



Capital Line South LRT Extension (CLSE)

Community Advisory Committee (CAC) Meeting # 3 Record

March 28, 2018, 6 to 8:30 PM

Ellerslie Rugby Park Hall

Identifying information has been removed to meet the Freedom of Information and Protection of Privacy Act (FOIP Act)
The subjects discussed, and decisions reached, 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.

| Attendees (1 representative from each) |
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| Blue Quill Community League |
| Southwest Area Council |
| Member at Large |
| Yellowbird Community League and SWAC |
| Twin Brooks Community League, EFCL, SWAC |
| Member at Large |
| Ermineskin Community League |
| Blackmud Creek Community League |
| City of Edmonton, Project Manager |
| City of Edmonton, Public Engagement |
| City of Edmonton, Engineering Coop Student |
| Project Consultant Team (IBI Group - Landscape architect) |
| Project Consultant Team (IBI Group - architect) |
| Engineering Consultant Team |
| Public Engagement Consultant Team |
| Public Engagement Consultant Team |

| Copied to (1 representative from each) |
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| George P. Nicholson School |
| Heritage Point Community League |
| Member at Large |
| William Lutsky YMCA |
| Twin Brooks Community League |
| Member at Large |
| City of Edmonton, Communications |
| City of Edmonton, Communications |

This meeting was a workshop format with Cathryn Chopko Beck and Sal Birritteri presenting design information on the potential Twin Brooks stop and the Operations and Maintenance Facility, for the committee to comment and provide input on.

Item**1. Welcome & Introductions -**

Attendees introduced themselves and explained their affiliation to the committee.

The members were thanked for volunteering their time and were reminded that the CAC is about information-sharing, dialogue and identifying and addressing issues, opportunities and concerns so members should feel free to ask questions and/or bring up any topics they would like to discuss. The committee was also reminded that their role is an advisory one and that their input will be considered by the design team as the project moves forward.

2. Workshop Introduction

The landscape architect and architect presented design information on the proposed Twin Brooks stop and the Operations and Maintenance Facility for the committee to comment and provide input on. The project team asked for input from the committee on how these could best be integrated into their communities.

3. Potential Twin Brooks Stop

- The potential Twin Brooks stop would likely be similar to the McKernan/Belgravia stop on 114 Street and 76 Avenue.
- Givens will be digital advertising on platforms, wayfinding, schedule boards, furniture, garbage receptacles, shelter, platform, lighting, security, ticket vending machines.
- Features and function of the stop would be similar whether it is at-grade or separated.
- Stop will be designed for multi-modal transportation.
- Transit Oriented Development (TOD) is not likely around the Twin Brooks stop as it is already developed with single family homes.
- Noise attenuation fencing, and landscaping as a screen, will be done around the stop. This has been favoured by homeowners along other LRT lines because the fencing is maintenance free and is the same throughout the neighbourhood.
- Lights will be shielded so they don't shine into adjoining homes (using Dark Sky principles).
- Users will be directed to safely cross streets to access the stop through use of different paving surfaces, landscaping, gates, etc.
- Public art could be incorporated into the station - such as the etched sayings on the glass of the Health Sciences station. Art selection will not occur in this project.

Suggestions and Input from CAC Members on the Potential Twin Brook Stop

- Get feedback from the McKernan/Belgravia community on what they think of the stop now that it has been operating for several years. Learn from their feedback when designing the Twin Brooks stop.
- The heated area at McKernan/Belgravia stop is too small, especially during peak times. Need a larger heated area at Twin Brooks.

- Shelter should be enclosed - overhead heaters are not warm when walls or ceilings are open. Consider putting doors on the shelter areas.
- Still critical to have emergency phones at stations/stops.
- Function of the stop is more important than the look of it.
- Grade separation is a concern at the 111 St and 9th and 12th Avenue intersections could be similar to the 111 Street and 51st Avenue intersection where there are major delays because the tracks are at-grade.
- Bike storage must be more than racks - to keep bikes from the elements and from theft.
- Possibility of having the last car on each train available for bikes to be transported on (like Vancouver).
- The committee would like to make suggestions to the noise consultant for locations for noise monitoring.
- Will need two left turn lanes on 111 Street and 9th Avenue from northbound to westbound direction as it already backs up with traffic coming off of Anthony Henday Drive and turning into Twin Brooks.
- There should be a bus stop at the LRT stop - not just a bus stop nearby. Plan for it now when designing the adjacent roads. Have a pull out location for buses to stop.
- Swing gates are a hindrance to crossing, especially with bikes, wheelchairs, and strollers so should not be used. Arms or zig-zag approach would be better.
- Metal benches at Century Park are cold and are not comfortable.
- Washrooms at stations should be considered especially at the larger stations.
- Neighbourhood established in early 1990's - older demographics would likely prefer less modern design.
- Garbage receptacles should be covered to keep out snow, rain and animals/birds.
- Public art such as "Paint the Rails" project murals that include partner agencies. Depicting social and historical themes should be considered.
- Public art should allow the public to interact with it, such as climbing on it, reading it, sitting on it, with signage to encourage use of it. The workman on the bench in Churchill Square is a good example.
- Prefer public art that is integrated into the stop/theme and is not a stand alone item.

Follow-up for Project Team

- Find traffic counts for 111 Street and 9 and 12 Avenues. How do they compare to numbers at 111 Street and 51 Avenue? Are they comparable to 111 Street and 37 or 40 Avenues?
Note: This is currently being monitored by the City of Edmonton.

4. Potential Operations and Maintenance Facility (OMF)

- The OMF will have a large footprint with room for 90 train cars to be stored, a maintenance area, administration area, and a wash area.

- It will be similar to the D. L. McDonald (13310 50A St NW) along the north part of the Capital Line in Kennedale Industrial area.
- There is potential for an additional OMF to be built south of 41 Avenue SW when that part of the LRT line is built.
- This OMF is different than most OMF sites because it is in a residential neighbourhood not an industrial area.
- Traction power substation (TPSS) will be a separate facility. Location to be determined but may be incorporated into another facility such as a bridge abutment.
- Will be LEED (Leadership in Energy and Environmental Design) silver certified with many environmentally sustainable features (City of Edmonton Standard)
- Will have screening to make the building less obtrusive.
- The proposed location of this OMF may change to further south of Ellerslie Road. This is still to be determined.
- This OMF may become a Light Maintenance Facility as opposed to Heavy Maintenance Facility, depending if the OMF at Cromdale gets built.

Suggestions and Input from CAC Members on the Potential OMF

- Keep as much of the forested area to the east of the OMF for screening from the neighbourhood.
- Explore having solar panels on the roof.
- Explore the possibility for a green roof.
- Consider that many people will want to tour the facility.
- Storm water ponds will bring in geese which could cause problems with their droppings and with the power lines.
- Would like to see less of an industrial look with softening, including colours and textures, not just grey concrete.
- Will need to change the access from the neighbourhood into the OMF area.

5. Next Steps

a) Public Engagement -

- Public meetings tentatively set for May 22 At Ellerslie Rugby Park and May 23 at Johnny Bright School. Post meeting note: These dates are to be finalized based on any concept change amendments decided by Council. There is a possibility of the meetings taking place in June/September this year.
- Public meetings - fall 2018.
- Pop-ups at various locations in adjacent communities.
- 3 or 4 more CAC meetings.

b) CAC Meeting dates - late April or early May;

- A Doodle poll for the best date will be sent out.

- Meeting topics to be noise attenuation and monitoring, environmental information, and LRT and Crime/Safety.

c) Future meeting topics

- ETS bus network information, look at peak times potential ridership and capacity.