

# Clareview to Gorman

October 2010

## Northeast LRT Extension

Preliminary Engineering for the Northeast LRT Extension from Clareview to Gorman is nearing completion.

In July of 2008, Edmonton City Council approved the Concept Plans for the LRT Extension from Clareview Station to a future station in the Gorman Area. Since then, the City has undertaken the preliminary design for the project. This has included an evaluation of geotechnical, noise, vibration, drainage, system controls, environmental, architectural and landscaping elements.

The Northeast LRT Preliminary Engineering Team used a three phase approach over the course of a year to complete the preliminary design.

- Phase One consisted of consolidating data and standards, developing and confirming design criteria, identifying risks, constraints and completing the initial schematic design of the LRT alignment.
- Phase Two of the project focused on the technical aspects and preliminary design, building from the standards and guidelines from Phase One. Phase Two included idea testing with community groups as well as an Open House in November 2009. Feedback from public involvement was carried forward into the final phase.
- The Project Team is now completing the third and final phase of preliminary engineering. This phase focuses on reporting and sharing of the design and includes the completion of a Preliminary Engineering Report.



## Features of the Northeast LRT Extension

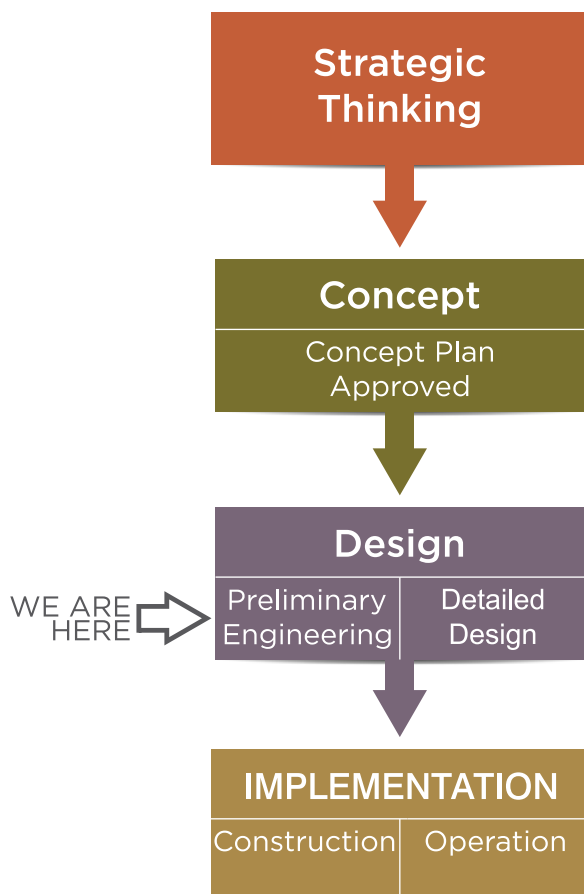
- A 2.9 km LRT extension north of Clareview Station, primarily within the existing CN right-of-way
- LRT Station at Gorman, north of 153 Avenue
- Multi-use trail from Clareview Station to 151 Avenue, with provision for future connections to adjacent park areas
- Landscaping and improvements of the areas along the east side of the LRT corridor
- Costs are estimated at \$210 Million, which includes ten new light rail vehicles, land acquisition and a temporary Gorman Park and Ride
- At-grade LRT crossings at 144 Avenue and 153 Avenue

# What has been happening?

The Preliminary Engineering is nearing completion. Some of the details of the design work include:

- Track design, including track switches and crossovers, as well as all of the rail signalling requirements;
- Design reports to address stormwater, environmental constraints and geotechnical conditions;
- Design of the multi-use trail and landscaping for the corridor between the existing neighbourhoods and the future LRT alignment;
- Noise measurements, noise and vibration modelling;
- Design of all of the underground power and communication requirements for the LRT;
- Layouts of the 144 Avenue and 153 Avenue LRT crossings, including pedestrian crossings; and
- Development of Gorman Station concepts as well as all of the station building components, including electrical, heating, ventilation and air conditioning, structural and mechanical systems.

# LRT Project Life Cycle



# Public Participation

## Meetings

### Stakeholders

A workshop was held in October 2009 with the Northeast LRT Stakeholder Information Panel (SIP) providing an opportunity to learn about the Northeast LRT extension project and provide specific input on proposed mitigation strategies to address LRT impacts. The SIP reflected a cross-section of perspectives from community associations throughout the area affected by the proposed LRT route, and from interest groups representing ridership needs.

### Landowners

Meetings were also held with area landowners allowing them the opportunity to:

- Provide details and preferences on aesthetics;
- Provide input into station design concepts and features; and
- Provide the project team with comments related to the overall project.

### Public Open House

A Public Open House was held in November 2009 to solicit comments and test ideas on the preliminary design work undertaken for the project to date.

## What we heard

Some of the key themes at the meetings were:

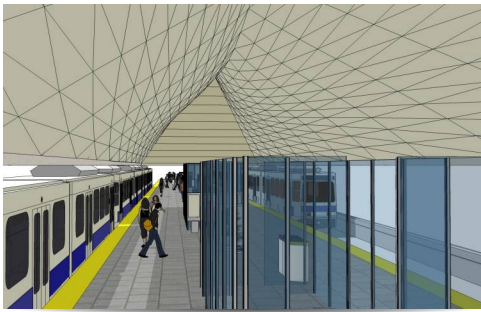
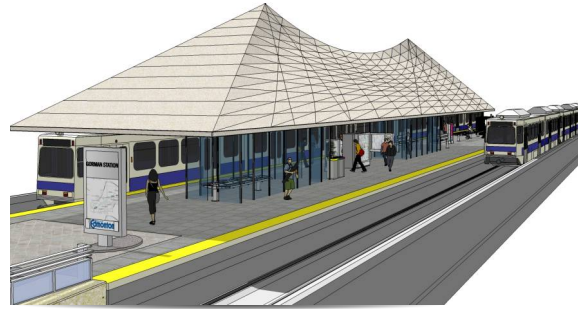
- Concerns around safety and security between the LRT corridor and the residences;
- Concerns about graffiti along fences backing on to the LRT corridor;
- Continued use of the green space/trails along the side of the tracks;
- Pedestrian crossing required at 144 Avenue;
- Property value implications;
- Landscaping should be natural and require minimal maintenance;
- Several options for upgraded low maintenance visual screen fencing along the CN right of way;
- Leave the Clareview Station access on surface on the east side, so that we don't have to go up and down stairs;
- More Park and Ride parking would be great; and
- Connect the trail to other park spaces and provide access into the neighbourhoods.

Comments received have been incorporated where possible into the preliminary design. These include: upgrading of the multi-use trail with lighting; simple landscaping with clusters of trees; inclusion of a track crossing to access Clareview Station without having to use stairs; and options for upgraded visual screen fencing along the CN right of way.

# Station Concepts - Public Preference

Features and amenities at a station can provide for a positive passenger experience. Station amenities will include:

- Heated and enclosed shelters on the station platform;
- Passenger information such as route maps and digital messaging indicating train schedule;
- Easy access to the station platform via a ramp; and
- A plaza area in front of the station, creating an entrance and meeting space.



At the November 2009 Open House, three concepts were presented for the future Gorman LRT Station. Among these options, the preferred concept was the “Tent” concept, as illustrated on this page.

Many ideas were explored during preliminary design of the LRT extension on the development of the Gorman Station area. City Council was presented with the Gorman Community Concept Plan in August 2009, which identifies Gorman as an ideal location for a Transit Oriented Development (TOD). However, more detailed land use planning for the Gorman neighbourhood has not yet been

completed, and there are still a number of unknowns with respect to how the neighbourhood will grow over time. This led to a number of questions on how to best stage construction of the Gorman LRT Station to complement not only the long term vision of an 'urban village', but also short term, interim land development.

Future land use planning for the Gorman area will set the stage for how the neighbourhood will grow and what type of developments will be included. As land use planning evolves, the City will be in a better position to develop appropriate staging strategies for the Gorman Station area development. The preferred concept for the station architecture will be carried forward to the next stages of design. However, many of the finer details on the Station will be developed later to ensure the Gorman Station is fully integrated with the neighbourhood, both in the short and long term.





# What will happen next?

- Gorman Land Use Planning studies; and
- Consideration of possible interim land uses for the Gorman Area prior to full development.

With completion of the technical components of the preliminary engineering assignment, combined with additional land use planning in the Gorman Area, the City of Edmonton will have the project ready to proceed into detailed design and construction. Should funding become available, the Northeast LRT Extension will be ready to move forward.

Noise attenuation is not warranted along the Northeast LRT extension based on the City's Urban Traffic Noise Policy, however, visual screening along the CN right-of-



LRT between 144 and 153 Avenue looking north



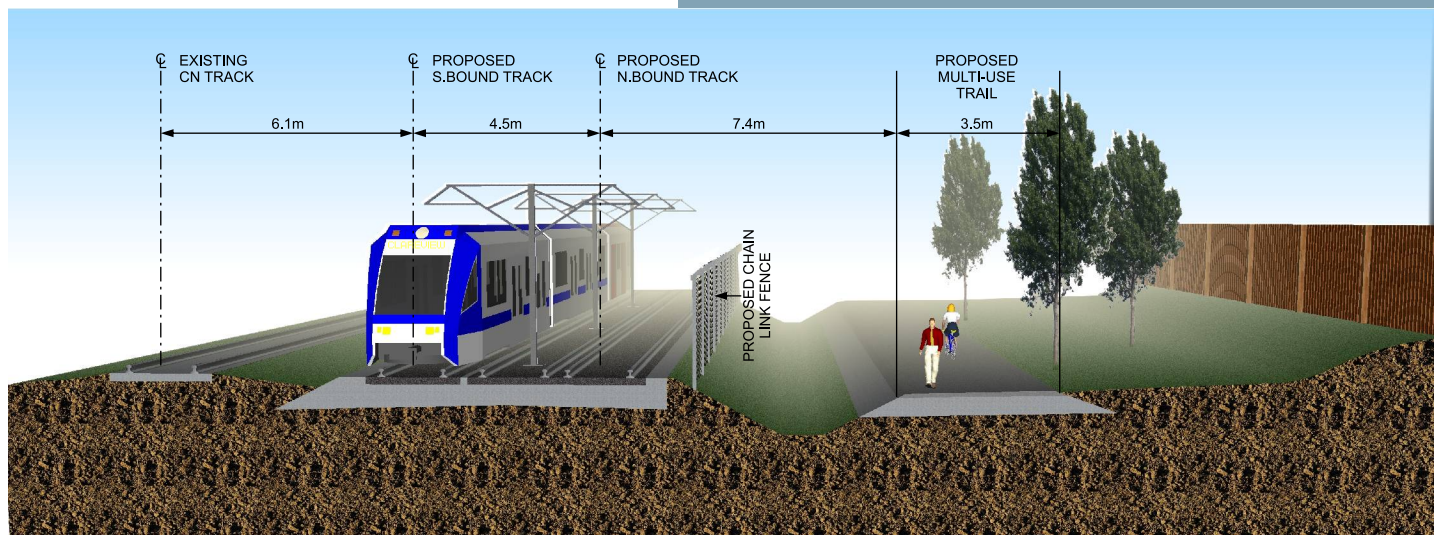
Looking west at the pedestrian surface crossing into Clareview Station



Typical Pathway



Landscaping



If you would like to know more...

LRT Projects Information Line: 780-496-4874  
 LRT Projects Email: [lrprojects@edmonton.ca](mailto:lrprojects@edmonton.ca)  
 LRT Projects Website: [edmonton.ca/lrprojects](http://edmonton.ca/lrprojects)

