



BUILDING GREAT NEIGHBOURHOODS

STRATHEARN MEETING TWO

MARCH 15, 2016 6:30-8:30 PM

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

The City held its first meeting with the community league executive on October 5, 2015. A second neighbourhood-wide meeting was held March 15, 2016.

Strathearn 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.

85 STREET AND STRATHEARN DRIVE

- *Entrance to Strathearn Drive off 85 Street is narrow and dangerous. Angles could be changed and widened. North side.*
- *We live on 85 St and are worried about parking on our Street. Are we for sure going to lose the service road on the west side of 85 St and will there be any parking on the street? Are the trees going to be cut next to the service road on 85 St? Are the sidewalks on 85 St going to be redone after LRT is built?*
- *Where Strathearn Drive exits onto 85th street is a dangerous corner. Cars coming in and out are often at odds with each other. Add to that the adjacent crosswalk, and the way the road tilts down and ices up in the winter, and it gets a little dicey. Also with LRT construction, people will use this roadway to bypass work on 95 Ave to get to Connors road. Consider putting in a lane-way from 85 St that enters into Strathearn Drive so that the traffic exiting from Strathearn Drive is separated. It would mean going through existing parkland, yes, but that parkland is rarely used as it is adjacent to a busy road and off to the side. Also during LRT construction if there is a lot of 'cut through' traffic, a temporary traffic light might be the best choice. In any case, with the impending LRT, the city will need to be mindful of this roadway and the future impacts.*
- *Request modifications to the 85 Street Strathearn Drive intersection if possible.*

The City is reviewing the geometry of the intersection of Strathearn Drive and 85 Street to improve safety and make it more operational. Modifications to the north side of the intersection can be implemented, however, the south side is more limited due to the large tree in the boulevard. The City is currently reviewing the possibility of installing a center median at this intersection to physically separate traffic coming in and out of the neighbourhood and to make the intersection more intuitive. Further analysis of the intersection is required.

The service road on the west side of 85 Street (south of 95 Avenue) will be removed when the LRT is constructed. The existing trees along the service road will also have to be removed when the LRT is constructed. A parking lane is proposed along 85 Street between 95 Avenue and 93 Avenue.



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86 STREET

- *I do believe that 86 St is narrow and it would be nice it is made wider by making the walks a little narrower. 5 ft to 4 ft wide.*

The existing width of 86 Street can operate as a two-way road with parking on both sides, however, there may be times when opposing traffic will have to wait for each other to go by.

The City proposes to reconstruct 86 Street to its current width and replace the sidewalks with standard 1.5m concrete sidewalks. Unless there are existing constraints around the sidewalks, the City does not support reducing the width of the sidewalk beyond the standard 1.5m width.

ALLEYS

- *What's the plan for alleys?*

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. Paved 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.

BIKE PATH/LANES

- *Like the bike path on Strathearn Dr.*
- *Bicycle racks are needed.*
- *The only concern I have is with the bike paths which I do not like. Unless it is on the park area of Strathearn Drive not the road.*

The City plans on constructing a new 3.0m shared-use asphalt path just to the north of the Strathearn Drive and Strathearn Crescent. This route is heavily used by pedestrians, as shown by the well-worn path in the grass.

The City is currently reviewing the area to determine if another shared-use path through the park area is feasible (closer to the tree line). Multiple alignments for the shared-use path are being considered, however, additional funding still needs to be secured before the path can be finalized.



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CURB EXTENSIONS

87 STREET AND STRATHEARN DRIVE

- *Is there a potential for a curb extension at 87 Street and Strathearn Drive?*

The City will consider curb extensions for this location and assess if they are appropriate based on pedestrian volumes. A traffic study may also be necessary to determine factors such as vehicle speeds, vehicle volume and number of incidents.

91 STREET

- *It is stated on the plan that each of these extensions may eliminate 2 parking stalls. As someone who frequents the businesses along this street, I can attest that parking space is often at a premium...I cannot see why you would take out 4 parking stalls that serve these businesses unless there is some really good reason for doing so. I am assuming that the theory of these curb extensions is that they will promote safety by reducing the crossing distance. But this ignores the fact that there is very little car traffic along 91 Street, except for residents and customers of the businesses.*

Curb extensions promote safety by reducing the pedestrian crossing distance across the intersection. In addition, curb extensions also channelize vehicles and make the interactions safer between cars and pedestrians. The use of angled parking will be optimized to maintain as much parking as possible.

INTERSECTION OF STRATHEARN DRIVE / 94 STREET / 95 AVENUE

- *I am not sure what the City's latest plan is for this intersection in the LRT plan. But I do know that the City expropriated 3 of the lots shown on the plan, presumably for the purpose of doing substantial changes here. My understanding is that this intersection will no longer exist in its current form, so the curb extension as shown, if it were built, would not last long.*

The LRT track will run on the north side of Connors Road then transitions between the eastbound and westbound lanes of 95 Avenue, largely missing the existing intersection footprint. After the LRT is constructed, the 94 Street intersection will be very similar to its current form. There will be two through lanes with left turn bays in each direction of Connors Road. There will also be a single lane in each direction for 95 Avenue and 94 Street. Left turns from 95 Avenue onto Connors Road will not be permitted in the future.

Access onto Strathearn Drive and Cloverdale Hill will no longer be permitted using Connors Road. A side road connecting 95 Avenue, Strathearn Drive and Cloverdale Hill will be constructed.

The detailed design for the LRT continues to evolve and a representative from the LRT will be available at the next open house to share the most current information.



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STRATHEARN DRIVE

- *To mitigate future shortcutting and speeding and reduced walking distances for pedestrians on Strathearn Drive, recommend Curb extensions and raised intersections.*

The City will consider curb extensions and/or raised intersections along Strathearn Drive and assess if they are appropriate.

CURB TYPE

- *Curb style on the inside curve of the northwest corner of Strathearn Crescent: I understand that a square curb will be installed on the park side of the street. I would like to see that a square curb is used on the inside of the curve as well. A few times each winter, we have enough snow to obscure the curve. Even with the existing high curb, people have driven on the west and north sidewalks.*

Straight face curb and gutter (square curb) will be constructed all along Strathearn Drive / Crescent, both on the park side and on the inside of the curve.

ICE BUILD UP AT STRATHEARN DRIVE AND STRATHEARN CRESCENT

- *The main issue is generally the build up of ice on the Crescent street north of the intersection that also spreads ice into the Drive. New homes are causing more ice to build up in the street...The most promising solution appears to be installing a new storm drain where the west alley enters the Crescent.*

During the detailed design process, the City will review the road grades and drainage to determine if a new catch basin is necessary.

ISLAND AT 93 AVENUE AND 89 STREET; WIDENING OF 93 AVENUE; WIDENING OF SIDEWALKS AROUND ECOLE PUBLIQUE GABRIELLE-ROY

- *Our concerns: 1. Safety of children, elderly and pets along 89 Street, 87 Street and 93 Avenue. 2. Safety of students of Ecole Publique Gabrielle-Roy school. 3. Existing and increased traffic in the area. 4. Safety of the roots of mature trees in the area. 5. Budget. 6. Functionality of the proposed island. 7. Esthetic appearance of the neighbourhood. Our proposed solution: Re-location of the school busses loading / off-loading zone north of Ecole Publique Gabrielle-Roy school and south of 95th Avenue and proposed Valley LRT line. Construction of the new walkway from the loading / off-loading zone to the school. Re-location will solve all listed above concerns.*

Safety of the intersection will be improved by reducing the crossing distance for pedestrians and will offer a refuge area when crossing the road. The northbound right turn from 89 Street to 93 Avenue will be converted to a one-way, however, parking will remain on the southeast side of the road.

To allow school buses more room to drop-off and pick-up students from the school, the City proposes to widen 93 Avenue (87 Street to 89 Street) and increase the width of the sidewalk. The tree roots will be airspaded in the



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summer, when school is out, to determine exactly how much the road/sidewalk can be widened without impacting the tree roots.

The radius of the northeast corner of 93 Avenue and 89 Street will be increased to allow westbound buses more room to turn right on 89 Street. Essentially, this means that the northeast corner will be wider so that buses do not have to swing around the corner as much as they currently do.

Ecole Publique Gabrielle Roy has designated the drop-off zone for students along 93 Avenue (87 Street to 89 Street) and along 89 Street (93 Avenue to the north access) due to its close proximity to the school. The location offers the most ideal location for students to access the school.

This intersection modification is included within the overall conceptual budget of \$20 million.

LANDSCAPING

- *Concerned over damage to my landscaping on my front yard.*

Re-landscaping of disturbed areas to City specifications is included in sidewalk renewal. If you have specific landscaping concerns, such as an underground sprinkler system, plants, garden rocks or something similar, the City and the contractor will work with you to address these features.

LOCAL IMPROVEMENTS

- *L1 assessment question: LRT 100% vs Urban Renewal 50/50*
- *Hate all the decorative light designs.*
- *If there are no streetlights on your street that are also in your community, the house SHOULD NOT be required to pay upgrade fees.*
- *Being a pensioner I am already feeling the strain of paying increased taxes, insurance and utilities where do you propose I find the extra money for this?*
- *If the entire community doesn't agree to decorative lighting, I think Strathearn Drive and Strathearn Crescent should be allowed to proceed on their own. The area hosts many tourists and functions.*
- *I wish to register my note against the proposed new street light standards for the neighbourhood. Increasing property taxes make it difficult for me as a retired pensioner.*
- *I would like to be able to solicit quotes myself for the sidewalk replacement, as the cost shared price is ridiculous... \$7000 for 5ft of 4 ft wide and 6-8 inches of concrete for 50 ft is not \$7000 including removal. As a homeowner, I should be able to receive 3 quotes and hand over to city to have the work done with the quote I choose with warranty.*

Local improvements, which may be made as part of your neighbourhood's renewal, are construction projects undertaken near or adjacent to your property that City Council considers of greater benefit to your area than to the municipality as a whole. Since you and your neighbours receive the most benefit from these local improvements, the City shares the cost with you.



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Local improvements are paid for in whole or in part by the property owners in one of two ways:

1. **Lump sum payment:** One-time full cost payment.
2. **Amortized payment:** The cost is paid for gradually on your yearly property taxes (includes interest charges). The tax stays with your property; if you sell, the next owner will continue to pay the balance.

Properties that do not have streetlights on their street (e.g. westside of 85 Street between 90 Avenue and 96 Avenue) will not be required to pay for the decorative street lighting upgrade fee (if the community chooses to go with decorative streetlights).

Learn more at edmonton.ca/localimprovements

DECORATIVE STREETLIGHTS

The City covers the full cost to replace all streetlights with standard galvanized steel poles, LED lights and street address blades.

Communities can elect to pay for decorative streetlights as a local improvement. This process is the responsibility of your community. In Strathearn, this process is being coordinated by the Community League. Please contact them for more information. Their contact information may be found at <http://www.strathearncommunityleague.org/>

MEETING FORMAT

- *I believe it is a poor format to NOT allow or have planned an open question and answer moderated session after the presentation. The City shows a lack of truly wanting community feedback/concerns. This truly felt like a Project Managers checkmark as public consultation requirement done - move on.*
- *Provide a map to reference from when discussing changes. Formal Q&A is a good idea.*
- *Wish that questions from public could have been addressed. Could have been bigger pictures. Difficulty getting access that why if each area could have fielded questions that may have been more helpful.*
- *Can details about each decision about my community improvements be found on the city's website? I find in public meetings the details are lost and a website can offer those at our convenience.*
- *You should allow / plan 15-20 minutes of Q & A in open forum following the presentation.*
- *Enjoyed the info, sorry for the loud mouths.*
- *I am unimpressed with the format/structure of this meeting. I believe that the City does not welcome community involvement. They shut down public forum questions and pursue their limited self-interests; they do not live in our community and their jobs are dependent on force-feeding us their point of view. This meeting should have had an open-forum after the presentation. That is democracy. That is also the only way a presentation can take place without disruption. After attending these City sponsored meetings for more than 8 years, I truly believe that City employees and Project leaders do not want to hear from the community whose lives they affect. It is simply a public relations ploy.*
- *Thanks also for politely keeping people from airing their individual gripes!*
- *The process of not allowing questions from the floor is very poor. It may not be intended but feels like it is being pushed through without adequate community input.*
- *The roadway and sidewalks modification document/drawing has the "blown-up" pictures which are helpful but then this covers up roads/sidewalks underneath which can't be reviewed by citizens. Would suggest including an "uncovered" version in the document packages.*
- *I would have liked to have a Q and A at the end of the presentation. I'm sure many of us have the same questions and it would have been a great way to get answers rather than all of us asking the same questions*



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and probably getting slightly different answers from the representatives at each display. This would have avoided unwanted interruption of the meeting.

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

PARKING

- *Is there any plan for a public parking area for Montgomery Place?*

Neighbourhood Renewal does not plan on adding additional public parking for Montgomery Place. However, the existing loading zone will be reconstructed at the same location.

STRATHEARN DRIVE SHARED-USE PATH

- *Love the Strathearn Drive multi-use trail. Be sure to put switchback for valley access so the cyclists/pedestrians don't have to double-back and cross LRT line twice.*
- *It would be nice if the shared use path along Strathearn Dr/Cr ran along (or close) to the treeline in the park and crossed Strathearn Park to connect with the 98 Ave traffic circle (replace old, beaten concrete path).*
- *Strathearn Drive foot path -> can you add in closer to the park benches. There's already a natural path made there.*
- *Another path perhaps by the Silver Heights Park?*
- *Add benches along new walkway/bicycle paths. Some exist now but more needed.*
- *Shared use trail should run through Strathearn Park closer to the ravine/valley side of the park rather than beside the road. This is where most people walk & cycle now.*
- *The walking route in Strathearn Park should parallel the tree line and not the street.*
- *I like the shared use path on Strathearn Drive. Will the city clear the snow on this path? Lots of dog walkers there - so please provide lots of garbage cans. Please consider moving the 3 meter shared use path to the northside by the trees - we have noticed most people walk there. You can see that in the photos that were at the presentation.*
- *It would be nice if the path on Strathearn Dr went to the corner of 85 St / 96 Ave.*
- *This is described as a 3.0m asphalt shared- use path. I presume that this is really intended to be a bike path, since the current surface (grass) is entirely suitable for walking and other such activities...Rather than making things safer, I suspect that a paved bike path is more likely to create an opportunity for collisions between bikes and other users of the park, particularly where the park narrows towards the southwest end, which is also where it has the largest amount of foot traffic. But my main concern with the proposed path is its northwest terminus... the terminus is immediately within a couple of meters of our driveway. If the bike path comes to be heavily used, ending it so close to a driveway would raise safety concerns. Therefore, if the path is built, I suggest that its terminus be made at least 20 meters back up the Drive to the northeast.*
- *I overheard numerous people tell planners that the need and preference was much greater for a path through the park instead of along the street, but their requests were dismissed because it was out of the work area. I think the planners for the upgrade need to reconsider our concerns, and collectively plan to meet a higher level need of the community. In the past few years, except for the current winter, the ad hoc foot path through the park has been plowed by the City...I wonder why the path wasn't plowed this past fall?*



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- *I am unaware of a sidewalk/path being built directly adjacent to the street in other river front parks unless there is a strip of grass between the path and curb, or the snow is graded to the curb and then hauled away. We will have a new sidewalk on the south side of the Drive and Crescent and the old sidewalk is well maintained by home owners; so walking along these streets in winter is not a real issue. This sidewalk isn't meeting the desires of the neighbourhood and there are other serious problems with the idea as well.*
- *Maintaining a wide path on the park side of the street will require a commitment to do more snow removal to keep it open. Hence, I am strongly opposed to the path along the Street and Crescent unless there is a commitment to do, which would be more costly than currently done. Overall, I think that the proposed path next to the streets is a waste of good tax dollars and shows a lack of coordination and collective vision within city departments.*
- *Preferably SUP will be moved closer to tree line, but in current location hopefully it is far enough back from curb to prevent windrows from road snow clearing pushing onto trail?*
- *Is there a reason why the SUP does not follow the grass path closer to the tree line? This is the path that most users use as it is preferred to be enjoying the green space, nature, as opposed to just using a path next to a road. There is already the sidewalk on the other side of the road if someone wants to walk near the roadway under lighting. Hopefully this is not due to the fact that it requires going out of the road right of way. Just need to coordinate with Parks. Trails near the tree line are much more enjoyable and they wind along the tree line (but safe distance to prevent erosion) and are what is commonly found in other neighbourhoods such as Forest Heights, Fulton Place, Capilano that have a similar green space fronting the river valley. There are also existing benches and view points that the trail would connect with if it went closer to tree line.*
- *If a new SUP is going to be installed in Strathearn, then the existing trails in Strathearn Park should be upgraded to ensure a continuous and safe trail.*
- *Suggestions: a. a couple picnic tables in green space along Strathearn Drive, overlooking downtown. b. River Valley Trail Map on posts at each end of SUP (east and west) to show how users can continue on the trail systems or sidewalks. c. A bike fixit type of station along new SUP. Similar to Dero Fixit as installed all around Canmore. Suggest locating at staircase where there is a bench and light already. Possibly add a couple bike racks here as well to prop up bikes for those wanting to stop, take a break, run some stairs, etc.*
- *The City plans indicate an asphalt pathway will be placed along Strathearn Drive and Strathearn Crescent. It makes more sense for the pathway to follow along the top of the tree line (as opposed to the roadway) where the existing 'goatpath' is today. Also, if the pathways are beside the Drive and the Crescent it would get covered with snow every time the road is snowplowed, because that is where the piles of snow are pushed.*
- *The City has proposed that an asphalt bike/walking/running trail will be placed on the north side of Strathearn Drive and Strathearn Crescent. If the trail is built directly beside Strathearn Drive and Crescent it would be covered by snow in the winter when the City plows the roads as the windrow is pushed to the north side of the road. It would make more sense to have the trail follow along the top of the tree line (as opposed to the roadway) where a 'goatpath' already exists.*
- *Request that SUP be relocated or an additional SUP be constructed along the top-of-bank.*

The City plans on constructing a new 3.0m shared-use asphalt path just to the north of Strathearn Drive and Strathearn Crescent, from 85 Street to Connors Road (Neighbourhood Renewal is currently working with LRT Design and Construction to determine the best way to connect the shared-use path to Connors Road). This route is heavily used by pedestrians, as shown by the well worn path in the grass. The northwest terminus of the shared-use path is currently being reviewed and will take into consideration the proximity to existing driveways.

The proposed shared-use path adjacent to the road will be separated by a grass boulevard. The width of the boulevard will be approximately 2.25m, however, it will vary in some locations. The grass boulevard will also



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provide a location for snow to be stored when the roads are cleared. The City will clear the snow off the shared-use path.

The City is currently reviewing the area to determine if a different alignment of the shared-use path through the park area is feasible (closer to the tree line). Various alignment options for the shared-use path are being considered; however, additional funding still needs to be secured before the path can be finalized.

The existing trails in Strathearn Park (between Strathearn Drive and the 98 Avenue Traffic Circle) are currently under review. The City is awaiting approval of funding before the trails can be replaced as part of the Strathearn Neighbourhood Renewal Project.

There are many benches along the green space near Strathearn Drive. At this time, there are no plans to add any additional benches.

STRATHEARN PARK

- *Resurface walkways in Strathearn Park.*
- *We do not think the addition of picnic tables is warranted for Strathearn Drive or Strathearn Cres. It would mean more garbage cans (and garbage) that wouldn't get picked up. The benches are fine. Speaking of benches, the benches as placed are starting to look directly at bush (instead of the lovely city/valley view) since the City has neglected to clear areas that it used to. Perhaps that could be rectified.*
- *Trash containers. Lots of walkers/joggers in our neighbourhood.*
- *I would like to see Strathearn be more walkable. Currently, there is no easy access to Strathearn Park (north of Strathearn Crescent) from 95 ave due to the old Strathearn Apartments property. One must either walk north on 90 Street or go all the way to 87 Street. Would like to see north / south walking path.*
- *In the past, the city used to clear snow to create a walking path in Strathearn Park in the winter. They have stopped doing so the past few years which has made it difficult for people to walk and enjoy the beautiful view of the river valley on the north edge of the park. I would like to see a walking path on the north edge of strathearn park, away from the street. Something that would get plowed in the winter - a service that newly developed communities with little to no population yet are receiving. Please provide our long established neighbourhood with the same opportunities for walking safely. If having both a walking path on the northern end of the park and the cycling path on the southern end of the park is not feasible, consider making one path on the northern side for both cyclists and pedestrians rather than on the southern side.*

The City is currently reviewing the area for possible improvements. Implementation of any improvements are pending City funding and approvals and will be shared at the next open house.

STRATHEARN CRESCENT PATHWAYS

- *The pathways at the east end of Strathearn Crescent need to be replaced to get to the traffic circle at the top of 98 Ave.*



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- *The pathways at the east end of Strathearn Crescent need to be improved for walking and bike access to get to the traffic circle at the top of 98 Ave.*

The City is currently reviewing the area for possible improvements. Implementation of any improvements are pending City funding and approvals and will be shared at the next open house.

SIDEWALKS

- *Is it possible to extend the sidewalk that runs up 98 Ave (and ends at the crossing at the traffic circle) to continue along the west side of 85 St up Strathearn Drive?*

This is outside of the Neighbourhood Renewal scope of work. If 85 Street is upgraded in the future, the sidewalk might be extended at that time.

- *Many of the walkways between boulevard sidewalk and road are missing. Are they being removed and/or not replaced? Or just not shown on preliminary design? If it is being replaced, would like it to align with the walkway from my door to the sidewalk as it is currently not aligned.*

The walkway between the boulevard sidewalk and the road is called the “connector sidewalk”. The City will reconstruct all existing connector sidewalks and replace them in roughly the same location. The City would consider relocating existing connector sidewalks if there is a conflict with existing infrastructure or mature trees. New connector sidewalks will not be constructed, unless there is a technical reason to do so.

- *The new sidewalk alignment at 89St and 93Ave intersection seems confusing and not as per typical pedestrian facilities. Can the sidewalks and ramps be better aligned so that the walking direction is perpendicular between the island curb and the main sidewalk curb? This will minimize distance of on-road walking portion and makes more sense from how the ramp is oriented.*
- *The sidewalk southwest of 92B Ave that runs between homes and across the alley is a very well-used sidewalk but has been left out of any improvements or rehabilitation (no updated signage, no sidewalk replacement/widening, no lighting)...This sidewalk is currently in the COE Community Walking route for the area and is a proposed bike commuter link in this prelim design. It is also part of the COE sidewalk snow removal each year. So this sidewalk needs improvement by the city. Would recommend: widening if possible, new pedestrian lighting, replace the sidewalk, remove the physical poles/gate structure (see pic) and replace with signage, rumble strips.*

The Neighbourhood Renewal Program typically only replaces sidewalks within the road right-of-way. The sidewalk southwest of 92B Ave that runs between the homes is outside of the road right-of-way, however, it is part of a public utility lot (PUL). The City is currently exploring other sources of funding to cover the cost to replace this sidewalk and complete it during the neighbourhood renewal process.

- *It is imperative that the city sideways are sloped away from the houses so that water drains away from the houses.*
- *The current sidewalks slope towards our house - it is essential that the new sidewalk slope away from the house so that water drains away.*



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All sidewalks are designed to have a 2% slope away from the houses.

The alignment of the new sidewalk at the intersection of 89 Street and 93 Avenue for the proposed island median will be reviewed to determine if the sidewalk can be realigned to be more perpendicular to the main sidewalk curb. There is an existing mature tree on the southeast side of the intersection that limits the possible locations that the curb ramp can be placed. It is preferred to have the curb ramp on the west side of the tree, so that the tree does not block pedestrians from the line-of-sight of vehicles before they cross the road. The existing roots will need to be exposed to determine how close the curb ramp can be to the tree without affecting its integrity.

STREETLIGHTS

- *I wish to register my note against the proposed new street light standards for the neighbourhood. Increasing property taxes make it difficult for me as a retired pensioner.*
- *Intersection of 92B Ave and 87 St. Current lighting seems quite low during dark hours especially for pedestrians in area. When trees in the boulevard and the island are in full bloom, it is dark in the area of the pedestrian crossing ramps. With many vehicles parked along the north side of 92B ave, there are poor sight lines for vehicles turning as well. Can another pole be place in the area to ensure levels and safety is met?*
- *To make connector sidewalks better lit, can you consider adding pedestrian walkway light poles to the following sidewalks? Use of "house shields" to minimize spill light to nearby houses. a. Walkway south of 92A Ave: b. Walkway southwest of 92B Ave c. East of Silver Heights Park.*
- *Strathearn Drive Staircase Lighting: This is an old drill stem type pole that is rusting and past end of life. Also it is a davit style pole for a pedestrian facility. Has old style luminaire is not LED and adding unnecessary uplift. Please upgrade to current standard pedestrian pole. Secondly, this staircase is used frequently for connecting to river valley trail system, Gallagher Park(folk festival) and for fitness. It is very dark at bottom of staircase and a low wattage light would be beneficial for sense of security, wayfinding the trails, etc.*
- *Why isn't upgrading alley lighting to LED also part of the lighting upgrade? Wasn't this done in neighbourhoods in the past? This will ensure energy savings and keeping maintenance costs down.*

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

As per the Light Efficient Policy (C576) the street light locations are re-installed back as close to the existing streetlight location as possible. However, during the streetlight design and review process, all intersections and crosswalks will be reviewed for the possibility of lighting upgrades. Lighting upgrades are typically done at high collision intersections and all marked crosswalks are upgraded to the best possible lighting based on existing infrastructure locations and limitations.

Any new additional lighting on walkways may be requested through Great Neighbourhoods. House shields are used when there are homes adjacent to the walkway.

The existing streetlight pole at the top of the staircase will be upgraded with a new pole and LED luminaire. As per the Light Efficient Policy (C576) and the environmental sensitivity of the requested light location at the bottom of the staircase, no additional lighting will be installed.



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TRAFFIC

- *Is it possible to install traffic signal lights at the intersection of 85 St and Strathearn Drive?*

Transportation Operations uses an objective evaluation process to assess requests for upgrading traffic controls. Considerations include: main and side street vehicle volumes, the delays experienced by drivers, the impacts of queued traffic, safety concerns, and implications of signalization on the overall roadway network as well as the community. This evaluation provides a means of determining the appropriateness of the existing traffic control at a given location.

The intersection assessment for full signalization at this location has been scheduled to be completed by the fall 2016.

- *We would like to see something in place to slow down speeders along Strathearn Dr. speed bumps?? Especially at intersection of Strathearn Dr. and 87 Street. Will get even busier once the apt. complex gets built in the neighbourhood, ie. Strathearn Heights.*
- *Stop control on service road northbound.*

Traffic calming measures can be reviewed to determine what treatments are most appropriate. Speed bumps create maintenance concerns in the winter when graders try to clear the snow off the road.

Stop control signs will be included with the service road.

TREES

- *Will the City consider a bylaw that should a property owner remove a healthy mature tree on the property they must replace with a new tree. Vancouver/Shanessy did this and it made a huge difference.*

It is illegal for anyone to remove trees on City property unless it is done by the City and the Corporate Tree Policy is followed. The corporate tree policy states that when a viable tree is removed, the proponent must provide equitable compensation. A large boulevard tree can be worth as much as \$85,000. Replacing a large tree with a new planting is not equitable.

OTHER

- *I think it is very exciting this rehab is taking place, it is long over due.*
- *Very good presentation, hope all goes according to the plans. The neighbourhood should look great.*

Thank you for your comments. We are glad you are excited about the neighbourhood renewal plans for Strathearn.

- *I'd also like to see the opportunity for community members to plant flower gardens and/or vegetable gardens on city owned green space that is not being used. So for instance, the cement triangles that you are planning to build at the large intersections (eg. 93 Ave and 89 St) - could have garden space for community members to plant flowers or veggies.*



BUILDING GREAT NEIGHBOURHOODS

Please connect with your Community Recreation Coordinator, Paul Samboryk, at Paul.Samboryk@edmonton.ca for information on neighbourhood community gardens.

- *I would also like to see benches sprinkled throughout the neighbourhood to assist those with disabilities and seniors to go for walks and know that they have some resting places along the way.*

Opportunities for additional benches will be reviewed.

- *Will the construction traffic to redevelop the Strathearn Heights Apartments damage the new roads?*

The City is currently working closely with the developer of Strathearn Heights to ensure that damage to the new roads is minimized.