



BUILDING GREAT NEIGHBOURHOODS

HAZELDEAN MEETING THREE

FEBRUARY 21, 2013 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Hazeldean, with neighbourhood reconstruction beginning in spring 2013. As the City is committed to involving Edmontonians in the decisions that affect them, residents were asked to provide input, to identify missing sidewalk connections and investments to add to Hazeldean's livability.

The first neighbourhood meeting was held with the community league executive on April 10, 2012. A second public meeting was held on September 26, 2012. The final meeting was held February 21, 2013 at École J.H. Picard. At this meeting the City shared the final design and construction schedule for the neighbourhood.

The following provides a general overview of comments and questions from the meeting.

GENERAL COMMENTS

- *This will be wonderful once it's complete.*
- *Thank you. We view this as a significant improvement to our neighbourhood, at a very affordable price with minimum work and inconvenience for residents.*

PRIVATE CONNECTIONS

- *Do we pay for private connection? If my front yard is landscaped, why will the City plant seed? Why do I have to wait one to two summers to see the nice sod?*

Property owners do not pay for private connections. The City will only remove and replace parts of the private connectors to ensure proper drainage. The City will put sod down once the new construction of the sidewalk and road are complete. Typically sod takes about six weeks.

ROAD CLOSURE

- *Strongly opposed to the closing of 97 Street between 68 Ave and the alley south of 69 Ave. This road allows residents of the area an important access to Argyll Road which has a set of traffic lights allowing left-hand turns. As the density of this neighbourhood increases this roadway will become more important.*
- *Road at 97 St and 68 Ave should not be closed. A traffic circle makes no sense.*
- *Traffic from 99 St-97 St on 68 Ave must be slowed down especially where the multi-use trail crosses 68 Ave and 98 St.*
- *I don't agree to any part of road closures. We are already blocked by the greenbelt, which I am ok with. The schools and 99 Street railroad. We do NOT need another blockage. Bikes can just ride on the road like they always did.*

The road closure is related to the creation of a bicycle boulevard connecting the bike lanes along 97 Street south of 63 Avenue to a future bicycle boulevard along 83 Avenue. This design includes a roundabout at 66 Avenue and 97 Street, as well as changes to traffic control signs at 69 Avenue, 71 Avenue and 73 Avenue intersections with 97 Street (changing the orientation of stop signs) in addition to the road closure of 97 Street between 68 Avenue and the alley

south of 69 Avenue. The closure of 97 Street will likely decrease the amount of traffic shortcutting through the neighbourhood and allow for a friendlier north/south bicycle connection.

The closure will impact residents that live north of the closure and who travel to work south of Hazeldean. However, traffic volumes through the closure area are less than 200 vehicles during the a.m. and p.m. peak hours, and alternate access points to both 99 Street and 63 Avenue are available to residents. The closure will assist in reducing shortcutting and speeding vehicles from passing through Hazeldean, in particular in front of Hazeldean School. We have heard from residents that live along 97 Street that this is a problem and that the speed humps are causing issues for their homes due to vibration. The road closure and traffic circle will address the issues that residents living along 97 Street are having. It should also be noted that about 6 per cent of the trips along 97 Street passing in front of the school during rush hours are currently bicycle trips.

The City analyzed the impacts of the closure on resident travel and shortcutting vehicles, and also determined if the closure would significantly impact Hazeldean School. Through discussions with Edmonton Public Schools and Hazeldean School, it was determined that the bus drop-off would not be affected by the closure. With other Neighbourhood Renewal changes, drop-off areas at the school will be improved and provided on both sides of the road by slightly widening the roadway. Sidewalks will be added as well. The creation of the bicycle boulevard is also intended to improve access to the school for children arriving by bicycle and walking.

ROADWAY SAFETY AND OPERATIONS

- *96 St is unsafe. It appears that 96 St is going to see a lot more traffic, especially if a signal is installed at 96 St and 63 Ave and 97 St is partially closing. Safety should come before fashion or redesign.*

Following the completion of the Neighbourhood Renewal construction, the Office of Traffic Safety will review any identified speeding concerns and will utilize the appropriate measure from the Community Speed Management Continuum to mitigate these concerns. Should the roadway modifications not be as effective as hoped for managing speed, the neighbourhood could at that time be considered for a 40 km/hr speed limit based on post-construction driver behaviour.

As for 96 Street/63 Ave, there may be a possible location for traffic signal pending reviews by Transportation Operations. This will be finalized before end of 2013.

- *Take pedestrians rather than cyclists into account. If you do, you should close 68 Ave and 99 St as well, since people speed down 68 Ave.*

99 Street is an arterial roadway and thus out of the scope of this project. The City does look at all forms of active transportation when completing final designs for Neighbourhood Renewal. Ensuring sidewalk access on at least one side of the road and linking to trails and park areas are some of the ways in which we enhance pedestrian access in neighbourhoods. In Hazeldean, we have included a granular linkage from 68 Avenue to the existing ravine pathway as a Great Neighbourhoods Capital Investment.

- *50 km/h on 96 St is too fast. It should be designed for 40 km/hr or 30 km/h. It is a residential street.*

96 Street is a collector roadway. The standard speed for collector roadways is 50 km/h.

ROADWAY WIDENING

- *The biggest complaint I have consistently heard from communities is the unnecessary widening of roads. I am responding as a cyclist and as a community challenger to engineering standards that may or may not apply to the function of the street.*

The widening of 97 Street meets City standards. 97 Street between 66 Avenue and 68 Avenue is a school drop-off zone.

- *The widening of 97 St (in the non-school area) is not necessary in my view. Bike boulevards should be narrow roads. The parked cars are hazards for cyclists, so why not have parking on one side only rather than taking away street space by widening the road?*

The widening of the local street brings the road to the current standard width. Widening the road from 8 m to 9 m allows vehicle parking on both sides of the road. By providing parking on both sides of the road, the width of the driving lane for a 9 m road is narrower than for the existing 8 m road. This will reduce the speed of vehicle traffic, making the road more comfortable for cyclists and pedestrians.

SIDEWALKS

- *The cost of sidewalks for pie-shaped lots is ridiculous. I shouldn't have to pay for a sidewalk that doesn't exist. I was told it's to be "fair" to others, but it seems to be a way for the City to make more money to offset the cost of the project. I would hope the City would reconsider charging pie-lot owners for a length that doesn't exist. I fully support the improvement project, but do not think it's fair to charge owners more money than necessary.*

Sidewalk reconstruction for irregular and odd-shaped properties is subject to Local Improvement assessment policies and bylaws. As defined by the City of Edmonton's policies and bylaws, odd or pie-shaped properties are parcels of lands having a front and rear dimension that are different, with one exceeding the other by more than twice as much. The assessed frontage shall be equal to adding together the lot dimension of the front of the parcel and the scaled dimension of the rear of the parcel (based on a production of the shortest parcel flankage length being imposed to that point on the longest parcel flankage length) and dividing the total by two. This average shall not exceed by more than two times the front parcel dimension.

The formula for calculating assessable area (the abutting portion of a parcel) is used to create an average assessable area for the front and rear of a property. As such, property owners of odd or pie-shaped properties may pay more for the front sidewalk than the actual distance but benefit when their alley is improved (alley paving or alley lighting), as the same formula reduces the length of the alley side of their property.

When financing a Neighbourhood Renewal project, the City pays for 50 per cent of sidewalk reconstruction under City-initiated Neighbourhood Renewal. As Hazeldean is included under this program, all sidewalk reconstruction assessments have had their assessments reduced by 50 per cent. Please note that any sidewalk reconstruction not associated with City-initiated Neighbourhood Renewal is 100 per cent the responsibility of the property owners.



If the sidewalk local improvement is defeated in a project area, the City will perform sidewalk maintenance only at no additional costs to the property owners. Maintenances are comprised of grinding uneven sidewalks, mudjacking of sidewalk sections that have sunk, and asphalt patching of cracked or damaged sidewalks.

- *In front of my house the sidewalk slants from each side, which creates water pooling when it starts to melt in spring. This creates standing water that freezes at night and creates ice, which I have no way of getting rid of it.*

Sidewalk renewal will include grading to ensure proper drainage. This should eliminate water pooling in front of your property.