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# Welcome!



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## Valley Line LRT Final Preliminary Design

Following two years of design and consultation, the Preliminary Design of the 27 km urban style LRT from Mill Woods to Lewis Farms is now complete.

[www.edmonton.ca/valleyline](http://www.edmonton.ca/valleyline)

# Valley Line Corridor



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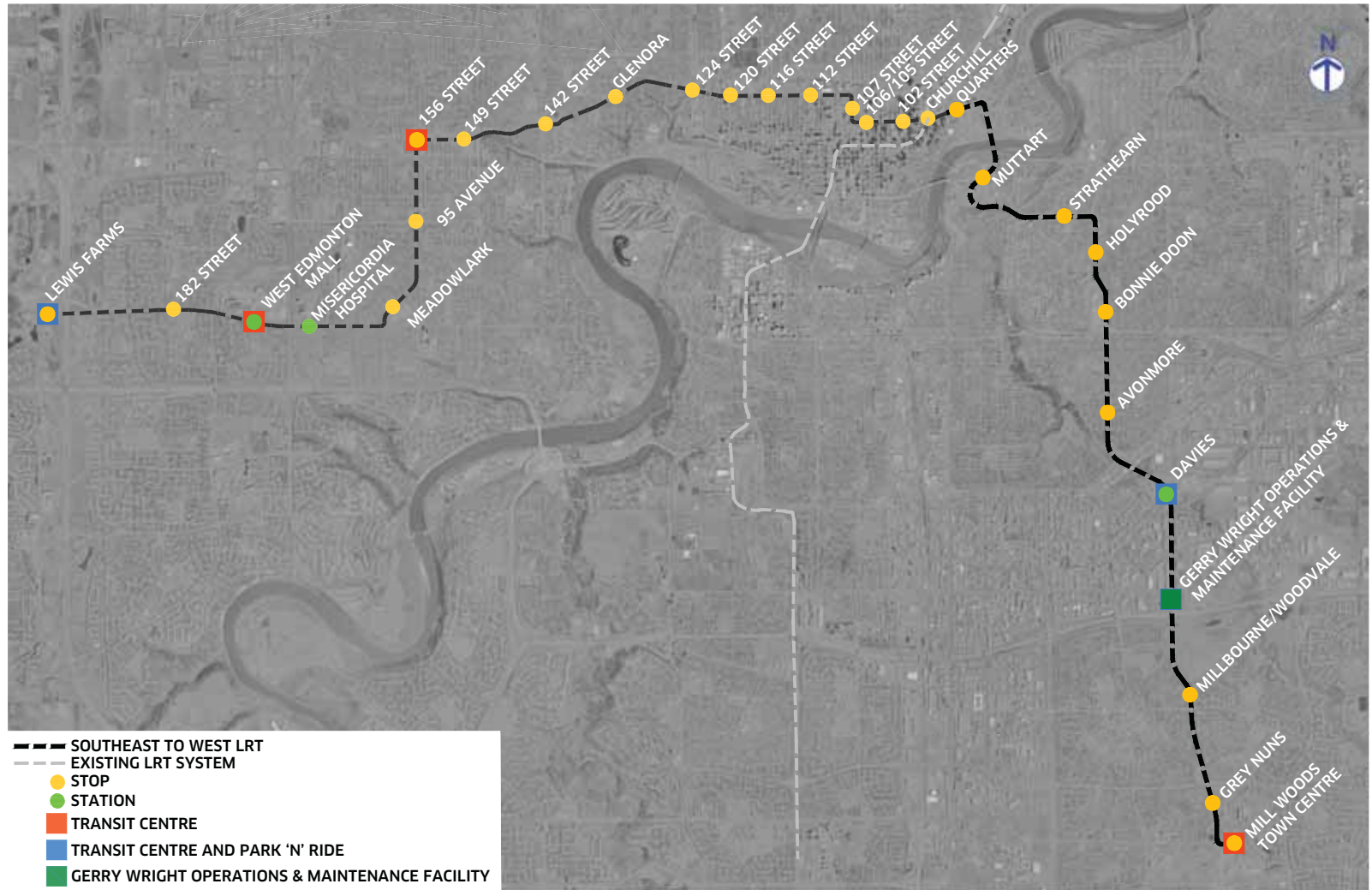
- 27 kilometers
- 25 stops, 3 stations
- 2 Park 'N' Ride locations (Davies and Lewis Farms)
- 3 Kiss 'N' Ride locations
- 6 bridges
- Pedestrian bridges at Connors Hill and over Whitemud Drive
- 1 tunnel
- 1 operations and maintenance facility

## PARK 'N' RIDE

Car park connected to transit station that allows commuters to leave vehicles and transfer to bus or LRT.

## TRANSIT CENTRE

A stopping point for bus and LRT where commuters can move from one transit mode to the other.



The City of Edmonton Naming Committee has researched and selected Stop, Station, bridge, and facility names for the SE portion of the Valley Line LRT. Visit the Naming Committee's website for more information on the Committee's process. The Stops, Stations, bridges and facilities on the West portion of the Valley Line LRT will not be given official names until funding is in place and a construction timeline is known.

# What We Heard



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## What We Heard

### Stops

- Stakeholders confirmed themes for a variety of stop/station elements, such as benches and paving.

### Shelter Canopies

- Of three shelter canopy options, stakeholders preferred the organic shaped canopy.

### Access to Businesses and Communities

- Stakeholders value ease of access to businesses and communities for pedestrians, cyclists and vehicles.

### Bicycles

- Stakeholders indicated they want bicycle parking at or near all stops and bicycle lanes on major roadways.

### Noise

- Stakeholders voiced concerns about noise from the operation of the LRT.

### Vibration

- Stakeholders voiced concerns about vibration during construction and operations.

### Shortcutting and Parking in Neighbourhoods

- Stakeholders voiced concerns about people parking in residential neighbourhoods to access the LRT or shortcutting through neighbourhoods.

### Larger or Additional Park 'N' Ride Locations

- Larger or additional Park 'N' Ride locations are needed.

### Traffic Congestion at 178 Street

- Traffic congestion at 178 Street and 87 Avenue. Suggest elevating tracks over intersection to minimize.

## Response

- The preferred themes for stop/station elements are finalized based on public input.

- The "organic" shaped shelter canopy will be used at most LRT stops, with the exception of some downtown stops where the flat canopy will be used to blend more appropriately with downtown architecture.

- Accommodating all modes of transportation and creating ease of access for businesses, communities and to the LRT is a priority.

- Bicycle parking will be located at each stop and station. Bicycle lanes are included along the corridor as per the Concept Plan approved by City Council. Local connections to the City of Edmonton cycling network will be refined as the cycling network grows.

- The Valley Line LRT will not use signal bells as with Edmonton's existing LRT system with the possible exception of 75 Street. Therefore, the noise from LRT operation will be from the LRT vehicles on rails, which is less than normal vehicle traffic.
- Noise modeling studies that combined the LRT noise with projected traffic noise in 2044 have been completed and locations that require noise barriers have been identified.

- Property owners directly adjacent to the route will be contacted and, with their permission, assessments of existing structures conducted and documented prior to LRT construction.
- Contractors will be held to industry best practice standards in order to minimize noise/vibration impacts during construction.
- Vibration during LRT operation is negligible.

- Once the LRT is operational, the City will review and determine/implement strategies to minimize any shortcutting and inappropriate parking.

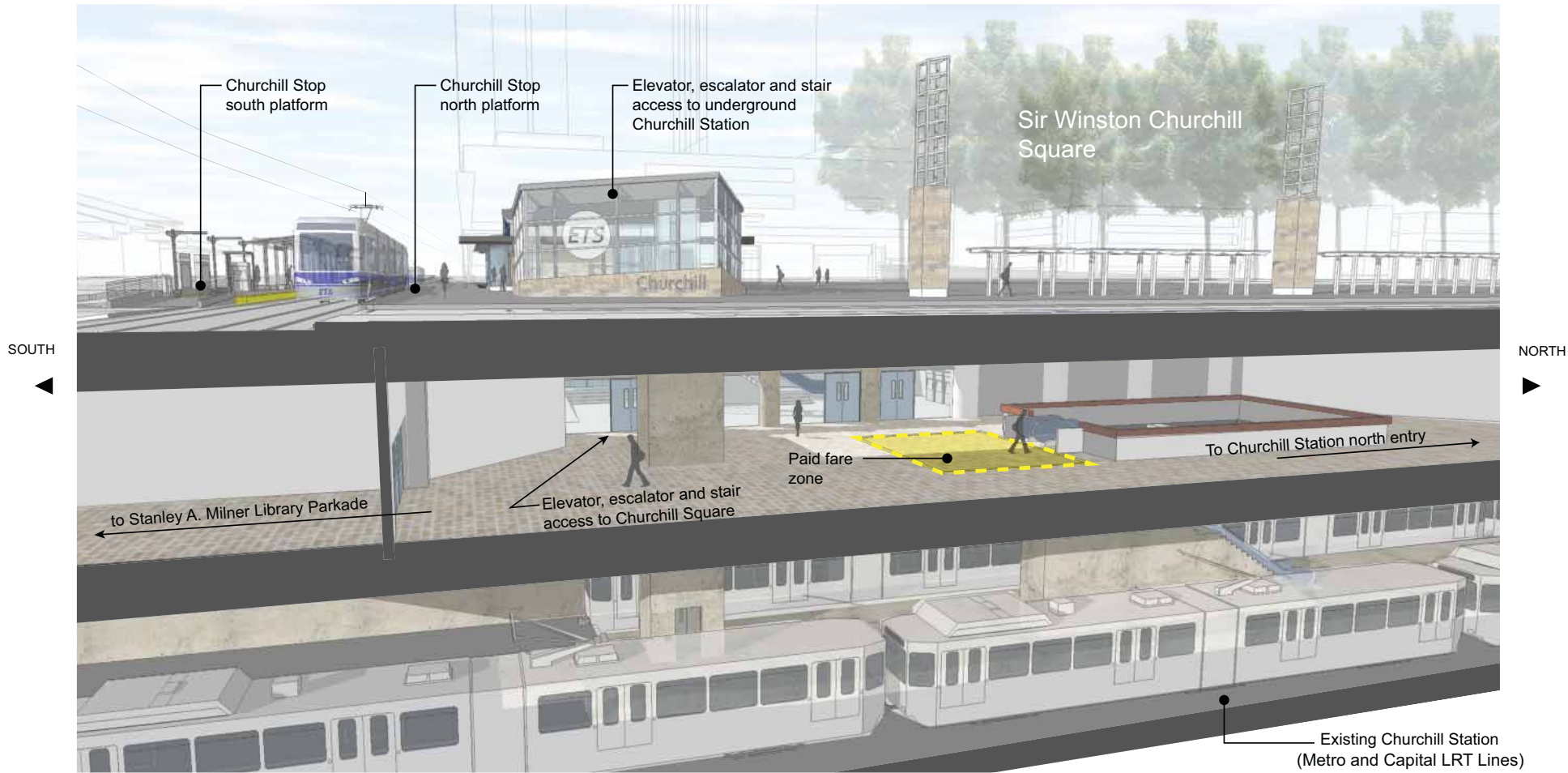
- Designs for the two Valley Line Park 'N' Ride sites are being reviewed to maximize the number of parking spaces available. Additional Park 'N' Ride sites may be considered as the line extends further south and west.

- Although not in the approved concept plan, elevating the tracks over this intersection may be investigated at the time of implementation.

# Churchill Stop



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Artist rendering looking West



# Churchill Stop



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*Artist rendering - birdseye view looking North*



*Artist rendering - corner of 102 Ave and 99 Street looking North*

# Stations



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LRT Stations are elevated, and are universally accessible by escalators, elevators, and stairs.

## West Edmonton Mall Station



*Artist rendering looking Northeast*

## Misericordia Station



*Artist rendering looking Northeast*

## Davies Station (formerly Wagner Station)



*Artist rendering looking East*



Shelter canopy designs were determined through public feedback and technical requirements.

## Organic Canopies

*Residential stops*



## Flat Canopies

*Downtown stops*



### Materials:

- Steel structure
- Metal and wood canopy
- Enclosed glass shelters
- Unique concrete finishing on platform



# River Valley & Environment



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The environment has been a priority throughout the Valley Line project. Studies were conducted to identify potential construction impacts the Valley Line could have within the river valley, and methods to eliminate or reduce those impacts were recommended. The studies considered:

- Geology and geomorphology (including slope stability)
- Soils
- Surface water and groundwater
- Vegetation
- Wildlife
- Habitat connectivity
- Fish and aquatic resources
- Land disposition and zoning
- Residential land use
- Recreational land use
- Utilities
- Worker and public safety
- Visual resources
- Historical resources

An Environmental Impact Screening Assessment (EISA) document and a Site Location Study (SLS) document were prepared to meet the City of Edmonton's North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188) requirements.

The EIA and SLS were approved by City Council on September 18, 2013.



— Red line denotes study area



# Low Floor Urban Style LRT



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- Stops located at street level
- No large structures at stops – less impact in community
- No gates and bells, fewer barriers (possible exception 75 Street industrial area)
- Efficient connection between LRT and community - encourages pedestrian access
- Stops spaced close together
- Utilize existing right-of-way
- Strong bus, pedestrian and bicycle connections

# Portal - Riverbank

Design complements  
surrounding area and  
maintains/enhances existing  
trail connections



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*Artist rendering looking Northwest*

# Tawatinâ Bridge



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*Tawatinâ Bridge looking Northwest*

Tawatinâ - Meaning "Valley" in Cree



*Tawatinâ Bridge looking Southeast*



# Portal - Quarters



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Looking east along 102 Avenue from 97 Street intersection.



Looking east along 102 Avenue towards Jasper Avenue intersection.



Looking east along 102 Avenue from 96 Street intersection.



Birdseye view looking west along 102 Avenue from Jasper Avenue intersection.

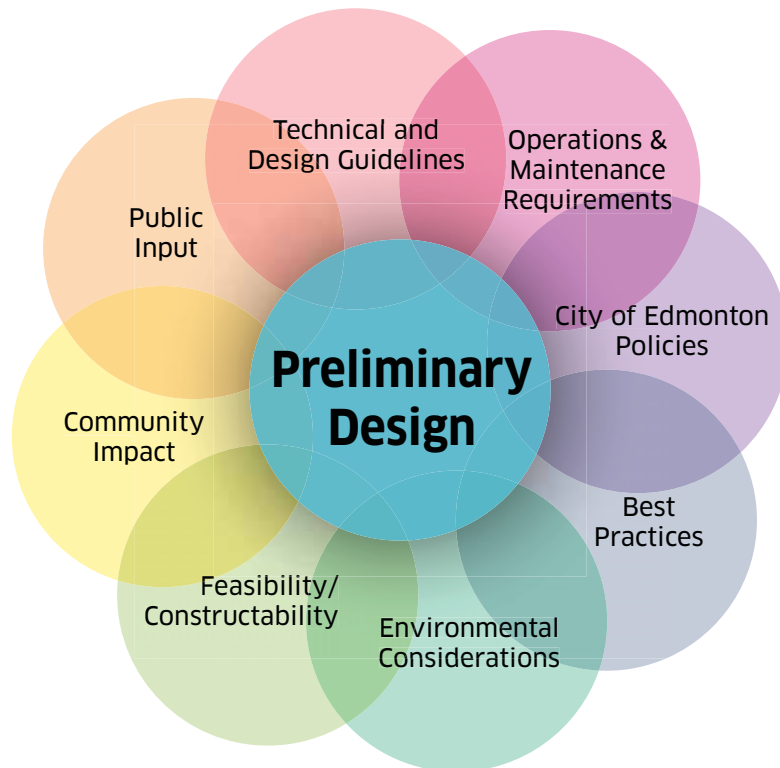
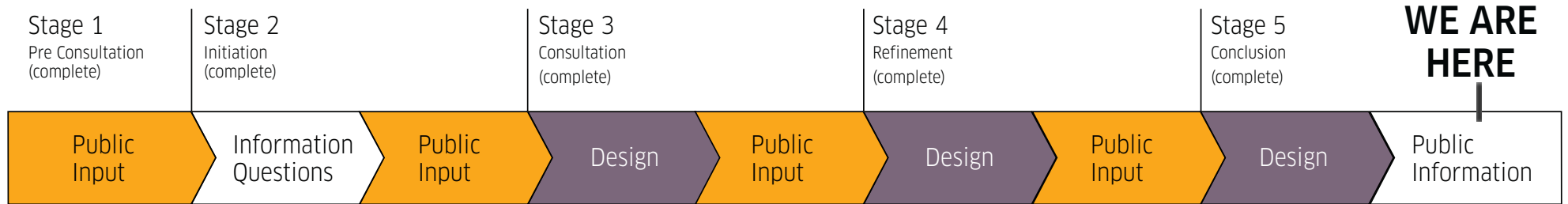
- 102 Avenue (95-96 Street)
- Integrated into historic Chinatown and Armature Redevelopment



# Public Engagement Process



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Public input was a valuable part of this process and was used along with other information to inform the project.

**Thank you to everyone who took time to participate.**

# Stop Themes



## Lewis Farms Stop

### Theme: "Park-Like"



Existing Conditions



Concept Rendering

Views above look north from existing Park 'N' Ride lot towards the existing Transit Centre.

### Cross Section G (Looking east)



### Stop Design Elements

(Based on your feedback, elements selected for project will be similar to images above.)

## 182 Street Stop

### Theme: "Park-Like"



Existing Conditions



Concept Rendering

Views above look east along 87 Avenue towards 182 Street.

### Cross Section (Looking East)

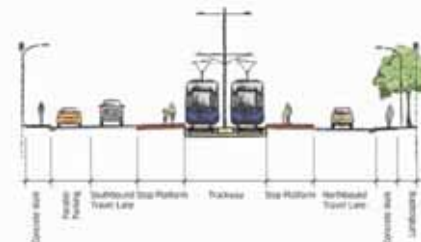


### Stop Design Elements

(Based on your feedback, elements selected for project will be similar to images above.)

## Meadowlark Stop

### Theme: "Park-Like"



Existing Conditions



Concept Rendering

Views above look northeast along Meadowlark Road towards 88A Avenue.

### Cross Section (Looking northeast)

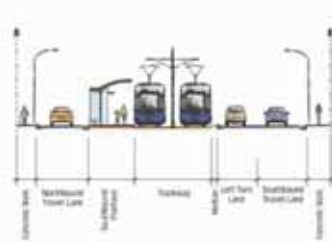


### Stop Design Elements

(Based on your feedback, elements selected for project will be similar to images above.)

## 95 Avenue Stop

### Theme: "Park-Like"



Existing Conditions



Concept Rendering

Views above look north along 156 Street towards 95 Avenue.

### Cross Section B (Looking south)



### Stop Design Elements

(Based on your feedback, elements selected for project will be similar to images above.)

Public feedback told us what people liked best about their communities, and how the LRT could integrate into neighbourhoods. Themes emerged out of these conversations, and LRT Stops and Stations have been designed to convey various themes.

# Stop Themes



## 156 Street Stop

### Theme: "Park-Like"

Notes: Design coordinated with Stony Plain Road Streetscape Initiative. Layout of Transit Centre and Transit Oriented Development subject to a separate planning exercise. 156 Street Stop is currently under review.



Existing Conditions



Concept Rendering

Views above look east along 100A Avenue to 156 Street intersection.

#### Cross Section A (Looking North)



Bench Recycling Bin Paving Column Wrap Railing

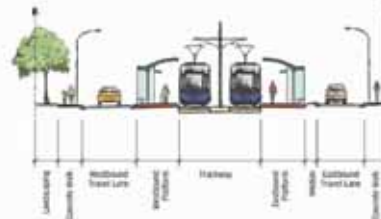
#### Stop Design Elements

(Based on your feedback, elements selected for project will be similar to images above.)

## 149 Street Stop

### Theme: "Park-Like"

Notes: Design coordinated with Stony Plain Road Streetscape Initiative.



Existing Conditions



Concept Rendering

Views above look east along Stony Plain Road towards 151 Street.

#### Cross Section (Looking East)



Bench Recycling Bin Paving Column Wrap Railing

#### Stop Design Elements

(Based on your feedback, elements selected for project will be similar to images above.)

## 142 Street Stop

### Theme: "Park-Like"



Existing Conditions



Concept Rendering

Views above look east along Stony Plain Road from 142 Street intersection.

#### Cross Section (Looking East)



Bench Recycling Bin Paving Column Wrap Railing

#### Stop Design Elements

(Based on your feedback, elements selected for project will be similar to images above.)

## Glenora Stop

### Theme: "Historic"



Existing Conditions



Concept Rendering

Views above look east along Stony Plain Road towards 123 Street.

#### Cross Section H (Looking East)



Bench Recycling Bin Paving Column Wrap Railing

#### Stop Design Elements

(Based on your feedback, elements selected for project will be similar to images above.)

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# Stop Themes



### 124 Street Stop

**Theme: "Contemporary"**

**Cross Section** (Looking East)

Existing Conditions

Concept Rendering  
Views above look west along Stoney Plain Road towards 124 Street.

**Stop Design Elements** (Based on your feedback, elements selected for project will be similar to images above.)

### 120 Street Stop

**Theme: "Historic"**

**Cross Section F** (Looking East)

Existing Conditions

Concept Rendering  
Views above look east along 104 Avenue towards 120 Street.

**Stop Design Elements** (Based on your feedback, elements selected for project will be similar to images above.)

### 116 Street Stop

**Theme: "Historic"**

**Cross Section** (Looking east)

Existing Conditions

Concept Rendering  
Views above look west along 104 Avenue to 116 Street.

**Stop Design Elements** (Based on your feedback, elements selected for project will be similar to images above.)

### 112 Street Stop

**Theme: "Contemporary"**

**Cross Section** (Looking west)

Existing Conditions

Concept Rendering  
Views above look east along 104 Avenue towards 112 Street.

**Stop Design Elements** (Based on your feedback, elements selected for project will be similar to images above.)

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# Stop Themes



### 107 Street Stop Theme: "Contemporary"

**Cross Section (Looking north)**      **Cross Section (Looking southeast)**

**Existing Conditions**

**Concept Rendering**  
Views above look south along 107 Street from the 104 Avenue intersection.

**Stop Design Elements** (Based on your feedback, elements selected for project will be similar to images above.)

### 105/106 Street Stop Theme: "Contemporary"

**Cross Section (Looking east)**

**Existing Conditions**

View above looks east along 102 Avenue towards 106 Street.

**Concept Rendering**  
Views above look west along 102 Avenue towards 106 Street.

**Stop Design Elements** (Based on your feedback, elements selected for project will be similar to images above.)

### 102 Street Stop (formerly Centre West Stop) Theme: "Contemporary"

Note: Design along 102 Avenue is ongoing.

**Cross Section (Looking east)**

**Existing Conditions (Looking west)**

**Concept Rendering**  
Views above look west along 102 Avenue towards 101 Street intersection.

**Stop Design Elements** (Based on your feedback, elements selected for project will be similar to images above.)

### Churchill Stop Theme: "Contemporary"

Note: Design along 102 Avenue is ongoing.

**Cross Section (Looking east)**

**Existing Conditions (Looking west)**

**Concept Rendering**  
Views above look west along 102 Avenue from 99 Street intersection.

**Stop Design Elements** (Based on your feedback, elements selected for project will be similar to images above.)

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# Stop Themes



### Quarters Stop

Theme: "Special Theme"

Cross Section (Looking east)

Existing Conditions (Looking west)

Concept Rendering  
Views above look west along 102 Avenue from 96 Street intersection.

Stop Design Elements: Bench, Recycling Bin, Paving (Patterned Concrete), Column Wrap, Railing

(Based on your feedback, elements selected for project will be similar to images above.)

### Muttart Stop

Theme: "Park-Like"

Cross Section (Looking East)

Existing Conditions

Concept Rendering  
Views above look east along Stony Plain Road towards 151 Street.

Stop Design Elements: Bench, Recycling Bin, Paving, Column Wrap, Railing

(Based on your feedback, elements selected for project will be similar to images above.)

### Strathearn Stop

Theme: "Historic"

Cross Section (Looking East)

Existing Conditions

Concept Rendering  
Views above look east along Stony Plain Road from 142 Street intersection.

Stop Design Elements: Bench, Recycling Bin, Paving, Column Wrap, Railing

(Based on your feedback, elements selected for project will be similar to images above.)

### Holyrood Stop

Theme: "Historic"

Cross Section (Looking East)

Existing Conditions

Concept Rendering  
Views above look east along Stony Plain Road towards 133 Street.

Stop Design Elements: Bench, Recycling Bin, Paving, Column Wrap, Railing

(Based on your feedback, elements selected for project will be similar to images above.)

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# Stop Themes




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### Bonnie Doon Stop


Theme: "Historic"



**Existing Conditions**




**Concept Rendering**



Views above look east along Stony Plain Road towards 134 Street.


**Cross Section** (Looking East)




**Stop Design Elements** (Based on your feedback, elements selected for project will be similar to images above.)

### Avonmore Stop (formerly 73 Avenue Stop)


Theme: "Historic"



**Existing Conditions**




**Concept Rendering**



Views above look east along 104 Avenue towards 130 Street.

**Cross Section** (Looking East)



**Stop Design Elements** (Based on your feedback, elements selected for project will be similar to images above.)

### Millbourne/Woodvale (formerly Millbourne Stop)

Theme: "Park-Like"



**Existing Conditions**



**Concept Rendering**



Views above look north along 66 Street from 38 Avenue Intersection.

**Cross Section** (Looking east)



**Stop Design Elements** (Based on your feedback, elements selected for project will be similar to images above.)

Public feedback told us what people liked best about their communities, and how the LRT could integrate into neighbourhoods. Themes emerged out of these conversations, and LRT Stops and Stations have been designed to convey various themes.

# Stop Themes



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### Grey Nuns Stop

Theme: "Park-Like"

**Cross Section (Looking South)**      **Cross Section (Looking Southeast)**

**Existing Conditions**

**Concept Rendering**

Views above look north along 66 Street, from 21 Avenue intersection.

**Stop Design Elements** (Based on your feedback, elements selected for project will be similar to images above.)

- Bench
- Recycling Bin
- Paving
- Column Wrap
- Railing

### Mill Woods Town Centre Stop

Theme: "Park-Like"

**Cross Section (Looking east)**

**Existing Conditions**

**Concept Rendering**

Views above look west along 28 Avenue from Hewes Way.

**Stop Design Elements** (Based on your feedback, elements selected for project will be similar to images above.)

- Bench
- Recycling Bin
- Paving
- Column Wrap
- Railing

Public feedback told us what people liked best about their communities, and how the LRT could integrate into neighbourhoods. Themes emerged out of these conversations, and LRT Stops and Stations have been designed to convey various themes.





- Land requirements were defined in the Concept Plan and refined during Preliminary Design
- The City is actively pursuing property purchases between Mill Woods and 102 Avenue but is not actively pursuing properties between 102 Avenue and Lewis Farms

## City Process to Acquire Land

- The City prefers to purchase land that is up for sale
- Once the City begins to actively acquire properties for the project and a property is not up for sale, the City will contact the property owners
- The City will negotiate in good faith to reach an agreement to purchase the property for fair compensation
- If the property owners and the City cannot reach an agreement, the City may proceed with expropriation

**Land requirements are identified on the interactive map on the project website at:**

[www.edmonton.ca/valleyline](http://www.edmonton.ca/valleyline)

# Bridges



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## Bridge over Whitemud Drive



*Artist rendering looking Southwest*

## Bridge over Anthony Henday Drive



*Artist rendering looking North*

# Bridges



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## Kâhasinîskâk Bridge over Connors Road (Kâhasinîskâk - Historical Cree reference to "Mill Creek")



Artist rendering looking West



Artist rendering looking North

## Bridge over Groat Road

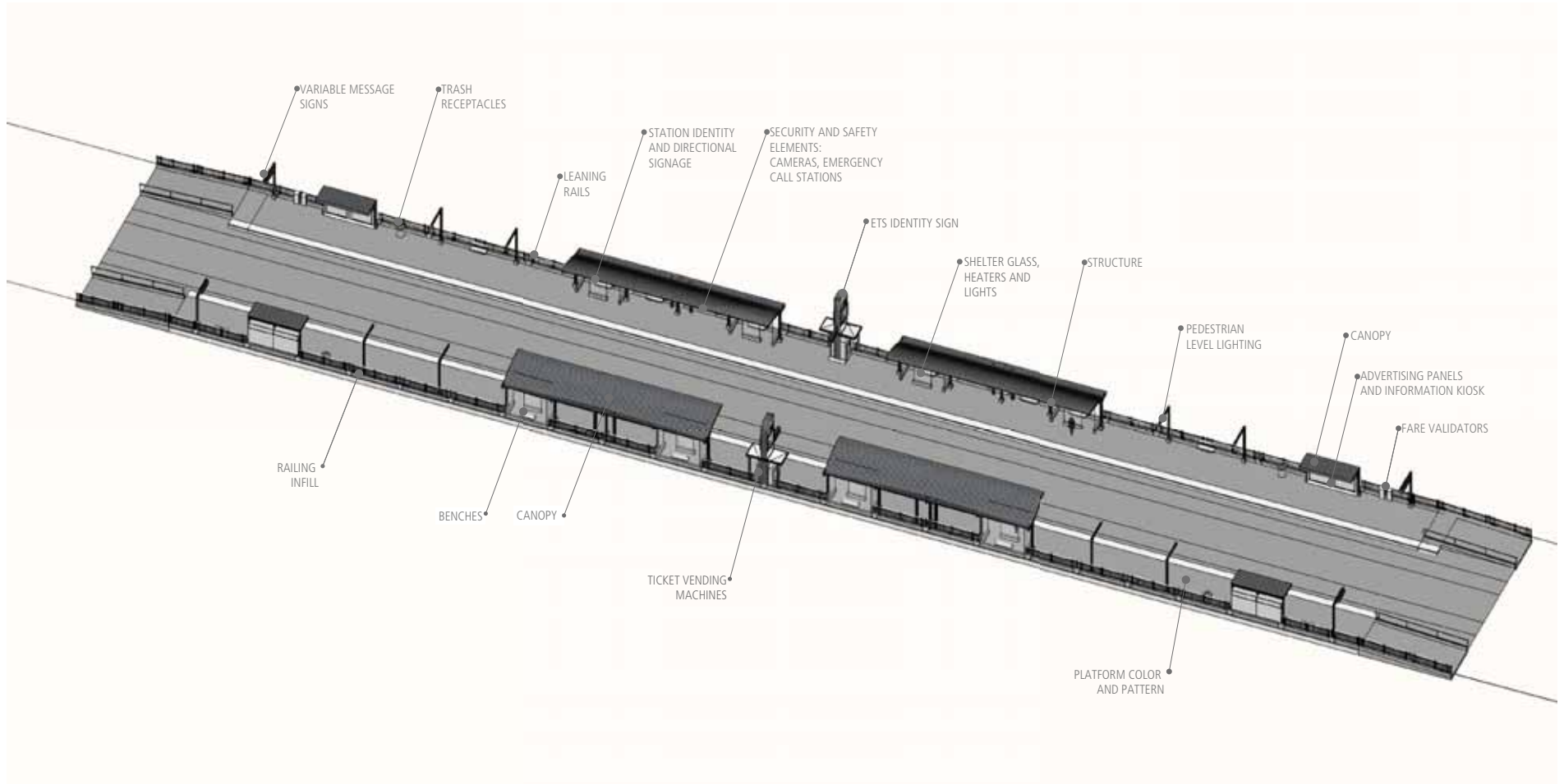


Artist rendering looking North

# Stop Elements



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- All layouts and scale to be confirmed as design progresses, based on ridership projections



# Project Timeline and Funding Status



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- Council's direction is to **construct the southeast portion of the Valley Line first** and expand incrementally to the West as funding becomes available.
- The **southeast portion of the Valley Line** has an estimated capital cost of **\$1.8 billion**.
- The funding source for approximately two thirds of the capital cost for the southeast portion has been determined.
- Council continues to work with its provincial and federal partners to secure the balance of funding.
- Utility relocation construction for the southeast portion is underway.
- **If the balance of the funding can be secured by Spring 2014**, then **construction on the southeast portion** could begin as early as **Spring 2016**, with a projected **opening date in 2020**.

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Thank you



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**Thank you!**

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Please visit us online for more details and project updates.

[www.edmonton.ca/valleyline](http://www.edmonton.ca/valleyline)