

Citizen Working Group - Zone "G" (Stony Plain Road)

MINUTES

Meeting # 6	Location: Canora Community League 10425 152 St NW, Edmonton.
Date: January 17, 2019	Time: 7:00 pm - 9:00 pm

Members		Attendance
Peter Doell	West Jasper / Sherwood Community League	✓
Currently unassigned	Glenora Community League	
Allan Bly	Grovenor Community League	
Tony Lovell	Canora Community League	✓
Barb Busse	Britannia Youngstown Community League	
Diane Kereluk	Stony Plain Road and Area Business Association	
Salim Keshwani	Stony Plain Road and Area Business Association	✓
Christine Lefebvre	Old Glenora Conservation Association	✓
Corie Martin	School sector - Glenora School Parent Advisory Council	✓
Rosalind Sydie	Public at Large	✓
Dinah Plamondon	Public at Large	✓
Taylor Soroka	Jasper Place Wellness Centre	
Kajsa Duke	Public at Large (Group "F" shared member)	
Jack Stuempel	Community Relations Advisor (Facilitator)	✓

Guests		Attendance
Eva Cheung	Valley Line Project Manager	✓
Bonnie Feramaniuk	Urban Forestry (City of Edmonton)	✓
George Szilagyi	Urban Forestry (City of Edmonton)	✓
Don Richards	Observer	✓
Mary Dunnigan	Observer	✓
Daniel Dunnigan	Observer	✓
Bruce Dancik	Observer	✓
Ginny Kulak	Valley Line Communications Support	✓

	<p>g) <u>History of Glenora stop (Jack)</u> Initially, a stop was not identified for Glenora, although the report that first contained proposed LRT stop locations indicated that the matter of a Glenora stop should be given a closer look. Public engagement In May/June of 2010 yielded mixed opinions. Ultimately, the view accepted by the City was that if the route was to go through Glenora anyway, the residents should be served by a stop. In the next report to Council in 2011, the stop was included.</p> <p>While some group members felt that the 2010 process of exploring Glenora stop locations should have included a “no-stop” option, Eva reiterated that any decisions regarding a stop being added or taken away at this point would have to be made by Council.</p> <p>Some group members expressed concern over the nature of change expected to accompany the introduction of LRT service. Jack will try to arrange a presentation from Urban Planning, as some of the issues being presented are outside the scope of LRT.</p> <p>h) <u>Summary bulletin to community (Jack/Eva)</u> The group previously expressed a desire to have a summary bulletin issued to the community. Jack says that a bulletin will be developed in conjunction with a Capstone Event, that marks the completion of preliminary design. As well, a new booklet will be issued.</p>	<p>Jack</p> <p>Jack</p>
<p>5.</p>	<p>Urban Forestry - presentation/questions</p>	
	<p>Bonnie Fermaniuk, Senior Urban Forester, delivered a presentation outlining the role of Urban Forestry. She emphasized that preservation is a top priority, and when preservation is not possible, the mandate is to ensure the health of remaining trees. A copy of the presentation is attached to these minutes.</p> <ul style="list-style-type: none"> ● The Corporate Tree Management Policy (456A) is currently being updated. A Tree Protection Bylaw is also being developed to assist in the enforcement of the policy. ● Evaluation of trees is based on several factors, including tree diameter, species, condition/health and location. ● Considerations for tree protection include the tree canopy, trunk, root plate and structural and feeder roots. ● Tree lined streets = root density. Restricted rooting space = increased route density = increased root damage per area unit. ● When assessing tree conflicts, Urban Forestry asks for the following details from construction crews: type of proposed construction, access points, lay down areas, grade changes, depth of excavation, location of work roadway, park or grassed boulevard. ● Prior to a project, the City undertakes preventative efforts including pruning for equipment clearance and watering before, during & after construction. ● Urban Forestry works with construction teams to determine the optimal method for utility drilling. ● Community input is sought to suggest new homes for trees suitable for relocation. When determining suitability, maintenance must be 	

	<p>considered (for every inch of diameter, the tree will require one year of watering.)</p> <ul style="list-style-type: none">• Tree Protection Zones can be established. Tree trunks are protected, and exposed roots are kept covered and damp.• New innovations are being adopted. One example is the use of soil cells (an engineered cell filled with quality growing medium that allows for hard surfaces above).• New trees grow our urban canopy. As large valuable trees are lost, increased number of trees are planted to replace them. This provides an opportunity for tree diversity, which must be considered. Invasive pests are projected to spread here, including the Emerald Ash Borer, and Dutch Elm Disease. New species are being tried, and these offer new tree forms, colors and flowers. Planting native species in an urban environment is not always viable.• Improved growing conditions assist with livability and sustainability in our forest.• Planted trees must be in good health, the site free of weeds and damaged or dead trees must be removed. Once the trees have passed all inspections, they are added to the tree inventory for regular maintenance. Young trees of all species are pruned every 4 years, Elm trees are pruned every 4 years and other trees are pruned every 7-8 years.• Post construction care needs to address a reduced growth rate, loss of vigor & health, dead branches or die back from root loss, trees prone to health problems such as disease and insect infestations, and loss of stability due to root loss or additional wind gusts. <p><u>Questions and Discussion:</u></p> <p><i>What involvement has Urban Forestry had in the planning of the Valley Line West?</i></p> <ul style="list-style-type: none">• The group has worked closely with the project, and has been applying lessons learned on Valley Line Southeast. Each tree is considered with a view to the construction and the necessary utilities. Trees that must be preserved are identified. Urban Forestry advises on the health of individual trees, to determine which trees can be relocated. The tree inventory was verified and analyzed. (NOTE: Group members and their respective communities are invited to identify areas into which trees can be relocated.) <p><i>Group members noted that “1200 trees will be removed” and are not able to be relocated.</i></p> <ul style="list-style-type: none">• Bonnie expressed an interest in working with the contractor to see if there are any ways to save some of these trees. Even if a tree is in good health, utility locations can affect the ability to get them out. <p><i>How complete and up to date is the YEG Tree Map?</i></p> <ul style="list-style-type: none">• Open Data is more accurate, but the Tree Map is easier to get to. Conditions need to be verified, as the condition is based on the last pruning. The City has provided updated tree inventory information to the province, however a group member suggested Edmonton’s numbers are out of date.	
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	<p><i>When construction begins, will there be a conversation updating Glenora School?</i></p> <ul style="list-style-type: none"> • The school envelope belongs to EPSB, however the park area around the school is City property. Generally, if there is a change (i.e. unplanned removals), this is communicated to stakeholders. <p><i>Can Glenora get a dollar value of trees being removed, and of the trees being planted to replace them?</i></p> <ul style="list-style-type: none"> • This may be challenging and would depend in part on areas identified for relocations. <p><i>Is it known what percentage of trees are healthy in Glenora?</i></p> <ul style="list-style-type: none"> • Glenora’s trees were generally healthy, an exact figure is not available. <p><i>Are only City trees assessed?</i></p> <ul style="list-style-type: none"> • All City trees are assessed; there may be notes on private trees that would be affected. <p><i>There appears to be inconsistency in accommodating trees (e.g. diverting sidewalks in some locations but larger excavations than necessary in others resulting in damage to roots).</i></p> <ul style="list-style-type: none"> • There is a minimum area of protection around trees, however sometimes there are other factors (i.e. providing for lawns). Technology and methods are evolving and improving the way trees are dealt with. 	
6.	Project update	
	<p><u>Funding & procurement</u></p> <ul style="list-style-type: none"> • Province announced \$1.04 billion for Valley Line West on November 1, 2018. • Awaiting federal funding announcement. • Industry bulletin has been issued, RFQ will be issued this spring. <p><u>SPR 1-Way Options</u></p> <ul style="list-style-type: none"> • Following public engagement, retaining the original concept plan was recommended. • Supported by Urban Planning Committee October 30. • No further Council action is required. <p><u>124 Street Stop</u></p> <ul style="list-style-type: none"> • The site was relocated from the original concept plan, it now straddles 123 Street. • This was supported by the Urban Planning Committee on October 16 and approved by Council on November 6. <p><u>River Valley Bylaw EIA</u></p> <ul style="list-style-type: none"> • Approved by Council November 6. • Finding is that Groat Ravine impacts are minor and mitigable, MacKinnon Ravine impacts are negligible. <p><u>Lewis Farms/Potter Greens NSP</u></p> <ul style="list-style-type: none"> • Expansion of Park & Ride at Lewis Farms required an amendment to the Neighbourhood Structure Plan • Amending bylaw passed November 3 	

	<p><u>Upcoming reports to Council</u></p> <ul style="list-style-type: none"> ● Network Operations-shortcutting mitigation, now scheduled for January 22 ● Property acquisition-approvals to proceed with expropriation if necessary, on January 22, 28 and another likely in March ● Procurement update-expected in February <p><u>Status of some other community input items:</u></p> <ul style="list-style-type: none"> ● <i>Consistent speed limit on 111 Ave.:</i> off-corridor improvement which would involve Network Operations ● <i>Consider eliminating N/S movements at SPR/136 Street:</i> expected to be addressed as part of shortcutting study ● <i>Consider counterflow lanes on 102 Ave.:</i> - covered in October report to Urban Planning Committee (see item “(c)” under Action Items above) ● <i>Opportunities to use wood in communities:</i> Details to be explored; will be tagged for landscaping schedule ● <i>Consider additional stop between 149 & 156 Street:</i> being shared with ETS in context of bus strategy; may not be LRT 	
7.	Round Table	
	<ul style="list-style-type: none"> ● A group member asked that a residential parking pass strategy be considered for Glenora. Jack will try to schedule a presentation from the Parking Services department. ● Concern was expressed that planned residential development in the 149 Street area is threatening retail space in the area. What steps will be taken to maintain retail space? Eva explained that the use of private land is up to the owner. ● <i>Question: what is the stopping distance of the train?</i> A: Eva will try to find out. Eva noted that the maximum speed of the train at Glenora school will be 50 km/h; however, as it slows to come into the stop, the speed will be 35 km/h. Due to the number of signals in the area, it is unlikely that the train will be up to full speed at the school. The drivers are expected to be aware of the conditions of the area. Another meeting between the Project Team and EPSB may be helpful. Ensuing discussion included safety assessment decision trees for 136 Street and 138 Street (which are to be shared), and the intention to provide LRT safety education before the Valley Line West goes into service. ● <i>Question: Is the placement of a stop related to the number of people who will use the stop?</i> A: This is one of the factors. It is also based on future projections. ● <i>Follow-up question: If usage does not follow modelling, will something be done about that?</i> ● A: This pattern has not been observed with other LRT lines. 	<p>Jack</p> <p>Eva</p>
8.	Next meeting	
	<ul style="list-style-type: none"> ● The group agreed that the next meeting should occur on Tuesday April 9, 2019 at 7 pm. 	

