

# Welcome!

**Valley Line West**  
Lewis Farms - Downtown

Edmonton

## Public Information Session

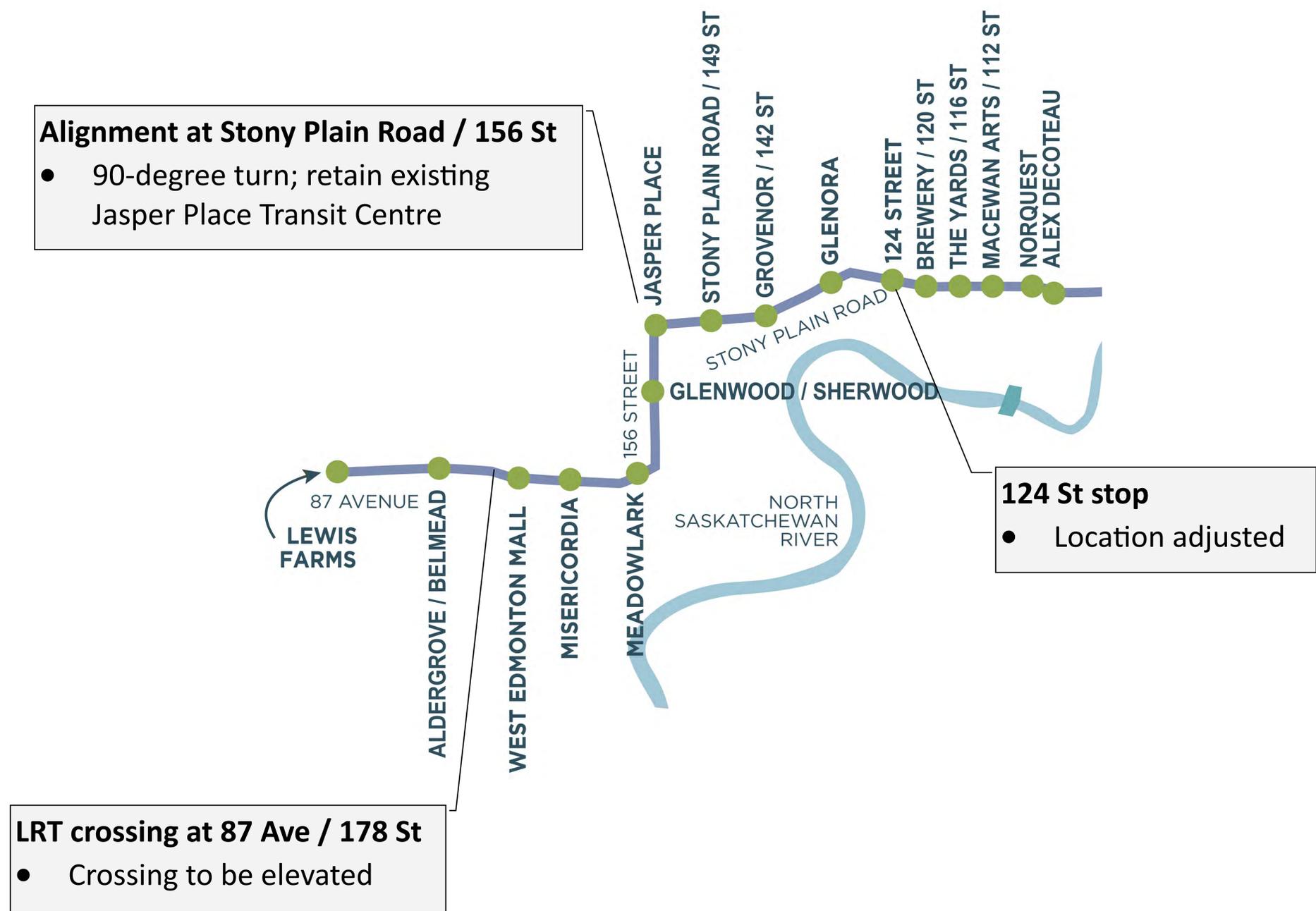
Valley Line West LRT will play an essential role in connecting Edmonton's communities. With recent funding from the provincial and federal governments, we are preparing for upcoming construction.

Building on the original concept plan that was approved in 2012 and the initial preliminary design completed in 2013, the Valley Line West project team has been refining the design with the help of significant public engagement over the past two years.

In today's session, we share the approved concept plan revisions and updated preliminary design. Display boards contain some of the highlights, while details are contained in roll plans and updated information booklets.

### Corridor highlights and locations of changes

- 14-kilometre route selected to connect areas of present and future density
- 14 street-level stops and two elevated stations
- Transit centres at Jasper Place, West Edmonton Mall & Lewis Farms
- Park & Ride at Lewis Farms
- Travel time approximately 35 minutes from Lewis Farms to downtown
- Trains every 5 minutes during peak periods





### New urban-style, low-floor LRT



Rendering of a typical Valley Line LRT stop (pictured: Alex Decoteau stop)

# VALLEY LINE WEST Public Engagement Timeline

For more detailed information about the Valley Line project, its phases, and the history of public engagement, please visit 'Project History' at [edmonton.ca/valleyline](http://edmonton.ca/valleyline)

## CORRIDOR SELECTION

2009

June

On June 2, 2009, City Council approved the LRT Network Plan as part of the Transportation Master Plan, outlining the future of LRT expansion in Edmonton

December

On December 15, 2009, City Council approved the West LRT corridor connecting downtown to Lewis Farms in west Edmonton.

Public involvement in the selection of the corridor gave the project team a greater understanding of issues, benefits and impacts of LRT. From May – December of 2009, the public attended two public workshops and two public information meetings, and completed 502 online questionnaires, providing feedback which was used to select the corridor of the Valley Line West LRT. The project team also completed 21 face-to-face interviews with stakeholders along the alignment. Finally, a public hearing was held at City Council to discuss the recommended corridor.

2010

## CONCEPT PLANNING

January

On January 19, 2011, City Council approved the West LRT Concept Plan.

Public Engagement in May and June 2010 provided the project team with input on how to "fit" the Valley Line West LRT route into the selected corridor, helping to define things such as:

- Where the LRT will run within the corridors
- Where the bridges or underpasses will be
- Where the stations will be located
- How they will be configured
- How vehicle access in and out of communities will be affected.

The concept plan was presented at eight formal public engagement and information events, reaching over 650 citizens along the corridor.

## PRELIMINARY DESIGN

2011

The Valley Line West project team began preliminary design, which involved refinement of the approved concept plan, confirmation of land requirements and continuing engagement with stakeholders.

The public provided feedback on:

- Stop and station elements
- Proposed changes to roadways
- Connectivity and pedestrian/cyclist access

The team engaged with the public at an information session and a public engagement session where over 350 people attended and gave feedback.

A final information session provided a summary of the 2011–2013 preliminary design phase.

2013

September

In September 2016, the Valley Line West received funding through the Government of Canada's Public Transit Infrastructure Fund (PTIF) to review the preliminary design that was completed in 2013.

The funding from PTIF also covered work to determine the most appropriate project delivery method and to develop a business case for construction funding.

2017

In 2017–2018, in addition to citizen engagement, more than 250 community, business and institutional stakeholder groups were engaged throughout the Valley Line West LRT preliminary design phase.

June

On June 13, 2017, City Council approved an LRT Crossing Assessment Framework.

Two public engagement sessions were held on June 19 and 21, 2017. Residents were asked to give input on any issues and opportunities to consider for the crossing assessments at 149 Street and 178 Street along the Valley Line West LRT alignment.

2018

August

Between August 16–24, 2017, five Citizen Working Groups were established along the West LRT alignment, with representatives from community leagues, business, recreational and cultural organizations and community members-at-large.

November

On November 1, the City received a Provincial funding commitment of \$1.04 billion for the procurement and construction of Valley Line West.

On November 5, 2018 City Council held a public hearing on an amendment to the Potter Greens Neighborhood Structure Plan (NSP). Following the hearing, City Council approved the amendment bylaw.

On August 28, over 120 citizens attended a public information session to learn more about the EIA process and the findings of the studies.

On November 6, 2018, City Council approved the Groat Ravine and MacKinnon Ravine Environmental Impact Assessments and Site Location Study.

On November 7, 2018, City Council approved the new location of the 124 Street Stop, a side-loading split platform centered on 123 Street.

On July 4, a meeting was held with local businesses, property owners and residents in the area of Stony Plain Road and 124 Street to discuss possible design options for the 124 Street Stop location and to collect public feedback.

On September 29, 2018, the public was invited to view the City's proposed development concept plan for the future Valley Line West LRT stop, LRV storage facility and park and ride at Lewis Farms. The information presented also related to the proposed Potter Greens Neighbourhood Structure Plan (NSP) amendment and associated land rezoning.

On July 26, 2018, over 250 people attended a public engagement session to discuss design options for Stony Plain Road between 149 Street and 156 Street, including the possibility for a one-way westbound traffic configuration. 205 comment forms were submitted, providing feedback on the five options presented.

October

On October 30, 2018, the Urban Planning Committee accepted recommendation to maintain two-way vehicular traffic on Stony Plain Road between 149 Street and 156 Street, consistent with the approved concept plan.

August

On August 27, 2018 Executive Committee accepted recommendation to remove the westbound left-turn vehicle movement at 109 Street on 104 Avenue.

On November 15 and 16, 2017, two open houses were held to share the refinements of the preliminary design, as well as the results of the recent assessment of LRT crossings at key intersections.

On January 24, 2018, 255 people attended a public engagement and information session to further update the community on planned adjustments and refinements to preliminary design, and sought additional input in preparation for submittal of the recommendation for concept plan amendments that were presented to City Council in March.

March

On March 21, 2018 City Council held a non-statutory public hearing where Edmontonians were invited to attend to express their views and listen to the deliberations on the proposed concept plan amendments. Council approved the following amendments to the concept plan:

- Adjust the location of the LRT stop and light rail vehicle (LRV) storage facility and increase the size of the Park & Ride facility to approximately 900 stalls.
- Elevate the LRT crossing over 178 Street, running along the centre of 87 Avenue.
- Change the track alignment to a 90-degree turn from Stony Plain Road onto the west side of 156 Street, transitioning back to the centre of 156 Street at 99 Avenue.
- Relocate the 156 Street LRT Stop to the west side of 156 Street, south of 100A Avenue to improve integration with the Jasper Place Transit Centre.
- Keep the LRT crossing at Stony Plain Road and 149th Street at street-level.

## CONSTRUCTION

2020

April

On April 9 and 18, 2019 two final public information sessions were held to present the completed preliminary design for the Valley Line West LRT.

March

On March 11, 2019, The Government of Canada committed \$948 million towards the Valley Line West LRT project through the Investing in Canada Infrastructure Plan.

2019

# What's new

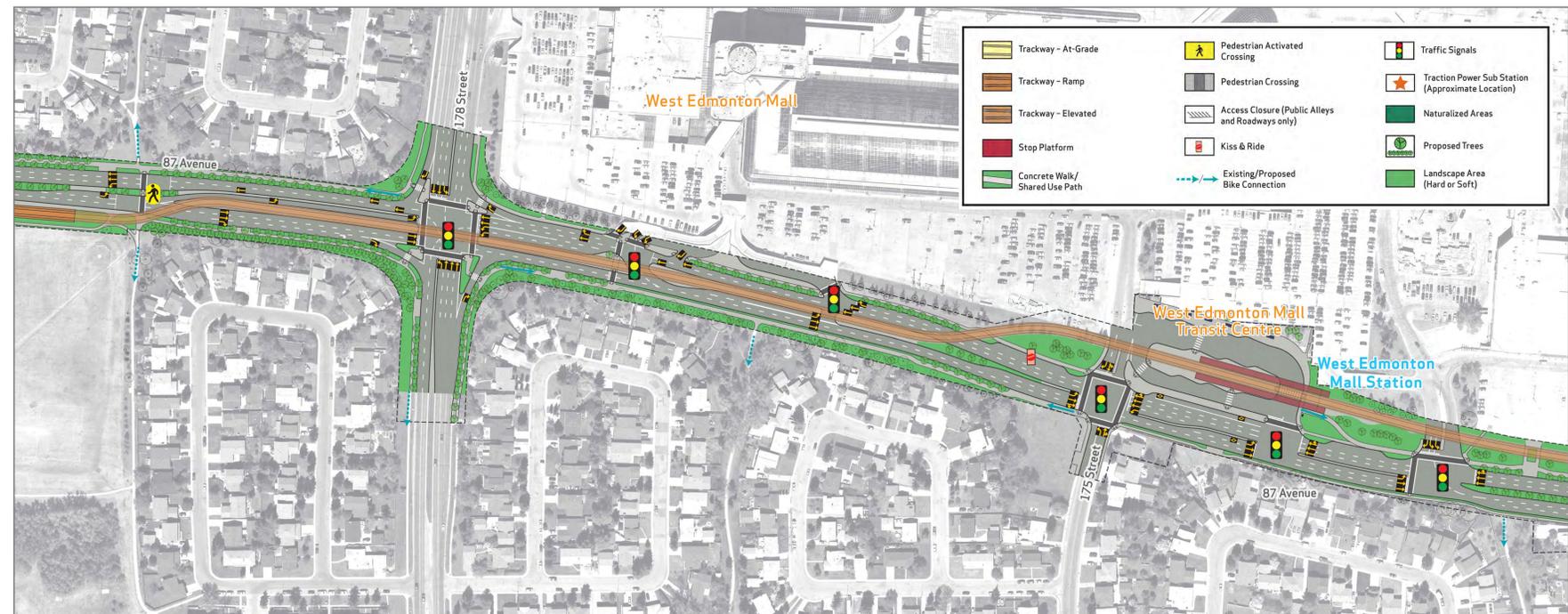
## Valley Line West Lewis Farms - Downtown

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### Elevated crossing at 178 Street

#### How we got here

- Under the 2013 design, the LRT track would have ramped down from the elevated West Edmonton Mall station to cross 178 Street at ground level
- The review process considered the potential impact of a level crossing on 178 Street traffic and LRT run-time, pedestrian connectivity, visibility from nearby properties, cost/constructability and public input

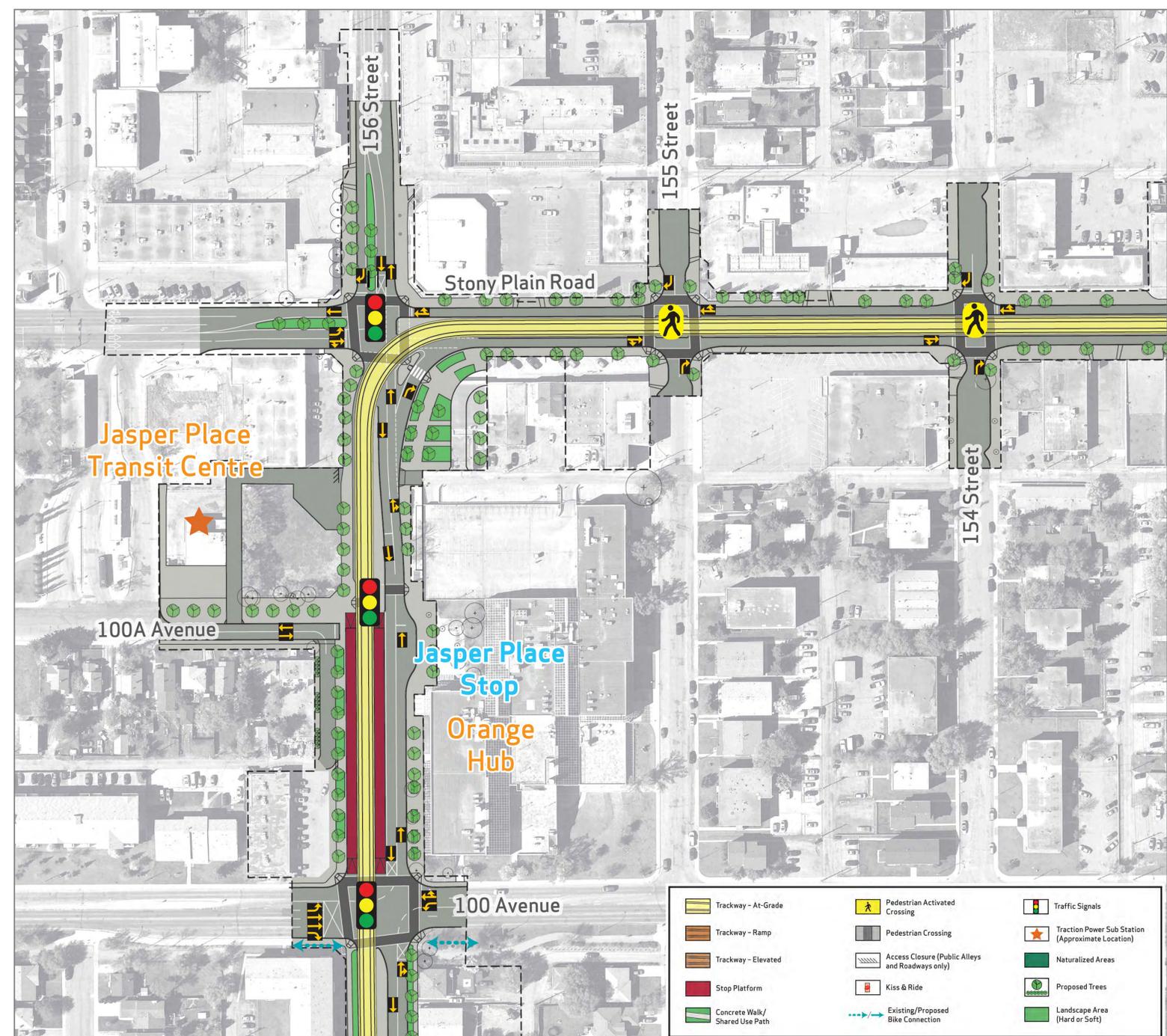


- With the new design:
  - the track will remain elevated from the West Edmonton Mall station to cross 178 Street on a median alignment to mitigate visual impacts on properties south of 87 Avenue
  - the LRT will ramp down to ground level just east of 182 Street
  - traffic flows at the 178 Street / 87 Avenue intersection will remain unaffected

### Stony Plain Road at 156 Street

#### How we got here

- In the 2013 design, the LRT track would have taken a diagonal path across the south-east corner of Stony Plain Road and 156 Street, with a stop located adjacent to a relocated Jasper Place Transit Centre
- The review process considered space constraints, traffic impacts, local property impacts and public input, leading to a revised design
- With the new design:
  - the transit centre will remain at its current location
  - the LRT track will follow the roadway
  - the stop will be located on the west side of 156 Street for convenient transfers
  - there is better potential for future transit-oriented development



# What's new

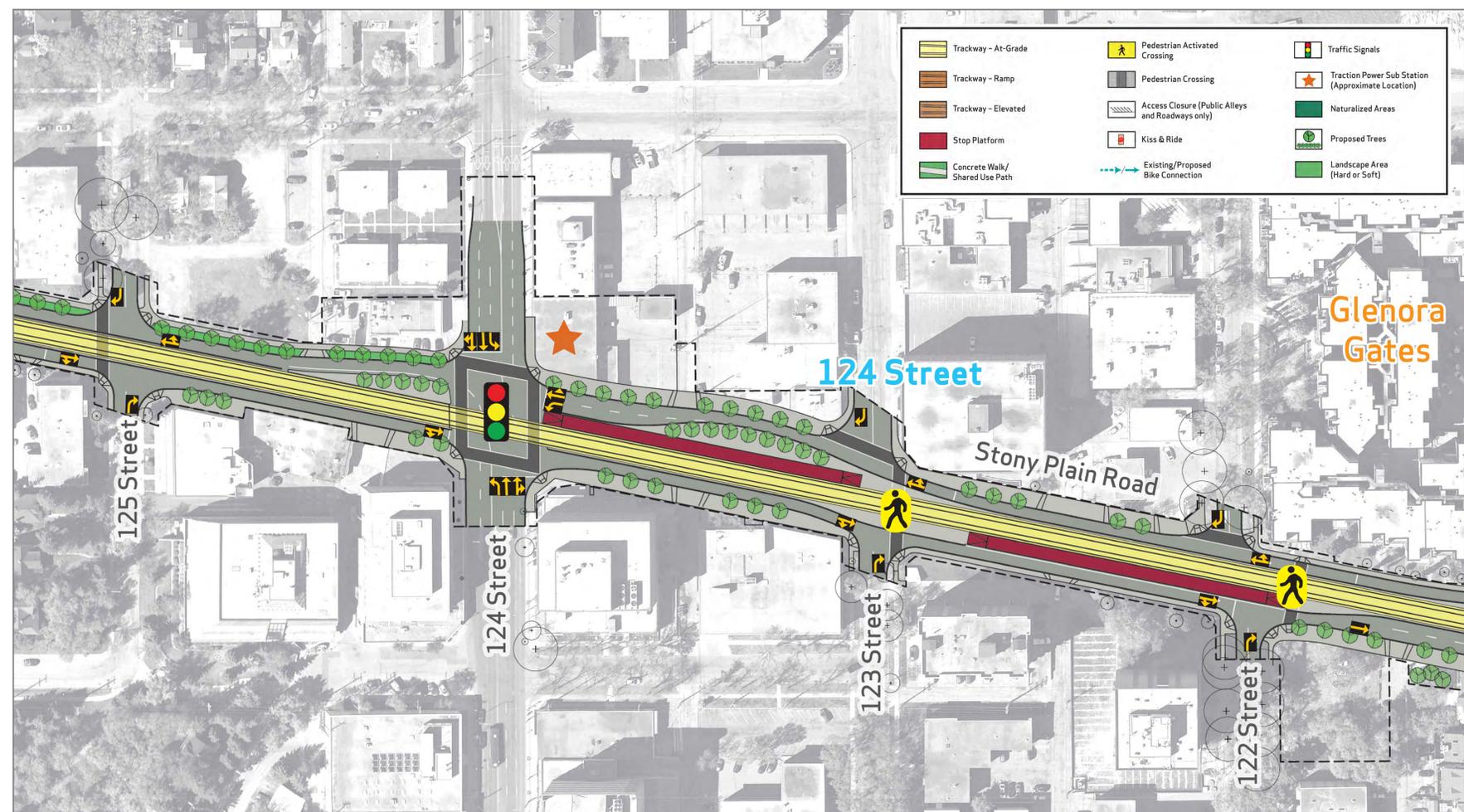
## Valley Line West Lewis Farms - Downtown

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### 124 Street Stop

#### How we got here

- The 2013 design placed the westbound LRT stop on the west side of 124 Street, with the eastbound stop on the east side of 124 Street
- The review process determined it would be necessary to shift the stop one block to the east to achieve a level platform while maintaining an appropriate height in relation to the adjacent roadway and properties
- This arrangement was found to:
  - have the least impact on nearby properties
  - ensure that the 124 Street business area would continue to be well-served
  - support transit-oriented development



## Lewis Farms Park & Ride

### Synopsis:

### *Approvals:*

- Amendment to Potter Greens Neighbourhood Structure Plan to permit expansion of Park & Ride was approved by City Council in November 2018
- Assurances were provided that the light rail vehicle storage facility will be landscaped to provide screening for adjacent communities

### *Changes to the existing Park & Ride will:*

- Integrate a new LRT stop adjacent to the existing transit centre
- Expand the Park & Ride area (which currently has approximately 600 stalls developed) to accommodate 900 vehicles in total
- Provide for passenger drop-off beside the LRT platform
- Add a sidetrack and building to provide storage and light maintenance for LRV vehicles
- Add a paved connections for pedestrians and cyclists between the Transit Centre, LRT stop and the Potter Greens neighbourhood
- Protect the Muskakosi Natural Area
- Allow future transit-oriented development in the area



## Environmental Impact Assessments (EIA)

### Synopsis

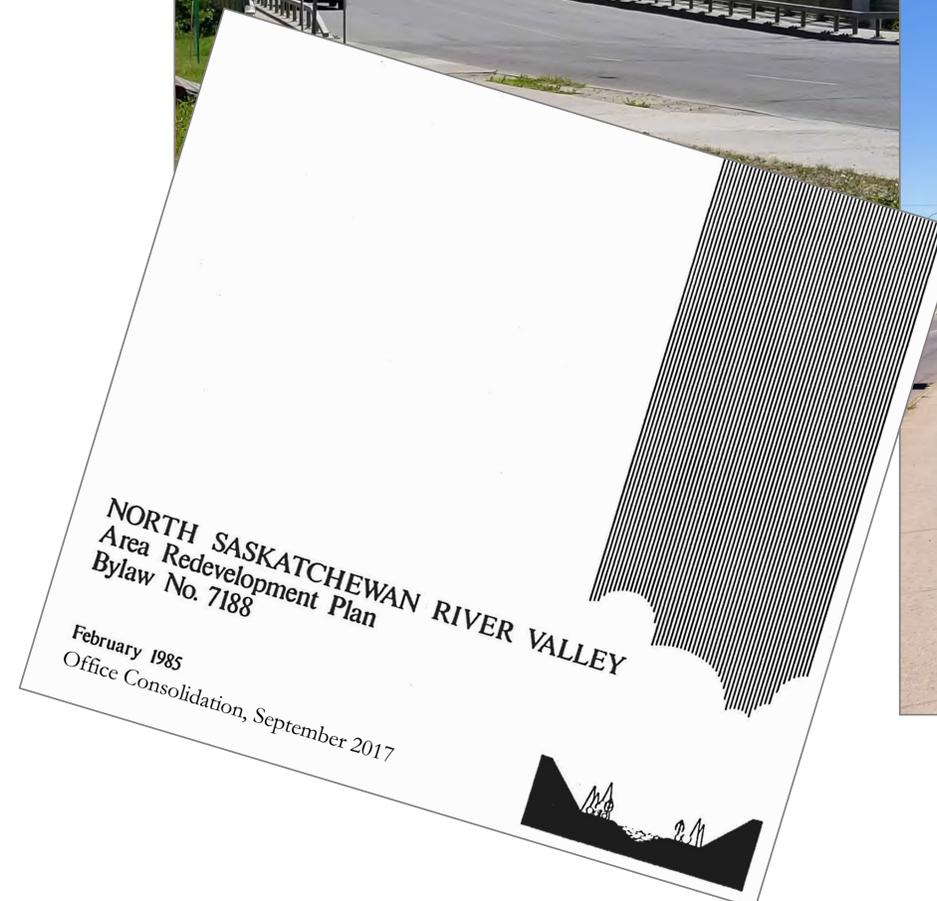
- Due to requirement for new, wider, bridge at Groat Ravine and slight roadway / sidewalk widening at MacKinnon Ravine, assessments were performed at these locations
- Impacts were determined to be minor at Groat Ravine and negligible at MacKinnon Ravine with mitigation to include wildlife protection measures and replanting with native species
- Public comments on the EIA generally accepted the assessment, which was approved by City Council November 6, 2018



Groat Ravine



MacKinnon Ravine



# Valley Line West LRT



Conceptual rendering of 87 Avenue elevated guideway

# Valley Line West LRT



Conceptual rendering of West Edmonton Mall Station

# Valley Line West LRT



Conceptual Rendering

# Valley Line West LRT



Conceptual Rendering

# Next steps

## Valley Line West Lewis Farms - Downtown

Edmonton

### 2019

- Procurement:
  - Request for Qualifications (RFQ) was issued in March
  - Request for Proposals (RFP) to be issued to short-listed proponents
- Pre-construction preparation including:
  - “Early works” including building removals on acquired property and utility relocations
  - Pre-construction condition assessments for neighbouring properties

### 2020

- Anticipated start of LRT construction



## Thank you

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While the concept plan has now been approved and the preliminary design is complete, we welcome your concluding thoughts on the preliminary design.

### **FURTHER INFORMATION AND CONTACT**

- Visit us at [www.edmonton.ca/valleylinewest](http://www.edmonton.ca/valleylinewest)
- Email us at [LRTprojects@edmonton.ca](mailto:LRTprojects@edmonton.ca)
- Contact the LRT Projects Information Centre by phone at [780-496-4874](tel:780-496-4874)