

ALBERTA AVENUE WHAT WE HEARD REPORT

BUILDING GREAT NEIGHBOURHOODS

FEBRUARY 2019

PUBLIC ENGAGEMENT
SHARE YOUR VOICE SHAPE OUR CITY

Edmonton

EXECUTIVE SUMMARY

Starting in 2019, Alberta Avenue will see the replacement and enhancement of its aging collector and local roadway surfaces, street lights, and sidewalks as part of the City of Edmonton's Neighbourhood Renewal program for mature neighbourhoods. Building Great Neighbourhoods has been exploring the enhancement of these and other City owned areas within the community, including green spaces and parks. Building Great Neighbourhoods looks for opportunities to make desired upgrades and improvements in coordination with the Neighbourhood Renewal program.

To develop a better understanding of what these enhancements might look like and how they could improve the way people work, live and play in the community we wanted to engage with residents. Engagement began with the Concept phase in January 2018. In this phase, the project team developed a vision statement, core values, urban design themes, and focus areas (draft concepts), as well as an Urban Design Analysis. The Urban Design Analysis provided the exploration and foundation of the draft concepts.

For more information on the Concept phase, please refer to the project history available online at: edmonton.ca/BuildingAlbertaAvenue

The following report tells the story of the public engagement that occurred in the latter portion of the Concept phase and during the preliminary design phase. The first public engagement event in this phase presented refined concept designs for the bike routes to adjacent property owners and asked them to share feedback on the refined bike infrastructure. The next event presented the preliminary designs to the community at large and asked them to provide feedback on the designs to further refine them. Information was also shared on the decorative street light and sidewalk reconstruction local improvement process, construction staging, and next steps. Through the analysis of the feedback gathered at these events, as well as other factors such as City policies and programs, technical requirements, and available funding, the preliminary designs have been finalized and are being presented to the public at the Pre-Construction Event in February 2019.

The Pre-Construction Event will share the final designs for the neighbourhood, information about what to expect during the planned four-year construction, and additional information on the local improvement process. At the event, residents will be invited to share feedback on construction to help address potential issues that may arise. The event will also provide an opportunity for residents to learn about and participate in the sidewalk local improvement decision.

KEY TAKEAWAYS

At the preliminary design event, residents had the opportunity to see how the designs had evolved since the Concept phase, and how their input was incorporated into the designs and neighbourhood plan. Generally speaking, residents were supportive of the plan for renewal, and excited about the improvements to pedestrian safety, connectivity, and parks and open spaces that were included in the designs.

Several of the key themes within the feedback aligned with the overarching vision and core values, including support for traffic calming measures to help improve safety for people who walk and bike, boulevards with street trees along 115 Avenue to beautify this corridor, and benches and upgraded sidewalk connections at various locations to make the neighbourhood more walkable and inclusive.

Other areas of consideration included maintaining community safety in new parks and open spaces, bike infrastructure, parking and traffic calming elements, and the existing playground at St. Faith Park.

For more information about the feedback on the preliminary designs, please refer to page 5.



Vision Statement:

“Neighbourhood renewal in Alberta Avenue will build a safe and accessible community for all ages, abilities and incomes. We welcome everyone and will make it easy for people to walk and bike, get to places in the neighbourhood, and gather to visit and play.”

Core Values

1 Walking and barrier-free accessibility.



2 Having viable options to walk, bike, and use transit.



3 Gatherings and festivals including Deep Freeze and Kaleido.



4 Being part of an inclusive and diverse community



5 Celebrating the unique community identity and mix of cultural heritage.



6 Keeping with the unique character of heritage homes and mature trees.



7 Making the most of parks and green spaces.



8 Encouraging positive opportunities and community-building.



9 Visiting amenities, shops, cafes and restaurants.



10 Limiting harmful impacts from crime and improving safety at all times of day.



11 Preserving and enhancing the natural environment.



1.0 BACKGROUND AND ENGAGEMENT OBJECTIVES	1
2.0 DECISION-MAKING PROCESS	1
3.0 PUBLIC ENGAGEMENT APPROACH	2
4.0 YOUR FEEDBACK	5
5.0 DECORATIVE STREET LIGHT LOCAL IMPROVEMENT	19
6.0 NEXT STEPS	20

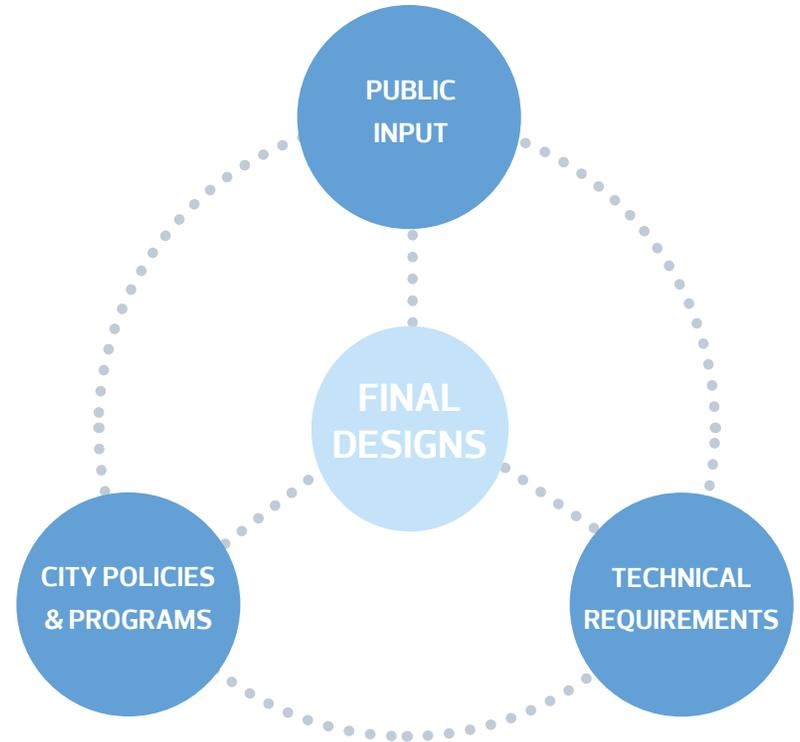


1.0 BACKGROUND AND ENGAGEMENT OBJECTIVES

The Alberta Avenue project team began public engagement with the community in January 2018. This report includes a summary of the engagement findings from the Bike Lane Workshop (September 2018) and the Preliminary Design Event (October 2018). Public engagement in February 2019 at the Pre-Construction Event is at the ADVISE level and invites the public to share their feedback on possible construction issues and strategies for mitigation. The public also has the opportunity to DECIDE to petition to opt out of the sidewalk local improvement.

2.0 DECISION-MAKING PROCESS

It is important to note that while public engagement is a critical aspect in the decision-making process for neighbourhood renewal, there are several contributing factors that will ultimately determine the final plans, including City policies and programs, technical requirements, and available funding.



3.0 PUBLIC ENGAGEMENT APPROACH

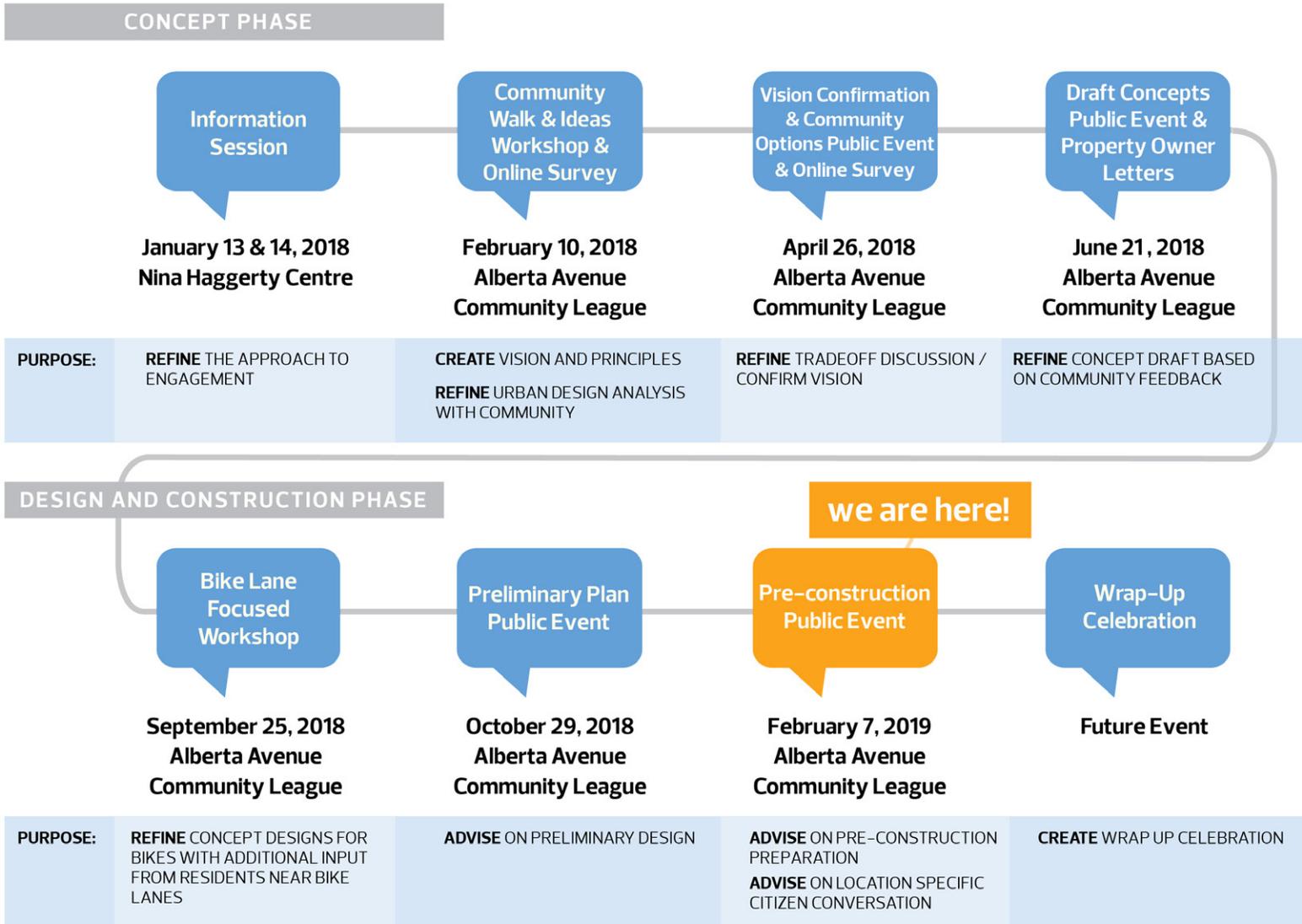
It was important that our approach to engagement considered a broad range of activities to provide residents with different opportunities to share feedback. To achieve this, we held multiple public events throughout the community and provided online opportunities with surveys. Many of the public events were informal in nature and allowed participants to stop in at a time that was convenient for them to learn more about the project and share input on the plans for neighbourhood renewal.

Through these activities, residents were able to share their perspective and feedback at various levels of the public engagement spectrum (see below and page 3). Residents were also able to come back to see how their feedback from past events was used as the designs progressed. This approach to engagement fostered a continuous line of communication between the City and community, promoting a transparent and inclusive process.



City of Edmonton's Public Engagement Spectrum







The images above are from the Preliminary Design Event on October 29, 2018.

4.0 YOUR FEEDBACK

This section includes a summary of the feedback from the Bike Lane Workshop and Preliminary Design Event. The feedback received has been considered, together with technical considerations, City policies and programs, and available funding to develop the final designs for renewal.

1 BIKE LANE FOCUSED WORKSHOP September 25, 2018

The Bike Lane Focused Workshop provided the opportunity to share the refined bike route design plans with residents that live adjacent to the proposed routes and to gather feedback to determine if any additional revisions were required.

Overall, the event provided clarity around the designs for adjacent property owners. Many of the property owners were pleased to see that in most cases, the designs had evolved from the Draft Concept Event (June 2018) to retain the majority of the existing parking, as there was still concern over loss of parking.

The bike route design plans were presented at the Preliminary Design Event. What we heard through public feedback on the designs has been consolidated for both events in the following pages.

2 PRELIMINARY DESIGN EVENT October 29, 2018

This event provided the opportunity to share the preliminary design with the public and to gather feedback to consider final changes on the detailed plans where possible.

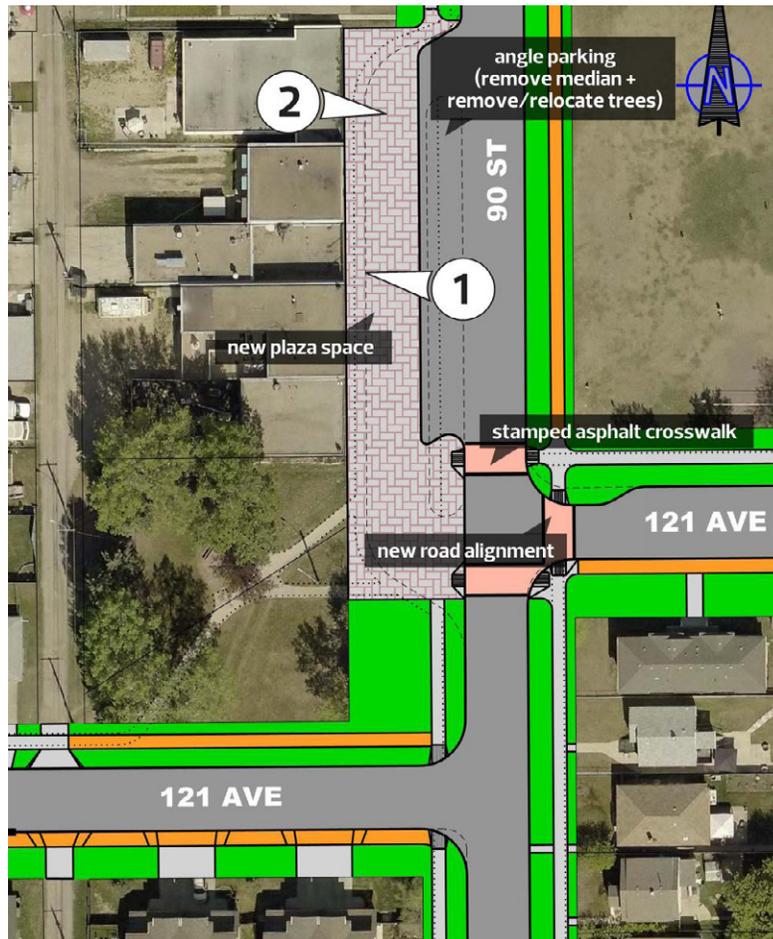
The preliminary design shared at the event are shown on the following pages. These designs were developed based on public feedback received since January 2018, and also considered City policies and programs, technical requirements and available funding. For more information on the project history, please visit: edmonton.ca/BuildingAlbertaAvenue.

Residents' comments about the neighbourhood renewal plans were generally positive. The following pages include a summary of what we heard in regards to each of the preliminary designs.

Engagement Technique :

To determine if revisions were required, participants were asked to use sticky notes to provide comments on the designs. At the Preliminary Design Event, participants also learned about the local improvement process, and had the opportunity to fill out and submit a decorative street light Expression of Interest form.

Commercial Area Improvements (121 Avenue and 90 Street)



Please refer to styles below for all of the following preliminary designs which include number symbols.

1 Sample Bench Styles



Contemporary (Dark)



Contemporary (Light)



Wood



Modern

2 Sample Paving Stone Styles



Mixed



Subtle



Vibrant

What We Heard

We heard that residents:

- Like the new plaza and the sidewalk on the east side of the street
- Are concerned with parking and the lack of lighting
- Like the idea of **Contemporary (Dark)** benches with divider armrests
- Like the idea of the **Mixed** paving stone style

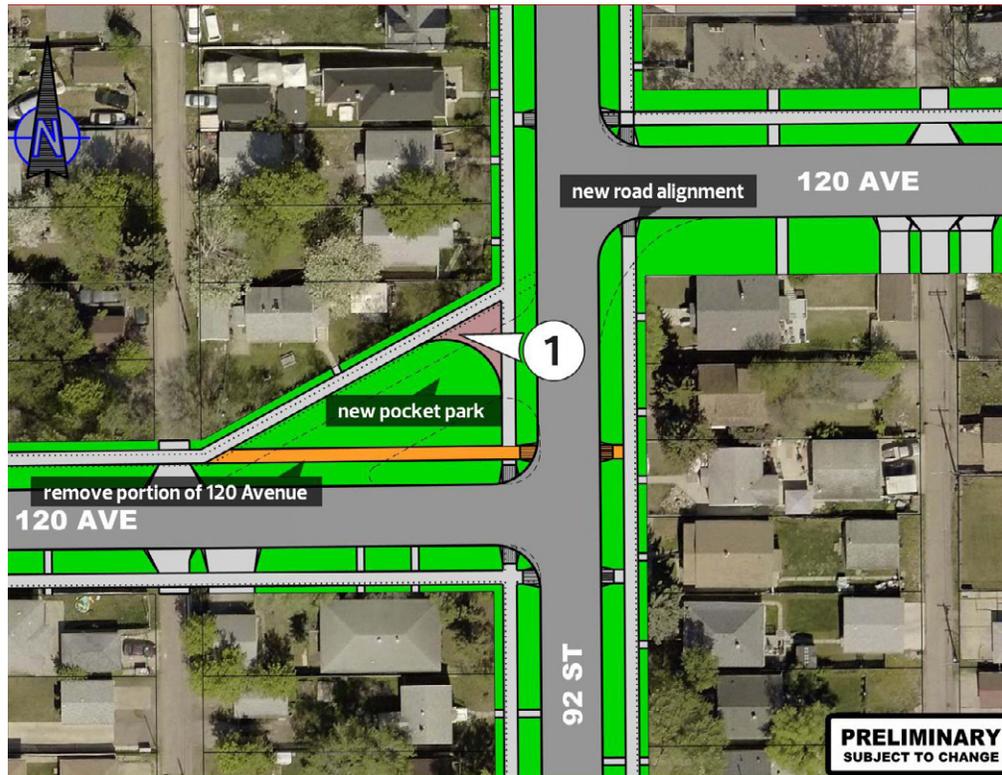
What We Considered

- Existing roadway (where plaza is being proposed) would be removed
- Completing the sidewalk connection on the west side of Delton School
- Enhancing the sense of place of the area to align with the Urban Design Analysis and core values
- Two options were shown in June, the preliminary plan was the preferred option based on public feedback

What We Decided (Refined Design is being shared at the February 2019 event)

- Angle parking will be added in front of the commercial units to limit impacts to parking
- Landscaping, waste receptacles, and pedestrian-level street lighting will be included to enhance the space
- Custom sized benches with an armrest, and dark grey/brown concrete with a pattern based on the style preferences shared by residents

New Pocket Park (120 Avenue and 92 Street)



What We Heard

We heard that residents:

- Like the addition of green space and trees, as well as the improvements to road safety
- Like the idea of **Contemporary (Dark)** benches with divider armrests
- Are concerned with safety and maintenance of the enhanced green space
- Are interested in shrubs and flower beds being included in the design

What We Considered

- Removal of on-street parking along existing diagonal portion of 120 Avenue
- Landscaping design standards
- Configuration of landscape features to promote socializing in the community
- Working around existing underground and above ground utilities

What We Decided (Refined Design is being shared at the February 2019 event)

- A new park space with pedestrian-friendly amenities such as benches with armrest dividers and new sidewalks
- Low level shrubs will be planted to enhance the space and maintain sight lines
- Existing spruce tree to be removed/relocated and other existing trees will remain
- A checker board pattern will be added near the new benches in the park space to be used as a game board for children and community members

112 Avenue Pocket Park (Between 91 Street and 92 Street)



What We Heard

We heard that residents:

- Would like to see more landscaping, lighting and benches within the proposed design
- Are concerned with safety and the removal of parking
- Believe that changes to the space may help to liven up the space

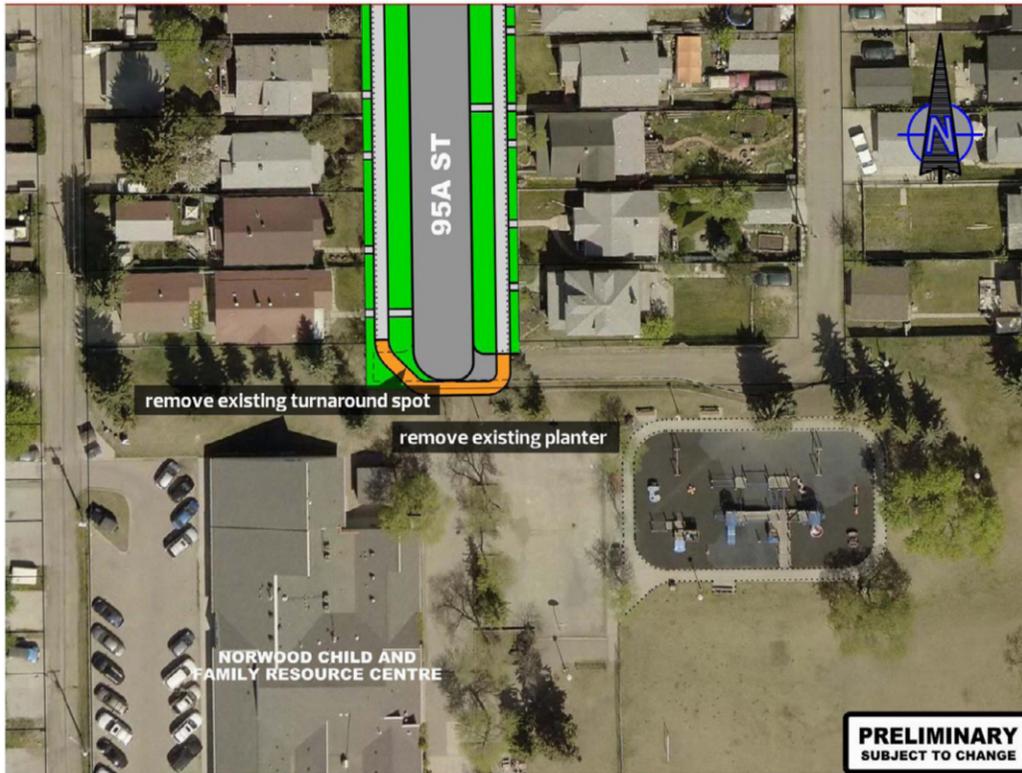
What We Considered

- Removal of the on-street turnaround spot
- Potential access closure at the Northeast property to be confirmed
- Working around existing trees
- Relocation of the chain link fence on the south side of the road

What We Decided (Refined Design is being shared at the February 2019 event)

- Existing trees will remain and the green space will be expanded with new trees, shrubs, and a bench to enhance the space for community members to gather and visit
- Some of the shrubs will include edible Saskatoon Berry and Cherry to help make the most of the green space
- A new sidewalk will be added on the south side to improve connectivity in this area

95A Street Sidewalk Connection (to Norwood Centre)



What We Heard

We heard that residents:

- Believe that the proposed changes will help with pedestrian accessibility
- Believe that all other access points around the park should be improved to include curb cuts and step free access
- Like and dislike the idea of removing the existing turnaround spot

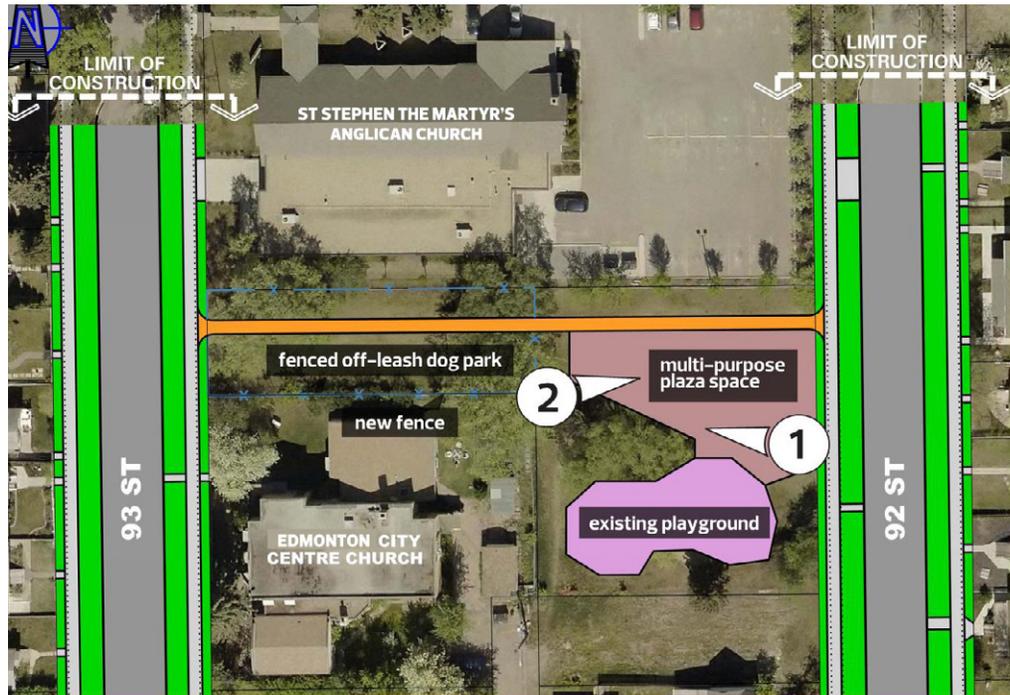
What We Considered

- Necessity to remove planter and existing turnaround spot to improve the sidewalk alignment
- Walking and barrier-free accessibility

What We Decided (Refined Design is being shared at the February 2019 event)

- A new sidewalk will be added to create an improved connection to the park and the Norwood Child and Family Resource Centre

St. Faith Park



What We Heard

We heard that residents:

- Are concerned with the playground not being upgraded as residents have issues with safety
- Like the idea of upgrading the playground surface so that it is no longer sand or removing the playground entirely
- Are concerned that the off-leash dog park may be too small and that it may create noise and waste in the surrounding community
- Believe that limited hours for the dog park may be a good idea
- Like the idea of **Contemporary (Dark)** benches with divider armrests
- Like the idea of the **Mixed** paving stone style

What We Considered

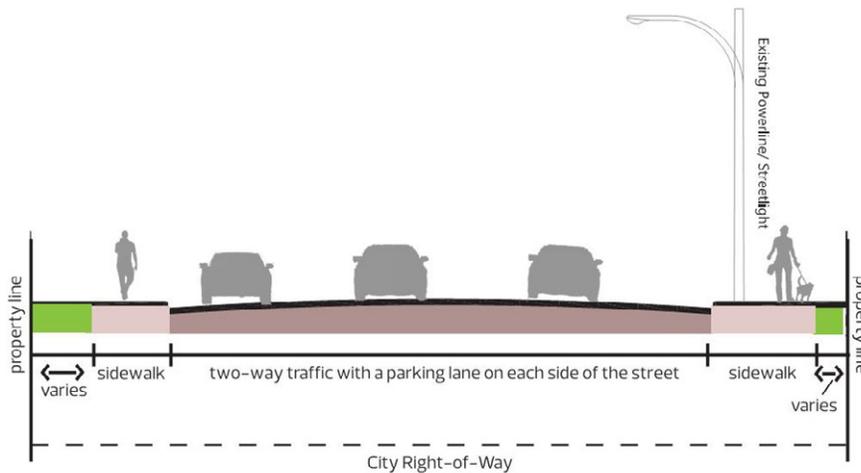
- Working around existing trees
- Reducing dog and pedestrian conflicts
- Fencing in the dog park due to proximity to the playground

What We Decided (Refined Design is being shared at the February 2019 event)

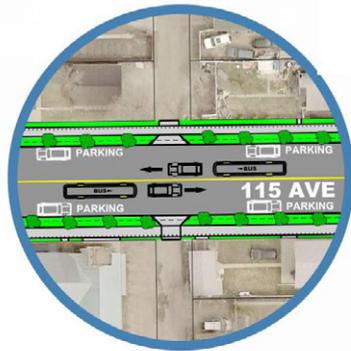
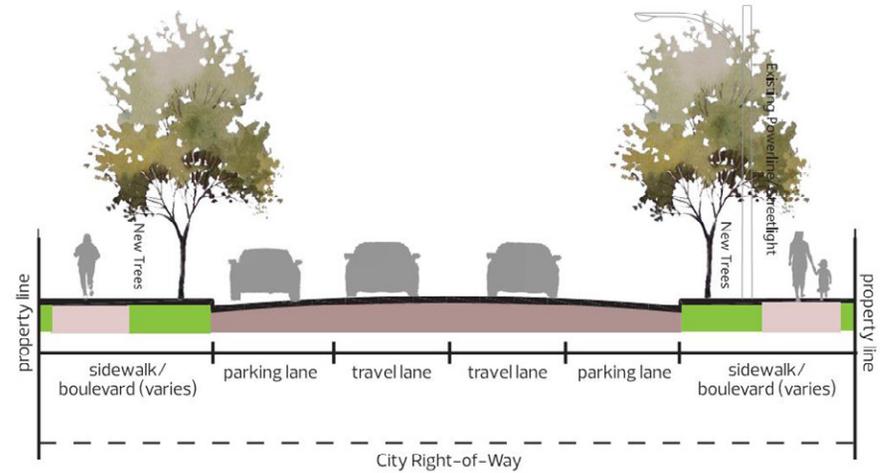
- A multi-purpose plaza space with hard surfacing in a dark grey concrete colour with a pattern. The plaza space could be used for events and festivals in the area and encourage positive opportunities for community building
- Fenced off-leash dog park with amenities, such as a bag dispenser, waste receptacles, new landscaping, and pedestrian level lighting. Shrubs will be added at the east end of the dog park to provide some privacy from the plaza space.
- The east-west sidewalk through the space will be removed to reduce conflicts with dogs and pedestrians and to maximize the space for the dog park
- Benches added in this space will be black with divider armrests based on the style preference shared by residents

115 Avenue Corridor Improvements

Existing



Proposed



TYPICAL 115 AVE PLAN VIEW

What We Heard

- We heard that residents:
- Like that the improvements make the street more pedestrian friendly, especially through the addition of trees
 - Are concerned with narrowing the streets and how this will impact traffic/parking

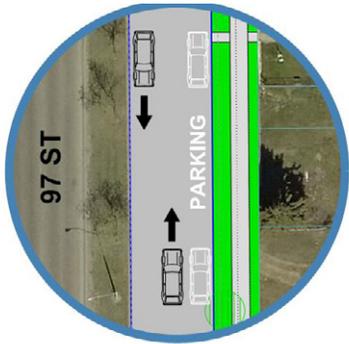
What We Considered

- Complete Streets Design Standards and minimum requirements for sidewalks, vehicle and parking lane widths
- 115 Avenue is designated as a collector road with a bus route, and therefore through access needs to be maintained
- Underground and above ground utilities

What We Decided (Refined Design is being shared at the February 2019 event)

- A redesigned streetscape which includes a grassy boulevard and small street trees/shrubs to create a more pedestrian friendly street
- Narrowing the roadway and adding curb extensions to reduce speeding/shortcutting identified by residents throughout the public engagement process. These enhancements will also reduce the distance for pedestrians to cross the street

97 Street Service Road



TYPICAL 97 ST SERVICE ROAD PLAN VIEW

What We Heard

- We heard that residents:
- Are concerned that the street may be too narrow and believe that the wide parking lane should be maintained
 - Believe that parking should be removed as it is difficult to see cars when turning onto 97 Street
 - Would be interested in speed bumps to slow traffic down

What We Considered

- Maintaining existing two-way traffic
- Complete Streets Design Standards
- Working around existing underground and above ground utilities

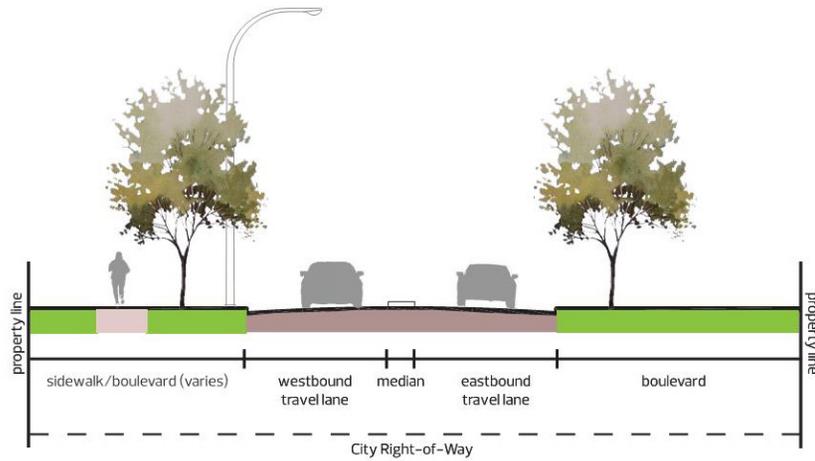
What We Decided (Refined Design is being shared at the February 2019 event)

- Narrow the existing roadway to meet current City standards which will help reduce speeding identified by residents
- Widen the boulevard and sidewalk to improve the area for people who walk

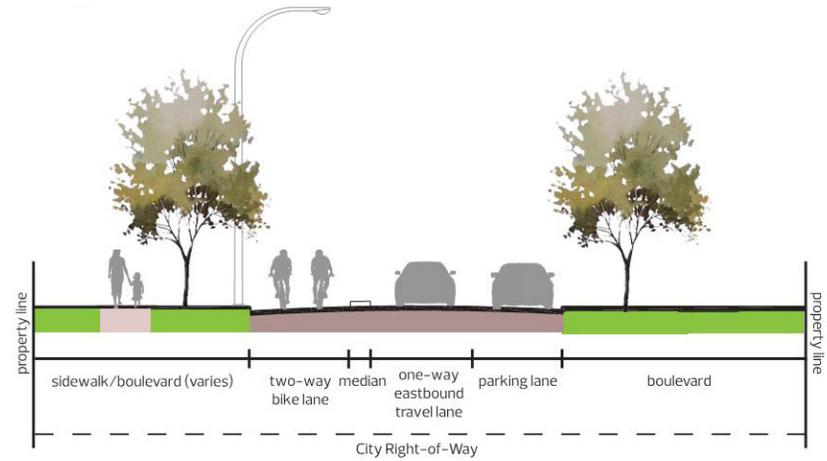
119 Avenue Bike Route (Between 89 and 97 Street)

119 Avenue - West of 93 Street

Existing

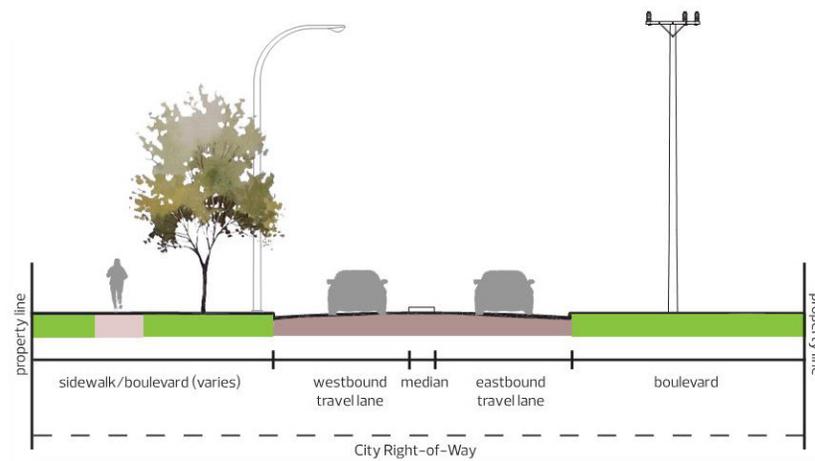


Proposed

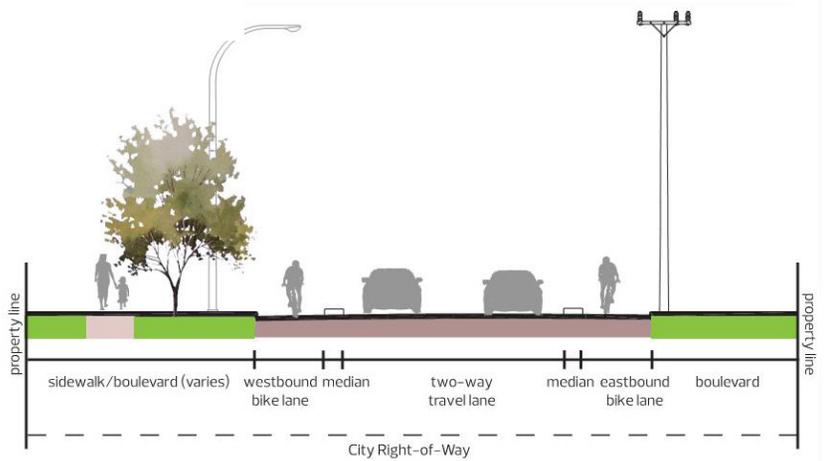


119 Avenue - East of 93 Street

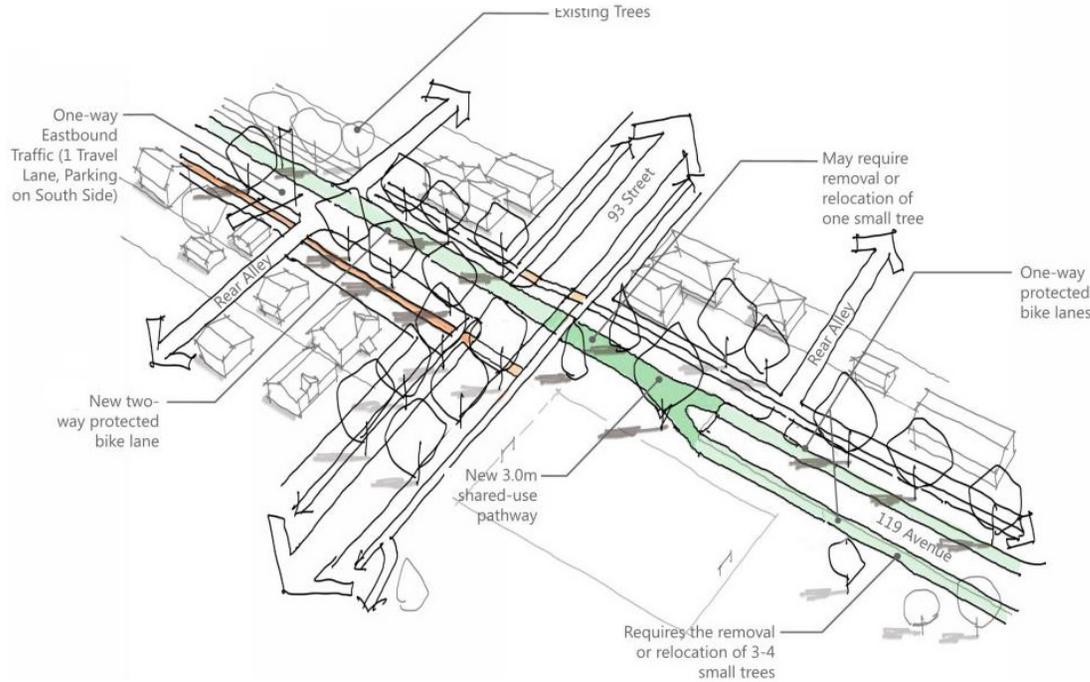
Existing



Proposed



Through Alberta Avenue Park



What We Heard

We heard that residents:

- Like the proposed protected bike lane and believe that it will encourage more people to bike
- Are concerned about having less street parking, while others believe that there is no need for parking on 119 Avenue
- Believe that the raised median may cause access issues
- Believe that there should be consideration for a shared-use path instead of a protected bike lane

What We Considered

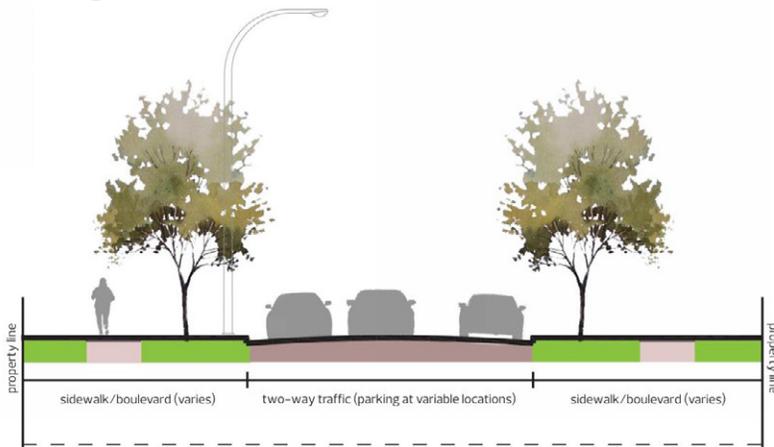
- This route is close to commercial/retail destinations along 118 Avenue
- Opportunity to connect to the Capital Line LRT shared-use path with connection through Eastwood (renewal planned for 2020)
- Complete Streets Design Standards and working around mature trees
- Re-configuring the existing medians along 119 Avenue

What We Decided (Refined Design is being shared at the February 2019 event)

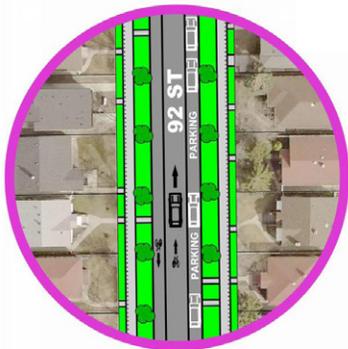
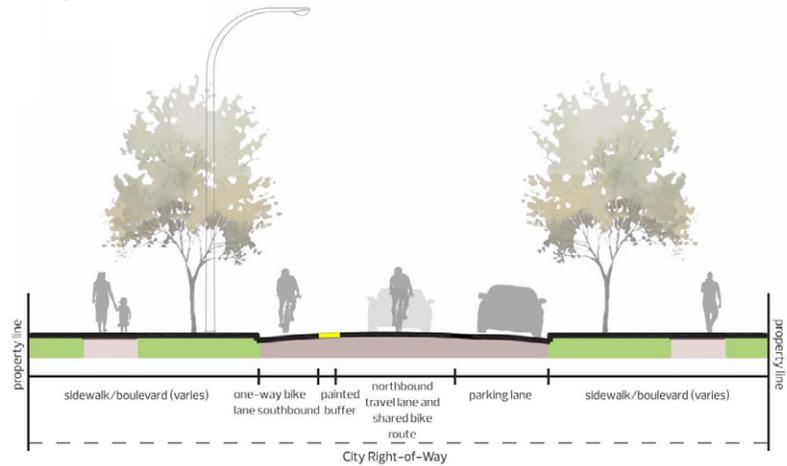
- Protected bike lanes with a shared-use path connection through Alberta Avenue Park
- Reduced road widths and one-way operation between 93 and 97 Street to help address speeding and shortcutting concerns that were shared at past public engagement events
- Access to existing alleys and driveways will be maintained
- Loss of on-street parking from 91 to 93 Street and 89 to 90 Street (half of the block) on the south side
- Removal/relocation of trees at 92 Street/119 Avenue Southeast corner and in Alberta Avenue Park. As per the City Tree Policy, any trees to be removed will be assessed and their value will be reinvested into the neighbourhood

92 Street Bike Route (Between 111 and 119 Avenue)

Existing



Proposed



TYPICAL 92 ST PLAN VIEW



What We Heard

We heard that residents:

- Like that street parking was maintained on one side, and idea of a one-way road
- Like and dislike the proposed painted bike infrastructure, with some preferring a protected bike lane with planters, concrete medians, or flexi-posts
- Believe that snow removal/signs are needed to prevent street parking in the bike lanes
- Believe that southbound one-way may be better for this particular street

What We Considered

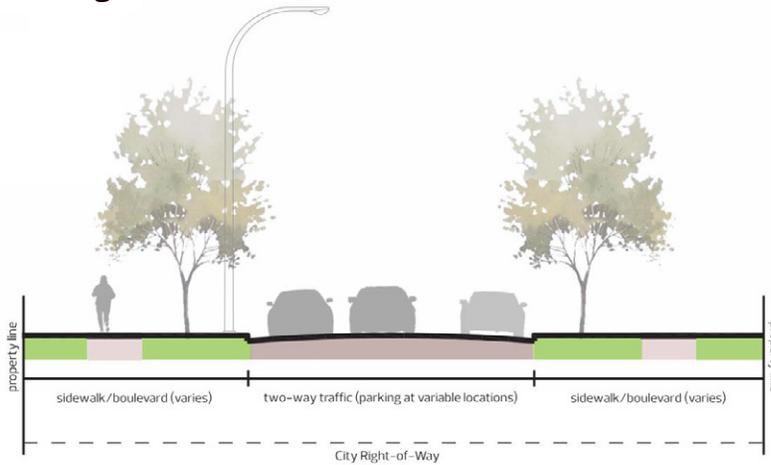
- 92 Street is an existing north-south bike route that is partially comprised of a shared roadway
- Connection to the Capital Line LRT shared-use path
- Working around existing mature trees and minimizing impacts to parking
- Complete Streets Design Standards
- Identified as a key pedestrian corridor in the Urban Design Analysis, therefore reviewed for construction of 1.8m wide sidewalks to align with Complete Streets

What We Decided (Refined Design is being shared at the February 2019 event)

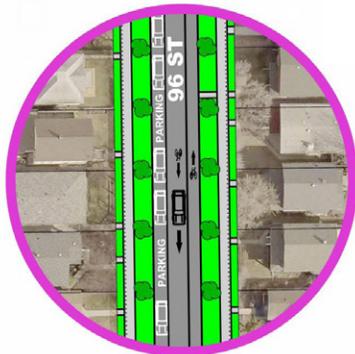
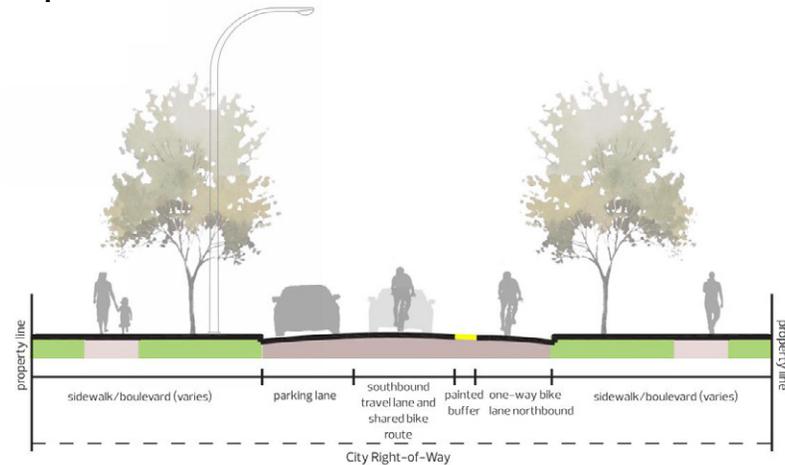
- One-way road for northbound traffic, shared with northbound travelling bikes
- One-way southbound bike lane separated by painted buffer on the west side and designated "no parking"
- Parking lane on the east side
- Two-way traffic maintained between the alley access north and south of 118 Avenue to serve the businesses and their associated parking
- Raised crosswalks and curb extensions at key locations to help slow traffic and improve pedestrian visibility
- Signal and other upgrades at 111 Avenue and 118 Avenue are under review
- Wider sidewalks (1.8m) will be constructed along the east and west side of 92 Street

96 Street Bike Route (Between 111 and 119 Avenue)

Existing



Proposed



What We Heard

- We heard that residents:
- Like that street parking was maintained on one side of the road and the idea of a one-way road
 - Like that the proposed concept preserves the boulevard trees and that all road users are represented
 - Believe that changes may not be necessary as there is not much vehicle and bike traffic along 96 Street currently
 - Are concerned that the product to melt the snow in the bike lanes may damage the trees
 - Are concerned that there is not enough existing street parking along 96 Street, especially with the church on Sundays

What We Considered

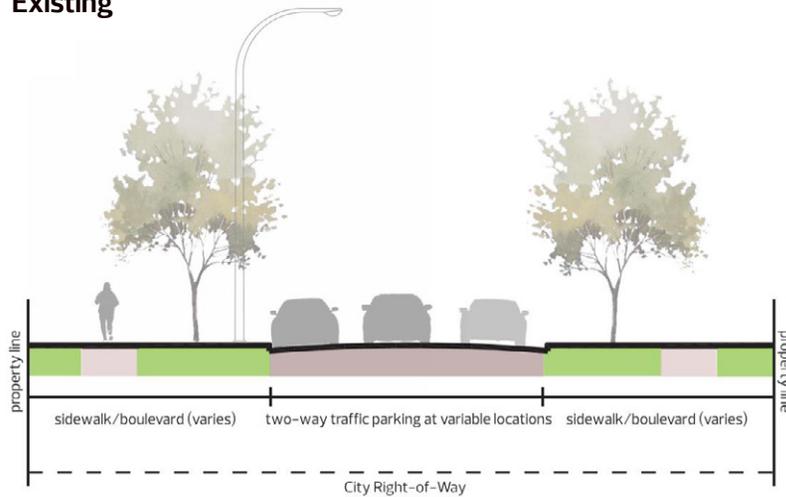
- 96 Street becomes part of the Downtown Bike Network providing connections through the Quarters and west into Downtown
- Working around existing mature trees and minimizing impacts to parking
- Complete Streets Design Standards
- Improving the area for people who walk and bike
- Current Snow and Ice Policy

What We Decided (Refined Design is being shared at the February 2019 event)

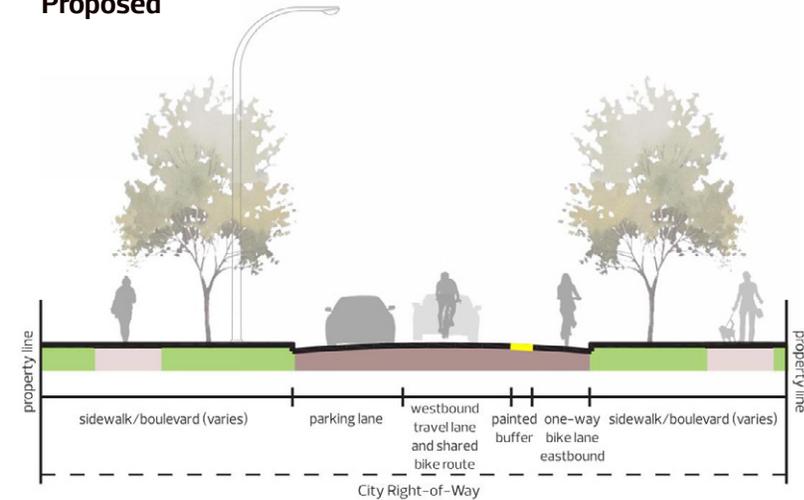
- One-way road for southbound traffic, shared with southbound travelling bikes
- One-way northbound bike lane separated by painted buffer on the east side and designated "no parking"
- Parking lane on the west side will be retained
- Two-way traffic maintained where the road widens north and south of 118 Avenue to serve the businesses and their associated parking
- Signal and other upgrades at 111 Avenue and 118 Avenue are under review
- Raised crosswalks and curb extensions at key locations to help slow traffic and improve pedestrian visibility

114 Avenue Bike Route (Between 89 and 97 Street)

Existing



Proposed



TYPICAL 114 AVE PLAN VIEW



What We Heard

We heard that residents:

- Like that street parking was maintained on one side of the road and the idea of a one-way road
- Believe that the design will improve the connection to Spruce Avenue infrastructure
- Are concerned that there may not be enough bike traffic to need bike lanes
- Are concerned that a one-way road might divert traffic to other roads making them busier
- Are concerned that having to park further away from home may cause safety issues, and that bike lanes may reduce property value

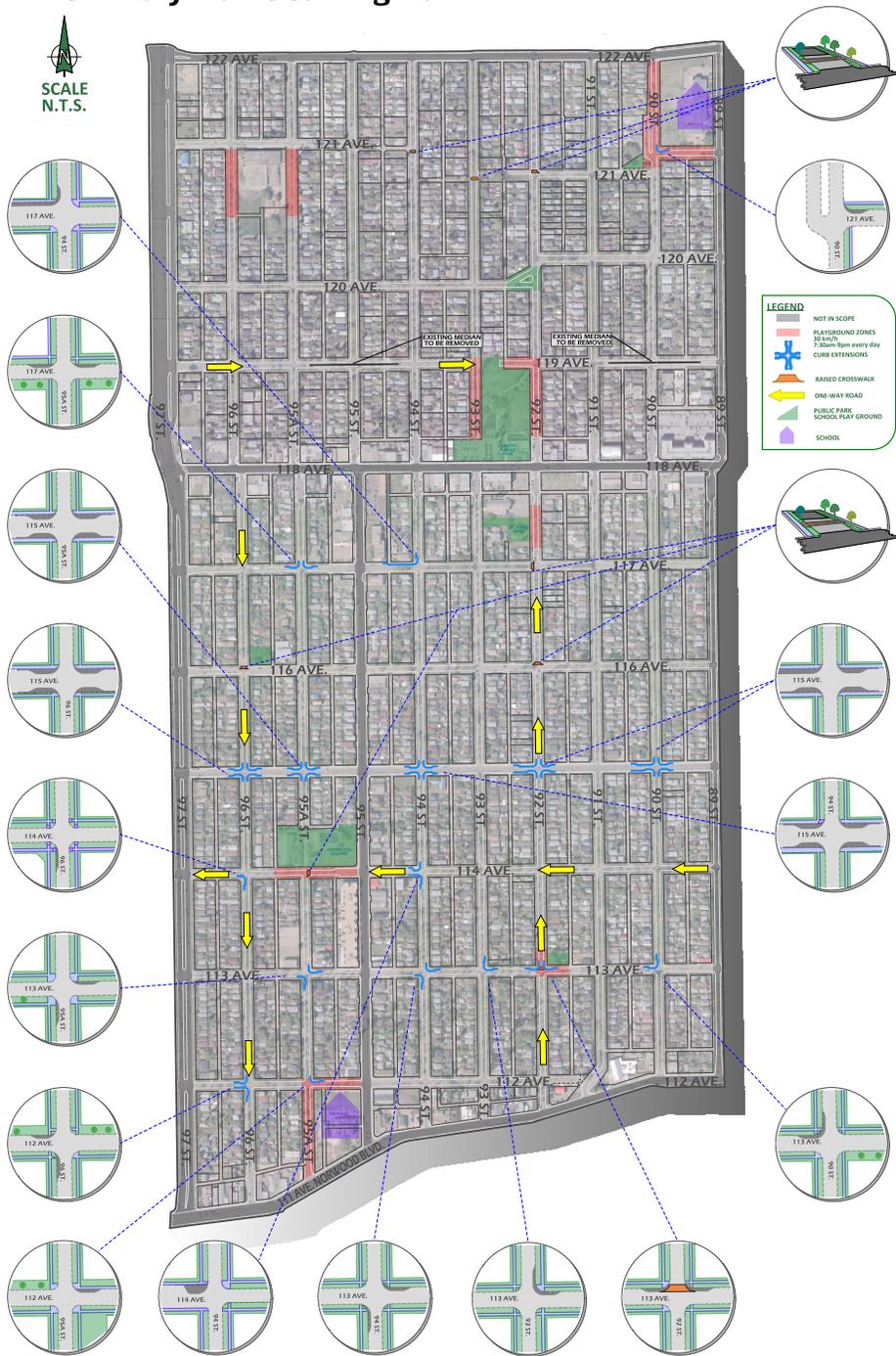
What We Considered

- Connection to the broader bike network into Spruce Avenue and to the 106 Street shared-use path which is expected to provide connection into Blatchford and NAIT
- Working around existing mature trees and minimizing impacts to parking
- Complete Streets Design Standards
- Improving the area for people who walk and bike
- Upgrades to existing street lighting

What We Decided (Refined Design is being shared at the February 2019 event)

- One-way road for westbound traffic, shared with westbound travelling bikes
- One-way eastbound bike lane separated by painted buffer, located on the south side of 114 Avenue
- Existing on-street parking on the north side of the avenue will be retained
- New angle parking on the north side between 94 Street and the alley west of 95 Street (roadway widens in these areas)
- Signal and other upgrades for improved connectivity for people who walk and bike to cross the arterial roads at 95 Street and 97 Street are under review

Preliminary Traffic Calming Plan



Example of a raised crosswalk



Example of a curb extension

What We Heard

- We heard that residents:
- Like the addition of curb extensions and raised crosswalks to reduce speeding throughout the neighbourhood
 - Are concerned with the raised crosswalks not being properly scraped in the winter
 - Believe additional traffic calming measures are needed at 111 Avenue and 92 Street, 113 Avenue and 91 Street, along 95 Street, and 115 Avenue

What We Considered

- Accommodating emergency services
- Designing curb extensions to minimize impacts to parking
- Accommodating proper drainage
- Compatibility with bike facilities
- Addressing driver behaviours on resident's roadways of concern

What We Decided (Refined Design is being shared at the Febuary 2019 event)

- Curb extensions and raised crosswalks added at key locations to work as a system, based on community feedback that these were the preferred traffic calming measures
- Curb extension added at 91 Street and 113 Avenue based on feedback to discourage speeding on 91 Street and shorten the crossing distance for pedestrians
- Curb extension removed on east side of 117 Avenue and 95A Street. Speeding will still be discouraged with the curb extension remaining on the west side and impacts to parking will be reduced
- Raised crosswalk removed at 94 Street and 121 Avenue due to lack of existing drainage infrastructure to tie into

5.0 DECORATIVE STREET LIGHT LOCAL IMPROVEMENT

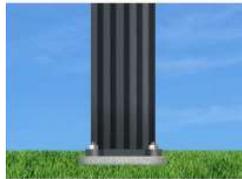
The Neighbourhood Renewal Program covers the full cost to replace all street lights with standard galvanized poles, LED lights, and street address blades. The community may bring forth a submission to upgrade to decorative street lights through a cost-sharing opportunity with the City.

A submission was received in Summer 2018 which included the following:

Decorative Arm:
Heritage



Pole Style:
Fluted



Pole Colour:
Dark Green



Expression of Interest

Upon reviewing the submission, the City sent Expression of Interest (EOI) notices to registered property owners with the proposed decorative street light design (heritage, fluted, dark green) and cost estimate in September 2018. To proceed, the City required 50% + 1 support from property owners and a minimum of 507 submissions for Alberta Avenue by November 20, 2018. The City did not receive the minimum requirement of 507 submissions, and therefore the Expression of Interest for decorative street lights did not proceed.

Upgrades to the existing street light system will still be made and will include:

- New 24 foot galvanized poles
- New underground wiring
- New foundation
- Energy efficient LED lights

In neighbourhoods with mature trees, the height of the poles is lowered by 4 feet to reduce obstruction from the tree canopy, allowing better road and sidewalk lighting.

6.0 NEXT STEPS

The Pre-Construction Event is being held in February 2019.

The final neighbourhood designs were developed based on the feedback received throughout the public engagement process from January to October 2018, and also considered City policies and programs, technical considerations, and available funding. Construction is expected to begin in Spring 2019. The project team will continue to share construction information with residents as it progresses.

For additional information please visit the project website:
edmonton.ca/BuildingAlbertaAvenue

Or contact:

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edmonton.ca/BuildingAlbertaAvenue