



BUILDING GREAT NEIGHBOURHOODS

BELGRAVIA/MCKERNAN WEST OF 114 STREET MEETING TWO MARCH 22, 2016 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Belgravia/McKernan west of 114 Street beginning in spring 2016. 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 Belgravia/McKernan's livability.

The City held its first meeting with the community league executive on October 14, 2015. A second neighbourhood-wide meeting was held March 22, 2016.

Belgravia/McKernan west of 114 Street 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, 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.

114/115 STREET AND UNIVERSITY AVENUE

- *VERY POOR INTERSECTION DESIGN. Northbound left turn at University Avenue and 115 Street is in direct conflict with double southbound left turn. Both movements compete for same space in intersection at the same time. Becomes a problem as NBD LT can be the only way out of neighbourhood to the North when Sask. Drive and 119 Street is congested.*
- *Improve intersection at 115 St and University for pedestrians. Sidewalk on west side off 115 St and crosswalk on east side.*
- *Another concern I have - that I have voiced repeatedly to the City is the lack of a pedestrian crossing across University Ave. on the west side of 114 St. People jay-walk here all the time because few people want to cross 3 streets when they can cross only one. Moreover, the light at 115 St. to cross University Ave. can sometimes take as long as 8 minutes to change.*
- *Please look at traffic lights at University Ave and 115 St. Hard for people to go south onto 115 St when at the Edmonton Clinic. Also lights take a long time to turn.*
- *The intersection of 115 St and University Ave has not been addressed in terms of pedestrian accessibility to the southeast portion of the intersection. A large number of pedestrians cross here and there is insufficient space for anyone to wait for the excessively long light here. It becomes particularly dangerous in wet/snowy conditions. People are waiting on the street! Further, a number of us wonder about the potential for a sidewalk on the east side of 115 street north of 76th to University Ave.*
- *Pedestrian crossing at 115 St and University Drive is terrible. It should be possible to coordinate it with the train crossing and make crossing possible when the traffic is stopped due to the train crossing at 114th.*

The City has drafted a new signal timing program that would allow more frequent service to pedestrians and motorists at 115 Street. This design will require testing, hardware installation and wiring changes at both the 115 Street and 114 Street intersections. We anticipate having this change implemented before the end of 2017.

The City will evaluate 115 Street, north of 79 Avenue for the feasibility of constructing a new sidewalk on the east side. There are too many conflicts, such as trees, on the east side of 115 Street between 76 Avenue and 79 Avenue to install a sidewalk.



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- *The McKernan-Belgravia TOD plan identifies installing a crossing on the west side of 114 Street... The neighbourhood rehab would be an appropriate time to add it. I feel it is badly needed for the following reasons: 1. Safety ... 2. Delays*

The Belgravia McKernan Station Area Plan identifies improvements to the pedestrian crossing on the west side of the 114 Street/University Avenue (82 Avenue) intersection. Currently, there is no funding for this pedestrian crossing improvement. If funding for this project is approved by City Council, improvements to this pedestrian crossing will be implemented.

- *University Avenue - 115 Street - Pedestrians (and cyclists) on the south east corner of this intersection have a very tiny waiting area. Worse it has curb ramps which make it easily mountable by drivers. The waiting area should be widened. The attached plan suggests widening into the service road. Depending on the amount of widening, parking may need to be banned for a short portion of the service road or, if more widening is necessary, the service road may need to be one way. In addition, because of the ramp at the corner it may be better to realign the crossing further east.*

This will part of Community Traffic Management Plan (CTMP) studies. A CTMP open house will be held on September 6, 2016. Your Community League is involved in the CTMP. Please contact your Community League for more information.

- *It doesn't appear that the 115 St/Univ. Ave intersection will be changed. Currently this is one of the main ways out of the neighbourhood, and besides having a very long wait for the light, if anyone is in line to turn left on Univ. Ave from 115th, it is usually impossible for someone behind them to turn right on the red. This creates a big backlog. I mentioned this before in other forums but it doesn't seem like this is being addressed - we MUST fix this in the renewal process, its really the MOST important thing to change!!!*

As part of neighbourhood renewal, 115 Street is being reviewed by the City.

115 STREET AND 76 AVENUE

- *The proposed plan is consistent with the existing infrastructure, while reinforcing the sidewalk connection on the east side in front of the Belgravia Hub (Hub) and Gracious Goods (GG). I think we can do better and create a special place for Belgravia and McKernan with some simple changes. The attached plan flips the parking to load from the 115 Street carriageway. The main reason is it allows more sidewalk space in front of the Hub and GG's, which could be used for sidewalk cafes. The parking would be similar in either option, although with this option cars would need to park around the power poles if they were not removed. This option also provides a better corner for pedestrians to start from (right now it is not well defined and both pedestrians and WB to NB right turning cars take some liberties).*

This area will be reviewed by the City.

116 STREET AND 77 AVENUE

- *I and my neighbours feel strongly that the two new islands proposed for the intersection of 116 Street and 77 Ave. in Belgravia are completely unnecessary. In fact they would make the intersection even more dangerous for pedestrians-children and adults. As things are now the sight lines are very clear.*



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- *The narrowing of the streets also is really a problem with church goes to St. Paul's United Church as it cuts down on on-street parking space.*
- *We do not feel that the new road alignment is necessary either - the existing road alignment is excellent. However we are pleased that the city will be replacing the curbs and resurfacing the street and avenue.*
- *Not sure about the plans for the intersection at 77th Ave and 116th Street.*
- *We are in favour of the changes to the intersection at 116 St. and 77 Ave. it will make the intersection safer for pedestrians as it will be easier to make eye contact with drivers before crossing. Many neighbours have expressed a concern about loss of parking for the church but I believe there will be no detrimental effect if the church just asks their able bodied members to leave parking close to the church for those less mobile. In the past church parking would often come up to 78 Ave., but they have not required that much parking for many years.*
- *I don't agree with the city adding islands in the intersection of 77 Ave and 116 St. The sidewalk entries off the street should remain in a straight line. The island intersects this. Do I walk over the island? In the winter it will be heaped with snow. Who cuts the grass? Blading in the winter... the islands are an impediment!! People slow down for this intersection. Would be easier to put a yield sign. People with walkers... it's easier with no island and a straight path to regain the sidewalk. I walk to the valley every day with my dog and follow this path...LRT pedestrians also use this path.*
- *I was surprised to see the proposed changes at 77 ave and 116th street. I have lived at [address removed] for 22 years and have worked from home for 20 of those years. I have, therefore, had the opportunity to observe the front street almost everyday at all times. This is a quiet street, If I had to estimate, it may be one car (or less) an hour on average that passes through this area. Traffic flow is not an issue. Sight lines are not an issue. Turning conflicts are not an issue. The proposed changes appear to be a solution looking for a problem. (There have been no collisions at this spot for the 22 years that I have been here. My neighbours say there has never been a collision here). The only sporadic "traffic" issue is parking. St. Paul's church does not have any on site parking. As such, the parishioners rely on street parking. Functionally, one of the main "traffic purposes" for this area is church parking. As it is a public gathering place there will always be a need for public parking near the church. The street is the busiest when St. Paul's Church is busy. Sunday mornings, weekday evenings, special services such as funerals and weddings are the busy times. The main requirement at those times is parking. The proposed changes will actually make that issue worse. 1. Reduced street parking. The proposed changes include at least 4 new yield signs (and perhaps two new stop signs, depending on which drawing is correct). Because of the parking setbacks of 5 meters at each sign, that would reduce the number of parking spaces by anywhere from 8-12 spaces. As well, the two new one-way accesses would reduce a further 4-6 parking spaces. This doesn't serve the needs of this very unique area. 2. Narrowing of roadway. Narrowing the roadway in front of 11607 and 11542 would also likely be problematic by potentially creating more dangerous parking. The street parking here would be virtually in the middle of the new "intersection". The site lines from the yield signs will be questionable at this point. 3. Snow Clearing. Snow clearing can create large windrows in years of average and above average snowfall. This currently has some impact on the parking issue. Add this to 1 and 2 above and the problem is compounded fairly significantly. Additionally, making 116th street the designated thoroughfare would likely increase the speed at this intersection. Currently, people do slow down now as they enter this intersection from all aspects. Finally, the pocket parks would have to be properly maintained to look good. The city staff are challenged to keep up with the existing park maintenance requirements in the neighbourhood. I am concerned that they will become unsightly week patches that get dealt with once a year. I would prefer that the dollars allocated to the pocket parks be spent on things like tree watering. The Way We Green will be better supported by saving our elms. The improved pedestrian access points would still be very useful and would not need the reconfiguration of the entire space. So, while I appreciate the review of all of the streets, I see this proposed change as a waste of tax payers dollars.*



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- *I am glad to see the City wants to reduce the expanse of asphalt at this unusual intersection of two local roads. However, I'd suggest the plan change to two simple T- intersections that are offset as shown on the attached file. The design philosophy of the proposed design maintains smooth flow in both directions. Smooth flow is unnecessary on local roads as it leads to higher speeds. In the event of a collision, the severity will be higher. Another feature of the offset T-intersections is that it creates spare space between the intersections that could be used for other functions. This includes block parties, street hockey, or street basketball (I noticed a basketball hoop at this intersection over the years).*
- *I think all of the improvements suggested are great; especially the traffic islands to be added at 116th St and 77th Ave. I like the creation of new sidewalks to improve walking access, and the addition to the multi-use path. Change is good :)*

Proposed modifications to this area include designating 116 Street as the main route by assigning the right-of-way to northbound and southbound traffic along 116 Street. Any eastbound and westbound traffic on 77 Avenue will yield to those travelling on 116 Street. This change would clearly define and improve operations of the intersection, and still accommodate parking on the residential side of the road. Specifically, the modifications to the area would improve vehicle sightlines from all directions, significantly reduce pedestrian crossing distances and reduce the number of potential turning conflicts when compared to the current configuration.

The proposed intersection configuration will also promote the City of Edmonton's Environmental Strategic Plan ("The Way We Green") by providing more green space from the two proposed islands in the intersection. There is also a possibility for additional landscaping opportunities for the two islands, which is subject to further review and approval by the City.

116 STREET AND 78 AVENUE

- *In the intersection 78 Ave and 116 Street, the yield signs should be reversed. Instead of the street, they should be on the avenue since traffic on 78 Avenue is rare while more frequent on 116 Street. It doesn't really serve as a slowing measure since speed is not an issue on 116 Street. People drive by there not to go through, but to stop at Belgravia via I II III or in a home there. Similar to proposed 116 St 77 Ave.*
- *Suggest making the yield signs at 78 Ave and 116 Street to face the avenue, not the street, esp. since the yield signs will face the 77 ave, not 116 Street after its redesign.*

Traffic control devices are used to assign right-of-way, not to control speed. It is not advised to change the right-of-way from established patterns as this leads to collisions, nor is it advised to downgrade signs. If an intersection warrants, signs can be upgraded to either stop or all-way stop. However, this intersection does not have the activity to warrant engineering changes.

118 STREET ROAD REALIGNMENT

- *This is a request that the original alignment of the roadways...be retained. The bus turnaround has proved very valuable. The 327 (which we appreciate having) and all school buses use it, as does most of the traffic accessing the apartments on 118 St. East. It keeps traffic off 73 Ave. and reduces the number of three point turns on 118 St. At present (leaving the church out for the moment) mainly immediately local traffic uses 118 St. West to access 73 Ave. West. Traffic heading for other parts of Belgravia use 118 St East. (There has been a large reduction in cut through traffic since the closure of the 116 St! Belgravia Rd. intersection.) If you realign 118 St. as you propose you will force all southbound and turn around traffic into the 118 St West 73 Ave intersection (head lights blazing) straight at our front door, and make this part of 73 Ave a much denser traffic area and a more difficult intersection.*



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- *Addition of a sidewalk on the island is not an issue. The only pedestrian traffic I have seen there is from the temporary Day Care Center at the church leading pupils to and from Belgravia school. ... In addition the area in question is used as a snow dump in winter, making the sidewalk inaccessible.*
- *The concave curve at the 118 St. West/73Ave.West intersection has proved useful in diverting run-off along 73 Ave. into the drains.*
- *I am concerned about the changes proposed for the intersection of 118 Street and 73 Avenue. ... the proposed traffic changes, and closure of the bus turn-around will affect the density of the traffic turning from 118 Street east and west onto 73 Ave. As you can see from the attached pictures a car lost control on 118 St. and failed to make the turn onto 73 Ave. and ran straight into our house, causing considerable damage to a bedroom. Fortunately, no one was sleeping there at the time or there could have been much more serious consequences. As a result, I feel the potential for increased traffic density on 73 Ave. also increases the risk of future damage to both our property and the adjacent properties. In light of this I think the City Planning Department need to review their decision about this site.*

The intersection at 118 Street and 73 Avenue has been designed to accommodate buses, including school specials, in lieu of the interior turnaround on 118 Street. No significant delays are expected.

The modifications would clearly define and improve operations of 118 Street, and still accommodate parking on the residential side of the road. Specifically, the modification to the area would improve vehicle sightlines from all directions, reduce pedestrian crossing distances, reduce the number of potential turning conflicts when compared to the current configuration, and provide a continuous sidewalk connection on 73 Avenue. The modification will also promote the City of Edmonton's Environmental Strategic Plan ("The Way We Green") by providing more green space on the island.

119 STREET AND 72 AVENUE

- *I am concerned about the proposed narrowing of 119 St and 72 Avenue. There is a lot of traffic; school buses included, on 119 St and this narrowing combined with parking will impact flow. The one way portion of the curved connector is fine - leave the road width as is. Winter snow clearing also significantly narrows 119 St and makes for restricted movement of traffic.*
- *We love the change at 72nd Ave and 119 St to one way. However, narrowing on 119 St N of 72 will cause problems. Caution - the gas line east of the traffic that crosses 72 Ave did not look like it was very deep.*
- *We recently received a letter about a plan to narrow our street and make changes to the corner park across from us and surrounding streets. I do not understand why the city wants to narrow any part of the street. We already have to pull over and/or backup for oncoming traffic. This is only exacerbated by larger traffic such as school buses (we are on a school bus route) , utility vehicles and construction vehicles. I can see no benefits at all to the proposed changes and cannot think of a problem that you are trying to fix.*
- *119 and 72 intersection would be better with curved section 2-way and wider so southbound traffic does not have to take a sharp 90 degree left turn onto 72 Ave EB, especially in icy, slippery conditions.*

The modification would clearly define and improve operations of the intersection, and still accommodate parking along the residential side of the road. The modifications to the area would improve vehicle sightlines from all directions, and reduce the number of potential turning conflicts when compared to the current configuration. The narrowing of the road is applied to the north leg of 72 Avenue. The south leg of 72 Avenue will be widened to accommodate two-way traffic with parking on the residential side.



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ALLEYS

- *Is it possible to upgrade the alley lights to decorative? If not whole pole, just the arms?*

The wooden poles are owned by EPCOR Distribution, not the City. The City could entertain replacing the alley light arms with decorative ones via a Local Improvement. Please contact Natalia Bondarik at 780-944-7665 or at natalia.bodarik@edmonton.ca. Since the poles are not owned by the City, an arm must be selected first and permission must be granted by EPCOR to allow the new arm to be mounted to the wooden pole.

Certain alleys may fall under a Community Traffic Management Plan (CTMP) study. If CTMP designates the alley as serving pedestrian access, light arms could be examined further. Please note this only applies to alleys that are serving as a pedestrian access. A CTMP open house will be held on September 6, 2016. Your Community League is involved in the CTMP. Please contact your Community League for more information.

- *With so many houses being demolished in Belgravia I am concerned that ATCO has recently moved all gas lines to the front of properties from the back alleys. This means everytime a gas line is shut off for construction the newly repaved road will be dug up and patched, and we will soon be back to the patched surface on the road that we currently have, leading to potholes etc.*

As part of neighbourhood renewal, all local and collector roads will be rehabbed with the exception of Saskatchewan Drive cul-de-sac, as it was recently constructed in the early 2000s, and 76 Avenue, as it is a separate project.

Once a neighbourhood is identified for reconstruction as part of neighbourhood renewal, the City coordinates with utilities. The City asks utilities to do any work they may have in the neighbourhood prior to its reconstruction. The goal is, whenever possible, to only cut the pavement once BEFORE the roads are replaced.

- *The back alley behind [address removed] is the only alley that does not have alley lighting in area. My neighbour has been sexually assaulted, my garage has been broken into, my vehicle has been broken into and stolen as well as damaged.*

The City takes safety issues very seriously. Please report any illegal activities and/or safety concerns to the Edmonton Police Service.

- *The City garbage trucks create excessive wear and tear on the back alleys so City should cover some cost.*
- *Alley at back of Sheftland Condo - does City own them - upgrade.*

As part of neighbourhood renewal, existing alley lighting will be upgraded to the new LED standard.

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 in one of two ways:

1. Pave alleys reconstructed/resurfaced as part of utility (ATCO, EPCOR or drainage) restoration. In these situations, the utility pays for the restoration.
2. An alley local improvement is petitioned for by benefiting property owners using the local improvement process. The cost of alley renewal is covered 100% by property owners. For more information please visit edmonton.ca/transportation/on_your_streets/alley-renewal.aspx or contact 311.



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BIKE PATHS

- *I recommend that the bicycle route down 76th Ave be redirected to a quieter street, eg 77th Ave or 75th Avenue. They can then use the under 114th Street tunnel to cross out of the district and the sidewalks connecting there are well-established and wide.*
- *Important to install proper separate bike lane on 115 thru neighbourhood.*
- *I think the bike lanes on 76 Ave will continue to be a problem. Solutions? Parking on one side of the street only? Using 75 Ave for E/W in Belgravia? Or even 80 Ave for UofA traffic?*
- *Bike lane on 115 Street. There are very few cars that ever park on 115th (except by 76 Ave), why not remove the parking altogether to make it safer.*
- *Isn't it time to review better plan bike lanes?*
- *Bike lanes. I am a biker and really value bike lanes. What I don't understand is why bike lanes and major commuting roads need to be co-located. Why not run the bike lane down 74 avenue - it is a wide road and connects Saskatchewan drive with the north south bike lane on 114 street and the crossing light on 114 street for east west bike traffic.*

The shared-use path on 76 Avenue was identified as a result of the Engage 106/76 Project. As for the request for upgraded bike facilities on 115 Street and 74 Avenue, the City is currently reviewing this location. As part of our work in developing the Bicycle Transportation Plan, we will be reviewing all existing bike infrastructure and requests for upgrades.

CHARLES SIMMONS PARK

- *The only access to Charles Simmons Park from the west is through alley ways (actually mainly through the same alley that goes to Saskatchewan Dr.). We had asked if the trail across the park could be formalized but were told it was unlikely as it promoted walking in an alley. There is really no way to change the design so walking in an alley can be avoided and many people use that trail.*
- *Consider a path across Charles Simmonds Park as part of Capital Projects Program.*
- *Is the community interested in putting in a walkway through Charles Simmonds Park? A lot of people cut through the park diagonally southwest corner to northeast corner already.*
- *Could we address a capital project/initiative to path (with lights at centre by trees for safety) of Charles Simmonds Park as people cut across as they walk to the University.*
- *New paved path. Diagonal path through Arts Park running from corner at 74th Ave and 115 St and joining up with path through to community league and playground.*

To preserve the existing green space and possible future developments in the park by the Community, a hard surface path is not considered at this time. Please work with your Community League and your Community Recreation Coordinator (CRC), Kate Russell (kate.russell@edmonton.ca) to explore development of this park space. CRCs change from time to time, to confirm the contact information for your neighbourhood's current CRC, please call 311.

CROSSWALKS

- *Because of the layout of the local road network, there are only 4 pedestrian exit points westbound from the neighbourhood, those being at 74th Ave, 76th Ave, the alleyway that extends approximately from where 78th Ave. ends at 119 St., and the University Avenue Service Road. These 4 points should all have marked pedestrian crossing (Zebra Stripes and signs), and the only marked one today is on the south side of 76th Ave. Although the city discourages pedestrians from using alleyways, there are no other options to leave the neighbourhood westbound between 76th Ave. and 82 Ave, and it is unreasonable to expect that residents*



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would walk up to 5 blocks to reach a roadway when there is a route through the alleyway that is 2 blocks shorter.

Signed and marked crossings are based on activity, and the zebra markings are based on the type of facility and activity. For example, around school areas there will be zebra markings. Traffic counts were conducted in the vicinity and the level of activity does not warrant a marked crosswalk.

Typically, crosswalks are not incorporated with alley crossings. Alleyways as pedestrian pathways are being reviewed under the Community Traffic Management Plan (CTMP). A CTMP open house will be held on September 6, 2016. Your Community League is involved in the CTMP. Please contact your Community League for more information.

- *What I didn't see addressed is the corner of 115 Street and University Avenue. As a pedestrian we have to balance on a tiny island of dirt on either the east or west side of 115 Street while waiting to cross University Avenue. Please look at this area. I know it is not roadway but it is neighborhood renewal so please pass on a message to the signal timing people to modify the pedestrian light at this same corner so that when the train arm is stopping east and west bound vehicle traffic on University Avenue at 114 Street, we pedestrians get a walk light at 115 Street. Seems unnecessary for pedestrians to be giving right of way to stopped cars. And way back at TOD meetings and earlier we were lead to believe that there would be a pedestrian light in the west side of 114 Street at University Avenue when neighborhood renewal came about. Currently if you cycle or walk north on the multi-use trail adjacent to 114 Street you have to cross 3 times in order to get to back to west side of 114 Street north of University Ave. Again technically not a roadway or sidewalk issue I know.*

Numerous requests have been received regarding timing the pedestrian crossing at 115 Street with the train crossing at University Avenue. The signal timings between the two are quite complex and there are traffic controller constraints that limit this function. However, the City has drafted a new signal timing program that would allow more frequent service to pedestrians and motorists at 115 Street. This design will require testing, hardware installation and wiring changes at both the 115 Street and 114 Street intersections. We anticipate having this change implemented before the end of 2017.

- *We would like to see the crosswalk on Saskatchewan Drive and the alley coming through between 78 Ave. and 79 Ave re-instated. I realize the City may not want to promote walking in alleys but unfortunately north Belgravia was designed so the only access to the river valley between 76 Ave and University Ave is down that alley. It is heavily used by walkers.*

This will be part of Community Traffic Management Plan studies. A CTMP open house will be held on September 6, 2016. Please touch base with your Community League.

- *Curb cuts essential - accessibility for wheelchair, scooter, etc. Please put a marked crosswalk at Sask. Drive and 74 Ave. and at South Sask Drive and 71 Ave and/or 116 Street.*
- *We need a crosswalk (zebra stripes?) across Sask. Drive at 74 Ave as it is heavily used by walkers, dogs and cyclists.*
- *A crosswalk at 116 Street across 72 Ave would also be a good idea - to connect Belgravia to the pedestrian bridge over Belgravia Road.*
- *A crosswalk is needed to cross 115 Street at 74 Ave.*



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As part of Neighbourhood Renewal, curb ramps will be installed at all corners of intersections. Curb ramps are sloped to ensure correct drainage onto the road.

All intersections are legal crossing points. Signed and marked crossings are based on activity, and the zebra markings are based on the type of facility and activity. For example, around school areas there will be zebra markings. Crosswalk counts have been conducted at 116 Street/72 Avenue and 115 Street/74 Avenue. The activity level at these two intersections does not warrant installation of a marked crosswalk. The intersection of Saskatchewan Drive and 74 Avenue will be revisited after neighbourhood renewal is complete (new pedestrian facility of a shared-use path will be constructed) as currently there is no pedestrian facility present.

DECORATIVE STREETLIGHTS

- *I am not in favour of the decorative st. lights. Not certain how this optional choice is to be made.*
- *I definitely prefer the regular street lamps. I have viewed the black and colored laps in different areas of the city and find them to be fussy and obtrusive. The regular lamps are much more in keeping with the Belgravia neighbourhood.*

Belgravia submitted a request for an Expression of Interest (EOI) for decorative streetlights to the City by the deadline of July 4, 2016. EOI packages will be sent to property owners in the neighbourhood on September 1, 2016. Information about how to support or how to not support the decorative streetlights will be available in the packages.

The community contact for decorative streetlights in Belgravia is Laurie de Grace. Please contact her at streetlights@belgraviaedmonton.ca or refer to <http://belgraviaedmonton.ca> for more information about decorative streetlights in Belgravia.

For more information about the decorative streetlights local improvement process, please see: http://www.edmonton.ca/transportation/on_your_streets/decorative-lighting.aspx

DRAINAGE

- *Insufficient drainage currently along Sask. Dr. South*
- *We need a new CB line at the alley on 79 Ave, east of 119 St. Recently we had a straight pave overlay and everything was covered. Please address the serious drainage issues at 79th/119 before doing road work.*

As part of neighbourhood renewal, proper drainage is ensured along the curb and gutter. Some relining work was completed on a section of this pipe in this alley as part of Drainage Neighbourhood Renewal. Wherever necessary, new catch basins will be installed to ensure correct drainage.

MEETING FORMAT

- *The presentation was good. Went very fast, w/ lots of maps. I am familiar with the areas discussed and have a good but not solid idea of some of the streets regarding changing access. But the diagrams at the back helped.*
- *Very well done.*
- *Thanks for this presentation and opportunity to participate.*
- *The displays were too crowded to really get up close to. Since the room is so small and so many people came, we were all cramped in. A bigger room with duplicate displays would have been better. Otherwise, I feel good about the plan.*
- *This evening has been very well done. Good presenters, well illustrated, everything clean and concise.*



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- *Thank you for the meeting. I told someone that either I was getting tired and complacent or it was a good plan. I think the latter! Like the narrowed roads, t-intercection 74 Ave and Sask drive. Not sure about closing 119 Street access to University Avenue but will think about that one. Liked the sidewalk along University Ave in McKernan as well.*
- *Verbal comments to project representatives were not noted. You have to make it clear that we have to submit concerns by the comment section on this form.*
- *Congratulations on your presentation Tuesday night to a packed hall. Together with the presentation boards you communicated to us a clear picture of what the city planned for Belgravia. It was a pleasure to meet you and to put a face to your name and voice. We thank you and much appreciate the advanced notice of the City's proposal to build a sidewalk along the west side of our 115A street property.*
- *It would have been preferable to have this even closer to Belgravia; possible in Belgravia itself or McKernan.*

The City tries to host meetings within the neighbourhood, however we are limited by the space available (we need a school gym or other facility large enough to accommodate several hundred people, plus space for displays) 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 all available at www.edmonton.ca/buildingbelgravia.

PARKING

- *We are in favour of the changes to the intersection at 116 St. and 77 Ave. it will make the intersection safer for pedestrians as it will be easier to make eye contact with drivers before crossing. Many neighbours have expressed a concern about loss of parking for the church but I believe there will be no detrimental effect if the church just asks their able bodied members to leave parking close to the church for those less mobile. In the past church parking would often come up to 78 Ave., but they have not required that much parking for many years.*
- *With the addition of the shared pathway on the west side of Saskatchewan Drive which will narrow Saskatchewan Drive across from our house. With Saskatchewan Drive being narrow please eliminate street parking on the west side of Saskatchewan Drive. Please keep the shared pathway at a full 3.0 M wide in this area.*
- *Why is parking ban not until 10:00 like Windsor Park? LRT parking is problem.*

On Saskatchewan Drive from University Avenue to 71 Avenue there are existing trees on the west and south side. Where possible, a 3.0m shared use-path will be constructed.

The Residential Parking Program (RPP) of Windsor Park was established and approved by City Council as "No Parking Except with valid permit." Residents receive two annual visitor permits per year due to the proximity of various venues, such as the Jubilee Auditorium, University Hospital, University of Alberta's campus and student residences, and parkland festivals.

The RPP of Belgravia, south of University Avenue, was approved and signed as "two hour parking except for resident with valid permit" due to the decreased proximity to the above mentioned venues. With access to available parking



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during day use, annual passes were not made available. The RPP south of 76 Avenue was installed upon completion of the Capital Line LRT construction, with the identical parking restrictions.

The intent of parking restrictions on City road right-of-way is to provide a turnover of visitor parking. Peak hours for LRT operations generally are Monday to Friday from 7:00 a.m. to 6:00 p.m., these correlate with the parking program hours.

Updates to the program are accomplished by residents submitting an Expression of Interest with two-thirds of residents in agreement of the parking change.

Parking Management will continue to review parking requests submitted by residents. For parking restriction changes in Belgravia, please contact your Community League. Your Community League could then work with Parking Management to initiate a review of the parking program.

PATHWAYS

- *Do we need share use trail from 74 Ave to Fox Drive as there are sidewalks on Sask. Drive from 74 Ave to Fox Dr. and traffic is not much.*
- *New shared use path along Sask Drive is a great addition.*
- *By the way, the new shared use trail along Saskatchewan Drive is great! Thank you! If you can, try to pull it back further from the curb for better enjoyment of the path users and also to allow your snow crews room to stack snow between the road and the trail.*
- *Really like the addition of the multi use trail on outside of Sask Drive (walking, running and bike).*

The shared-use path provides a continuous connection that links Belgravia Neighbourhood from Groat Road to Fox Drive; therefore, the link from 74 Avenue to Fox Drive is required.

- *Confusion w off-leash area signage and shared use path along 71 Avenue and Sask. Dr. South.*

The City is currently evaluating off leash areas City-wide and off leash boundary changes will not be addressed until 2017, at the earliest. The City plans to look at this site in particular, with the possibility of restricting off leash use to the lower trail. That change cannot be made until Parks has evaluated the site, completed public consultation and completed 311 checks from past issues. Parks is currently developing an online newsletter to inform users of changes and/or projects in off leash areas. For more information please see:

http://www.edmonton.ca/activities_parks_recreation/parks_rivervalley/off-leash-area-updates.aspx

- *Path needs to be paved behind the community league building south-north/east to cross the park - very common path for students.*
- *Is the process for suggesting capital improvements to inquire through the community league?*

The pathway from 74 Street between Belgravia School and Belgravia Community League that leads to the playground will be replaced. For suggestions on capital improvements please communicate with your community league and have them forward suggestions to the Building Great Neighbourhood team via email: buildinggreatneighbourhoods@edmonton.ca.



BUILDING GREAT NEIGHBOURHOODS

PULL-INS / CUT OUTS

- *I would like to add a suggestion to add pull-ins designed for Belgravia School as part of the renewal development project. These drop off/pick up locations would be on both 74 and 73 Ave in front and behind the school. I have consulted with the staff and community about these additions and we believe it fits well with a couple of the guiding principles of the renewal program such as to strive for more complete community and to enhance mobility choices. Belgravia School is an inclusive school with several special needs students and these pull-ins would make it easier when these students arrive/leave on special transport.*
- *Can you check again about the possibility of a cut out for dropping people off for the community league (not the school) ?*
- *Cutouts in front of Belgravia School and community hall for handicap access and families w/ small kids to unload on south side of school/hall.*

Thank you for your comments. We have noted your suggestions for future review and evaluation by the City.

ROAD RECONSTRUCTION

- *Is there a standard road width between the curb/sidewalks on either side? As 72 Ave. west at 116 St to 119 St seems to be narrower at some points.*

The City follows guidelines for the width of the sidewalk and curb and gutter as specified in *Volume 2 Roadways: Design Standards and Construction Specifications*. For more information refer to pages 298 to 300 in: http://www.edmonton.ca/city_government/documents/Volume_2_-_Roadways.pdf#search=roadway

- *72 Ave just west of 116 St has a base that is very soft with potholes 20+ cm deep - needs fixing before a new road is in place.*

As part of neighbourhood renewal, all local and collector roads will be rehabbed. The only exceptions are the Saskatchewan Drive cul-de-sac, as it was recently constructed in the early 2000s, and 76 Avenue as it is part of the Engage 106-76 project.

- *The project information states the City will judge appropriate road widths given function and tree constraints. For many local roads in Belgravia the carriageway is about 8m, with parking allowed on both sides and a single shared travel lane. I'd like to have an option to reduce the road width to about 7m and to allow parking on one side only. My rationale is as follows: 1. I know of no streets in Belgravia where the streets are so parked that parking on one side will not be sufficient to meet demand. 2. Reduced road widths are more environmentally friendly. 3. Parking on both sides ultimately leads to more car traffic in and out of Belgravia. We have LRT, and we have a TOD plan to make us more walkable. 4. It sounds like the Engage 76-106 process will recommend protected bike lanes (we'll find out this Thursday), which again means we do not need more cars. 5. Reduced road width reduces costs to build the roads, and future costs to maintain the roads. 6. The trees have better survivability because they have more room. 7. The boulevards will be wider with more green, improving aesthetics. I know that many owners will still want parking on both sides. Therefore I propose it should be put to a vote, as part of the local improvement process for sidewalk upgrades, on a block by block basis. Further, I propose that the cost savings of the reduced asphalt and road structure underneath be applied to the local improvement to the sidewalk improvements. This gives owners a financial incentive for their decision and allow them to see the high cost of free parking. If there is no financial incentive, from an owner's perspective it is "free" asphalt, and their decision is distorted by the City's subsidy for parking.*



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In terms of road width, ideally, and where possible, local roads are widened to 9m and collector roads are widened to 11.5m. However, this is not the case for most neighbourhoods due to the mature trees on boulevards or behind existing walks. Typically the City removes and replaces what currently exists. For example, if the existing is approximately 8m road width, the City will put back approximately 8m road width. Certain roads have been narrowed from the existing width to accommodate new infrastructure such as a new sidewalk.

Presently, the only parts of the neighbourhood renewal project that are subject to Local Improvement are sidewalk reconstruction and decorative streetlights. Sidewalk reconstruction is a 50-50 cost share between the City and the property owner. For decorative streetlights, property owners pay the additional cost of the decorative streetlights, while the City contributes the equivalent of the cost of the standard streetlights. The rates are set by contract awards, so "saving money" on the street does not directly result in reducing the cost of the new sidewalks.

SASKATCHEWAN DRIVE

- *Saskatchewan Drive acts very much like a neighbourhood Collector Road and carries significant traffic volume moving in and out of the neighbourhood to/from University Ave. at all times of day, and even more so during morning and afternoon rush hours. This makes pedestrian crossing to the West side of Saskatchewan Drive to access the ONLY pedestrian route on Saskatchewan Drive north of 74th Avenue both dangerous and at times quite difficult.*
- *The service road between Saskatchewan Drive and 119 Street parallel to University Ave - You have suggested that it should be one way east bound. This road is quite heavily used by short cutting traffic which turns off University Ave when it is congested. They travel along the service road to 115 Street and return to University Ave. I would suggest that the service road should be one way west bound. This will significantly discourage short cutting traffic from using the service road*

Saskatchewan Drive is part of Community Traffic Management Plan (CTMP) studies. A CTMP open house will be held on September 6, 2016. Your Community League is involved in the CTMP. Please contact your Community League for more information.

- *At the intersection of 74 Ave & Saskatchewan Dr. is a turnabout for people driving southbound on Sask. Drive. Is there anything else that can be done to this intersection to discourage people doing U-turns here?*

This intersection will be tightened around the corners to make more of a T intersection. This will reduce the pedestrian crossing distance and improve sightlines for vehicles. The improved corner may also make it more difficult for a U-turn.

- *Please remove slip road from EB University Ave onto Sask Drive to discourage shortcutting.*

The current proposal is to remove the median opening on University Avenue adjacent to Saskatchewan Drive. The University Avenue median opening is approximately 38m from the main intersection of Saskatchewan Drive and University Avenue, which could cause confusion for right turning vehicles exiting Belgravia from both intersections. Analysis of the median opening shows the volume of vehicles turning at this location is low and can be accommodated at the main intersection.

- *Liked all of the traffic and intersection changes (Especially University Ave and Sask. Drive.)*
- *One way on University Ave access and Sask Drive. One way should be west bound not east bound.*



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This location is being reviewed for the possibility of maintaining two-way traffic instead of a one-way.

- *University Avenue - Saskatchewan Drive - The existing dual left turn here is a throw back to the days when Saskatchewan Drive was much busier when Keillor Road was open. I doubt very much the dual left turn is necessary. Was there a capacity analysis done to show it is necessary? Also, I understand the City is moving away from unsignalised dual left turns for safety reasons - I'd suggest this situation be reviewed with Traffic Operations or the Office of Traffic Safety. Based on this, I'd suggest one of two actions: 1. simply sign the right hand lane as right turn only. 2. reduce the width of the approach to a single lane (shared left and right turn).*

The 2009 traffic volume data indicate that both left and right turning vehicles from Saskatchewan Drive to University Avenue are very low. As both left and right turning volumes are low, a single shared left/right turn lane can handle these volumes without significantly impacting the intersection level of service. A new traffic count will be conducted in 2016.

- *Change to 74 Ave and Sask Drive a nice addition.*
- *How many cars use Saskatchewan Drive? How many cars shortcut Sask Drive - 76 Ave to 114 St?*

Saskatchewan Drive is part of Community Traffic Management Plan (CTMP) studies. A CTMP open house will be held on September 6, 2016. Your Community League is involved in the CTMP. Please contact your Community League for more information.

SIDEWALKS

- *Would it be possible to bury the power lines now that the sidewalks are being ripped up/replaced?*

Typically lines are buried or relocated if it conflicts with Neighbourhood Renewal work, otherwise they are left untouched. It is not cost effective at this time to bury all lines.

- *Wheelchair accessibility to LRT and bus stop to parks, schools and community league buildings would accommodate needs for people with mobility issues.*

As part of Neighbourhood Renewal, curb ramps will be installed at all corners of intersections. Curb ramps are sloped to ensure correct drainage onto the road.

- *Make sure that sidewalks drain water onto the roads. Many sidewalks do not drain and as a result water collects, freezes causing hazardous conditions.*

Sidewalks will be constructed to ensure they drain properly.

- *Positives: Sidewalk on 115 Ave is good, why on east side though? Adding a sidewalk at 73 and 118 St and removing bus turn around is a good idea.*

The sidewalk is proposed for construction along the east side due to the west side having existing trees near the curbline on 115A Avenue.

- *Positive to have more sidewalks esp. extending bike path.*



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- *I have two major concerns about the city's infrastructure renewal plans for Belgravia. 1. The location of the sidewalk proposed for 115 A Street. I was convinced by Counsellor Ben Henderson that a sidewalk was needed along 115A Street. However, I would like to review with the city options for its final location. 2. The curb design the city has proposed. We walk our dog daily and sometimes journey into Windsor Park. The City has done a great job replacing sidewalks in this neighbourhood. We very much enjoy walking there because of the flat uninterrupted sidewalks the rolled curb design creates and we would like to see this design used in Belgravia.*

Various factors are considered for curb type selection including:

- Recommended pavement structure design
- Surface drainage along roadways
- Adjacent lot grades
- Frequency of driveways in the neighbourhood
- Size and number of trees in proximity to the sidewalks and curb and gutters

- *The curb ramp on the north side of the 74 Avenue intersection is missing.*

As part of Neighbourhood Renewal, curb ramps will be installed at all corners of intersections.

- *When we constructed our home in 1999 we rebuilt the driveway. This included removing the asphalt channel walk and replacing it with a concrete walk for the width of the driveway. I assume the City will inspect this walk and through the design process, check to ensure it fits within the newly designed walks (if we get new walks). If our driveway portion of walk is not replaced, will our property be assessed for the local improvement based on the actual amount of concrete walk constructed as opposed to our frontage? And if so, when in the process will we know about our assessment - before or after the decision to apply the local improvement?*

Please provide proof of construction, e.g. a building permit, and we will calculate the assessment with curb crossing reduction. Please provide the proof of construction and direct any additional questions you may have to Natalia Bondarik at 780-944-7665.

- *There is a need for another sidewalk or trail separate from the current multi-use trail on the West side of Saskatchewan Drive, for use by seniors, children and those afraid of off-leash pets. ... One solution would be to extend the sidewalk on the East side of Saskatchewan Drive that ends at 74th Avenue all the way north to University Avenue to connect with the planned new sidewalk on the University Ave. service road. Another would be to construct a second pedestrian-only path on the West side of Saskatchewan Drive, with ample marked pedestrian crossings to that path from the neighbourhood roads and alleys which exit at Saskatchewan Drive.*

As there is already a Shared-Use Path (SUP) available, the City would not look to create a second SUP in the same area. A sidewalk on the east side is not warranted since there is already an existing shared-use path on the west side of the road.

- *Put sidewalk on east side of 115 street north of the 1 block with large trees. Pedestrians don't cross W to E until after 79 Ave or 80 Ave. They don't cross at Univ. Ave because drivers are jostling for position. Improve curb angle for going from trail to Sask. Dr. on a bike at Univ. Ave. Current angle forces cyclists choosing to*



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take the road have to veer towards middle. There needs to be sidewalk added on the east side of 115 St north of 79 Ave. No major trees would be impacted. A large number of pedestrians cross University Ave. from the east side of 115 St. Pedestrians start crossing over well before University Ave as the intersection there is too congested with cars trying to leave the neighbourhood. Currently many pedestrians walk on the road.

- *Please add a sidewalk on the east side of 115 Street between 76 Ave and University Ave.*
- *Provide sidewalk on East Side of 115 from at least 80 Ave to University Ave.*
- *Possibility of a side walk on eastern side of 115 St between Univ. Ave and at minimum 80 Ave. Re: pedestrian walking up the street to get at crosswalk.*
- *Need a sidewalk on east side of 115 street from 77th to University Ave.*
- *115 Street Sidewalk (east side), 77 Avenue to University Avenue - Was this an oversight? I cannot believe that the City and our community want to be walkable, then we do not support this sidewalk here. Here are more reasons why it is necessary: Serving demand ... Safety ... Continuity*
- *With the renewal of the neighbourhood, it would make sense to put a sidewalk on the eastern side of 115th Street. There is room for that between University Avenue and 79th Avenue that is half way along Simmonds Park. South of there, however, are mature trees and no room. But... much of the pedestrian traffic, by then, has diffused away.*

The City will evaluate 115 Street north of 79 Avenue for the feasibility of constructing a new sidewalk on the east side. There are too many conflicts, e.g. trees, on the east side of 115 Street between 76 Avenue and 79 Avenue to install a sidewalk.

TRAFFIC

- *Traffic speed control is an issue. Would like to have input for solutions.*

This is part of Community Traffic Management Plan (CTMP) studies. A CTMP open house will be held on September 6, 2016. Your Community League is involved in the CTMP. Please contact your Community League for more information.

- *Change traffic light sequence at 76 Ave and 114 St so that the start light after a train has passed is rotated and not always 76 Ave eastbound. One can wait ~ 20 mins to turn left off 114 St because of frequencies of trains.*
- *The community was given assurance during the planning stage of SLRT that traffic out of their community would be accommodated in such manner: that is, 76 Avenue is the community's only eastbound access to 114 Street while westbound has a number of them.*

The 76 Avenue concept plan will not be limiting residents' ability to use 76 Avenue to get out of the neighbourhood. They will still be able to use 76 Avenue (eastbound and westbound) to leave or enter the neighbourhood.

- *Intersection of 118 St and 73 Ave will mean bus has to run against traffic on 73rd Ave. The turning circle prevent this!*

The intersection at 118 Street and 73 Avenue has been designed to accommodate buses, including school specials, in lieu of the interior turnaround on 118 Street. No significant delays are expected.

- *Can we stop "cut throughs" from UofA Avenue to 119 St and 116 St to 76 Ave?*

This is part of the Community Traffic Management Plan (CTMP) study. A CTMP open house will be held on September 6, 2016. Your Community League is involved in the CTMP. Please contact your Community League for more information.



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- *GREAT IDEA on the islands and yield signs on 116 St and 71 Ave!! It's dangerous right now, and the church has people parking all over the place Saturdays and Sundays. Ease of movement through that intersection will be a great relief!*
- *Do not realign 78 and 119 St by making the island smaller. Make it bigger. Keep the angles the same. It slows traffic.*

The proposed modification to this area includes narrowing a portion of the road to support a one-way operation when travelling west on 78 Avenue and continuing north along 119 Street. This change would clearly define and improve operations of the intersection, and still accommodate parking along the residential side of the road. Specifically, the modifications to the area would improve vehicle sightlines from all directions, and reduce the number of potential turning conflicts when compared to the current configuration.

- *Please ask transportation to consider re-examining signage for drivers coming out of the parking lot of the Kaye clinic (north of 115 st.). Belgravia drivers trying to turn left (west) or right (east) have problems with those drivers exiting south from the Kaye clinic. Some presume that they can go south on 115st, and therefore interfere with Belgravia westbound turning traffic from 115st. The drivers from the Kaye clinic turning left (east) onto University often do not yield to the neighbourhood traffic turning right (east) onto University Ave. This is particularly difficult during congestion of rush hour, when there is a solid lineup of double lane traffic on University Ave.*

Southbound on 115 Street has lane designation signs on the signal arm. Non-compliance to the rules of the road should be reported to the Edmonton Police Service for enforcement. The City is moving towards positive control intersections where all intersections will be assigned a right-of-way.

- *Stop Signs at T- Intersection - Are these necessary? Vehicles obviously must approach very slowing because they must turn, and the radii are so small that the turns cannot be taken at speed.*

The City is moving towards positively controlled neighbourhoods where every intersection will be assigned a right-of-way. A stop sign may not be required; however, a yield sign will be at the least. When assessing the positive control, the City aims to keep things consistent. If there are mostly stops signs, then a stop sign will most likely be installed.

- *I am concerned that the Community Traffic Management Plan elements will not be implemented in this rehab because of the timing. For example, roundabouts, raised intersections, raised crosswalks, speed tables, and speed humps are all elements that might be reasonable in the plan, but greatly impact design elements. My fear is that the City will say these elements are off the table because there is not enough time to design them into the plans. I hope I am wrong.*

The Community Traffic Management Plan (CTMP) process is ongoing. The goal is to have the CTMP results prior to the reconstruction of the neighbourhood. A trial measure will be implemented after the September public open house for CTMP. Traffic calming measures will be implemented with Neighbourhood Renewal.

TREES/LANDSCAPING

- *Will additional plantings and trees be part of the neighbourhood renewal? For example, 116 St and 71 Ave has sparse shrubbery and a few trees, additional and/or different trees would greatly enhance the visual appeal and block the view of traffic on Belgravia Road.*



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Typically mature neighbourhoods, like Belgravia, have existing mature trees on the boulevard and some have trees behind the curblin sidewalk. If any resident would like trees to be planted on the City right-of-way in front of their property, please go to: http://www.edmonton.ca/programs_services/landscaping_gardening/plant-on-public-property-form.aspx

- *We have a very large Elm tree on our boulevard. It is pushing up the sidewalk. We would be happy to have the new sidewalk lifted or even encroach on our property to minimize damage to the roots.*

Neighbourhood Renewal works closely with the City's Urban Forestry team to ensure minimum damage to the tree roots. In some cases, the sidewalk has been raised or offset to minimize impacts to the mature trees.

- *CPTED concerns with coniferous trees in close proximity to sidewalks (eg Saskatchewan Drive south of Belgravia) over hang over sidewalks and provide places where people can hide without easily being seen by pedestrians.*

Please email buildinggreatneighbourhoods@edmonton.ca for specific locations for the CPTED concerns and we can have the sites evaluated. In this case, if the tree is over the sidewalk and a safety concern is an issue, the City will explore options that do not negatively impact the health of the trees.

- *I asked the tree rep what trees would be planted and he said green ash. Dumb idea! They are the last to leaf out and the first to drop their leaves. When they get old, they look horrible in our neighbourhood. Choose a different treet, please. Elm is fine.*

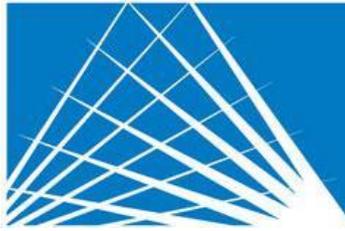
Green ash and elm are the most commonly planted trees. Elm does tend to be a better performing tree; however, there are a variety of trees that may be suitable. Specific sites will need to be assessed by the City's Urban Forestry team to determine the type of tree that should be planted.

UNIVERSITY AVENUE SERVICE ROAD

- *Please ask transportation to do a noise study on the University Ave service road. We would like the city to consider a sound barrier for North Belgravia (along University ave). This would have the added bonus of preventing drivers from jumping the curb on University Ave, to travel along the service road when they are stuck in the traffic on University Ave eastbound. Please ask Transportation to consider making the University Ave service road one way going west. This would prevent short cutters from racing along the service road going east, and rejoining the traffic on University Ave at 115 St intersection.*
- *Years ago, we were promised a sound barrier (trees bushes etc) for University Ave. With this new renewal, could this finally be accomplished? (I think the City has forgotten this promise).*

Existing residential sites backing into a transportation facility (arterial roadways, light rail transit) with measured noise levels exceeding 65 dBA Leq24 in the private backyard will be considered for a noise barrier or other noise reduction measures by the City. Installing a noise reduction measures is also subject to the availability of funds and the endorsement of adjacent property owners.

As the homes located along University Avenue are fronting onto the roadway, the criteria are not met for installation of a noise barrier or other noise reduction measures by the City. As well, comparisons to locations adjacent to roadways with similar traffic volumes show that it is highly unlikely the threshold of 65dBA Leq24 would be found in the backyard



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area of any of the University Avenue homes. For these reasons, construction of a noise barrier is not being considered for homes along University Avenue at this time.

- *I still don't understand how making the side road by University Avenue one way going east helps this neighbourhood with the cut through traffic and the speeders. Please consider making it a one way west, so they don't continue to speed down this road.*

This will be part of Community Traffic Management Plan (CTMP) studies. A CTMP open house will be held on September 6, 2016. Your Community League is involved in the CTMP. Please contact your Community League for more information.

OTHER

- *There is a walking path between 73 Ave/114 a Street and the back alley to the east and the LRT multi-use trail. This path is in very bad repair and is exceptionally dark at night. It needs some form of lighting to make it safer. Thanks for the opportunity to provide this feedback.*

A walkway light is warranted at this location. Due to constraints, such as a fence, the City is reviewing options for this location.

- *The proposed intersection changes are very good - excellent job.*
- *Street and sidewalk renewal is long overdue. Improved and functional street lighting greatly desired - lights that work.*
- *The road/sewer/sidewalk improvements are good and necessary.*

Thank you for your comments.

- *What about Canada Post super boxes?*

The City of Edmonton has provided some suggested guidelines to Canada Post; however, the installation is at Canada Post's discretion. Canada Post has the authority to install, erect or relocate a mailbox in any public place, including a public roadway. Canada Post has final say on the location, as the City may not relocate or remove a mailbox without their authorization. For further information, please contact Canada Post at 1-866-607-6301.

- *Check the space at 74 Ave - I think it is too narrow for a 3m wide multiuse trail - Sask. Drive might need to squeeze a bit eastward.*

Where possible, the shared-use path (SUP) is proposed at 3.0m. Where there are constraints, e.g. trees, the SUP could be narrowed to 2.5m.

- *A bus loop reroute of the existig route would help connect more residents, particularly seniors, to the transit system.*

The length of 118 Street from 76 Avenue to the bus loop at 73 Avenue was constructed as a collector road with structure suitable for transit buses. Changing the bus routing to move eastward or westward from the existing loop would require that ETS operate on a non-standard road, remove some existing parking, and place bus stops adjacent to



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residences where there have been no bus stops in the past. Given the relatively good access of Belgravia residents to bus service on 114 Street from 74 Avenue east of 116 Street, and funding limitations, ETS would not modify the routing on 118 Street for Route #327 within the near future.

- *Will the LRT footpath (asphalt) be upgraded? Although it is less than 10 years old, the surface is cracking badly in places especially south of 76th Ave to 72nd Ave.*

This asphalt path will be assessed by the City.

- *It would be nice to have lights in the school playground and park for public safety.*

There are currently lights around the playground and park east of the community league building.

- *76 Ave 119 Street northeast corner needs removal of bushes/shrubs since vision is impaired - creates traffic hazard.*

Please note that a roundabout is currently proposed for the 76 Avenue and 119 Street intersection as part of the Engage 106-76 concept planning study. For more information on the Engage 106-76 project, please visit engage106-76.info

- *How does the Belgravia/McKernan TOD plan tie into this?*

The Neighbourhood Renewal team is coordinating work with Sustainable Development in regards to the McKernan-Belgravia Area Redevelopment Plan.

- *Local improvement - Accessible parking stalls for BCL Hall. We lost ours due to school concerns.*

For off-street parking for private or community buildings, please contact your CRC (community recreation coordinator), Kate Russel at kate.russel@edmonton.ca. CRCs do change from time to time, to find out your neighbourhood's current CRC, please call 311.

- *Zoning issues. I am concerned with the new zoning bylaws that permit lots to be split. While I support some higher density development such as this I think there should be a cap on the proportion of lots that can be redeveloped and their distribution on blocks. I do not think a bylaw that could permit unrestricted splitting of contiguous lots to be appropriate. Shouldn't there be restrictions on the proportion of split lots and their relative location to ensure the character of neighbourhoods is preserved, and infrastructure limits aren't exceeded?*

Edmonton's infill website has a number of great resources on subdivision:
<http://www.cityofedmontoninfill.ca/community/subdivision>

In April of 2015, City Council passed a bylaw that reduced the required width of a single detached home's lot (often referred to as an RF1) from 39.3 feet to 25 feet. There are currently no restrictions on the number of lots that can be subdivided on a block, but in practice we've found that the subdividing is occurring in a dispersed way across the city -



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between April 2015 and May 2016, only 122 (or 0.2% of total RF1 lots) were subdivided. The decision to subdivide is up to individual property owners, and as a result, change is likely to be gradual over time. It is unlikely that an entire block will be subdivided due to the challenges of a single owner buying and dividing each of the lots, or all property owners on the block making the same decision to subdivide at the same time. The City is currently working on the Mature Neighbourhood Overlay to help encourage new development to be compatible with the character of the neighbourhood - more information on this project can be found here:

http://www.edmonton.ca/city_government/urban_planning_and_design/mature-neighbourhood-overlay.aspx

In terms of infrastructure, the total population of mature neighbourhoods has declined by 73,000 over the last 40 years. This decrease in population combined with improved technologies has created unused infrastructure capacity in our mature communities. As a result, lot splitting is unlikely to exceed infrastructure capacity; however, the City always reviews subdivision proposals to make sure this is the case. Applications for subdivision are circulated to civic and non-civic agencies for the review of infrastructure such as water, sanitary, transportation, etc. The agencies review the impact the subdivision will have on existing infrastructure and send recommendations and conditions to the planner handling the application. The planner then reviews the application to ensure it meets the recommendations from agencies and that any necessary conditions are put in place.