



ALLENDALE MEETING TWO

FEBRUARY 16, 2017 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Allendale beginning in spring 2018. As the City is committed to involving Edmontonians in the decisions that affect them, residents have been asked to provide input, and to identify missing sidewalk connections and opportunities for other investments to add to Allendale's livability.

The City held its first meeting with the community league executive on September 19, 2016. A second neighbourhood-wide meeting was held February 16, 2017.

Allendale 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 Infrastructure, Facility and Landscape Infrastructure, Citizen Services, Drainage, Street Lighting and Forestry were on hand to address residents' questions.

The following provides a general overview of comments and questions from the meeting, received from emails and from the online comment form.

105 STREET & 63 AVENUE

- *I have a concern about the new road alignment at 105 Street and 63 Avenue. I would advise reviewing church parking on a Sunday. People park on both sides so narrowing the street entrance at 105 Street may be hazardous. I do like the idea of trying to divert traffic down 63 Avenue. Thank you*

Thank you for your comments, parking behaviour for this area will be reviewed by the City this spring or summer. Please note that road widths along 63 Avenue and 105 Street near the Highway Christian Centre are proposed to remain similar to existing conditions. However, the northeast corner of the intersection is proposed to be narrowed. Bylaw 5590 stipulates that unless a traffic control device permits or requires, a vehicle shall not be parked at an intersection within 5 metres of the projection of the curb edge of the roadway. Therefore, existing parking limitations should remain similar to what they are now.

The proposed design will square up the intersection to improve vehicle sightlines from all directions, including for parked vehicles. For instance, vehicles travelling eastbound along 63 Avenue would no longer be able to take an angled northbound right turn near potentially parked vehicles. Furthermore, attendees of the church would be provided with improved pedestrian access, as the new intersection alignment would reduce the crossing distance at 105 Street. The presentation and visual display for this area can be viewed online at edmonton.ca/buildingallendale.

108 STREET & 70 AVENUE

- *We would greatly appreciate a 4-way stop at our corner intersection, it is only a 2-way stop at present. *Increased traffic once school year begins ie buses, daycare and seniors residence along our street (our home is new, a tri-plex across from futher hannas seniors apartments.) Thank you kindly!*
- *We would like to see if the corner of 108 Street and 70 Avenue (Queen Alexandra apparently) which is currently a North/South 2 way stop; could be changed to a 4-way stop. It is a heavy traffic corner with Bus (ETS) N/S and School Bus's in all directions as well. The area has seniors and children who are currently at risk especially E/W. *The E/W traffic is very dangerous, as there is currently no stop signs and therefore many actually race through very fast, knowing they don't have to stop. We have already had near incidents with our grandchildren.*

The City will conduct an intersection assessment this year and base a decision to upgrade signage upon findings.



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BIKE LANE

- *I think the bike lane on 106 Street and raised sidewalks looks OK.*

Thank you for your feedback.

CONSTRUCTION

- *Is there any plan to hire local residents to work on that project?*

The construction is done by external contractors who are primarily local. The City is not involved in their hiring their staff. Consultants involved in the work are primarily local. Again, the City is not involved in their hiring their staff.

City staff are involved in the projects for management, inspection, survey, etc. There are seasonal positions that are posted and filled annually, but this is not specific to the Neighbourhood Program. There is not a requirement that the seasonal positions are filled by local workers. However, it is often the case that the majority are local.

- *Does telus and/or other companies have opportunity to run services before road construction finalized?*

Coordination with utilities is an ongoing process prior and during construction. External stakeholders are provided the preliminary drawings to provide comments of possible utility conflicts and/or upcoming projects. Based on potential project timelines, coordination during the construction season may take place to ensure utility work can be completed prior to neighbourhood renewal. Furthermore, the City of Edmonton and utility companies are required to enter upcoming projects into Envista, which provides map-based coordination solutions for the public right-of-way.

- *Will there be a no cut timeframe following construction or will builder be tearing up new infrastructure the day after completion?*

Right-of-way management has a three year no cut guideline in place. The City of Edmonton coordinates to the best of our ability with utility companies and upcoming developments. Software, such as Envista, is used to assist with coordination for projects within public right-of-way through map-based data sharing.

Unfortunately, unforeseen developments, emergency utility repairs, or strict utility construction timelines are possible in areas that have undergone neighbourhood renewal. Therefore, if restoration projects take place after completion of the neighbourhood renewal, then residents can call 311 if the construction does not look up to standard. If required, the City of Edmonton will inspect the work to determine if it needs to be restored to a higher standard.

COST

- *Will this program affect my property tax? Should it go up or go down. Because we pay extra money for renewal sidewalk. I believe property tax should go down. To be fair please.*

If the two possible local improvements as part of neighbourhood renewal are successful, yes the program will affect your property taxes. Note that local improvement tax levies stay with the property. If you sell the property, the remaining balance will continue to be paid by the new property owner.

Local improvements are construction projects undertaken near or adjacent to your property that City Council considers of greater benefit to your area than to the municipality as a whole. Since you and your neighbours receive the most



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benefit from these local improvements, the City shares the cost with you. The exact cost for the local improvement will be included on your tax notice the year following construction. For sidewalk reconstruction, the cost is shared 50-50 between property owners and the City at large. Property owners pay 50% of the cost of sidewalk reconstruction based on their lot length assessment. Property owners may pay a one-time lump sum or a property tax levy amortized over 20 years. For more information on sidewalk reconstruction, please see edmonton.ca/sidewalkreconstruction.

Should the decorative street light local improvement be successful in Allendale, property owners will pay the additional cost of the decorative street lights, while the City contributes the equivalent of the cost of standard street lights. The cost depends on the option selected, the borrowing finance rate, the number of street lights, and the number of property owners sharing the expense. Property owners may pay a one-time lump sum or a property tax levy amortized over 15 years. For more information on decorative street lights, please see edmonton.ca/decorativestreetlights.

ENGAGE 106 STREET & 76 AVENUE

- *We want to commend the city for taking bold steps towards trying to improve the livability of the city by improving its walkability and cycle-bility, including by building a cycling lane along 106 Street. Our main request is for the city to please ensure that separated bike lane has enough space for two bikes to pass each other.*

As pedestrians and cyclists, we understand the courage it takes to face the resistance of individuals who see no life without a car and feel that a place to idle, drive, and park their vehicle is a basic human right. However, we would like to join our voices with the dominant chorus of people who are grateful for what makes our mature Allendale neighbourhood so wonderful -- the magnificent trees lining our sidewalks. We also feel very strongly about preserving these trees that are so beautiful to look at and walk by, and that provide so many undervalued eco-services like ground stabilization and cooling and heating, not to mention oxygen. As such, we would encourage the city to review its plans to remove some of the trees along 106 Street in order to put parking bays. Not only would those bays not provide sufficient spaces for the few angry homeowners, but they would indefinitely alter the look of this neighbourhood. There is no parking on 109 Street up to the High Level Bridge, and the residents have adapted to that reality just fine, so to will the few angry homeowners that live along 106 Street. After all, those who want to park a car have their ample property that they can pave over for their vehicles, and for their guests, there is plenty of room along the side streets (we know, we live here). If the trees are weak or young, that's no excuse to replace them with token parking - replace the tree, or let them grow and be beautiful. We would encourage the city to think long-term as to what might be more precious in 20 years - a mature tree or a parking spot?

Thank you for your positive feedback! The protected bike lanes will be one-way on both sides of the road. There will be areas along the corridor where experienced cyclists can pass slower cyclists. At the vehicle parking bays, the protected bike lane will be next to the sidewalk. The curb will be mountable at these locations and allow a cyclist to pass.

Furthermore, parking bays were added to accommodate loading activities. Locations of parking bays were determined with consideration to tree and utility impacts. Some smaller or unhealthy trees will be removed or relocated elsewhere



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in the neighbourhood to accommodate parking needs. The City is also looking at extending the neighbourhood parking program in McKernan.

MEETING FORMAT

- *Information was dry, but clear. I'm glad there were so many staff members to ensure questions are answered.*

Thank you for attending the information session. We are happy to hear the staff could assist you and answer any questions regarding the upcoming neighbourhood renewal.

- *City should notify owners, not just residents of the area. They send the tax notices to us just fine. Why don't they send notices of meetings which will cause an increase of said taxes*

The City hosts three meetings in each community slated for reconstruction. Public involvement begins about 18 months prior to reconstruction. First, the City meets with the community league executive to discuss the process and gather information. For Allendale, this meeting was held on September 19, 2016. A second meeting with both residents and property owners is then held about a year prior to construction to review preliminary designs. This meeting was held on February 16, 2017. It was publicized by the following means:

- ❖ Delivering a flyer in the mail via hand delivery
- ❖ Placing street signs at important intersections throughout the neighbourhood
- ❖ Releasing a Public Service Announcement to media and the public
- ❖ Providing the Community League information for placement on their website, e-mail distribution lists and newsletter
- ❖ Listing the event on the City of Edmonton's Public Engagement Calendar
- ❖ Updating the Allendale Renewal page at edmonton.ca/buildingallendale

Local improvement notices will be mailed to property owners about four months prior to reconstruction. A third meeting is held to go over the final neighbourhood design, inform property owners about the local improvement process and tell residents what they can expect during the multi-year construction period. This meeting will include all of the above methods of advertisement, with the addition of:

- ❖ Mailed information to every property owner who received a Local Improvement tax levy, roadway modification or new sidewalk construction notice
- *It was a good presentation, but no effort was made to have the audience ask questions. It was a subtle way to discourage community concerns from being aired.*

Previously, we held Q&A sessions after presentations and found that this approach only allowed for a small number of questions from a few people. By making a number of subject matter experts available to answer questions after the presentation, we can answer more individual questions and also address specific questions that residents and property owners may have.

The City shares all comments and questions heard from neighbourhood residents and property owners in the What We Heard document, which is available at each meeting and on the project page at edmonton.ca/buildingallendale. If you



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have any further questions about the presentation, please contact us by calling 311 or emailing buildinggreatneighbourhoods.ca.

PARKING

- *Parking on both sides of the street: will this be reviewed? To change width of Road or parking 1 side?*

The community league may request a Transportation Operations review for any parking concerns. Specific locations can be reviewed independently of any major neighbourhood review by Parking Management. Please email them at transportationoperations@edmonton.ca.

Also, due to existing conditions in Allendale such as mature trees and driveways, road widths will remain similar to existing. However, at 63 Avenue and 105 Street and 68 Avenue and 105 Street the roadway will be adjusted. At these intersections the road width will be narrowed to enhance vehicle and pedestrian safety. Also, extensive enhancements along 106 Street between 61 Avenue to 70 Avenue will be constructed to incorporate the concept plan for the 106-76 protected bike lane. The presentation and visual displays for these areas can be viewed online at www.edmonton.ca/buildingallendale.

- *Infill effects on roads are a big concern on mature neighbourhoods which already have narrow roads and limited parking. Infill projects have meant multiple people using road space meant for two vehicles. Rear garages do not begin to solve the problem as many are built for only one vehicle*

The City has taken action to address the impacts of construction in residential areas through a number of approaches including bylaws, processes and education. Examples include:

- In 2016 the City created the Infill Compliance Team, which is dedicated to responding to citizen complaints and proactively monitoring infill construction sites. The team enforces applicable infill-related infractions under municipal bylaws and provincial acts. The Infill Compliance Team is establishing an enforcement presence but the City still relies on and appreciates the help of residents to call and file bylaw complaints through 311.
- Dedicated section of the City's infill website (www.cityofedmontoninfill.ca) that provides resources to the community and building industry on best practices and applicable bylaws.
 - Residential Infill Construction Guide (<http://www.cityofedmontoninfill.ca/public/download/documents/34768>) - provides information and resources for infill construction in Edmonton.
 - Construction Site Management Acknowledgement Form (https://www.edmonton.ca/documents/Construction_Site_Management_Acknowledgement_Form.pdf) - provides Development Permit applicants, contractors, builders and property owners information about the City of Edmonton's requirements and guidelines for best construction practices related to demolition or new construction of residential infill development.
 - Worksite Code of Conduct (<http://www.cityofedmontoninfill.ca/public/download/documents/21224>) - optional site signage instructs temporary sub-contractors and site personnel about best construction practices

PEDESTRIAN CROSSINGS

- *We would like to request improved pedestrian crossings between Allendale and other neighbourhoods as follows:*



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- 1. Please put a crosswalk on the west side of 108st at 61 av. Currently, a pedestrian must travel on the west side along 108st, then cross onto the east side to cross 61st, and then cross back to continue the trip. There is no proposed new sidewalk on east side of 108st north of 62 ave.
- 2. A crosswalk on Allendale Rd at 105 street by the new medical complex.
- 3. Crossing opportunities between Allendale and the retail area across 104st. There are currently none between 61 and Scona school.
- 4. Please make the streetlights on 106 st @ 61 ave, and on 109 st @ 65 ave more responsive to pedestrians - they take a very long time to change, even when there is no traffic on the road resulting in frequent jaywalking despite the availability of a controlled crossing.

The City will review and assess the areas highlighted for improved pedestrian access. A marked and signed crosswalk will be considered when the appropriate infrastructure is in place such as curb ramps and connecting sidewalk.

Please note that traffic signals in Edmonton are divided into groups called networks. The signals within a network all generally operate with a common cycle length in order to maintain coordination between adjacent signals. The cycle length is dictated by the time requirements of the busiest signal in the network. Based on the time of day and traffic pattern, different cycle lengths are utilized throughout the day. The configuration of the traffic signal and the operating cycle length dictates the length of the wait time at the intersection.

Traffic signals are designed to service side street traffic only at certain points in the cycle to encourage progression of traffic flow between adjacent signals. Wait times for any vehicle or pedestrian from the side street can range from almost instantaneous service up to the entire cycle length depending on the random arrival of the vehicles/pedestrians on the side street. The longest wait time for side street traffic happens when this "designed point" is just missed, as the signal must go through one whole cycle before the "designed point" is encountered again.

65 Ave - 109 St currently has measures in place to reduce wait times for pedestrians while still maintaining coordination. Both intersections will be reviewed to determine if changes can be made to balance the demands for all transportation modes.

SIDEWALK

- *I prefer to see Allendale stamped on the sidewalk instead of the company builder.*

The City of Edmonton requires the contractor to stamp the concrete with the company name and year of construction. This requirement is written within the contract and is included in the City of Edmonton Volume 2 Roadways Specifications Section 02770. The specification indicates the nameplate will be stamped in concrete at the top of the curb in each block or at 200 m intervals and the walk at the end of each block. This is for quality assurance purposes and record of work.

- *69 Avenue does not have sidewalk on Northside (more traffic on south) and no garbage containers close by. Find I get a lot of garbage on my property.*

At 69 Avenue north between 104 Street to 105 Street there are existing mature trees that would pose construction conflicts for new sidewalk construction. However, this area will be reassessed in the spring.

Typically garbage receptacles can be accommodated by bus stops or in neighbourhood parks. However, 69 Avenue is a local residential road that is not on a bus route. If you have further questions about additional garbage cans in park areas please contact 311. Also, Edmonton residents may report litter on public and/or private property to 311 or online



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at https://www.edmonton.ca/programs_services/service-report-litter.aspx. The City then reviews the request and if required, sends the appropriate crew out to clean the area based on the information provided.

- *Why take out above average sidewalks?*
- *Why replace asphalt walks with more expansion of concrete.*

Every year a quarter of the City's local roads are assessed for condition of pavement, curbs, and sidewalks. The defects the City looks at include:

- Sidewalk trip hazards, cracks and surface damage
- Roadway cracks, potholes, ruts, etc.
- Light stands rusting and tilting

The defects are then rated on a numeric scale. The condition ratings are averaged and graded for the entire neighbourhood and there could be significant differences for individual sections as one section may be worse than others. The City then uses the surface infrastructure condition assessment as criteria to determine the type of renewal required (preventive maintenance, overlay, full reconstruction). Other decision factors include: budget considerations, underground infrastructure condition and material; and, coordination opportunities with priorities identified by City Council, Integrated Infrastructure Services, Drainage, and utility companies. For more information please see the following link: https://www.edmonton.ca/transportation/on_your_streets/neighbourhood-renewal-process.aspx

For the Allendale neighbourhood, the sidewalk grade is fair; however, the overall condition of the infrastructure is graded to be in poor condition. This is why Allendale has been selected for Neighbourhood Renewal, which includes replacement of sidewalks, curb and gutter, roads, street lights and catch basins. All work ensures correct drainage can be achieved. For sidewalks, new gravel base is installed and concrete with reinforcing steel. The lifespan of concrete is superior to that of asphalt for walkways, which will reduce the lifecycle cost.

- *Thanks for the sidewalk around the school.*

Thank you for your feedback. The proposed new sidewalk at 105A Street west between 63 Avenue to 66 Avenue and along 66 Avenue between 105A Street and 106 Street will be reviewed again with an Urban Forester this spring. The tree roots will get air spaded to ensure minimal damage to the existing trees during construction.

- *I have some decorative landscaping right to the sidewalk, so it would be great to get a notice from the City a week or two in advance of the sod and sidewalks being ripped up so I can collect my decorative stones and bushes in advance. Thanks!*

Prior to the start of construction, bulletins will be provided with the contact information for the contractor and construction project manager. Please feel free to contact either and provide your address. A tentative schedule could be provided for when work will commence in front of your property. Otherwise, approximately 5 to 7 days before work is to begin on your block the contractor will provide another set of bulletins to notify the homeowners.

- *We would like to request perpendicular intersection curb/sidewalk ramps that do not involve a raised bump in the middle, as they seem to provide no purpose other than to act as tripping hazards. A single wider ramp that allows walking in either of the perpendicular directions would be much better.*



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The City would prefer to install two directional curb ramps, where necessary, with landscaping in between; however, in mature neighbourhoods there sometimes is not space for adequate landscaping to be installed. Therefore, the two directional ramp can be constructed with concrete in between. The raised curb height is to help eliminate vehicles from taking sharp turns around corners and mounting a portion of the ramp.

- *Queen Alex is adjacent to our neighbourhood, and I often walk or bike through various residential streets and avenues in that neighbourhood. Since the predominantly rolled-face curbs were installed during the reconstruction work over the last couple of summers, I have noticed a lot more vehicles being parked partially on the boulevard, i.e., the rolled face allows drivers to roll up the sloped curb quite easily. I rather expect that damage to the new boulevard turf in parts of QA will become quite evident once the snow melts.*

Several factors are considered for curb type selection: proposed pavement design, existing lot grading, number of driveways, existing trees, road grades, etc. Consideration to maintain a consistent look and feel for the neighbourhood is also a contributing factor. Therefore, although Queen Alexandra is just north of Allendale the various factors can differ between the two neighbourhoods. Areas within the 2 year warranty period from completion of construction will be assessed and landscaping damage within construction limits will be fixed. Please note that from initial assessment it is anticipated that straight-face curb design will be used within Allendale.

- *Our house's private concrete walk has a slope running about 1.5 metres to join the level of the City sidewalk. In snowy or icy conditions, the slope can be hazardous. I had thought it would be better to change the grading (part on our lot, part on City property) so that the angle of the front walk joining the City walk, is as low as practical. We are east of 106 Street so understand that work in our area is scheduled for 2019. Will there be an opportunity to:*
 - o *(a) to find out if the grade of the City sidewalk will be higher after reconstruction:*
 - o *(b) to work with the contractor to coordinate the re-build of the portion of our front walk that is on City property, with our desire to change the slope?*

Bulletins will be provided with the contact information for the contractor and construction project manager prior to the start of construction. They may be contacted and able to explain if the slope is to change once design is completed. Completed design for each block is finalized and reviewed closer to construction. Depending on existing conditions and achieving correct drainage, the new back of walk could move up or down. The construction project manager marks private connectors at varying locations to ensure it will tie into the new back of walk properly. Also, if private connectors will be installed at greater than an 8% slope, the homeowner will be contacted to inquire if they would prefer a step be installed.

STREET LIGHTS

- *Did not get a specific answer to the lighting in the area. I feel the fixers are adequate but the position on the light is terrible - not on the sidewalk.*
- *The street lighting is inadequate. The light shines on the road and the sidewalk is dark. Especially dangerous in freeze/thaw cycles*

The Street Light Section follows the Residential Neighbourhood Street Light Renewal Policy (C564) and Light Efficient Community Policy (C576). When the street light poles and LED luminaires were replaced, the luminaires chosen were the best available option to light the road and sidewalk while following the noted policies. For any further inquiries or information please contact Shawn Jacobs with the City's Street Lighting team at shawn.jacobs@edmonton.ca.



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- *Is there any effort or a plan to use clean energy for street lights?*

Since 2011, the City has used LED (light emitting diode) luminaires in all Neighbourhood Renewal projects. Benefits include: power consumption savings; long lifespan; dark skies friendly lighting; reduced CO2 emissions; and minimize light trespass, meaning that light is focused on the road and sidewalks rather than onto private property. The City does work to improve the light levels on the sidewalks when converting to LED luminaires. For any further inquiries or information please contact Shawn Jacobs with the City's Street Lighting team at shawn.jacobs@edmonton.ca.

STRIP MALL

- *I think you should include paving in front of the strip mall (boat store/ sausage store) bad holes.*
- *We would also encourage the city to do something exciting with the strip mall at 64 Avenue and 106 Street. Please consider creating a more inviting space for the residents that reflects the new principles of urban development. However we also encourage continuing support for local small scale businesses (like Old Country Meats).*

Thank you for your feedback. This area is under review due to the land being partly owned by the City and partly owned privately. Therefore, it is still being assessed what funding and construction will take place in this area with Neighbourhood Renewal.

TRAFFIC

- *Please slow down traffic on 105 Street north/ south to high school.*
- *Please consider some feature designed against road speeding. Our road is 62 Avenue- East of 106 Street portion is affected very high speeding. Please do something to reduce it and make the 62 Avenue safe for kids. We have many kids on our Avenue.*
- *Is there anyway to stop shortcutting from calgary trail to 106 Street on 67 Avenue Thanks for fixing the two corners coming onto 105 St*
- *I am concerned about the amount of traffic on 62 Avenue between Allendale Road and 106 Street due to people cutting through. I'd like to suggest some speed bumps in an effort to hopefully slow them down and make the street safer for the children (including mine) who live on 62 Avenue.*
- *Traffic tends to use the road as a shortcut into the neighbourhood from Allendale Road, and because it is not a full turn (it's only about a 45 degree turn, instead of the usual 90 degree turn), cars don't have to slow down that much to make the turn and often keep the speed they were travelling on Allendale Road. If something could be done to deter people from cutting through or at minimum slow them down, it would be great. Perhaps speed bumps would be the easiest and likely lowest cost solution. I hope this is helpful and I look forward to seeing how you can make this section of 62 Avenue safer for all!*
- *The higher level of traffic along 105 Street from Allendale Road to the arena parking lot also results in some vehicles being parked partially or completely on the boulevards along that stretch. During the Feb 16 Open House, I mentioned this concern to one of the staff members, whose response mentioned "traffic calming." I don't see the issue as "calming traffic" or reducing short-cutting. These are, in my view, band-aid approaches (with considerable risk of unintended consequences). The core issue is how to get vehicles to and from these facilities, which needs some thoughtful examination of what exists and what could be changed.*

We have scheduled speed surveys for this year for 62 Avenue west of 105A Street and 67 Avenue east of 105A Street. While previous speed surveys along 105 Street showed 92% compliance with the posted speed limit we are investigating the concern of speeding on this roadway further.

Community Traffic Management Plans (CTMP) are used to address issues of speeding and shortcutting within neighbourhoods. The Community Traffic Management Policy was presented to City Council's Urban Planning Committee



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on April 5, 2017. Since the Policy has been adopted by Council, the accompanying procedures and processes will be finalized, work will begin to prioritize the requests for CTMP, and implementation can begin. In the meantime, Urban Transportation will continue to work with the Allendale Neighbourhood Renewal team as the project progresses to respond to resident concerns. Concerns regarding only speeding are addressed through Traffic Safety or by phoning 311. More information about neighbourhood speed programs can be found at edmonton.ca/trafficsafety

- *Sidewalk greater improvement to neighbourhood as opposed to overall city. - This is contrary to "way we move" that promotes city wide mode shift and more active transportation.*

The City of Edmonton implements the City's Transportation Master Plan, *The Way We Move* in three key focus areas:

- Planning for the Future - examples include expansion plans for the LRT and strategic planning for Yellowhead Trail
- Asset Management and Maintenance - through programs such as Neighbourhood Renewal
- Foundation Service - initiatives include a comprehensive transit review and student outreach programs

Sidewalk reconstruction is part of the City's Neighbourhood Renewal program and is subject to the approval of the Local Improvement Bylaw. Local improvements, which may be made as part of your neighbourhood's renewal, are construction projects undertaken near or adjacent to your property that City Council considers of greater benefit to your area than to the municipality as a whole. Although funds from general property tax revenue cover part of the cost of sidewalk reconstruction local improvement projects, property owners of those areas benefiting from neighbourhood renewal are responsible for funding the remainder through a local improvement tax. The 50/50 sidewalk reconstruction local improvement process has been in place for a number of years; the 50/50 cost share for sidewalk reconstruction started as a pilot program in 1995 and the policy was approved by Council in 1998, so the policy has been in place for some time now.

- *I hate the idea of lights at 106 Street and 76 Avenue. It is my favourite 4-way stop in the city. If there is no choice in lights at 76th and 106th could they at least be just 4 way flashes at non-school peak hours? If the major roadway keep getting slowed down and beautiful it will only create more faster speeding and erratic driving on other streets*

Speeding has been a concern for many residents along 106 Street and 76 Avenue. The City believes that the addition of the new traffic signal will effectively manage speeding along the 106 Street and 76 Avenue. The intersection will also be raised to further discourage vehicles from speeding through the intersection.

- *Thanks for making the corner of 106 Street and 67 Avenue(east side) clearer. it is difficult to see when entering 106 Street right now.*

Thank you for your feedback.

TRANSIT

- *Why are there no bus stops along 108 Street between 65 Avenue and 76 Avenue? There are many seniors living in their homes who would appreciate bus services and drivers will not pick up unless you are at a stop. This doesn't seem fair to me.*

There are currently two bus stops along 108 Street between 65 Avenue to 76 Avenue for the community bus route #313 with the small bus. Bus Stop #2605 is located at 108 Street west, just south of 70 Avenue. Bus Stop #2412 is located at 108 Street east, just north of 70 Avenue. Both bus stops have been removed and replaced with the Queen Alexandra



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neighbourhood renewal. The Allendale neighbourhood renewal will remove and the replace Bus Stop #2311 (included in bus route #313) located at 65 Avenue south, just east of 109 Street, tentatively in 2018.

- *Please consider removing the yield/stop signs along 108st bus route. A less frequent stop-and-go would make that route much more comfortable.*

As part of the neighbourhood renewal, the City is moving towards "positive control", that is, every intersection in the neighborhood will be controlled with a traffic control device such as a stop or yield sign. These signs assign the right-of-way at the intersections and improves intersection safety. Because there are existing signs, these will be reinstalled upon renewal completion.

OTHER

- *The Boulevard on the north side of our property (107 Street and 70 Avenue) is messy and needs seeding or sod and leveling*

This area is under development and landscaping does not appear to be finished. However, the north side of the property along 70 Avenue was renewed with the Queen Alexandra Neighbourhood renewal in 2015. The areas completed in 2015 for the Queen Alexandra neighbourhood will be reviewed sometime this year for the Final Acceptance Certificate to be processed. The review will capture any deficiencies in the landscaping, concrete, and roadway, within construction limits, to be fixed by the contractor. This includes areas with third party damage in the landscaping. Any landscaping along the 108 Street side, which is within the Allendale Neighbourhood renewal limits, will be landscaped within construction limits and assessed within the 2 year warranty period.

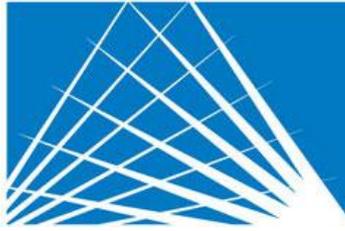
- *I need to get community league chair person thru allendale - El: Federation com league*

The Allendale Community League can be contacted at allendalecommunityleague@gmail.com or by phone at (780)438-0885. Also, the Allendale Community Recreation Coordinator is Anna Vesala and can be contacted at anna.vesala@edmonton.ca. Community Recreation Coordinators offer support and assistance to community organizations and provide opportunities for citizens to get involved and work towards enhancing their communities.

- *Use of word livability used in presentation. What is the city's description of livability and what criteria are used to measure livability?*

Livability is one of the four principle components of the City of Edmonton's strategic plan, *The Way Ahead*. This strategic plan forms the foundation for the strategic work of the City and guides us in our everyday commitment to enhance the quality of life for Edmontonians.

The Way Ahead defines livability as "a set of interrelated factors that influence people in choosing where they live and reinforce their sense of well-being. The concept of livability is based on the knowledge that the economic and social life of the community is intimately linked to its natural and built environment, and together these elements impact social and cultural goals. Livability is the culmination of many components and experiences. All of these contribute to creating the highest quality of life that all citizens aspire to. Livability factors include: welcoming place, public spaces, diversity, amenities, economic prosperity, access and affordability, safety, caring, community capacity, environment, and participation." These are factors are defined further in *The Way Ahead* document, available online at [https://www.edmonton.ca/city_government/documents/The_Way_Ahead_\(Final-Web\).pdf](https://www.edmonton.ca/city_government/documents/The_Way_Ahead_(Final-Web).pdf).



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- *On 107 Street, from 65 Avenue to 63 Avenue looks like an alley, but i think it is actually a continuation of 107 Street.*

Upon further review, this location is classified as an alley. The roadway geometrics and design are typical of an alley at approximately a 4.0 m width, concrete crossings for accessibility, and no curb and gutter. Comparatively, an existing local road is typically 8.0 m to 9.0 m wide.

- *We would encourage the city to also plant trees along the roads that are missing them. We feel that street trees are an important part of this neighbourhood's identity and add ecological value to the urban landscape.*

Please forward locations that are missing trees to buildinggreatneighbourhoods@edmonton.ca and the City will assess these areas.