

Citizen Working Groups - Zone "I" (Mid-87) & "J" (West 87)

MINUTES

Meeting # 7	Location: Belmead Community League 9109 182 Street
Date: May 14, 2019	Time: 7:00 pm - 9:00 pm

Members	Attendance
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<i>Zone "I"</i>		
Sharon Quickfall	Thorncliff Community League	✓
Karen Merkel	Elmwood Community League	
Stephen Poole	West Meadowlark Community League	
Rusk Redmond	Summerlea Community League	
Andrea Kendall	Misericordia Hospital (AHS)	
Linda Chow-Turner	Misericordia Hospital (Covenant Health)	
Bill Mayou	Public at Large	✓
Pam Winski	Public at Large	✓

<i>Zone "J"</i>		
Gary Adams	Aldergrove Community League	
Aaron Clark	Aldergrove Community League (alternate)	
Jasmine Allen	Belmead Community League	✓
Maxime Belanger	Secord Community League	
Paul Andrews	Rosenthal Community	
Rebecca Goldsack	Lewis Estates Community League	✓
Melvin Lacebal	Public at Large	
Lorena Munteanu	Public at Large	
Daniel Eggert	Melcor Developments (West Henday Promenade)	✓

Jack Stuempel	Community Relations Advisor (Facilitator)	✓
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Guests

Ginny Kulak	Valley Line Communications Team	✓
Hazel Battad	Valley Line West Project Team	✓

1.	Welcome & introductions	Action by:
	<ul style="list-style-type: none"> • Attendees were welcomed to the meeting and introduced themselves. 	
2.	Confirmation of agenda	
	<ul style="list-style-type: none"> • The agenda was adopted as circulated. 	
3.	Previous minutes	
	<ul style="list-style-type: none"> • The minutes of the previous meeting were accepted as circulated. 	
4.	Status of action items	
	<ul style="list-style-type: none"> a) <u>Thornciffe & Aldergrove inclusion in shortcutting mitigation strategy</u> (Jack) The desire of the Thorncliffe and Aldergrove communities to be included in the City’s shortcutting management strategy has been drawn to the attention of traffic Network Operations. b) <u>Speaker on traffic management</u> (Jack) No success yet in arranging a speaker on traffic management. c) <u>Number of elevators at Misericordia Station</u> (Jack) Inquiry has been made but an answer had not been received by meeting time. (Following the meeting, it was confirmed that there will be two elevators at the Misericordia station, one per platform.) 	Jack
5.	Project Update	
	<p>Jack reported that since the previous meeting in February which contained considerable information with many project-related reports having gone to Council, the project has entered the procurement period which contains limited information that can be shared publicly. However, the following new items were highlighted:</p> <ul style="list-style-type: none"> • Funding of \$948 million towards the \$2.6 billion estimated cost of Valley Line West was formally announced by the federal government. This supplements the \$1.04 billion announced by the provincial government in November 2018. On April 30 Council approved the capital budget, allowing Valley Line West to proceed. • A Request for Qualifications was issued in March to invite interested parties to show they have the ability to take on the project. The next stage will be the Request for Proposals, where a short list of qualified candidates will be invited to submit proposals to build the works. The intention is to select a preferred proponent in spring 2020. 	

	<ul style="list-style-type: none"> ● Some preliminary works, not part of the actual contract, are already underway or will begin shortly. These include the removal of houses etc. from purchased properties, and underground utility work. ● During discussion it was noted that the contract for Valley Line Southeast calls for that portion of the system to be completed by the end of 2020. However, the contractor (TransEd) has indicated it is trending behind, and is developing plans to get back closer to schedule. ● The City held a “capstone” event on April 9 in the west end with a similar event at City Hall on April 18 to present the finalized preliminary design and other project information. The updated preliminary design includes changes applied to the 2013 design resulting from the review and engagement process of the past two years, such as the grade separation of the LRT track at 178 Street. ● The Valley Line West detailed information booklet has been updated to reflect the revisions to the preliminary design. It can be downloaded from the project website at: https://www.edmonton.ca/documents/RoadsTraffic/ValleyLineLRTWestBooklet.pdf. ● The neighbourhood shortcutting report has gone to Executive Committee, which has instructed the Administration undertake public engagement sooner rather than later to address shortcutting concerns. ● During discussion, the group noted that while some internal neighbourhood roads (including those that run past schools) might not actually save time for motorists, they may provide drivers more satisfaction because they are moving rather than sitting idle in traffic during periods of congestion. ● Preconstruction condition assessments of properties adjacent to the LRT right of way are beginning, with affected owners being notified. More than 500 properties are to be surveyed. These assessments establish a baseline of current conditions in the event of future damage claims. ● Where fences will be affected by construction, the City is also looking at replacing fences with a standard pressure-treated low-maintenance fence for a consistent aesthetic look along the alignment. ● It was noted during discussion that there are no locations that meet the criteria for noise walls. The fact sheet on the Valley Line West noise assessment is here: https://www.edmonton.ca/documents/Noise-FS-04.02.2019.pdf. ● The group suggested that some fences are currently higher than six feet and should be replaced with fences of comparable height to provide effective visual screening. ● Status of some past community suggestions: <ul style="list-style-type: none"> ○ That a Kiss & Ride be incorporated into the design of the West Edmonton Mall station: This has been reviewed and will be implemented. ○ Stipulating that a minimum number of neighbourhood accesses be kept open during construction: While it is impractical to specify a minimum number of accesses due to differences between neighbourhoods, the project agreement will contain language requiring access to be maintained. The City’s OSCAM (On-Street Construction and Maintenance) permitting team is 	
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	<p>quite conscientious with respect to maintaining mobility in neighbourhoods.</p> <ul style="list-style-type: none"> ○ Pairing Community League memberships with Park & Ride access: This was deemed to be beyond the scope of the project. ● During discussion, it was noted that the contractor will be obligated to notify the community of traffic pattern changes and similar construction impacts. Details of construction sequencing and traffic management won’t be known until well after a contract is awarded. 	
6.	Round Table	
	<ul style="list-style-type: none"> ● There was a brief discussion regarding plans for the Lewis Farms Transit Centre and Park & Ride, which will be expanded to accommodate more vehicles with the addition of the LRT stop and LRV (light rail vehicle) light maintenance facility which will be used to store and clean LRVs. It was noted that public engagement emphasized the need for the facility to be well-landscaped. ● In the booklet, outlines indicate the location of some existing trees. It was explained that the presence of these trees has been noted and efforts will be made to preserve them if possible. ● There was a brief discussion regarding security once the LRT is in operation. With recent increases in crime in some neighbourhoods, it was suggested that a future meeting might include information on security and the LRT line. While CEPTD (Crime Prevention Through Environmental Design) principles have been applied in the development of the Valley Line preliminary design, the group noted that the presence of security personnel provides a sense of comfort to the community. ● There was a question regarding connections from the Lewis Farms LRT stop to the future recreation centre. It was suggested that while an LRT extension has not been planned at this time, some sort of connection could likely be anticipated as a result of the bus network redesign. 	
8.	Next meeting	
	<ul style="list-style-type: none"> ● It was agreed that the next meeting should again be held as a joint session of Groups “I” and “J”, with October 22, 2019 set as the initial target, again at the Belmead Community Hall. 	

Notes by Ginny Kulak and Jack Stuempel