



Hillcrest Local Improvement Project

Infrastructure Pre-design: Public Meeting #2 Notes

September 20th, 2016, 7 to 9 pm

Yukon Transportation Museum

Meeting for property owners on Chalet Crescent, Kluane Crescent, and Sunset Drive South

Approximate attendees: 39

Staff: Wayne Tuck (City Engineer), Shauna Murphy (Eng. Admin. Assistant), Erica Beasley (Planner)

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Presentation:

A Power Point Presentation was delivered by Wayne Tuck, City Engineer, which is available online. The following additional information was provided:

1. City and Hillcrest have had numerous **meetings** in previous years on this project.
2. Process is currently on **Draft 2** of the Preliminary Infrastructure Design (Pre-design), now at the stage of introducing to City Council the Bylaw that will set the Local Improvement (LI) Charge to and launch a property owner vote.
3. Property owner costs will be detailed in a **letter** that accompanies the **ballot** for the vote, which will be mailed to each property.
4. To **defeat** the project, 50% +1 of benefitting properties must submit a ballot stating opposition.
5. The City has requested **funding** from Yukon Government (YG) and Federal Government (FG) through the Building Canada Fund. YG has approved the funding, but FG has not approved it.
6. City wants to remove bleeding water services (**bleeders**) because they waste water. City also wants to remove heat **trace systems** because they tend to fail.
7. For **indoor plumbing**, property owners can hire their own contractor or the City's contractor.
8. **Indoor costs** will vary depending on the state of basements and crawl spaces (e.g. finished or unfinished basements, crawl space or no crawl space).
9. City will try to minimize **disturbance** during construction and will restore landscaping etc.

10. Only the **LI Charge** can be amortized over 15 years. The other one-time costs (pump, plumbing work) cannot.
11. The **City Engineer** will look at every house and document what work will need to be done. The **contractor** will also visit the homes.
12. There will be several weeks' **notice** before the work will need to be done.
13. Residences will be given **temporary water** during construction.
14. Details like front door, garage door, trees, or landscaping will be taken into consideration at the **detailed design** stage. If water and sewer mains conflict, those will have to take priority over preserving these features.
15. **Bike routes** will only be on collector roads.
16. There are no roundabouts proposed, but traffic calming is needed, so **raised intersections** and planted medians will be used. Raised intersections will also improve accessibility.
17. Minor residential roads will generally be **shared roads** with no sidewalks (some exceptions). People will walk within the roadway like they do now.
18. Intention is to connect to the proposed paved **multiuse path** to the one that goes to Elijah Smith School. Alignment is not confirmed, but aimed to be located away from Park Lane East because the area is needed for storm drainage. Alignment can be varied and worked out during the detailed design phase.
19. The proposed **phasing** is logical because of the elevation difference of the neighbourhood from east to west, and how the area is serviced. Each of 4 phases is intended for least impact on residents. It also works well for cost and scope. Roughly \$4million in costs is estimated for each phase of construction, and each phase can be completed within a construction season.
20. The **water main at the highway** has to be completed within first phase and ahead of the territorial highway reconstruction plan.
21. As many **trees** as possible will be protected.
22. **Fire and emergency** access will be ensured at all times, as will **waste** collection.
23. The aim of the new **road alignments** is to accommodate existing uses, but also make the improvements.

Public Input Summary:

1. The Pre-design's proposed **width for minor residential roads** emerged as a primary topic of concern. Questions were asked as to why the new roads are required to be 8m when studies show that narrow and unpredictable roads and parking offer safety benefits. Interest was expressed to see an **alternative design** implemented that meets the width requirement, but instead features a 6m paved surface accompanied by 1m of gravel shoulders on each side. The existing gravel shoulders are not viewed to be part of the roadway and used as community space, and the current random/unpredictable **parking** arrangement helps to slow cars. Benefits were expressed for the pavement to gravel material transition, which was suggested to provide a traffic calming effect. Other alternatives, such as chicanes, which vary between 6 and 8m, were not favoured.
2. Concern was expressed for **road alignments** and potential disruption to developments that have occurred within the road right-of-way (i.e. paved parking spaces). Interest was expressed to see the roads left in their current off-centered alignment, reflecting the area's existing land use.
3. Widening the road at the top of **Kluane Crescent** (intersection with Sunset Drive South) will only increase the asphalt surface and encourage more **speeding**. This location needs traffic calming (e.g. raised intersection).
4. Questions were raised about the proposed design of **Hillcrest Drive** and rationale for why the **sidewalk** that was proposed in Draft 1 on the north side (highway to Dalton Trail) was removed, when support had been indicated for it during previous consultation.
5. Questions were asked about the **energy, water, and cost** savings that would be achieved by switching out bleeders and replacing them with the recirculating design. Interest was expressed for the City to **provide more information** on this to aid in providing a better understanding for how the sustainability goals of the project will be realized. Information was requested on what the energy costs will be for running the pumps, which be paid for by property owners.
6. Concern was expressed for the LI Charge and plumbing **costs** to properties, which was suggested to be very prohibitive for some owners in the neighbourhood.
7. Concern was raised regarding the City's **voting process**, particularly for the policy which allows for unreturned ballots to be counted as support for the project. It was suggested that this is a fascist approach to decision making.
8. Concern was raised that the proposed 3m **multiuse path** will become an ATV freeway.
9. Interest was expressed to know more if the proposed **multiuse path** would have **winter maintenance**, and if so, whether it would be cleared or packed. It was suggested that paths are only universally accessible if they are maintained.
10. Concern was raised for the proposed **multiuse path** in the **greenspace** east of Park Lane East. It was indicated that kids use the area to play baseball. Interest was expressed to explore **alternative routes**. Ideas discussed: 1) eliminate the path along this section, cyclists can share the road instead; 2) align the path closer to the trees next to the rear of Kluane Crescent

properties; 3) attach the path adjacent to Park Lane East; and 4) locate the trail in the greenspace west of properties on Park Lane West.

11. It was suggested that since there is no bus stop on Hillcrest Drive west of Dalton Trail, that perhaps a **sidewalk** is not needed along that upper stretch. Preference was indicated to have either the path or the sidewalk, but not both.
12. Interest was expressed to see **images** of the recirculating design and of main failure locations.
13. **Appreciation** was expressed for the work that has gone into developing the Pre-design. Suggestion was made that more **public meetings** are needed to talk about the design, and that these meetings should be facilitated and allow for smaller group discussions.
14. Interest was expressed for **more meetings** to be organized so that owners/residents can continue to influence the design decisions, if this project goes through (e.g. where sidewalks will be, or where the path will go).

Questions & Answers:

1. **Approximately when will the vote take place?** First reading of the Bylaw will take place approximately at the end of October. Property owners will have 30 days to respond. A Public Hearing will be scheduled in the middle to late November (tentative). City Council will make a decision in December or January. (Note: this date has been postponed – check project website for most current timeline)
2. **Is it possible to do a proxy vote?** Yes.
3. **Is it possible to vote by email?** No. The City is not currently set up for electronic voting. If a property owner knows they will be out of town during/near the time of vote, they can email Engineering Services – we will send out an email to notify that the ballots have been mailed.
4. **Does the project include all of Hillcrest?** All except for the newer portion of Sunset Drive North, which was built in the 1970s.
5. **Do properties on the newer portion of Sunset Drive North get to vote?** No. Only the properties on the benefitting streets will get to vote on the project.
6. **Will the water lines be the same depth of bury?** Yes, approximately.
7. **Have you calculated the energy use of these pumps, and weighed it against the bleeders or heat trace and found a net improvement of the recirculating pump over the current system?** We know there will be significant water savings that will outweigh the new electrical use. The energy use by recirculating pump is similar to heat tape use. City will provide more info on this.
8. **Are property owners required to replace their sewer service?** Sewer replacement is optional. The City will camera sewer services (where possible) to determine condition at the same time

when the mains are being camera inspected. This will enable the owner to make an informed decision on whether or not to replace the service – this assumes that the City can camera the piping from within the home, for example the City tried a couple of Steelox buildings, but the pipes installation prevented us from being able to camera the service.

9. **Does ‘surface works’ include fences and outbuildings?** Yes, we will take down and then put back fences and shrubs etc. We will try to avoid outbuildings as much as possible.
10. **Will City Council vote on this project before we get approval for funding?** Yes.
11. **The LI Charge rate has gone up over the past few years – if the vote passes and construction doesn’t happen until 2018 and costs go up, will property owners pay the higher cost?** No. When the LI Charge goes to City Council it will be locked in at the rate presented to property owners now, for all phases.
12. **For corner lots, are the measurements adjusted for frontage costs?** Yes, there is a 15m setback for measuring frontage to even out pie-shaped lots, and for corner lots they pay frontage only but not flankage or the longer side of the lot.
13. **In other jurisdictions, I have heard that LI Charges are paid out of property taxes with no additional charge... Why does the City charge property owners?** There are many ways of applying LI Charges, and municipalities differ in their approaches. The proposed charge is consistent with the adopted method for Whitehorse. The City’s position is that water and sewer are existing services, so the City will pay for those. The roads are not constructed to a proper standard, so upgrading them is a local improvement and triggers the charge.
14. **Will there be an increase to the property taxes?** The City is not the assessor, but it is our understanding that it does not affect the property assessment. It may increase property value, but we don’t have numbers on that.
15. **If the project is defeated and then the infrastructure falls apart down the road, will the City pay to fix it?** The City will continue to repair mains, but will not assist with repairs on private property. We have a special (tentative) opportunity with the external funding to do all of the work now. If the mains break it could damage your basement, or cause other issues, and that would be the property owner’s responsibility to repair.
16. **Years ago it was mentioned that maybe the power lines could be buried on a street-by-street basis if all the neighbours agree and cost-share?** Yes, it was considered, but would have added more costs to property owners and Atco could not wait for the City’s process to do upgrades. Burying lines would have come with large cabinets and transformers instead of poles and overhead lines. The City is not including power in this project.
17. **If the infrastructure lasts another 50+ years, why does the charge have to be amortized over 15 years?** It’s for accounting reasons and Council has always deemed 15 to be a good period.
18. **Will the interest rate fluctuate over the years?** Yes, probably.

- 19. Will there be enough plumbers to do all the work?** The work will be in phases and each stage will need to be completed (for access reasons as well) before they take apart the next one.
- 20. Do you have examples of raised intersections?** Front Street has three, but they are very gradual. Black Street at Seventh Avenue has a good one for example.
- 21. What will happen during spring runoff or heavy rains with those raised intersections?** On Hillcrest, where most of the speeding happens, we will use culverts and drainage swales, some are already there and some new ones will be added.
- 22. Is “swale” just the fancy name for a grassy ditch?** Yes.
- 23. Are any of the components of this plan up for negotiation, or is it “take it or leave it”?** The City will consider the input provided at the meetings for potential changes.
- 24. Have you had complaints raised for emergency vehicle access? (They use our street to practice driving on Tuesday nights).** No complaints.
- 25. Is there any way to accelerate construction this so it’s not stretched over 4 summers?** No, it will be slow going because of the narrow rights-of-way.
- 26. At the intersection of Hillcrest Drive with Sunset Drive South where there is a retaining wall, will the path go along that section?** Yes, and the wall will be replaced.
- 27. Would the multi-use path be separated from the road?** Only by a barrier curb.
- 28. If project is defeated, will Hillcrest ever be looked at again for this type of project?** Not likely. Hillcrest has been at the bottom of the priority list for some time now and it is finally coming back around, this time it will go to a formal voting process. The City is able to access the funding needed to cover the City’s cost and that may not be available in the future.
- 29. How do we know what we’re voting on?** City will re-visit the design and look at road widths, since it is major issue. Changes will be reflected in the design when it is sent out with the ballot.