



Meeting Minutes “FINAL”

Monday, February 27, 2017

5:30PM –8:00PM

Heritage Room, City Hall

Meeting No. 17.02

Prepared by Christy McKenzie

Members Present:

Bob Macklon, Charles Kelly, Brian Curry, J. Philip Reid, Mariah Samji, Mark Tetterington (President, ATU 569)

Regrets:

Shaminder Parmar, Kristina Peter, Syed Zaidi, Izak Roux (Chair), Vlad Slavov (Vice-Chair), Sean Lee, Marc Lachance, ETS Staff Liaison for ETSAB, City Operations

Guests:

Guy Akester, Director of Real Estate Programs and Partnerships | TransLink
Joanna Clark, MCIP, Senior Planner, Partner Consultation | TransLink

ETS & City of Edmonton Staff:

Eddie Robar, ETS Branch Manager, City Operations
Sarah Feldman, General Supervisor, Transportation Strategies, City Planning
Christy McKenzie, ETSAB Recording Secretary, City Operations

Materials & Attachments:

- Meeting Agenda
- Draft Minutes from January 30th, 2017
- Handout of updates on Transit Strategy Project

1. CALL TO ORDER
Call to order at 5:30PM

2. APPROVAL OF AGENDA and PREVIOUS MEETING MINUTES
Postponed to March meeting, as quorum was not reached.

3. PRESENTATIONS	INFORMATION
TransLink on Transit Oriented Development (TOD) in Vancouver	G. Akester & J. Clark
<ul style="list-style-type: none"> • TransLink is an integrated transportation system with 2100 vehicles, five bridges, and over 200 bus routes across the metro Vancouver region that involves 23 local governments. • TOC (Transit Oriented Communities) and TOD (Transit Oriented Development) were defined and compared. TOCs are areas of high density within walking distances of transit. • Conditions for successful TOD <ul style="list-style-type: none"> ○ Safe and reliable (frequency and convenience) ○ Positive perception (cultural acceptance) ○ Growing population (millennials and aging demographic) ○ Synch land use, transportation operations and management and transportation strategies ○ A transportation authority that wants to integrate (TransLink has a dedicated and specialized real estate team to facilitate TOD). • Demand for TOD in Vancouver <ul style="list-style-type: none"> ○ Housing for an additional 1.2 million people needed by 2045 based on current growth rate ○ RGS expects 60% of population growth to live in close proximity to rapid transit (720,000 people at an average of 2.5 per household). This is calculated to require 288,000 housing units along rapid transit corridors or 9600/year for the next 30 years (32 buildings per year) 	

with an average of 300 units per building).

- Supply of TOD in Vancouver
 - There are currently 32 housing units along rapid transit corridors (Sky Train), 19 in progress, and an additional 30 planned, as well as 70 more on the trolley network.
- TransLink AID (Adjacent and Integrated Development project process includes preparation of a financial package including detailed designs with cost proposals per option submitted to developers for bid. TransLink then awards contract to successful bidder.
- Land Value Capture is also considered when reviewing TOD opportunities.
- TOD Planning and Guidelines
 - Create a sense of place
 - Modal integration
 - Pedestrian and Cyclist flows
 - Mixed use environment
 - Integration with transit facilities
 - Discourage cars and parking
 - Encourage grade-level animation, services and retail
- Two case studies were presented - Brentwood Town Center Station and Mall (350 units sold out in less than four hours, and developers are now looking to build twelve additional towers on this site) and Marine Gateway – Marine Drive Station (all housing units sold out in one afternoon, which was much faster than units directly across the street due to transit integration).
 - Challenges noted included asset lifespans, asset rejuvenation, operating costs, local community buy-in, and finding developer partners.
 - Benefits noted included sustainability, more livable communities, improved housing affordability, increased ridership, reduced congestion and urban sprawl, and maximized use of existing public infrastructure.
- Lessons learned were shared related to risk management related to incidents that occurred on a project in Surrey where a 52 storey tower was constructed in close proximity to the Sky Train.
- Question and Answer period followed:
 - Discussion around gaining buy-in from stakeholders for proposed TOD projects. It was noted that this is more successful if challenges are acknowledged, options to resolve them, when consistency is maintained between municipalities, and by using statistics to stay focused on the benefits (i.e. reduced congestion and increased affordable housing).
 - Discussion around strategies for increasing transit ridership by recognizing the emerging priority shift among younger generations (i.e. change from vehicles to technology as a status symbol), and by making more sustainable modes of transportation accessible and attractive to be more competitive in the market (i.e. convenience, comfort, trendy). Parking increases and cost of gas are helping force the shift and many households are shifting from two vehicles to one to save on costs of upkeep. In Vancouver, three relatively recent catalysts for the shift were hosting the Winter Olympics, the increase in mortgage rates without a corresponding increase in income rates, and health industry advocates pushing for more active choices in modes of transportation.
 - Discussion around decision and buy-in challenges when moving away from centralized bus bays. It was confirmed that in the Brentwood case, the on street bus deployment was possible without negative impact to service (developer paid to create the space, which helped getting municipality on board). The decision is very dependent on the type of exchange at each hub (bus to bus versus bus to train) etc.
 - Discussion around frequent transit (bus) network development activity excluding the rapid transit (Sky Train) network. Sky Train 80 storeys, bus network timber 4-6 storey buildings are more common and therefore more affordable but still increase density along the network. Tends to be focused on urban core where there is already retail development established.
- Links to more information and resources were provided by presenters following the meeting:
 - Transit Oriented Communities: <http://www.translink.ca/en/Plans-and-Projects/Transit-Oriented-Communities.aspx>
 - Adjacent and Integrated Development Program: <http://www.translink.ca/en/About-Us/Doing-Business-with-TransLink/Real-Estate/Adjacent-and-Integrated-Developments.aspx>

Transit Strategy Project Update	S. Feldman
<ul style="list-style-type: none"> • The ETS Transit Planning team has been working on developing a transit network conceptual design. The proposed primary bus network (including the frequent transit network, fast suburban bus and crosstown bus) will be included. • The Transit Strategy is scheduled to be presented to Urban Planning Committee on June 7, 2017. • Park and Ride Strategy update was also provided. March 24, 2017 is the scheduled date to present an update to Urban Planning Committee, with the complete strategy to be presented in late 2017 or early 2018. Public engagement includes an upcoming open house and a survey launching to the <u>Insight Community</u> next week. ETSAB members were encouraged to participate. • ETSAB members were invited to connect through the Chair with Sarah directly as the link to coordinate presentations/updates on the status of any transportation planning topics the City is working on, such as TOD and Autonomous Vehicles. • ETSAB's Transit User Experience report to council was acknowledged, and it was confirmed that Transportation Planning team is working closely with ETS to formulate the report in response as requested by the Urban Planning Committee. • Question and Answer period followed: <ul style="list-style-type: none"> ○ It was noted that the network plan expected is very high level, with consultants being engaged this May. A project schedule will be one of the deliverables. ○ Discussion around demand for park and ride in Edmonton compared with other Canadian cities and a comparison of best practices and industry standards. Sarah noted that a report on this is expected to be posted within the next month on the <u>Transit Strategy website</u>. Edmonton's supply is less than Calgary, but more than Winnipeg currently. Calgary set a target that 15% of all ridership in any high frequency corridor would be supplied with park and ride so there is a high supply. 	

4. SUB-COMMITTEE UPDATES	INFORMATION
Transit Innovation	
<ul style="list-style-type: none"> • Sub-committee lead was not present to provide an update. 	
Heated Shelters	
<ul style="list-style-type: none"> • Sub-committee lead was not present to provide an update. 	
Tourism	
<ul style="list-style-type: none"> • February 16th meeting was postponed. Amy Mannix requested members to confirm availability for Tuesday, March 7th at 5:30 pm. A new proposed time and date were requested by members. 	

5. ETS BRANCH MONTHLY HIGHLIGHTS REPORT	INFORMATION
	E. Robar
<ul style="list-style-type: none"> • Update regarding changes to format and delivery of the ETS Branch monthly highlights reports to ETSAB. <ul style="list-style-type: none"> ○ The Edmonton Transit Leadership team (ETLT) have added selecting highlights for ETSAB as a standing item on the agenda for their recurring mid-month meetings. ○ A new structure for the written report will be proposed for initial (and ongoing) feedback, which will include: <ul style="list-style-type: none"> ▪ Status of development of public-facing performance measures ▪ Reduction of updates on the status of some ongoing high profile projects to a quarterly basis ▪ Answers to requests for information by sub-committee members, and follow up to questions put forward at previous highlights presentation 	

- Bi-annual service plan updates beginning this fall
- Coordination of presentations from leadership team members on current projects will likely be integrated into the highlights reporting to add context
- Question and answer period followed:
 - Members noted that more concrete background information to provide context for the updates provided will be helpful (i.e. planned and unplanned, relevant data sets).
 - The timing of the updates was discussed, and it was confirmed that they may continue to be provided at varying stages of progress of the projects, based on the nature and urgency of each project, the timing of the board meetings, and other factors.

6. INFORMATION SECTION		INFORMATION
ATU Update		M. Tetterington
<ul style="list-style-type: none"> • Metro Line speed increase was a highlight of the month. • DuPont safety review well underway. • <u>News representation</u> of operator assault was noted by board members. It was confirmed that the offender has been identified and the necessary actions have been taken by EPS. 		
DATS Advisory Group Update		B. Macklon
<ul style="list-style-type: none"> • In 2016 DATS implemented many positive changes. • “Disabled Adult Transit System” name change is currently underway, with public engagement included in the process, and the objective is to maintain the “DATS” acronym as is. • DAG is monitoring status of ETS low income program due to be implemented in September. 		
Upcoming ETSAB Activities		B. Macklon
<ul style="list-style-type: none"> • CUTA conference for 2017 - Eddie strongly encouraged the ETSAB member selected to represent the board to sign up for the <u>spring CUTA session</u>, and confirmed that all ETS staff who are approved to travel to CUTA are attending it. It is the first time it has been in North America in 20 years and will have approximately 2500 attendees (the average is around 300 attendees at the annual conferences). • ETSAB Chair Interview and Membership report is scheduled for March 23 meeting of the Urban Planning Committee. • DRAFT 2017/2018 Annual Work Plan to be added by Chair to the DRAFT Annual Activity report and brought forward for review and Board approval for the March General meeting. 		

7. TOPIC OF THE NIGHT		DECISION
		B. Macklon
<ul style="list-style-type: none"> • TransLink presentation on TOD. • ETS Branch Highlights report changes likely to result in greater transparency and more timely information from Administration to the Board. 		

8. MOTION TO APPROVE MINUTES OF PREVIOUS MEETING		DECISION
MOVED: by B. Macklon & seconded by C. Kelly on March 27 th , 2017 to approve these February 27 th , 2017 minutes.		CARRIED

Next Meeting Information:

Date: Monday, March 27, 2017
 Time: 5: 30PM – 8:00PM
 Location: Heritage Room, City Hall

