

Project No: 1  
 Meeting Date: September 24, 2009  
 Meeting Time: 5:30 PM  
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 Written By: A. Gill

Project: South LRT Extension (Century Park to Ellerslie Road)  
 Client: City of Edmonton  
 Location: Ellerslie Rugby Club  
 Purpose: Stakeholder Information Panel (SIP) Meeting #1  
 In Attendance: SIP members: Representatives from Rutherford (x2), Blackburne Creek, Blackmud Creek, west Twin Brooks (backing onto 111 Street), east Twin Brooks (b/w 9 & 12 Avenue), Keheewin, Twin Brooks - condo complex adjacent to 111 Street and AHD, MacEwan (adjacent to AHD), MacEwan (adjacent to 127 Street), Heritage Point Community League representative, Twin Brooks Community League representative  
 Project Team: Carole Cej (COE), Nat Alampi (COE), Steve Melton (ISL), Jenny Burgess (ISL), Amanda Gill (ISL), Gordon Menzies (Stantec), Lindsay Nent (Stantec), Josh Jones (AECOM)  
 Councillor Iveson and Councillor Anderson  
 Distribution: All; SIP members not in attendance from Skyrattler (x2), Blackmud Creek Community League representative

The subjects discussed and decisions reached are summarized in the following record. Please notify the author of any errors or omissions. If no comments are received within 7 days this record is considered correct.

| Item | Description  | Action By                   |
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| 1.0  | <b>Welcome and Introductions</b> <ul style="list-style-type: none"> <li>Project team will follow-up with SIP members not in attendance at SIP meeting</li> <li>Advised SIP members who wish to communicate with other SIP members to email Carole who will distribute emails to the SIP. Alternatively, if SIP members want to exchange email addresses they are welcome to do that.</li> <li>SIP member offered to set-up SharePoint for the team to use.</li> </ul>  | Project Team<br><br><br>SIP |
| 2.0  | <b>Technical Presentation</b><br><u>Location of Noise Wall</u><br>Q: Is it better for the noise wall to be close to the noise source or near the observer?<br>A: The noise wall has different benefits near the observer and noise source. Also, there are other issues including privacy that come into the picture.<br><u>Construction Staging</u><br>Q: During construction will there be 2 or 4 lanes in each direction at 23 Avenue?<br>A: We have to maintain existing capacity during construction so there will be the same amount of lanes in each direction as there is now however, we may need to reduce the double left turns to single left turns to accommodate the construction.<br>Q: Are there measurements of traffic counts in the area?<br>A: Yes, complete traffic counts are conducted on all arterials every second year. The traffic count measurements have been taken at the 23 Avenue/111 Street intersection and south along 111 Street and include all turning movements.<br>Q: How accurate are traffic counts especially with variations due to construction?<br>A: Traffic counts are conducted every other year to help account for the variables such as construction. When construction occurs at one intersection drivers will often find other | Info                        |



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|      | <p>routes causing peaks with traffic at other intersections.</p> <p><u>Twin Brooks</u><br/> Q: If you move 111 Street to the east how does it align to AHD?<br/> A: There will be no impact to 111 Street past 9 Avenue south.<br/> Q: Will the Century Park - Park &amp; Ride be paid parking?<br/> A: It will be free parking. However, Council may implement parking fees at a later date or charge fees at the premium Park &amp; Rides near the core of the City where the City has to manage parking demand.<br/> Q: There is a lot of traffic in the area, are there studies on the impact of traffic?<br/> A: Yes we have conducted traffic impact studies in the area and it has been determined that traffic can be accommodated with the existing infrastructure.</p>   |           |
| 3.0  | <p><b>Group Activity Summary</b><br/> <u>Group 1: Century Park to South of Blackmud Creek</u><br/> Existing Berm &amp; Noise</p> <ul style="list-style-type: none"> <li>• Survey landowners and who is happiest regarding noise wall locations</li> <li>• Want noise walls to look nice with murals, theme, historical reference (e.g. Stony Plain, Arizona retaining walls)</li> <li>• Less straight walls – prefer curvy/wavy walls</li> <li>• Noise wall needs to block LRT and roadway noise for quiet residential area</li> <li>• Some want noise wall close to track and some want it on property line – not sure if it's better to have the noise wall close to the property or the noise source</li> <li>• Keep residential fences/landscaping</li> <li>• Depress track the whole way 1 metre or so below fence to block noise and view of LRT</li> <li>• Concern about access to property due to new noise wall</li> <li>• Prefer solid aesthetically pleasing noise wall closer to property line</li> <li>• If possible with noise in future, plan according to worst case scenario</li> <li>• Visual screening – block LRT as much as possible</li> <li>• Consider sound absorbing walls</li> </ul> <p>Existing Landscaping &amp; Aesthetics</p> <ul style="list-style-type: none"> <li>• Relocate trees to community or along AHD</li> <li>• Don't remove mature trees then replace them with small tress</li> <li>• Break the visual of the wall with trees</li> <li>• Want low maintenance landscaping. Don't have grass in an area if it won't grow. Instead, have designs in the gravel.</li> <li>• Save and have as many trees as possible</li> </ul> <p>Safety &amp; Security</p> <ul style="list-style-type: none"> <li>• Security concern between noise wall and residential fence on multi-use trail</li> <li>• Which wall is better and absorbs sound?</li> <li>• Must be safe and secure to include pedestrian and security lighting</li> </ul> | Info      |

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|      | <p>Access &amp; Emergency Access</p> <ul style="list-style-type: none"> <li>Multi-use trail – excellent lighting and safety phones</li> <li>Make it safe</li> </ul> <p>Blackmud Creek</p> <ul style="list-style-type: none"> <li>Like the suspended bridge x3</li> <li>Keep multi-use trail vertical alignment the same as the LRT bridge x2</li> <li>Concerned about safety of bridge below existing bridge</li> <li>Don't impact the animals</li> <li>Stay on same level and don't impact environment (same bridge) people who want to go walking in park can.</li> </ul> <p>Construction</p> <ul style="list-style-type: none"> <li>Timing</li> <li>Plan accordingly and have detour signs that point to areas without construction and do not have several major construction projects in the same area at the same time (e.g. consider Calgary Trail construction before detouring traffic)</li> </ul> <p><u>Group 2: South of Blackmud Creek to North of Anthony Henday Drive</u></p> <p>Noise &amp; Visual</p> <ul style="list-style-type: none"> <li>Noise walls with trees. Design needs to be soft</li> <li>Noise wall on the property line close to the house</li> <li>Noise wall on property line or near the LRT tracks</li> <li>Noise walls done prior to construction</li> <li>Prefer aesthetically pleasing noise wall on property line</li> <li>Build noise walls sooner rather than later and higher – noise already an issue in Twin Brooks area from 111 Street and want wall before LRT</li> <li>Most important item – priority #1 is very high noise wall to block all traffic noise from 111 Street</li> <li>Depressed track along Twin Brooks</li> <li>Semi-depressed track from 12 Ave to 9 Ave</li> <li>Try to hide the "hard edges" of the transit system</li> <li>Noise walls on both sides of road (111 Street)</li> <li>Enhanced landscaping e.g. hide the hard stuff</li> <li>Murals</li> <li>Concerns about noise and brightness of bells and lights at crossings</li> </ul> <p>Existing Landscaping &amp; Aesthetics</p> <ul style="list-style-type: none"> <li>Like walls that are more flat or linear pattern</li> <li>Build new Twin Brooks clock tower</li> <li>Architecture (station design, fencing, noise walls) based on nature versus urban e.g. stone. A lot of architecture is based in downtown or university area but don't work for residential areas</li> <li>Art – abstract or otherwise</li> </ul> |           |

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|      | <ul style="list-style-type: none"> <li>Put "Twin Brooks" on wall in nice and big letters</li> </ul> <p><b>Safety &amp; Security</b></p> <ul style="list-style-type: none"> <li>Vigilance and maintain</li> <li>Enhanced lighting</li> <li>Clean and anti-graffiti materials– maintenance strategies</li> <li>Safety phones, lighting and security cameras along tracks and multi-use trails</li> <li>Crime on maintained vs. unmaintained properties</li> <li>Safety concern with trail between noise wall and screen fence</li> </ul> <p><b>Access &amp; Emergency Access</b></p> <ul style="list-style-type: none"> <li>Time LRT with traffic lights</li> <li>Plan/account for future Twin Brooks LRT Station even though some residents don't want station as per community survey</li> <li>Concerns with emergency vehicles accessing communities</li> </ul> <p><b>Transportation &amp; Utility Corridor</b></p> <ul style="list-style-type: none"> <li>Safety concern being on train beneath power lines (no shocks)</li> <li>Prefer shorter AHD bridge</li> <li>Substation in the TUC, blend into community</li> <li>Prefer option 1 because of further distance between LRT and property line</li> <li>Prefer option 2 because of shorter bridge span</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Sooner rather than later – do not lose building momentum for LRT (e.g. due to funding, contractors)</li> <li>Build cheapest, easiest bridge. Spend money on landscaping and buffering in valley/residential areas rather than Henday crossing.</li> </ul> <p><b>Group 3: South of Anthony Henday Drive to Ellerslie Road/127 Street</b></p> <p><b>Noise &amp; Visual</b></p> <ul style="list-style-type: none"> <li>Noise control is issue #1</li> <li>Preferred solution is aesthetically pleasing noise attenuation walls</li> <li>Noise walls needed along north side of MacEwan and south side of Twin Brooks (around AHD) as well as along 127 Street</li> <li>Landscaping around walls are good, so are murals</li> <li>Earth tone noise walls look more pleasing</li> <li>Preference for noise walls with less decoration and patterns – want more natural look</li> <li>Trees around station &amp; community would be good.</li> <li>Landscaping along MacEwan should shield view of train also maybe a noise wall as well.</li> </ul> <p><b>Existing Landscaping &amp; Aesthetics</b></p> <ul style="list-style-type: none"> <li>Keep existing mature trees. Make it natural.</li> <li>Trees around station to hide station and parking lot – does not matter if trees are</li> </ul> |           |

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|            | <p>beside station or residential area as long as they block the view</p> <ul style="list-style-type: none"> <li>Landscaping to hide the noise walls</li> <li>Southwest is marketed as being closer to nature and being natural – keep this theme and have the LRT fit into this theme/community</li> </ul> <p>Safety &amp; Security</p> <ul style="list-style-type: none"> <li>Security issue along 127 Street and Anthony Henday Drive as there are no fences and is an open area - add security fence or protected crossings (barrier between MacEwan Lake and TUC/LRT for children and dog safety)</li> </ul> <p>Access &amp; Emergency Access</p> <ul style="list-style-type: none"> <li>No comments</li> </ul> <p>Transportation &amp; Utility Corridor</p> <ul style="list-style-type: none"> <li>Shorter bridge over AHD is better idea – cars have more visibility for turnoff and safety</li> <li>LRT station in AHD TUC</li> <li>Park &amp; Ride under AHD power lines to feed future Twin Brooks LRT Station</li> <li>Security fence along Anthony Henday Drive and MacEwan</li> </ul> <p>Construction</p> <ul style="list-style-type: none"> <li>Align it with other construction projects in the area (every street says use Calgary Trail and Calgary Trail has construction)</li> <li>Plan accordingly</li> </ul> <p>Park &amp; Ride &amp; Transit Centre</p> <ul style="list-style-type: none"> <li>Signature architecture – Heritage Valley and south side are natural</li> </ul> <p>Future Roadways, Expansion, and Closures</p> <ul style="list-style-type: none"> <li>None</li> </ul> <p>LRT Station Design</p> <ul style="list-style-type: none"> <li>Southwest communities are being marketed as “green, natural and walkable”. LRT should compliment station buildings, landscaping, trails, etc.</li> <li>Prefer more enclosed station for snow/wind protection</li> <li>Didn't like glass structure</li> <li>Make it look nice</li> <li>Need more options – less modern, less cold, more natural</li> <li>Coffee shop– Starbucks or Tim Horton's</li> <li>Like McKernan/Belgravia Station design as its community looking and more suburban rather than urban and may fit into MacEwan</li> <li>More closed circuit security cameras and security phones</li> <li>Security guards</li> <li>Depress it 1 metre below fence to have less noise impact</li> <li>Ellerslie will be the first point onto LRT – requires a theme and a good design</li> </ul> |           |
| <b>4.0</b> | <p><b>Wrap-Up</b></p> <p><u>What we've heard:</u></p> <ul style="list-style-type: none"> <li>People were not sure whether they wanted or it was better to have noise walls along the property line or close to the LRT tracks.</li> </ul>  |           |

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|            | <ul style="list-style-type: none"> <li>The project team will get additional information on this and provide it to the SIP members.</li> <li>A lot of noise wall suggestions regarding aesthetics. <ul style="list-style-type: none"> <li>The project team will provide noise wall options with lots of greenery and soft natural tones to keep consistent with the look and feel of the southwest for the next SIP meeting</li> <li>SIP proposed to have a focus group to test the different looks of noise walls</li> </ul> </li> <li>Build structures cheaper and use the money for landscaping and aesthetic features</li> </ul> <p><u>Q &amp; A</u><br/>Q. Concerned about safety and security of LRT and along the multi-use trail<br/>A. A consultant will review the LRT designs and conduct a safety audit and identify any safety/security issues that should be addressed<br/>Q. A lot of residents are concerned about future noise along Anthony Henday Drive. Who has the budget for noise attenuation in the Transportation &amp; Utility Corridor along Anthony Henday Drive?<br/>A. The Transportation &amp; Utility Corridor is owned by the Province; however, the budget for LRT noise attenuation, where warranted, will be from the City's budget for this project.</p> | Project Team<br><br>Project Team<br><br>Info  |
| <b>5.0</b> | <b>Homework/Action Items</b> <ul style="list-style-type: none"> <li>Research different noise wall themes, colours and materials</li> <li>Safety – prior studies/statistics on safety and potential increase in crime as a result of LRT and correlation between unkempt sites and increase in crime.</li> <li>Information on the number of security phones at LRT stations and along the LRT tracks</li> <li>Ideas on how to address safety and security concerns raised</li> <li>Information on affect of LRT on property values</li> <li>SLRT open house poster</li> <li>Digital version of SIP contact record</li> <li>Set up FTP/SharePoint Site</li> <li>Safety – prior studies/stats on potential increase in crime as a result of LRT <ul style="list-style-type: none"> <li>Correlation between unkempt sites and increase in crime.</li> </ul> </li> </ul>  | All<br>Project Team<br><br>Project Team<br><br>All<br>Project Team<br>Project Team<br>Project Team<br>SIP<br>Project Team |
| <b>6.0</b> | <b>Next Steps</b> <ul style="list-style-type: none"> <li>Next SIP meeting date to be determined</li> </ul>   |   |