



# BUILDING GREAT NEIGHBOURHOODS

## CROMDALE MEETING THREE

FEBRUARY 11, 2014 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Cromdale beginning in spring 2014. 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 Cromdale's livability.

The City held three meetings with the neighbourhood: one with the community league executive on November 29, 2012, a second with the entire neighbourhood on May 16, 2013, and a final public meeting on February 11, 2014.

Cromdale residents had the opportunity to review the final design for the neighbourhood and learn about the three-year construction process. Staff members from Transportation Services, Community Services, Drainage Services and Forestry were on hand to address residents' questions.

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

### 112 AVENUE

- *Last year's project to complete sidewalk reconstruction on 112 Ave between 82 St to 80 St - sod replacement was not completed and weeds have grown there.*

The remaining sod replacement will be completed as part of the 112 Avenue project in 2014.

### BIKE LANES

- *This would be an opportunity to widen the sidewalks and install a bike path. This would prevent problems that have occurred with the present bike route program.*

Bike routes in Cromdale will be implemented through Neighbourhood Renewal as on-street shared-use lanes along 113 Avenue from 79 Street to 82 Street, 79 Street from 113 Avenue to 112 Avenue South and 112 Avenue South from 76 Street to 79 Street. These lanes will be on quieter streets and avenues and will connect the shared-use pathway along the LRT to Ada Boulevard, which is already a well-used cycling route.

A key direction of the Transportation Master Plan is to move away from Edmonton's current dependency on motor vehicles by supporting active transportation policies to make sustainable modes a viable alternative for all citizens. These bike routes are an important piece in the bigger objective to provide the infrastructure necessary to create a bike-friendly city. A walkable and cycle-friendly city meets the goals of the Transportation Master Plan where active modes are a preferred transportation choice for all citizens.

### ALLEY RENEWAL

- *I would like an explanation of alley renewal.*



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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 go to [www.edmonton.ca/localimprovements](http://www.edmonton.ca/localimprovements)

## DECORATIVE STREETLIGHTS

- *In November a petition came through the Viewpoint neighbourhood concerning “decorative lighting”. I signed it with the understanding that it was just to see the cost of the lights, NOT an approval. I asked the petitioner explicitly that it is not for approval which she guaranteed it was not for. I am very disappointed in this process.*

The local improvement process for decorative streetlights was led by community members. The petitioners selected the streetlight style and received an expression of interest from the City. The signatures that petitioners requested were in support of the local improvement. The requirement for a decorative streetlight local improvement to pass is 50% +1 of property owner signatures. These were returned on the petitions to the City. Every property owner had the choice to support or not support decorative streetlights. However as the signed petition showed support for the local improvement, the City, as guided by the Provincial *Municipal Government Act*, proceeded to implement the local improvement on behalf of the neighbourhood.

## GREAT NEIGHBOURHOODS CAPITAL INVESTMENTS/PARKS

- *We would like to see a fence placed on the west side of Sheriff Robertson Park much like what was done on the 112 Street side of Borden Park. This would be a safety improvement and increase the usability of the park.*

The City is not looking to install a fence along the west side of Sheriff Robertson Park. The playground is a good distance away from 82 Street. The area of the park closest to the road is a passive space with a hard surface connection to a crossing on 82 Street.

- *We would like to see the existing lighting in Kinnaird Park and Sheriff Robertson Park upgraded to match the new lighting in Viewpoint. We would also like to see additional fixtures added to Kinnaird Park which is currently under-lit.*
- *Please consider replacing the streetlights in Sheriff Robertson Park and the light in Kinnaird Park at the east end of Jasper Ave.*

The City will upgrade the existing park poles in Sheriff Robertson park and in Kinnaird Park to match the poles to be installed in Cromdale/Viewpoint.

- *Please consider replacing the streetlights in Sheriff Robertson Park and the light in Kinnaird Park at the east end of Jasper Ave.*



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The City will upgrade the existing park poles in Sheriff Robertson Park and in Kinnaird Park to match the poles to be installed in Cromdale/Viewpoint pending the approval of the local improvement bylaw.

Should residents wish to pursue the addition lights in this area, they can work with their Community Recreation Coordinator to have this area considered as part of the future development of the Dawson Park Master Plan.

- *Would like a trail connection under the bridge between Stadium LRT Station along the ravine parallel to 111 Ave.*

There is currently a well-defined hard surface connection from Sheriff Robertson Park that exists by walking up the ravine trail and crossing at the pedestrian actuated signaled crosswalk to the LRT station. Should residents wish to pursue the trail connection further, they can work with their Community Recreation Coordinator to have this area possibly considered as part of the future development of the Dawson Park Master Plan.

### MEETING

- *Most of the residents share similar concerns and these could have been answered in a general question and answer forum...Future meetings should allow general questions from the floor before dispersing to individual displays.*

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.

### PARKING

- *At the Edge Condo on Jasper Ave, people drive farther up the sidewalk than the parking lot and park vehicles in front of main entrance. Is there any way to curtail this illegal parking on the sidewalk and lawns?*

The City will look into this during construction. Until final grades of the new sidewalk are known, it will be difficult to address this.

### SIDEWALKS

- *Talking to several City reps I was unable to get a reply as to how snow removal was to be handled for new sidewalks at Sheriff Robertson Park. At present the graders push the snow onto these locations leaving the south side of 111 Ave clear for residents to park their vehicles.*

When the walk is constructed the snow on the roadway will still be ploughed but the windrow will now be kept along the curb line of the street rather than behind the curb. This is what is done on most local roadways. Because there is no parking allowed on the north side of the roadway there will be minimal impact to road users. Roadway Maintenance will be required to remove the snow from the new sidewalk in accordance with the bylaw.

- *The proposed sidewalks on the north side of 111 Ave at Sherriff Robertson Park and from 78 St east are unnecessary additions.*

As part of the City's Active Transportation Policy (C544) and the City's Sidewalk Strategy, we attempt to address sidewalk infrastructure deficiencies through the Neighbourhood Renewal Program. The sidewalk standard cited in the



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Sidewalk Strategy provides a base level of pedestrian infrastructure along all roads, constructing missing sidewalks along at least one side where missing on both. The new sidewalk will provide for a more walkable environment for pedestrians.

- *Many Cromdale and Viewpoint sidewalks have sunk below the boulevards and this causes pooling of water during rainstorms and ice buildup in the winter. If the boulevards are not to be disturbed the pooling of water and ice will continue and then there is no point in having the sidewalks replaced.*

The rebuilding of boulevards and roads will address surface drainage by ensuring appropriate grading towards catch basins.

- *Do NOT change the path of the sidewalk at the southwest corner of 78 St and 112 Ave south...The 'new' angle will sever the nice green boulevard. It would be ugly and mess up corner house access.*

The existing walk alignment directs pedestrians into the adjacent property owner's private connector. The City's changes aim to have pedestrians cross the road at the intersection itself, which requires realignment of the walk.

- *The drain near 78 St and 112 Ave south does not drain because of the road grade.*

Surface drainage will be addressed through road reconstruction. Grading will be improved so storm water will drain properly to the catch basins. The program will also address the drain being higher than the pavement.

- *Are the sidewalks going to have a firmer foundation than what my building structure is? This is constantly shifting.*

The sidewalks will be constructed to meet current City construction standards. There will be 120 mm of concrete on top of 150 mm of granular base on top of a compacted subgrade.

### TRAFFIC OPERATIONS

- *112 Ave south has become a service road because the lights at 76 St and 112 Ave are inadequate. Cars turn right from 76 St and proceed along 112 Ave south to 79 St and lights at 112 Ave.*

The traffic signal at 112 Avenue and 79 Street is a full signal while 112 Avenue and 76 Street is a pedestrian signal only. The signal at 79 Street can be activated by both vehicles and pedestrians while only pedestrians can activate the signal at 76 Street. Vehicles from 76 Street are controlled by a stop sign and can enter traffic during gaps in main street traffic after coming to a full stop.

The intersection of 112 Avenue and 76 Street must meet City guidelines in order to upgrade the control to a full signal. Transportation Services uses an objective evaluation process in 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 the appropriateness of the existing traffic control at a given location.



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As this is an established neighbourhood, we do not expect the traffic volume at 112 Avenue and 76 Street to meet our guidelines (between 300 and 400 vehicles/hour during the peaks). There are also several intersections that can be used by residents to access 112 Avenue. As such, there are no plans to upgrade the pedestrian signal at 112 Avenue and 76 Street to a full signal.

### UTILITIES

- *Moving telephone poles on 78 St onto park will give me an atrocious view.*

The power poles within the roadway pose a safety concern for vehicles. The poles will be relocated outside of the roadway but still within road right-of-way (not on parkland).