



# BUILDING GREAT NEIGHBOURHOODS

## STRATHEARN MEETING THREE JANUARY 17, 2017 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Strathearn beginning in spring 2017. 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. A final pre-construction meeting was held January 17, 2017.

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, Street Lighting, LRT, 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.

### ALLEYS

- *Are our back alleys going to be re-done?*

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](http://edmonton.ca/transportation/on_your_streets/alley-renewal.aspx) or contact 311.
- *Epcor was going to pave the alley after installing the power duct between 130 Avenue and 132 Avenue (the shared walkway parallel to 104 St). Can we get it done?*

To find out the status of EPCOR paving this alley, please contact their Customer Service toll free line at 1-800-667-2345. Alternatively, the alley could be repaved through the local improvement process as described above.

### BUS SERVICE & LRT

- *How is this going to effect bus service for seniors?*

There are currently no plans to totally close any roads along the Valley Line LRT alignment for any extended periods for 2017. As construction kicks off this spring, there is a chance of a short duration (weekend, nights etc.) total closure of a road segment to facilitate part of the construction. Bus service will be maintained throughout the entire alignment where buses run currently. The scheduling may change slightly to try and accommodate for the delays in traffic, some



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existing bus stops will be temporarily closed and relocated to other locations to maintain safety and to allow pedestrian accessibility throughout the alignment.

The plan for Connors Road is to maintain three lanes of travel, although the peak hour traffic switch will not be maintained. Starting in the spring, there will be two (leaving downtown) southbound lanes, and one northbound lane of travel for all time periods. With the exception of bus stop location changes and some timing modifications, 95 Avenue and 85 Street will have the same bus service as now. ETS will provide customers with advanced notification prior to any changes.

- *How is the LRT overseeing Connors RD going to affect the heavy traffic in the morning and afternoon?*

Peak traffic will be affected by the the LRT construction which will require other arterial roads to pick up some of traffic load. The City will aim to maintain as many lanes as possible during construction to keep a steady flow of traffic.

- *92B Avenue is not a bus route but currently about 10-12 school busses use it every morning and afternoon, most of them really fast. How do we get this stopped?*
- *Bike Route on 92B Ave is a bus route. There is 12 busses that use 92B Avenue twice a day.*

92B Avenue is not a school bus route and buses should not be using it. If you notice an issue, please contact the Edmonton Public School Board at 780-429-8585.

## CONSTRUCTION

- *How long are we going to be "displace" during construction? Will we be able to leave our driveway along (I have mobility issues)*
- *How is this going to affect getting in and out of these areas during construction?*

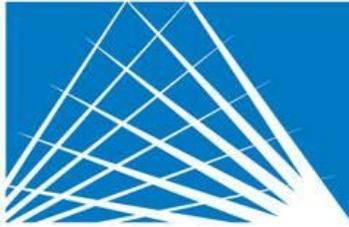
For 48 hours before construction, there will be no parking on the street. During construction, one lane of traffic will be maintained at all times under flagperson control. No parking will be permitted in signed areas. Access to businesses, residences and alleys will be maintained, where possible, at all times. Emergency access will be maintained at all times. All residents are asked to access their homes through the alleys if possible, for the majority of use during construction. If you have special access requirements, such as DATS, please advise Terrence Gosine, construction project manager for Strathearn, at 780-944-0266 or [terrence.gosine@edmonton.ca](mailto:terrence.gosine@edmonton.ca).

- *Is it possible to hire members of the community for the project. 70% of local please. Local will reduce carbon footprint/ "The way we green"*

The construction is done by external contractors who are primarily local. The City is not involved in their hiring their staff. Consultants involved in the work are primarily local. Again, the City is not involved in their hiring their staff.

City staff are involved in the projects for management, inspection, survey, etc. There are seasonal positions that are posted and filled annually, but this is not specific to the Neighbourhood Program. There is not a requirement that the seasonal positions are filled by local workers. However, it is often the case that the majority are local.

## DRAINAGE



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- *The west end of the alley that exits/enters between Strathearn Cres, and Strathearn Drive at 89th Street requires a drain. It constantly floods out during winter melts and in the spring. I will leave contact information but you don't need to contact me, but please call if you require clarification.*
- *A storm sewer drain needs to be added to the far west end of the Strathearn Crescent back alley. During the winter an ice dam forms at the end of the alley. As the snow and ice melts, the run-off travels down the alley and is then blocked from traveling down the Strathearn Crescent gutter towards the current drain located on the northeast corner of Strathearn Crescent and Strathearn Drive. As more and more of the run-off backs up it becomes impossible to drive through the build-up.*

During the detailed design process, the City will review if a catchbasin is required at this location. A field assessment will be done prior to construction to determine how much of the alley access will be required to be replaced to ensure drainage flows out of the alley and down the gutter. The gutters will need to be cleared of snow and debris to allow drainage to flow down the gutter to the nearest catchbasin.

## DRIVEWAYS

- *I want to keep my driveway in front on 93 Avenue (87719 93 Avenue).*

During the sidewalk removal and replacement process, the City would only remove the portion of the private owner's connector /driveway that is required to facilitate the construction of new sidewalk. The limit of removal depends on the new sidewalk grades and existing lot grades. However, residents have an option to coordinate directly with the contractor to accommodate their requests while they are performing work in their area. Closer to when construction will take place in the neighbourhood, the contractor will send residents construction bulletins/notices. These notices will include contact information for the contractor.

## MEETING FORMAT

- *Trevor S was very helpful and though the presentation was useful, it was long and technical*
- *The formal presentation was too long, I had to leave.*

The presentation and display boards used at the meeting are available for viewing at [edmonton.ca/buildingstrathearn](http://edmonton.ca/buildingstrathearn). If you have any further questions about the presentation, please contact us by calling 311 or emailing [buildinggreatneighbourhoods.ca](mailto:buildinggreatneighbourhoods.ca).

- *Looking forward to the project being completed.*
- *Thank you, very exciting.*

## PARKING

- *Is there any plan to make a visitor Parking area at Montgomery Place Senior Apartments at 9420-92 Street?*

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.

## SHARED-USE PATHS

- *Good to see shared use trail moved into strathearn park from street (Strathearn Dr.) This should also be done in front of Strathearn Cres (project). To make a more pleasant walk and facilitation snow remover.*



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- *The Shared Use Path that follows north of Strathearn Drive and Strathearn Crescent only follows the ravine/tree line north of Strathearn Drive. It should also follow the ravine/tree line (i.e. more north) on Strathearn Crescent as well, for 3 main reasons:*
  - o *1) All snow from Strathearn Crescent road is plowed to the north over the curbside so on heavy snowfall times, the snow would be plowed onto the Shared Use Path if it left where currently drawn;*
  - o *2) The park benches (some of which the city just added) are along the ravine/tree line so it would make more sense to have these adjacent to the path (and not far away so that to get to the benches you have to either trudge through snow or wake up every mosquito on the way); and*
  - o *3) the garbage cans are along the tree line.*
- *The revised City plans show a new Shared Use Path running along the north side of Strathearn Drive and Strathearn Crescent. The Shared Use Path follows the top of the riverbank (following the path of an existing goat trail) from the west end of Strathearn Drive up until it meets the west end of Strathearn Crescent. From that point on the Shared Use Path runs directly beside Strathearn Crescent. The Strathearn Crescent portion of the Shared Use Path should instead be re-aligned to follow along the top of the riverbank (continuing to follow the path of the existing goat trail). In the winter when the City plows Strathearn Crescent, all of the snow is pushed over the curb on to the grass on the north side of the crescent. For those winters when we have above normal snow falls, the windrows can reach 4 feet in height and 5 feet in width. The windrows would completely cover the Shared Use Path. In addition, the City has encouraged people to walk along the top of the riverbank by the placement of park benches and garbage cans (along the path of the existing goat trail).*

The same comment was brought up by many residents during the open house. The City has reviewed the alignment of shared-use path and has revised the alignment of the shared-use path north of Strathearn Crescent. The new alignment will go through the park area and weave between the existing trees. The new alignment has been updated on the City website at [edmonton.ca/BuildingStrathearn](http://edmonton.ca/BuildingStrathearn).

- *Happy that the shared use path has been relocated by the treeline. Very please the Strathearn park path will also be upgraded as it is used heavily by pedestrians, dog walkers parents with children & strollers, bikers, etc.*

Thank you for your comments. We are glad that you are pleased with the final design for Strathearn's neighbourhood renewal.

- *Sometimes the shared use path used by pedestrians and cyclists seems danger when cyclists speed along. Is there a way to ask or push cyclists to slow down? I've found them a danger on river valley trails.*

The City does not monitor cyclist speed along shared-use paths. However, all users of a shared-use path are expected to use it safely.

## SIDEWALKS

- *Curb extensions should be added by default, not by request*

The City generally installs curb extensions in areas with high pedestrian volumes (schools, parks, etc). The primary purpose of curb extensions is to improve pedestrian safety by reducing the crossing distance for pedestrians to get across the road.

## STREET LIGHTS



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- *Well done. I would like the street lights to be 3000K versus 4000K, but I understand the limitation.*

The City is keeping a close eye on the research regarding lighting, and as a result a Light Efficiency Community Policy (LECP) was adopted and it is being implemented with any work. This includes reducing spill light and light trespass to the greatest extent possible and using 4000K colour temperatures for streetlights. The City doesn't use high intensity light output luminaires and colour temperatures with high blue content (6000K-7000K). Additional info may be located within the LECP report: [https://www.edmonton.ca/transportation/PDF/Light\\_Efficient\\_Community\\_Policy.pdf](https://www.edmonton.ca/transportation/PDF/Light_Efficient_Community_Policy.pdf).

### TRAFFIC

- *There was no consultation about the new 4-way stop at 93 Avenue and 87 Street. Why not?*

The City implemented the 4-way stop to better manage the safe operations of the school area and address the high volume of yellow school bus traffic along 93 Avenue.

- *Have you considered putting an overpass over Connors Road?*

An overpass over Connors Road was not considered for the Strathearn Neighbourhood Renewal Project.

- *My request was that the current sign on Strathearn Drive (located half way between 91 Street and 92 Street) indicating that there was no left turn at Strathearn Drive and Connors Road, be moved further East on the Drive and made larger and more readable, so that drivers will be able to change direction at 92 Street. It is too close to 92 Street to allow drivers of vehicles to select that option to change direction. The result is that there are a considerable number of drivers of vehicles forced to find a turning location so that they can return along Strathearn Drive to 92 Street. Lanes, private drive ways, middle of the Drive and vacant lots are all used to change direction. Frustration also results in the returning vehicle to be speeding along the Drive as it returns. (The danger to small children, pedestrians and cyclists on the Drive and in the park and from the homes along the Drive is thereby increased).*

The City of Edmonton, uses standard size signage and lettering for roadway signs. The sign will be relocated to 60 meters east of the 92 Street intersection (currently it is 30 meters) as a part of the Neighbourhood Renewal process to provide better guidance in advance of the intersection.