

BUILDING GREAT NEIGHBOURHOODS

HAZELDEAN MEETING TWO

SEPTEMBER 26, 2012 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Hazeldean, with neighbourhood reconstruction scheduled to begin in spring 2013. 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 Great Neighbourhoods Capital Program 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 at École J.H. Picard on September 26, 2012 with 130 residents in attendance.

Hazeldean residents had the opportunity to review the preliminary design for the neighbourhood. Staff members from Transportation Services, the Office of Great Neighbourhoods, Drainage Services and Parks were on hand to address residents' questions.

The following provides a general overview of comments and questions from the meeting. All comments were reviewed by the project team and considered in the final design.

ACCESSIBILITY/ON-STREET PARKING

- *How will the avenue upgrading address the ambulances, DATS, inter-hospital transfer, staff and visitor traffic to the Good Samaritan long-term care facility?*
- *We have a number of people in our house using automobile transportation—where will we be able to park?*

The City will deliver bulletins to Hazeldean residents, businesses and facilities at least 10 days prior to construction. During construction we will only be working on one half of the road at a time, leaving the other side accessible. We will keep at least one entrance open at all times and, where necessary, use ramping devices to help residents get in and out of their places. In addition, the Good Samaritan care office can contact the construction project manager, Terrence Gosine, prior to construction if they have other specific concerns.

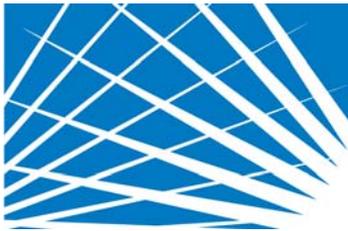
ALLEY RENEWAL

- *Are you repaving alleys?*
- *What about the large potholes in the alley?*

Reconstruction does not include paving of the alleys, which are property owner-initiated local improvements and therefore must go through the local improvement process. More information is available at www.edmonton.ca/transportation/on_your_streets/alley-renewal.aspx.

DRAINAGE

- *Are more street drains contemplated for 67 Ave from 97 St to 98 St? The low end at 97 St routinely floods due to blocked drains and water volumes.*



A study is currently underway to look at drainage upgrades in several neighbourhoods, including Hazeldean. However, there are no immediate plans in place to increase the capacity of drainage infrastructure within Hazeldean. Pooling is likely due to problems with road grades and sags in the gutters that prevent proper drainage. Grading, curbs and gutters will be addressed during neighbourhood reconstruction. Neighbourhood Renewal does replace some catch basin covers and leads during reconstruction, which may help with drainage issues.

GREAT NEIGHBOURHOODS CAPITAL PROGRAM

- *Is there any plan to add lighting to Mill Creek Ravine (this would really increase winter park use and safety)*

Pathway lighting will not be considered for the pathway around Argyll Park, as it is within the North Saskatchewan River Valley area and pathways in the river valley are not typically lit. Also, the pathway around Argyll Park ties directly into the major Mill Creek Ravine pathway system, which is not currently lit.

- *Closing 97 St at 68 Ave will increase the temptation for people to drive across the greenway. A big, boulder-edged planting bed at 98 St would help.*
- *Hazeldean has a City-approved concept plan. We would like to see some of the capital program funds go to creating granular trails, and installing benches and picnic tables between 97 St and 99 St.*
- *I would like to see a path from the cul-de-sac on 68 Ave to the gravel path (off-leash).*
- *At 93 St where the bike path is can there be a pathway build to assist people to enter down into the ravine?*
- *At 93 St between 68 Ave & 69 Ave (Mill Creek Ravine) can there be a welcoming sign into the Hazeldean community with some indication/ instruction of where the off-leash area ends and the on-leash area begins?*

Thank-you for your suggestions. The City evaluated all suggestions received and responded to both the Greenway Committee and the community league in November 2012.

ROAD CLOSURE

- *Issue with the closing of 97 St between 68 Ave and 69 Ave. It's next to impossible to turn south onto 99 St in the morning.*
- *Do not wish to see 97 St closed between 69 Ave and 68 Ave; it would cause more traffic concerns for 69 Ave and 96 St.*
- *With the closure of the road between 68 Ave and 69 Ave on 97 St, rush-hour traffic coming from 99 St will increase traffic flow on 68 Ave and 67 Ave/66 Ave leading from 99 St to 97 St to continue south on 97 St. More stop/yield signs are needed at uncontrolled intersections between 99 St and 97 St on 68 Ave, 67 Ave and 66 Ave.*
- *With closed 97 St and 98 St, 96 St and 93 St will have heavy traffic loads.*

The proposed closure is related to the creation of a bicycle boulevard connecting the bike lanes along 97 Street south of 63 Avenue to a to-be-constructed bicycle boulevard along 83 Avenue. This design includes a proposed roundabout at 66 Avenue and 97 Street, as well as proposed 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 decrease the amount of traffic shortcutting through the neighbourhood and allow for a friendlier north/south bicycle connection.

The City has reviewed the feedback from resident and property owners and will be sharing the final design at meeting 3 in early 2013.

ROAD WIDENING

- *I don't think 97 St should be widened at all. You are making it much easier for traffic to go fast.*

The City is widening 97 Street so that it meets current City local road width standards (9 m).

SIDEWALK RENEWAL

- *The sidewalk on the north side of 70 Ave between 91 St and 93 St was completely repaved 10 years ago and remains in perfect condition.*

This sidewalk was reconstructed in 1998 as a local improvement. Due to tree root problems, back draining of parts of the walk, and the fact that this area would be expected to pay 100 per cent of reconstruction in the future, the City will proceed with reconstruction. However there will be no local improvement charges in effect. As well, the City will remove this area from the local improvement project limits.

- *Are street curbs replaced where they are broken or missing?*

Yes. As part of Neighbourhood Renewal, the City will be replacing the curb, gutter and sidewalks.

- *Is there an additional per metre cost associated with reconnecting the sidewalk to private sidewalks up to the house and walks between the main City sidewalk and parking along streets with boulevard designs?*

No. The City pays for this portion of boulevard and private connector walk.

- *How do we find out if we have our front walkway to the street replaced? Do we have a choice of size/style?*
- *What are the project schedules like? When are they in our area (time of year) and how long will they be there?*

There is no choice of size and style for sidewalks. The City's policy is to reconstruct or install standard concrete sidewalks. Boulevard connectors that link the sidewalk to the roadway will be replaced with the same or similar materials as the existing connector. The connector will be replaced to the same size, shape and location if possible. Construction schedules will be more clearly defined prior to construction. Residents can expect construction activity in front of their homes for approximately six to seven weeks.

- *Do residents have the ability to build their own sidewalks? If we have to pay, can we choose our own contractor?*

No. Sidewalk reconstruction is done by project area, so 51 per cent of property owners within a project area would need to petition against sidewalk reconstruction for it not to take place. Reconstruction is done through a City contractor. The cost of reconstruction covers: the removal of existing concrete; excavation; laying of gravel base and reinforcing steel; pouring of new concrete; connecting sidewalks to property; and re-landscaping the disturbed areas to City specifications. Property owners may hire their own contractor to do work on their connector/sidewalk only after the City's contractors have completed their work in the neighbourhood.

TRAFFIC/SPEED MANAGEMENT

- *I would like to request a speed bump on 93 St between the 69 Ave and 68 Ave on the south side of the greenbelt. There is a speed bump already on the north side.*

The City of Edmonton no longer installs speed bumps on public road right-of-way. Rather, the City's Office of Traffic Safety works closely with the Edmonton Federation of Community Leagues (EFCL) and the Edmonton Police Service to manage speed within residential communities.

- *There was no discussion of the volume of speed of traffic on 96 St.*
- *Would like to see lower speed limit and better policing on 96 St.*

A speed survey conducted on 96 Street just north of 67 Avenue did not indicate a speeding problem on this roadway. The compliance rates, traffic volume and speeds recorded do not warrant enforcement action at this time.

- *Left-hand turns onto 63 Ave, or the lack thereof. There are times when traffic is backed up on 96 St.*

Transportation Services 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. This evaluation provides a means of determining whether a traffic signal is appropriate at a given location, and ensures that available resources are allocated to critical locations in an equitable manner.

Transportation has no record of any signalization requests for 63 Avenue and 96 Street received prior to the ones brought forward at the Hazeldean reconstruction meeting 2. Thus, the intersection has never been assessed for full signalization. Transportation would be reluctant to install a traffic signal at the intersection of 63 Avenue and 96 Street without the consent of the affected communities of Argyll, Ritchie and Hazeldean. That is, if the intersection were to be signalized, it would only reinforce 96 Street as a shortcutting route between 63 Avenue and 82 Avenue; the communities would find this undesirable. Consequently, 63 Avenue and 97 Street remains an alternate route for residents of the neighbourhood.

TREES

- *Along 67 Ave between 97 St and 99 St the trees have now grown and matured. To let in more light and reduce the leaf litter would it make sense to remove every second tree?*

A viable mature tree is a valuable piece of infrastructure that performs many services that outweigh the inconvenience and cost of leaf cleanup. The City does not remove trees for the purpose of reducing leaf litter. It is the City's goal to increase canopy cover within the city, not to reduce it.

MEETING FORMAT

- *No opportunity for questions and answers. How can I hear my neighbours' ideas/opinions/questions? I came for public dialogue.*
- *It would be nice if after the presentation questions could be asked in the group setting rather than a one-on-one basis.*

The format of the meeting was chosen to effectively manage everyone's time. The City has done open forums in the past, however only a small number of resident questions can be answered in the time allotted for a forum. The majority of residents' questions are specific to their property, so making City staff available after the presentation to answer questions one-on-one is the preferred format.