

Capital Line South LRT Extension (CLSE)



Community Advisory Committee (CAC) Meeting # 4 Record

April 25, 2018, 6 to 8:30 PM

Ellerslie Rugby Park

Identifying information has been removed to meet the Freedom of Information and Protection of Privacy Act (FOIP). 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)
Blue Quill Community League
Twin Brooks Community League
Southwest Area Council (SWAC)
Heritage Point Community League
Member at Large
Yellowbird Community League and SWAC
Ermineskin Community League
Blackmud Creek Community League
City of Edmonton, Ward 10 Councillor
City of Portland, Chief Administrative Officer
Guest of Councillor Walters
City of Edmonton, Project Manager
City of Edmonton, Public Engagement
City of Edmonton, Public Engagement
City of Edmonton, Engineering Coop Student
City of Edmonton, Community Safety Liaison
City of Edmonton, Director of Family & Community Supports within Citizens Services
Acoustical Consultant Team
Environmental Consultant Team
Engineering Consultant Team
Public Engagement Consultant Team
Public Engagement Consultant Team

Copied to (1 representative from each)
George P. Nicholson School
Member at Large
William Lutsky YMCA
Member at Large
Member at Large
City of Edmonton, Communications
City of Edmonton, Communications

Attachments to Meeting Summary:

Presentations from Meeting -

- Crime Presentation - City of Edmonton, Community Safety Liaison
- Environmental Impact Assessment Presentation - Environmental Consultant Team



- Noise and Vibration Presentation - Acoustical Consultant Team

Documents to Follow:

- Indigenous Engagement for LRT

Note:

- Comments/questions from the CAC are recorded here in ***bold italics***.

Item
<p>1. Welcome & Introductions</p> <p>Attendees introduced themselves and provided their affiliations to the committee. Councillor Walters and his guest attended from 6:15 to 7:00 PM and were introduced upon arrival.</p> <p>Councillor Walters thanked the committee members for investing their time to serve on the Community Advisory Committee. He indicated that he plans to attend more CAC meetings.</p>
<p>2. LRT Safety</p> <p>Community Safety Liaison provided information on crime and safety, from 2009 to 2017, in the communities around the Southgate and Century Park stations (part of the existing Capital Line LRT).</p> <p>She noted that there are many variables that could affect the crime statistics over time such as changes in demographics, changes in crime levels in general, increased density, differing economic conditions, changes in the community (e.g. new businesses), etc.</p> <p>The presentation is attached to this meeting summary.</p> <p><u>Questions, Suggestions and Input from CAC Members on Crime and Safety</u></p> <p><i>Is there any indication that crime has increased when Capital Line South LRT came into the adjacent neighbourhoods?</i> No, there have been no major changes in crime around Southgate and Century Park Stations. There are slightly increased levels around Southgate but those might be attributed to the mall.</p> <p><i>Is there crime data from before LRT came to Southgate and Century Park in 2010 (prior to 2009)?</i> We are working with the Edmonton Police Service to get that information and will distribute it when it becomes available. It is a very time consuming process as the statistics were created in a different format than those from 2009 onwards.</p> <p><i>Current users of the Capital Line South are residents of the adjacent areas but when the line is extended to the new hospital, the riders will be more transient. This could potentially affect crime levels.</i> It was noted that this could have both positive and negative consequences. It could mean more people with a vested interest in the area but conversely, it could also mean a greater sense of anonymity.</p>
<p>3. Environmental Impacts</p> <p>Environmental Consultant lead provided information on the Environmental Impact Assessment (EIA) for the Blackmud Creek area of the project.</p> <p>She explained that an Environmental Impact Assessment (EIA) is the assessment and mitigation</p>

of the effects of a project on the environment (plants, wildlife, air, etc.) in the project area. For CLSE, the proposed LRT bridge over Blackmud Creek is the area being assessed for the EIA. The area has been disturbed previously when the vehicular traffic bridge was built.

She noted that 29 First Nations groups have been informed of this project to conform with the City of Edmonton's Indigenous Engagement commitment, outlined below:

The City of Edmonton is committed to engaging with Indigenous communities when projects intersect with Indigenous interests and concerns. Previous consultation and engagement on City projects in the North Saskatchewan River Valley, and other areas, have highlighted the many historical and cultural connections of Indigenous communities. The City acknowledges that the project areas may be of significance to Indigenous communities and that construction activities may impact Indigenous and Treaty rights of First Nations and Metis communities. Furthermore, the City believes in the importance of positive, mutually respectful and beneficial relationships with these communities.

More information on Indigenous consultation for LRT will be sent to the CAC members when it becomes available.

The presentation is attached to this meeting summary.

Questions, Suggestions and Input from CAC Members on the Environmental Impact Assessment

In addition to the birds, amphibians, deer, fox, and coyotes identified during the wildlife survey, residents noted that there are also beaver and moose along Blackmud Creek.

How many years/seasons will the bridge construction take? At least two years.

Has soil stability been looked at because the north bank has slumped in the past? Yes it has been.

Will a retaining wall be required when building the CLSE LRT bridge? No it is not expected to be required.

Is the EIA just for the Blackmud Creek area? Yes, it is required because of the North Saskatchewan River Valley Bylaw 7188. However, the entire CLSE line will be sustainable.

Is the increase in exhaust, due to idling waiting for LRT trains, considered in the environmental impacts? Yes it is looked at within the City of Edmonton and generally the emissions decrease because there are fewer cars on the roads as LRT ridership increases.

Is there a review process for the EIA? Yes, we will receive feedback from the public at the next public meetings, and through a specific question on the survey, at and following those meetings.

Could the CLSE be built without this bridge? Instead have a raised structure over the creek? A raised structure would mean looking down into adjacent backyards and that isn't favourable.

The area under the current Blackmud Creek Bridge is dark and cold. Is there a way to open it up so it is more favourable to wildlife passage? We look at openness width and length and consider structures to let in light (to encourage wildlife passage) if the widths/lengths are too long. It is not anticipated to be required for this project but has been done along Anthony Henday Drive at Whitemud Creek.

Do you go back after construction to see if there is a decrease in wildlife passage under the bridge from before it was built? It is difficult to get exact numbers because due to Freedom of Information

Protection (FOIP) we cannot put out wildlife cameras to get counts.

Does the EIA have to be approved before construction starts? Yes, and it gets looked at again in the next phase (detailed design) since there can be changes over time.

It should be noted that here are two homeless camps along Blackmud Creek with one being under the current bridges.

4. Noise, Vibration and Attenuation

The lead, from ACI Acoustical Consultants, who leads the noise consultant team for the project provided information on noise and vibration monitoring and attenuation for the project.

He explained the City Urban Traffic Noise bylaw and how noise levels are measured. He explained that they look at future noise levels (for 2050) to determine if noise mitigation is required at the time of construction. In the initial monitoring in 2009 all noise levels along the CLSE were below 65dBA so mitigation would not have been required. But the noise and vibration levels are currently being looked at again to see if they have changed over the past nine years.

The presentation is attached to this meeting summary.

Questions, Suggestions and Input from CAC Members on Noise, Vibration, Monitoring and Attenuation

What is the difference in noise level of one train car versus two cars? About 3dBA - only very slightly more noticeable.

What would the vibration level be for a bus going by that can be felt? It depends on the soil, structure being driven on, etc. but if you can feel it, it is likely around the threshold for human perceptibility (0.14mm/s).

Do you get a noise level for the current traffic when you do monitoring, and then add in the proposed noise level of the LRT trains? Yes. We add the contribution of the LRT in the future case scenario to the current levels.

How do you account for loss of berms or change in topography with LRT construction? The model we use takes into account the various topographical features of the area. We look at elevation contours since taking out, or adding berms, can make a substantial difference in noise levels.

Does the soil or under surface material change the vibration levels? Yes, however that is why we do the vibration monitoring in several locations.

Are LRT crossing bells included in the LRT noise levels? Yes, the noise level of the bells being on constantly is added. The sound from bells can now be more directional thus allowing us to just direct the sound to those who need to hear it, rather than out into the neighbourhoods.

The sound from the skateboard park on the east side of 111 Street has been a concern for neighbouring homes and could be more of a problem if the berms on the west side of 111 Street (south of 23 Avenue) are removed. The oval shapes of skate parks, the concrete surface, and possible temperature inversions can cause increased noise levels.

Where will noise mitigation be required for the CLSE? We don't know yet but that is why we are updating the noise impact assessment. Levels above 65dBA require noise mitigation.

If required, will berms or noise walls be built on property lines? Won't they shade the adjacent yards? Yes they would be on the property lines. They shade to some extent depending on their

heights. Berms are as effective as barriers (solid fences, etc.) for noise mitigation.

The group was told that residents along the Whitemud Drive, near Quesnell Bridge, opted not to have a noise wall put in, even though the levels required one. The landowners had to sign off that it was their decision and choice not to have a noise wall.

Are trees effective to mitigate sound? No, that is an urban myth. A 200 foot wide group of trees only provides 3dBA of noise reduction. Noise fences must be solid with no spaces or openings in order to be effective.

Does the frequency of trains affect the noise levels? We consider length of trains and frequency in the noise model. City of Edmonton representatives indicated that they are projecting trains every five minutes.

Do newer trains make less noise (the more streamline ones)? They make a different noise but are not necessarily quieter.

Are grade changes considered when monitoring and assessing future LRT noise? Yes

5. Information to Communities

Engagement lead asked the group how they have been disseminating the CLSE information to their communities/organizations and several reported that they have shared the CAC discussions with their boards.

SWAC summarizes information and sends it out to their communities with links to the documents that have been shared.

Some topics are too preliminary to have a lot of discussion on but the communities are told about them so they know what is being considered.

Twin Brooks Community League asked for an article about CLSE for their web page and newsletter. This was provided.

Engagement lead told the members that representatives from the project are available to come to community meetings, events, etc. to answer questions and give information about the project.

6. Next Steps

Public Meetings

Postponed to June or September 2018 due to some delays in required studies. In the interim, a project update will be sent out to residences in adjacent communities through the mail.

Engagement lead asked the group how best to relay the information from this meeting (crime, noise, and EIA) to the public at the next public meetings. Suggestions were:

Noise

- Inform that trees do not block sound
- Explain how noise monitoring is done
- Inform that the 2009 noise studies are being revisited
- Explain how noise mitigation works - how far from fence/berm noise is reduced etc.
- Show slide of modelling where the bands of colors show noise levels

CAC Review-

- Engagement lead noted that in the Terms of Reference for this committee there is a clause for membership review after six months. This will occur at the next meeting. She also asked the group if there were things they would like to change, discuss or get more information on to let her know.

CAC Future Meetings

- ETS bus network information, look at peak times potential ridership and capacity. Until then, more information on the ETS Bus Network Redesign can be found at edmonton.ca/newbusroutes
- Revisit property value impacts of LRT when that information is available.
- Engagement lead will send out a Doodle poll for the next meeting date which will be closer to the time of the public meetings.