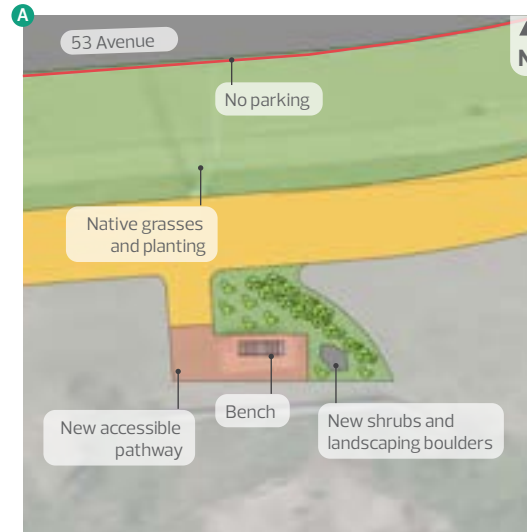


Figure 38. Top-of-bank Park West Viewpoint (53 Avenue)



Figure 39. Top-of-bank Park Central Viewpoint (53 Avenue)



Figure 40. Top-of-bank Park East Viewpoint (53 Avenue)

What we considered

What we heard

- + There was a range of perspectives shared about the need to improve access to viewpoints in top-of-bank park
- + Generally, people were fairly evenly split between those who were comfortable and those who were uncomfortable with the design to improve access to viewpoints, with people sharing their desire for the area to remain natural
- + Some concerns were expressed about safety for those who walk in the area, increased traffic in the area, maintenance, and potential impact to greenspace

Vision and Guiding Principles

Aligns with the following principles:

- + Maintain the existing vibrancy and connection to nature that characterizes 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
- + Protect existing natural spaces and improve neighbourhood sustainability and climate resiliency by adding vegetation, reducing hard surfacing and other innovations

Design considerations and technical requirements

- + Creating an accessible viewpoint and making all benches more accessible with new concrete pads
- + Incorporating landscaping elements typical of the river valley

City Policies and Programs

- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all







4.2 Gariepy Park



What we propose

- + 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)
- + 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

Figure 41. Gariepy Park – Overview

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

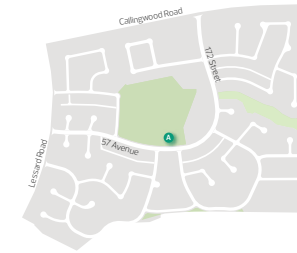


Figure 42. Gariepy Park Playground and Plaza (Southeast corner)

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

What we considered

What we heard

- + There was a range of perspectives shared about changing Gariepy Park to increase amenities and enhance overall park function
- + Generally, people shared that Gariepy Park is valued for its greenspace and that any changes to the park should integrate into the natural surroundings
- + A wide variety of preferences for potential pathways in the area were shared, with people expressing support for the addition of lighting, waste bins, seating, trees and other plantings and plaza space
- + Concerns were expressed about increasing traffic in the area, safety for those who walk and roll and potential impacts to existing trees and greenspace

Vision and Guiding Principles

Aligns with the following principles:

- + Maintain the existing vibrancy and connection to nature that characterizes 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

Design considerations and technical requirements

- + Aligning paths to preserve existing trees as feasible

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation
- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
 - + Supports biodiversity by providing various plant species
- + The City Plan – Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + Corporate Tree Management Policy – new tree plantings
- + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Snow and Ice Control Policy – shared pathways will be prioritized for snow clearing by the City
- + Winter Design Guide – support year-round use through lighting



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



Figure 43. Corner Store Program area – Overview (Southwest corner of Callingwood Road and 172 Street)

- | | | |
|-------------------------|----------------------------|---------------|
| Shared Pathway | New pathway | New tree |
| Widen existing sidewalk | Building walkway and plaza | Existing tree |
| Renew existing sidewalk | Existing light pole | Grass |

What we propose

- + 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 considered

What we heard

- + There was a range of perspectives shared about the need to improve the look and feel of the area around Lessard Mall
- + Generally, people expressed comfort with improvements to this space to increase accessibility and create additional gathering space
- + Some concerns were expressed about the potential impact to parking and traffic flow, as well as cost to enhance private property

Vision and Guiding Principles

Aligns with the following principles:

- + 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

Design considerations and technical requirements

- + Minimizing impacts to the existing building and parking lot with proposed changes

City Policies and Programs

- + Access Design Guide – include access and use for people of all ages and abilities
- + Corner Store Program Policy – invest in existing commercial buildings

