



BUILDING GREAT NEIGHBOURHOODS

BELGRAVIA/ MCKERNAN WEST OF 114 STREET MEETING THREE FEBRUARY 2, 2017 6:30-8:30 PM

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

The City held its first meeting with the community league executive on October 14, 2015. A second neighbourhood-wide meeting was held March 22, 2016. A final pre-construction meeting was held February 2, 2017.

Belgravia 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 Planning and Design, Facility and Landscape Infrastructure, Citizen Services, Drainage, Street Lighting, 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.

115 STREET & 76 AVENUE

- *Put large, visible signs at 4-way stop 76 Avenue and 115 Street to improve safety.*
- *With regards to 4 way stop at 76 Avenue and 115 Street - Something seriously has to be done here. People do not stop! Especially east bound at rush hour traffic.*
- *The four way stop at 76 Avenue and 115 Street is extremely dangerous as people blow through the intersection in a rush to get the light at 114 Street or they do not see the signs. I suggest the type of stop sign such as lights around the stop part of the sign. It might help - either that or actual traffic lights to gain some control.*
- *Traffic often do not stop at the intersection heading west on 76 Avenue at 115 Street. The stop sign is often hard to see if larger vehicles are parked on the North, and east of the stop sign. Even adding the new fluorescent red pole coverings like those recently introduced by McKernan School would help in making the signs more visible.*

The carriageway on 76 Avenue is going to be much more rigidly allocated when Engage 106-76 measures are constructed - there will be less opportunity to "borrow" space from the other lanes. Part of the design for 115 Street and 76 Avenue is the reconstruction of the nose of the median (with a bulb out) to provide a refuge for pedestrians and cyclists along 76 Avenue. In addition, the service road adjacent to the commercial area will be converted to a one-way northbound to reduce the left turning conflicts at the intersection and reduce shortcutting onto 76 Avenue. New signage will also be reviewed and added to 76 Avenue.

- *115A does not need a sidewalk: Not enough cars. walk this 4x everyday and never have an issue with cars.*

Sidewalks provide the basic infrastructure to support pedestrians of all ages and abilities, which is particularly important in a winter city where conditions may make it impossible for pedestrians with strollers or mobility aids to walk on the road where sidewalks are lacking. Sidewalk infrastructure is not provided for the sole benefit of the immediately adjacent residents, but rather to improve walkability for the community as a whole, as well as visitors from outside of the community.

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.

115 STREET & UNIVERSITY AVENUE

- *Make pedestrian walk light at 115 and University Avenue sensitive to pedestrians. I.e. it changes to allow pedestrians to cross shortly after they push the button. This should be done a.s.a.p, not in the one and a half years! Currently pedestrians can wait 5 mins or more to come.*
- *115 St - University Avenue- Keep the temporary bulb to allow us the space to stand to pass University North-South. Outside of this project but what about that pedestrian crossing we keep asking about. 114 Street and University Avenue West Side. East side 115 Street and 79 Avenue to University Avenue- Sidewalk wanted and showing. Thanks.*

The traffic signal at University Avenue/115 Street is interconnected with the traffic signal at 114 Street. The 115 Street only services north-south traffic and pedestrians at certain points within the 114 Street signal cycle. This operation is used to ensure safe operation of the LRT tracks by not allowing vehicle queues to generate between 115 Street and the LRT tracks. Signal changes were made in late 2016 at 115 Street to allow for better north-south service when 114 Street is preempted by an LRT.

For the west crosswalk at 114 Street, the existing equipment that controls the traffic signals is not capable of accommodating a signalized crosswalk. It also provides a conflict with turning traffic across the LRT tracks.

- *What does alarm me: 115 Street and University Avenue intersection. At afternoon rush hour this intersection is hazardous if leaving Belgravia. Northbound left turn lane is in conflict with double southbound left turn. Secondly northbound right turn is very difficult. Southbound double left turn think they have the right of way. There is often no time, or no room to make a northbound right turn.*
- *While the city may introduce new signal timing and pedestrian routes, there are still issues to be resolved regarding two (2) turning lanes from the North side of 115 Street onto University Avenue. Another concern of this intersection are vehicles exiting from the North entering 115 Street (straight through) to the South while direction signage shows no option for this - often leading to issues with Westbound turning traffic from the South onto University Avenue.*

The north approach of this intersection is signed with regulatory lane designation signs as not permitting southbound through vehicles. Non-compliance will be addressed through enforcement as this intersection is signed to not permit a southbound through movement except for cyclists. If there are any observations of non-compliance, please contact EPS non-emergency phone number 780-423-4567.

A left turn yield on solid green sign will be installed to provide clarification. An example of the sign can be seen on Google Map's streetview at <http://bit.ly/2oYKYz7>.

116 STREET & 77 AVENUE

- *The intersection at 116 Street and 77 Avenue is an accident waiting to happen. I agree with having the ST and 77 Avenue yield signs. I liked the triangle extensions; I didn't think they were dangerous*
- *I am against changing the curved intersection at 116 Street and 77 Avenue around St. Pauls. There are no problems there so why spend money to make some?*



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- *Concern that the proposed changes to 116 and 77 intersection Will: a) Increase speed of traffic on 116 B) Reduce existing sightlines. C) Create more issues RE: Pedestrians*
- *The 116 Street and 177 Avenue intersection apparently will be discussed with involved residents in near path to decided new path*
- *Intersection of 77th Avenue and 116 Street is fine as is. There has been no accident there in 63 years, according to resident Betty Dunn. Please leave it as is.*
- *116 Street and 77 Avenue- no accidents in this intersection: Leave it as is. It is wide open, so visibility is good.*
- *I do not think that any changes are needed at the intersection at 77 Avenue and 116 Street. The mock-up with the concrete barriers did not function well.*
- *I am opposed to the design change of the intersection at 77 Avenue and 116 Street. My main reason is due to the loss of parking spots for the church and local residents. It will cause hardship for both.*
- *Would bump outs work (NW and SE corners of the intersection) to assist pedestrians but not take away too many parking spots? And a yield sign (NE and SW corners of intersection) or a bump out at edge.*
- *116 Street and 77 Avenue proposed changes. The proposal changes are solution looking for a problem! I have a 2nd office, where my window over looks this intersection. I've sat looking out over this intersection 5-6 hours per day, 5 days a week for the last 17 years - Never have I witnessed a vehicular or pedestrian incident. The proposed changes are totally unnecessary! and Unwanted! Furthermore, the loss of parking in front a number of houses (including mine) will negatively impact property values. No street parking directly in front of a number of houses will create a huge inconvenience for a number of homes around. The loss of parking, resulting from the proposed changes, will have a significant impact on the users (parishioners and others) of the extremely busy St. Paul's United Church. Again, I and my neighbours, are totally opposed to these specific changes.*
- *How is this going to effect bus service for seniors?*
- *The introduction of modifications to this intersection are unwarranted - although the uncontrolled intersection is large, traffic right-of way rules apply. The maintenance of the road islands must be considered (summer: grass and weed control, winter: snow clearing machinery damage to the curbs (see 119 Street and 78 Avenue road island for example). The suggestion is made that "a possibility for additional landscaping opportunities" should be considered especially if low growing vegetation is to be introduced. There are numerous examples in the area where added vegetation and landscaping has diminished site lines (e.g. 72 Avenue and 106 Street, shrubbery makes it difficult to see pedestrians). Parking around this intersection would be further reduced should the proposal go forward. With increased rental houses, LRT parking, condominiums and church parking parking is already limited. (church parking is not limited to only Sunday services but to numerous weekday programs, weddings and funerals)*
- *I visited the mess made by the city in the vicinity just north of St Paul's United Church. What a beautiful piece of property was messed up by the city when it put up those traffic barriers! Fortunately, the barriers were removed, and I hope it stays that way! Must the city ruin every available square inch of land? We have lived here since 1965, and enjoyed this area, but it is no longer enjoyable! What a ruin! I do not think the population here has increased so dramatically that we need all sorts of barriers to protect our children and seniors! It was just fine the way it was! Please take your attention elsewhere! We will appreciate new streets and new roads and new lights (although the lights are fine, in my opinion) this spring, and are quite willing to do what is necessary and to co-operate in that respect. But the current mess is SOMETHING ELSE! Please keep "skinny houses" and "renewals" such as come out of city hall , out of our old neighbourhoods! We welcome new neighbours, but now this type of "renewal"!*
- *I am opposed to the design change of the intersection at 77 Avenue and 116 Street. My main reason is due to the loss of parking spots for the church and local residents. It will cause hardship for both.*
- *Would bumpouts work here to assist pedestrians but not take away too many parking spots (NW and SE corners of the intersection). Add a yield sign here or a bump out at edge (NE and SW corners of intersection)*



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- *The elimination of approx. 25-30 parking spots has impact on the adjacent property owners and the church congregation. By eliminating parking in the area, the proposed design creates a situation where drivers may be able to see their destination address but do not see how to get there. During the trial, drivers were literally driving in circles trying to figure out where they could park. Visitors, service vehicles and even residents were distracted trying to figure out where they could stop, turn around or park.*
- *The proposed intersection is still not a "regular" intersection and the odd angle created to make left hand turns from 77th was also proving problematic. It was also noted that traffic speed was increased along 116th as they had the right of way and open road, ie no parked vehicles to cause them to slow down.*
- *It seems that one of the main ways to make streets safer is to slow down vehicle traffic. Slowing traffic down through the use of some sort of speed bump would be a very practical solution here. (Off set if necessary to accommodate drainage.) Also adding an additional street light would improve safety as it is a bit dark on the east side of the street.*
- *In the time I owned the property I have never seen or heard of traffic accidents or even near accidents. This new design will be a major inconvenience to the property owners leading to loss of property value, while no real evidence of the problem this change would fix is presented.*
- *The change would mean that guests and visitors to the property owners facing the intersection would no longer have parking available by the houses, and those attending the church at 11526 - 76 Avenue would no longer be able to use street parking closest to the church location.*
- *I would also add that the east intersection of 116 Street and the back alley between 76 and 77 Avenues gets water pooling after a moderately rainy day. I would greatly appreciate if that issue would be addressed as part of road redesign.*

The installation of the temporary measures at the 116 Street and 77 Avenue intersection began January 17, 2017 and was completed approximately January 23, 2017. The measures included concrete barricades to represent the new proposed curblines to better define the intersection, barricades to define the proposed islands, yield signs and no parking signs. The reasons for the proposed modifications were to create defined pedestrian crossings where none currently exist, reduce pedestrian crossing distances, and assign the right-of-way to northbound and southbound traffic along 116 Street. As a result of feedback received from residents and observations of unsafe pedestrian behaviour around the temporary barriers, it was decided to remove the barriers and other trial measures at this intersection. All measures were removed on January 27/28, 2017. A meeting with impacted residents and City administration will be held to discuss the options for this intersection. The intersection will be modified in some ways to improve pedestrian safety, create designed crossings with curb ramps, improve sightlines for both pedestrians and motorists, and to assign the right-of-way to north and southbound traffic along 116 Street.

118 STREET NORTH OF 76 AVENUE

- *118 Street north of 76: why do we need to widen this. We want to encourage active transport and not more cars.*
- *Page 12 of handout what we heard: we've asked for pullins and cutouts in front of Belgravia School on 74 Avenue and in front of Belgravia Hall Park (towards hall) on 73 Avenue. This addition would be very helpful for people dropping off handicapped individuals and for equipment/ supplies for school community league activities.*

The City is not widening 118 Street, north of 76 Avenue. The City is widening the road along the east side of 118 Street, south of 74 Avenue by approximately one meter. The existing road width is approximately six meters. With the addition of another meter, this will provide more driving space for vehicles on the road and further avoid the



possibility of hitting a parked vehicle adjacent to the properties on 118 Street.

The City has evaluated both 73 Avenue and 74 Avenue for enhancements. Prior to meeting #2 (March 22, 2016), City staff have observed and confirmed with the school that the majority of the students walk to school and there has been no complaints or safety concerns from parents or the school in regards to 74 Avenue and 73 Avenue. In meeting #2, residents suggested the school needs a drop-off for handicapped individuals. There are tree constraints on 74 Avenue adjacent to the school; therefore, 74 Avenue is not feasible for a drop-off. Along 73 Avenue there are potential grading concerns. With this constraint and after further discussion with the school, it was agreed that a drop-off is not required. Should there be an issue in the future, please make a request to the school board.

119 STREET & 72 AVENUE

- *Please do not change the intersection at 119 Street and 72 Avenue. I commented on this at the last meeting (#2) and others agreed with me. It is not a problem and it is a waste of tax dollars to spend money on it. If really necessary, just put stop/ yield signs to make it clear who has right of way. This is not a busy area.*
- *I am concerned changing 72 Avenue and 119 St is solving problems that do not exist. I feel the changes will actually decrease sight lines. I do not see the need for these changes. The four way is going to force more traffic down the narrowest street at 119 Street. Please do not make it harder to drive. It is a pain to get in and out of the neighbourhood as it is. Aggravating drivers does not increase safety.*
- *I'd like to understand why the island in the intersection at 119 Street and 72 Avenue- to one way and narrowing the road concerns me because it will make it difficult for us to access our driveway. Also people park in front of our home, a narrower road in which may be a challenge.*

The 119 Street and 72 Avenue enhancement has many components to this design:

- Curb ramps are being added on the north intersection. The curb ramps will address the accessibility concerns that we have heard in the Neighbourhood.
- The corner is tightened on the north intersection to reduce the pedestrian crossing distance. We have heard that some residents enjoy the wide crossing distance. The existing crossing distance is approximately 18 meters wide (above our standard for a local roadway and a large distance for pedestrians to cross). The new design has the road approximately 11 meters wide, (this is in-between our nine meter standard for local roadway and 14 meter standard for collector roadway) which will shorten the crossing distance for pedestrians.
- Appropriate signage will be installed at the intersection. The narrower intersection may encourage vehicles to slow down as it will have a more defined geometry.
- The design clearly defines and improves the operation of the intersection by reducing the potential turning conflicts compared to the existing configuration.

119 STREET & 78 AVENUE

- *I would like to express my objection to the re-alignment of the south side of the small park. I understand the desire to re-align the road so it intersects closer to 90 degree angle. However, I believe re-alignment would cause the opposite effect. The speed bumps added to Saskatchewan Dr. have increased the traffic around this corner. Re-alignment will allow this corner to be taken at higher speeds and increase the use of this road for short cutters. As a general rule we believe that more green space is better and I do not believe the value lost to this little part is increased by modifying this corner.*

The 119 Street and 78 Avenue enhancement has many components to this design:

- Curb ramps are being added on the north intersection. The curb ramps will address the accessibility concerns that we have heard in the Neighbourhood.
- The corner is tightened on the north intersection to reduce the pedestrian crossing distance.



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- The design clearly defines and improves the operation of the intersection by reducing the potential turning conflicts compared to the existing configuration.

ALLEYS

- *Are Alleys and lights in Alley's being addressed?*

Existing alley lights will be replaced with LED lights. If the residents on a block without alley lights wish to have them installed, they can pursue a Local Improvement to have this done. To inquire about having new alley lights installed through a Local Improvement, please call 780-944-7663.

The street light in the alley to the east of Saskatchewan Drive between 78 and 79 Avenues is being upgraded as part of the Community Traffic Management Plan, at the City's expense. Pedestrian enhancements on Saskatchewan Drive are expected to encourage more pedestrians to use this east-west alley connector as a neighbourhood access.

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/alleyrenewal or contact 311.

CONSTRUCTION

- *Our corner lot has already got a "wheelchair accessible" sidewalk that was constructed not long ago. Will new sidewalk connect to this section or will it be completely redone?*

The corner will be reconstructed to match the new grades.

- *There is a sidewalk section that crosses our back alleyway. Will alley be blocked to protect the cement as it dries and will garbage trucks need to use front road (74th Avenue) during that time?*

Typically there are multiple access points into an alley. The City will stage construction so that at least one alley crossing is open while the others are reconstructed - this will allow for access for residents to their rear garages as well as uninterrupted garbage pick up. Should an alleyway have a single access point, that alleyway will not be accessible for one to two weeks (all efforts will be taken to restore access as soon as possible). If you have specific access concerns, please contact Mike Bindas, construction project manager for Belgravia, at mike.bindas@edmonton.ca or 780-495-9963.

- *New sidewalks and streets are welcome upgrades to the area. With the tremendous amount of new homes (currently 13 new builds within about 6 blocks) the city should develop a process to monitor damage to the new curbs and roadways due to the use of heavy machinery often driving over curbs and boulevards or travelling on roads and causing significant damage. This new program should be promoted with builders when permits are granted for demolition and new building project permits granted. Contractors should be responsible for the care of the project site and area including be fined and responsible for required repairs. (e.g. Hoarding of trees). One of the biggest concerns to pedestrian safety in Belgravia - McKernan is the*



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amount of traffic during “drive-home” periods and short cutting (including short cutting through alley ways). Impatient drivers, including Edmonton transit buses, trying to exit 76 Avenue and 114 street often cause issues with driving on the wrong side of the road to access the straight through or left turn lane, blocking pedestrian crosswalks at 115 Street and 76 Avenue. Bike lanes are ignored between 115 and 114 Street and at times some drivers have even driven on the South sidewalk in order to create two (2) lanes of traffic.

The City has taken action to address the impacts of construction in residential areas through a number of approaches including bylaws, processes and education. Examples include:

- In 2016 the City created the Infill Compliance Team, which is dedicated to responding to citizen complaints and proactively monitoring infill construction sites. The team enforces applicable infill-related infractions under municipal bylaws and provincial acts. The Infill Compliance Team is establishing an enforcement presence but the City still relies on and appreciates the help of residents to call and file bylaw complaints through 311.
- Dedicated section of the City’s infill website (www.cityofedmontoninfill.ca) that provides resources to the community and building industry on best practices and applicable bylaws.
 - Residential Infill Construction Guide (<http://www.cityofedmontoninfill.ca/public/download/documents/34768>) - provides information and resources for infill construction in Edmonton.
 - Construction Site Management Acknowledgement Form (https://www.edmonton.ca/documents/Construction_Site_Management_Acknowledgement_Form.pdf) - provides Development Permit applicants, contractors, builders and property owners information about the City of Edmonton’s requirements and guidelines for best construction practices related to demolition or new construction of residential infill development.
 - Worksite Code of Conduct (<http://www.cityofedmontoninfill.ca/public/download/documents/21224>) - optional site signage instructs temporary sub-contractors and site personnel about best construction practices

MEETING FORMAT

- *The presentation from the construction project manager was very useful and interesting. The other presentations were less valuable. The room (even though large) was so crowded that it was very difficult to review the materials posted. We ended up going back to the web site to actually see the materials. Presentation material was in some cases not specific enough. Hopefully, follow up questions by email will provide clarification. There was no recognition that some residences in Belgravia are actually apartment-style condominiums. All material was strictly oriented to single family dwellings. This gap should be addressed.*

We are glad you found the construction presentation useful and interesting. The primary focus of the meeting was to communicate what to expect during construction. We are always looking at ways to improve on the information we provide so thank you for the feedback. In regards to condos, the total local improvement assessment is distributed throughout every tax roll associated with the property. The assessed value is still based on the frontage and flankage, similar to single family dwellings; however, because it is spread throughout every tax roll, the assessed amount for each property owner in a condo building is generally less than what would be assessed to a single family dwelling.

PLANTS

- *Flowers moved by homeowners, how about established bushes @ 50.00 for a plant*
- *If a large hedge adjacent to a sidewalk (on city property) blocks a sight-line on a corner, can it be removed*



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please? (Eg: 118 Street/ 74 Avenue)

As for construction impacts - as a minimum the face of the hedge would need to be trimmed significantly. All plants and/or landscaping close to the walk that are not removed prior to construction, are left at the homeowner's discretion. The homeowner is fully responsible for any repairs or replacement costs that may be needed if plants/landscaping that were identified as needing to be removed prior to construction, are damaged during construction. Please contact Mike Bindas, the construction project manager for Belgravia, at mike.bindas@edmonton.ca or 780-495-9963 to discuss what may be necessary for your property.

SIDEWALKS

- *I am not sure I understood the rationale for sidewalk repair/replacement not being the responsibility of the city. Also the process for appealing against the sidewalk replacement is an onerous process and the project areas are too large to properly account for differences in the condition of sidewalks on different streets. This process could be made more streamlined and easy to complete for homeowners, perhaps by logging into their secure site on the city website.*

Reconstructing the sidewalk in front of property owners' lots is a local improvement—a project that City Council considers of greater benefit to a specific area rather than to the municipality as a whole. Residential property owners surrounding a particular sidewalk are the primary beneficiaries to the sidewalk reconstruction; therefore they share the cost 50-50 with the City at large. The neighbourhood is divided into a number of project areas. If 50% +1 of residents within a particular project area do not want sidewalk reconstruction, they can petition against the project. If the petition is successful, the City will only do sidewalk maintenance such as grinding, mudjacking or asphalt patching.

The petition process is guided by the Provincial *Municipal Government Act* as well as City policies and procedures. A valid petition must include the signatures of all titled owners. The titled owners' signatures must be witnessed and the witness must swear an affidavit before a Commissioner of Oaths. Due to the legal requirements of this process, it cannot be replaced by an online tool.

- *As a senior citizen on a fixed income, i'm not too please with the cost factor.*

Reconstructing the sidewalk in front of property owners' lots is a local improvement—a project that City Council considers of greater benefit to a specific area rather than to the municipality as a whole. Residential property owners surrounding a particular sidewalk are the primary beneficiaries to the sidewalk reconstruction; therefore they share the cost 50-50 with the City at large. The neighbourhood is divided into a number of project areas. If 50% +1 of residents within a particular project area do not want sidewalk reconstruction, they can petition against the project. If the petition is successful, the City will only do sidewalk maintenance such as grinding, mudjacking or asphalt patching.

Sidewalk reconstruction is subject to the approval of a Local Improvement Bylaw. When a neighbourhood is scheduled for reconstruction, sidewalk reconstruction is divided into project areas. Property owners receive a Local Improvement Notice in the mail prior to construction. Once the notice is issued, residents have **30 days to petition against** the local improvement in their specific project area. However, a majority (50% +1) of the affected property owners need to sign the petition in order to defeat the local improvement. The petition process is guided by the Provincial *Municipal Government Act* as well as City policies and procedures.

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.



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SASKATCHEWAN DRIVE

- *Road barriers: i.e., the three “hedgehogs” on Saskatchewan Drive laid across the road, intended to slow down traffic, are a nuisance! I generally drive 4 times per day there, and it is bump bump bump and bump bump bump and bump bump each time. That road has served the community for many years, is beautiful, and a pleasure to drive. But those hedgehogs lying across the road have ruined it, and are a pain! How many cars drove over that road above the speed limit? I would venture to say, not very many. Nab them, not the rest of us!*

Concerns with pedestrian safety at the crossings of Saskatchewan Drive and the University Avenue service road, the alley between 78 and 79 Avenue, 76 Avenue, and 74 Avenue have been identified through the public engagement for the Belgravia Neighbourhood Renewal and Engage 106-76 projects. As we upgrade the pedestrian facilities adjacent to each of these crossing points, it is expected that there will be even more pedestrians. It is difficult to install raised crosswalks as a trial measure. The speed humps were chosen as a representation as they are similar to raised crosswalks in affecting travel speeds and bringing heightened driver awareness to the crossing point. The constructed raised crosswalks will have a different cross-section than the speed humps currently in place; i.e., they will be similar to the raised crosswalks on Buena Vista Road.

- *Wiring for street lights is above ground and between 7131 and 7135 Sask D. Please put it underground like all the rest of Sask drive*

All new street lighting wires will be installed as part of the neighbourhood reconstruction. They will be underground. (Please note this is referring to the wires between the street lights only - the overhead lines between the wood poles in the alleys and the overhead power services to the houses will not be replaced).

SASKATCHEWAN DRIVE SHARED-USE PATH

Dangerous

- *Multi use trails are dangerous for pedestrians (small children especially). Multi use on 76 Avenue right in front of all those apartments is going to have people running back and forth across the street.*
- *Sask Dr North of 74th Avenue near end of the world site: It's a blind curve and excessive parking with no sidewalks. Should be noted of concern for safety. If construction is delayed to 2018 could temporary/ gravel walk on West Side be installed? Are there any opportunities to reduce the blind curve through design or parking restrictions?*
- *What is the City's responsibility when someone is injured, which seems inevitable?*

Safety is a top priority for the City. It is considered throughout the planning, design, construction and operation phases of any City infrastructure project. While there is no way to ensure total safety on trail facilities, safety can be enhanced through signage and education and awareness initiatives. As in the case of the shared-use path being constructed through the off leash area, wayfinding, safety, and informational signage will be provided; the City's website regarding trail use etiquette is also under review. In an unlikely event that there is an accident on the new shared-use path, the affected party member could submit a claim to the City.

To allow for the construction of the shared-use path within existing constraints (e.g. existing trees), it has been determined that the road will need to be narrowed (approximately 1.0 m) adjacent to 74 Avenue approximately in



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front of properties 7419 to 7203. The shared-use path in this area will also be narrowed, from the typical 3.0 m to a width of 2.5 m with a 0.5 m boulevard for signage. In order to create a safe space for pedestrians and cyclists on the new shared-use path in this area, parking will only be allowed on the residential (east) side of the road. This is necessary to minimize conflicts, such as door-swing of the parked cars into oncoming pedestrians or cyclists on the west side of the road.

Additionally, the existing mid-block bikeway slip ramp (in front of property 11636) on 71 Avenue will be removed, as it is no longer required due to the extension of the shared-use path. A regular ramp will be installed to the west from where the slip ramp is currently located.

Environmental

- *I'm extremely concerned about the paving over of parkland. What environmental impact studies have been done?*
- *The city sidewalk I have to take to get to my bus stop is never cleared of ice and snow. Why would this sidewalk be any different? The City asserts that they are trying to be "environmental", but the concrete poured in our park will have the equivalent runoff of 29 houses. Plus there will be motorized vehicles used in the clearing of this sidewalk (assuming it actually happens). If there are hundreds of cyclists using this as a transportation corridor, I suppose that environmental cost could be justified.*

The majority of the new shared-use path will follow the existing slope. Some areas currently drain towards the road and some areas drain away from the road and towards the ravine. Some locations of the new shared-use path may be designed to drain away from the road in certain locations and will be reviewed in more depth during the detail design phase of the project.

The new shared-use path location has been reviewed by City of Edmonton urban forester. No City tree is anticipated for removal. Some bush/shrubs will be removed.

Off Leash Park

- *I am against putting a shared use path along the off-leash area on Sask Drive. Again, there are no issues and it is working. are we made of money?*
- *I am opposed to shared used path along Sask. Dr. From bridge to 74 Avenue. This is a high density off lease area and the path will be in direct conflict. Off the City constructs path and then there is conflict any attempt to reduce size of off-lease area will meet with great opposition. From 71 Avenue to 74 Avenue along Sask. Dr - we have sidewalks. There is no need for another sidewalk across the street. Bikes will use the street anyways because they will not want to be in conflict with dogs. People can walk on grass. The City is trying to fix something which is not broken and could put these dollars to a much better use. I hope you will consider my comments.*
- *Most dog/bike encounters are negative. There have been nasty ones that I've observed from my living room window, just from cyclists biking through the park. I've used the shared use trail that runs through the off-leash park in Laurier, and it is awkward at best, dangerous at worst. While I have been fortunate enough not to be attacked while riding my bike, I've seen dogs go after cyclists in a very aggressive manner. How does the City plan to avoid these types of negative encounters in Belgravia?*

The City recognizes various park users' needs and aims to ensure an enjoyable park experience by all. Edmonton's off leash areas are currently multi-use spaces. This means Edmontonians can use these spaces for a variety of activities,



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like walking, biking, and jogging. Users are expected to be respectful of one another, so everyone can safely enjoy these spaces. Signs will be added to the area to ensure that all shared-use path users are aware that they are passing through an off leash area, and that they will be sharing the space with dogs and their owners. An evaluation of the site will be done by Buildings and Park Operations after the new shared-use path is constructed. If there are any issues after construction, please call 311; these calls will be tracked and added to the evaluation.

The City is also reviewing the information available on the website regarding shared-use path etiquette. The goal of this review is to enhance education and awareness strategies around the safety, security and comfort of path users.

Unnecessary

- *The proposed multi-use path along saskatchewan drive and 71 Avenue is unnecessary and undesirable. if people want to walk on a sidewalk they can walk on the replacement sidewalk across the road. Grass is nicer to walk on than cement and does not put cyclists and walkers on the same path which frequently makes walkers nervous. Save the city \$\$ and do not build this new path. Sask drive in that area is quiet so cyclists can use the road. Green grass is environmentally better than cement, wouldn't you say?*
- *Saskatchewan drive south of 74 Avenue does not need a shared use path: this only creates conflict with off leash area. Pedestrians can use the existing sidewalk on the east side and bicycles use the road as they do now*
- *Was there a needs study done? How many cyclists and pedestrians are expected on this trail? Were there any consultations done? I was not made aware of any, and as you know, I live across the street and am a dog walker. If there was community consultation, how were people notified, and who was notified? Where and when did these consultations take place? I have heard that the justification for this trail is to link the Belgravia neighbourhood from Groat Road to Fox Drive. There already is a link - Keillor Road. This sidewalk doesn't go to Fox Drive. There is already a link, the street for cyclists and the sidewalk on the housing side of the road for pedestrians. Given that the shared use sidewalk will have to be extremely narrow in some spots and rife with dogs all along, it's not attractive for either cyclists or pedestrians. There are very few cars on Saskatchewan Drive south of 76 Avenue. As a cyclist, I would prefer to be away from the dogs and take my chances with the very few vehicles on the street. If you could answer my questions, I'd be most appreciative.*

Construction of the shared-use path extension south of 76 Avenue will be addressing a gap in the City's transportation infrastructure network, which provides universal access to the River Valley for all Edmontonians. On January 23, 2013, the City received funding from the River Valley Alliance and the provincial and federal governments for initiatives that will increase access to the River Valley. More information can be found at https://www.edmonton.ca/projects_plans/parks_recreation/background.aspx.

To work toward this goal, hard surface paths and trails for cyclists and pedestrians have been provided at the top of the river bank for much of the River Valley. These are part of the trail and shared-use path network, which will extend the full length of the river valley from Fort Saskatchewan to Devon, on both sides of the river. As it is not feasible to construct the entire shared-use path along this entire distance as a single project, they are constructed as opportunities arise. As the construction of the shared-use path is needed to address this missing link, a separate "need study" was not necessary.

TRAFFIC

- *The rush hour traffic that cuts through Belgravia via Saskatchewan DR, 119 Street, 116 Street, off of University avenue is dangerous and still not answered.*



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The traffic volumes on 119 Street may have changed slightly since the construction of the speed humps on Saskatchewan Drive, but the previous volumes on both these roads were very low before, and it is not expected that they will have increased significantly. The City has scheduled speed/volume counts on both roadways for confirmation this spring. This concern is being evaluated in the context of the Community Traffic Management Plan (CTMP); results of the data collection and more information will be communicated to the community in May 2017.

- *The traffic sign going south on 116 Street at University Avenue has no permission to continue south through the intersection*

As there is no 116 Street and University Avenue intersection in Belgravia, we assume this concern refers to the intersection at 115 Street and University Avenue. We are aware that drivers are violating the ban on through movements. Changes to the intersection associated with the construction of the curb extension on the southeast corner will help to address this concern. We are also reviewing the signage for southbound drivers to provide enhanced guidance.

- *The yield sign north south on 116 Street at 78 Avenue should be reversed to go east-west on the Avenue instead. 78 Avenue has almost no traffic compared to the Street*

Over time in many communities, either through existing condition assessments or through neighbourhood rehabilitation/new development, the City has progressed toward traffic control signage at intersections, where every intersection is controlled by either a stop or yield sign. The neighbourhood is examined as a whole and generally the intersection of local roadways with each other has alternating control along a corridor. As such, north south yield control on 116 Street at 78 Avenue is appropriate.

OTHER

- *I am from GACL and use the off leash area. Have picked up "poop and plastic" especially in the spring. I am also concerned about dead branches (some have fallen on people). Recent documentary also stated these are main reason for start of fires. I have dragged dead branches near the road and called 311. But someone has just dragged them back and tossed them into the garbage. Is there a group or a few people even that would be interested over the next 2-3 years to tidy the area? The city won't do it (but will they at least pick up branches?), is there a way to borrow battery operated saws? They told me that cleaning up and weeding was up to the neighbourhood!!*

Please call 311 or connect with your Community Recreation Coordinator (Kate Russell - kate.russell@edmonton.ca or 780-496-5915). She can connect you with the Belgravia community league as well as other programs such as Capital City Clean-up.

- *How the LRT cut us off from the east, south, and west. We live in Belgravia, and always enjoyed easy and quick access in and out of the neighborhood. NO MORE!*

Thank you for your feedback.

- *Those INFILL HOUSES! A blight in the neighbourhood! Ugly! It would be kinder if the city had just sent letters to certain neighbourhoods saying "in X number of years, your lots will be taken over by the city for the purpose of LRT and infill! Therefore, "SELL! And/OR MOVE!" This piece-meal business of filling in here and*



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*there, now and soon is a real pain to bear for those of us still here! The noise! The dirt! The heavy trucks!
Other heavy machinery! Workers!*

The City of Edmonton supports infill and reinvestment in its mature neighbourhoods. While the McKernan-Belgravia Station Area Redevelopment Plan provides a long-term planning framework for future redevelopment within the neighbourhood, the decision to reinvest and rebuild in the community rests with individual property owners. This may happen at various times throughout the year and neighbourhood. To help foster positive neighbourhood relations and improve understanding of bylaws governing infill issues, the City has developed the Good Neighbour Guide and other tools for citizens found at www.cityofedmontoninfill.ca or https://www.edmonton.ca/city_government/urban_planning_and_design/residential-infill.aspx.