

Capital Line South LRT Extension (CLSE)

Community Advisory Committee (CAC) Meeting #4 Summary

June 20, 2024, 7:00 to 8:15 PM (Google Meet; virtual)

edmonton.ca/capitalsw

The subjects discussed 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.

Item	Action
<p>1. Welcome & Introductions Attendees introduced themselves and described their affiliation to the committee.</p> <p>Oksana Northwood - President - Twin Brooks Community League Sarah Bisbee - resident of Twin Brooks Bernard Llanos - Civics Director - Blue Quill</p>	All
<p>2. Project Background and Update Updates on the Capital Line South Extension including:</p> <ul style="list-style-type: none"> ● Project update ● Budget update ● Scope Reductions ● Early works construction ● Visual screen fence update ● Capital Line Design-Build Ltd. (Ledcor) 	City
<p>Questions/comments/input raised by the CAC, along with City responses</p> <p>Note: CAC questions are in bold.</p>	

With the changes to the shared-use path (SUP), if I was to head northbound on the west side 111 Street 9 Ave towards Saddleback road, will I need to cross the tracks to get there?

Answer - Yes, you will need to cross the tracks.

Heading northbound, will the SUP still be on the bridge normally?

Answer - The SUP will connect to the existing walkway on the traffic bridge.

When crossing Saddleback Road, at what point do you connect? Would you be crossing the tracks?

Answer - You'll need to cross the tracks to continue north on SUP.

What will those crossings look like? Will there be gates? Crossing arms? Gates and warning bells?

Answer - There will be crossing arms. Due to timing of installation, there are different variations of pedestrian gate crossings along the Capital and Metro Line system. Capital Line will be adopting the more recent version of pedestrian crossing design. This includes crossing arms and a gate, similar to what exists by the University of Alberta.

Along the shared use path, will there be barrier separations so kids can't run onto the tracks?

Answer - We are expecting to have a barrier between the tracks and the SUP. We will know more details as we progress through detailed design.

How close will the SUP be to the tracks?

Answer - Varies along the way. Waiting on detailed design.

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<p>Can you share the updates that you have taken so far?</p> <p>Answer - We will share a slide deck after the meeting. Meeting notes.</p>	<p>Share notes, and slide deck.</p>
<p>Does the placement of the SUP change the layout or design of the Twin Brooks Station?</p> <p>Answer - It shouldn't change the access.</p> <p>Do you still cross the southbound tracks to the station?</p> <p>Answer - Access to the station remains between the tracks, so people accessing the station from the west would need to cross the southbound tracks. We appreciate it is hard to picture the change in SUP alignment based on text description. Next time, we can share a sketch or visuals to show what the changes will look like.</p> <p>What are other minor scope reductions?</p> <p>Answer - The scope reductions listed are the main technical changes contributing to budget reduction. Through discussions with CLDB, some additional efficiencies were found through contract term clarifications.</p>	
<p>Trees cost replacement, what is the cost? Has an inventory been taken? What is the cost of being replaced?</p> <p>Answer -</p> <ul style="list-style-type: none"> ● No direct compensation for pruning branches along the fence. ● Project related - the larger trees have a higher value <ul style="list-style-type: none"> ○ As a part of the project, the City has an inventory of the trees within City property. Ledcor is required to document tree impacts and will need to compensate the City for trees they remove. There is a financial incentive for Ledcor to keep as many trees as possible. ○ We aim to minimize the impact where possible, but some tree removal is necessary in order to accommodate the new LRT infrastructure. 	<p>Share tree information</p>

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<p>Is the fence going to be uniform, or are there people you haven't received consent from?</p> <p>Answer - We have consent from 63 of 65 properties. Without their permission, we can't take down their fence.</p> <p>Is there increased fire risk for the fence since it's made of wood? (due to nearby mulch beds)</p> <p>Answer - Low risk. Similar to the risk today with residents' 6-foot fence.</p> <p>Will the berm be removed in Skyrattler? There's a worry of people getting in there and burning things.</p> <p>Answer - Most of the berm will be removed in Skyrattler. Where it will stay, it could be shorter.</p>	
<p>Who should I reach out to for which activities?</p> <p>Answer - reach out to <i>Ledcor</i> for day-to-day construction activities.</p> <p><i>Reach out to the City</i> for overall project vision, history and route selection.</p> <p>The City of Edmonton website will continue to be the main source for project and construction information. Ledcor will not be creating a separate construction website. The City and Ledcor will work closely together to ensure up-to-date information is shared on the project website.</p>	
<p>Contract - Are there deadlines regarding the completion of the project?</p> <p>Answer - major construction will take 4 to 5 years, followed by testing and commissioning. Ledcor is developing a construction schedule for major construction. We will know more about milestones and completion timeline once Ledcor develops their construction schedule. The City has a fixed price contract with Ledcor.</p> <p>Is there a penalty for project delays?</p>	

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