Northeast LRT Extension Clareview to Gorman

Welcome

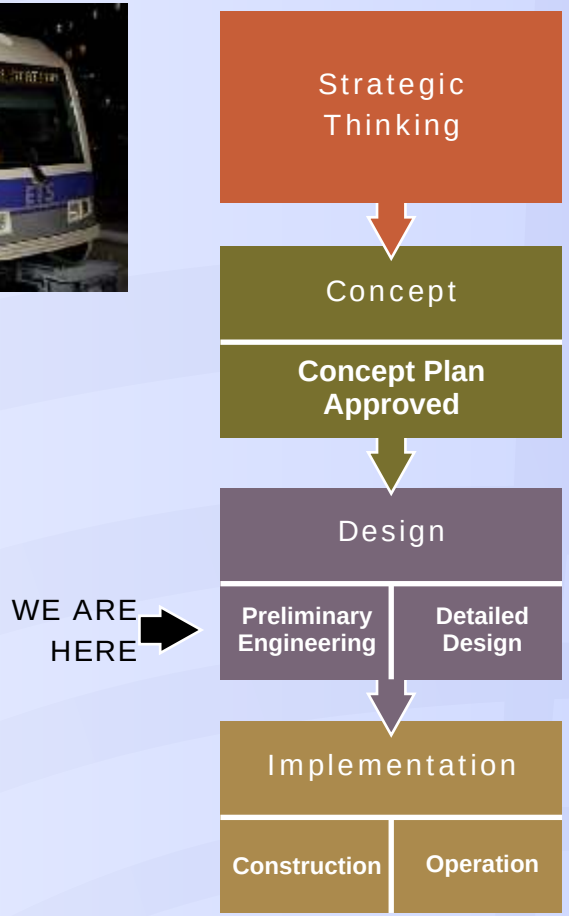
Welcome to the Open House for the Northeast LRT Extension Project, for Clareview to Gorman.

Tonight we are asking for your comments on the preliminary design work undertaken for the Project to date.

Representatives from the City of Edmonton and the Consulting Team are here to discuss the project and answer your questions.

To view key information and updates about this project , please visit the City of Edmonton's web site:

www.edmonton.ca/lrtprojects.



Northeast LRT Extension Clareview to Gorman

Study Area & Highlights

- A 2.9 km LRT extension north of Clareview Station, within the existing CN Right-of-Way
- At-grade LRT crossings at 144 Avenue and 153 Avenue
- An LRT station and Transit Centre at Gorman, north of 153 Avenue
- In the short term, a Park and Ride facility at the location of the future station
- Conceptual cost estimate: $210 Million, including light rail vehicles, land, and park and ride

Delcan Gray Scott Golder Associates URBAN SYSTEMS PATCHING ASSOCIATES ACOUSTICAL ENGINEERING LTD CAPITA LTK LTK Engineering Services

THE CITY OF Edmonton

Northeast LRT Extension Clareview to Gorman

Background

In July 2008, Edmonton City Council approved the Concept Plan for a Northeast LRT extension from Clareview Station to Anthony Henday Drive, which defined the alignment and approximate station locations.

The LRT extension to Gorman will operate on the east side of the existing CN rail and within the CN Right-of-Way. The LRT would cross at roadway grade at 144 Avenue and 153 Avenue.

At 153 Avenue, the LRT will veer east and exit the CN Right-of-Way, where it will tie in to a Transit-Oriented Development and LRT Station.

The current preliminary engineering assignment extends to the station at the Gorman site. The station will be integrated with a Transit Centre and will ultimately be the hub of a Transit-Oriented Development.

The Preliminary Engineering also includes the design of a temporary Park and Ride facility to service Clareview Station to handle overflow parking. Since funding to build this LRT extension is not yet in place, the site of the future Gorman station may potentially be developed in the short term as a temporary Park and Ride.

Heritage - What's in a name?
In the spring of 1919, Gorge Gorman, WWI Air Ace, partnered with the brothers Wilfred and Court May in cooperation with the City of Edmonton, to create May-Gorman Airplane Ltd. The first air service based in Edmonton pioneering much of travel into Northern Alberta.

Project Schedule

- Project Initiated
  April 2009
- Preliminary engineering design work
  May 2009
- Stakeholder meeting (adjacent landowners)
  October 21, 2009
- Stakeholder Information Panel meeting
  October 28, 2009
- Public Open House
  November 4, 2009

We are here

- Continue with Preliminary Design and Stakeholder Meetings
  November/December 2009 and 2010
- Development of Gorman Area Plans; including park and ride and station concepts
  2010
- Finalize LRT Preliminary Design Reports
  Spring 2010
- Public Communication of final plans and results
  Spring 2010

Public Involvement - What We've Heard

To date the project team has met with:

- Residential landowners directly adjacent to the LRT alignment
- Stakeholder Information Panel (SIP members)

Comments raised at these meetings included:

- Multi Use Trail needs to be well connected into the neighborhoods
- Safety and security is a large concern for areas between homes and LRT
- Concerns around increased graffiti on fences and buildings
- Multi Use trail would be great, and should include lighting
- Crossing of the tracks and roads for pedestrians should be safe
- Concerns around property values
- Landscaping and trees should be natural and require minimal maintenance
- The platform ramp on the west side of Clareview is great and should stay
- Colors for fencing & buildings should be natural and blend into surroundings
- Whatever is built must be properly maintained

During the month of November, the Project Team will follow up with several other Stakeholders to receive their input.

What is Happening?

While Concept Planning involves more general ideas about where the LRT will go, Preliminary Engineering takes a closer look at how LRT will operate technically, as well as how to integrate the LRT into the existing landscape, adjacent communities, and transportation system. A multidisciplinary Project Team is working now to produce the following deliverables:

- Public involvement materials for information sharing - communicating information about the project to the public
- Risk Management Plan - how the City can minimize fiscal risk
- Constructability Review - the best way to implement the LRT extension
- Cost Estimate Update - cost of this LRT extension, updated from the 2008 concept plan
- Preliminary Engineering Reports

Preliminary Engineering Reports:

Track - technical issues that need to be resolved regarding track alignment.

Noise and Vibration - sound attenuation and vibration mitigation required in accordance with City policies.

Drainage - for the LRT and connections to the City's existing system.

Utilities - any relocation of utilities to accommodate the LRT extension.

Roads - how the LRT extension will affect or change the existing transportation network.

Cyclists and Pedestrians - accommodating access for cyclists and pedestrians.

Landscape Architecture - landscaping for areas in the vicinity of the LRT extension, the LRT station, the Transit Centre, and temporary Park and Ride facility.

Environmental and Historical - protection and / or remediation of environmental considerations and historical resources.

Geotechnical - issues relating to soil conditions in the vicinity of the LRT extension and related structures.

Systems and Communications - technology required to operate LRT.

Architecture - the types of buildings to be constructed as part of the LRT extension.

LRT Extension - Key Considerations

- Use of CN Right-Of-Way
- Transit system integration
- At grade road crossings
- Community impacts
- Land requirements
- Power systems and supply
- Safety

LRT In Your Community

Noise Monitoring

- Site specific noise monitoring has been completed.
- The Urban Traffic Noise Policy, adopted by City Council on May 16, 2004: "The City of Edmonton will seek to achieve a projected attenuated noise level below 65 dBA Leq24* ".
- It is not anticipated that noise attenuation will be warranted for the Northeast LRT Extension Project.

		Measured Levels (dBA)			
Date (2009)	**Time**	**Site #1**	**Site #2**	**Site #3**	**Site #4**
August 19	07:00 - 21:59	62.1	48.1	57.1	53.3
Aug 19 to Aug 20	22:00 - 06:59	49.7	42.7	53.6	46.4
August 20	07:00 - 21:59	52.3	46.0	55.8	50.5
Aug 20 to Aug 21	22:00 - 06:59	50.1	41.2	52.3	43.8
August 21	07:00 - 21:59	53.7	45.7	59.0	51.2
Overall LEQ (24 Hours for August 20	**Midnight to Midnight**	**51.4**	**45.0**	**55.1**	**49.4**
Increase predicted from LRT (dBA)		**1.0**	**0.5**	**5.5**	**1.1**
Total predicted 24 Leq with LRT (dBA)		**52.4**	**45.5**	**60.6**	**50.5**

*dBA Leq24 is a measurement that means the traffic noise sound energy level, averaged over a 24-hour period.

LRT In Your Community

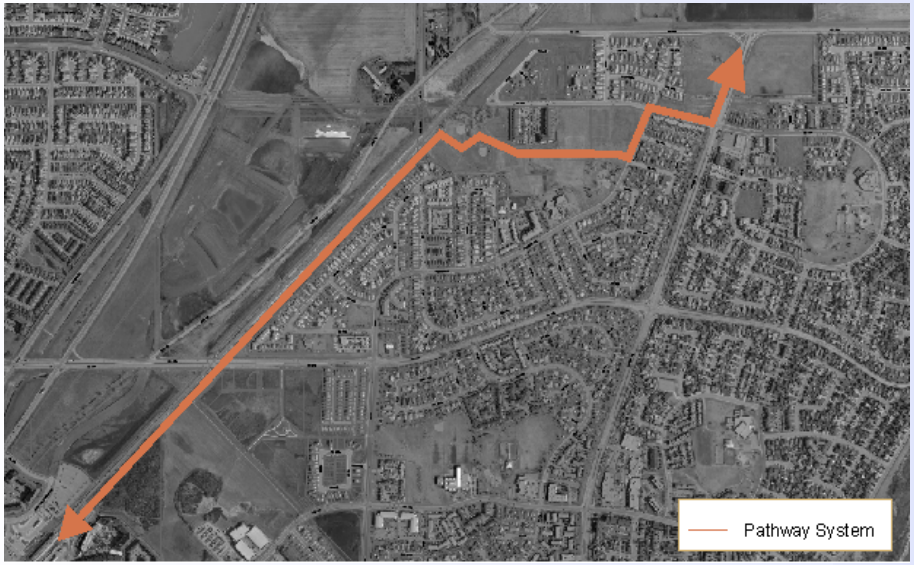
Fencing

Walls

Public Art

Landscaping

LRT In Your Community - Multi Use Trail

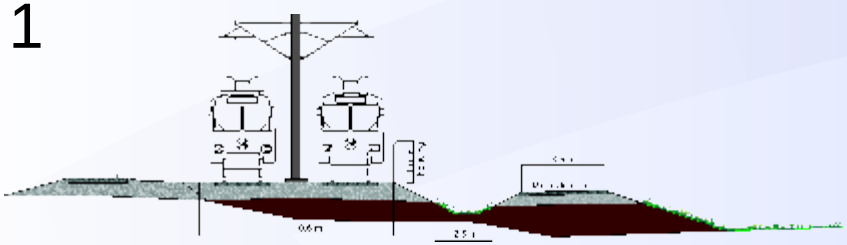


Features

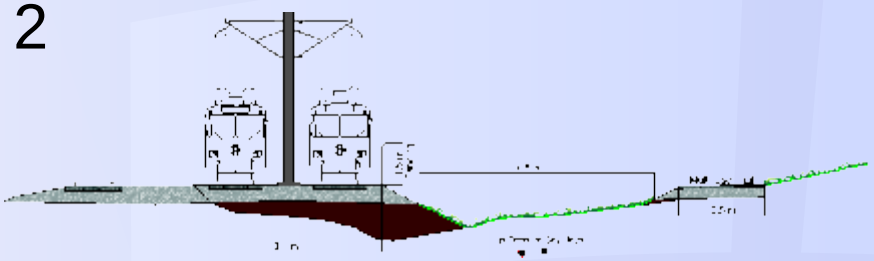
- Connected to the neighbourhoods
- Safe & Secure
- Lighting
- Connects Claireview to Gorman
- Paved
- Landscaped

LRT In Your Community - Cross Sections

1

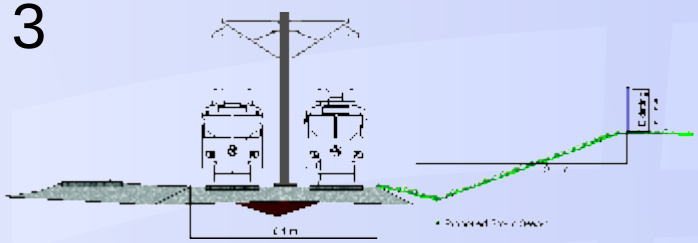


2

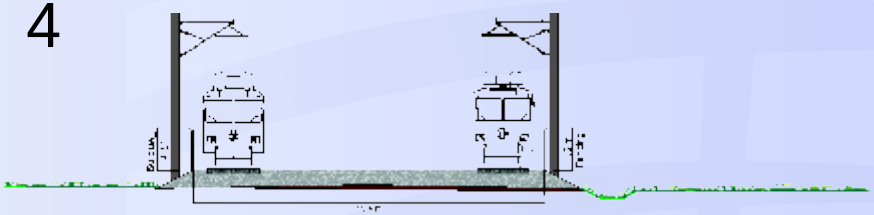


All cross sections looking north

3

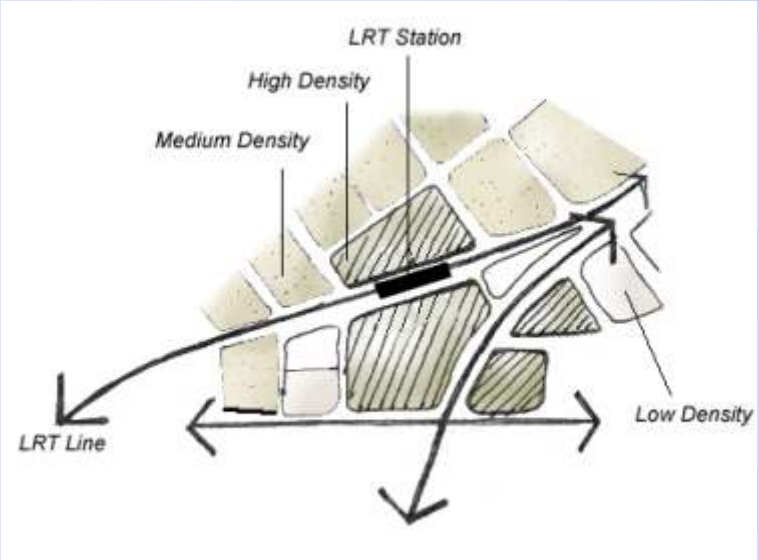


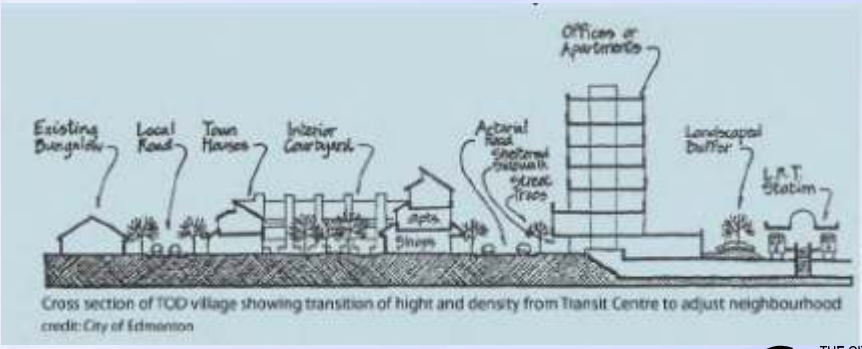
4



Gorman Station - Key Considerations

- Design excellence
- Enhancing user experiences
- Integration with existing and future transit services
- Neighbourhood development and integration
  - Existing and future
- Temporary station to coincide with transit oriented development (TOD) opportunities





Cross section of TOD village showing transition of hight and density from Transit Centre to adjust neighbourhood
credit: City of Edmonton

Transit Oriented Development (TOD)

TOD is about creating higher density, mixed use, walkable communities around transit centres and LRT stations.

Primary components

- Major transit facility (LRT Station)
- Medium-high density development
- Mixed land uses
- Walkability
- Parking management
- Amenities

The effect is of an 'urban village' with a number of convenient services and amenities.

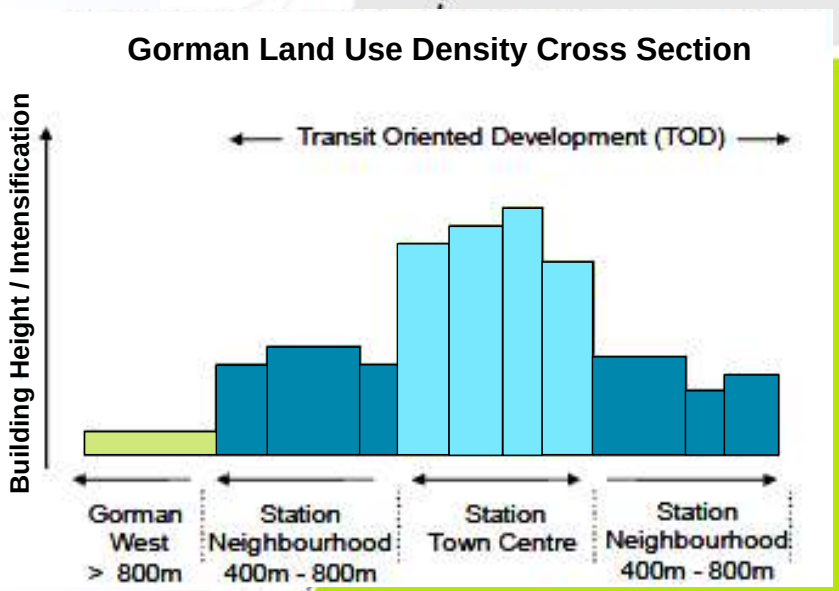
Sparks Street Pedestrian Mall
Ottawa, Ontario

Homme de Fer Station
Strasbourg, France

American Plaza, San Diego
California

Plano Transit Station, Dallas
Texas

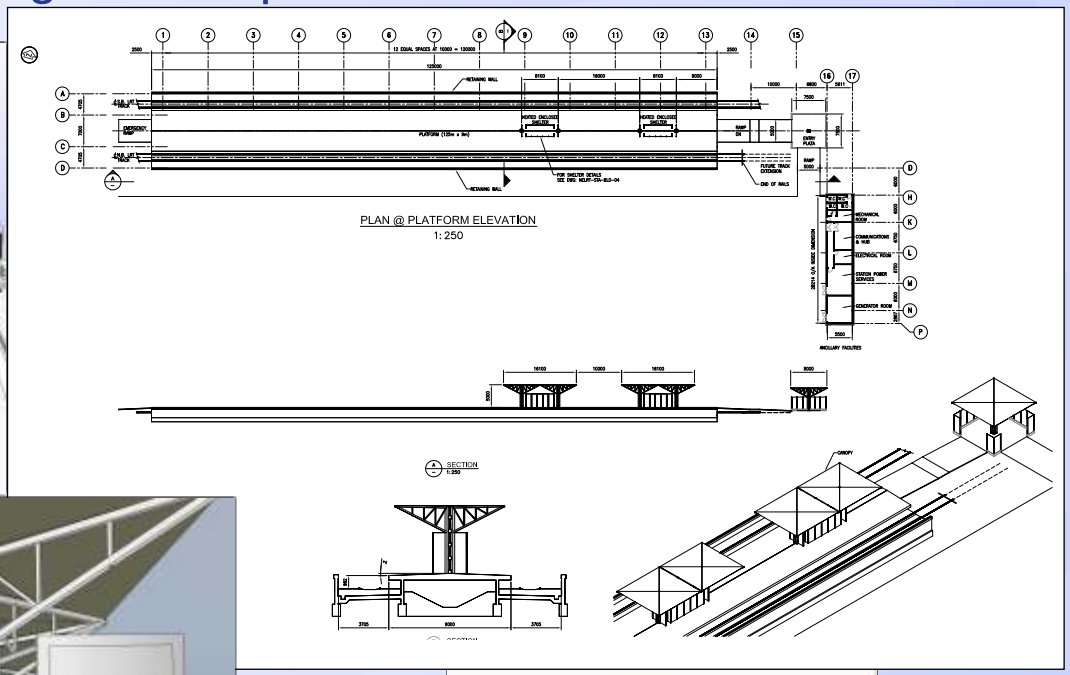
Gorman Community Concept Plan



Gorman Station Area Concept

Gorman Station Possible Design Concepts

"Tree" Concept

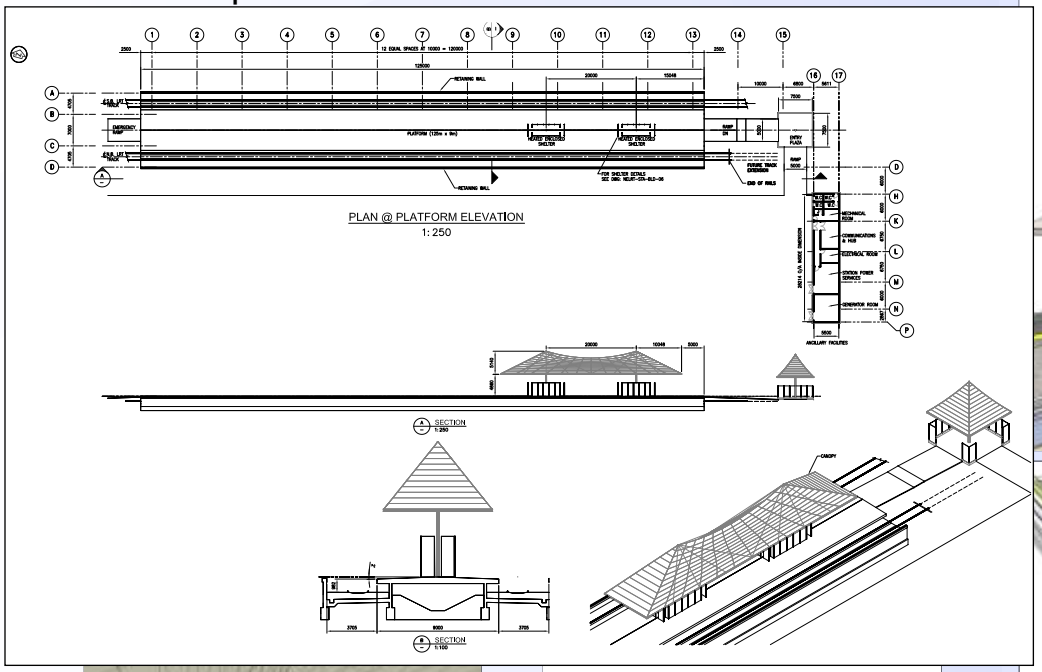


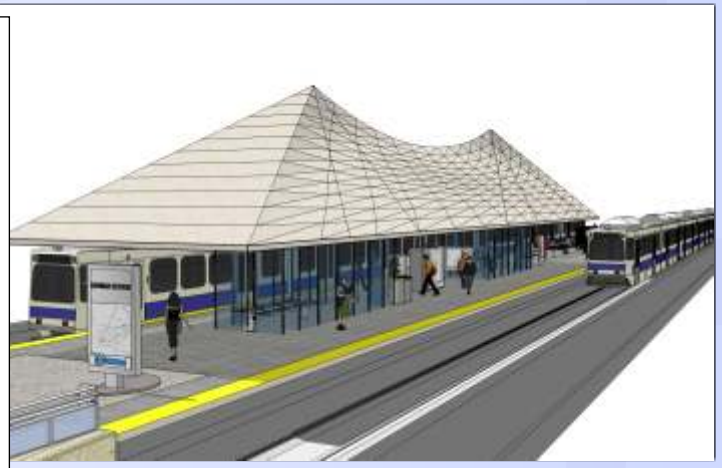
Delcan | Gray Scott | Golder Associates | URBAN SYSTEMS | PATCHING ASSOCIATES ACOUSTICAL ENGINEERING LTD | CAPITA | LTK Engineering Services

THE CITY OF Edmonton

Gorman Station Possible Design Concepts

"Tent" Concept

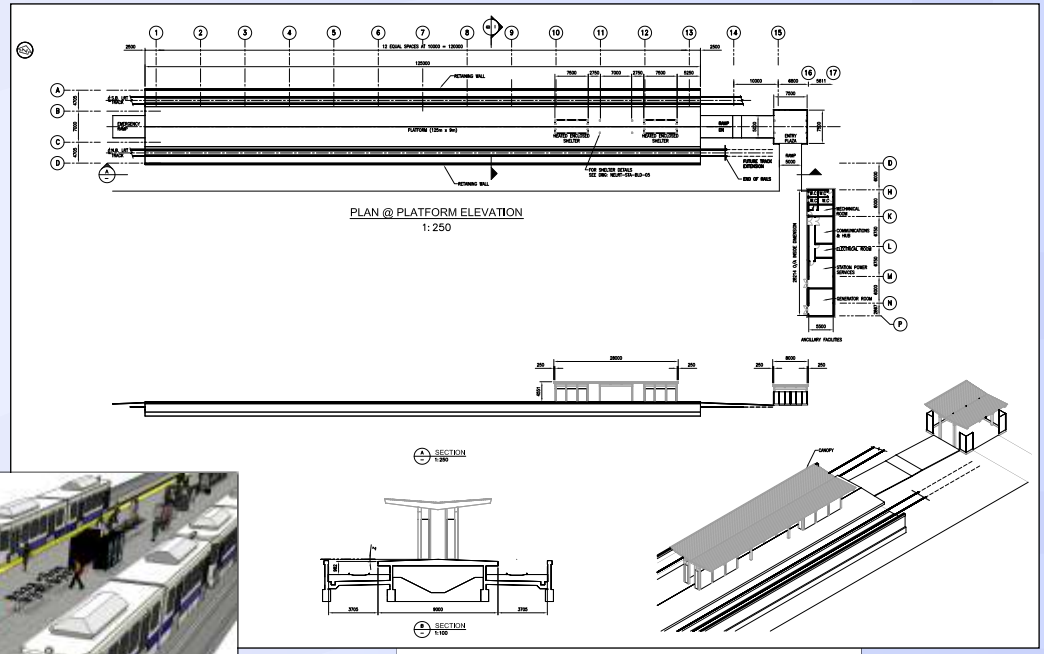




Delcan · Stantec · Golder Associates · URBAN SYSTEMS · PATCHING ASSOCIATES ACOUSTICAL ENGINEERING LTD · CAPITA · LTK Engineering Services · THE CITY OF Edmonton

Gorman Station Possible Design Concepts

"Wing" Concept



Delcan | Gray Scott | Golder Associates | URBAN SYSTEMS | PATCHING ASSOCIATES ACOUSTICAL ENGINEERING LTD | CAPITA | LTK LTK Engineering Services

THE CITY OF Edmonton

Thank you

Your involvement is valuable to the success of this project. Please complete the Comment-Questionnaire and place it in the designated box before you leave, or mail or fax it to us by November 18, 2009.