

Edmonton South LRT Extension (Century Park to Ellerslie Road)
Residential Landowner and Business Owner/Operator Meeting and Comment Sheet Summary

The Residential Landowner and Business Owner/Operator Meetings for the residents and businesses directly adjacent to the South LRT alignment were held on September 8 and 10, 2009 at the Ellerslie Rugby Club, 11004 Ellerslie Road SW. The Business Owner/Operator meeting was held from 1:30 p.m. to 4:00 p.m. on September 8th, followed by the North Residential Landowners meeting (for residents north of Anthony Henday Drive to Century Park), from 6.00 p.m. to 8:30 p.m. The South Residential Landowners meeting (for residents south of Anthony Henday Drive to Ellerslie Road) was held from 6.00 p.m. to 8:30 p.m. on September 10th at the same location.

Representatives from ISL Engineering and Land Services, the City of Edmonton, Stantec and AECOM staffed the events. Councillor Bryan Anderson attended all three meetings.

To create awareness about the meetings, ISL created and distributed an invitation to Residential Landowners and Business Owner/Operators (two weeks prior to the event) inviting them to the Meetings (see Appendix A). The presentation and comment forms for both Landowners and Business Owner/Operator meetings are provided as Appendices B and C respectively. Minutes from the Question and Answer sessions of each meeting are included as Appendix D. Display boards are included as Appendix E.

One person signed in for the Business Owner/Operator meeting and 29 people signed in at the North Residential Landowners meeting on September 8th. Twenty one people signed in at the South Residential Landowners meeting on September 10th.

Number of Attendees	Number of Attendees	Number of Attendees	Number of
Business Owner/Operator meeting	North Residential Landowners meeting	South Residential Landowners meeting	Total Attendees
1	29	21	51

Eighteen comment forms were completed and returned at the September 8th North Residential Landowners meeting. Nine forms were completed and returned at the September 10th South Residential Landowners meeting. One form was received by fax on September 21. The following is a summary of the responses from all comment forms received during and after the September 8 and 10 events.

Part 1: About the Preliminary Design

1. Which of the following items are most important to you during Preliminary Design of this particular project (the future South LRT extension, from Century Park to Ellerslie Road)?

Please rate the items, with 1 being the most important and 10 being the least.

Answer Options	Rating
Noise and Vibration	1
Traffic impacts and roadway modifications	2
Safety and security	3
impact on existing berms	4
Multi use trails - pedestrian crossings and connectivity	5
Impact on mature trees	6
Park and Ride/Transit Centre	7
Bridge aesthetics	8
Station aesthetics	9
Other	*

(Please note that the table has been re-ordered to reflect the rankings of the respondents. Some respondents did not rank the full 10 options. Many respondents to this question did not rank their preferences, but rather checked off multiple options, or ranked multiple choices as their #1 concern. Those results are not included in this table. Because so few respondents ranked or specified “Other” it has been placed at the bottom of the rankings.

Answer Options	Rating Average	Response Count
Noise and Vibration	1.56	18
Traffic impacts and roadway modifications	3.53	17
Safety and security	3.79	14
impact on existing berms	3.92	13
Multi use trails - pedestrian crossings and connectivity	4.47	15
Impact on mature trees	5.08	12
Park and Ride/Transit Centre	6.25	12
Bridge aesthetics	7.42	12
Station aesthetics	8.36	11
Other	4.17	6

Six of the respondents who assigned a ranking to the category of “Other” specified their concern. They were:

- Impact on Real Estate value
- lower housing values along right of way
- property values up or down
- visual impact and proximity to adjacent homes in MacEwan
- Landscaping
- Did not specify (blank)

2. What/how would you propose to mitigate the issues most important to you? Please understand that not all of the desired mitigation strategies you suggest will be feasible. Please be specific.

There were 23 responses received for this question.

- Understanding of construction time frame - impact on the berms south of 23 - noise abatement south of 23
- Underground as much as possible
- Move the LRT over one block from 111 Street
- Noise considerations, retaining walls
- Wait time and reduce for 12 Avenue and 9 Avenue entry and exit
- A berm and/or sound barrier fence would be very necessary behind the complex of the Meadows of Twin Brooks (south of 9 Avenue on West of 111 Street)
- Suggest it be put underground in the immediate residential areas.
- Noise berm on 111 Street south of 9 Avenue. Shuttle service to 127 Street station - already proposed - great
- Crossing targets at 12Avenue/9Avenue/Saddleback have fluctuating db alert level based on time of day/traffic congestion (i.e. 8:00pm -1:00am cut volume)
- Put it underground through 12 and 9 Avenue
- I hope to sell and move before this ever happens
- Run the LRT track on the east side of 111 Street (I know that would mean you'd have to cross 111 Street to end up at 127, not sure how that would work) if unable to I just want a sound/safety wall up to reduce the noise/visibility of the train.
- Stop at Saddleback Road and 19 Avenue
- Living right on the corner of Saddleback Rd NW - 111 Street and 19 Avenue my concern is the traffic is really bad there so would like a retaining wall coming around the turn onto Saddleback Road from 111 Street if adding LRT. Just as done at the other Saddleback.
- It was suggested in the meeting that the tracks could be sub grade, landscaping to minimize visual blight.
- 20' fence between MacEwan North fence and the proposed LRT route (fence like on Yellowhead Trail). Landscaping to hide the crossing from the view of residents.
- My suggestion would be to run the LRT east on 23 Avenue to Calgary Trail and then south to Ellerslie Road.
- I live close to the MacEwan water pond. I hope there will be a visual barrier and sound barrier along the water pond.
- Traffic flow on Ellerslie Road in regards to the transit center and LRT station.
- Have residential access for certain roads where major construction is being done (i.e. residents only). Ensure pedestrian access across 23 Avenue throughout construction. Put in a sound barrier beside the train.
- This plan would make the LRT too close to my back yard!
- Is there proper sound barriers? Have there been any studies regarding long term vibration effects on house foundations. Tax reduction due to loss of home and land value. Since the route is so close to the homes along the LRT route from 12 Avenue to 9 Avenue, it would be good to move 111 Street to the east along the entire stretch not just at 9 Avenue.
- Landscaping at MacEwan Water Management Pond needs to be protected for visual and environmental impact to the green area.

3. Are there other issues that you would like to see considered during the preliminary design phase?

There were 12 responses received for this question.

- underpass aesthetics (anything above ground) e.g. Belgravia underpass, 63 Avenue underpass
- I do not agree with what is considered acceptable noise levels (65db) mainly the issue of the average 24 hr time span. It should be over a time span of 12-14 hrs - this is what consideration should be based on. 5:00 am-11:00 pm Noise bylaws are based on 7:00 am - 11:00 pm

- Noise levels should be registered on peak hours - not 24 hours. Safety getting into Twin Brooks - 12 and 9 Avenue
- The condominium development I belong to was totally missed in the presentation. The Meadows of Twin Brooks has 38 units directly adjacent to the proposed route. Please include in the future presentations.
- Access to coach homes and west side of 111 Street and 19 Avenue (Saddleback Road)
- Noise reduction, how to incorporate with as minimal impact on landscape and wetlands as possible. It is suggested that it will go right through the middle of the large green space in MacEwan west.
- I don't see the reason for the LRT to run any further south than Century Park. There is adequate exit and entry to the area being considered with the addition of AHD and the four lane bridge over Blackmud Creek on 111 Street. I'm very concerned about property values. Also 65 db noise could affect property value.
- Have free LRT access for those residents affected by the construction. Keep the multiuse trail open.
- Proper sound wall, trees to lessen impact for residents along LRT route.
- Wall barrier and trees to separate the LRT path from green space at MacEwan pond and along green belt path.
- No
- No

Part 2: About the Session

- 1. Please help us prepare more effectively for future meetings by taking a few moments to answer the following questions. Please circle one response for each line. All comments are welcome.**

Answer Options	Strongly Disagree 1	2	Neutral 3	4	Strongly Agree 5	Response Count
Overall, the information present was useful and informative.	2	3	7	12	3	27
The information was easy to understand.	1	2	6	13	6	28
The project representatives were helpful, friendly, and available to talk to me.	0	3	8	12	4	27
I was able to find satisfactory answers to my questions.	4	6	10	7	0	27
Comments						14

There were 14 comments received for this question.

- A definitive time line for construction would be useful - i.e. 1-2 years, 2-5 yrs, etc. Surely we have a 5 year plan.
- Rep gave more questions to consider but few answers
- This stage seemed too early for the planners to have answers with regards to future impacts.
- I do not believe that the city truly cares about what the "stakeholders" care about - I do not feel that our concerns about noise and traffic impact are listened to or seriously addressed.
- Most issues are already decided. I didn't feel we had opportunity to have impact to change anything now.
- Very little information on Twin Brooks (9 Avenue south) Not even a picture.
- I think Brian Anderson was the one with the best information.
- Was happy to hear the absolute minimum amount of time before construction could start firmly by the politician, just wanted to know if I should think about selling this year!
- Could not hear some people.
- Find a location that doesn't smell of smoke.

- I think most everyone at the meeting was concerned on how this would negatively affect their property values because of the immediate proximity to our homes.
- Still too soon in the planning stage for concrete answers. But good direction.
- When microphone was used there was an echo and it was hard to hear, when it was not used it was difficult to hear the speakers.
- It would be good to have the people who live in Belgravia who live right next to the tracks speak at open house to give their view.

2. Which aspects of the meeting did you find most valuable? (check all that apply)

Answer Options	Response Percent	Response Count
Question and Answer period	62.5%	15
Interaction with projects representatives	58.3%	14
Presentation	50.0%	12
Displays	25.0%	6
Other (please specify)	12.5%	3

Please note that the table has been re-ordered to reflect the rankings of the respondents.

There were 3 comments received for this question. The three comments were a request for larger displays, and a vote for Councillor Anderson. The third respondent liked the coffee.

3. Which aspects of the meeting would you find most valuable to focus on at an open house?

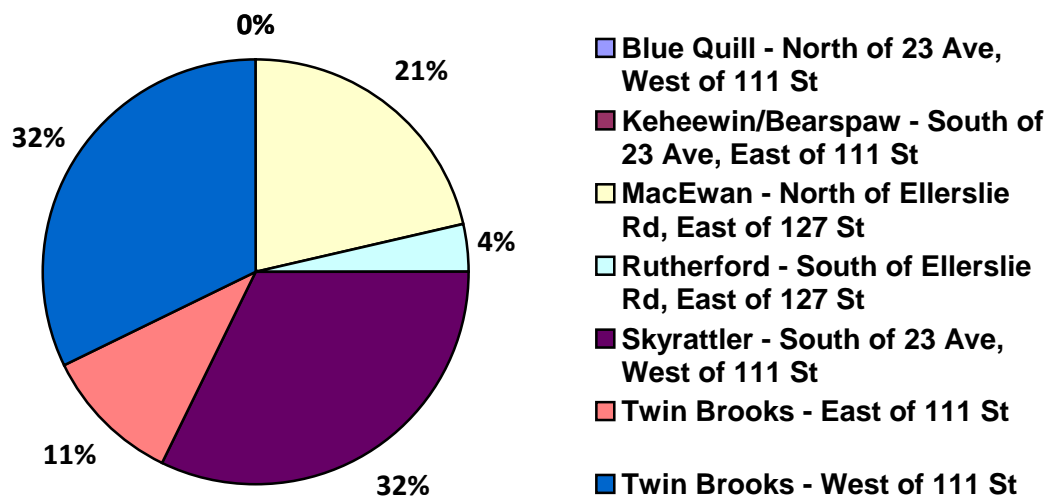
There were 11 responses received for this question.

- Detailed pictures of line construction - see impact (conceptually) on landscape
- Check for and eliminate people who are just there to whine
- Anything we could change if needed.
- Accessibility out of Saddleback Road, 12 Avenue and 9 Avenue during construction.
- Without a PA system with 2 microphones this whole meeting was useless. Please get the improvements for the south meeting.
- Would like a concept drawing of what it would look like at each intersection the LRT will cross, a clearer idea of specifics - how close it will be to my condo along Saddleback Road, if there will be any kind of wall in place.
- How to minimize the impact on the community and make it as aesthetic as possible.
- Property values and noise
- Displays and detailed plan
- Q&A
- Real impact to communities

Part 3: About You

1. Where is your property located (please check one)?

Answer Options	Response Percent	Response Count
Blue Quill - North of 23 Ave, West of 111 St	0.0%	0
Keheewin/Bearspaw - South of 23 Ave, East of 111 St	0.0%	0
MacEwan - North of Ellerslie Rd, East of 127 St	21.4%	6
Rutherford - South of Ellerslie Rd, East of 127 St	3.6%	1
Skyrattler - South of 23 Ave, West of 111 St	32.1%	9
Twin Brooks - East of 111 St	10.7%	3
Twin Brooks - West of 111 St	32.1%	9





South LRT Extension Residential Landowner Meeting

www.edmonton.ca/LRTProjects

August 2009

Dear Residential Landowner:

As a residential landowner adjacent to the South LRT Extension alignment from Century Park to Ellerslie Road, you are cordially invited to attend one of two Residential Landowner Meetings to find out more about the project. The meeting is also your opportunity to provide input on ideas being proposed to address potential impacts of the project along the LRT alignment.

Two meeting dates are being offered for your convenience. Both meetings will provide similar information about the project overall, but each will be tailored to the alignment north and south of Anthony Henday Drive, as follows:

For Residential Landowners North of Anthony Henday Drive	For Residential Landowners South of Anthony Henday Drive
<p>September 8, 2009 Ellerslie Rugby Club - Club Room 11004 Ellerslie Road SW 6:00pm – 8:30pm Presentation will begin at 6:30pm</p> <p>Refreshments will be served</p>	<p>September 10, 2009 Ellerslie Rugby Club - Club Room 11004 Ellerslie Road SW 6:00pm – 8:30pm Presentation will begin at 6:30pm</p> <p>Refreshments will be served</p>

The Preliminary Engineering phase of the South LRT project is now underway. Preliminary Engineering takes a closer look at how the LRT will operate technically, as well as how to integrate the LRT into the existing landscape, adjacent communities, and transportation system. We encourage your participation in the Residential Landowner Meeting because your input at this phase will be valuable in addressing possible impacts to communities along the alignment.

The meeting will feature a presentation on the project, followed by an opportunity for you to discuss the project with Project Team representatives.

For more information:

LRT Projects Information Line
780-496-4874

LRT Projects Email
lrtprojects@edmonton.ca

LRT Projects Website
www.edmonton.ca/lrtprojects



South LRT Extension Business Owner/Operator Meeting

www.edmonton.ca/LRTProjects

August 2009

Dear Business Owner/Operator:

As a business owner/operator adjacent to the South LRT Extension alignment from Century Park to Ellerslie Road, you are cordially invited to attend a Business Owner/Operator Meeting to find out more about the project. This meeting is also your opportunity to provide specific input on ideas being proposed to address potential impacts of the project along the LRT alignment.

South LRT Business Owner/Operator Meeting

Ellerslie Rugby Club - Club Room

11004 Ellerslie Road SW

September 8, 2009

1:30pm – 4:00pm

Presentation will begin at 2:00pm

Refreshments will be served

The Preliminary Engineering phase of the South LRT project is now underway. Preliminary Engineering takes a closer look at how the LRT will operate technically, as well as how to integrate the LRT into the existing landscape, adjacent communities, and transportation system. We encourage your participation in this Business Owner/Operator Meeting because your input at this phase will be valuable in addressing possible impacts to businesses along the alignment.

The meeting will feature a presentation on the project, followed by an opportunity for you to discuss the project with Project Team representatives.

For more information, please contact:

LRT Projects Information Line

780-496-4874

LRT Projects Email

lrtprojects@edmonton.ca

LRT Projects Website

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SOUTH LRT EXTENSION

Century Park Station to Ellerslie Road

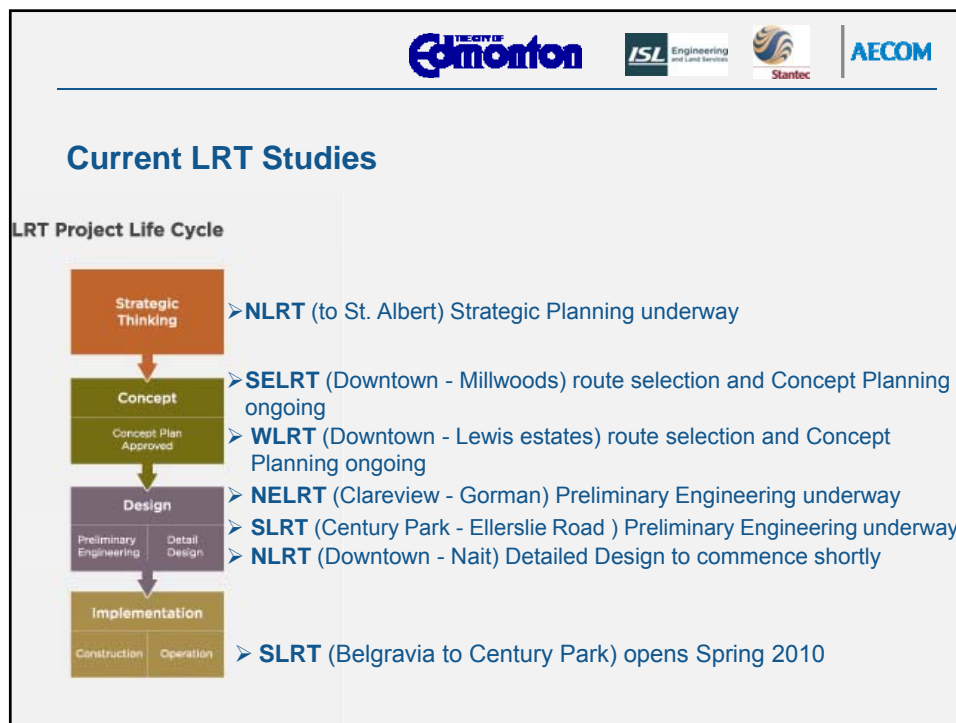
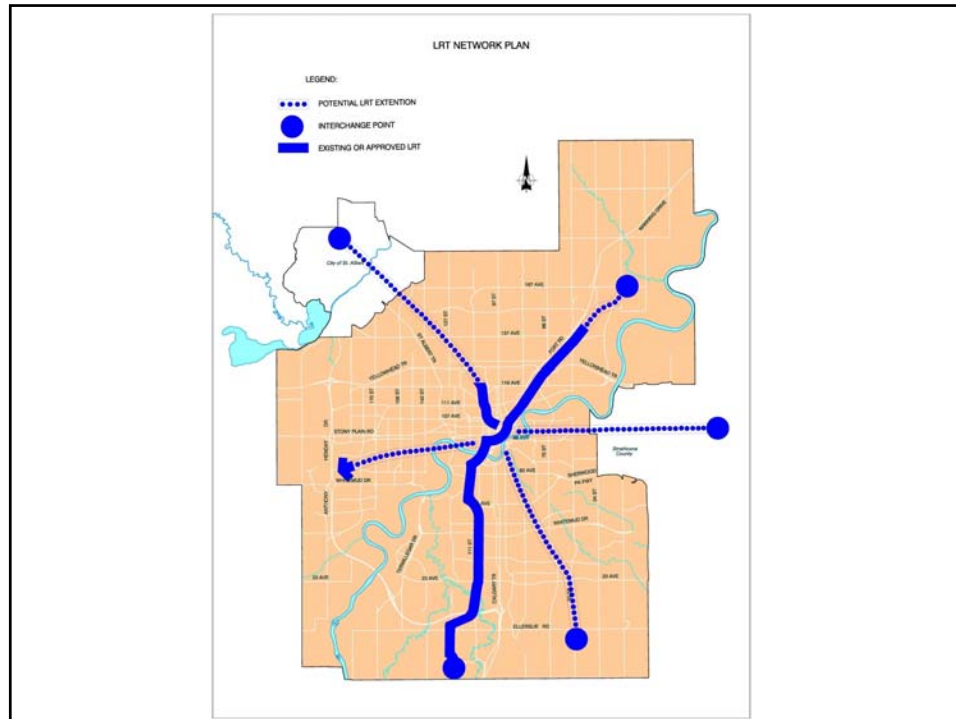
Stakeholder Meeting

September 8/10, 2009



Tonight's Meeting

- The objective of this meeting is to:
 - provide information about the South LRT Extension project; and
 - gather your feedback regarding the ideas proposed to address potential impacts of the project.
- Your feedback will be considered in the preliminary design of this project which will be presented at a Public Information Session in January 2010.





Project History/Timeline:

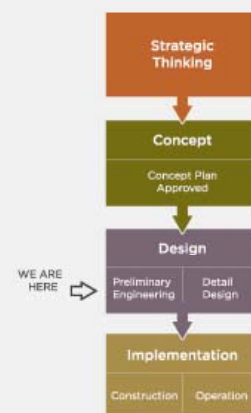
- In July 2008, Edmonton City Council approved the Concept Plan for the South LRT Extension from Century Park to the South City Limit;
- In 2008, the Concept Plan was added to the Transportation Systems Bylaw;
- Previous Public Open House:
 - March 2009 – Ellerslie Road/127 Street Temporary Park & Ride
- Recommendation to the Transportation Public Works Committee regarding Twin Brooks Station – April 21, 2009



Project History/Timeline (cont.):

- Preliminary Engineering to Ellerslie Road initiated in April 2009 and is scheduled for completion early in 2010;
- Preliminary Engineering Phase:
 - how LRT operates technically; and
 - how to integrate into existing landscape, existing communities, and transportation system.

LRT Project Life Cycle





What is involved in Preliminary Engineering?





A multidisciplinary preliminary engineering Project Team is working now to produce the following deliverables:

- Review of the approved LRT Concept Plan
- Preliminary Background Investigations:
 - Survey
 - Geotechnical investigation
 - Environmental and Historical studies
 - Noise and Vibration studies
 - Risk Management Plan
 - Constructability Study



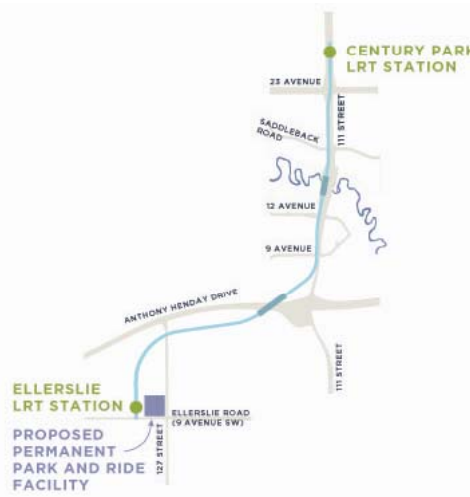
What is involved in the Preliminary Design (cont.)?

- Preliminary Engineering Studies for each of the following discipline areas:
 - Track
 - Drainage & Utilities
 - Roads, Cyclists and Pedestrians
 - Station Design and Architecture
 - Electrical Systems and Communications
 - Bridge and Retaining Wall Structures
 - Detailed Design of SLRT Permanent Park & Ride

South LRT Extension Concept Plan (Century Park – Ellerslie Road)

- 4.5 km LRT extension south from Century Park to Ellerslie Road.
- Underpass at 23 Avenue.
- Overpass across Blackmud Creek.
- Overpass over Anthony Henday Drive.
- LRT station, Transit Centre, and Park & Ride facility at Ellerslie Road/127 Street.
- 2008 Concept Level cost estimate: \$425 Million.








Underpass at 23 Avenue/111 Street intersection

- LRT will cross under 23 Avenue in the median of 111 Street to cross to the west side of 111 Street
- Considerations:
 - Traffic capacity
 - Land constraints
 - Noise attenuation
 - Access management
 - Stormwater Management
 - Utility relocations





Blackmud Creek Crossing

- LRT bridge to parallel road bridge alignment on the west side
- Considerations:
 - Environmental impacts
 - Architectural features
 - Multiuse trail may be on LRT bridge or on second bridge
 - Navigable waters and other permits required



111 Street between Blackmud Creek and AHD

- Road will be realigned to the east
- LRT will run Parallel to 111 Street along the west side
- Considerations:
 - Accesses into community (9 Ave and 12 Ave)
 - Business access
 - Noise attenuation
 - No station required in Twin Brooks





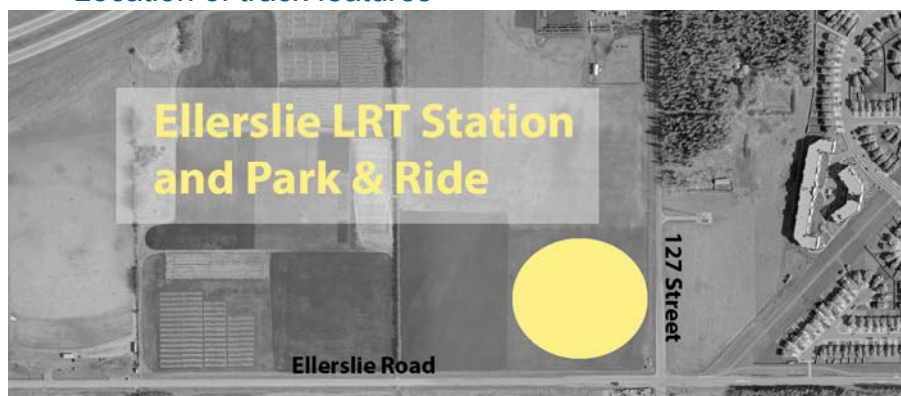
Anthony Henday Drive Crossing

- AltaLink power line crossings
- Skew minimized to reduce bridge length
- Coordination with Province of Alberta
- Bridge aesthetics



LRT Station/Transit Centre at Ellerslie Road/127 Street

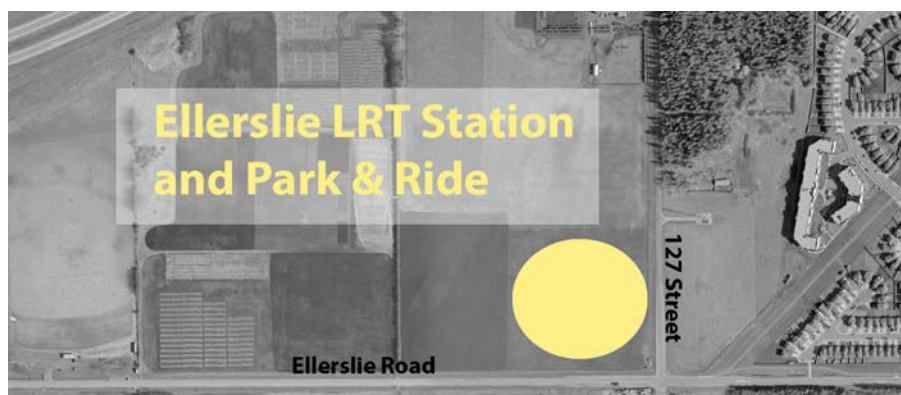
- Traffic impacts of crossing
- Number of buses using Transit Centre
- Tie into Transit Centre and Park & Ride
- Location of track features





Park & Ride Facility at Ellerslie Road /127 Street

- Traffic and access impacts
- Number of stalls in Park & Ride
- Staging



FAQ's

- Construction timing
- LRT operation
- Noise/vibration
- Getting in and out of community
- Safety and security



Schedule for Upcoming Involvement

Fall 2009

- Stakeholder Information Panel Meeting(s)
- Public Open House – October 8, 2009 from 4-8pm at the Ellerslie Rugby Club

Late 2009 – Early 2010

- Public Information Session – January 2010 (date/location TBD)

Early 2010

- Preliminary Engineering Report

For more information about the project visit:
www.edmonton.ca/LRTPProjects



Questions



South LRT Extension

Century Park to Ellerslie Road

www.edmonton.ca/LRTProjects

September 2009

Questionnaire

Residential Landowner Meeting

September 8 and 10, 2009

6:00 pm to 8:30 pm

Ellerslie Rugby Club

11004 Ellerslie Road SW

Thank you for attending this meeting. Your feedback regarding the South LRT is important to us. We would appreciate your response to the following questions before you leave. If you have specific issues or concerns you wish to discuss, one of the project team representatives will be pleased to talk with you.

Part 1: About the Preliminary Design

- Which of the following items are most important to you during Preliminary Design of this particular project (the future South LRT extension, from Century Park to Ellerslie Road)?

Please rate the items, with 1 being the most important and 10 being the least.

<input type="checkbox"/>	Noise and vibration	<input type="checkbox"/>	Station aesthetics
<input type="checkbox"/>	Impact on mature trees	<input type="checkbox"/>	Bridge aesthetics
<input type="checkbox"/>	Impact on existing berms	<input type="checkbox"/>	Safety and security
<input type="checkbox"/>	Park and Ride/Transit Center	<input type="checkbox"/>	Traffic impacts and roadway modifications
<input type="checkbox"/>	Multi-use trails - pedestrian crossings and connectivity	<input type="checkbox"/>	Other (please specify): _____

- What/how would you propose to mitigate the issues most important to you? Please understand that not all of the desired mitigation strategies you suggest will be feasible. Please be specific.

- Are there other issues that you would like to see considered during the preliminary design phase?

Part 2: About the Session

Please help us prepare more effectively for future meetings by taking a few moments to answer the following questions. Please circle one response for each line. **All comments are welcome.**

	Strongly Disagree		Neutral		Strongly Agree
1. Overall, the information presented was useful and informative.	1	2	3	4	5
2. The information was easy to understand.	1	2	3	4	5
3. The project representatives were helpful, friendly, and available to talk to me.	1	2	3	4	5
4. I was able to find satisfactory answers to my questions.	1	2	3	4	5

Comments: _____

5. Which aspects of the meeting did you find most valuable? (check all that apply)

- ☐ Presentation
☐ Question and Answer period
☐ Displays
☐ Interaction with project representatives
☐ Other (please specify): _____

6. Which aspects of the meeting would you find most valuable to focus on at an open house?

Part 3: About You

1. Where is your property located (please check one)?

- | | |
|---|--|
| <input type="checkbox"/> Blue Quill - North of 23 Ave, West of 111 St | <input type="checkbox"/> Twin Brooks – East of 111 St |
| <input type="checkbox"/> MacEwan – North of Ellerslie Rd, East of 127 St | <input type="checkbox"/> Twin Brooks – West of 111 St |
| <input type="checkbox"/> Skyrattler - South of 23 Ave, West of 111 St | <input type="checkbox"/> Keheewin/Bearspaw - South of 23 Ave, East of 111 St |
| <input type="checkbox"/> Rutherford - South of Ellerslie Rd, east of 127 St | |

If you would like to be added to an e-mail distribution list to receive updates regarding this project, please provide your name and e-mail address below:

Name (please print clearly): _____

E-mail address: _____

Please deposit your completed questionnaire in the box at the door or fax, mail or email your completed questionnaire to Amanda Gill by September 25, 2009. Fax (780) 438-3700, email agill@islengineering.com or mail 100, 7909-51 Avenue NW Edmonton, AB T6E 5L9

Thank you for taking the time to participate.

*Your comments are being collected for summary in a report to the City of Edmonton regarding views about the project. Your personal information **WILL NOT** be released to third parties, other than indicated above. The information is being collected under the authority of Section 33(c) of the Freedom of Information and Protection of Privacy Act.*



South LRT Extension

Century Park to Ellerslie Road

www.edmonton.ca/LRTProjects

September 2009

Questionnaire

Business Owner/Operator Meeting

September 8, 2009

1:30 pm to 4:00 pm

Ellerslie Rugby Club

11004 Ellerslie Road SW

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Please rate the items, with 1 being the most important and 10 being the least.

<input type="checkbox"/>	Noise and vibration	<input type="checkbox"/>	Station aesthetics
<input type="checkbox"/>	Impact on mature trees	<input type="checkbox"/>	Bridge aesthetics
<input type="checkbox"/>	Impact on existing berms	<input type="checkbox"/>	Safety and security
<input type="checkbox"/>	Park and Ride/Transit Center	<input type="checkbox"/>	Traffic impacts and roadway modifications
<input type="checkbox"/>	Multi-use trails - pedestrian crossings and connectivity	<input type="checkbox"/>	Other (please specify): _____

- What/how would you propose to mitigate the issues most important to you? Please understand that not all of the desired mitigation strategies you suggest will be feasible. Please be specific.

- Are there other issues that you would like to see considered during the preliminary design phase?

Part 2: About the Session

Please help us prepare more effectively for future meetings by taking a few moments to answer the following questions. Please circle one response for each line. **All comments are welcome.**

	Strongly Disagree		Neutral		Strongly Agree
1. Overall, the information presented was useful and informative.	1	2	3	4	5
2. The information was easy to understand.	1	2	3	4	5
3. The project representatives were helpful, friendly, and available to talk to me.	1	2	3	4	5
4. I was able to find satisfactory answers to my questions.	1	2	3	4	5

Comments: _____

5. Which aspects of the meeting did you find most valuable? (check all that apply)

- ☐ Presentation
- ☐ Question and Answer period
- ☐ Displays
- ☐ Interaction with project representatives
- ☐ Other (please specify): _____

6. Which aspects of the meeting would you find most valuable to focus on at an open house?

Part 3: About You

1. Where is your business located? _____

If you would like to be added to an e-mail distribution list to receive updates regarding this project, please provide your name and e-mail address below:

Name (please print clearly): _____

E-mail address: _____

Please deposit your completed questionnaire in the box at the door or fax, mail or email your completed questionnaire to Amanda Gill by September 25, 2009. Fax (780) 438-3700, email agill@islengineering.com or mail 100, 7909-51 Avenue NW Edmonton, AB T6E 5L9

Thank you for taking the time to participate.

*Your comments are being collected for summary in a report to the City of Edmonton regarding views about the project. Your personal information **WILL NOT** be released to third parties, other than indicated above. The information is being collected under the authority of Section 33(c) of the Freedom of Information and Protection of Privacy Act.*



Record of Meeting

TRANSPORTATION MUNICIPAL/ENVIRONMENTAL STRUCTURAL LAND DEVELOPMENT LANDSCAPE ARCHITECTURE PLANNING STRATEGIC SERVICES GIS/MAPPING

Project No: **12778**
 Meeting Date: **September 8, 2009**
 Meeting Time: **1:30 pm**
 Meeting No: **1**
 Written By: **Tyler Smith**

Project: **SLRT Extension**
 Client: **City of Edmonton**
 Location: **Ellerslie Rugby Club**
 Purpose: **Business Owner/Operator Meeting**
 In Attendance: **Gordon Menzies, Steve Melton, Josh Jones, Carol Cej, Joe Kabarchuk, Amanda Gill, Tyler Smith, Councillor Brian Anderson, 1 owner/operator**
 Distribution:

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
Question	When would the LRT Extension get built?	
Answer	The earliest possible date to start construction is 3 years if this line were to be funded immediately.	
Question	Will there be any disturbances in the area next summer due to this project?	
Answer	No, Century Park LRT station will be complete, so traffic and access in the area should be better. There may possibly be some road rehab continuing after Century Park is complete, but it is unlikely.	
Question	Concerned about business access and timelines. Advised that in Pleasant View they tried to maintain access due to LRT construction but construction workers were not being considerate of customer access. It did not help that access at that location is not the best to start with.	
Answer	Will look at access and this location [111 Street south of 23 Avenue]. Fairly certain that business access can be maintained throughout construction without much difficulty. As for the timelines, Council will likely not move ahead with this line until Southeast and West lines are complete.	



Project No: **12778**
 Meeting Date: **September 8, 2009**
 Meeting Time: **6:00 PM**
 Meeting No: **1a**
 Written By: **Tyler Smith**

Project: **SLRT Extension**
 Client: **City of Edmonton**
 Location: **Ellerslie Rugby Club**
 Purpose: **Landowner meeting with residents along the north side of AHD backing onto LRT alignment**
 In Attendance: **Gordon Menzies, Steve Melton, Carol Cej, Joe Kabarchuk, Amanda Gill, Tyler Smith, Councillor Brian Anderson, 29 residential landowners**
 Distribution:

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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Below are the questions and answers from the residential landowner meeting with residents north of Anthony Henday Drive regarding the SLRT Extension from Century Park to Ellerslie Road/127 Street.

Noise

Question What is the noise threshold?

Answer Under the City's Urban Traffic Noise Policy, the threshold for the provision of noise attenuation 65 dBA over a 24 hour period [L_{eq24}].

Question What is the City's noise policy? Where are the noise measurement devices placed? Do we have one at the Meadows of Twin Brooks complex? Are existing noise levels factored into the equation? What if existing locations already exceed 65 dBA - can this be fixed?

Answer Under the City's Urban Traffic Noise Policy, the threshold for the provision of noise attenuation 65 dBA over a 24 hour period [L_{eq24}].

There are a number of noise measurements going on right now which will let us know what the current noise levels are along the LRT corridor. These are then used to predict the projected noise levels, based on future traffic volumes. It was noted that it is unlikely that existing noise levels exceed 65 dBA [L_{eq24}] - Whitemud Drive near the Quesnell Bridge, neighbourhoods near Yellowhead Trail, arterial roads with daily traffic volumes that are over 35,000 vehicles/day. If existing noise levels exceed 65 dBA [L_{eq24}] along the LRT corridor, then the City will address it.

Placement of noise monitors will be confirmed for the Meadows of Twin Brooks (MTB)

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	condo complex, to ensure there are accurate measurements for the complex.	
Question	Why is the City's noise policy based on a 24 hr period? Is there no peak limit that would allow peak noise to be considered for noise attenuation?	
Answer	The City's noise policy is based on an accepted industry standard for civil policy and design work in numerous municipalities. There is no peak noise limit; it's an average over 24 hours. It was noted that the City will be reviewing the current noise policy next spring.	
Question	Do you factor additional traffic from the 127 Street Park & Ride Facility using 111 Street traveling to Century Park into the noise study?	
Answer	Yes, this is one of many factors that are included in the study, including projected noise levels. We also consider the number of buses that will use this road and future traffic from Heritage Valley and other communities/developments to the south.	
Question	Low pitch frequencies hurt your ears the most, travel the farthest and are most heard. Noise measurement recorders do not measure these frequencies. Why are these frequencies not being taken into account?	
Answer	All frequencies are measured, and can be identified separately with the equipment being used by the City of Edmonton for the noise studies.	
Question	What is the criterion for noise attenuation to be included in the construction phase of the project?	
Answer	Noise levels in excess of 65 dBA averaged over a 24 hour period [L _{eq} 24].	
Question	What is the noise level of the new trains? When will the new trains replace the old ones?	
Answer	We do not have the exact noise levels on hand at this time, but generally speaking the noise generated from an LRT train is generally equivalent to a City bus. The newer trains are generally quieter than the current trains, which will be replaced as they reach the end of their effective service life.	
Question	The MTB complex wants a noise measurement device at their complex.	

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Answer Comments were noted. The current placement of the noise measurement devices will be reviewed to ensure that the complex has an accurate reading.

Question Are the new LRT crossing signals less noisy than the old ones?

Answer Yes, the new signals are significantly quieter as they are 30 years newer. The signals are also pointed down towards pedestrians rather than out into the community.

Traffic and Access

Question How will this impact emergency access to Twin Brooks, which only has two access points, 12 Ave and 9 Ave?

Answer The access to and from the community will be impacted however, only one road will be blocked at any time during construction. Once the LRT is running, trains would also only affect one access at a time, for as long as it would take to pass (train passage only takes 20 - 35 seconds). EMS drivers have prerogative to decide whether to wait or seek other routes.

Question Do the traffic models account for new traffic from changes?

Answer Yes, traffic models account for any permanent changes to traffic patterns. Temporary changes to traffic (such as during construction) are dealt with on an interim basis.

Question Concerned about access from Saddleback Road to and from 111 Street due to construction as there is only one access on 111 Street and one onto 23 Avenue.

Answer Advised that accesses to and from community would not be closed at the same time. One access at a time may be temporarily closed over short periods of time during construction.

Question Concerned about the traffic impacts on 111 Street during construction.

Answer Advised that traffic will be impacted during construction, on a short term basis.

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Construction crews will try to minimize the impact.

Question Why is 111 St the only access from the south to the north? Will streets between 104 and 111 St be added? Concerned about the high traffic volumes on 111 Street due to the fact that there are no alternatives from the south to the north.

Answer Although this is outside of the scope of the LRT project, it was noted that there are no plans for additional north-south roads between 111 Street and 104 Street under the City's Transportation Master Plan. Advised that the purpose of the LRT is to get cars off the road and onto transit. Also advised that the Rabbit Hill Road Interchange will be open next year which will provide for another north-south route.

Question Concerned that the City tries to make LRT fit into existing communities where it may not fit. Can new developments have transportation corridors identified before they are built rather than after?

Answer Comments noted. Also noted that roadways are typically not built to their ultimate capacity until they are technically needed – if they are built then they have to be maintained.

Construction, Alignment and Station

Question Why is system not going underground? Why is this idea being discounted immediately?

Answer It was discounted during the concept planning phase due to the cost of running the entire LRT line underground. Above ground LRT is far less cost prohibitive.

It was noted that the purpose of tonight's meeting was not to revisit the past. The decision on the alignment of the LRT along the west side of 111 Street, above ground, was made and has been approved by City Council. The City is now in a position to move forward with the design. The purpose of these meetings is to get feedback on ways to mitigate the impact of the LRT on surrounding communities – items such as visual screening, noise attenuation and aesthetics.

Question Why is there a tunnel at 23 Ave and not the rest of the line?

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Answer	An at-grade crossing at 23 Avenue and 111 Street cannot be accommodated due to the heavy traffic volumes.	
Question	Why is Twin Brooks being ignored? It gets no benefit from the line, no station, and no park and ride. The MTB complex and their issues with AHD are still unresolved. The Twin Brooks Community League is not representative of the community.	
Answer	The current recommendation not to construct a station at Twin Brooks is based on the density and projected ridership; it is not warranted based on these items. Issues related to Anthony Henday Drive are outside the scope of the South LRT extension project. Community league representation is outside the scope of both this meeting and this project. The purpose of tonight's meeting is to give residents adjacent to the LRT corridor an opportunity to learn about the project and provide input. The Stakeholder Information Panel (SIP) and the Open House will provide other opportunities for input from residents of Twin Brooks.	
Question	What is the start date? What is that based on?	
Answer	The start date of construction will be based on the availability of funding and priorities that will be decided on by City Council. Other LRT extensions may have a higher priority. If full and immediate funding was available, the earliest construction could start would be in three years. A start date of five to 10 years may be a more realistic expectation.	
Question	Is there no 5, 10 or 15 year plan for LRT?	
Answer	The City has developed an LRT network plan, and priorities for the next LRT extensions will be decided on by City Council in the fall. It was noted that these plans will ultimately depend on funding.	
Question	Was the possibility of a Twin Brooks station dropped from the plan based only on the numbers from Twin Brooks?	
Answer	No, the entire basin area was looked at in terms of ridership. There is the potential to add a station in the future, and the preliminary design will not preclude adding a station at a later date. However, based on the current density, and the probability of redevelopment in the neighbourhood at this time, the numbers do not support a station.	

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Question	111 St and Ellerslie Road are not wide enough for increased traffic/LRT right of way. How will the City expand Ellerslie Road to accommodate the extra traffic? Speaker was told by a City engineer that Ellerslie Road could not be expanded until the pipeline right of way to the north of the road expired.	
Answer	There is enough right-of-way along Ellerslie Road to widen it to the south, without impacting the pipeline right of way that runs north of Ellerslie Road.	
Question	If the 111 St roadway is being moved slightly east, will the bridge approach be moved also?	
Answer	The bridge approach may be tapered to accommodate the shift of 111 Street toward the east, but the bridge itself is a fixed point.	
Question	Concerned about no station or Park & Ride at Twin Brooks and that Twin Brooks wants a station and Park & Ride. Also concerned about driving to Ellerslie Park & Ride with all the traffic from all the neighbouring communities.	
Answer	Comments noted and will be taken into consideration regarding a possible future LRT station. Advised that based on the density and ridership projects, a station is not warranted at Twin Brooks at this time. It was also noted that if and when a station was warranted, there is only enough land for the station itself; there is no land available for a Park and Ride. Also advised that the LRT cannot stop at every community along the alignment as this would cause delays..	
Question	The reason that people do not take transit currently is because it takes 45 minutes to get to Southgate from Twin Brooks currently.	
Answer	Comment noted.	
Question	Agree with the LRT and that progress is needed.	
Answer	Comment noted.	
	Property Values	
Question	How will the LRT affect real estate value?	

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Answer	Studies and past experience indicate LRT proximity causes property values to rise. The LRT will provide fast inexpensive and easy access to the rest of the city and this is an asset to buyers.	
Stakeholder Involvement Panel		
Question	Does the city have the contact information for the SIP representatives so that the public may contact them?	
Answer	Due to privacy laws, we cannot provide that persons contact information. Comments can be provided via the comment form from today's meeting and sent to the City via the LRT projects email. We are examining ways for community input to be delivered to these representatives and to the community.	
Other		
Question	Next meeting needs microphones. Resident was unable to hear answers from the project representatives.	
Answer	Comment noted.	
Question	The MTB complex has concerns with AHD that are still unresolved regarding noise and tree removals. The Twin Brooks Community League is not representative of the community.	
Answer	Any ongoing issues that the MTB complex may have with the AHD are outside the scope of both this meeting and this project. Community League representation is also outside the scope of both this meeting and this project.	
Question	The MTB complex has 38 units, and backs directly onto the alignment and has had no consultation.	
Answer	Comments noted. The complex has been given a representative on the SIP.	
Question	Why were we [Twin Brooks] not consulted about the LRT? The Twin Brooks Community league does not represent us.	
Answer	Community league representation is outside the scope of both this meeting and this	



Record of Meeting

TRANSPORTATION MUNICIPAL/ENVIRONMENTAL STRUCTURAL LAND DEVELOPMENT LANDSCAPE ARCHITECTURE PLANNING/COMMUNICATIONS
GIS/MAPPING

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project. The MTB complex has been given a representative on the SIP and their concerns have been noted.

Question What is the benefit of the LRT to seniors and people who are retired? Do not see a benefit.

Answer The benefit of the LRT is that it opens up more of the City to you as it can take you to multiple places throughout the City without having to drive.

Question Is the south maintenance facility still being considered?

Answer Yes, it is still being considered. Once more information is available it will be presented to the public and area businesses and landowners for information and feedback.



Record of Meeting

TRANSPORTATION MUNICIPAL/ENVIRONMENTAL STRUCTURAL LAND DEVELOPMENT LANDSCAPE ARCHITECTURE PLANNING STRATEGIC SERVICES
GIS/MAPPING

Project No: **12778**
 Meeting Date: **September 10, 2009**
 Meeting Time: **6:00 PM**
 Meeting No: **1b**
 Written By: **Tyler Smith**

Project: **SLRT Extension**
 Client: **City of Edmonton**
 Location: **Ellerslie Rugby Club**
 Purpose: **Residential Landowner Meeting with residents south of Anthony Henday Drive adjacent to the South LRT Extension**
 In Attendance: **Gordon Menzies, Steve Melton, Carol Cej, Nat Alampi, Josh Jones, Amanda Gill, Tyler Smith, Councillor Brian Anderson, 21 residential landowners**
 Distribution:

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.

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Below are the questions and answers from the residential landowner meeting with residents south of Anthony Henday Drive regarding the SLRT Extension from Century Park to Ellerslie Road/127 Street.

Noise

- Question** Is 65 dBA the standard in other cities?
Answer Yes, 65 dBA it is the accepted policy standard in numerous municipalities throughout North America, as is the practice of measuring noise over a 24 hour period [L_{eq24}].
- Question** What is 65 dBA equivalent too?
Answer It is like standing on the Quesnell Bridge or Yellowhead Drive. To achieve 65 dBA [L_{eq24}] a four lane arterial will typically be carrying over 35,000 vehicles per day.
- Question** Does the noise level have to be at or over 65 dBA to get noise attenuation?
Answer Under the City's Urban Traffic Noise Policy, the 'threshold' for the provision of noise attenuation 65 dBA over a 24 hour period [L_{eq24}].
- Question** How often is the noise level measured?
Answer We are measuring right now for the project. The City does regular (each year or two) traffic counts on arterial roads. A large jump in traffic may be a reason to retest a road.
- Question** Is there a peak limit in the noise policy where noise attenuation may be considered?
Answer No – the City's Policy is based on the 24 hour equivalent [L_{eq24}].

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Question	Who sets the 65 dBA noise policy? Where can we see it? How can you apply a City policy on Provincial land?	
Answer	It is set by City policy based on the accepted industry standard for civil policy and design work. The Provincial policy is also set at 65 dBA [L _{eq} 24]. We can provide you with a copy of the policy if you provide us with your contact information.	
Question	Will we be able to hear the LRT from our homes?	
Answer	From a distance of 50 or 60 m, you will not hear it at all. Generally speaking, the noise generated from the LRT train is equivalent to a passing City transit bus.	
Question	What about the cumulative effect of the noise of the Anthony Henday Drive (AHD) and LRT?	
Answer	The noise models take that into account. It was noted that traffic noise starts at zero, increases sharply, and then levels out. Doubling the amount of traffic only increases noise by about 3 dB.	
Question	What is the noise level of AHD?	
Answer	Alberta Transportation has a full report for the SW leg of AHD on their website at http://www.transportation.alberta.ca/Content/docType353/Production/AHD_Noise_Study_Report.pdf	
Question	Do the LRT crossing alarms ring every time the train goes by? Even at night?	
Answer	The crossing bells sound whenever the train goes by, during hours of operations (5:30 am to 1:30 am). The new directional bells are targeted down towards pedestrians instead of out toward the community; there is very little noise dispersion into the surrounding area.	
Traffic		
Question	Will access to Century Park be affected by this project?	
Answer	With LRT access to Century Park on 23 Avenue will no longer be an all direction access [immediately north of Starbucks] but limited to right in/right out. The change to access will start at the beginning of construction of this project. The start of	

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	construction is still to be determined.	
Question	What will happen to the 127 Street access to AHD?	
Answer	It will remain as it is until the Province decides to proceed with the proposed interchange at the future 135 St. The LRT alignment will not impact 135 Street.	
Construction and Alignment		
Question	What is the start date? What is that based on?	
Answer	The start date of construction will be based on funding and the LRT Network Plan. The priority for the next LRT extension will be decided by City Council. The very earliest this could start, if full immediate funding was to appear, would be 3 years. Five to 10 years may be a more realistic expectation.	
Question	Once the line crosses AHD to the corner of MacEwan, what will be the typical right of way/separation distance?	
Answer	In this area the LRT will likely be somewhere between 60-100m from residential property lines. This has not yet been confirmed, as the Province needs to be consulted as well. The reason that the LRT is closer to the homes than Anthony Henday Drive is that future road widening and utilities (for example, pipeline rights-of-way) must be taken into consideration.	
Question	New power line towers are planned for construction in TUC next to AHD.	
Answer	The City is working with AltaLink and the Province, and any future construction will be taken into account.	
Question	Could the Park & Ride at Ellerslie and 127 Street happen earlier?	
Answer	Yes. The Park & Ride could happen as soon as 2011, and is likely to be a staged construction. Shuttle buses will run between the park and ride and Century Park LRT Station.	
Question	Is the size determined for the Park & Ride?	
Answer	The studies are still in progress; however they are looking at approximately 1000 parking stalls. A parkade structure is not planned due to the cost of multi level parking	

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	structures.	
	Property Values	
Question	What will be the affect of LRT on property values? Did the City work with real estate agencies or something similar?	
Answer	Literature reviews as well as past experience, both in Edmonton and in other cities, indicates that proximity to LRT lines has a positive effect on property values. Proximity to an LRT is an asset to buyers as people want to leave near transit.	
Question	What effect does distance from the LRT have on this change in property values?	
Answer	Properties within one km of the station will see the most increase in property value.	
Question	Does this same effect happen in areas with an LRT line but no station? Concerned about the negative effect of having the track near your house and no station.	
Answer	Property values typically increase more the closer the property is to a station, but they do increase in areas with an LRT line.	
Question	Is there documentation for property value increases or decreases with proximity to the LRT?	
Answer	Yes, there is information available on the web and we can forward this information if you provide your contact information.	
Question	Who is representing property owners in all this?	
Answer	Your elected representatives are on City Council. Councillor Brian Anderson is in attendance tonight and has been very involved in the process with the south LRT extension that is currently under construction. There are also property owners within the community who back on to the alignment along 127 Street and Anthony Henday Drive who are on the Stakeholder Information Panel (SIP).	
Question	Can we get the Councillor's view on the issue of property values?	
Answer	Studies from all over, including the Vancouver Skytrain and Edmonton's current south expansion confirms the previous answer to this question. Generally speaking property	

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values increase due to proximity of LRT. Of course not every property will be affected the same way.

Stakeholder Involvement Panel

Question Does the City have the contact information for the SIP representatives so that the public may contact them?

Answer Due to privacy law, we cannot hand out that information. Comments can be provided via the comment form from today's meeting and sent to the City via the LRT projects email. We are examining ways to have community input be delivered to these representatives and the community.

Aesthetics

Question Has the project considered sound barriers or even trees, to protect the view and reduce noise/mitigate the impact of the line on residents?

Answer Those questions are why we are here to gather input from you tonight. There are lots of possibilities for your feedback on questions such as these that can be implemented into the plan. The project team will look into options for mitigating the noise and visual impacts of the LRT.

Question The alignment of the line will go through the only green space in the area. This will have a large impact on the area.

Answer Comment was noted. Advised that input like this is why we are here tonight.

Question The area we live in has 45-60 homes whose views are directly affected. Sound or tree barriers would be good. It would be nice to see some suggestions for mitigating the impact.



Record of Meeting

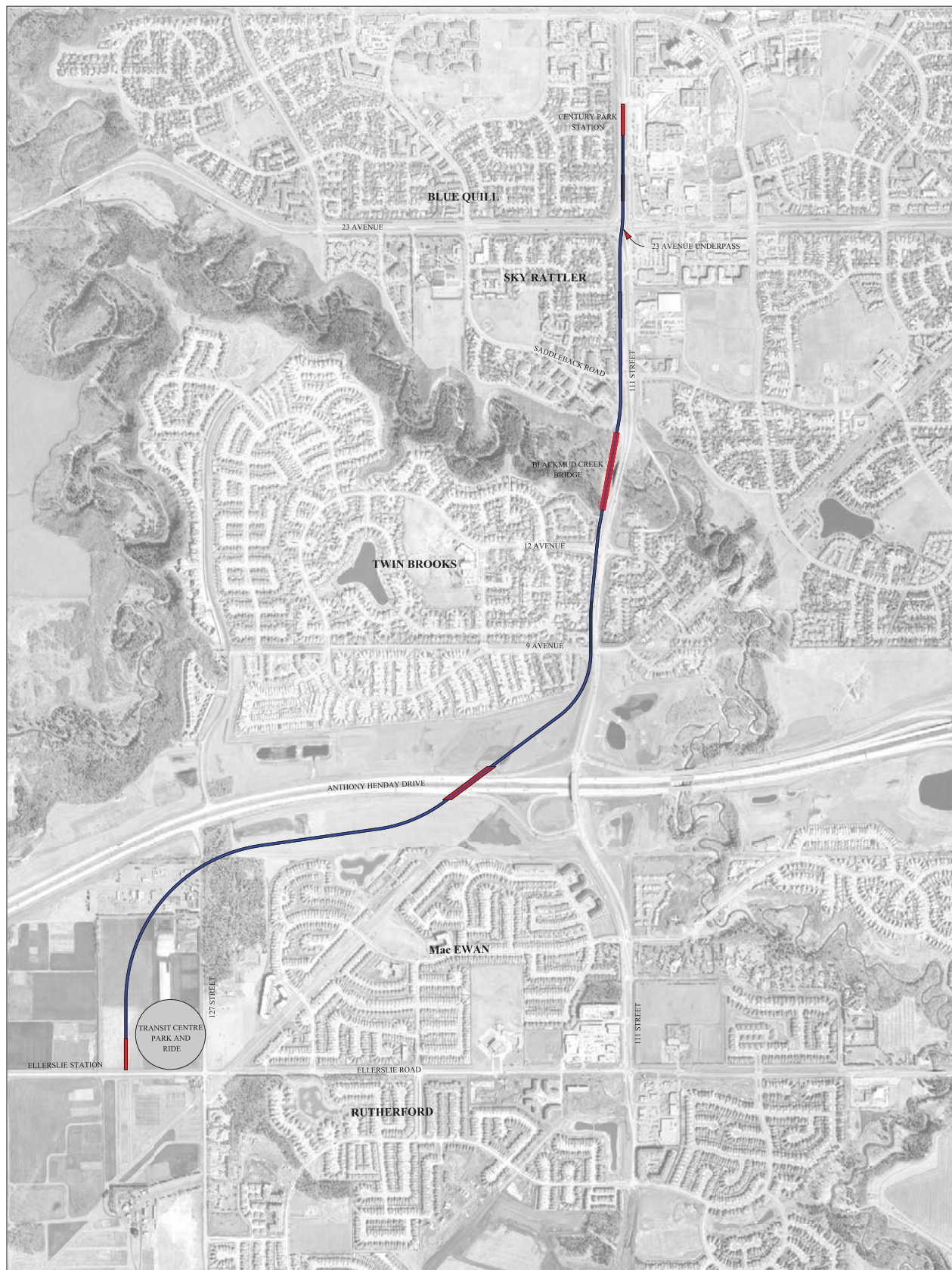
TRANSPORTATION MUNICIPAL/ENVIRONMENTAL STRUCTURAL LAND DEVELOPMENT LANDSCAPE ARCHITECTURE PLANNING/COMMUNICATIONS
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Answer	The Stakeholder Involvement Panel will not be able to change the alignment, which has been approved by City Council, but can have a major effect on items such as aesthetics, station designs, landscaping, trails and sound attenuation. There are some things that are still unknown. For example, we do not know the grade of the LRT at each specific location yet - it could go five feet below the surface, or five feet above it. This will have an effect on the type of visual screening required. Also noted that although they provide a visual barrier, trees have little effect on noise.	
Question	Will there be substations or transformers?	
Answer	Yes. They will be located at the Ellerslie Road LRT station, and possibly one near Blackmud Creek. It will be a single storey structure 10x15 meters in size.	



SCALE NTS



SOUTH LRT

CENTURYPARK STATION TO ELLERSLIE ROAD

SEPTEMBER, 2009






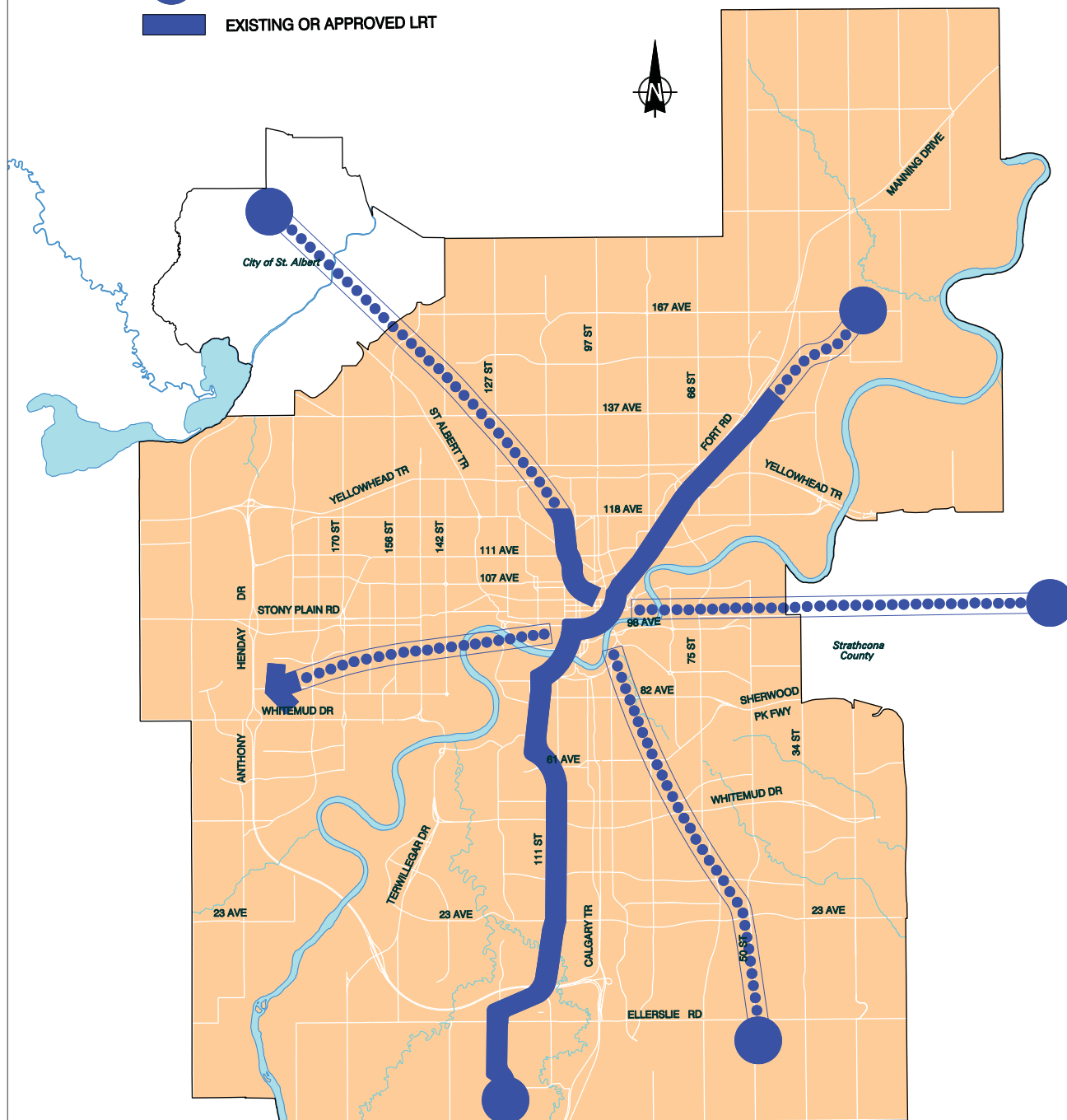
AECOM



LRT NETWORK PLAN

LEGEND:

-  POTENTIAL LRT EXTENTION
-  INTERCHANGE POINT
-  EXISTING OR APPROVED LRT



LRT Project Life Cycle

