

Community Update

Inglewood Neighbourhood Renewal

April 2019

BUILDING GREAT
NEIGHBOURHOODS

Edmonton

You can view Inglewood's Neighbourhood Renewal project history and the preliminary plans at edmonton.ca/BuildingInglewood.

Through the City of Edmonton's Building Great Neighbourhoods and Open Spaces branch, the Neighbourhood Renewal program works to make the most of your neighbourhood. The program focuses on the renewal of roads, sidewalks, streetlights and park spaces, as well as promoting other community opportunities to enhance how people live and interact in your neighbourhood.

This community update highlights:

- What we heard from people about Inglewood's Neighbourhood Renewal preliminary plans
- Inglewood's Local Improvement results for sidewalk reconstruction and upgrading to decorative street lighting
- Details about Inglewood's pre-construction meeting on April 27, 2019

What We Heard: Preliminary Plans

The City of Edmonton considers public input, along with City policy and programs and technical information, to make project decisions. The input on the preliminary plans will be used to create the final plans that will guide construction, starting in spring 2019.

On January 23, 2019, the City of Edmonton invited people to ADVISE on anything else we should consider before constructing the designs presented in Inglewood's Neighbourhood Renewal preliminary plans. We hosted a drop-in session at the Winnifred Stewart Association to share the preliminary plans, answer questions about how they were created and invite feedback from attendees. Nearly 200 people attended the session. Those who could not attend were invited to contact the project manager with their input.

We presented preliminary plans for:

- Active connections: sidewalks, shared use paths and bike lanes
- Local roads and intersections: the introduction of traffic calming measures and changes along roads and at intersections
- City-owned outdoor spaces: updates to parks and green spaces
- Showcasing heritage and character
- Wayfinding signage and gateway features

We heard:

The majority of comments support traffic calming measures and intersection improvements in Inglewood. There has been mixed reaction to the different types of traffic calming measures that the City can use, including the curb extensions and raised crosswalks presented as part of the preliminary plans. When presented with the different types of traffic calming measures (e.g, chicanes, mini traffic circles, curb extensions, raised medians, raised crosswalks), people indicate a higher level of comfort with curb extensions and raised crosswalks.

Active Connections	
Sidewalks	<ul style="list-style-type: none"> ● The project vision for Inglewood includes the emphasis of a safe and walkable neighbourhood ● A few people think sidewalks should not be built or reconstructed if: <ul style="list-style-type: none"> ○ There is an existing sidewalk on the opposite side of the street ○ The existing sidewalk is in good condition ○ A new or existing sidewalk affects existing infrastructure, utilities, landscaping or trees ● There is mixed support for the sidewalk additions along the perimeter of Winnifred Stewart Park
Shared use path on 114 Avenue	<ul style="list-style-type: none"> ● A few people assume that the shared use path will narrow 114 Avenue. The shared use path will fit within the existing road right of way and there was no need to narrow the road. ● People support the shared use path because: <ul style="list-style-type: none"> ○ It separates pedestrians and people who bike from drivers ○ They want to see protected east-west infrastructure for people who walk and bike ● A few people have concerns about the shared use path because they believe: <ul style="list-style-type: none"> ○ There are not enough pedestrians and people who bike to warrant constructing the east-west shared use path ○ The construction of a shared use path will damage mature trees and result in the loss of private landscaping ● People want the City to ensure: <ul style="list-style-type: none"> ○ The shared use path connects well to the existing north-south walking and biking infrastructure ○ The 122 Street crossing avoids the private driveway on the east side
127 Street bike route improvements	<ul style="list-style-type: none"> ● People support the 127 Street bike route improvements because they provide protected

	<p>north-south infrastructure for people who bike</p> <ul style="list-style-type: none"> ● A few people have concerns about the improvements because they believe there are not enough people who walk and/or bike to warrant constructing the 127 Street bike route ● People want the City to consider: <ul style="list-style-type: none"> ○ Improving sightlines along the avenues as they approach 127 Street ○ Adopting a design that matches the infrastructure in Westmount, including wide and landscaped bike lane medians ○ Reducing the amount of bike signage
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Roads and Intersections	
117 Avenue intersection realignment and curb extensions	<ul style="list-style-type: none"> ● People support realigning the 117 Avenue and 130 Street intersection to reduce the crossing distance for pedestrians and provide clearer direction to drivers ● A couple people are concerned that curb extensions will narrow the road too much along 117 Avenue
116A Avenue intersection realignment	<ul style="list-style-type: none"> ● People support realigning the 116A Avenue and 130 Street intersection to reduce the crossing distance for pedestrians and provide clearer direction to drivers
<p>Improvements near schools:</p> <p>Curb extensions on:</p> <ul style="list-style-type: none"> ● 116 Avenue at 126 Street ● 113 Avenue at 130 and 131 Streets ● 112 Avenue at 130 and 131 Streets <p>Raised crosswalk across 115 Avenue at 126 Street</p> <p>Bus drop-off area on 130 Street</p>	<ul style="list-style-type: none"> ● There is mixed support for the use of curb extensions; concerns include: <ul style="list-style-type: none"> ○ Their appearance ○ The ease of which a driver can turn right ○ Dislike of the curb extensions constructed in Westmount

<p>115 Avenue road narrowing</p>	<ul style="list-style-type: none"> ● There is mixed support for road narrowing to reduce shortcutting. Some participants prefer the wide road and do not witness shortcutting ● A few people want the City to consider: <ul style="list-style-type: none"> ○ A parking review for the seniors residence along 115 Avenue ○ Relocating the nearby bus stop to 115 Avenue
<p>114 Avenue near St. Albert Trail Intersection realignments and the addition of a mini roundabout</p> <p>Additions of:</p> <ul style="list-style-type: none"> ● A shared use path along the north side of 114 Avenue ● A sidewalk along the south side of 114 Avenue <p>Retain bus-only access</p>	<ul style="list-style-type: none"> ● There is mixed support for: <ul style="list-style-type: none"> ○ The construction of a mini roundabout ○ Keeping 114 Avenue bus-only ● A few people want the City to consider: <ul style="list-style-type: none"> ○ A four-way stop instead of a mini roundabout ○ A reduced speed limit and increased enforcement for buses using 114 Avenue
<p>122 Street curb extensions and raised crosswalks</p>	<ul style="list-style-type: none"> ● People are concerned that the traffic controls on 118 Avenue at 122 Street increase traffic shortcutting and speeding along 122 Street ● There is mixed support for the use of raised crosswalks and curb extensions to calm traffic <ul style="list-style-type: none"> ○ People who support the use of curb extensions want the City to add curb extensions across from parks ○ People who have concerns about the effectiveness of raised crosswalks and curb extensions want the City to reconsider chicanes and more mini roundabouts
<p>Commercial areas next to 124 Street: Parking adjustments and the introduction of curb extensions on 112 and</p>	<ul style="list-style-type: none"> ● There is mixed support for the use of curb extensions to calm traffic and achieve parking setbacks

113 Avenues east of 124 Street	
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The preliminary plans for City-owned outdoor spaces include a combination of design elements to be constructed as part of Neighbourhood Renewal and those to explore and fund in the future through City and community partnerships.

City-owned Outdoor Spaces	
Linear Park	<ul style="list-style-type: none"> ● People support: <ul style="list-style-type: none"> ○ Adding shrubs, including edible plants, and trees ○ Potential future amenities (i.e., amphitheatre, community garden) ● There is mixed support for: <ul style="list-style-type: none"> ○ Using physical barriers to separate the off-leash area from other areas ○ Additional lighting in high-use areas ● People want the City to consider: <ul style="list-style-type: none"> ○ Public art ○ Additional amenities (e.g., integrated pet and child areas, playgrounds, recycling receptacles, sporting and skating areas) ○ Signage (e.g., park rules, off-leash area, shared use path courtesies) ○ Additional safety and security features ○ Renaming the park to “Inglewood Park” ● People want the City to ensure the Linear Park shared use path: <ul style="list-style-type: none"> ○ Connects to amenities within the park ○ Continues north of the neighbourhood ○ Connects into Westmount ○ Connects to the 114 Avenue shared use path
John A. Norris Park	<ul style="list-style-type: none"> ● People support: <ul style="list-style-type: none"> ○ Adding edible plants ○ Installing “classic wood” benches ○ Potential future amenities (i.e., community garden) ● There is mixed interest in changing the name to reflect the area’s Indigenous connections ● People want the City to consider: <ul style="list-style-type: none"> ○ Adding more light in the park ○ Doing more consultation with residents and the Community League
Former Trolley Turn-around Open Space	<ul style="list-style-type: none"> ● There is mixed support for the possibility of the City selling the property for redevelopment ● A few people have concerns about removing green space to add a sidewalk on the south side

	<ul style="list-style-type: none"> ● People want the City to consider adding: <ul style="list-style-type: none"> ○ Roadblocks to restrict access to the turnaround area ○ Fenced in green space ○ A similar design to Westmount Park at 124 Street and 108 Avenue ○ A billboard for the Community League to share information ○ Features to add beauty and character (e.g., landscaping, bird houses, water features, benches, monuments, sculptures) ○ A location for shopping carts
<p>Winnifred Stewart Park</p>	<ul style="list-style-type: none"> ● People support minimal change to this park ● There is mixed support for adding more light in the park ● A few people want the City to consider adding a recycling receptacle

<h3>Showcasing Heritage and Character</h3>	
<p>127 Street monument, interpretative signage and historical street name bricks</p>	<ul style="list-style-type: none"> ● People support updating the 127 Street monument, interpretative signage and historical street name bricks ● A few people: <ul style="list-style-type: none"> ○ Question whether the City has appropriate funding to support this work ○ Have concerns that other initiatives, such as infill development, are detracting from the focus on heritage, including the preservation of heritage homes ○ Want the City to consider locating and displaying the Charles Camsell mosaic and Westmount Mall mosaic
<p>Historical Plaque Program and heritage benches</p>	<ul style="list-style-type: none"> ● People support the City exploring a Historical Plaque Program ● A few people have concerns that a community-led initiative to install heritage benches in front of historical homes will reduce personal privacy ● A few people want the City to consider making it easier to secure a historical plaque

Wayfinding Signage and Gateway Features	
Explore wayfinding signage as a future City-community partnership	<p>A few people want the City to consider:</p> <ul style="list-style-type: none"> ● Wayfinding signage that doubles as public art ● Ongoing maintenance for any future signage
Reconstruct the gateway feature on the southwest corner of 118 Avenue and 127 Street	<p>A few people want the City to consider:</p> <ul style="list-style-type: none"> ● Modernizing the design of the feature ● How to best protect the gateway feature when it is moved ● Leaving the gateway feature in place and adding a bollard mounted control to help people who bike easily trigger the crossing signal for 118 Avenue

Through the City of Edmonton’s Local Improvement program, Inglewood residents decided to proceed with both sidewalk reconstruction and street lighting upgrades.

Local Improvements

As part of the Neighbourhood Renewal program, the City offers two Local Improvement opportunities: sidewalk reconstruction and upgrading to decorative street lighting.

Sidewalk reconstruction is a City-initiated local improvement. It is efficient for us to replace aging infrastructure, such as sidewalks, when we are already intending to do infrastructure work in Inglewood. We provide property owners with a cost sharing opportunity (50% property owner, 50% City) to do the replacement work, and they DECIDE through a Local Improvement process if they would like to proceed with the improvement. If 50%+1 of a designated project construction area within the neighbourhood petitions against the sidewalk local improvement, the City will undertake regular sidewalk maintenance (grinding, asphalt patching or mudjacking) for the safety of pedestrians.

Decorative street light upgrading is a community-initiated Local Improvement. Property owners identify their preferred type of upgraded decorative lighting through an Expression of Interest and, if there is enough community support, it proceeds to a Local Improvement decision. In Inglewood, this Local

Improvement was led by the Inglewood Community League's Decorative Streetlight Committee.

The Local Improvement decision process requires that property owners receive information about the proposed upgrades, including a cost estimate and payment options. If they do not support the Local Improvement, they must petition against it within a 30-day time period. A majority of property owners need to sign the petition to defeat the Local Improvement.

In Inglewood, enough residents supported both the sidewalk and street lighting upgrades for them to proceed.

Sidewalk replacements will be completed wherever feasible, at a 50/50 shared-cost to the property owner and City of Edmonton.

Decorative street lighting will be installed throughout the neighbourhood, and the cost to residents will be the incremental cost of decorative street lights above the standard City-funded streetlights.

Street lighting upgrades

- The preferred decorative streetlight option in Inglewood is a black fluted pole with heritage arm.



- The only exception is along 125 and 126 Streets from 111 to 113 Avenues. This area is an identified area of heritage interest and, to differentiate it, a black, fluted post-top pole with a shroud at the base and the metroscape luminaire was selected.



We will also invite people to **ADVISE** us on possible construction issues and risk mitigation strategies.

Date: April 27, 2019

Time: 12:00 p.m. - 4 p.m.

Venue: Winnifred Stewart Association
11130 131 Street NW, Edmonton

If you are unable to attend the Inglewood Neighbourhood Renewal Pre-Construction Information Session, please plan to review the related information at **edmonton.ca/BuildingInglewood** after April 27, 2019.

Any specific questions can be directed to:

Email: buildinggreatneighbourhoods@edmonton.ca

Call: 311