



# BUILDING GREAT NEIGHBOURHOODS

## SPRUCE AVENUE NEIGHBOURHOOD MEETING ONE WITH COMMUNITY LEAGUE SEPTEMBER 27, 2016

### ATTENDING FROM THE COMMUNITY LEAGUE

Kate Boorman (*President*)  
Sue Buhler (*Vice President*)  
Verna Stainthorp (*Treasurer and Secretary*)  
Elke Siebels (*Neighbourhood Watch*)  
Rebekah Prine (*Volunteer Coordinator*)  
Kriesha Oro (*Facebook Admin and Director-at-Large*)  
Irene Mortensen (*Memberships*)  
Wesley Andreas (*History Project*)  
Nadine Riopel (*Director-at-Large*)  
Angie Klein (*Casino Chair*)  
Henry Stainthorp (*Hall Maintenance*)  
Zygmuh Klazkowicz

### ATTENDING FROM THE CITY OF EDMONTON

Cathy Dytiuk, Great Neighbourhoods Capital Program  
Tony Sestito, Neighbourhood Renewal Program  
Jebzan Iqbal, Drainage Neighbourhood Renewal Program  
Rocky Pilisko, Community Recreation Coordinator  
Beth Padfield, Communications

The Building Great Neighbourhoods team met with the Spruce Avenue Community League to share the City's plans to renew and replace sanitary and storm sewers; reconstruct roads, curbs, gutters and sidewalks on City-owned property; and replace streetlights, starting in 2018.

The City presentation included:

- An outline of the Building Great Neighbourhoods process and timing.
- A question to the league about any initiatives underway that could align with or impact opportunities for any City capital investment.
- An overview of the Local Improvement process and the choices property owners will make.
- A request for the community league's help in advertising future Building Great Neighbourhood meetings.

The following provides an overview of the discussion and comments received from the league after the meeting:

**League:** What streets are and aren't included in Neighbourhood Renewal?

**City:** The Neighbourhood Renewal Program includes local and collector (often bus routes) roads. It does not include arterial roads or alleys.

**League:** Since the program does not include arterials, does this mean you can't do anything about 111 Avenue?

**City:** 111 Avenue will not be included in the Neighbourhood Renewal Program's scope of work. However, 111 Avenue from 97 Street to 104 Street and from 106 Street to 109 Street has been identified by the City as an arterial that



## BUILDING GREAT NEIGHBOURHOODS

requires reconstruction in the future. The exact timing of that reconstruction is dependent on various factors including available funding.

**League:** What about the revitalization process in parks? Isn't there a larger overall plan to increase access to green spaces? I believe this was part of the original proposed plans for Blatchford. Is the park by Spruce Avenue School supposed to be tied into that larger plan?

**City:** The plans for parks and green spaces in Blatchford is not tied to the Spruce Avenue School park.

**League:** There is a sidewalk on the park side of 103 Street that goes nowhere from the park. It would be good to continue the sidewalk around the park and connect to 114 Avenue.

**City:** Thank you for bringing this to our attention. The City will assess the location.

**League:** There is one remaining walking trail from the master plan for the area, what is its status?

**City:** As there is a pre-existing sidewalk on the northside of 116 Avenue between 102 Street and 103 Street, adding a sidewalk on the southside of the avenue is not currently proposed.

**League:** What about the concrete area in front of the community league hall, will it be ripped up and new one poured? It might be good to keep it, as we can set up tables there for events.

**City:** The project team met on site to look at the area in front of the community league hall. The sidewalk running east-west in front of the hall will be removed and replaced. We will look to tie into the existing asphalt surface and the concrete connector to the community hall.

**League:** We want to create a mezzanine in front of the community league hall. Could you install something other than concrete or asphalt to make it more aesthetically appealing? Maybe the community league could pay the extra cost beyond concrete? If we fundraised, could it be done at the same time as neighbourhood renewal?

**City:** The project team met on site to look at the area in front of the community league hall. The sidewalk running east-west in front of the hall will be removed and replaced. We will look to tie into the existing asphalt surface and the concrete connector to the community hall. Any additional improvements to the mezzanine area would fall outside of this project, but could be something the community league could pursue in the future.

**League:** On sidewalks where there are big trees, do you put blocks of sidewalk so the tree can move? Is that something the City does when they come to the tree or is that an extra cost to the property owner?

**City:** Whenever possible, the City designs and constructs in ways to make sure trees are protected. There are various 'tree treatments' used when reconstructing sidewalks depending on the specific requirements for each tree and its roots. For example, extra deep cuts and rebar may be added to the sidewalk to control where the sidewalk will crack and to keep the sidewalk intact as the tree's roots grow. Please refer to page 8 of the Building Great Neighbourhoods Handbook to see pictures of different tree treatments [https://www.edmonton.ca/residential\\_neighbourhoods/documents/2016\\_BGN-Handbook.pdf](https://www.edmonton.ca/residential_neighbourhoods/documents/2016_BGN-Handbook.pdf). There is no additional cost to property owners for these tree treatments.



## BUILDING GREAT NEIGHBOURHOODS

**League:** Is alley renewal part of it? What about streetlights in alleys?

- Back alley retrofits- drainage, lights that are actually too bright and shine into our yard 24/7 rather than into/over alley. Energy efficient lights with reduced light pollution
- Back alley from 113 Ave to 114 Ave between 101 St and 97th is in terrible condition

**City:** 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](https://www.edmonton.ca/transportation/on_your_streets/alley-renewal.aspx) or contact 311.

**League:** Do parking restrictions get added to areas in the neighbourhood that need them as part of the neighbourhood renewal process? There are issues due to the parking for the hospital and it would be good to add bike lanes. 112 Avenue is especially bad for driving due to parking from the hospital but it is also an issue throughout the neighbourhood.

**City:** Thank you for bringing this issue to our attention. The City assesses traffic movement and traffic signage as part of the neighbourhood renewal process. Depending on the specific circumstances of the neighbourhood, this assessment may result in changes to parking at some locations in the neighbourhood. Typically, the City aims to not reduce the overall parking available in a neighbourhood. If you are interested in the Residential Parking Program please see [https://www.edmonton.ca/transportation/driving\\_carpooling/residential-parking.aspx](https://www.edmonton.ca/transportation/driving_carpooling/residential-parking.aspx) for more information, including the guidelines to qualify.

**League:** If some sidewalks are large enough, could they be changed to shared-use?

**City:** Please email specific locations to [buildinggreatneighbourhoods@edmonton.ca](mailto:buildinggreatneighbourhoods@edmonton.ca) and the City will assess them.

**League:** Will sidewalks have curb ramps for wheelchairs?

**City:** Yes, curb ramps will be installed at all intersections.

**League:** 105 Street between 111 Avenue and 112 Avenue is part residential and part commercial, is it part of the program?

**City:** Yes, 105 Street between 111 Avenue and 112 Avenue is part of Spruce Avenue's neighbourhood renewal. The type of road, as opposed to the land use adjacent to the road, determines what roads are or are not included in neighbourhood renewal.

**League:** 112 Avenue's potholes are horrendous and are constantly being repaired because of the amount of traffic. Will you use a different kind of material to reconstruction 112 Avenue?

**City:** The City will be doing a full reconstruction of 112 Avenue's roadway between 97 Street and 106 Street as part of Spruce Avenue's neighbourhood renewal. The full reconstruction will address the current damage to the road.



## BUILDING GREAT NEIGHBOURHOODS

**League:** Do you need to know tonight about missing sidewalks, or is that being done a different way?

**City:** The City will assess the entire neighbourhood, including an in-person walkthrough by the design team, to identify issues such as missing sidewalk links. However, we appreciate your assistance and sharing of your local knowledge to ensure we renew Spruce Avenue as best as is possible. Please send any specific locations you may know of to [buildinggreatneighbourhoods@edmonton.ca](mailto:buildinggreatneighbourhoods@edmonton.ca).

**League:** There is a missing sidewalk between 101 Street and 102 Street on 117 Avenue on the south edge behind the Polish supermarket.

**City:** Thank you for bringing this to our attention. The City will assess the location.

**League:** Westwood took three years to complete, how many years with Spruce Avenue take?

**City:** Spruce Avenue's neighbourhood renewal is expected to take two years.

**League:** In places that have boulevard sidewalk, where there is sidewalk then grass then the street, is there an opportunity to add a piece of sidewalk to connect from the street to the boulevard sidewalk?

**City:** The City will reconstruct what currently exists. This means, if you currently have a boulevard connector (piece of sidewalk to connect from the street to the boulevard sidewalk), the City will reconstruct it. However, if you do not currently have a boulevard connector, the City will not construct a new one.

**League:** Northbound 111 Avenue at 105 Street there is no sidewalk on the east side, but you are forced to cross on the east side.

**City:** Thank you for bringing this to our attention. The City will assess the location. Note that there are a number of mature trees and a 'dip' on the east side of 105 Street that will have to be considered when determining the best design for this location.

**League:** In the northwest corner of the neighbourhood there is a cut-through to NAIT from 116 Street leading to the Polish church. There are wooden posts there but no sidewalk or real path. Right now people take 104 Street to the alley to get to Princess Elizabeth Avenue.

**City:** The addition of a sidewalk at this location is proposed as part of the design for Spruce Avenue's neighbourhood renewal.

**League:** Curb extensions by schools might be good as extra incentive to slow down. Lots of people don't follow the stop signs on 102 Street.

**City:** Preliminary assessment of the roads by St. Basil School in Spruce Avenue indicates they are too narrow to accommodate curb extensions. Details about any proposed curb extensions in Spruce Avenue will be presented at the public open house in spring 2017.

**League:** Streets in the neighbourhood have historical names too. Is there a way, knowing the community league may have to pay something, to add the street name to the address blades?



## BUILDING GREAT NEIGHBOURHOODS

**City:** Communities can choose decorative street blades with or without decorative streetlights. If the decorative streetlights local improvement is not successful in Spruce Avenue, the community will be responsible for 100% of the cost of the decorative street blades. If the decorative streetlights local improvement is successful in Spruce Avenue, there is no additional cost for decorative street blades. In either case, adding the historical names to the decorative street blades may be possible. Please note the historical names would need to be confirmed by the City's Naming Committee. Please see [https://www.edmonton.ca/city\\_government/city\\_organization/naming-committee.aspx](https://www.edmonton.ca/city_government/city_organization/naming-committee.aspx) for information on the process and how to start an application.

As well, when considering adding historical names to street blades, note that the community league and residents should consider that this sometimes leads to people using the historical name when contacting Emergency Response. This can cause confusion for responders locating the incident.

**League:** If the community league wanted to have its own open house to gather feedback from residents, should it happen before December 15, 2016 or would it be better to have it just prior to the neighbourhood renewal meeting 2 in the spring?

**City:** We would suggest holding an open house prior to December 15, 2016. The sooner the City receives feedback from the neighbourhood the better we are able to assess, respond to and potentially incorporate it into the proposed designs that will be presented at the open house in spring 2017.

**League:** Could you provide a project scope map prior to our annual general meeting at the end of October?

**City:** Yes, we will send you a project scope map for your meeting. We will also present a project scope map at the public open house in spring 2017. The map will also be available online at [edmonton.ca/buildingspruceavenue](http://edmonton.ca/buildingspruceavenue) in time for the public open house in the spring.

**League:** This neighbourhood has had a lot of consultation on projects from the City, will neighbourhood renewal actually respond to and/or incorporate our feedback on this project?

**City:** We greatly appreciate Spruce Avenue residents continued willingness to consult with the City on projects. As we hope is shown by this report, the City will listen to and respond to all feedback we receive throughout the neighbourhood renewal process. A What We Heard report will also be produced from the feedback we receive at the public open houses in spring 2017 and fall 2017/winter 2018. Details about the feedback period, kind of feedback the City is seeking and how that feedback will be used for each meeting is outlined on the last page of this report.

Whenever possible, the City aims to incorporate residents' feedback into the neighbourhood renewal design. If we are not able to incorporate a piece of feedback, we will explain the reasoning. Of course, as we get closer to the start of construction, fewer changes can be made to the design.

Residents are also welcome to email [buildinggreatneighbourhoods@edmonton.ca](mailto:buildinggreatneighbourhoods@edmonton.ca) or call 311 at any time. Closer to the start of construction, the Construction Project Manager's contact information will be shared with all property owners.

**League:** For your information, we want to add shade trees to the park. We can send you the five-year plan we've developed in case it impacts your construction or design for the neighbourhood.

**City:** Thank you for sharing the plan with us.





## BUILDING GREAT NEIGHBOURHOODS

**League:** Has the school put up any resistance to the road closure of 115 Avenue?

**City:** The school and school board were involved in the decision to close the road. All parties have agreed to the road closure.

**League:** What about driveway accesses that are currently gravel, would we upgrade it to concrete ourselves or do we have to wait for neighbourhood renewal?

**City:** We would not suggest changing your driveway to concrete until after neighbourhood renewal is complete. If you changed it to concrete now, part of it will be removed and then reconstructed as part of the sidewalk reconstruction process.

**League:** 105 Street between 111 Avenue and 112 Avenue has been used a lot. Excessive usage by large trucks during the LRT construction. Because of over usage of that road, when renewal is done, does the City consider this when assessing taxes to the owners on that street? Also, how does that work with the proposed Norwood/Hospital expansion, will that road still be there?

**City:** All local and collector roads are scheduled to be reconstructed in Spruce Avenue. This will address any damage caused to the road from LRT construction. As the road will be reconstructed in the same way as the other roads in the neighbourhood, there is no difference in taxes to property owners on that street. The roads are being reconstructed as part of the neighbourhood's renewal, not due to any specific damage on any one street.

At this time, we do not have specific details about the proposed Norwood/Hospital expansion. Neighbourhood renewal will check to see the status of any permits that may have been applied for and/or approved for this development. Depending on the current status, neighbourhood renewal will contact the facility for further information and, if needed, coordinate proposed designs and construction.

**League:** Locations in Spruce Avenue with congestion:

- 111-112 Ave on 105 St: public parking on east side of street very congested.
- 111 Ave and 105 St: customers to McDonalds blocking traffic by turning in and out of restaurant.
- 105 St: increase the no parking area on the east side of 105 St. Currently it starts about 5 meters north of the intersection. Recommend it be extended north to the point equal with the alley entrance on the other side of the road. The double access at McDonald's mixed with this on street parking makes for a really congested, unsafe area. McDonald's does NOT need two entrances from 105st!
- 112 - 113 Ave and 102 St - 103 St: very dense & often illegal (overtime) street parking (by hospital staff)
- 112 Ave and 102 St - 105 St: parking on both sides of avenue, as well as illegally close to intersections, makes traffic congested and unsafe. Recommend eliminating parking on one side of street, or both sides and create bike lane to bike path.
- 112 Ave: very congested by both street parking and traffic. Very uncomfortable for bike commuting currently but could be a good route to bike trail.
- 112 Ave and Norwood and 105 St: congested.
- 113 - 114 Ave and 97 St: so many cars parked here during morning rush- hard to see down street when making left hand turns
- Princess Elizabeth Avenue: congested during rush hour
- 116 Ave and 105 St: very congested. Lots of NAIT students parking.
- 105 St and 111 Ave, 106 St and 111 Ave, 109 St and Princess Elizabeth, 106 St and Princess Elizabeth: congested intersections (poor LRT timing)



## BUILDING GREAT NEIGHBOURHOODS

- 102 Street from 112 Ave to 117 Ave: very congested due to parking on both sides of the street. This is particularly bad during the week days from 6:00 am to 6:00pm and in the winter it is further complicated due to the build up of snow which reduces the street to one lane not enabling vehicles to pass.
- 102 Street: congested due to residential parking on east side of street, *as well as* unenforced public parking on both sides of the street beyond 2 hours (by schools-parents, hospital and NAIT students). *All* Streets and most Aves have parking on both sides of the street, reducing traffic consistently to only one lane in the area (except for 114 Ave)
- 115 Ave and 101 Street intersection: crossing 101 street might benefit from having a traffic light? Currently, considerate drivers heading Northbound on 101 Street will not block intersection while waiting in the traffic jam; and that is the only way to cross that intersection onto 115 Ave eastbound during rush hour.
- SUGGESTION for congested intersections: Put 'No Parking' signs with a directional arrow to clearly restrict the 5 metres from intersections so that drivers can see pedestrians and other vehicles better at these intersections. I often see vehicles parked with half their trunk blocking the sidewalks at these intersections (e.g. 115 Ave/102 Street)

**City:** Thank you for bringing these locations to our attention. The City assesses traffic movement and traffic signage as part of the neighbourhood renewal process. Depending on the specific circumstances of the neighbourhood, this assessment may result in changes to parking and/or road alignment at some locations in the neighbourhood. Typically, the City aims to not reduce the overall parking available in a neighbourhood. If you are interested in the Residential Parking Program please see [https://www.edmonton.ca/transportation/driving\\_carpooling/residential-parking.aspx](https://www.edmonton.ca/transportation/driving_carpooling/residential-parking.aspx) for more information, including the guidelines to qualify.

To report an illegally parked vehicle please contact Edmonton Police Services Dispatch Centre at 780-423-4567 and indicate that you have a parking concern.

**League:** Locations in Spruce Avenue with speeding or safety problems:

- 114 Ave - 101 St to 106 St: speeding. Need stop sign 104 St and 114 Ave.
- 111 Ave - 118 Ave on 101 St: speeding. Photo radar is ok, still a major problem.
- 101 St and 97 St: people don't realise it's a school zone; make signage more prominent. Also motorists rarely stop at uncontrolled crosswalks especially during rush hour.
- 105 St from 111 Ave around curve to 103st: speeding
- 111 Ave-Princess Elizabeth and 103 to 104 St: drivers using as short cut and Glenrose buses.
- 102 St near Glenrose: is in terrible condition. Makes it hazardous for cyclists. Cars parked on both sides, traffic-makes an otherwise good bike route dangerous.
- 112 Ave and 105 St: unsafe intersection. Cars speeding, especially southbound, trying to make green light on 111ave.
- 112 Ave and 106 St: corner. Southbound cars speed around this corner, turning east. Fast and very close to the north curb (so wrong side of the road for them). Parked cars on south curb narrow the road.
- 103 St to 115 Ave, 104 St from 111 Ave to 114 Ave, 114 Ave from 101 St to 105 St: speeding.
- People not leading stop sign here
- 111 Ave and 97 St: northbound
- 102 St: Need bicycle path the length of 102st
- 102 St and 115 Ave: stop signs are frequently ignored >dangerous due to this being a major crossing street for both Spruce Ave and St. Basil schools. Recommend creating more visible cross walk (white bars painted across the street) for pedestrian crossing, with a possible out cropping of the sidewalk/boulevard.

**City:** Thank you for bringing these locations to our attention. The City will assess them. Speeding concerns may also be addressed through different programs from Community Speed Management. For additional information about these



## BUILDING GREAT NEIGHBOURHOODS

programs please see [https://www.edmonton.ca/transportation/on\\_your\\_streets/speeding.aspx](https://www.edmonton.ca/transportation/on_your_streets/speeding.aspx). You may also contact Community Speed Management at 780-495-0371 or [speeding@edmonton.ca](mailto:speeding@edmonton.ca).

**League:** Locations in Spruce Avenue being used to cut through the neighbourhood:

- Alley between 97 St and 101 St: speeding to avoid lights
- 106 St service road: using to exit onto Princess Elizabeth
- 103 - 104 St from Princess Ave to 111ave
- 105 St from 111 Ave: around the curve to 103 St and Princess Elizabeth
- Kingsway to Princess Elizabeth: cutting through 102 St
- 103 St and Princess Elizabeth Ave and 104 St through 114 Ave: cutting through because of the LRT.

**City:** Complex traffic issues that impact the entire neighbourhood are addressed within a Community Traffic Management Plan. The Community Traffic Management Plan Policy is currently under review and a new policy will be presented to Council in March 2017.

**League:** Locations in Spruce Avenue that have drainage problems:

- North end of lane between 103 and 104 St on 114 Ave and south end of lane merging onto 113 Ave: poor drainage/water backup
- 112 Ave between 104 St – 105 St: water pooling at south entrance into back alley. Involves the sidewalk intersecting the alley at that location.
- 113 Ave and 103 St: NW corner intersection
- 113 Ave and 102 St: SW corner drainage problem X2
- 112 - 113 Ave midway on 103 St: low spot, pooling, constant large puddle.
- 113 Ave and 104 St: spring run off, heavy rain
- 11120-97st NW: alleyway storm drain is too low. Problems with steering in winter months behind
- 114 Ave and 105 St: smelly sewer and cover on sewer. Has come up when it rains.
- 11406 106 St: spring run off and rain build up on sidewalk. Particularly bad in spring with melting in day and freezing at night. Hazardous walking conditions.
- 115 Ave and 102 St: pools and freezes at SE corner of intersection regularly.

**City:** Thank you for bringing these locations to our attention. Drainage throughout the neighbourhood will be assessed when creating the proposed neighbourhood renewal design. During the reconstruction process, many current drainage issues will be corrected through constructing new roads, sidewalks, curbs and gutters. As well, as needed Drainage Renewal has repaired and renewed existing pipes, catch basins, catch basin leads and drains to maintain the existing level of service in the neighbourhood.

Please report any odor concerns to 311.

**League:** Locations in Spruce Avenue that need sidewalks, paving or connections:

- Rolling curbs [curb cuts] are required at ends of EVERY sidewalk for accessibility (especially given the aging population and foot traffic by the hospital patients in wheelchairs)
- 111 Ave-112 Ave and 105 St: sidewalk needed east side of block X2. Pedestrians have created their own walkway to LRT station.
- 115 past schools to pavement
- 113 Ave from 101 to 106 St: most curbs are not stroller/wheelchair friendly. Makes it hard to walk to Kingsway Mall.
- 116 Ave between 102st and 103 St: south side





## BUILDING GREAT NEIGHBOURHOODS

- 111 Ave - 112 Ave and 105 St: east side. In the recent changes to Kingsway transit station the city designed the 111 Ave/105 St intersection to have crossing only on east side which leads pedestrians onto muddy grass north of 111 Ave. A sidewalk is needed here up to 112 Ave!
- 114 Ave - 115 Ave, east side of 104 St: there is already a partial sidewalk here but it just ends.
- 117 Ave between 97 St and 101 St: south side.
- There is a well used walkway between two houses which needs a paved sidewalk. It is at the point where 105 St becomes 116 Ave and heads northwest. The signs say it is city land. Without this walkway it is a long walk to get into the neighbourhood from this intersection.
- 102 street, south of Princess Elizabeth Avenue: west wide is very awkward in terms of sidewalk/connection. You cross from NAIT at the light, then you hit a weird series of curbs, roads, steps, and indirect sidewalks. Walkers simply cut across, walking over roads and grass to reach the beginning of the proper sidewalk - you can see a path clearly beaten into the snow in winter. It's much more difficult for strollers and may be impossible for wheelchairs to navigate without resorting to driving on the road for at least half a block.
- Need wheelchair accessible curbs on all sidewalks
- 115 Ave crossing from 102 St - 103 St: incomplete sidewalk ending just west of SACL Hall.
- 116 Ave and 104 St: grass walkway marked as 'City Property' between houses going N-S from alleyway behind Church (kitty corner to NAIT)—needs sidewalk. + City Lot by Workshop West from 103 St to Alleyway.

**City:** Thank you for bringing these locations to our attention. Assessing and addressing missing sidewalk links is one of the roles of the Building Great Neighbourhoods program. The construction of missing sidewalk links in conjunction with roadway renewal projects is the most cost-effective and efficient means of addressing gaps in the City's sidewalk network. The City's Sidewalk Strategy provides a base level of pedestrian infrastructure along all roads, constructing missing sidewalks along at least one side where missing on both. Property acquisition is not within the scope of the proposed neighbourhood renewal plans; new sidewalks are constructed entirely on road right-of-way. More detailed information about sidewalk reconstruction and possible new sidewalks will be presented at the next open house.

Curb ramps will be constructed at all intersections.

In most cases 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, trees, etc.

**League:** Is it possible for community leagues to fundraise or direct funds (EG Casino \$) towards renewal (to city) to help defray or offset costs to the neighbourhood constituents? Like raising money for a park or infrastructure at league hall.

**City:** No, it is not possible for a community league to raise funds to offset local improvement costs. Assuming a local improvement is successful, City Council passes a Local Improvement Bylaw and property owners are assessed the cost of the local improvement. The exact cost of the local improvement is included on the property owner's tax notice the year following construction/installation. The local improvement process is guided by the *Municipal Government Act* as well as City policies and procedures.

**League:** Are there grants or reduced rates for households near poverty line or seniors (similar to property tax rebate program for seniors)? Can leagues help out?

**City:** There are no grants or reduced rates based on income. However, if they qualify seniors may choose to use the Seniors Property Tax Deferral Program. For more information about that program please see: <http://www.seniors-housing.alberta.ca/seniors/property-tax-deferral.html>



# BUILDING GREAT NEIGHBOURHOODS

**League:** Concerns with not including 101 Street, 97 Street and 111 Avenue in neighbourhood renewal:

- 101 Street isn't included, so we don't get new sidewalks as part of this program? This neighbourhood may be unique because so many residential homes are on the arterials. Can you let us know if these arterials are going to be addressed by other programs?
- Event parking on 97st: if stopped can increase ETS use
- 101 and 97st should be included in revitalisation. People live here. Motorists need to understand that. If we emphasize that aspect, maybe motorists will slow down. 101 St and 97 St are not freeways, streets not just for cars- complete streets
- Unlike many older residential neighbourhoods with arterials and service roads on neighbourhood edges, Spruce Ave has residential districts directly on arterials- a different standard is required
- 101 St and 97 St are very much residential streets in our neighbourhood- no different than 102, 103 etc. They are integral to neighbourhood and need to be part of renewal for neighbourhood to be complete
- 101 St functions as a residential street within our neighbourhood and should be included in revitalisation. Also 97 St, these people pay taxes too.
- How will the neighborhood renewal needs of these Community Residents of Spruce Ave then be met? Will these residents also be able to provide equal power of input into the arterial renewals? Will their share of the arterial renewal costs be the same as non-arterial residents for non-arterial renewal initiatives? How *can* we include the significant number of arterial residents in our neighborhood in our neighborhood renewal plan then? Some degree of coordination, or concurrent planning, should at least be attempted to help us maintain neighborhood cohesion.

**City:** As 101 Street and 97 Street are arterial roads they are not included in Spruce Avenue's neighbourhood renewal. However, 101 Street from 111 Avenue to 112 Avenue and 97 Street from 107A Avenue to 111 Avenue have been identified by the City as arterials that require reconstruction in the future. The exact timing of that reconstruction is dependent on various factors, including available funding. For more information about arterial road renewal please call 311 or email [transplanning@edmonton.ca](mailto:transplanning@edmonton.ca).

**League:** Install overhead pedestrian crossing at Kingsway/NAIT and 111 Ave AGREED. Disagree, particularly given mobility challenged pedestrians from Glenrose and Royal Alex and bike traffic

**City:** This location is outside of the scope of work for Spruce Avenue's neighbourhood renewal. To discuss concerns with a pedestrian crossing and/or to request a new signal please contact the City's signal engineers at 780-496-4506 or [transportationoperations@edmonton.ca](mailto:transportationoperations@edmonton.ca). More information about pedestrian crossings and signals may be found at [https://www.edmonton.ca/transportation/on\\_your\\_streets/pedestrian-crossings-faq.aspx](https://www.edmonton.ca/transportation/on_your_streets/pedestrian-crossings-faq.aspx)

**League:** 112 Ave E-W would be a great location for a bike path on the road (be of parking congestion, dense traffic and narrow lanes).

- Bike lanes along 114 and/or 115 Ave would be lovely to tie into green/park areas
- Add a bike path to connect green spaces?

**City:** City Council has directed for enhanced public engagement on bike route projects, beginning with a broader conversation with citizens about bike route infrastructure. This conversation will be done with a focus on building well designed routes to high construction standards where ridership is already high, such as the major bike routes on 83 Avenue and 102 Avenue. Bike facilities anywhere in the city require more planning before design and construction can begin.

**League:** Metro Line and traffic operations:

- NAIT line street light timing X4



## BUILDING GREAT NEIGHBOURHOODS

- NAIT line: Pedestrian crossings-long waits when train approaching, only on demand (have to press button)- 0 to automatic pedestrian
- Create pedestrian specific light timing so that pedestrians can cross even while road traffic is frozen for up to 8 minutes (111 Ave and 105 St NS and EW)(106 St and 111 Ave NS and EW)(Kingsway and 111 Ave NS and EW). Pedestrian crossing of 111st from 105 St to bus depot; extra long waits when train approaching, unnecessary leads to j-walking

**City:** Traffic and signal operations around the Metro Line are outside of the scope of work for Spruce Avenue's neighbourhood renewal. These type of concerns may be reported to [transportationoperations@edmonton.ca](mailto:transportationoperations@edmonton.ca) or call 780-495-0371.

**League:** Is the traffic circle at 118 Ave going to be removed or updated?

**City:** The timing for the roundabout at 118 Avenue and 101 Street to be assessed for possible modification has not yet been determined.

**League:** Do higher quality pothole repairs! Terrible edges/lips, uneven-just redo next year. Potholes!! 105st-111 Ave to 116 Ave. 104 St, 103 St, 115 Ave/116 Ave/114 Ave. Need better material being used than presently. EG: mudjacking on sidewalk, what about back alleys! X2

**City:** Neighbourhood renewal will completely reconstruct local and collector roads, which will address any potholes on these roads. To 'report a pothole' either call 311, use the 311 mobile app or fill out the online form at <http://cowebapps.edmonton.ca/forms/potholes/default.aspx>

**League:** Buses block intersection trying to turn onto 111 from bus stop

**City:** To report concerns with ETS operations please either call 311 or fill out this online form <http://cowebapps.edmonton.ca/tscommendationsorconcerns/default.aspx>

**League:** Please add bus shelters at the 101 Street bus stops, as many of our children need some wind and rain shelter while they wait for their buses, especially in the cold winters.

**City:** To request a bus shelter at a specific location please fill out this online form <http://cowebapps.edmonton.ca/tsservicerequests/default.aspx>

**League:** Material used for mudjacking disintegrates after one season. Patch work on sidewalks also not high enough quality to withstand foot traffic.

**City:** Sidewalk maintenance, such as mudjacking, does have a limited lifespan. Reconstructing sidewalks will result in them lasting much longer. If the sidewalk renewal local improvement is successful, the sidewalk will be reconstructed.

**League:** Why is there no left hand turn at 106 Street and Princess Elizabeth? There are 2+ entry ways to the Kingsway Mall along 106 Street (and excessive congestion at the Princess Elizabeth entrance to Kingsway Mall), yet people can only use those 106 St access ways if heading North or South already on 106 St. Permitting left hand turns from Princess Elizabeth (Eastbound) onto 106 Street might assist in reducing/redistributing Mall access congestion from the Princess Elizabeth access (by Sears). Currently, 106 Southbound by the mall looks like a ghost highway.

- Slow turns onto 106 St due to pedestrians blocking traffic



# BUILDING GREAT NEIGHBOURHOODS

**City:** Princess Elizabeth Avenue and 106 Street are outside of the scope of work for Spruce Avenue’s neighbourhood renewal. These type of concerns may be reported to [transportationoperations@edmonton.ca](mailto:transportationoperations@edmonton.ca) or call 780-495-0371.

## HOW CAN I GET INVOLVED?

Meeting	Phase	Timeline	Who’s Invited?	Discussion/ Feedback	Feedback Deadline
#1	Concept	Approximately 18 months before construction	Community league executive	<p><b>Sharing:</b></p> <ul style="list-style-type: none"> <li>- Outline Neighbourhood Renewal process and timing.</li> <li>- Advise community league about decorative streetlight local improvement process and timelines.</li> </ul> <p><b>Feedback:</b></p> <ul style="list-style-type: none"> <li>- Community-led projects that may affect City investments in the neighbourhood.</li> <li>- Suggestions to improve pedestrian/cyclist access and overall livability.</li> </ul> <p><i>Comments will be considered for preliminary design.</i></p>	2-3 months after the meeting (by December 15, 2016).
#2	Design	Approximately 12 months before construction	Residents, property owners	<p><b>Sharing:</b></p> <ul style="list-style-type: none"> <li>- Outline Neighbourhood Renewal process and timing.</li> <li>- Advise community about sidewalk and decorative streetlight local improvement process and timelines.</li> <li>- Share preliminary designs.</li> </ul> <p><b>Feedback:</b></p> <ul style="list-style-type: none"> <li>- Pedestrian and cycling accessibility, traffic accessibility, and overall neighbourhood livability.</li> <li>- Input on preliminary designs.</li> </ul> <p><i>Comments will be considered for final design.</i></p>	6 weeks after the meeting.
#3	Build	Approximately 3-6 months before construction	Residents, property owners	<p><b>Sharing:</b></p> <ul style="list-style-type: none"> <li>- Final neighbourhood design and construction process.</li> <li>- Review local improvements and petition process.</li> </ul> <p><b>Feedback:</b></p> <p><i>Comments are welcome. Few changes can be made at this stage of the project.</i></p>	2 weeks after the meeting.