



Building Great Neighbourhoods

Edmonton

Questions and Project Team Responses Final Design Webinar - November 5, 2020

Overall Project Related Questions

Will the City of Edmonton provide a listing of all feedback received throughout the consultation process to support the statement that the plan was designed by "us" (residents)?

A what we decided report will be posted on the project webpage in January 2021. It includes a summary on what we heard on each of the major design elements included in the final design. City policies and programs such as the Complete Streets Design and Construction Standards, Vision Zero Edmonton and Winter City Strategy provide the overall direction for Neighbourhood Renewal design decisions. As each neighbourhood is unique, the Project Team asks for input from residents in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood. The role of public engagement input is to help the City consider what is important to people who live, work and play in Garneau as well as to understand how the neighbourhood renewal construction decisions will affect them. The final renewal plan was not designed by residents, the input received influenced the decisions for the final design.

Can the alleys be repaved? Can lighting be added to the alleys?

Alley paving is not in the scope for neighbourhood renewal as it is a separate program. Darkly lit alleys is a concern we have heard not only from Garneau residents, but others across the City. There are a couple of ways other neighbourhoods have improved the lighting in their alleys. Some residents have collectively organized to upgrade their private lighting to brighter LEDs. Another way residents have improved alley lighting is to proceed with an Alley Lighting Local Improvement. Information regarding the local improvement process may be found on the City webpage at: https://www.edmonton.ca/transportation/on_your_streets/alley-lighting.aspx

For the Final Design can you please clarify what is considered a "minor" refinement?

Refinements that we are looking for feedback on during the Final Design includes the addition of elements such as parking bays or mid block crossings, new locations for seating nodes or a revision to a planned seating node and details such as sidewalk treatments.

Design

All the curb ramps collect water making them unsafe throughout the year. Will this be addressed with the new design?

Yes, the project team reviews the grading and looks to improve the surface drainage and mitigate the amount of ponding that occurs along the streets and avenues as well as at the intersections. At some curb ramps there are existing catch basins in the centre of them, where possible these will be relocated outside of the centre of the curb ramp; however, due to underground utility conflicts sometimes the catch basins need to be replaced in their existing locations which may cause some ponding if the catch basins get blocked with debris.

Budget

Based on the design, what is the expected total cost of the build - that of neighbourhood renewal elements explicitly and that for other upgrades such as roads?

The project is finalizing the design, and as the design progresses further the estimates will be refined. Following the City's Project Development and Delivery model, our current conceptual estimate for the project is approximately \$23 Million, with an estimated accuracy of -30% to +50%. This estimate includes the new road surfaces. The sidewalk local improvement accounts for approximately 5 to 8% of the project budget. The local improvement policy applies only to reconstructing existing sidewalks. The cost to construct any missing sidewalk links are paid 100% by the City.

How is the City planning to mitigate costs and environmental impacts? How will it ensure sidewalks remain in good shape?

As part of the neighbourhood renewal, the curb and gutter for each road is removed and replaced and the pavement surface is rehabilitated. As part of this renewal we will need to accommodate for tree roots and other constraints that will cause the road to shift elevation, typically higher than what it is today. Water draining from private lots needs to have a continuous path to the road to drain away, and if the sidewalk is not reconstructed, the sidewalk can become a channelized low point, with the lots and the road both higher than the sidewalk.

Additionally, sidewalk condition ratings are based on an average of the condition of the entire neighbourhood. The sidewalk directly in front of your home may be in better condition than the sidewalk across the street. Neighbourhood renewal is the opportunity to replace all of the sidewalks at the same time, which results in lower costs for construction and will create predictable maintenance and replacement timelines in the future.

We also align other missing elements with the renewal construction such as missing sidewalk links and bike lanes. This is a cost effective approach—as it means all construction takes place at the same time—and it also minimizes disruption in the neighbourhood.

Once the sidewalks are constructed the Project Manager will work with the contractor to ensure details are finalized and fixes are complete. Neighbourhood renewal construction comes with a two-year warranty period that includes workmanship and materials. After the warranty period, the City maintains the new infrastructure. Any concerns can be directed to 311.

Why is the City turning the City Arts Centre parking lot into a park? This seems like it would be expensive.

The proposed design for the City Arts Centre increases the amount of green space making it more appealing to residents while retaining a majority of the parking. The implementation of the plan for City Arts Park will require a community group to partner with the City. Larger park developments are community-partnered projects. If anyone in the community is interested in working towards the implementation of the City Arts Park please let the Project Manager Becky Redford know at becky.redford@edmonton.ca.

Walking

Why wasn't a shared-use path added to the north side of 86 Avenue?

The project team did explore how to add a shared-use path to both the north or the south side of 86 Avenue between 111 St and 110 St. There are too many conflicts with boulevard trees and private landscaping to add a full shared-use path but we can widen the sidewalk on the northside. The new sidewalks will be concrete which will make it easier for property owners to clear to bare pavement in winter months. The wider sidewalk is better for accommodating more people using this route, and provides more space for those with mobility aids. The wider sidewalk also keeps separate spaces for those who walk and bike.

Will the sidewalk be widened on the east side of 110 Street between 76 Avenue and University Avenue?

McKernan Neighbourhood Renewal was recently completed in 2018. Sidewalk widening will only occur in Garneau, north of University Avenue.

What is happening to the paths on the west side of 110 Street?

New sidewalks will be constructed in locations where they are currently missing along the west side of 110 Street and will meander where possible to recognize the unique area and reduce impacts to existing landscaping. The project team, which includes an Urban Forester, will continue to work with adjacent property owners to understand preferences and finalize detailed design.

Is the proposed enhanced crosswalk at the intersection of 111 Street and 86 Avenue a raised crosswalk?

The north leg of the intersection will have a raised crosswalk across 111 Street. Due to constructability issues on the east side, there will not be a raised crosswalk on the east leg of the intersection but it will have improved signage and/or paint.

What am I responsible for and what are the City's responsibilities when it comes to replacing the sidewalk in front of my house?

Sidewalk reconstruction is a City-initiated local improvement process. Property owners will receive a local improvement package in the mail about 4-6 months before neighbourhood reconstruction begins. This package includes information for property owners to decide on whether they would like to proceed with the sidewalk reconstruction or not. If the property owner does not wish to proceed with the sidewalk reconstruction, they must complete and return the local improvement petition form included within the package. Property owners have 30 days to petition against the local improvement. The petition process is guided by the Provincial Municipal Government Act as well as City policies and procedure.

For more information please visit -

https://www.edmonton.ca/transportation/on_your_streets/local-improvements.aspx

Biking

The 110 Street and Saskatchewan Drive intersection still looks unsafe for cyclists. Don't see a clear path across?

We are refining the intersection further with detailed design and will ensure that the bike crossings at the intersection are safe and functional.

If 110 Street is to be a hub, can it be designed to be a complete street (like 108 Street between the Legislature and Jasper Avenue?)

The Project Team reviewed a shared street idea during the preparation of the Options and Trade-off phase, however, the intent of 110 Street is to be a part of the all ages and abilities network, where one of the key principles is to separate the most vulnerable users from vehicle traffic. 110 Street connects directly to Garneau School, and part of the feedback we heard from parents was that they were supportive of this safe connection so they and their children can travel safely to school.

Why are there so many designated bike lanes? Shared-use paths seem to be a better option.

The Edmonton Southside Bike Network, determines the locations of future bike routes as part of a city-wide Bike Transportation Plan. A north-south connection on 110 Street has been identified for the Garneau neighbourhood as well as east-west connections from 109 Street to 110 Street. Public input received during the engagement process, along with project technical information, informed the location of the 83 Avenue to 112 Street connector, as well as other connectors between 109 Street and the new 110 Street bike lane.

The type of biking facility for the north-south route and the east-west connectors were also determined using public input, city policy and technical considerations. Shared use paths are an option for shorter routes or less heavily used areas. The goal is to provide a separate space for all users. Designated bike lanes provide separate spaces for people who walk, bike and drive. The safety of citizens is our priority, no matter what mode of transportation they choose - in any season.

What is the rail trail?

The "Rail Trail" is a proposed shared-use path that runs along the High Level Streetcar line within the old Canadian Pacific Railway trackage. The shared-use path will provide a connection for people who walk and bike from 109 Street to Gateway Boulevard. The section from 106 Street to Gateway Boulevard has been constructed recently in coordination with Strathcona's neighbourhood renewal.

Why is parking being removed on 88 Avenue?

A protected, raised two-way bike lane will be installed on 88 Avenue between 109 and 110 Street to provide people who bike with connectivity to the University of Alberta and the 110 Street bike lane. During the options and trade offs stage of the project we shared multiple options for what 88 Avenue could look like. This option was preferred as no trees are removed and people walking, biking and driving all have separate spaces. As a result, on-street parking was removed to accommodate the raised bike lane. However, a parking bay will be added to the south side across from the business area to accommodate short-term stays and deliveries.

How will the shared-use path between 108A Street and 109 Street be situated?

Through the alley between 109 Street to 108A Street, there will be a shared roadway treatment consisting of concrete and paving stones to notify people in this area that there will be a variety of different users. Heading east past the alley there will be a shared-use path south of the rail tracks connecting to the shared-use path in Strathcona.

Why not extend the sidewalk of the Laurence Decore lookout rather than widening the sidewalk on the southside of 90th Avenue?

The shared-use path along 90 Avenue was not chosen to be placed on the north side because of the technical constraints at the east end of 90 Avenue that included trees, a power pole, and a hydrant.

Is 111 Street going to be widened to accommodate the proposed parking bays?

The width of 111 Street can accommodate one-way traffic and parking on both sides of the road as per the Complete Streets Design and Construction Standards. Within Garneau, there are many examples of this configuration such as 80 Avenue as it functions today.

Driving / Parking

Will the City consider installing parking meters on 89 Ave, east of the Highlevel Diner?

The plans for the area east of the High Level Diner allows for free two hour parking. To date there are no plans to add E park (parking meters) to this area. This may change in the future as the City is reviewing its parking policies.

We end up with no parking on our streets as is it is now and with the bike lanes addition on 110 street more parking will be lost.

Some streets will see more parking than before, and some will see less with the changes proposed during neighbourhood renewal. Parking decisions were made on a location-by-location basis, with input gathered during the Options and Trade-offs stage. For example, some options that were discussed earlier in the engagement phase included no changes to existing on-street parking, but trees would need to be removed as a trade-off. From the public input gathered, we generally found that trees were important to the community, and any removals should be done so thoughtfully. Overall there will be a net loss of on-street parking in the Garneau neighbourhood.

If you took away the parking on 88ave plus the parking at the new plaza area then you push people to park further way. This may prevent people from using the businesses.

The plans were shared with the businesses for review and comment. They were supportive of the parking as shown. They felt there was parking in the area to accommodate those who drive and that most of their business was from people walking and biking. This trade off also allowed for larger patio spaces for the businesses, which they felt would attract more customers due to the nature of their businesses.

Can more parking bays be added to 110 Street between 76 Avenue and University Avenue?

Yes. In Garneau and McKernan (on 110 Street), where parking is being removed to create space for bike lanes, there are opportunities to install additional parking bays and loading zones. We will look to residents living near these areas to suggest where they think parking bays or loading zones should be constructed and would be most beneficial. People may have a variety of reasons why they use on-street public parking, instead of parking on private property. Based on that feedback and tree assessments the Project team may add additional parking bays.

What types of parking restrictions will the neighbourhood have after the renewal?

The Final Design includes a proposed parking restriction map. Parking restrictions will be updated based on public input received. If no further input is received, the restrictions will remain as shown during the Final Design.

Are chicanes proven to slow down traffic & discourage shortcutting?

Chicanes add short shallow S-shaped turns that require the driver to turn slightly left and then slightly right as they travel down the street. This has been shown to reduce speeds as well as shortcutting. Maneuvering through the chicanes may reduce the comfort of some people who drive, encouraging them to take another route. The quantitative amount speed reduction and shortcutting is dependent on many factors such as options for another route, and familiarity with the chicanes.

Chicanes already exist on 84 Avenue between 109 Street and 110 Street, and when the neighbourhood was asked what they would prefer for traffic calming between 110 Street and 111 Street, chicanes were preferred.

What is the net gain or loss to on-street parking in Garneau as a result of the new plan?

Some streets will see more parking than before, and some will see less with the changes proposed during neighbourhood renewal. Parking decisions were made on a location-by-location basis, with input gathered during the Options and Trade-offs stage. For example, some options that were discussed earlier in the engagement phase included no changes to existing on-street parking, but trees would need to be removed as a trade-off. From the public input gathered, we generally found that trees were important to the community, and any removals should be done so thoughtfully. Overall there will be a net loss of on-street parking in the Garneau neighbourhood.

Why is there a speed bump on the stretch of 86 Avenue from 107 to 108 Street? These cause excess traffic noise.

Speeding was addressed as a concern by residents along 86 Avenue between 107 and 108 Street. There are often children playing in this area with the MCE Mosque being located along this block. A speed bump was selected to provide traffic calming with minimal impacts to parking and drainage infrastructure.

Playing / Trees / Low Impact Development

What is a bioretention basin?

A bioretention basin is a facility that is layered with vegetation, mulch, soil mix and storage area underneath. Stormwater will enter the facility and will pond on top while it slowly infiltrates through the different layers removing contaminants and sedimentation. Through this process stormwater will enter the main system at a slower and more distributed rate or will be evaporated or transpired by the vegetation.

What kinds of trees will be planted during the renewal?

The new trees being planted will be hardy, high canopy trees and will not be elms as we look to diversify the types of boulevard trees in the neighbourhood and City.

Can some of the dead vegetation be cleared to improve the view at the end of 90 Avenue?

The Forestry section goes into renewal neighbourhoods in advance of construction to perform any required tree pruning. At this time we could request that they also look at the vegetation at the end of 90 Avenue.

Can the vegetation near the Garneau Light be given some attention?

The Forestry section goes into renewal neighbourhoods in advance of construction to perform any required tree pruning. At this time we could request that they look at the vegetation near the light. The revised design also includes a landscaped planter box to the north of the light.

Will there be lighting in the unnamed park by the Granite Curling Club?

The project team will look into possible lighting for this area.