



BUILDING GREAT NEIGHBOURHOODS

QUEEN MARY PARK MEETING THREE FEBRUARY 18, 2016 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Queen Mary Park 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 Queen Mary Park's livability.

The City held its first meeting with the community league executive on October 23, 2014. A second neighbourhood-wide meeting was held March 31, 2015. A final pre-construction meeting was held February 18, 2016.

Queen Mary Park residents had the opportunity to review the final design for the neighbourhood and learn about the construction process. Staff members from Transportation Infrastructure, Facility and Landscape Infrastructure, Citizen Services, Drainage, Street Lighting, Landscape Design and Construction, Parking Management, Neighbourhood Revitalization, Sustainable Development 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.

LOCAL IMPROVEMENT PROCESS

- *For local improvement one key thing to say, is that if it is defeated the City will NEVER replace them for at least 50 years or it will be 100% owner expense.*
- *Thanks you for your plan. I know the City spend \$21 million for this plan which I agree. But what I disagree why the charge the property owner for 50% to pay for Tax for the plans.*

Sidewalk reconstruction is a project considered of a greater benefit to a particular neighbourhood than to the city overall and therefore is a local improvement. City Council passed the local improvement bylaw in 1999 and to date sidewalks in approximately 40 neighbourhoods have been reconstructed via a local improvement tax levy. City revenue covers 50% of the cost of local improvement projects. Property owners who benefit from the sidewalk reconstruction are responsible for funding the remainder. The local improvement process for sidewalk reconstruction is as follows:

- City-initiated, with the cost shared 50-50 between the City and property owners.
- Neighbourhoods are divided into project areas and property owners are mailed a local improvement notice prior to reconstruction.
- Property owners may petition against sidewalk reconstruction for their project area within 30 days of the local improvement notice date. Sidewalk reconstruction will not proceed if the City receives petitions from the majority (50% + 1) of property owners within a given project area.
- If a local improvement is defeated, the City will undertake regular sidewalk maintenance (grinding, asphalt patching or mudjacking) to make the sidewalk safe for pedestrians.

If a property owner elects to initiate sidewalk reconstruction at a later date, it is at 100% of the property owner's cost.

STREETLIGHTS

- *I live on 106 Ave with a streetlight right out front. The maps/displays do not indicate what is happening to this streetlight. Is it being upgraded to match the new lights?*



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106 Avenue is an arterial roadway from 97 Street to 117 Street as defined by the City of Edmonton Bylaw 15101, and therefore cannot be included in the scope of the Queen Mary Park Neighbourhood Renewal project. The Neighbourhood Renewal Program is limited to the rehabilitation of local and collector roadways.

However, the rehabilitation of 106 Avenue is scheduled for 2018 as part of the Arterial Rehabilitation Program, one year after the completion of Queen Mary Park. This phasing will benefit the area, as 106 Avenue will most likely be used as a construction material haul route for the reconstruction of the business area south of 106 Avenue. At this time, the street lighting along 106 Avenue will also be upgraded to match the street lighting within the neighbourhood.

IN-FILL DEVELOPMENT

- *I will lose 4-5 parking spots on a site that is already very tight. The city recently deleted 19 public parking spots on 120 st and gave them to a developer, further to that to date they had issued variances of almost 30 spot to the same developer as he applies for change of use. These spots were allocated to developer as private parking. This developer's building literally surrounds mine.*

It is not uncommon for older industrial buildings to be deficient in parking and not comply with existing parking requirements. The Bylaw of its day, may have required less parking and/or the use at time of construction may differ significantly from its current use. It is also typical when an application is made to develop a new multi-tenant General Industrial building in which the future tenants are not yet known, the applicant will generally apply for all spaces as General Industrial as a placeholder. As the lease agreements are made with specific tenants, the landowner will come in for Change of Use applications for permission to change the use of that space from General Industrial to something else - an office, for example. In some cases the proposed new use requires a greater number of parking spaces than the General Industrial use did, and in those cases the applicant will apply for a parking variance.

When a request for a parking variance is made, the applicant is often required to provide justification for how the parking will be handled and any mitigating factors that may justify a lesser parking supply than is required by the Zoning Bylaw. This can include such factors as on-street parking availability, proximity to transit facilities, and consideration of the parking needs of a particular business and the offsetting parking demands of the other tenants. Future applications for new development and changes of use will be required to provide a parking justification if a reduction to the required number of parking spaces is sought.

109A AVENUE SHARED USE PATH

- *As an avid walker, cyclist and cross-country skier, I question the placement of the bike path through the park area and would rather see it run along the outskirts of the park area, closer to 119 street to keep the park area clear for other multiple uses. I cannot see how the speed of cyclists will work with the other uses of the park, and would prefer to see more separation to accommodate safety concerns.*
- *Queen Mary Park is attractive to the MANY dog owners in the community who frequent the sidewalks and park areas and appreciate the space for that use...I fully support the dog owners, along with other uses, and would like to see this path reconsidered.*
- *Did not even discuss the shared use path west of 119 Street.*



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The City worked together with the Queen Mary Park Community League Parks Committee to finalize the alignment of the shared use path in the park. City representatives met with the Parks Committee on July 7, 2015 on site and agreed to an alignment that would best suit the future plans for the Park as identified in the Parks Master Concept Plan.

In addition, administration has been working on a 'Dogs in Open Spaces 10 year Strategy.' More information on this strategy can be found at http://www.edmonton.ca/city_government/projects_redevelopment/dogs-in-open-spaces.aspx Please connect with your Community League and Community Recreation Coordinator if you have any questions regarding the Park Master Concept Plan or would like to pursue any further development in the dog off leash area.

As mentioned during the presentation, the City is currently working internally to finalize the cross-section and control features of the shared use path west of 119 Street. Both the City and the community have identified this link as a key connection between the Westmount and Queen Mary Park neighbourhoods. If there are any major design changes, communication will be sent to the adjacent properties owners.

116 STREET CURB EXTENSIONS/BULB OUTS

- *The 116 St bulb expansion is a good 1st step. I would like to see more calming measures - perhaps parking on alternate side of the street. Perhaps reduce speed to 40 kms? Let's keep the conversation going.*
- *The bulbs were intended to slow people down, and I believe as people turn in and out of the streets at those interesections, they are already forced to slow down...the bulbs seem to have already achieved their purpose.*
- *When the bulbs were put in I was not privy to it or I would have voted against them. They are a safety risk as every person who has to swing around them almost always must swing the nose of their car out into oncoming traffic. Add that to the amount of people who have to swing over the yellow line to get past poorly parked cars you have an even greater safety issue. To make these bulbs any larger would make a bad situation worse.*
- *At the very least, replace the (ill-kept) plantings on the bulbs at 116 street, and leave the bulbs the size they are. I do have concerns with SNOW being piled onto the bulbs and causing visibility issues during the winter for both drivers and pedestrians.*

The City received positive feedback regarding the proposed landscaping changes to the curb extensions. Residents supported widening the concrete header around the planting beds to protect new planting material from vehicles and winter debris. The City also showed hearty, drought tolerant plant material that flourishes in urban areas and asked for resident feedback. Most residents supported the proposed plants with the exception of gout weed. With this feedback, the City will plant ribbon grass and little spire Russian sage in the curb extensions.

In regards to the design of the curb extensions themselves, the City received varying feedback from the community as stated above. Taking into account speed data and volumes, no additional measures are being proposed at this time. The City will proceed with the design as shown at the final open house, which is to widen the curb extensions slightly by 0.25m on each side of the road. This will create a slightly narrower space for vehicles to travel, which should in turn, reduce speeds and increase the visibility of pedestrians trying to cross the street. The same design has been used in the Crestwood community at 96 Avenue and 144 Street. In addition, no yellow centreline will be installed along the entire length of 116 Street between 110A Avenue and 108 Avenue. The City has no data that supports centreline installation on collector roadways improves safety. Not installing the centreline allows for shared space within the roadway for additional maneuverability of larger vehicles when required.



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PUBLIC INVOLVEMENT/INPUT

- *I did see the road signs posted for the Open House (much appreciated), but did not receive the mailing with the additional information. I only heard about the mailings 2 days prior to the event, and have since requested it from the City and received it yesterday (too late).*
- *I did appreciate the quality and detail of the presentations at the Lion's Centre. To ensure that residents are given fair notice, I believe it's important for the City to continue to notify residents through City signage and mailings, and not rely on notification being handled by other parties.*

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 Queen Mary Park, this meeting was held on October 23, 2014. A second meeting with both residents and property owners is then held about a year prior to review preliminary designs. This meeting was held on March 31, 2015 and was publicized by the following means:

- Delivering a flyer in the mail via Canada Post unaddressed airmail delivery
- Placing street signs at important intersections throughout the neighbourhood
- Releasing a Public Service Announcement to media and the public
- Providing the Queen Mary Park Community League information for placement on their website, e-mail distribution lists and newsletter
- Providing the North Edge Business Association information for placement on their website
- Listing the event on the City of Edmonton's Public Engagement Calendar
 - http://www.edmonton.ca/programs_services/public_engagement/public_engagement-calendar.aspx
- Updating the Queen Mary Park Neighbourhood Renewal page
 - edmonton.ca/buildingqueenmarypark

Shortly after the local improvement notices were 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 was held on February 18, 2016 and included 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

MEETING FORMAT

- *Sound was terrible made it hard to understand presentation.*
- *The sound system was TERRIBLE! If there is ever another meeting at this location, please bring another system.*
- *Sound problems. Please provide copies of overheads.*

We apologize for the difficulties in hearing the presentation. Those in the front of the room had challenges hearing the presenter as the speakers were located in the back of the room, causing an echo. Those seated in the back did not experience the same audio concerns. Providing effective audio support for presentations is an ongoing challenge given the designs of the presentation spaces. While school gyms provide the needed space for the number of people attending the meeting, they are not designed to provide good acoustics for presentations. We do make use of speakers



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and microphones to try to overcome some of these challenges. Unfortunately, this equipment can cause other challenges for hearing the presentation by causing an echo effect.

The presentation and display boards used at the meeting are available for viewing at edmonton.ca/buildingqueenmarypark. If you have any further questions about the presentation, please contact us by calling 311 or emailing buildinggreatneighbourhoods@edmonton.ca.