

Appendix C. Public Involvement Process

Project: Southeast to West LRT: Preliminary Design

Department/Branch Responsible: Transportation Services, LRT Design & Construction
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Consultant (if applicable): AI Parsons, Gray Scott Consulting Group Ltd. (Strategic Advisor)

Draft or Final Plan: Final Public Involvement Plan (PIP) 2011-12-23

Other city participants or partners: _____

Public Involvement Commitment

Public Involvement (PI) is an integral part and necessary component of major development projects in the City of Edmonton and members of the public have a growing expectation to be involved in initiatives that will impact them. The City is committed to involving key internal and external stakeholders and other interested members of the public during the Preliminary Design Phase of the Southeast to West Light Rail Transit (SE to W LRT) Project.

A comprehensive PI Process was undertaken during the Concept Planning Phase of the SE to W LRT project, and the City wishes to continue to involve stakeholders and the public.

The PI efforts in the Preliminary Design will focus on the following objectives:

- Design the Public Involvement Plan(PIP) based on the *Involving Edmonton Framework - Commitments and Standards of Practice* and best practices around the world (See Appendix A) to set the expectations for Public Involvement;
- Conduct Public Involvement activities across the Continuum of Public Involvement(as described further on page 7) in order to understand and address concerns raised by stakeholders and the public;
- Build awareness, knowledge and understanding with stakeholders and the public about the benefits of low-floor Light Rail Transit (LF LRT) technology as it relates to passenger experience, community integration, and transportation network integration;
- Gather input and feedback from key internal and external stakeholders to coincide with critical milestones in the Preliminary Design;
- Understand the issues and concerns of stakeholders and mitigate issues to the greatest extent possible;
- Build and maintain trusting and respectful relationships amongst stakeholders, the public, and the City of Edmonton through the Public Involvement Process.

This Plan has been vetted through the Public Involvement Readiness Test

Elicia Elliott

Sign off

Background

<p>DESCRIPTION OF THE OVERALL PROJECT OR INITIATIVE:</p>	<p>The Concept Planning phase of this project defined the major features of the SE to W LRT (from Mill Woods to Lewis Farms), including the corridor and alignment, station locations, integration with the transportation network, preliminary property requirements, and cost estimates. Concept Plans have been approved by City Council, with the exception of the Downtown Connector, which is on Council’s Agenda on January 18, 2012.</p> <p>Preliminary Design will build on the approved Concept Plans by conducting more analysis of how the new low floor LRT will operate, as well as how the system will integrate into the existing and planned (future) transportation network and adjacent communities.</p> <p>The Public Involvement Process consists of five stages and will be conducted from 2011-2013.</p> <ul style="list-style-type: none"> ▪ Stage 1: Pre-Consultation ▪ Stage 2: Initiation ▪ Stage 3: Consultation ▪ Stage 4: Refinement ▪ Stage 5: Conclusion <p>The 27 km project from Mill Woods Town Centre to Lewis Farms Transit Centre is divided into six geographic areas and the Public Involvement activities will be specific to each of these areas.</p> <ul style="list-style-type: none"> ▪ Area 1: Mill Woods Town Centre to Whitemud Drive ▪ Area 2: Whitemud Drive to Argyll Road ▪ Area 3: Argyll Road to Strathearn ▪ Area 4: Strathearn to City Centre West ▪ Area 5: City Centre West to 149 Street ▪ Area 6: 149 Street to Lewis Farms Transit Centre
<p>THE DECISION BEING MADE IS:</p>	<p>Finalizing the Preliminary Design for a 27 km urban-style low-floor LRT system from Mill Woods Town Centre to Lewis Farms Transit Centre.</p>
<p>DECISION MAKERS</p>	<p>Final decision-making rests with Transportation Services – LRT Design & Construction Branch at the City of Edmonton.</p>

<p>THE SCOPE (IMPACT, AND COMPLEXITY) OF THIS DECISION IS:</p>	<p>The end product of this project is the Preliminary Design for a 27 km urban-style low-floor LRT system from Mill Woods Town Centre to Lewis Farms Transit Centre. The identified corridor and alignment runs through a highly developed urban environment, and impacts to communities, property owners and residents are likely. The Public Involvement Process is built around understanding issues and concerns and finding solutions or strategies to mitigate issues.</p> <p>Where there is no opportunity for Public Involvement (i.e. decisions were made in the Concept Planning Phase, or the subject matter falls into the areas of the Continuum of Public Involvement not available for influence), the public will be informed of ongoing developments.</p> <p>A number of past and ongoing studies, plans, and policies are important to consider throughout the Preliminary Design and Public Involvement activities of the project, including but not limited to:</p> <ul style="list-style-type: none"> ▪ City of Edmonton Transportation Master Plan– The Way We Move ▪ City of Edmonton Municipal Development Plan– The Way We Grow ▪ City of Edmonton Capital City Downtown Redevelopment Plan(draft version) ▪ City of Edmonton Concept Plans for WLRT, SELRT, Downtown LRT ▪ City of Edmonton Draft TOD Guidelines ▪ Mill Woods Station Area Plan ▪ Stony Plain Road Streetscape Improvement Project ▪ Jasper Place Revitalization Strategy ▪ City of Edmonton Neighbourhood Renewal projects <p>Other studies, plans, and policies will inform the Preliminary Design and Public Involvement Processes as they arise.</p>
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<p>THE TIMELINE FOR THIS PROCESS IS:</p>	<p>There are five stages to this Public Involvement Process. By dividing the 27 km into six distinct areas, it will allow the technical team to give its complete attention to each area in a more concentrated way.</p> <p>Details regarding the Level of Involvement and Public Involvement activities related to each of the five stages are provided in the Public Involvement Strategy.</p> <p><u>STAGE 1 – PRE-CONSULTATION</u></p> <p>The Pre-Consultation Stage is focused on developing the Public Involvement Plan that will define the opportunities for Public Involvement during the project. The PIP will be based on input and information from the Concept Planning Phase, as well as new information gathered through interviews with key stakeholders and an online survey.</p> <p>(All Areas: Nov 2011 – Feb 2012)</p> <p><u>STAGE 2 – INITIATION</u></p> <p>The Public Involvement Process will begin in all six areas in the Initiation Stage. The first Area Meetings with the public and online opportunities are tentatively scheduled to begin according to the schedule below.</p> <p>Anyone who is interested in this project will have opportunities to be involved by attending the Area Meeting for their area, or by participating online.</p> <p><u>Areas & Dates:</u></p> <p>Area 1 – Mill Woods Town Centre to Whitemud Drive – Feb-Mar 2012 Area 2 – Whitemud Drive to Argyll Road– Feb-Mar 2012 Area 3 – Argyll Road to Strathearn – Feb-Mar 2012 Area 4 – Strathearn to City Centre West – Feb-Mar 2012 Area 5 – City Centre West to 149 Street – Apr-May 2012 Area 6 – 149 Street to Lewis Farms Transit Centre – Apr-May 2012</p> <p><u>Stage: 3 – CONSULTATION</u></p> <p>The focus of the Area Meetings in Stage 3 will be to present first stage concept designs for each area, proposed changes to roadways and related concepts for connectivity and pedestrian/cyclist access, as well as noise attenuation (where applicable), as well as to provide overall project updates. Participants will have opportunities to be involved by attending the meeting in their area or by participating online. Reports from the Area Meetings and online input will be posted on the website and participants will be informed about how their input was used in the technical developments.</p>
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Areas & Dates:

Area 1 – Mill Woods Town Centre to Whitemud Drive – May-June 2012

Area 2 – Whitemud Drive to Argyll Road– May-June 2012

Area 3 – Argyll Road to Strathearn – May-June 2012

Area 4 – Strathearn to City Centre West – May-June 2012

Area 5 – City Centre West to 149 Street – Nov-Dec 2012

Area 6 – 149 Street to Lewis Farms Transit Centre – Nov-Dec 2012

Stage: 4 – REFINEMENT

Participants in this third round of Area Meetings will review and provide final input on the proposed designs and other key elements discussed in Stages 2 and 3, as well as receive updates on the ongoing technical developments. Participants will have opportunities to be involved by attending the meeting in their area or by participating online. Reports from the Area Meetings and online input will be posted on the website and participants will be informed about how their input was used in the technical developments.

Areas & Dates:

Area 1 – Mill Woods Town Centre to Whitemud Drive – Sep-Oct 2012

Area 2 – Whitemud Drive to Argyll Road– Sep-Oct 2012

Area 3 – Argyll Road to Strathearn – Sep-Oct 2012

Area 4 – Strathearn to City Centre West – Sep-Oct 2012

Area 5 – City Centre West to 149 Street – May-June 2013

Area 6 – 149 Street to Lewis Farms Transit Centre – May-June 2013

Stage: 5 – CONCLUSION

The final designs and future project information will be shared with the general public in a public information/open house format for final review and comments before being submitted to The City. Information that is shared at the Open Houses will be posted on the project website, along with an opportunity for viewers to provide comments via an online survey that will be available for a specified period of time. Reports from the Open Houses and online input will be posted on the website, along with a final evaluation of the overall Public Involvement Process.

Areas & Dates:

Area 1 – Mill Woods Town Centre to Whitemud Drive – Jan-Feb 2013

Area 2 – Whitemud Drive to Argyll Road – Jan-Feb 2013

Area 3 – Argyll Road to Strathearn – Jan-Feb 2013

Area 4 – Strathearn to City Centre West – Jan-Feb 2013

Area 5 – City Centre West to 149 Street – Nov-Dec 2013

Area 6 – 149 Street to Lewis Farms Transit Centre – Nov-Dec 2013

<p>THE PUBLIC IS BEING INVOLVED BECAUSE:</p>	<p>Public Involvement is an integral part and necessary component of major development projects in the City of Edmonton and members of the public have a growing expectation to be involved in initiatives that will impact them.</p> <p>In 2005, The City introduced the <i>Public Involvement Policy</i> which frames the commitment: <i>The City of Edmonton believes that a key element of representative democracy is that people have a right to be involved in decisions that affect them.</i> This is practiced through the three Core Commitments / Guiding Principles outlined in Appendix A.</p> <p>The design and ultimately the construction of the SE to W LRT will affect Edmontonians who live or do business in the established communities along the route. As such, The City is committed to involving stakeholders, as well as all interested members of the public, in the Preliminary Design Phase of the SE to W LRT project.</p> <p>The Public Involvement Process for the Preliminary Design Phase will endeavour to involve a wide range of stakeholders and all interested members of the public through a variety of activities over several stages of design development. The proposed face to face meetings and the online activities are designed to capture input from participants on specific key elements of the project that will be considered by the technical team as part of design development.</p> <p>Best efforts will be placed on encouraging all interested parties to get involved in the Process, either through participation in face to face meetings or online activities. It is expected that a variety of issues, concerns, and ideas will come forward during the Process, including some matters which could not be addressed in the Concept Planning phase.</p>				
<p>LEVEL OF INVOLVEMENT:</p>	<p>Overall Level of Involvement: Information Sharing / Consultation</p> <p>This Public Involvement Process will incorporate all three categories of the Continuum as described below:</p>				
	<p>Information Sharing</p>	<p>Consultation</p>		<p>Active Participation</p>	
	<ul style="list-style-type: none"> Sharing information to build awareness 	<ul style="list-style-type: none"> Testing ideas or concepts to build knowledge 	<ul style="list-style-type: none"> Collaborating to develop solutions to build commitment 	<ul style="list-style-type: none"> Sharing decision making to build ownership 	<ul style="list-style-type: none"> Delegating decision making to build responsibility

LEVEL OF INVOLVEMENT:	<p><u>Information Sharing</u></p> <p>Where decisions have been made in the Concept Planning Phase, or will be made based on engineering standards and guidelines, the public will be kept informed about those decisions. This includes:</p> <ul style="list-style-type: none"> ▪ SE to W LRT corridor location ▪ Track alignment ▪ Technical design guidelines ▪ LRT stop/station locations ▪ Transit Centre locations ▪ Operations & Maintenance Facility (OMF) location ▪ Cost Estimates ▪ Vehicle design and branding ▪ Construction staging ▪ Property requirements ▪ Land re-development and TOD potential <p><u>Consultation</u></p> <ul style="list-style-type: none"> ▪ Structural aesthetics (Visual integration of the system into the existing landscape and adjacent communities) ▪ LRT stop/station aesthetics ▪ Landscape architecture aesthetics ▪ Public Art opportunities ▪ Connectivity to the existing transportation network across all modes of transportation ▪ Aesthetics for noise attenuation mechanisms, where identified per the City of Edmonton Urban Traffic Noise Policy 506¹ ▪ Understanding the impacts to stakeholders and working together to mitigate issues where possible <p><u>Active Participation</u></p> <ul style="list-style-type: none"> ▪ In areas where sound attenuation is warranted as per the City of Edmonton Urban Traffic Noise Policy 506, adjacent property owners will have the opportunity to vote on the installation of any noise attenuation mechanisms.²
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¹ In the case of an existing residential area, where noise mitigation measures are appropriate and supported, the City will seek to involve community stakeholders in the selection of suitable materials and the design of the structure.

² The City of Edmonton will undertake a survey of affected property owners to determine support for the installation of any noise attenuation measures proposed under the City's retrofit noise attenuation program. Affected property owners are those who are immediately adjacent to the proposed noise attenuation measure (berm and/or noise wall), in an area encompassing the entire length of the proposed noise attenuation device. Endorsement of the proposed project will be considered sufficient if 60% or more of property owners indicate support (targeting a 100% response rate).

THE SPECIFIC INFORMATION BEING SOUGHT IS:	Various, as reflected above.
HOW WILL INFORMATION BE USED IN THE DECISION MAKING?	The information assembled through the Public Involvement Process will directly impact the design Process related to the key elements where the public can affect decisions being made.

Public Involvement Methods Strategy

Potential Participants	Proposed Level of Involvement (Information Sharing, Consultation, or Active Participation)	Involvement Strategy
STAGE 1		PRE-CONSULTATION Nov 2011 – Feb 2012
<p>Key Stakeholders</p> <p>Interested members of the public</p>	<p>Information Sharing and Consultation to receive feedback to help finalize the Public Involvement Plan(PIP)</p>	<p>Stakeholder Interviews & Online Survey - Building on the foundation of current knowledge</p> <p>In advance of finalizing the Public Involvement Plan, contact a number of key stakeholders, including some who participated in concept planning and some who did not.</p> <p><u>Objectives:</u></p> <ul style="list-style-type: none"> ▪ To inform participants about the upcoming Public Involvement Process ▪ To ask a series of questions with the intention of gathering information to clarify the issues and add any new items to the issues list that will further inform the Public Involvement Plan <p>Activities</p> <ul style="list-style-type: none"> ▪ Conduct interviews with key stakeholders (mix of face to face and telephone) and solicit input through an online survey to confirm issues and concerns and make appropriate adjustments to the Public Involvement Plan prior to its being finalized. ▪ PI Team to liaise with City Communications staff to develop information for Area 4 as it relates to timing of interviews (pending Council decision regarding downtown alignment). ▪ Liaise with City staff to develop required materials for public involvement.
<p>Key Stakeholders & General Public</p>	<p>Consultation to finalize the PIP</p>	<p>Public Involvement Plan(PIP)</p> <p>Once the interviews have been conducted, the PIP Highlights document will be reviewed and refined to accommodate new information and posted online.</p>

STAGE 2		INITIATION Feb – Mar 2012 (Areas 1-4) Apr – May 2012 (Areas 5-6)
<p>Key External Stakeholders (See Appendix B)</p> <p>Interested Members of the Public</p>	<p>Information Sharing to build awareness</p>	<p>Area Meetings: The Public Involvement Process will begin in all six areas in the Initiation Stage. The Area Meetings (one in each of the six areas) will be a combination of information sharing (presentations and information updates), as well as seeking input from participants on the various elements where public input will be considered by the technical team in the developing design.</p> <p>Anyone who is interested in this project will have opportunities to be involved by attending the meeting for their area, or by participating online. While interested stakeholders will be encouraged to participate in their Area Meetings in each of Stages 2 to 4, this will not be a prerequisite. Reports from the Area Meetings and online input will be posted on the website and participants will be informed about how their input was used in the technical developments.</p> <p>The focus of Stage 2 Public Involvement is to:</p> <p><u>Information Sharing</u></p> <ul style="list-style-type: none"> ▪ Provide an overview of the Public Involvement Process, schedule and how issues and concerns will be addressed through the Process; clarify the items that are open for public feedback and those for which information updates will be provided. ▪ Present background information from the Concept Planning Phase, updated with new information obtained from a Value Engineering Process. ▪ Provide an initial look at the property requirements and land re-development ▪ Present information on the urban low floor light rail vehicles

	<p>Consulting to collect targeted feedback</p>	<p><u>Consulting to collect targeted feedback</u></p> <ul style="list-style-type: none"> ▪ Introduce architectural concepts and work with participants to generate ideas and themes specific to each area. ▪ Provide information and discuss the safety and security of the system and areas around the neighborhood stops and stations. <p>Provide initial information on proposed changes to roadways and related community access and egress, traffic and parking issues, bus movements, proposed pedestrian access to the LRT and cyclist facilities</p> <p>Participants for the Area Meetings: Key stakeholders will be invited and, through local advertising, interested members of the public will also be invited to take part in the Process. Participants will be asked to commit to all three Area Meetings for continuity, but this will not be mandatory.</p> <p>Reports: Reports of input received at Area Meetings will be posted on the project website.</p>
<p>Key Stakeholders</p> <p>Interested members of the public</p>	<p>Information Sharing to build awareness</p> <p>Consulting to collect targeted feedback</p>	<p>Online Consultation:</p> <ul style="list-style-type: none"> ▪ Information that is shared at the Area Meetings will be posted on the project website, along with specific questions for viewers to respond to via an online survey that will be accessible for a specified period of time. ▪ Ongoing opportunities for online participation will be provided throughout the Public Involvement Process. <p>Reports of the input from the online input will be posted on the project website.</p>

<p>Affected Property Owners</p> <p>Unique or Hard to Reach Stakeholder Groups (e.g., seniors, multi-cultural communities)</p>	<p>Collaborating</p>	<p>1-on-1/Special Meetings (as required)</p> <p>Separate meetings are likely to be necessary with property owners who are directly impacted by the developing design. These meetings will be arranged as required.</p> <p>Meetings will be organized as required throughout the Process to accommodate for unique issues and impacts, and hard to reach stakeholder groups (e.g., seniors, multi-cultural communities).</p>
<p>STAGE 3</p>		<p>CONSULTATION</p> <p>May - June 2012 (Areas 1-4)</p> <p>Nov - Dec 2012 (Areas 4 & 5)</p>
<p>Key External Stakeholders (See Appendix B)</p>	<p>Information Sharing</p>	<p>A second round of Area Meetings will be held, tentatively starting with Areas 1 to 4 in the May to June 2012 timeframe, and Areas 5 and 6 in November-December 2012. Participants will have opportunities to be involved by attending the meeting in their area or by participating online.</p> <p>The Area Meetings (one in each of the six areas) will be a combination of information sharing (presentations and information updates) as well as seeking input from participants on the various elements where public input is being considered in the design development.</p> <p><u>Information Sharing</u></p> <ul style="list-style-type: none"> ▪ Update on status of the Process and ongoing technical developments ▪ Proposed mitigation of safety and security issues. ▪ Any changes to property requirements and land re-development. ▪ Updates on light rail vehicles specifications

Interested Members of the Public	Consultation to test concepts and obtain input to develop better solutions	<p><u>Consultation to Test Concepts</u></p> <ul style="list-style-type: none"> ▪ Present first stage concept designs for each area, structures and tunnels (where they apply) & seek input. ▪ Present first stage concept designs for landscape architecture & seek input. ▪ Present any proposed changes to roadways and related community access and egress, traffic and parking issues, bus movements that may have arisen in the Preliminary Design & seek input. ▪ Present proposed concepts for connectivity and pedestrian access to the LRT and cyclist facilities & seek input. ▪ Present proposed mechanisms for noise attenuation (in the areas identified in Concept Planning) as per the City of Edmonton Urban Noise Policy.
Key Stakeholders Interested members of the public	Information Sharing to build awareness Consulting to collect targeted feedback	<p>Participants for the Area Meetings: People who participated in earlier Stages, as well as others who declare an interest in participating.</p> <p>Reports of the input from the Area Meetings and how it will be used will be posted on the project website.</p> <p>Online Consultation:</p> <ul style="list-style-type: none"> ▪ Information that is shared at the Area Meetings will be posted on the project website, along with specific questions for viewers to respond to via an online survey that will be accessible for a specified period of time. ▪ Ongoing opportunities for online participation will be provided throughout the Public Involvement Process. <p>Reports of the input from the online input will be posted on the project website.</p>

<p>Affected Property Owners</p> <p>Unique or Hard to Reach Stakeholder Groups (e.g., seniors, multi-cultural communities)</p>	<p>Collaborating</p>	<p>1-on-1 / Special Meetings (as required)</p> <p>Separate meetings are likely to be necessary with property owners who are directly impacted by the developing design. These meetings will be arranged as required.</p> <p>Meetings will be organized as required throughout the Process to accommodate for unique issues and impacts, and hard to reach stakeholder groups (e.g., seniors, multi-cultural communities).</p>
<p>STAGE 4</p>		<p>REFINEMENT</p> <p>Sep - Oct 2012 (Areas 1-4)</p> <p>May-June 2013 (Areas 5-6)</p>
<p>Key External Stakeholders (See Appendix B)</p> <p>Interested Members of the Public</p>	<p>Information Sharing</p> <p>Consultation to test concepts and obtain input to develop better solutions</p>	<p>The focus of the meetings in Stage 4 will be for participants to review and provide final input on key elements and for the technical team to provide information on the status of technical items</p> <p><u>Information Sharing</u></p> <ul style="list-style-type: none"> ▪ Update on status of the Process and ongoing technical developments ▪ Proposed mitigation of safety and security issues. ▪ Any changes to property requirements and land re-development. ▪ Light rail vehicles – any outstanding items ▪ <p><u>Consultation to Test Concepts</u></p> <ul style="list-style-type: none"> ▪ Present refined concept designs for each area, and seek final input. ▪ Present any proposed changes to roadways and related community access and egress, traffic and parking issues, bus movements that may have arisen in the Preliminary Design & seek final input. ▪ Present proposed concepts for connectivity and pedestrian access to the LRT and cyclist facilities & seek input. ▪ Present proposed mechanisms for noise attenuation (in the areas identified in Concept Planning) as per the City of Edmonton Urban Traffic Noise Policy.

<p>Key External Stakeholders (See Appendix B)</p> <p>Interested Members of the Public</p>	<p>Information Sharing</p> <p>Consultation to test concepts and obtain input to develop better solutions</p>	<p>Participants for the Area Meetings:</p> <p>People who participated in earlier Stages, as well as others who declare an interest in participating.</p> <p>Reports of the input from the Area Meetings and how it will be used will be posted on the project website.</p>
<p>Key Stakeholders</p> <p>Interested members of the public</p>	<p>Information Sharing to build awareness</p> <p>Consulting to collect targeted feedback</p>	<p>Online Consultation:</p> <ul style="list-style-type: none"> ▪ Information that is shared at the Area Meetings will be posted on the project website, along with specific questions for viewers to respond to via an online survey that will be accessible for a specified period of time. ▪ Ongoing opportunities for online participation will be provided throughout the Public Involvement Process. <p>Reports of the input from the online input will be posted on the project website.</p>
<p>Affected Property Owners</p> <p>Unique or Hard to Reach Stakeholder Groups (e.g., seniors, multi-cultural communities)</p>	<p>Collaborating</p>	<p>1-on-1 / Special Meetings (as required)</p> <p>Separate meetings are likely to be necessary with property owners who are directly impacted by the developing design.</p> <p>Meetings will be organized as required throughout the Process to accommodate for unique issues and impacts, and hard to reach stakeholder groups (e.g., seniors, multi-cultural communities).</p>

STAGE 5		CONCLUSION Jan-Feb 2013 (Areas 1-4) Sep-Oct 2013 (Areas 5-6)
General Public	Two way Information Sharing	<p>Open House / Information Session</p> <p>Share information in the form of display boards and other materials as deemed necessary to show the final design concepts and related information for all six Areas. Collect feedback from participants to be included in the final report.</p>
Key Stakeholders Interested members of the public	Information Sharing to build awareness	<p>Online Consultation:</p> <p>Information that is shared at the Open Houses will be posted on the project website, along with an opportunity for viewers to provide comments via an online survey that will be accessible for a specified period of time.</p> <p>Reports of the input from the online input will be posted on the project website, along with a final evaluation of the overall Public Involvement Process.</p>
Affected Property Owners	Collaborating	<p>1-on-1 Meetings (as required)</p> <p>Separate meetings are likely to be necessary with property owners who are directly impacted by the developing design.</p> <p>Meetings will be organized as required throughout the Process to accommodate for unique issues and impacts.</p>

Special Outreach Strategy

Please note: All of the “Broad Participation” methods we have identified above will include special outreach to identified stakeholders and stakeholder groups to ensure the widest possible range of participation and views.

Public Requiring Outreach	Strategy
Hearing impaired	Advertise that services are available during public events that will meet their specific needs.
Participants whose first language is not English	Advertise that language services are available during public events that will meet their specific needs.

Communications Strategy

The Communications Strategy for the PI efforts described in this document is being developed in concert with the PIP.

Evaluation Strategy

<p>What are the indicators of success for the Public Involvement Process?</p>	<ul style="list-style-type: none"> • A clear definition of the project goals and objectives and the role of the public in the Process • Participants understand how the information collected will be used in the development of the Preliminary Design • A Process that considers accessibility needs of participants and provides opportunities for the involvement of a wide range of demographic and special interest groups • A transparent Process that allows easy access to the information collected not only to participants, but to any and all interested parties • Participants are satisfied with how the Process evolved and that their involvement provided meaningful and valuable input to the engineering design development as outlined in the Continuum of Public Involvement • Communication was clear, simple and easy to understand
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<p>What will we measure or evaluate about the Public Involvement Process?</p>	<ul style="list-style-type: none"> • Demographic participant targets were met (targets to be set based on ETS transit user profiles, demographic /census profiles from City, past participation levels, etc.) • Wide range of stakeholders were reached and participated in the PI program • Participant satisfaction re: inclusiveness and appropriateness of the Process and individual methods/ activities • Public support of the Process
<p>When and how?</p>	<ul style="list-style-type: none"> • Initial stakeholder identification & analysis; ongoing review to ascertain if the stakeholder list is growing and how people are being engaged • Ongoing evaluation of engaged participants – at each PI event and online to determine satisfaction levels; this will include qualitative evaluation for face to face events (visual observations , informal chats with participants, team debriefs, as well as exit surveys/comment forms) and online surveys/feedback opportunities • Include survey questions to demonstrate the percentage of stakeholders who understand the scope of the Process; percentage of those who express confidence in the Process; and those who support the Process • Monitor media and social media relative to comments / questions raised
<p>What will we do with the results of the evaluation?</p>	<ul style="list-style-type: none"> • Results of initial stakeholder interviews will be used to revise the PIP if necessary • Ongoing evaluation will be used to adjust the Process if and when is necessary • All evaluation results will be included in the PI Reports

Appendix A – Guiding Principles

City of Edmonton Commitments & Standards of Practice

COMMITMENTS TO PUBLIC INVOLVEMENT	PROCESS DESIGN WILL DEMONSTRATE THESE STANDARDS OF PRACTICE
OUR COMMITMENT TO CITIZEN ENGAGEMENT	<ul style="list-style-type: none"> ▪ Public Involvement Processes will be designed to involve the appropriate people at the appropriate time in the appropriate way through the completion and communication of a Public Involvement Plan for all Processes ▪ The Continuum of Public Involvement will be used to ensure involvement Processes align with the scope, complexity and outcomes of the decision being made. ▪ A balance and range of public perspectives will be provided to decision makers for consideration in the decision Process. ▪ Processes will be appropriately resourced to ensure effective implementation.
OUR COMMITMENT TO HONOURING PEOPLE	<ul style="list-style-type: none"> ▪ The purpose and goal of the involvement will be identified at the outset of the Process. ▪ Participants will know what is included in the discussion and what isn't, what decisions will be made or have been made, and who will make the final decision. ▪ Timing, location and format will reflect considerations for effective participation. ▪ Where appropriate, outreach Processes will be used to include the public who need support to participate.
OUR COMMITMENT TO ACCESSIBLE INVOLVEMENT	<ul style="list-style-type: none"> ▪ Information is accessible: <ul style="list-style-type: none"> ○ It is always provided the simplest form possible – in plain language or understandable graphic formats. ○ Translation or interpretation services are provided when necessary. ▪ Facilities are accessible: <ul style="list-style-type: none"> ○ Location and physical accessibility are always considered. ▪ Information is readily available so the public can participate in an informed discussion.

International Association for Public Participation (IAP2)*

IAP2 Core Values

1. Public participation is based on the belief that those who are affected by a decision have a right to be involved in the decision-making Process.
2. Public participation includes the promise that the public's contribution will influence the decision.
3. Public participation promotes sustainable decisions by recognizing and communicating the needs and interests of all participants, including decision makers.
4. Public participation seeks out and facilitates the involvement of those potentially affected by or interested in a decision.
5. Public participation seeks input from participants in designing how they participate.
6. Public participation provides participants with the information they need to participate in a meaningful way.
7. Public participation communicates to participants how their input affected the decision.

IAP2 Code of Ethics

1. **PURPOSE.** We support public participation as a Process to make better decisions that incorporate the interests and concerns of all affected stakeholders and meet the needs of the decision-making body.
2. **ROLE OF THE PRACTITIONER.** We will enhance the public's participation in the decision-making Process and assist decision-makers in being responsive to the public's concerns and suggestions.
3. **TRUST.** We will undertake and encourage actions that build trust and credibility for the Process and among all the participants.
4. **DEFINING THE PUBLIC'S ROLE.** We will carefully consider and accurately portray the public's role in the decision-making Process.
5. **OPENNESS.** We will encourage the disclosure of all information relevant to the public's understanding and evaluation of a decision.
6. **ACCESS TO THE PROCESS.** We will ensure that stakeholders have fair and equal access to the public participation Process and the opportunity to influence decisions.
7. **RESPECT FOR COMMUNITIES.** We will avoid strategies that risk polarizing community interests or that appear to "divide and conquer."
8. **ADVOCACY.** We will advocate for the public participation Process and will not advocate for a particular interest, party or project outcome.
9. **COMMITMENTS.** We ensure that all commitments made to the public, including those made by the decision-maker, are made in good faith.
10. **SUPPORT THE PRACTICE.** We will mentor new practitioners in the field and educate the decision makers and the public about the value and use of public participation.

*IAP2 – The International Association for Public Participation – Recognized world leader in developing the practice of public participation - www.iap2.org

Appendix B – Preliminary Stakeholder List

AREAS 1-4 Identified Stakeholders

COMMUNITY LEAGUES

- Argyll
- Avonmore
- Boyle/ McCauley
- Bonnie Doon
- Capilano
- Central McDougall
- Cloverdale
- Downtown Edmonton
- Forest/Terrace Heights
- Fulton Place
- Gold Bar
- Holyrood
- Idylwylde
- Kenilworth
- King Edward Park
- Knottwood
- Lakewood
- Leefield
- Millhurst
- North Millbourne
- Ottewell
- Ridgewood
- Riverdale
- Strathearn
- Woodvale

BUSINESSES/ASSOCIATIONS

- 75th Street Businesses
- Alberta Home Builders
- Art Gallery of Alberta
- Bank of Montreal
- Building Owners & Management Assoc.
- Bonnie Doon Shopping Centre
- Canadian National Railway
- Canadian Pacific Railway
- Chamber of Commerce
- Citadel Theatre
- City Centre Mall
- Davies Industrial– East and West
- Downtown Business Assoc.
- Edmonton Public Library
- Chinese Benevolent Association
- Manulife Place
- McIntyre Industrial
- Mill Woods Golf Course
- Roper Industrial
- South Edmonton Business Association (SEBA)
- University of Alberta
- Urban Development Institute
- Winspear
- YMCA

COMMUNITY LEAGUE COUNCILS

- Southeast Edmonton Community League Council (SECLA)
- Mill Woods Presidents Council (all Mill Woods Community Leagues)
- Central Area Council of Community Leagues

INSTITUTIONAL ORGANIZATIONS

- Edmonton Catholic School Board
- Edmonton Public School Board
- Alberta Health Services (Grey Nuns')University of Alberta

OTHER GROUPS

- Advisory Board on Services for Persons with Disabilities
- City of Edmonton Youth Council
- Edmonton Bicycle Commuters Society
- Edmonton Folk Music Festival
- Edmonton Ski Club
- Edmonton Transit Users
- ETSAB (Edmonton Transit Service Advisory Board)
- NextGen Initiative
- Seniors
- TPRAC (Trails, Paths, Routes Advisory Committee)

AREAS 5-6 Identified Stakeholders

COMMUNITY LEAGUES

- Aldergrove
- Belmead
- Britannia/
Youngstown
- Boyle Street
- Canora
- Crestwood
- Downtown
Edmonton
- Elmwood
- Glenwood
- Glenora
- Grovenor
- High Park
- Jasper Park
- Laurier Heights
- Lewis Farms
- Lynnwood
- McQueen
- Meadowlark
- North Glenora
- Oliver
- Parkview
- Queen Mary Park
- Rio Terrace
- Riverdale
- Summerlea
- Thorncliff
- West Jasper/
Sherwood
- Westmount
- West Meadowlark

BUSINESSES/ASSOCIATIONS

- 124th Street Business Assoc.
- Building Owners & Management Assoc.
- Chamber of Commerce
- City Centre Mall
- Corner Pharmacy
- Downtown Business Assoc.
- Downtown Farmers Market
- Edmonton Bicycle Commuters Society
- Jasper Place Revitalization
- Manulife Place
- Meadowlark Mall
- Melcor
- Stony Plain BRZ
- West Edmonton Mall
- West Edmonton Business Association
- Western Cycle
- YMCA

COMMUNITY LEAGUE COUNCILS

- West Edmonton Community Council (WECC)

INSTITUTIONAL ORGANIZATIONS

- Alberta Health Services/Misericordia
Hospital/AADAC
- Edmonton Catholic Schools
- Edmonton Public School Board
- MacEwan University
- Norquest College
- St. Paul's Anglican Church
- University of Alberta

RESIDENT ASSOCIATIONS

- Chappelle Manor
- Groat Farms Residents Association

OTHER GROUPS

- Advisory Board on Services for Persons with Disabilities
- City of Edmonton Youth Council
- Edmonton Bicycle Commuters Society
- Edmonton Transit Users
- NextGen Initiative
- Seniors
- ETSAB (Edmonton Transit Service Advisory Board)
- TPRAC (Trails, Paths, Routes Advisory Committee)

Environmental Impact Assessment (EIA)

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HAVE
YOUR SAY



Have Your Say!

To comply with the City of Edmonton's River Valley Area Redevelopment Plan (Bylaw 7188), an Environmental Impact Assessment of the project is being conducted.

Your input is important.

Please provide any information that you wish the project team to consider regarding the environment within, or adjacent to, the project boundaries. A draft is complete.

Put your comments directly on the map with sticky notes or complete the comment form today or online at www.edmonton.ca/setowestirt

Your comments will be compiled and considered during the finalization of the environmental assessment and future development of mitigation measures.

As part of the EIA, the following field investigations have been completed or are underway:

- **Vegetation** – vegetation and rare plant surveys, completed in summer 2012.
- **Wildlife** – a breeding bird survey, completed in spring 2012; wildlife movement reconnaissance, winter 2012.
- **Fish** – a fish and fish habitat assessment, completed as part of the earlier planning phase.
- **Geotechnical** – a series of boreholes have been drilled in the river valley, to characterize fills, surficial deposits, and bedrock and, where appropriate, assess contaminants.
- **Hydrology** – borehole data is being used to assess groundwater conditions.
- **Historical Resources** – archaeological and paleontological impact assessments, completed in 2011.
- **Noise and vibration assessment** – completed in 2012.



Environmental Impact Assessment (EIA)

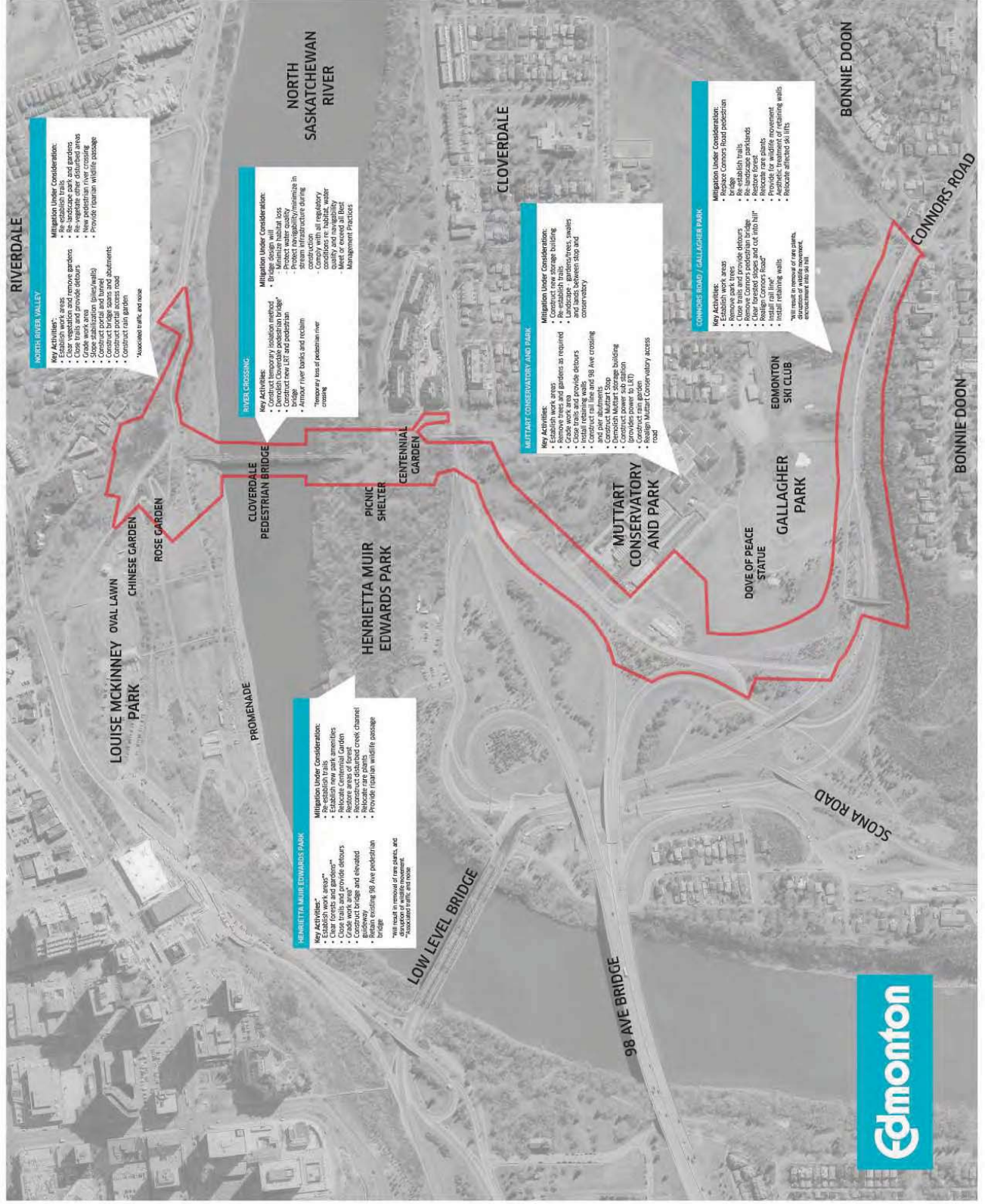


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An Environmental Impact Assessment (EIA) document is being prepared to meet the requirements of the City of Edmonton's North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188).

The EIA:

- Describes existing environmental conditions
- Assesses potential impacts
- Describes mitigation measures intended to eliminate or reduce impacts to each Valued Environmental Component (VEC)
- The following VECs are being assessed to identify ways in which the proposed project could affect biophysical and socio-economic resources:
 - **geology and geomorphology (including slope stability)**
 - **soils**
 - **surface water and groundwater**
 - **vegetation**
 - **wildlife**
 - **habitat connectivity**
 - **fish and aquatic resources**
 - **land disposition and zoning**
 - **residential land use**
 - **recreational land use**
 - **utilities**
 - **worker and public safety**
 - **visual resources**
 - **historical resources**
- The EIA may also be submitted to Fisheries and Oceans Canada and Transport Canada as supporting information for **Fisheries Act** and **Navigable Waters Protection Act** approvals, respectively.

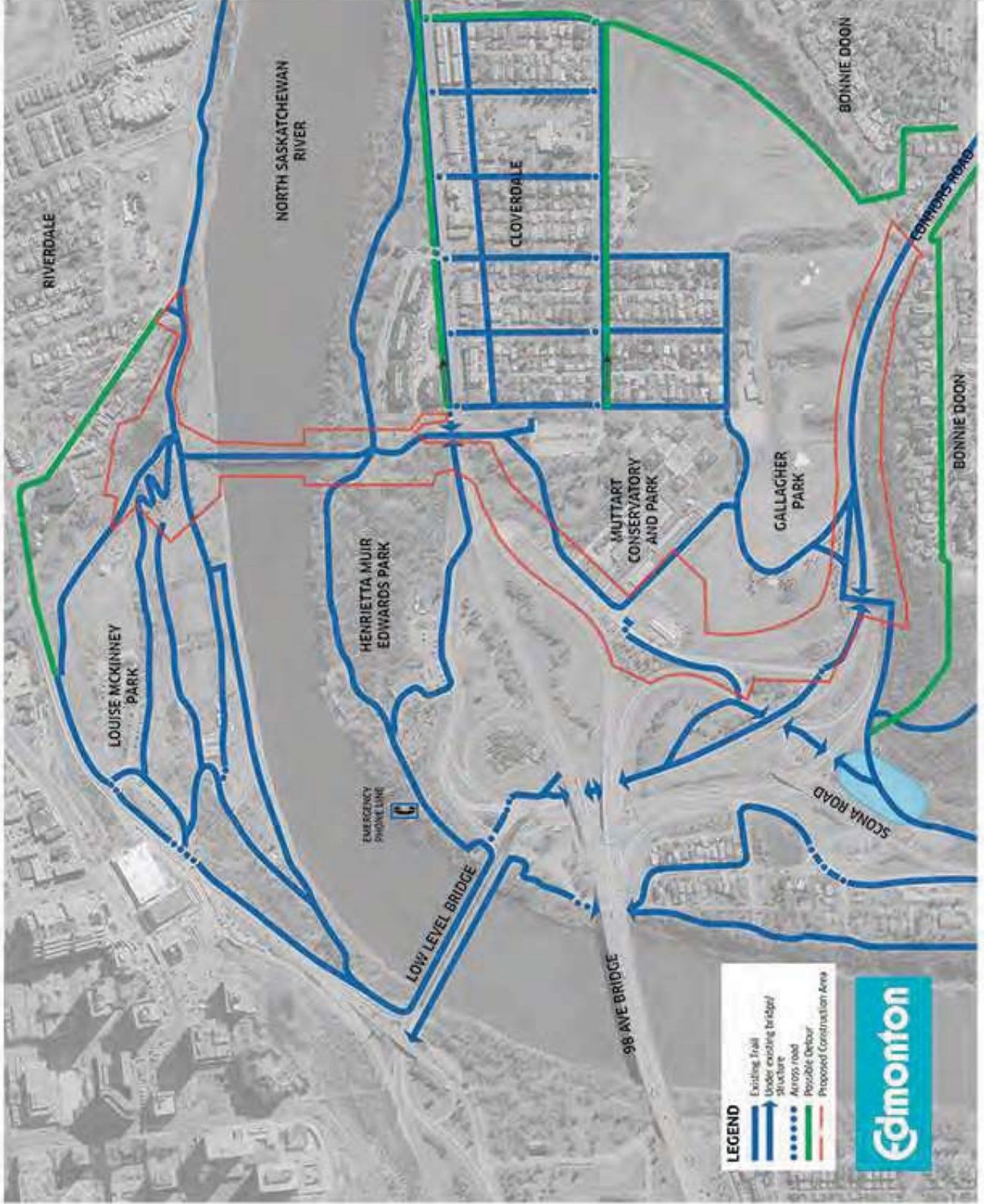


ENVIRONMENTAL IMPACT ASSESSMENT

Existing Trails, Possible Detours and
Proposed Construction Areas

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improving quality of life



Verbatim river valley EISA-related comments provided from all sources, including website, as a result of PI sessions held in May and June 2013.

Alignment/River Crossing

- Why are we clearing trees along the river rather than crossing at the low level bridge which would also give access to McKinley Park.
- Please, don't cut a swath through our river valley instead, send the LRT across the river over or beside the Low Level Bridge. Not only do your plans impact our river valley, it will impact residents with unnecessary noise given that you have the other viable option! You didn't send the LRT across the river from the university, on 87th Avenue, something that would have made a great deal of sense and saved a lot of money. You didn't do it because the residents of that area wouldn't hear of it. Give the east end residents the same courtesy please only this time, giving them this courtesy will also save a big swath of our river valley trees and vegetation! Keeping the LRT to main roads and taking it across the river at the Low Level Bridge will keep Edmonton's city plan a smart and fair plan for LRT expansion. If we can spend all we just did on the downtown arena, why can't we spend a few extra dollars to save our river valley and keep the LRT from intruding into residential neighbourhoods. And, it would sure look a whole lot better to have the LRT cross where it is logical for it to cross - at the Low Level Bridge!
- The proposed crossing from Riverdale to Cloverdale will result in the clear-cutting of a huge area on the south side of the river. It is worth spending the extra money to send the line over the Low Level bridge instead (with the added advantage of a possible Louise McKinney Park stop).
- I've just been told that the planned crossing from Riverdale to Cloverdale will involve a mass clearcut of trees in the area. Please find a way to avoid this environmental destruction. You have (and can design more) alternative routes available to you! What about going over the Lower Level Bridge?
- While I wasn't able to attend the meeting, I did get an update on it afterwards and I'm concerned about the environmental destruction that will result from the Riverdale-> Cloverdale crossing. This crossing would destroy one of the most beautiful parts of the river valley, and an area that many animals and birds call home. Could this crossing be moved, perhaps further west?
- I am extremely concerned about the loss of mature trees and other vegetation implicated in the construction of the new river crossing from Riverdale to Cloverdale, especially on the south side of the river. This area is home to many, many birds and I think it should remain undisturbed. Even the bridge is home to birds--there are nesting pairs of Canada geese that return every year to use the bridge trestles. If we are committed to maintaining our river valley as a "ribbon of green" then the environment should trump all other criteria in sensitive areas of the LRT line--and this river crossing is certainly that.
- While I know the LRT planners say the route has been more or less determined, I think this crossing should be reconsidered. No one at Wednesday's meeting could tell me why it is not possible for the track to travel down Grierson Hill alongside the existing road and cross at the Low Level Bridge area. The tracks could remain underground from the Quarters station as needed to accommodate the grade required by the tracks. A stop could be implemented at Louise McKinney Park to increase usage of that park, and there would be a vastly decreased

<p>environmental impact if the line crossed the river here rather than at the Riverdale-Cloverdale foot bridge. The Cloverdale/Muttart stop could then be slightly shifted westward to avoid moving the Muttart gardens, and then travel up Connor's Road from here.</p> <p>This route would also, as noted above, enable a stop in Louise McKinney Park. This stop would enable increased use of the LRT, and could achieve the goal of the once-discussed funicular in transporting people into the park.</p> <ul style="list-style-type: none"> • There has been no effort to mitigate the impacts of the LRT as it traverses Cloverdale. Since the beginning the City appears to view this community as a soft target with each update from the City highlighting yet another change that increases the impact on this neighborhood. The latest is the shifting of track northward so that it is cantilevered over the ski hill for 180 meters. This change was made after the City insisted that the hill was too unstable and Connors Hill Road would have to be shifted southward. After a very small number of influential residents living above Connors Hill indicated they did not like the shift the City decided that it was preferable to increase the impact on Cloverdale and the skill club rather than face the discontent of a couple of favored citizens. • You're not being fair or smart. Keep the LRT crossing at the Low Level Bridge! • I would prefer an underground LRT to an above-ground LRT. But I feel MOST strongly about the river crossing and do not agree with its placement due to its environmental impact. Regardless of cost I think this crossing needs to be shifted westward to protect a very environmentally sensitive area. (And this shift would have the added benefit of increasing usability by incorporating a stop in Louise McKinney Park.) • Please do not push Connors Road into the south, I've had difficulty getting a commitment to this. 	<p><i>Bridge Design</i></p> <ul style="list-style-type: none"> • Concerned about the env impact when old bridge supports (pedway bridge) are removed from the river and new bridge supports are added. • As I mentioned before, I'm not satisfied with the design of the bridge over the river, due to the pillar being in the river. • I would have vastly preferred a design like the New Walterdale Bridge, or another design that keeps the pillar(s) on shore. The reasons I would prefer a bridge design not touching the river are: <ul style="list-style-type: none"> - Less impact on the aquatic environment - Less risk of flood damage - Less risk for boaters - Better aesthetics. <p>The rest of the project looks excellent to me, and I cannot wait to have 5 corners of the City linked to Churchill Station by rail.</p> <ul style="list-style-type: none"> • My only concern with the environmental impact of this project is the bridge pillar in the river. I'm not convinced it's necessary, nor desirable, and could even be a risk in the event of a major flood.
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Muttart Stop

- The proposed 200 metre siding next to the Muttart Station represents a major addition to the LRT infrastructure in the central river valley parklands and therefore conflicts with the City's commitment to minimize the environmental impact of LRT in the valley. It should be relocated.
- Also I am concerned that not enough effort has been put into ensuring there is minimal impact to the community of Cloverdale. An example of this is the plan to have side railings for storage of LRT train cars in Cloverdale which I think is totally inappropriate.
- If the stop is to be at the back of Muttart then the Muttart needs to change. You are essentially dropping people off at an industrial greenhouse and asking them to walk a long distance. Think elderly and handicapped and women with stroller. That part of the Muttart is scary. Move the greenhouses to another site and add to the Muttart (another Pyramid)! (@ Muttart stop)

Vegetation/Forests

- Clearcutting of the river valley is not an acceptable avenue for this development.
- South side trees on Connors Road – natural habitat.
- What happens to left over lands – hopefully heavily treed (*arrow pointing to east edge of detail box for Connors Road*)
- Please, don't cut a swath through our river valley instead, send the LRT across the river over or beside the Low Level Bridge.
- The proposed crossing from Riverdale to Cloverdale will result in the clear-cutting of a huge area on the south side of the river.
- I've just been told that the planned crossing from Riverdale to Cloverdale will involve a mass clearcut of trees in the area.
- I am extremely concerned about the loss of mature trees and other vegetation implicated in the construction of the new river crossing from Riverdale to Cloverdale, especially on the south side of the river.

Wildlife

- At 9624-95 Avenue (rear) there is a motion activated wildlife camera to monitor coyote activities. We have resident porcupine, squirrels, nesting birds and seasonal passage of young deer. There is also an occasional pond partway down the hill about 10 meters south of Connors Road.
- Concern about impact to wildlife corridor with LRT tracks coming down Connors Road. Where will animals go? (*S of Connors Road*)
- Park and the woodlands to the east of Cloverdale Hill. Presumably the LRT tracks will be fenced off. How will wildlife cross Connors Road now? This is a major disruption to the only remaining corridor not directly at the riverbank. Terrible idea! (*@ Ski Hill*)
- This is a wildlife corridor that connects to Mill Creek Ravine to Gallaher
- The river valley is a wildlife corridor. The LRT blocks this. What is being done to maintain this corridor? (*@ Ski Hill*)
- Even the bridge is home to birds--there are nesting pairs of Canada geese that return every year to use the bridge trestles.

Impacts to Cloverdale

- Also the bridge location across the river and across 98 Avenue will have too much impact on the community. I would recommend that genuine input from the community be obtained before the plans are finalized.
- There has been no effort to mitigate the impacts of the LRT as it traverses Cloverdale. Since the beginning the City appears to view this community as a soft target with each update from the City highlighting yet another change that increases the impact on this neighborhood. The latest is the shifting of track northward so that it is cantilevered over the ski hill for 180 meters. This change was made after the City insisted that the hill was too unstable and Connors Hill Road would have to be shifted southward. After a very small number of influential residents living above Connors Hill indicated they did not like the shift the City decided that it was preferable to increase the impact on Cloverdale and the skill club rather than face the discontent of a couple of favored citizens.

Impacts on the Folk Festival

- Noise on Folk Festival will likely increase with Option 1 – retainment walls on south side will bounce noise back into valley instead of trees and houses at top of Connors Road absorbing the sound. (*SW corner of 95 Street and 95 Avenue intersection*)
- Edmonton Folk Festival – Have the planners stood on the stage and seen why entertainers rave about coming to our world famous festival? The view, the quiet city scene - not trains every 5 minutes during their performance. (*NW corner of 95 Avenue and 95 Street intersection*)

Ski Club

- The impact on Gallagher Hill and Edmonton Ski Club will be huge with the option that takes the largest amount of hill without moving the road. The other option of taking some of the south bank of Connors hill will also have a huge environmental and stabilization concerns. No good option with the route.
- I am also not confident that important existing facilities like the Edmonton Ski Club will survive the construction of this facility.
- I am somewhat worried about the viability of the ESC and also the stability of the Connor's Hill section of track.
- I'm not concerned about changes to ski hill, LRT is more important that ski hill use. (*Gallagher Park*)
- Save the ski hill!! Quality of life in the city issue. (@ *Ski Hill*)

Slope Stability on Connors Hill

- I am somewhat worried about the viability of the ESC and also the stability of the Connor's Hill section of track.

General

- Environmental impact (erosion of green space) and lack of community input into the decision making. It is important that we build the LRT but I am not confident the proper route has been selected.
- I didn't attend the meeting on June 19th (as I didn't know anything about it), but I'm really concerned that your preliminary designs involve such massive environmental destruction.
- While I am totally in favour of expanding public transportation in Edmonton, I want to ensure that the environmental impact is fully considered.