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Public Engagement for Environmental Impact Screening Assessment Update Valley Line LRT — Stage One

PURPOSE AND OBJECTIVES OF THIS OPEN HOUSE:

- Share information about adjustments to the Project Area in the North Saskatchewan River Valley, which have resulted in an update to the Environmental Impact Screening Assessment Report (EISA) and associated Site Location Study (SLS)
- Provide an opportunity for public input
- Identify issues and concerns
- Provide information on the process, including the non-statutory hearing to be held by City Council's Transportation Committee
- Maintain transparency of the design and environmental assessment processes



The EISA and the Update



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As required by Bylaw 7188 (the North Saskatchewan River Valley Area Redevelopment Plan), a Site Location Study (SLS) and Environmental Impact Screening Assessment (EISA) were completed for Valley Line components within the river valley and approved by City Council in 2013.

Since then, there have been a number of mostly minor adjustments to the Project Area, primarily in response to issues and concerns identified by stakeholders during the preliminary design process. The SLS (required to support the location of the Project Area) and EISA report (which assessed potential impacts) are being updated to reflect these changes.

The EISA:

- Describes existing environmental conditions
- Assesses potential impacts to the following Valued Environmental Components (VECs)
 - 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

The EISA Update:

- Reviews the adjustments to the Project Area in the river valley
- For each adjustment, investigates VECs with potential to result in additional issues
- Identifies and assesses potential environmental impacts (and impact reductions) arising from the project adjustments, and recommends ways to minimize and mitigate such impacts



2013 EISA Highlights:

- The EISA completed and approved by City Council in 2013 recognized that final design and construction methods would be developed by the winning contractor
- For that reason, it delineated a Project Area available to the contractor and assessed impacts within that area, based on preliminary design and assuming all lands to be affected
- It identified numerous mitigation measures and a few residual (post-mitigation) impacts
- It also noted that changes requiring work outside of the Project Area would require further review





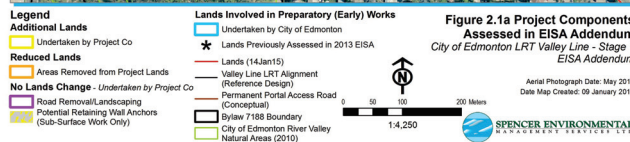
2013 EISA Highlights (continued):

<p>The City has already dealt with many of the matters identified in the 2013 EISA and is ensuring the remainder are addressed, either by the City or by the P3 contractor as a condition of the Project Agreement</p>	<p>Key Matters Identified and Addressed</p>	
	<p>Incorporating mitigation measures into Project Agreement</p>	<p>✓</p>
	<p>Requesting select mitigation plans from bidding contractors to ensure final bid accounts for required measures</p>	<p>✓</p>
	<p>Requiring the project contractor to develop several environmental plans for City review to ensure effective mitigation</p>	<p>✓</p>
	<p>Developing specific performance measures for inclusion in contract</p>	<p>✓</p>
	<p>Identifying alternate fully-accessible path in Louise McKinney Riverfront Park</p>	<p>✓</p>
	<p>Reducing disturbance to abandoned Mill Creek channel</p>	<p>✓</p>
	<p>Finalizing option for Connors Road realignment</p>	<p>✓</p>
	<p>Developing mitigation for disturbed gardens</p>	<p>✓</p>
	<p>Developing rare plant mitigation strategy</p>	<p>✓</p>
<p>Developing measures to mitigate impacts to ski club infrastructure</p>	<p>✓</p>	



The Update Identifies & Assesses Eight Changes:

1. North Valley Primary Construction Access
2. Louise McKinney Riverfront Park (LRMP) Temporary Trail Connector
3. Retaining Wall Subsurface Anchors
4. West Project Boundary Modifications at Henrietta Muir Edwards Park (HMEP)
5. Henrietta Muir Edwards Park Entrance
6. Muttart Access Road Partial Removal
7. Muttart Storage Building Replacement
8. Edmonton Ski Club Infrastructure Relocation

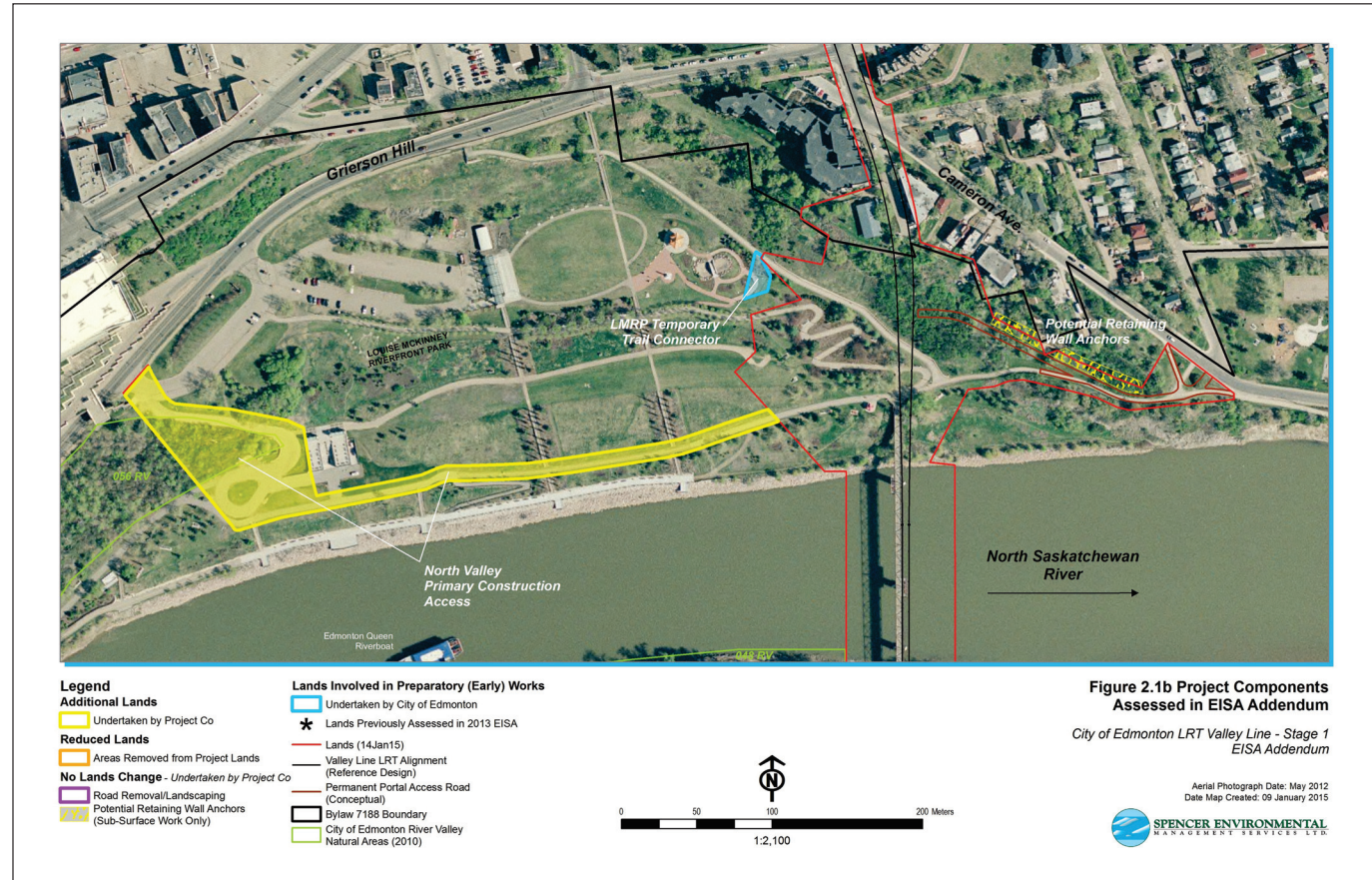


Project Changes Being Assessed



Changes 1—3

COMPONENT	REASON FOR CHANGE	PROJECT AREA IMPACT	DESCRIPTION/ COMMENTS
North Valley Primary Construction Access	Reduce construction traffic on Cameron Avenue	Follows existing maintenance road and shared-use path, 10m wide corridor, significant Project Area adjustment	Temporary only; requires significant upgrading; follows existing paved routes; traverses west park lower slopes; crosses edge of landfill; contractor use limited to construction access; contractor to design, build and decommission
Louise McKinney Riverfront Park (LMRP) Temporary Trail Connector	Provide detour during temporary closure of trails through park	Approximately 50m ² ; trail is 15m long x 1.5m wide; outside of Project Area	To be constructed by the City in 2015, decommissioned following completion of LRT construction
Subsurface Anchors for Retaining Walls	Available to contractor as a method of stabilizing retaining walls	Scattered through area shown and extending underground behind retaining walls, at depth, beyond Project Area	Does not require surface disturbance; would not encroach on or under privately-held lands; would not be installed by pounding; would not affect future surface land use

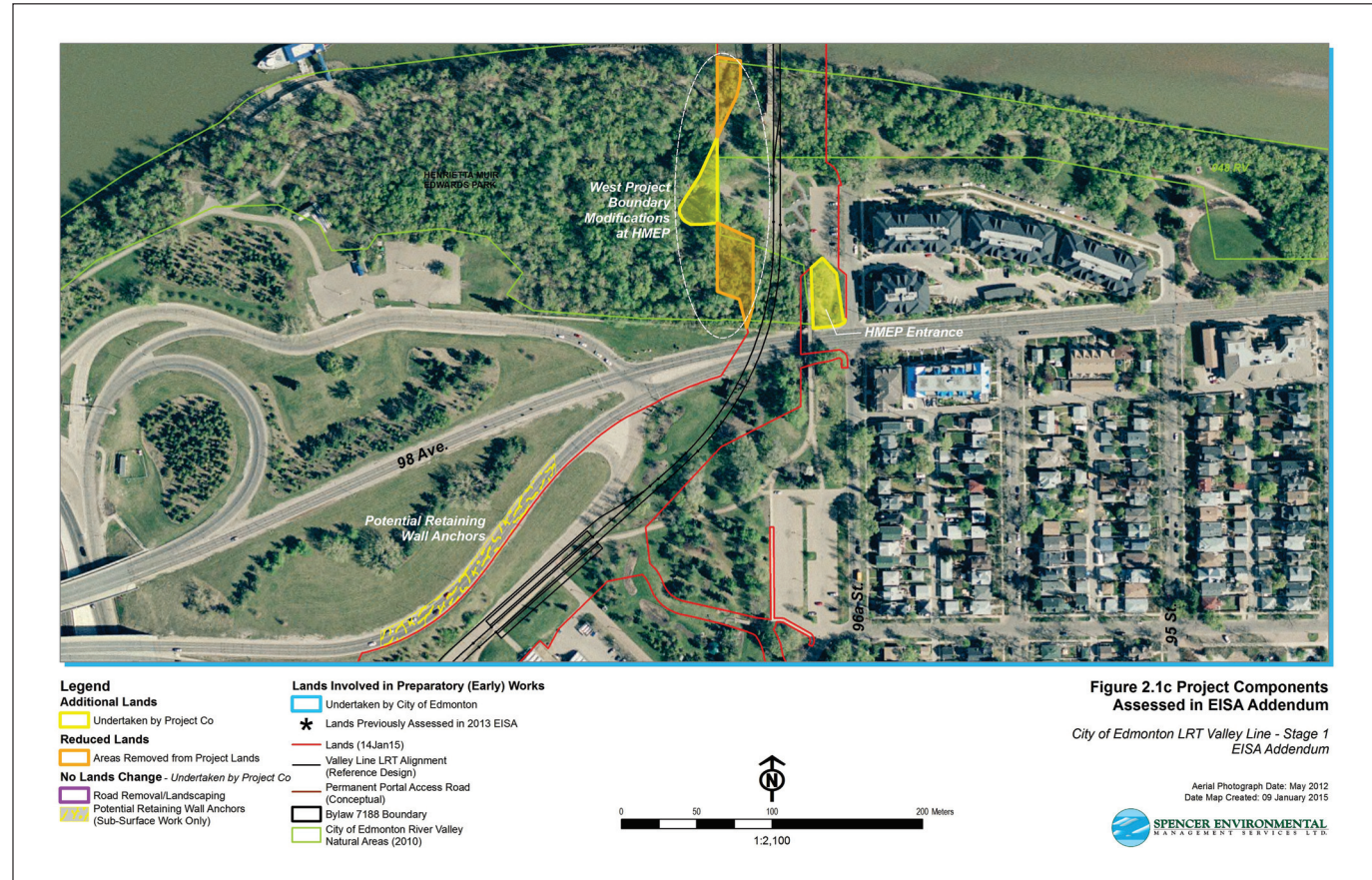


Project Changes Being Assessed



Changes 4—5

COMPONENT	REASON FOR CHANGE	PROJECT AREA IMPACT	DESCRIPTION/ COMMENTS
West Project Boundary Modifications at Henrietta Muir Edwards Park (HMEP)	Boundary refinement to protect sensitive resources and allow for removal of unwanted park infrastructure	Reduction of Project Area by ~880m ²	Reduces Project Area to protect Mill Creek channel; slight extension of lands to allow for demolition of picnic shelter and use for general construction; results in net gain in local native forest
Henrietta Muir Edwards Park entrance	To construct temporary connection & maintain pedestrian access to 98 Avenue pedestrian bridge during construction	Increase in Project Area of ~765m ²	Was isolated by 2013 Project Area; change better facilitates restoration work and continuous access to north end of 98th Ave pedestrian bridge

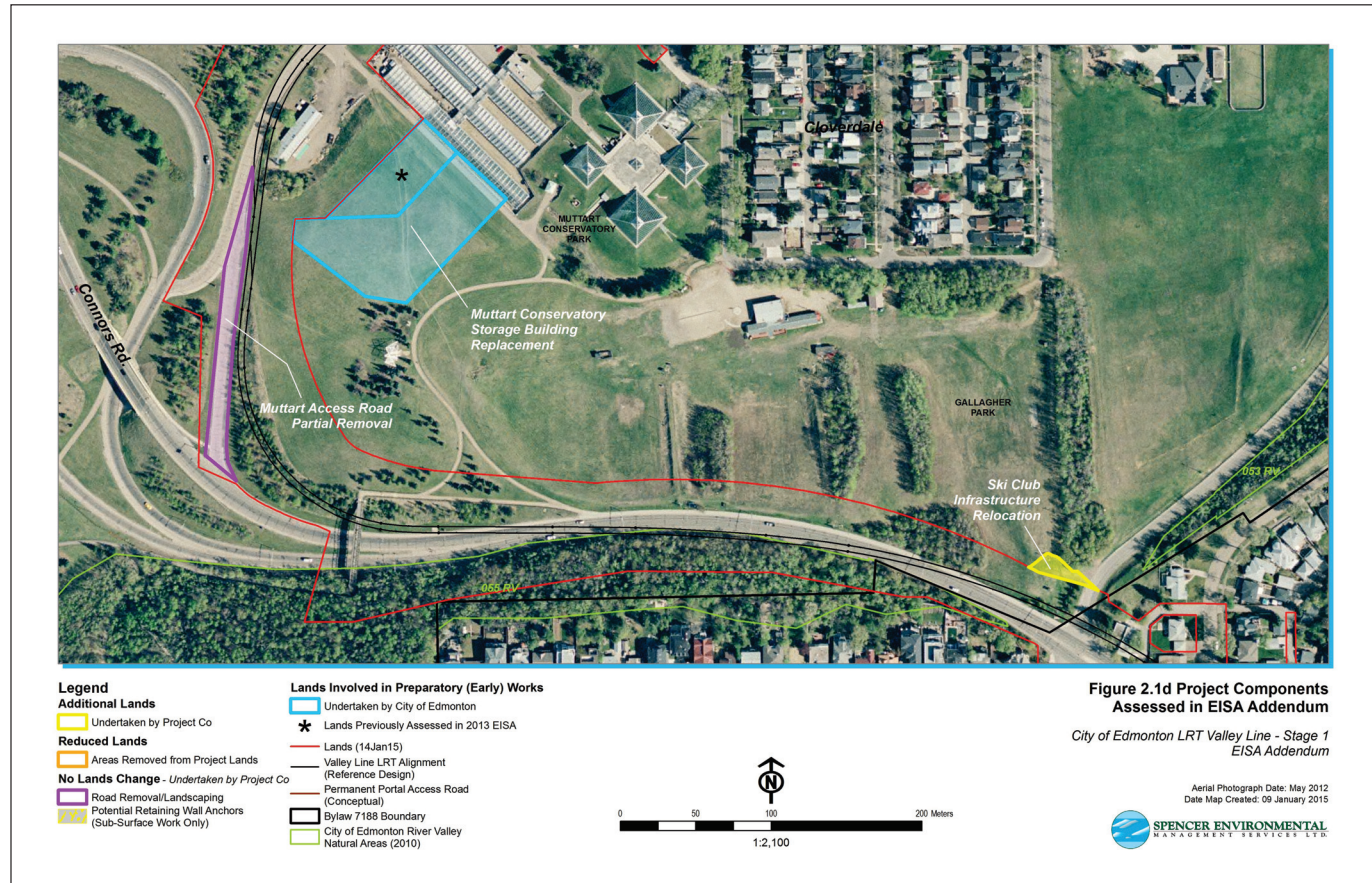


Project Changes Being Assessed



Changes 6—8

COMPONENT	REASON FOR CHANGE	PROJECT AREA IMPACT	DESCRIPTION/ COMMENTS
Muttart Access Road Partial Removal	Access road realigned and partly removed to allow for LRT track	Within 2013 Project Area, no adjustment required	Previously assessed realignment now includes removal of the ~200m, northbound, one-lane connector; to be replaced with naturalized landscaping
Muttart Storage Building Replacement	City to build new building; location shifted 40m to southeast from conceptual location	Decreased Project Area but increased disturbance footprint	Includes new parking lot and vehicle turn-around; new building has same dimensions as existing building; built on existing turf; designed to integrate into existing park aesthetic; construction in 2015/2016
Ski Club Infrastructure	Additional re-grading required with relocation of infrastructure	Increased area by ~360m ²	Required to allow for re-grading of T-Bar run landing area; contractor to re-grade to precise specifications; ski club to remove and reinstall affected infrastructure; disturbance restricted to manicured lawn





February—March 2015:

- Continue assessment of environmental impacts and impact reductions arising from the project adjustments
- Document and review public input
- Complete SLS and EISA Update report to City Council, with public input incorporated

March 25, 2015:

- Non-statutory hearing at Transportation Committee

April 15, 2015:

- Consideration by City Council

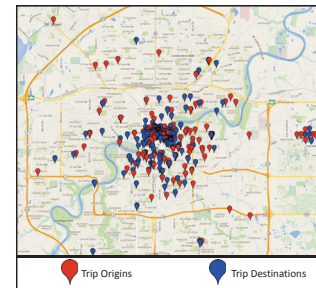
Beyond April 15, 2015:

- Ensure all environmental protection and mitigation commitments continue to be captured in Project Agreement
- Ongoing public engagement, including Citizen Working Groups
- Award of P3 contract by early 2016
- Start of LRT construction in 2016



Keeping River Valley Trails Accessible

- River valley trails are well-used throughout the year, and the City has taken steps to ensure that Edmontonians can continue to enjoy the trail system during construction of the Valley Line LRT
- The City has identified a number of temporary trail detours that will be maintained throughout construction
- The detour strategy was developed with information collected in user surveys on the Cloverdale footbridge and online, and movements recorded by cameras in 2014
- It also reflects other input received from river valley residents and users with respect to construction impacts, including construction vehicle access
- The surveys showed that people using the footbridge come from and go to widely-spread areas of the city
- While the footbridge location is clearly a popular river crossing point, the Low Level Bridge provides a reasonable alternative for most users during the 34-month period between the removal of the footbridge and the completion of the new Tawatinâ Bridge



The 2014 Cloverdale footbridge survey showed that users travel to and from widely-scattered areas of the city



Excerpt from City of Edmonton River Valley Trail Map



Well-marked trail detours will be maintained throughout construction

*This subject is not part of the EISA update, but is provided as a general project information update



Public Engagement is Key

- Public engagement has played an essential role in shaping the Valley Line LRT since its inception, and will continue to influence the implementation of the project
- While the route alignment, concept plans, preliminary designs and the P3 procurement process are now set, the public will continue to be engaged throughout the procurement, detailed design and construction phases
- This ongoing engagement will help the City and the contractor in considering implementation details, such as construction traffic management

Citizen Working Groups

- The project is establishing five Citizen Working Groups for community involvement during the procurement and construction phases of the project
- The focus of the engagement will be on information-sharing, dialogue and identifying/addressing issues, opportunities and concerns
- It will be neighbourhood-focused and organized to reflect the common characteristics and interests of five distinct zones along the corridor from downtown to Mill Woods
- Terms of reference for the groups are currently being finalized. Membership will be established in the near future with participation and input from community leagues, major organizations, service agencies and the general public
- If you are interested in being considered as a participant, please contact us at LRTprojects@edmonton.ca

Other Engagement Methods

- Stay current by signing up for our bulletins and visiting us at www.edmonton.ca/valleyline
- Contact us at LRTprojects@edmonton.ca or leave a voicemail at the LRT Projects Message Centre: 780.496.4874



THANK YOU FOR ATTENDING OUR OPEN HOUSE

- We welcome your comments and input for consideration in completing the SLS and EISA Update report
- Please take a moment and fill in the feedback form provided
- Provide input online by emailing us at LRTprojects@edmonton.ca
- For ongoing information please visit our website:

www.edmonton.ca/valleyline

Thank you for your participation!