

Capital Line South LRT Extension (CLSE)

Community Advisory Committee (CAC) Meeting #2 Summary

June 12, 2023, 7:00 to 8:30 PM (Google Meet; virtual)

edmonton.ca/capitalsw

The subjects discussed are summarized in the following record. Please notify the author of any errors or omissions. If comments are not received within 7 days, this record is considered correct.

Item	Action
<p>1. Welcome & Introductions Attendees introduced themselves and described their affiliation to the committee.</p>	All
<p>2. Project Background and Update Updates on the Capital Line South Extension including:</p> <ul style="list-style-type: none"> ● Project schedule ● Summary of May 16, 2023 City Council meeting: <ul style="list-style-type: none"> ○ Revised scope elements ○ Motions before Council ● Early works construction update ● Procurement process for the Design-Builder ● Detailed design and construction ● Public communications 	City
<p>Questions/comments/input raised by the CAC, along with City responses</p> <p>Note: CAC questions are in bold.</p>	
<p>Can you share more about the Council decisions on May 16, 2023? The initial business case for the Capital Line South Extension was completed in 2020 and identified the project budget at \$1.085 billion, which reflected the stable marketplace at that time. The economic challenges associated with COVID-19, including inflation, supply chain</p>	All

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<p>disruptions, and labour availability had not fully materialized at that time and these pressures are continuing to affect projects across the country.</p> <p>In response, Administration needed to assess the project to reduce or defer scope and align the estimated costs with the available funding, while still maintaining the vision of the project. The following scope changes were recommended by Administration and approved by City Council on May 16:</p> <ul style="list-style-type: none"> ● At-grade Heritage Valley North station (instead of elevated station) just north of Ellerslie Road. <ul style="list-style-type: none"> ○ Note: Phase 1 ends at this station and does not cross Ellerslie Road. ● Deferral of Heritage Valley Park & Ride expansion to a future project (currently 1,100 parking stalls). ● Reduced purchase of Light-Rail Vehicles (LRVs) ● Reduced storage capacity and deferral of light maintenance area at the Operations and Maintenance Facility south of Anthony Henday Drive 	
<p>Will there be an elevated station at Ellerslie Road?</p> <p>No. On May 16, 2023, City Council approved Administration’s recommendation to build an at-grade Heritage Valley North station (this station will be just north of Ellerslie Road, and will connect to the Heritage Valley Park & Ride). This is where Phase 1 of the project ends (in roughly 2028-2029; subject to change). Additionally on May 16, Council passed the following motion:</p> <ul style="list-style-type: none"> ● That Administration provide a report outlining options including cost analysis: <ul style="list-style-type: none"> ○ For possible future construction of a grade-separated Ellerslie Road between 127 Street and 135 Street. <p>This report will involve a cost analysis for Ellerslie Road to potentially go over, or under, the at-grade LRT tracks. We anticipate this report will be presented to Council in Q2 2024. This report is only intended to present costs/options to Council, and will not involve making a final decision about grade separation at that time.</p> <p>So, in summary, a final decision has not been made yet about whether or not Ellerslie Road will be grade separated in the future from the LRT</p>	<p>All</p>

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<p>tracks. This decision will be made at a future date that has yet to be determined. The decision that <u>has</u> been made is to build the Heritage Valley North station at-grade, just north of Ellerslie Road.</p>	
<p>Will there be contingency money allocated for the project? Is there any way to expand our budget with the province?</p> <p>The total project funding for Phase 1 of the Capital Line South Extension is \$1.085 billion (Federal (\$452 million), Provincial (\$300 million), City of Edmonton (\$333 million).</p> <p>Each of these funding contributions have agreements that allocate the contributions to specific areas of the project's scope (two stations, operations and maintenance facility; etc.). Although there were reductions or deferrals announced at the May 16, 2023 Council meeting, there have been no additional items added to the project scope that would warrant additional money for the project.</p>	<p>All</p>
<p>How can we mitigate issues that may have happened with other LRT projects?</p> <p>Issues that have arisen on other LRT projects in Edmonton have been due to unforeseen circumstances, such as previous signaling issues on the Metro Line or cracked piers on the Valley Line Southeast. Each of these challenges have helped to provide further understanding to our project team regarding large LRT infrastructure projects but also serve as learning opportunities that we will utilize with the Design-Build (DB) contractor for the Capital Line South Extension (CLSE). An important aspect of CLSE for the project team is fostering a strong relationship with our DB so that when challenges arise, we're prepared and able to overcome obstacles.</p>	<p>All</p>
<p>Operations and Maintenance Facility - Where will it be located?</p> <p>The new Operations and Maintenance Facility will be located between 127 and 135 Street, just south of Anthony Henday Drive.</p>	<p>All</p>
<p>What agreements does the City have with the Design-Build contractor to allow for adequate access for pedestrians and cyclists?</p> <p>The LRT project team will have agreements in place with the Design-Build contractor that will ensure pedestrians and cyclists are able to access and navigate construction zones throughout the project lifecycle.</p> <p>For context, the new LRT bridge that will be built over the Blackmud Creek Ravine (to the west of the existing bridge) will include a new</p>	<p>All</p>

<p>shared-use path. During construction, pedestrians/cyclists may be rerouted to go through the neighbourhood on the east side of the road.</p>	
<p>Project booklet - will there be specifics at each of the intersections? Yes, each intersection that intersects the LRT alignment will be shown in the project booklet. The booklet will also provide an overview of the Capital Line South Extension and will showcase renderings of the:</p> <ul style="list-style-type: none"> ● Underpass at 23 Avenue ● Bridges crossing Blackmud Creek and Anthony Henday Drive ● An Operations & Maintenance Facility (south of Anthony Henday Drive) ● Two new LRT stations: <ul style="list-style-type: none"> ○ A neighbourhood LRT station at Twin Brooks (9 Ave). ○ A multi-modal at-grade Heritage Valley North station connecting to the Heritage Valley Park & Ride (north of Ellerslie Road). <p>Please keep in mind that renderings are conceptual only, and are subject to change by the Design-Build contractor.</p>	<p>All</p>
<p>Will the detailed design be shared? The detailed design that the Design-Build contractor will produce will not be shared with the public. However, the project booklet will provide residents with a high-level overview of the Capital Line South Extension project, as well as the new configuration of traffic intersections that intersect with the LRT alignment.</p>	<p>All</p>
<p>What's the status of the visual screen wall? On May 16, 2023, City Council defeated a motion that proposed a concrete or brick visual screen wall. The final material for the wall has not yet been selected. The project team is currently looking into whether or not there are alternative materials that are the same quality and cost of wood; more exploration is needed.</p> <p>Regarding the timing of the construction for the visual screen wall, construction will not occur in 2023. Affected property owners will be informed of timing and details once more clarity is known.</p>	<p>All</p>
<p>What is the plan for trees along the LRT alignment? Approximately 500 trees will need to be removed for the project. Once construction is completed, approximately 1,000 new trees will be planted. The Design-Build contractor is required to pay for every tree removed, so</p>	<p>All</p>

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<p>they are motivated to save as many trees as possible. A full landscaping plan will be implemented after construction is completed.</p>	
<p>What will happen to the berm in Skyrattler? The majority of the berm must be removed to make way for the LRT tracks, shared-use path and LRT underpass at 23 Avenue. A 1.5-1.8 metre high retaining wall will be built to keep the remaining berm in place and will help minimize noise and visual impacts of the train for property owners in this area.</p>	<p>All</p>
<p>Residential parking program - is it being reviewed or changed? The Residential Parking Program manages busy street curbsides in residential neighbourhoods next to popular destinations like main streets, attractions, and major institutions. The program was established in the early 1970s, and now, as part of the Curbside Management Strategy, the program is being updated to better prioritize the growing and competing demands for the space. Changes to the program will be coming in 2024, with specific details to be shared publicly in the coming months.</p>	<p>All</p>
<p>If you have additional LRT-related questions, please feel free to email lrtprojects@edmonton.ca or leave a voicemail at 780.496.4874.</p>	