

STRATHCONA NEIGHBOURHOOD RENEWAL FAQ

1. What is Building Great Neighbourhoods?

Building Great Neighbourhoods is a new branch of the City of Edmonton committed to making the most out of your neighbourhood by investing taxpayer and utility rate dollars in reconstructing neighbourhoods to enhance their livability and longevity.

Building Great Neighbourhoods Commitment:

Working together to make the most out of your neighbourhood.

This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better. We will engage and work with you to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used.

2. What is Neighbourhood Renewal?

The Neighbourhood Renewal program is part of the Building Great Neighbourhoods initiative. It outlines a cost effective and long-term strategic approach to renew and rebuild roads, sidewalks and street lights in mature neighbourhoods. The new infrastructure will be in place for 30 to 50 years.

In Strathcona, the scope of work includes:

- New neighbourhood road surfaces (excludes arterial roads: Whyte Avenue, 99 Street, Calgary Trail and Gateway Boulevard)
- New sidewalks to replace existing (subject to approval of the 50/50 cost shared local improvement tax)
- New sidewalks where they are missing, where possible (at no cost to residents)
- New standard galvanized street lights

What could also be included, pending funding from other City programs:

- Enhancements to pedestrian crossings, park spaces, paths, pedestrian connections, bike infrastructure and measures to reduce speeding and shortcutting.

What is not included:

- Alleys and arterial roads (funded through separate programs)
- Immediate maintenance issues (taken and referred to Operations and Maintenance)

3. How Are Decisions Made For The Strathcona Neighbourhood Renewal?

Globally decisions are made by considering technical requirements and City policies/programs, together with public input. Technical requirements include existing conditions such as roadway widths and constraints such as mature trees. City policies include current road design standards such as the Complete Streets Design and Construction Standards. Input from the public includes local knowledge, views and desires gathered since January 2018.

The Strathcona Neighbourhood Renewal Project Team (Project managers and engineers, as well as engineering and landscape architecture consultants) make recommendations with justification for the proposed design. The design is approved or refined, based on funding available, and the project proceeds to Preliminary Design, with the approved Concept Design as the foundation.

Creating a neighbourhood Concept Design is a true team effort as input is also received from other City groups representing emergency services, operations and maintenance, recreation and parks, and forestry interests.

4. How is Neighbourhood Renewal Funded?

Funding for the Neighbourhood Renewal program has come through a combination of City-wide property taxes and provincial funding over the the past decade. However, two specific improvements—decorative street lights and sidewalk reconstruction— are cost-shared by the City and owners of property in the neighbourhood. Decisions for these improvements are voted on by property owners (see details at edmonton.ca/localimprovements). Property owners will receive a notice this fall to outline the process, potential costs for the decorative light options. New sidewalks added to the neighbourhood are no additional cost to property owners. Sidewalk notices will be sent in the winter prior to the first year of the neighbourhood's construction.

To be approved for construction, the cost for the Concept Design must fall within the renewal budget for the neighbourhood. Some elements proposed may not receive funding, however efforts will be made to partner with other City programs and initiatives to leverage additional funding opportunities.

5. How is the Decision to Proceed with Decorative Street Lights Made?

The City uses an Expression of Interest (EOI) process to determine if there is support within a neighbourhood for the decorative street lighting local improvements. The requirement to proceed with upgraded decorative street lights is for the majority (50+1%) of a representative sample of respondents responding in favour. If a neighbourhood does not have sufficient support for this upgrade option, standard street lights will be installed with no extra charge to property owners.

6. What Public Engagement Has Been Conducted in Strathcona?

January:	Community Newsletter – Issue 1: Announced Neighbourhood Renewal and promoted the Visioning survey.
February:	Visioning Survey (384 responses) Administered by hard copy and online.
March:	Options and Ideas Workshop (44 participants) Tested ideas around four themes: traffic calming, bike lanes, open spaces and connections (sidewalks, paths).

April:	Drop-in Public Engagement Session: Concept Options: at Strathcona Community Hall (218 attendees). This event took each of the four focus areas and asked about trade-offs and preferences. Input was provided on comments placed directly on project maps/drawings, as well as a survey.
April – May:	Survey: Administered in hard copy at the public event, library, and community hall, as well as online. (221 responses)
June:	June 6 – Parklet Pop-up Engagement – For owners of properties located adjacent to proposed parklet locations. (38 attendees) Community Newsletter – Issue 2: Shared what we heard from previous engagement and details about the Draft Concept Plan, including proposed bike lane locations. June 20 – Drop-in Public Engagement Session: Draft Concept Plan at St. Basil's Cultural Centre (273 attendees). Feedback was collected on the four theme areas, as well as the proposed 30 km/h design speed Council motion.
June – July:	Survey: Administered in hard copy at the public event, library, and community hall, as well as online. (311 responses)
July – August:	July 24 – Bike Lane Engagement Event – For owners of properties and residents along the proposed bike routes (100 Street, 98 Street, 87 Avenue). (56 attendees) July 25 – Pop-up Engagement Event – For residents in the Lavigne area. (14 attendees) July 28 – Combined Pop-up Engagement Event with Saskatchewan Drive Rehabilitation Project at McIntyre Park. (75 attendees) August 11 – Three Pop-up Engagement Events One in each of the parks located in Strathcona. (100+ attendees)

The Neighbourhood Renewal newsletters, as well as information materials shared at the public engagement events can be found online at edmonton.ca/BuildingStrathcona.

Engagement events and surveys were promoted via targeted mail drops, roadside signs, email updates, social media, as well as the Strathcona Community League webpage, e-newsletter and Facebook page.

7. What is the Vision for the Strathcona Neighbourhood Renewal?

The vision and guiding principles were prepared by Strathcona residents together with the Project Team:

VISION:

Strathcona is a welcoming, inclusive and vibrant neighbourhood designed to safely and conveniently connect a diverse mix of residents and visitors to the local businesses and services, festivals, parks, and public spaces in all seasons. Strathcona's design encourages walking and biking in the community. Strathcona is known for its unique historic character and natural beauty, and the design will preserve these qualities. Strathcona enjoys safe, attractive and inviting public spaces that strengthen our sense of community.

Guiding Principles:

1. To prioritize cycle and pedestrian spaces, and connections to all neighbourhood amenities, following Vision Zero principles, while considering the needs of vehicle users.
2. To provide infrastructure, street crossings and public spaces that are accessible and safe for all ages and mobility levels, and in all seasons.
3. To enhance/establish public spaces and parks that provide opportunities for community gathering, recreation, resting spaces and public events.
4. To incorporate design elements that reflect, protect and preserve the neighbourhood's history and natural elements.
5. To design safe, user-friendly roadways and intersections that reduce vehicle speeds and discourage shortcutting.
6. To provide residents and visitors with convenient access to buildings on residential streets.

8. How Will the Vision and Guiding Principles be Used?

Options and recommendations for the neighbourhood were evaluated against the Vision and Guiding Principles and are reflected in the Concept Design. The vision will be further used to assist with setting priorities when budgeting and making final design decisions.

9. How is the Renewal being Coordinated with Other City Projects in Strathcona?

Multiple projects are being planned and constructed in the Strathcona area over the next few years. The project teams have been working together to ensure coordination between the projects, where possible, including informing project designs, construction impacts and overall integration of final infrastructure. Projects include:

- EPCOR Water and Drainage Renewal
- Intersection of Saskatchewan Drive and Scona Road
- Look outs along Saskatchewan Drive
- Saskatchewan Drive Shared-use Path Improvements (SUP)
- 83 Avenue and 106 Street Bike Lanes
- Plan Whyte
- Saskatchewan Drive Rehabilitation
- Duggan Bridge Rehabilitation (106 St. and Sask. Drive)
- New station for Edmonton Streetcar (Edmonton Radial Railway Society)

10. How were Decisions Made About the Proposed Bike Routes in Strathcona?

The Edmonton Southside Bike Network, currently pending City Council approval, determines the locations of future bike routes as part of a city-wide Bike Transportation Plan. In addition to the 83 Avenue bike route, a minimum of one additional east/west bike route and one additional north/south route were identified for the Strathcona neighbourhood by the Southside Bike Network.

Public input received during the Strathcona engagement process, along with project technical information, was shared with the Southside Bike Network Project Team to help confirm the proposed bike route locations as: 87 Avenue/Tommy Banks Way/86 Avenue and 100 Street. Input also indicated a desire for more than one north/south connection which has been established as 98 Street.

11. Why is a 30 km/h Neighbourhood Speed Limit Being Considered for Strathcona?

Early in the neighbourhood renewal engagement process, residents indicated a strong desire to reduce speeding and shortcutting in the neighbourhood, with some suggesting the need for a 30 km/h design speed. On April 24, 2018, a Council motion requested that during the neighbourhood reconstruction, Strathcona be designed to a 30 km/h speed standard, subject to support from the community.

12. What City Policies and Standards Influence the Renewal Design?

All policies listed here can be found at Edmonton.ca – search using the policy title.

- City Design and Construction Standards
- Complete Streets Design and Construction Standards
- Bike Transportation Plan
- Mature Neighbourhood Overlay
- Active Transportation Policy
- Winter Design Guidelines
- Vision Zero
- Crime Prevention Through Environmental Design
- Checklist for Accessibility and Universal Design

13. What are the Next Steps of Strathcona's Neighbourhood Renewal?

A final Concept Design* will be shared publicly on September 26, 2018, in person and online, for an ultimate thorough public review.

The feedback collected will be used to fine-tune the design and more fully develop the technical and other elements of the plan including:

- Location and style of street furniture
- Details of the protected bike lanes including how to improve mid-block accessibility, and for DATS and other specialty vehicles
- Locations of new sidewalks and any impacts to trees

It is anticipated the Preliminary Design* will be shared with residents this winter. Construction timelines will also be shared at this time.

*Commonly Used Words in Neighbourhood Renewal:

Road right-of-way – Road right of way defines the use of public property designated for traffic and pedestrians. You can obtain a licence for temporary use of road right of way.

Counterflow – a lane which traffic or bicycles flows in the opposite direction

Boulevard – is the portion of City property between the curb or road's edge and the adjacent front property line. Boulevards may also border sidewalks, shared-use paths and alleys.

Concept Design – Plan for "what" will be built, including roadway and sidewalk widths, intersection design, traffic movements, and green space ideas.

Preliminary Design – Plan includes specific design elements such as materials, exact geometry for roadway and sidewalk changes, locations and trade-offs for new sidewalks, confirms construction schedule and budget. Only minor suggestions and tweaks can be incorporated into the design at this stage.

Vision Zero – is a multi-national road traffic safety initiative that aims to achieve a transportation system with no fatalities or serious injuries involving road traffic.

PUBLIC ENGAGEMENT
SHARE YOUR VOICE SHAPE OUR CITY

For more information:

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- ☎ 311

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