



# BUILDING GREAT NEIGHBOURHOODS

## WESTMOUNT MEETING TWO APRIL 9, 2014 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Westmount beginning in spring 2015. As the City is committed to involving Edmontonians in the decisions that affect them, residents have been asked to provide input, to identify missing sidewalk connections and opportunities for other investments to add to Westmount's livability.

The City held its first meeting with the community league executive on June 18, 2013. A second neighbourhood-wide meeting was held April 9, 2014. Another design meeting will be held November 13, 2014 and a final pre-construction meeting will be held in early 2015.

Westmount residents had the opportunity to review and provide feedback on the neighbourhood preliminary design and the Complete Streets Pilot Project locations, and learn about the local improvement process. Staff members from Transportation Services, Community Services, Drainage Services and Forestry were on hand to address residents' questions.

The following provides a general overview of comments and questions from the meeting.

### ALLEYS

- *I understand that lanes will not be upgraded. Why would the City go to all this work and leave unfinished areas?*
- *The back lanes in many areas need repair.*
- *What about the back alleys? Are they included in the program? Ours is in poor shape.*

At this time the City does not have a funded program to address back alleys. The Neighbourhood Renewal program is dedicated to the front residential streets only. The option for residents is to petition for an alley renewal local improvement, the cost of which is covered 100% by property owners. More information is available at [www.edmonton.ca/localimprovements](http://www.edmonton.ca/localimprovements)

- *Back alleys need lighting.*

As part of neighbourhood renewal, existing alley lighting will be upgraded to the new LED standard. If property owners would like new alley lighting installed, they will need to go through a similar local improvement process to the one listed above.

### COMPLETE STREETS - AREA 1 (127 STREET)

- *127 St bike lane (existing) should be returned to bi-directional lane.*
- *Turn this bike lane back to a two-way lane instead of the current one-way south lane.*
- *I would like separated bike lane on 127 St.*

127 Street through Westmount is a significant bike corridor that continues north to 118 Avenue. In June 2014, Council provided direction on bike route public consultation. A public consultation process to review bike facilities on the whole 127 Street bike corridor will begin in fall 2014.

- *Please consider making 127 St two-way traffic.*
- *I really would like a focus on "traffic calming" on 127 St (curb extensions, "roundabout", etc.)*
- *Along 127 St when they are removing snow windrows along the bike path they damage the grass and curbs.*



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Traffic and vehicle operations will be reviewed once decisions on the bike corridor are finalized. Depending on what kind of bike facility is proposed for 127 Street, the design of the road will be reviewed at the same time. This may include curb extensions.

- *At Westglen School is there a thought about rerouting the drop-off area from 127 St to 109 Ave?*

The City will review the drop-off area with Westglen School and the Edmonton Public School Board and look at roadway operations to see about the possibility of rerouting drop-off to 109 Street.

## BIKE LANES

- *It is still too hard to ride a bike safely in Edmonton - please continue to extend and connect bike routes (dedicated bike lanes) and get a safe route through the downtown - it's deadly!*
- *Most important to me is the continuity of sidewalks and bicycle routes.*

Westmount bike routes will be formalized as part of Neighbourhood Renewal. This includes a physical connection and signage to improve wayfinding.

The Downtown Bike Route is a separate project dealing with major bike route location and design to create high-quality connections to destinations and other routes in the City centre.

- *109A Ave bike route: we are interested in exploring the possibility of the corridor between 127 St and 121 as a bike lane with limited parking.*
- *Access to bike path on 121 Street from dog park.*
- *106 Ave between 124 St to 121 St - access to bike path is dangerous, esp. eastbound. Traffic calming? Crosswalk?*

109A Avenue will be formalized as shared-use lanes through signage and "sharrow" pavement markings as part of Neighbourhood Renewal. The City is doing technical analyses of the accesses suggested and will present the results at the last meeting. 106 Avenue will be formalized as bike route using a combination of dedicated bike lanes and shared-use lanes as part of Neighbourhood Renewal.

## CANADA POST MAILBOXES

- *The sustainability of the new Canada Post community mailboxes incorporated into the local improvement of the neighbourhood.*

This is out of the City's jurisdiction. Please contact Canada Post to discuss at [www.canadapost.ca](http://www.canadapost.ca)

## CURBS

- *Roll curb should be placed instead of straight face...Straight face will get hit repeatedly by cars and larger vehicles ruining the look and redevelopment will be needed in 10 years.*

As part of the scope of work, the City installs curbs in residential areas based on lot grades, trees, existing road widths and adjacent land use. Straight-faced curb is standard on collector roads, bus routes, or near schools, parks and commercial areas. The majority of Westmount has substandard road widths, flat lots and large mature trees. Due to these neighbourhood characteristics, roll-faced curbs are not feasible everywhere, therefore straight-faced curbs will be installed as required.

## DECORATIVE STREETLIGHTS

- *Can existing street lighting infrastructure be converted to LED and is this an economic option?*



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- *Please: full cut-off, no uplight or horizontal light, backlight, or especially glare. Ideal: low temp (“warmer”) LED.*

All new streetlights will be LED, which reduces energy consumption and costs, and requires less maintenance. The LED luminaires that the City uses provide no uplight and reduce the amount of light projected sideways. The new LED luminaires are much more efficient at directing the light towards the roadway and sidewalks and provide a warmer colour temperature than previous generations of LED luminaires.

- *We need more choice for streetlights. New LED are on Candy Cane Lane and Stony Plain Rd.*
- *Street lighting: it has to be historic looking - the three choices are not acceptable.*
- *The so-called decorative lights are bland, boring and not decorative. Surely there are more attractive options.*
- *WAHA is a unique feature in this neighbourhood. May consider upgraded lighting for this area (125 & 126 St).*
- *If residents don't agree on decorative street lights they should at least be considered for 125 St and 126 St.*
- *The main interest to me is the type of light available and maintenance of the heritage of this area.*

Transportation Services has a list of pole styles, arm styles and colours for decorative streetlight poles in order to reduce maintenance repair times and costs, provide a range of options for neighbourhoods, and allow the street lighting system to be designed as efficiently as possible. The Westmount community has expressed interest in 2 types of lighting. They are the black, replica-Glenora style lights for the Westmount Heritage Area and black, fluted poles with a heritage-style arm for the remainder of Westmount.

- *How will the street lighting be decided?*

The decorative street lighting option is selected by the community's Decorative Street Lighting Committee. Once it is selected, it must have the support from 50% +1 of the neighbourhood in an Expression of Interest to proceed with a local improvement for the project. If the majority of the neighbourhood supports the decorative street lighting option with the associated costs for the decorative pole and arm, the decorative streetlights will be installed. Otherwise, if the majority of the neighbourhood does not support the decorative streetlight option, standard LED streetlights will be installed at no cost to the residents.

- *Streetlights on 126 St must come below tree canopy or they are useless.*
- *The decorative lights need to be lower for safety reasons. Lights way up in the trees are not safe.*
- *Current lighting standards don't work well on tree-lined streets when foliage in bloom.*

The City will be installing poles that are shorter than the current poles to reduce the light obstructions from the tree canopies. This applies to the decorative poles that are being pursued by the community and standard poles if the decorative pole local improvements are defeated.

### DRAINAGE

- *There are not enough catch basins on 125 St between 103 Ave and 102 Ave...Also, rolled faced curbing will not be effective on our street. The straight faced curbing is necessary to prevent the large volume of water flowing onto the boulevards and sidewalks and inevitably onto our private property.*

The Drainage Neighbourhood Renewal Program focuses on the renewal of existing infrastructure and completing the hydrologic and hydraulic assessment needed to add a catch basin drain is out of the scope of this program. However, surface drainage issues are usually addressed through roadway reconstruction when road grades are improved-so storm water can flow properly to the appropriate catch basin drain. Regarding the straight-faced curbs, the City installs curbs in residential areas based on lots grades, trees, existing road widths and adjacent land use. Straight-faced curb is standard on collector roads, bus routes, or near schools, parks and commercial areas. The majority of Westmount has



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substandard road widths, flat lots and large mature trees. Due to these neighbourhood characteristics, roll-faced curbs are not feasible everywhere, therefore straight-faced curbs will be installed as required. Your concern has been brought to the attention of the designer and will be investigated during the detailed field design.

- *There's a sewer gas smell out of storm in my alley.*

The sewer in the alley behind your home is a combined sewer, carrying both storm and sanitary flows. Drainage Operations has investigated the odours and will install odour control flaps into the manholes that should help reduce the emissions.

## GREAT NEIGHBOURHOODS CAPITAL PROJECTS

- *Redo the SE corner of 108 Ave and 124 St to better facilitate the Thursday night market.*

Thank you for your suggestion. The City is currently working with the 124 Street BRZ on their concept plans for the space.

- *Malcolm Groat Rd Park requires sidewalk for access to buses and 107 Ave. Corner of 107 Ave and Groat Rd.*
- *107 Ave/131 St there should be some kind of trail connection because people/cyclists shortcut over the grass here. Also a bench/garbage would be nice here.*

Thank you for your suggestions. Upon review of Malcolm Groat Park, there are no worn-out paths in the grass that indicate high usage in the area in any particular alignment through the park, therefore a pathway will not be installed as part of neighbourhood reconstruction. If you wish to pursue this further, please connect with the Westmount Community League and the Community Recreation Coordinator.

In 2014 Westmount received a total of 278 nominations for the Front Yards in Bloom Program, the largest number of nominations of any single neighbourhood in Edmonton. In recognition of Westmount's commitment to and participation in the beautification of the neighbourhood, City Council has purchased and installed three picnic tables through the Parks Amenities Program in Malcolm Groat Park.

## LRT

- *When is the LRT going to be incorporated in the design?*

The preliminary engineering for the West portion of the Valley Line LRT is complete; however there is no timeline or budget for construction. Based on the final plan for the Valley Line, there will be limited impacts to the Westmount neighbourhood from LRT construction, with two lanes of traffic maintained on Stony Plain Road and minimal property acquisition along Stony Plain Road. Westmount Neighbourhood Renewal will be completed before the west LRT is built on local roads. Stony Plain Road is an arterial road. More information is available at [www.edmonton.ca/lrtprojects](http://www.edmonton.ca/lrtprojects)

## PARKS

- *I would be interested in more information regarding parks and community gardens opportunities.*

Please connect with your Community League and the Community Recreation Coordinator. They can help with the Community Garden Process on City-owned land.

- *Wadhurst Rd/125 St park needs revitalization and beautification.*
- *Wadhurst Rd - 'green belt' is a great opportunity to beautify and plant. Is a barren space.*



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Thank you for your suggestions; we will assess the area.

- *River Valley access required. Alley south of Jasper Ave between 125 St and 124 St would provide ideal access.*

Thank you for your comment. Parks will discuss this option with Sustainable Transportation; however the park is likely out of scope for Neighbourhood Renewal due to grades and a lack of crossing along Groat Road and Victoria Road.

- *There is a space on 124 Street and 108 Avenue that is part of the Westmount area. I'm sure residents would see value in usable and green park space. Please consider this.*

Thank you for your comment. The City has been in discussions with the 124 Street BRZ about this park space.

- *Condition of Grads park, i.e.: walks, tree pruning, etc.*

A community group is in the early stages of pursuing a community garden project in Grads Park. They are currently clarifying their idea and forming their group. They have not yet submitted a project request. Initial thoughts are that they would look at the open space in the southern portion of the park (close to 107 Avenue).

The Great Neighborhoods Capital Program is exploring making improvements to Grads Park such as trail widening or other enhancements. The program is still exploring options and completing planning and design work.

### ROADS

- *Concerned over condition of 108 Ave west of 124 St to the lane.*

108 Avenue is part of Neighbourhood Renewal and will be rehabilitated as per the neighbourhood design. Due to the size and scope of the project, the scheduling has to be coordinated for this work to be completed in 2016.

### SIDEWALKS

- *Can existing asphalt sidewalks be repaired as an option?*

If the project for Local Improvement is defeated, one of the maintenance options is to do asphalt patching to minimize trip hazards. However if the Local Improvement goes through a brand new concrete sidewalk will be constructed.

- *Sidewalk needed on the east side of 125 St south of Stony Plain Road and north of 104 Ave.*
- *Sidewalk connection east side of 125 St at 104 Ave and pedestrian walkway...there is no safe way to walk (north or south) to the signal crosswalk.*

Due to constructability issues and cost feasibility this sidewalk connection will not be made. Currently there is an existing sidewalk on the west side of 125 Street, which meets Sidewalk Strategy requirements to have sidewalk on at least one side of the road.

- *The sidewalk on my block has not been maintained in 35 years, so I feel we will be forced to approve reconstruction. Will there be a cost to file a petition against reconstruction?*

Please call 311 to report a sidewalk for maintenance (e.g. tripping hazards). There is no cost to file a petition against the reconstruction of the sidewalk. The City will provide a Commissioner of Oaths at the final meeting in early 2015.



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- *The City should be covering the cost of sidewalk renewal...Sidewalk renewal is basic upkeep and maintenance of a neighbourhood.*

Sidewalk renewal is a local improvement that City Council considers of greater benefit to a specific area than to the municipality as a whole. Residential property owners surrounding a particular sidewalk are the primary beneficiaries, therefore they share the cost 50-50 with the City. If 50% + 1 of residents within a project area do not want sidewalk reconstruction, they can petition against the project. Learn more at [www.edmonton.ca/localimprovements](http://www.edmonton.ca/localimprovements)

- *I would like new sidewalks on 128 St between 111 Ave and 110 Ave. How does that happen?*
- *Sidewalk on west side of 127 Street between 107 Ave and 108 Ave is in terrible condition. It is very old asphalt and must be replaced ASAP.*

These sidewalks will be completed as part of the City-initiated local improvement unless the project areas are defeated.

- *Sidewalk connection south side of 109A Ave between 132 St and Groat Rd. Currently the sidewalk abruptly ends and there is no safety way to access the signed crosswalk at Groat Rd.*

A sidewalk is proposed to be constructed on the south side of 109A Avenue between 132 Street and Groat Road.

- *There are a number of sidewalks that are missing throughout the neighbourhood (Stony Plain road to 107 Ave, 131 St to 125 St).*

A sidewalk is proposed to be constructed at 106 Avenue on the north side between 130 Street and 131 Street. The other areas of concern meet Sidewalk Strategy requirements, as there is currently a sidewalk on one side of the road.

- *109 Ave west of 122 St why not on the north side of 109 Ave for new sidewalk as it connects to existing 108 Ave/120 St people walk on the north side of Avenue more than south.*

Currently there is an existing sidewalk on the north side on 109 Avenue west of 122 Street, which meets Sidewalk Strategy requirements.

- *I live at 108 Ave and 131 St. Our road and sidewalks were replaced 20 years ago. Will they be replaced?*

All property owners within a neighbourhood identified for Neighbourhood Renewal have the opportunity to oppose new sidewalk reconstruction planned in front of their property. At this time, detailed plans identifying the project areas have not yet been established. The City must receive a petition with 50% +1 support from property owners within a project area to defeat the sidewalk reconstruction. Learn more at [www.edmonton.ca/localimprovements](http://www.edmonton.ca/localimprovements)

### TRAFFIC/PARKING

- *'Resident Parking' signs needed, especially during summer months of Grand Market on 125 St, 108 Ave & 109 Ave.*

If the City of Edmonton receives an Expression of Interest (petition) showing a 2/3 majority of support from this block an internal review will be conducted that may extend the Groat Estates Parking Program to include this block.

- *Need speed enforcement and speed limit signage on 107 Ave, 127 St from 107 Ave to 118 Ave, and 111 Ave from 124 St to Groat Road.*



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107 Ave is 50 km/h east of Groat Road and 60 km/h west of Groat Road. The City of Edmonton only posts speed limit signs where the speed transitions from higher to lower and vice versa. Evaluations by the City confirm that appropriate signage is posted in both directions. Contact Edmonton Police Service at 780-423-4567 for enforcement concerns.

- *Improve pedestrian flashing walk lights on 124 St.*

The existing pedestrian amber flasher and pedestrian actuated signal are operating as intended.

- *Parking enforcement for proximity of vehicles at intersections.*

Enforcement for intersection proximity parking is managed by the City's Parking Enforcement group. Please notify parking enforcement of any suspected violations. Street parking complaints can be called in to 780-423-4567.

- *I wonder if a stoplight and pedestrian light can be installed at the dog park/bike path crossing across 107 Ave near 122 St? The flashing amber does not seem enough.*

There is an existing pedestrian amber flasher at this location. The City has scheduled an assessment to determine the appropriate traffic control at this location.

- *Bump out and crossing in front of the school.*

127 Street through Westmount is a significant bike corridor that continues north to 118 Avenue. In June 2014, Council provided direction on bike route public consultation. A public consultation process to review bike facilities on the whole 127 Street bike corridor will begin in fall 2014. 127 Street design depends on the outcome of that public consultation.

- *109A Ave and Groat Road - very dangerous crosswalk. Connector to bike trails, schools, walkability to Westmount. Require pedestrian crosswalk light.*
- *Install flashing pedestrian lights at Groat Rd & 109A Ave, too dangerous for children to cross.*

Transportation Services has reviewed this location several times, most recently in November 2012. The pedestrian activity levels have consistently not met City guidelines to warrant a higher level of pedestrian control. Some deficiencies identified during the reviews were addressed, including removing a sightline obstruction at the crosswalk and improving lighting levels. Currently this location has more visible zebra pavement markings, oversized boulevard signage, median signage and white median bollards (complete with reflectors) to make the crosswalk highly visible to drivers. At this time, Transportation Operations is not considering upgrading the level of pedestrian control at this crosswalk.

- *On 109 Ave and 110 Ave from 124 St to 125 St, people parking and taking buses downtown to work.*

The City can review the current on-street parking supply. However streets are open to the public to park as long as they follow posted signs. There is no frontage ownership of on-street parking.

- *108 Ave/124 St - angle parking with no room to pass.*
- *Angle parking on 108 Ave and 109 Ave immediately west of 124 St causes significant congestion for traffic.*
- *108 Ave angle parking by 124 St creates congestion between 125 St and 124 St.*

This area will be reviewed to determine if angle parking is causing traffic flow concerns.



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- *There is no safe crossing at 124 St between 107 Ave and Stony Plain Road. Need a controlled crosswalk on 106 Ave.*

Transportation Services conducted a review during the AM and PM peak times for pedestrian and vehicle traffic. The current volume of pedestrians crossing at this location did not meet the criteria to change the current crossing control level. Our observations show that most pedestrians crossed safely in gaps of traffic traveling along 124 Street, while others waited for vehicles to stop before crossing safely. Sight lines were observed to be good in both directions along 124 Street at 106 Avenue. A review of the collision history over the past three years shows no reported collision involving pedestrians. Given this and other pertinent information, the current controls remain at the appropriate level.

The pedestrian crosswalk sign for southbound traffic will be relocated closer to the crosswalk and additional signs will be installed back-to-back on the existing sign pole for both directions on 124 Street. Although by law the pedestrian does have the legal right-of-way at marked and unmarked crosswalks, that alone is not a guarantee that all vehicles will yield the right-of-way.

Both pedestrians and motorists must work together to ensure everyone's safety. More information is available at [www.edmonton.ca/trafficsafety](http://www.edmonton.ca/trafficsafety). Please contact Edmonton Police Service directly at 780-423-4567 to report incidents.

Transportation Services has worked with both EPS and the Edmonton Federation of Community Leagues to develop a number of community-led programs to deal with speeding in residential areas. Please contact the Office of Traffic Safety at [speeding@edmonton.ca](mailto:speeding@edmonton.ca) to discuss speeding concerns, and for more information on implementing these programs in your area. We will continue to monitor this location.

- *The 108 Ave farmers' market should be considered road/parking/pedestrian changes that will facilitate future expansion of the farmers' market.*

The farmer's market organizers will have to coordinate any road access/parking changes with Transportation Operations ([transportationoperations@edmonton.ca](mailto:transportationoperations@edmonton.ca))

- *Corner of 106 Ave where it turns north to 131 St has poor sightlines.*

131 Street at 106 Avenue is a curve in the road. There is no risk of cross traffic and a low risk of pedestrians crossing as the sidewalk is only provided on the residential side. Collision reports show zero incidents over the last 5 years. The road width is sufficient for two-way traffic.

- *We often see traffic going the wrong way on 127 St in front of Westglen School (a one-way). The addition of a one-way sign at 109A Ave would help.*

A review of the signage in the area confirms that the existing one-way signs are appropriate at all locations along 127 Street. No additional one-way signage is required.

- *Widen roadways as parking on both sides restricts passing between vehicles safely. Vehicle damage such as mirrors getting broke off is common.*

The City can review the current on-street parking supply however widening of local roads is not always possible and is not done unless required.

- *It would be nice if streets were narrowed to slow traffic around parks/playgrounds/schools (i.e. 126 St south of 107 Ave, 127 St by Westglen School and community league building, spray park, etc.)*





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The City can review this issue however local road widths are not changed unless required.

## WESTMOUNT ARCHITECTURAL HERITAGE AREA (WAHA)

- *Will the WAHA designation be maintained? Will street blades and existing curb cuts/street names be maintained? Will corner monuments naming the area be maintained?*
- *Plaques, designations, etc. will help keep the history alive and increase respect and appreciation for the area.*
- *Ensure that the historical name plaques on WAHA sidewalks are preserved.*

The WAHA designation will be maintained, with street blades and existing curb cuts/street names. Corner monuments naming the area will also be maintained. The City will do its best to maintain plaques and designations.

The guidelines and zoning are recommended designation and not enforced.

- *Will the street sign blades in the area west of 124 Street, south of Stony Plain Road, and north of Groat Road be replaced to match the "Westmount architectural area" street blades?*

The street blades in the WAHA will be maintained. If the Local Improvement for decorative lighting is approved then street blades can be requested by the community through Transportation Operations. The curb ramps will maintain the granite inset signage indicating historical street names.

## ZONING

- *Why is derelict house on 130 St and 110 Ave allowed to remain standing? It has been condemned.*

Derelict buildings are dealt with by the City's Sustainable Development branch. Please contact 311.

- *Zoning changes?*
- *Vacant lot at south end of dog park on 121 St, are there plans?*

Any lot zoning inquiries would need to go through Sustainable Development. More information is available at [www.edmonton.ca/business\\_economy/land\\_location\\_buildings/zoning-information.aspx](http://www.edmonton.ca/business_economy/land_location_buildings/zoning-information.aspx)