



# BUILDING GREAT NEIGHBOURHOODS

## AVONMORE MEETING TWO MARCH 19, 2014 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Avonmore 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 Avonmore's livability.

The City held its first meeting with the community league executive on September 10, 2013. A second neighbourhood-wide meeting was held March 19, 2014. A final pre-construction meeting will be held January 23, 2015.

Avonmore 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 meeting.

### ALLEY RENEWAL

- *The alleys are in need of repair.*

The City does not have an alley pavement renewal program in place. Alley maintenance, which includes pothole and patch repairs, is available to preserve existing alleys. A complete alley resurfacing or reconstruction may occur either as part of utility (ATCO, EPCOR or drainage) restoration, or as a community-led local improvement paid for in full by benefitting property owners. More information on the alley renewal local improvement is available at [www.edmonton.ca/localimprovements](http://www.edmonton.ca/localimprovements)

- *It would be nice to have the large alley green spaces fixed up during this process. Especially since they were damaged so much during drainage repairs.*
- *Our alley was in good condition before sewer pipe replacement.*

Most of the City's drainage work is completed through trenchless relining; however there are on occasion pipes that are in very poor condition that cannot be relined. These locations require open cut replacement where digging is necessary. These locations would only be dug up once each to complete the work. There are other utilities in the alleys, such as water (EPCOR) and gas (ATCO), which may have also required renewal in the past few years. The utility companies are responsible for restoring the area once work is completed.

### BIKE ROUTES

- *Bike lanes on 76 Avenue on the service road on Argyll are unnecessary. 76 Ave is narrow, 2-lane bus route - there is no room for a bike lane. We are a WINTER city!*

The bike route on 76 Avenue is an existing route. It previously went down 79 Street to the alley behind the service road, which is not an ideal route for bike riders. Putting the riders on the service road with street lighting provides safer routes into and out of Avonmore for cyclists.



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As for winter cycling, City Council has provided direction to offer cycling options in all seasons. Transportation Services is working on updating policies that would consider year-round maintenance (including snow clearing) for bike infrastructure. There are other winter cities with active cycling networks that face this challenge; the City of Edmonton is learning from their efforts as well as our own.

## CURBS

- *Would like to see the lower curbs, not the square ones that wreck tires.*
- *I definitely want the square curbs on my boulevard walk.*

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 or trees. Due to the existing lot grades, much of Avonmore will be constructed as straight-face curb to avoid the need for steps to connect to private walkways; however other curb types will be installed as needed.

- *Will all curb cuts be wheelchair accessible?*
- *Sidewalks that slope down at corners to easily cross road with young children.*

Every intersection will have mountable curb crossings. These are wheelchair accessible.

## COMMUNITY

- *Our community league needs an overhaul: not wheelchair accessible at all and in poor condition.*

There are a variety of grants for community leagues, including one for infrastructure. Contact the Community Grants Office at [grants@edmonton.ca](mailto:grants@edmonton.ca). Residents can work with their Community League and their Community Recreation Coordinator can assist them with the process to go through to renovate their hall, including possible grant and funding sources.

## DECORATIVE STREETLIGHTS

- *I do not want to pay extra taxes for decorative streetlights!*
- *I don't want decorative lighting.*
- *More information needed regarding process for selection of decorative streetlights.*

Decorative streetlight renewal is a local improvement initiated by the neighbourhood. The cost above replacing streetlights with galvanized steel streetlights is covered by property owners. However, it requires 50% + 1 signed support from property owners to be initiated. The Avonmore decorative streetlight local improvement received majority support and will be proceeding as part of Neighbourhood Renewal.

- *Nothing wrong with streetlights.*

Neighbourhood Renewal includes replacing all streetlight poles and light standards with LED luminaires and galvanized steel poles throughout the neighbourhood. The cost of standard replacement streetlights is covered by the City.



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## DRAINAGE

- *I have a drainage problem in my back alley where the water pools at the end of my driveway...This has caused flooding and makes the alley impassable during thaws.*

Alley reconstruction is not included as part of this program. If you experience pooling in the alley, please contact Drainage Operations at 311 to investigate the issue. It is also important to ensure that you and your neighbours have proper lot grading, which is the responsibility of property owners. Information on our free Flood Prevention Home Check-up program and residential lot grading is available at

[http://www.edmonton.ca/for\\_residents/flooding\\_sewers/flood-checkup.aspx](http://www.edmonton.ca/for_residents/flooding_sewers/flood-checkup.aspx) and [http://www.edmonton.ca/for\\_residents/flooding\\_sewers/residential-lot-grading.aspx](http://www.edmonton.ca/for_residents/flooding_sewers/residential-lot-grading.aspx)

- *Will there be drainage leveling or additional drainage on 81 St? The back alley and entrance beside my house forms a small lake every rainstorm and spring thaw.*

Surface drainage along 81 Street will be addressed through roadway reconstruction. 81 Street will be re-graded to ensure positive drainage. Neighbourhood Renewal does not include alley grading. If required, a new catch basin will be installed on 81 Street.

## NEIGHBOURHOOD LIVABILITY

- *Please add benches at the top of the toboggan hill at Millcreek Ravine.*

Benches will be installed on the east side near the toboggan hill. They will be similar to the ones installed on the west side (near the Argyll neighbourhood) near the toboggan hill.

- *Picnic tables in the green space at 85 St and 72 Av and in the green space east of 83 St/Argyll Rd.*

Picnic tables will be installed in the green space at 85 Street and 72 Avenue as there is currently existing furniture and a garbage can at this location. Picnic tables will not be installed in the green space east of 83 Street/Argyll Road.

- *A community sign, which could be used to inform community members of upcoming community events.*
- *Welcome signs saying 'Avonmore' on either side of 83 St at 73 Ave.*

Please work with your Community League and your Community Recreation Coordinator for any signage in Avonmore.

- *Street signs for "Children at Play Slow Down".*

The City no longer installs "children at play" signs. However, "playground" and "playground ahead" signs may be requested at playgrounds depending on the location. Please contact Transportation Operations to request a playground sign at [transportationoperations@edmonton.ca](mailto:transportationoperations@edmonton.ca)

- *Clean up under trees in Avonmore Park.*

Residents can call 311 to connect with forestry or park operations to assess and maintain trees.

- *Upgrade soccer fields.*



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The sports fields were realigned 5 years ago and are not submitted for realignment, since they are functional as they stand. Please contact the Avonmore community recreation coordinator should you have any further comments.

- *Plant trees along 73 Ave.*

There are already many mature trees along 73 Avenue from 83 Street to 75 Street both along the roadway and on residential properties. The City is not planting additional trees along 73 Avenue. Homeowners may choose to plant trees as part of landscaping on their property.

- *Please put in a path connecting the start of Avonmore Park (73 Avenue) to the toboggan hill and playground.*

A hard surface route exists along 73 Avenue to the playground to the sidewalk near the Community Hall. Worn paths in the green space were not visible, indicating little use in any particular alignment. The City explored your suggested pathway connection but will not install it as part of Neighbourhood Renewal. Should residents wish to pursue a pathway, they can work with the community league and community recreation coordinator to submit a project through the parkland change process.

### MEETING/PRESENTATION

- *Meeting should be held in community affected (Avonmore vs. Ritchie)*
- *Why wasn't this meeting held in the Avonmore community?*

The City tries to host meetings within the neighbourhood under reconstruction; however we are limited by the space and the time available. Some neighbourhoods do not have large enough facilities to accommodate the meetings. Sometimes, the facilities within the neighbourhood are fully booked for the time requested for our meeting. If we must go outside the neighbourhood, we try to get a facility as near to the neighbourhood as possible.

We recognize that this may inconvenience some residents, particularly those with mobility issues, which is why we give several weeks' notice prior to the meeting to give residents time to make arrangements to get there. If a resident cannot attend a meeting, the displays and information provided at the meeting are available at [www.edmonton.ca/buildinggreatneighbourhoods](http://www.edmonton.ca/buildinggreatneighbourhoods)

### PARKING

- *Parking on 89 St obscures visibility and narrows lane parking. Should be restricted to one side only.*

Proposed intersection realignment should improve sightlines on this roadway.

- *Can you put no parking signs on the green space in the alley between 70 Ave and 71 Ave and 80 St and 81 St? Some local residents use that space for their own parking spot all summer. It is against the bylaw and has been reported many times but it continues.*

Transportation does not install No Parking signs in alleys as a standard. Traffic Bylaw 5590 prohibits alley parking. Enforcement Services has made a note of this location for enforcement. The City will keep track of the violators.

### PEDESTRIAN CROSSINGS

- *Make 70 Ave a tree boulevard. The road used to be a bus route so it is wider. This will add pedestrian-friendly walking.*



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70 Avenue is approximately 11.5 m wide west of 79 Street. The available width is not enough to construct a treed boulevard.

- *Access to Mill Creek Ravine improved by adding a pedestrian crossing across 83 Street and 71 Ave.*

A pedestrian crossing already exists at 83 Street and 71 Avenue.

- *Crosswalk on 73 Ave at 79 Street.*

Standard curb ramps will be installed to assist crossing both 73 Avenue and 79 Street at this intersection. Every intersection is a legal crossing location; therefore a crosswalk is not required.

### SIDEWALKS

- *In the past, have other neighbourhoods been required to pay 50% of the cost of sidewalk reconstruction?*
- *After so many years of paying property taxes I now have to pay 50% to have my sidewalks replaced?*

Reconstructing the sidewalk in front of property owners' lots is a local improvement—a project that City Council considers of greater benefit to a specific area rather than to the municipality as a whole. Residential property owners therefore share the cost 50-50 with the City. The 50-50 cost share for sidewalks has been in place since 1995. Your neighbourhood will be divided into a number of project areas. If 50% + 1 of property owners within a particular project area do not want sidewalk reconstruction, they can petition against the project. If defeated, sidewalk renewal will not take place and the City will perform sidewalk maintenance only. To learn more go to [edmonton.ca/localimprovements](http://edmonton.ca/localimprovements)

- *Any possibility of sidewalk access down Argyll Road on north side so my daughter is visible when walking to Wagner School?*

This location has been identified as a missing sidewalk link however it is currently an unfunded priority. Until funding is provided, an alternative pedestrian route is to take 64 Avenue through Argyll, which meets up with 86 Street and provides access to Argyll Road and W.P. Wagner School.

### SPEED/TRAFFIC

- *Where it's expected for traffic to increase with more speeders will shallow speed bumps be implemented?*
- *Somehow slow traffic on 73 Ave—speed bumps?*

Speed bumps/humps are no longer used on public roads due to their negative unintended effects such as excessive noise, vibration, etc. Speed is best managed by the Edmonton Police Service and the Office of Traffic Safety. More information about neighbourhood speed programs can be found at [www.edmonton.ca/trafficsafety](http://www.edmonton.ca/trafficsafety)

- *Would appreciate speed limit on 73 Ave changed from 50 km/h to 40 km/h.*

In 2012 City Council adopted the Speed Reduction Policy (C566). This policy allows community leagues to request that the City review speed limits for residential roadways within their community for consideration of reducing the speed limit to 40 km/hr. Requests will be referred to administration for review and consideration. More information is available at [http://www.edmonton.ca/transportation/traffic\\_safety/speed-reduction-pilot.aspx](http://www.edmonton.ca/transportation/traffic_safety/speed-reduction-pilot.aspx)



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- *Improving street signs at all intersections in the area. Many of the street signs are covered by trees and can't be seen until you are through the intersection.*

All intersections will have control measures. Required tree pruning will also be done.

- *The intersection on 73 Ave and 89 Street is dangerous because you cannot see when coming on 73 Ave to 89 St as the view on the corner on east side is obscured by a tree. This should be trimmed.*

The City is realigning the curb lines to improve vehicle sightlines and will trim the tree.

- *Concerning 76 Ave, 73 Ave and 71 Ave, going past to 83 St for LRT construction (for turning right - south). We need a designated right-turn lane on corner of 76 Ave and 83 St going south.*

A dedicated right-turn lane cannot be accommodated westbound on 76 Avenue to 83 Street southbound as there are only three lanes: westbound, eastbound/northbound and eastbound/southbound.

- *I'm concerned about traffic through the 89 St/73 Ave intersection. Construction of the LRT will probably increase traffic down 89 St/73 Ave and probably 71 Ave much more. Can additional measures be built to slow traffic down? ...A major contribution to safety, walkability and connectivity would be a safer crossing/traffic calming measure at the intersection of 73 Ave and 87/89 St.*

Avonmore traffic will be positively controlled with regulations at every intersection. Priority is given to the major flow of traffic. An all-way stop will be considered where traffic is evenly balanced, volumes meet minimum threshold and activity will warrant. An all-way stop can be evaluated after LRT construction is completed. Regulatory controls at intersections are intended to assign right-of-way, not control speed.

The City is unable to locate any speed related complaints for either 89 Street or 73 Avenue. We have conducted a speed survey and found that the compliance rate is extremely high: 85 per cent of drivers were operating below the posted speed limit of 50 km/h. The speed data does not support any further action by the Office of Traffic Safety.

The City analyzed traffic along the LRT corridor during preliminary design. Traffic will be reduced once 83 Street is narrowed from four lanes to two lanes: one lane of traffic in each direction with the LRT in the middle. Overall the LRT will have traffic calming effect due to the priority of LRT at intersections and increased pedestrian activity. At 73 Avenue and 83 Street the LRT will get priority over general traffic and may get green light extension at the intersection. Based on current traffic counts at the 76 Avenue intersection, the LRT/traffic integrated model shows reduced east-west traffic hours with an LRT.

The proposed intersection alignment and yield sign will provide longer sight distances for drivers and shorter crossing distances for pedestrians crossing 73 Avenue. There is currently no sidewalk on the west side of 89 Street to facilitate the crossing of 89 Street.

### VALLEY LINE LRT

- *How will reconstruction be affected once construction of the south LRT commences?*

LRT construction will take place outside of the scope of this project and will not affect most roadways in the neighbourhood. The timing of LRT construction in Avonmore is not yet outlined. Please contact [LRTprojects@edmonton.ca](mailto:LRTprojects@edmonton.ca) for more information.