

# Century Park to Ellerslie Road

## Preliminary Engineering

South LRT Extension

Public Information Session Brochure



LRT Station (left) and Transit Centre Architectural Rendering (right).

Landscaping has not been included in this rendering so that the LRT Station and Transit Centre can be seen clearly. Landscaping is shown on page 4.

## We're Moving Forward

Preliminary Engineering for the South Light Rail Transit (LRT) extension from Century Park to Ellerslie Road is nearing completion.

Edmonton's South LRT extension between Century Park and Ellerslie Road is an integral part of the City's growing public transportation system. LRT provides citizens with choice of mobility and is a safe, efficient, affordable, accessible and environmentally friendly transportation method.

Informed by feedback received from adjacent residents and businesses at stakeholder meetings in September 2009 and at a public open house in October 2009, and guided by a Stakeholder



LRT Station Interior Concept Rendering

Information Panel that provided their feedback and opinions on landscaping, aesthetics, noise attenuation and safety, the project team has prepared recommended preliminary design plans to share with you.

# South LRT Extension Project Background

In July 2008, Edmonton City Council approved the Concept Plan for the South LRT from Century Park to the South City Limit, which defined the alignment and approximate station locations for this next extension.

The LRT will operate on the west side of 111 Street from south of 23 Avenue to the Transportation and Utility Corridor (TUC), with surface crossings at Saddleback Road (19 Avenue), 12 Avenue and 9 Avenue. An underpass will be required at the

Intersection of 23 Avenue and 111 Street, with new LRT bridges across Blackmud Creek and Anthony Henday Drive. Stations will be located north of Ellerslie Road, north of 25 Avenue SW, and at the future Heritage Valley Town Centre.

The current preliminary engineering assignment extends to the station at Ellerslie Road. The station will be integrated with a Transit Centre and Park and Ride facility.

## Reflecting Your Communities

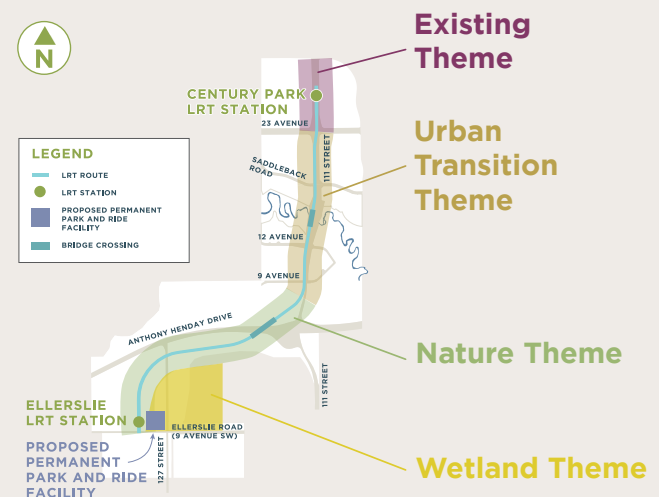
Valuable feedback on aesthetics, landscaping, safety, and noise attenuation was provided by a volunteer Stakeholder Information Panel (SIP) representing the communities adjacent to the South LRT. SIP members were consulted about proposed ideas and concepts, and their input was considered in the final recommended Preliminary Design plans.

SIP members indicated their preferences for landscape and architectural elements within the urban transition, nature and wetland themes (see graphic).

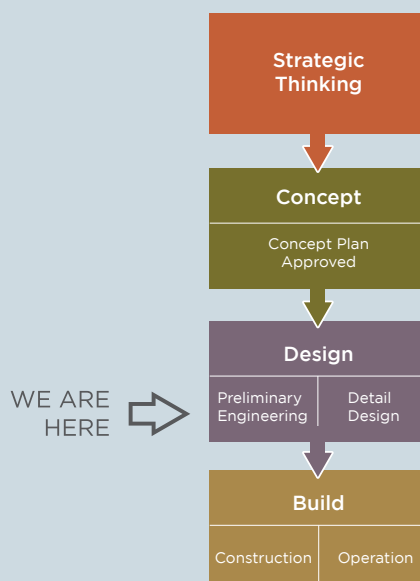
You'll see highlights of these elements in the renderings on the following pages. All displays from tonight's information session will be available online at: [www.edmonton.ca/LRTprojects](http://www.edmonton.ca/LRTprojects) after the session.

Please note that these renderings are conceptual and that the final designs may differ slightly from those shown.

## Proposed Themes Along South LRT Extension



## LRT Project Life Cycle



## Project Schedule

### Fall 2009 - Spring 2010

- Preliminary Engineering for LRT extension
- Design of Park and Ride facility at Ellerslie Road

### Fall/Winter 2009

- Group meeting with business owners/operators and residential landowners immediately adjacent to the track alignment
- Public Open House
- Stakeholder Information Panel Meetings

### Winter/Spring 2010

- Public Information Session
- Submit Station and Transit Centre design to Edmonton Design Committee (EDC) for review
- Finalize Preliminary Design Report

# Highlights of the South LRT Extension



## 111 Street/23 Avenue Northbound Rendering

The urban transition theme will extend along 111 Street from 23 Avenue to 9 Avenue NW. The image above illustrates the multi-use trail and LRT along the west side of 111 Street, south of 23 Avenue. Natural features include an alternating wood-styled concrete and stone visual screen wall, grass, trees and other plantings along the multi-use trail and the LRT track. Also illustrated are security fencing and stylized lighting features. The final placement and alignment of landscaping and pedestrian level lighting may vary slightly depending on the location of other utilities within the right-of-way.



## 111 Street Between 9 and 12 Avenue (Twin Brooks)

The rendering above shows the continuation of urban transition theme elements to south of Blackmud Creek, including trees and plantings along both sides of 111 Street. Plants selected for this zone typically grow in the Blackmud Creek ravine. Curving naturalized beds of trembling aspen, white spruce and lodgepole pine are accented with flowering pin cherry and hawthorn trees to create seasonal interest. Low shrubs may include prickly rose, snowberry, juniper, and low bush cranberry.

These complement the natural look of the community and provide visual screening between residences and the LRT. Continuation of the alternating wood-styled concrete and stone visual screen fence has also been incorporated along the east and west sides of 111 Street, in locations where residences back onto 111 Street, adding visual interest and enhancing the natural setting.

# Highlights of the South LRT Extension



LRT Station Landscape Architecture Rendering

## LRT Station and Transit Centre Design

The design for the LRT Station and Transit Centre (see cover) aims to increase the human connection to the natural environment. In the suburban context, this natural-themed station is a unique destination within Edmonton's transit network. The LRT platform is semi-enclosed by a curved, free-formed canopy. The transit station has a continuous curved canopy over a large portion of the bus island. Both canopies will provide a high degree of shelter with natural ventilation, clear views to and from the station, and more than adequate access to natural light. In an attempt to maximize comfort, the LRT platform and bus island will offer riders options of waiting areas from heated and fully enclosed to open sheltered areas. Stone walls and baskets, along with organic lighting, enhance the natural theme.



## Ellerslie Park & Ride

Aspects of the natural theme have been incorporated into the Ellerslie Park and Ride and LRT Station design. Alternating sawcut and sandblasted concrete paving is interrupted by a slightly darker "river" of paving stone (see detailed images above). Large high-headed trees provide shade for transit users during summer, while allowing sunshine to warm transit patrons during winter. Low level vegetation softens the hard surfaces of the transit center and park and ride facility, providing seasonal interest and a visual screen. The screen connects the transit center with the natural elements of the surrounding community.

*Note that the steel art piece shown is only a concept. Actual art elements for the project will be part of the City's "Percent for Art" Policy, administered by the Edmonton Art Council (EAC). Typically, proposals are solicited and art elements are selected by a jury.*



Stone Bench Detail for Specimen Trees



Stone Wall and Pavement "River" Detail



Organic-lighting Detail