



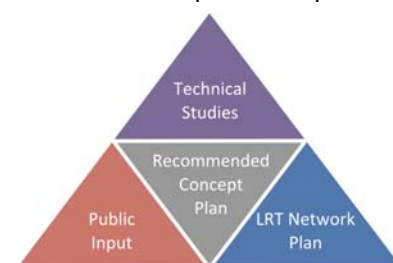
# NORTHWEST LRT Concept Planning Study Public Involvement Report 2011-13



## OVERVIEW

In 2011, the City of Edmonton initiated a Concept Planning Study to determine station locations and track alignment along the City Council approved LRT corridor from NAIT to the northwest city limits. The study included an extensive public involvement process to provide opportunities for key stakeholders, residents, and businesses to provide input that would help shape and refine the plan.

Public input, technical expertise and policy direction all played a role determining the final recommendation. Throughout the process, efforts were made to tell participants about how all of these pieces were fitting together to form the recommendation.

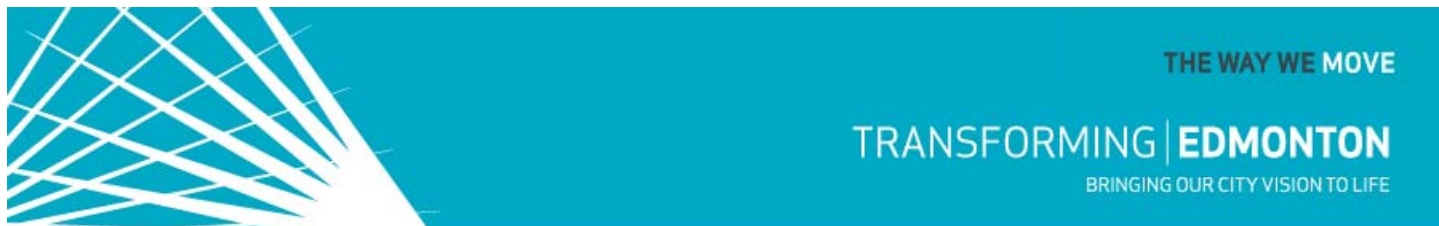


## PROCESS

The public involvement process for the LRT corridor involved four phases of consultation between April and December 2012, which included public open houses and stakeholder meetings at key milestones. An additional open house and stakeholder meetings were held to overview some modifications to the presented design on 153 Avenue in April 2013. A detailed list of meetings is included in the appendix.

April 2012: Review and Learn	<ul style="list-style-type: none"> <li>• Overview the 2010 approved LRT Corridor.</li> <li>• Identify topics and issues for review in the Concept Planning Study.</li> </ul>
June 2012: Options	<ul style="list-style-type: none"> <li>• Collect input on options along the corridor</li> </ul>
September 2012: Draft Concept Plan	<ul style="list-style-type: none"> <li>• Present a draft plan for final feedback.</li> </ul>
December 2012: Recommendation	<ul style="list-style-type: none"> <li>• Share information about the final recommendation going to Council, including what decisions were made and how public input was considered.</li> </ul>
April 2013: Design modifications to 153 Avenue	<ul style="list-style-type: none"> <li>• Share information about modifications made to the design plan in advance of City Council</li> </ul>

A total of 1,119 people participated in the processes by attending meetings and completing online questionnaires.



Individual and group meetings or calls were held with the following organizations.

AltaLink	Martello Property Services
Castle Downs Recreation Society	NAIT
Castle Downs Shopping Centre	New Life Four Square Church
Castle Downs YMCA	Save on Foods - Oxford Landing
Cumberland-Oxford Community League	Jim Pattison Group
CN Rail	Kingsway Business Association
Edmonton Catholic Schools	Kingsway Mall
Edmonton Public Schools	Lions Village of Greater Edmonton Society

## KEY THEMES: WHAT WE HEARD

### Overall

Most respondents agree that station locations will provide easy access for pedestrians and connect LRT users to needed destinations. Most respondents also agree the plan provides space for pedestrians and cyclists, provides vehicle access to neighbourhoods and businesses along the corridor, and the proposed alignment preserves trees and landscaping.

A high level of satisfaction was also expressed for the track alignment, shared-use paths, inclusion of a pedestrian and bicycle path on the bridge across CN's Walker Yard and Yellowhead Trail, and the fencing along the LRT tracks within the Grand Trunk dog park.

Respondents remain concerned about impacts such as traffic congestion (particularly along 113A Street and at the Castle Downs Road/153 Avenue intersection) and congestion on roads where traffic may be diverted (137 Avenue, 127 Street and 97 Street).

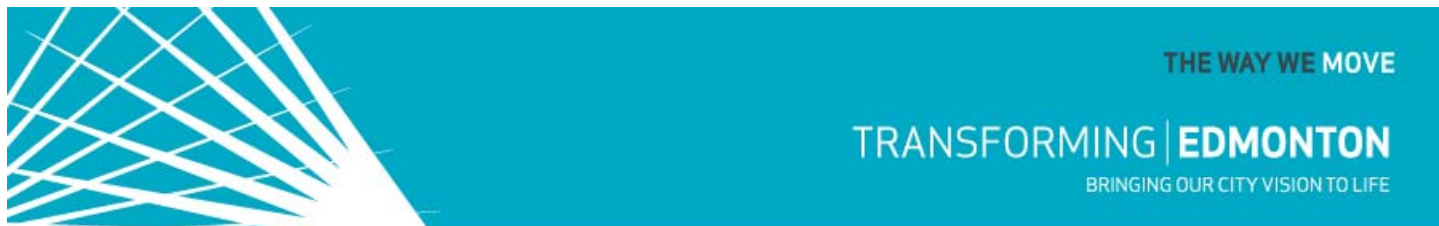
Other key themes were perceived loss of property value, noise impacts, impacts to general aesthetics along the route, impacts to parking at the YMCA, general safety and crime, pedestrian safety related to crossings, and general concerns with the location of the Campbell Road station, which is further away from residential development in Edmonton.

### 153 Avenue

An additional meeting was held on April 3, 2013 to overview design modifications made to create flexibility for future system design and operation. This change would allow for the LRT to operate at a higher speed on this portion of the corridor. Should it operate at higher speed, it would require gates and bells.

Concerns about noise and a desire for noise attenuation were most frequently mentioned in comments with respect to the design modifications. The other frequently mentioned topic was a desire for a more "urban" approach that did not require bells and would allow for more of the existing greenspace and trees to remain.

Other comments that were mentioned more globally for the corridor as a whole include questions about traffic impacts and a concern about traffic congestion, along with a desire for more parking opportunities around the stations.



## RESPONDING TO INPUT

Information from the public and stakeholders played an important role in the study. The following adjustments were made as a result of comments received from the public:

- Revised access arrangement provided at 134 Avenue
- Left turn provided into Castle Downs Shopping Centre north of 137 Avenue from Castle Downs Road
- Continuity of shared-use path at 137 Avenue improved
- Arrangement of 137 Avenue Transit Centre refined
- Kiss and Ride provided at 137 Avenue station
- Equipment room location for 145 Avenue station moved to west side of Castle Downs Road
- Kiss and Ride provided southbound on Castle Downs Road at 145 Avenue station
- Length of left turn lanes increased at 145 Avenue and 153 Avenue
- Kiss and Ride provided at Castle Downs station
- Arrangement of Castle Downs Transit Centre refined
- Revised concept developed for 153 Avenue west of Castle Downs Station
- Maintain access to the Castle Downs Park (water park)

In addition, a noise study identified locations where noise attenuation will be required. This will be reviewed in preliminary engineering, per the *Urban Traffic Noise Policy*.



## APPENDIX: DETAILED LIST OF PUBLIC INVOLVEMENT ACTIVITIES

Date	Activity
January 12, 2012	· Interview with Kingsway Business Association
January 20, 2012	· Interview with NAIT
January 25, 2012	· Interview with Kingsway Mall
February 8, 2012	· Meeting with CN Rail
March 5, 2012	· Meeting with Kingsway Business Association
March 15, 2012	· Call with Cumberland-Oxford Community League
March 22, 2012	· Email Exchange with Caernarvon Community League
April 10, 2012	· Open House, Calder Hall
April 11, 2012	· Meeting with AltaLink
June 19, 2012	· Meeting with Edmonton Public Schools · Open House, Caernarvon School
June 20, 2012	· Open House, Calder Hall
July 9, 2012	· Meeting with CN Rail
July 24, 2012	· Meeting with AltaLink
July 24, 2012	· Meeting with Edmonton Catholic Schools
July 24, 2012	· Meeting with NAIT
July 24, 2012	· Meeting with Kingsway Business Association
July 25, 2012	· Meeting with Kingsway Mall
July 25, 2012	· Meeting with Castle Downs YMCA
September 11, 2012	· Meeting with Jim Pattison Group
September 13, 2012	· Meeting with Save on Foods
September 26, 2012	· Open House, Calder Hall
September 27, 2012	· Open House, St. Lucy School
October 2012	· Call with Lions Village of Greater Edmonton
November 26, 2012	· Meeting with Martello Property Services (Castle Downs Shopping Centre)
December 5, 2012	· Information Session, Calder Hall
December 6, 2012	· Information Session, St. Lucy School
December 14, 2012	· Meeting with Castle Downs YMCA
December 19, 2012	· Meeting with New Life Four Square Church
January 10, 2013	· Meeting with Elsafadi Bros. Supermarket
February 12, 2013	· Meeting with Elsafadi Bros. Supermarket
March 7, 2013	Meeting with Canada Lands Company
March 25, 2013	Meeting with the YMCA
March 28, 2013	Meeting with Century Motors
April 3, 2013	Open House (153 Avenue), Katherine Therrien Elementary School
April 4, 2013	Castle Downs Recreation Society
April 16, 2013	Edmonton Transit System Advisory Board (scheduled)
TBD	Edmonton Public School Board