



# BUILDING GREAT NEIGHBOURHOODS

## WESTMOUNT MEETING FOUR

FEBRUARY 12, 2015 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. Two more neighbourhood-wide meetings were held April 9, 2014 and November 13, 2014. A final pre-construction meeting was held February 12, 2015.

Westmount residents had the opportunity to review and provide feedback on the neighbourhood preliminary design 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 February 12, 2015 meeting.

### 127 STREET

- *I live on 127 St and cycle 5,000 km a year. I would like to know more about the bike lane design.*

Further design and public consultation for 127 Street north of Stony Plain Road will take place in 2015. Notification will be sent to the neighbourhood once the public involvement plan has been developed.

- *127 St one-way:*
  1. *Designated measurement for the parked cars, trucks.*
  2. *Designated measurement for safe door opening (vehicles).*
  3. *Required distance from parked car by cyclists*

The City does a detailed review of design criteria, including door zone conflicts, and works to minimize conflicts. The City (Sustainable Transportation and Transportation Operations) are in contact with the resident who posed this question to address her concerns about the 127 Street reconstruction.

- *Median creates too many accidents 127 St laneway*

The median location and design will be addressed with the 127 Street reconstruction.

- *City failed to place sandwich boards re: snow removal 127 St corner (picture taken) illegal towing of a Buick Allure.*

Any bylaw ticket disputes may be discussed with Bylaw Services at 780-496-5161.

- *Mital [?] light poles "rusted badly" need painting.*

All streetlights in Westmount will be replaced with new decorative streetlights unless 50% +1 of neighbourhood residents petition against them within the 30-day petition period.



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- *127 St one-way who looks after grass cutting—city boulevard.*

Maintenance is done by the adjacent property owner unless they are on City property. All boulevards are City property.

- *107 Ave & 127 St serious speeding, 4-way light.*
- *Note: Please respond: where does the owner of a parked car have rights?*
  - *We are protecting the cyclist.*
  - *Why does he not have to obey cyclist laws allowing this parked car safe distance?*

These concerns will be addressed in the 127 Street reconstruction in the longer term. In the shorter term, a request will be forwarded to Office of Traffic Safety to request speed awareness sign series a/o enforcement on 127 Street just north of the 107 Avenue intersection.

## CHICANES

- *Concern re: chicanes on 122 St & 123 St many of the people who live here were not living here before the chicanes were installed. They have no idea about the traffic issues (volume and speed) before the chicanes. In addition traffic on 107 Ave, 111 Ave and 124 St is much more congested and drivers are looking for alternate routes. The new location of chicanes further north on 122 St and 123 St invite shortcutting as drivers will not see the chicane until they are on 122 St or 122 St. One zigzag is not enough to deter them. It needs to be pinched as closely to 107 Avenue as possible. You will be back to rebuild.*
- *Also, number of vehicles to determine use of chicane is poor. Look at speed of vehicles off of 111 Ave onto 122 St and 123 St. Dangerous.*
- *I would like to express disappointment with the decision to modify and not add chicanes to 122 St and 123 St. It is not the number of cars that use these roads to bypass 124 St it is the speed that these vehicles travel that is an issue. NOT SAFE. Particularly considering how many infills with increased numbers of children on these streets.*
- *Also: the number of cars using these roads it not as important as when they are used. Rush hour in the morning and afternoons see much higher congestion—therefore DANGEROUS*
- *Chicanes- it's about speed not numbers. Drivers speed through 122 Street.*

Neighbourhood Renewal will reconfigure the chicanes to make them more navigable for emergency services and leave more room for parking. The new chicane design will still effectively calm traffic on 122 Street and 123 Street.

The City performed a speed survey in June 2014 on 122 Street and 123 Street between 110 Avenue and 111 Avenue. The survey showed that that these areas do not warrant traffic calming measures. Overall, neighbourhood speeding issues are best managed through speeding programs run by the Edmonton Police Service and the City's Office of Traffic Safety. More information is available at [www.edmonton.ca/trafficsafety](http://www.edmonton.ca/trafficsafety).

## CONSTRUCTION

- *Good communication. What will be the working hours of the construction crews? I have concerns about noise with a new baby on the way.*

The contractor is obligated to adhere to the City's Community Standards Bylaw (Bylaw 14600). In compliance with the noise control section in this bylaw, the contractor may only perform construction activities from 7 a.m. to 10 p.m. during weekdays or Saturdays, and from 9 a.m. to 7 p.m. on Sundays or holidays.



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- *We are building on 127 St in 2015-16 but the 127 St construction is scheduled for 2017. Can I coordinate landscaping to avoid wasting my money or the City's?*

Please call Felix Lam at 780-944-7695 in the spring to further discuss coordination of landscaping work.

## CURBS

- *Will the curbs be rounded or square? Round curbs are useless!*

As part of the scope of work, the City installs rolled-face (mountable) curbs in residential areas except on collector roads, bus routes, or near schools, parks and commercial areas. Other factors may affect the type of curb including lot grades, trees, etc.

## DECORATIVE STREETLIGHTS

- *When do we find out about lights?*

The neighbourhood has 30 days from the date of the Local Improvement tax notice to petition against decorative streetlights. The neighbourhood must receive 50% +1 support to successfully petition against the decorative streetlights. If the petition period passes without 50% + 1 support, the Local Improvement Bylaw will pass and decorative streetlights will be installed throughout Westmount.

## DRAINAGE

- *Water pools in front of my house on the sidewalk. It seems to be the low point on our block. Will the drainage (or lack thereof) be corrected when the new sidewalk is built?*

Surface drainage will be addressed through road reconstruction. Grading will be improved so storm water will drain properly to the catch basins.

- *There was no representative for drainage here tonight. This was a main area of concern. I did find out who to contact from someone else, but would have liked to have spoken to the expert.*

Typically the City has a Drainage Services representative at the meeting. Unfortunately, a representative was unable to attend the final Westmount meeting. If you have any concerns, please contact 311 to be directed to Drainage Services.

- *I want to ensure that the sidewalk grading is fixed. I am in the middle of the block and currently both ends grate towards me. During spring all runoff pools in front of my house*

Surface drainage will be addressed through road reconstruction. Grading will be improved so storm water will drain properly to the catch basins.

- *Sewer smell @ 10309 Villa Avenue. Will the 'neighbourhood smell' be alleviated?*

Drainage services may be able to offer odour control solutions such as catch basin flappers, depending on the source of the smell. Please contact Drainage Services via 311.



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## INFILL/DEVELOPMENT

- 1. *The big issue in here is inappropriate infill housing which will not blend well with the revitalization changes.*
- 2. *Too much redevelopment too quickly*

Infill and redevelopment are outside the scope of Neighbourhood Renewal. Please email [evolvinginfill@edmonton.ca](mailto:evolvinginfill@edmonton.ca) or visit [www.edmonton.ca/evolvinginfill](http://www.edmonton.ca/evolvinginfill) to get more information about infill in Westmount.

## MEETING

- *You mentioned at the presentation that there were no comments on your proposals for 108 Ave, etc. but those were presented as "done deals" at the Nov. 13 meeting, with no comment sheets beside them!*

There were individual comment sheets provided for the four areas identified as part of the Complete Streets pilot. However, the City collects and reviews all input from every public meeting and takes it into consideration for final neighbourhood design.

## NEIGHBOURHOOD RENEWAL

- *You have indicated throughout this process that you want this to be a flexible process. You have said that you want to try something "new" and not be constrained by old standards or limitations, yet many of your responses to community requests say just that, i.e. is "out of the scope of work of the project"; i.e. "access will not be accommodated through this program." i.e. "City regulations state...therefore we will not make the changes." I compliment your desire to change but you have not made great strides in our opinion.*

Neighbourhood Renewal works with other departments and branches such as Sustainable Development, Arterial Roads, Sustainable Transportation and Community Services to ensure that work undertaken by Neighbourhood Renewal is coordinated with their work. However, the scope of work that can be done by Neighbourhood Renewal is limited to improving local road infrastructure, promoting active transportation, and investing in improvements that will enhance neighbourhood livability where possible. Any suggestions made that cannot be undertaken by the Neighbourhood Renewal Program are forwarded to the appropriate areas for consideration (e.g. requests for River Valley access have been forwarded to Parks for consideration).

## PARKING

- *Parking on 124 St is a very big problem.*

Thanks for sharing your concerns. The City's Neighbourhood Renewal work will have minimal impact on parking along 124 Street itself. However, during construction along the avenues adjacent to 124 Street, there may be some impacts because parking will be banned on both sides of the avenues due to narrow road widths. This is necessary to ensure a safe work environment for the City's contractors and equipment and will allow work on one side of the street and one lane of through traffic.

## PARKS

- *I would like to support 124 St river valley access.*

River Valley access is outside the scope of Neighbourhood Renewal. However, there are other City programs that may be able to accommodate this request. Community Services has received a number of requests for new staircases throughout the river valley, but there is limited funding. Locations will be prioritized based on the



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budget available. To discuss this further, please call 311 to connect with your community recreation coordinator.

## SIDEWALKS

- *The sidewalks will affect property within 2 m - there are many fences and hedges in my neighbourhood closer than that to the sidewalk. Will they all be torn down?*

Typically, the City's contractor is able to work around fences and hedges. Depending on the elevation and the horizontal alignment of the new sidewalk, sometimes existing fences and hedges may be in conflict, and may have to be removed to facilitate construction of the new sidewalk. In these cases, the City will spend an effort to contact the property owner before construction. Please contact Felix Lam at 780-944-7695 if you need more information.

- *I have decorative sidewalks that need to remain in place. Also it is a brand new house; new sidewalk; I will NOT ACCEPT "patching" of my sidewalk on my property.*

Typically, City engineers try their best to design the new sidewalk grades so that existing decorative private connector walks (i.e. the walk between the sidewalk and private homes) may be preserved. However, due to various constraints, the elevation of the new sidewalk may be different than the existing one. In order for the City to ensure proper drainage and safe grading on these private connector walks, a portion of the existing connector walks must be removed. In addition, in order to facilitate the construction of new curb and gutter, all boulevard connector walks will be removed. The City's contractors will make every effort to reinstate removed portions of decorative connector walks and make them look as similar as possible.

- *Ensure pad on boulevard is put back from sidewalk to curb.*

Both the City and the contractor take photos of all existing connector walks (which connect between the sidewalk and the curb and gutter) prior to construction. We also record the dimensions and the materials of all existing connector walks. Where there were existing boulevard connector walks, the City will reinstate these connectors at the exact location with the same dimensions. However, the City will shift the locations of the connectors or change the shapes (with the same surface areas) of these connectors if there are conflicts with roots of existing boulevard trees.

## TRAFFIC

- *The issue of left turning lights on 124 St/111 Ave and 107 Ave, I know is not going to be changed but these two streets for turning left are a nightmare. Most of the residents just turn left into the neighbourhood.*

The current turning movement counts at 111 Avenue and 124 Street do not indicate the need for a left-turn phase. During the peak period when left turns are allowed, fewer than 40 vehicles complete the turn. The busiest off-peak hour saw 70 westbound left-turning vehicles. Introducing left-turn arrows and revising the lane configuration to allow simultaneous left-turns would negatively affect the intersection.

The City regularly reviews traffic signals and considers numerous factors when installing left-turn phases. These phases are only used when left-turn demand and delay is high and where they can be accommodated.



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## UTILITIES

- *Are overhead utilities on Villa Avenue to be buried?*

Overhead power lines are managed by EPCOR. Please contact them at 780-412-3128 to discuss concerns and opportunities for relocation or burial.