

### Citizen Working Group - Zone "F" (Downtown/Groat)

#### MINUTES

Meeting # 7	Location: Queen Mary Park Community League 10844 117 St NW, Edmonton, AB T5H 3N5
Date: February 21, 2019	Time: 7:00 pm - 9:00 pm

Members		Attendance
Andrew MacIsaac	Downtown Edmonton Community League	
Jared Candlish	Oliver Community League	
Derek Macdonald	Oliver Community League	
Derrick Forsythe	Queen Mary Park Community League	
Karen Vanderlaan	Queen Mary Park Community League	✓
Robert Summers	Westmount Community League	
Jeff McLaren	124 Street Business Association	
Sarah Proudlock	124 Street Business Association	✓
Dan Young	City Market Downtown	
Haylie Thomison	Bentall Kennedy - Oliver Square	
Dave Rogowsky	First Capital Realty - Brewery District / Long Street	
Nadia Meyer	First Capital Realty - Brewery District / Long Street	
Brent Francis	Edmonton Chamber of Commerce	
Melaniee Smith	Oxford Developments - Edmonton City Centre	
Ian O'Donnell	Edmonton Downtown Business Association	
Kajsa Duke	Public at Large	
Thomas Oster	Public at Large	
Jack Stuempel	Community Relations Advisor (Facilitator)	✓

Guests		
Eva Cheung	Valley Line West Project Manager	✓

1.	Welcome & introductions	Action by:
	<ul style="list-style-type: none"> <li>Meeting participants introduced themselves.</li> </ul>	
2.	Confirmation of agenda	
	<ul style="list-style-type: none"> <li>The agenda was adopted as circulated.</li> </ul>	
3.	Previous minutes	
	<ul style="list-style-type: none"> <li>The minutes of the previous meeting were accepted as circulated.</li> </ul>	
4.	Status of action items (Jack)	
	<ul style="list-style-type: none"> <li>a) Follow-up meeting with Westmount Community League                             <ul style="list-style-type: none"> <li>This item has been put on hold pending developments in the City’s shortcutting strategy.</li> </ul> </li> </ul>	Jack
5.	Project update	
	<p>While noting that most of the items, including Council approvals, that would be reported in a project update had already been covered at the previous meeting, Jack and Eva reported the following:</p> <p><u>Completion of preliminary design</u></p> <ul style="list-style-type: none"> <li>With Council approvals in place, the project team is nearing the completion of the revised preliminary design.</li> <li>The “Capstone” event to present completed design &amp; other information is scheduled for March 19 at West End Christian Reformed Church.</li> </ul> <p><u>Funding &amp; procurement</u></p> <ul style="list-style-type: none"> <li>The provincial government announced \$1.04 billion for Valley Line West in November 2018, representing 40% of \$2.6 billion estimated expansion cost; a federal announcement confirming funding approval from the Government of Canada is still being awaited.</li> <li>The City has issued a bulletin to industry that it is preparing to issue a Request for Qualifications (RFQ) in March 2019</li> </ul> <p><u>Upcoming/recent reports to Council</u></p> <ul style="list-style-type: none"> <li>A January report to Council from Network Operations on shortcutting mitigation included a plan to undertake public engagement in 2023 in advance of Valley Line West LRT service commencement. This was referred to Executive Committee which recommended further engagement with Glenora School and the Parent Council sooner rather than later to create “if this, then that” mitigation plans for possible short-cutting during &amp; after LRT construction.</li> <li>Property acquisition continues, with Council approvals to proceed with expropriation if necessary.</li> <li>A procurement update includes the plan to issue the RFQ in March 2019; with a financial close to occur in the second quarter of 2020. A short list of top three qualified firms will be invited to submit proposals for a</li> </ul>	

	<p>Design-Build-Finance arrangement to complete detailed design &amp; construction. Operations &amp; Maintenance arrangements will be made separately.</p> <p><u>Status of various suggestions received during community input:</u></p> <ul style="list-style-type: none"> <li>• <i>Additional stop between 149 Street and 156 Street:</i> has been submitted to ETS for consideration in the context of the bus strategy.</li> <li>• <i>A consistent 60 kmh speed limit on 111 Avenue:</i> has been considered by Network Operations but no change is anticipated in the current 50 kmh zones due to factors such as residential areas, schools, lack of service roads or median boulevard</li> <li>• <i>Elimination of north/south movements at Stony Plain Road and 136 Street:</i> is expected to be considered as part of the shortcutting study and will likely become part of the Network Operations engagement of Glenora School and Parents’ Council.</li> <li>• <i>Counterflow lanes on 102 Avenue:</i> was addressed in a report to Council’s Urban Planning Committee in October 2018; administration will be investigating “smart signals” instead.</li> <li>• <i>Pedestrian “scramble” phase at 124 Street:</i> has been added to possible methods being reviewed to address queuing concerns.</li> </ul> <p>The group discussed the shortcutting issue and the merits of reducing speed limits in residential neighbourhoods and approved detour routes. Members also predicted concerns over construction workers parking in neighbourhoods that are already crowded with street parking, and suggested that some vacant off-street areas might be set aside for construction parking if available.</p> <p>The group also reiterated a previous suggestion that the City investigate using a 127 Street / 105 Avenue combination to accommodate eastbound Stony Plain Road traffic wishing to turn north at 124 Street, where left turns will no longer be allowed when the LRT is built.</p>	
6.	Round Table	
	<ul style="list-style-type: none"> <li>• There is interest in having Parking Services attend a future meeting to provide an overview of how parking is managed in residential areas.</li> <li>• There is also interest in having a representative from Network Operations attend a future meeting to hear the local perspective and explain the factors the City must take into account when addressing traffic concerns.</li> <li>• It was suggested that roads, such as 107 Avenue, that will carry extra traffic during and following LRT construction, receive attention to allow traffic to move smoothly while also providing safe and convenient pedestrian crossings. It was also</li> <li>• It was suggested that the City’s “scramble” intersections be better marked for motorist awareness.</li> </ul>	Jack

	<ul style="list-style-type: none"><li>• The group discussed business impact mitigation, for which the City will be developing a strategy. It was suggested that a key element for business is being able to rely on the City’s plans... “share a plan; stick to the plan”.</li><li>• There was discussion about the role of the Citizen Working Group with the suggestion that, with many common themes between this group and the Stony Plain Road group, joint meetings of groups “F” and “G” might be considered.</li></ul>	
7.	Next meeting	
	<ul style="list-style-type: none"><li>• The group agreed that the next meeting should be a combined meeting with Group “G”. Given that Group “G” already has a meeting scheduled for April, a date later in the summer might be appropriate. Members will be contacted.</li></ul>	

Notes by Jack Stuempel