

# 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, and we are working to have it ready to go as soon as funding becomes available for construction.

In accordance with Bylaw 7188 (the North Saskatchewan River Valley Area Redevelopment Plan), Environmental Impact Assessment (EIA) reports are being prepared for Valley Line West components that fall within the Bylaw boundaries.

This session provides information on the EIA, and your comments are invited.

# Purpose of this session

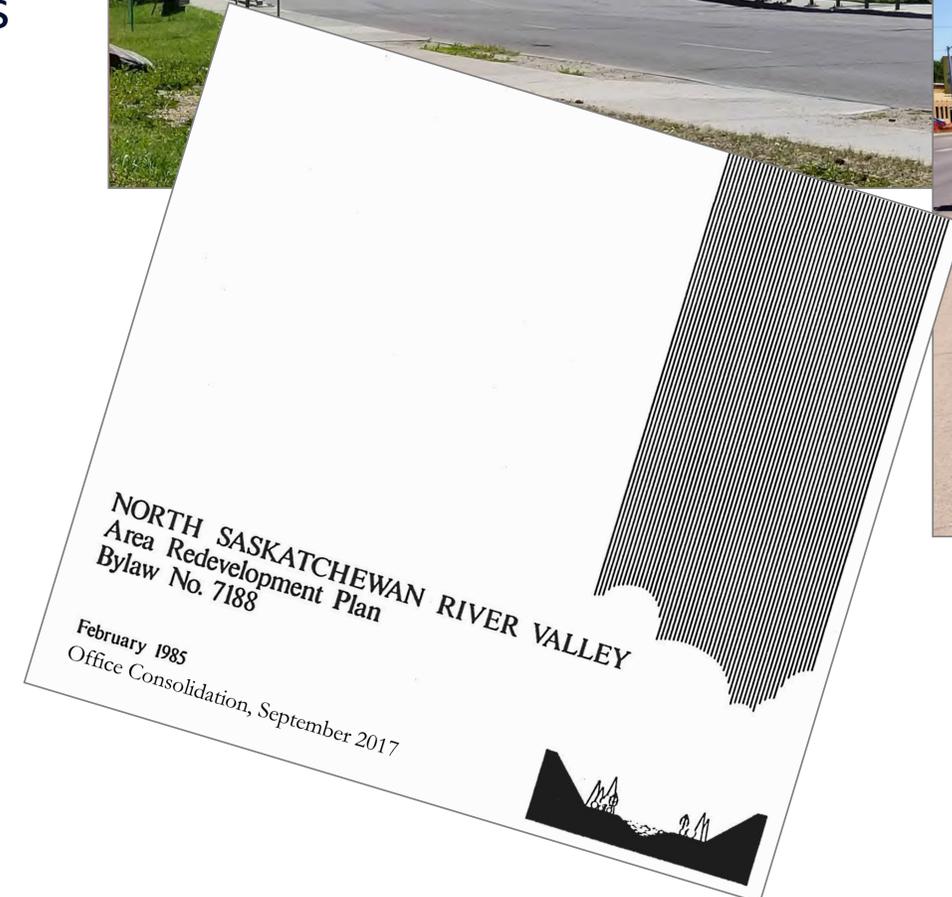
## Valley Line West Lewis Farms - Downtown

Edmonton

## Information sharing opportunity

### Inform:

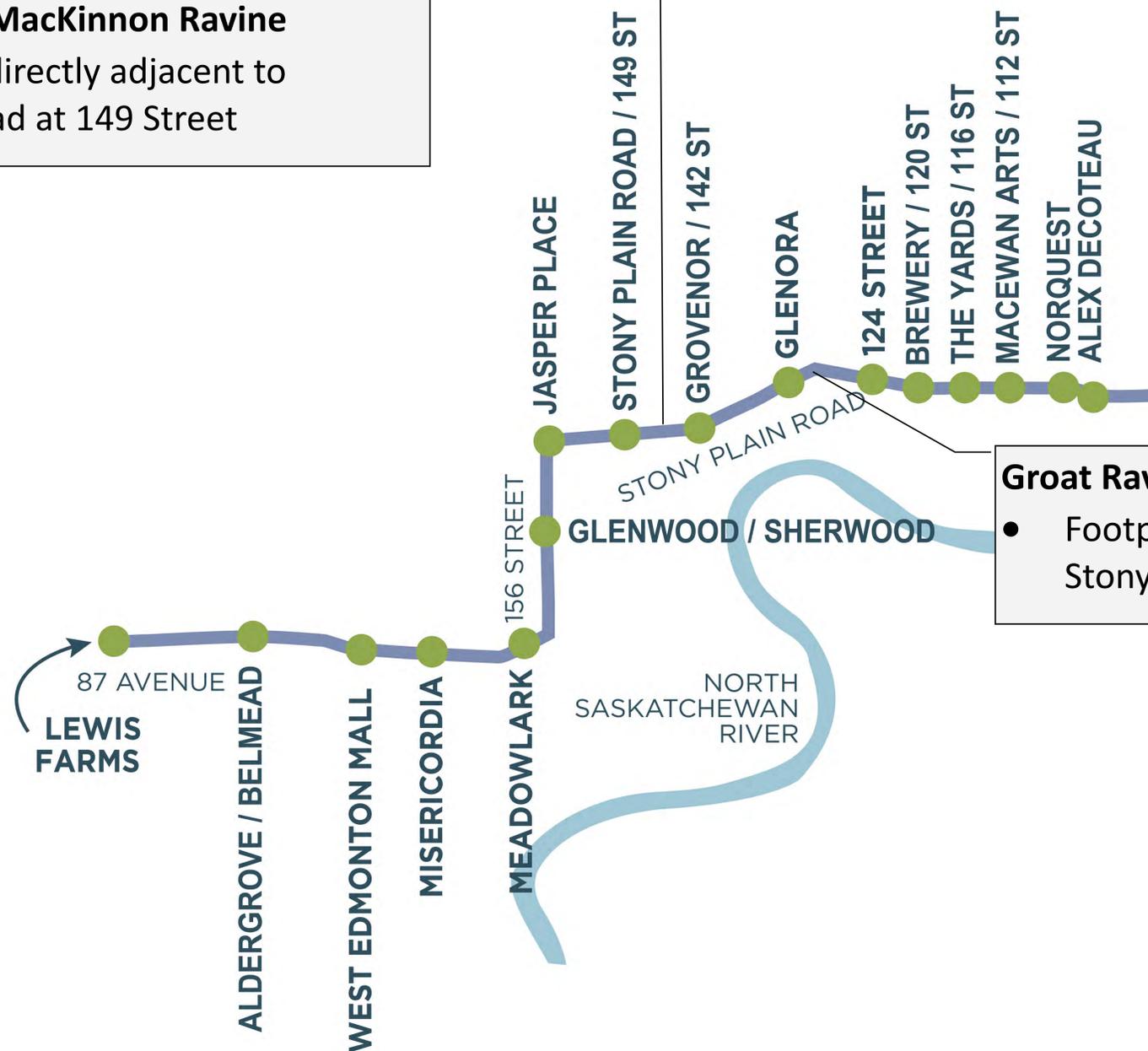
- Share information about project plans affecting areas within the River Valley Bylaw boundaries
- Provide an opportunity for your comments
- Provide information on the next steps in the process
- Maintain transparency of the design and environmental assessment processes



## Locations highlighted in this session

### Northern edge of MacKinnon Ravine

- Embankment directly adjacent to Stony Plain Road at 149 Street



### Groat Ravine

- Footprint of replacement bridge on Stony Plain Road crossing Groat Ravine

# Where we are in the process

## Valley Line West Lewis Farms - Downtown

Edmonton



### Timeline

- 2008:** City Council approves planning criteria for future LRT
- 2009:** City commits to urban-style LRT to enable better fit into neighbourhoods
- 2009:** Council selects Valley Line West corridor, from list initially containing 15 options, as best supporting redevelopment opportunities, encouraging density and achieving a more compact urban form
- 2012:** City Council approves Valley Line West concept plan
- 2013:** Preliminary design completed
- 2016:** Public Transit Infrastructure Fund support provided to review preliminary design and prepare Valley Line West for procurement
- 2017:** Review of Valley Line West preliminary design

### Ongoing

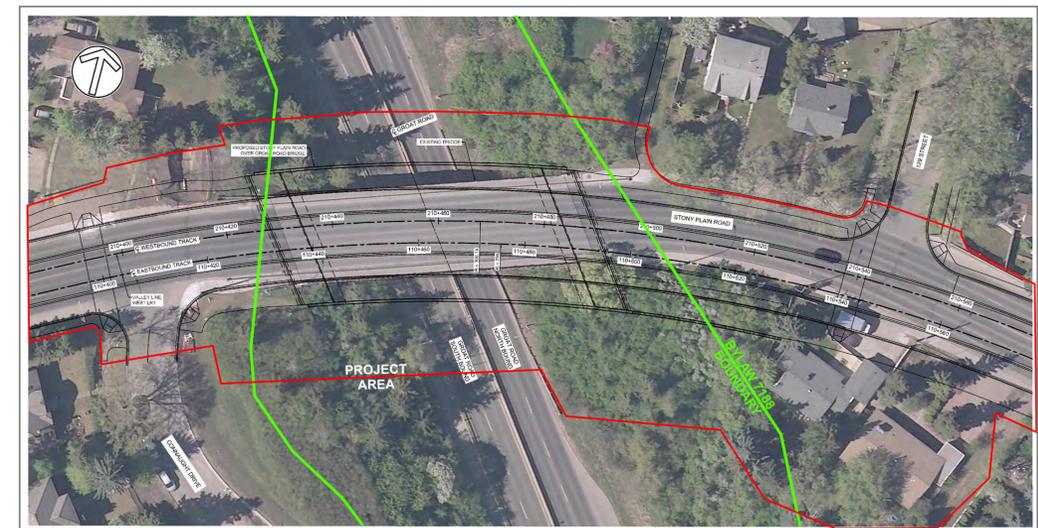
- 2017-18:** Review public input & complete review of preliminary design
- 2018:** Recommendations to City Council
- 2018:** Complete procurement-readiness

### The following steps are subject to funding

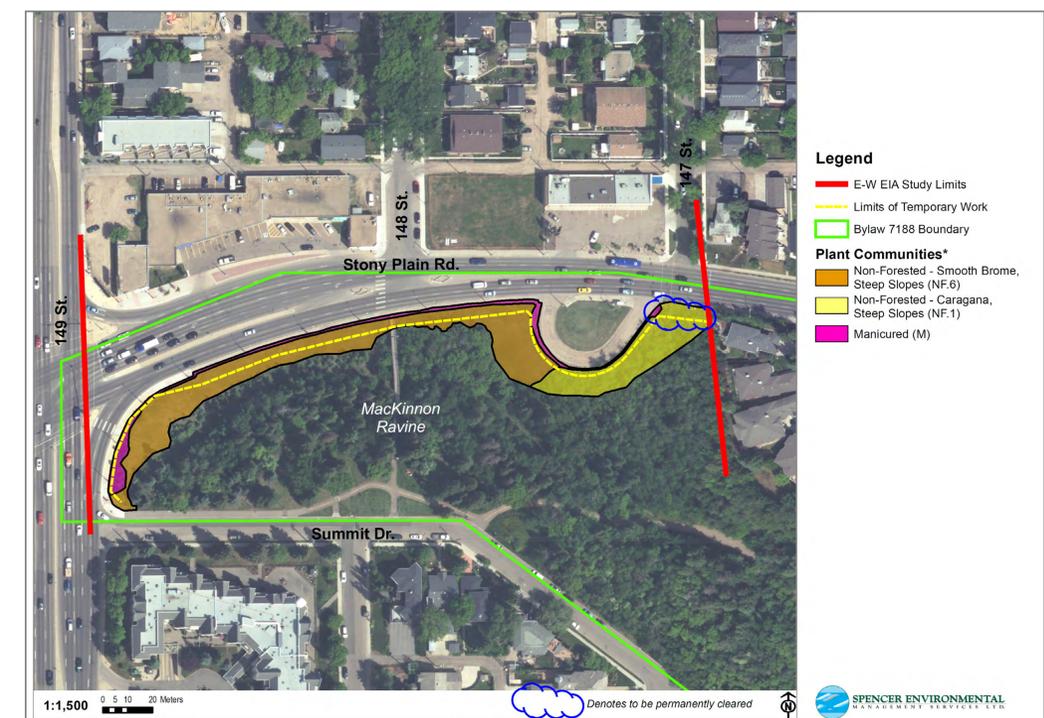
- 2019/2020:** Possible start of construction
- 2025:** Possible start of operation

## Environmental Impact Assessment (EIA)

- Two components of the Valley Line West will intersect with lands within the City of Edmonton's North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188):
  1. The replacement bridge at Stony Plain Road crossing Groat Ravine
  2. Minor sidewalk widening and removal of a bus loop in the area of Stony Plain Road and the terminus of MacKinnon Ravine
- To comply with Bylaw 7188 requirements, Environmental Impact Assessment (EIA) reports are being prepared for these locations
- Both reports:
  - Describe existing environmental conditions for relevant Valued Environmental Components (VECs)
  - Assess potential impacts
  - Describe mitigation measures intended to eliminate or reduce impacts to each VEC



Bylaw 7188 boundaries include the bridge over Groat Ravine



The lands covered by Bylaw 7188 include MacKinnon Ravine

## Groat Ravine—area description

### Vegetation

- Three major types:
  - Deciduous-leading mixedwood – mixed shrub
  - Non-forested – caragana, steep slopes
  - Manicured
- Many exotic species present throughout
- Rare or special status species:
  - Smooth sweet cicely and Canada brome previously identified in area; none detected in recent surveys

### Wildlife

#### *Birds*

- Typical observed: black-capped chickadee, black-billed magpie, American robin, yellow warbler, cedar waxwing, chipping sparrow, dark-eyed junco
- Rare or special status species (reported): bay-breasted warbler, Cape May warbler

#### *Mammals*

- Observed & reported array of animals common to Edmonton's river valley and ravines
- Possible rare or special status species: little brown myotis (bat) found in lower Groat Ravine



Typical deciduous mixedwood - mixed shrub forest at Groat Ravine



Non-forested caragana community upslope on the west side of Groat Ravine



Creeping thistle and sow thistle infestation east of Groat Road, north of SPR bridge



Typical manicured area adjacent to Connaught Drive, looking northeast

Little brown myotis  
(Image courtesy Ann Froschauer/USFWS)

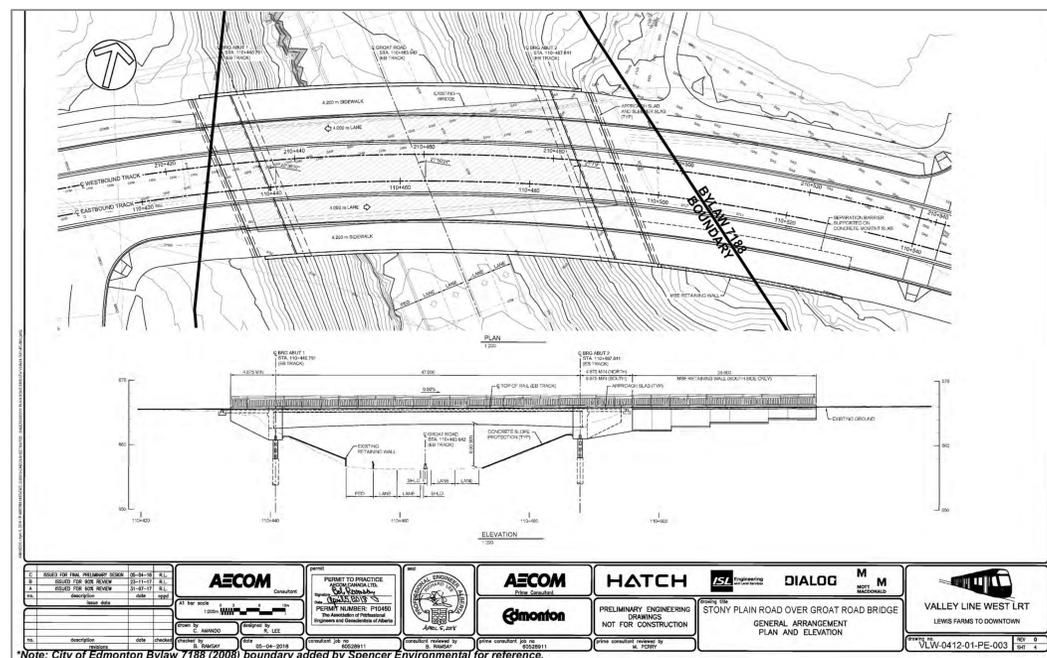


### Groat Ravine—replacement bridge description

- At 25.4 metres, the replacement bridge over Groat Ravine will be 38% wider than the current bridge
- It is designed to accommodate two centre LRT tracks, two outside vehicle lanes and two 4.2 m sidewalks
- The bridge will be single span supported by an abutment at each end
- Drainage will be similar to the existing bridge, with drainage directed into the Groat Road storm system
- It will include “critter crossings” underneath both sides to support passage by small and medium sized wildlife
- The slopes under the bridge will be stabilized with concrete



Rendering of the replacement bridge over Groat Road, looking north



Rendering of the replacement bridge over Groat Road, looking south

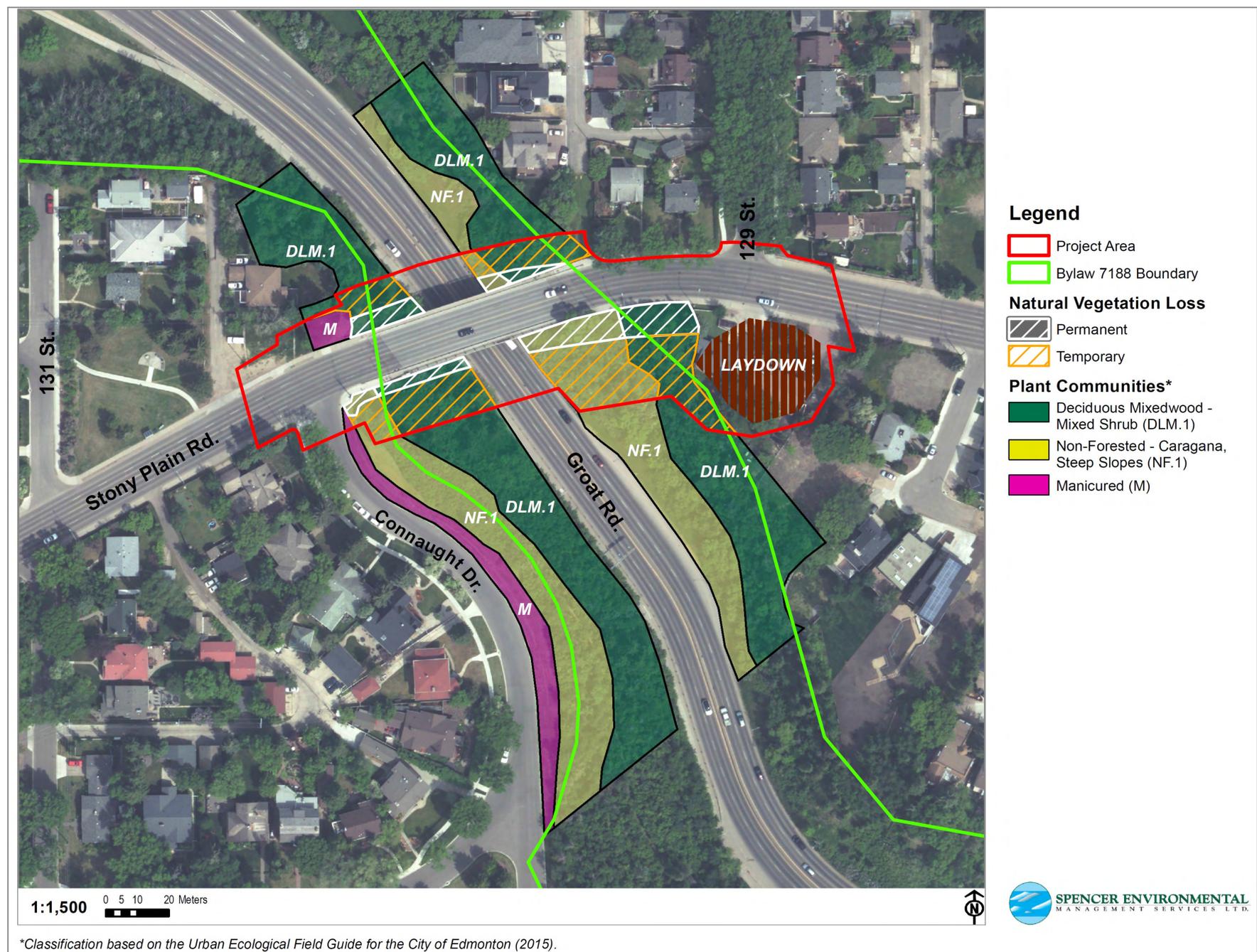
## Groat Ravine vegetation—replacement bridge impacts

### Final bridge infrastructure

- Footprint will be larger
- Some (826 m<sup>2</sup>) permanent loss of vegetation, including the removal of a small number of mature trees

### During Construction

- Some (2100 m<sup>2</sup>) temporary loss of vegetation due to clearing and requirement for lay-down areas
- Weeds may spread



\*Classification based on the Urban Ecological Field Guide for the City of Edmonton (2015).

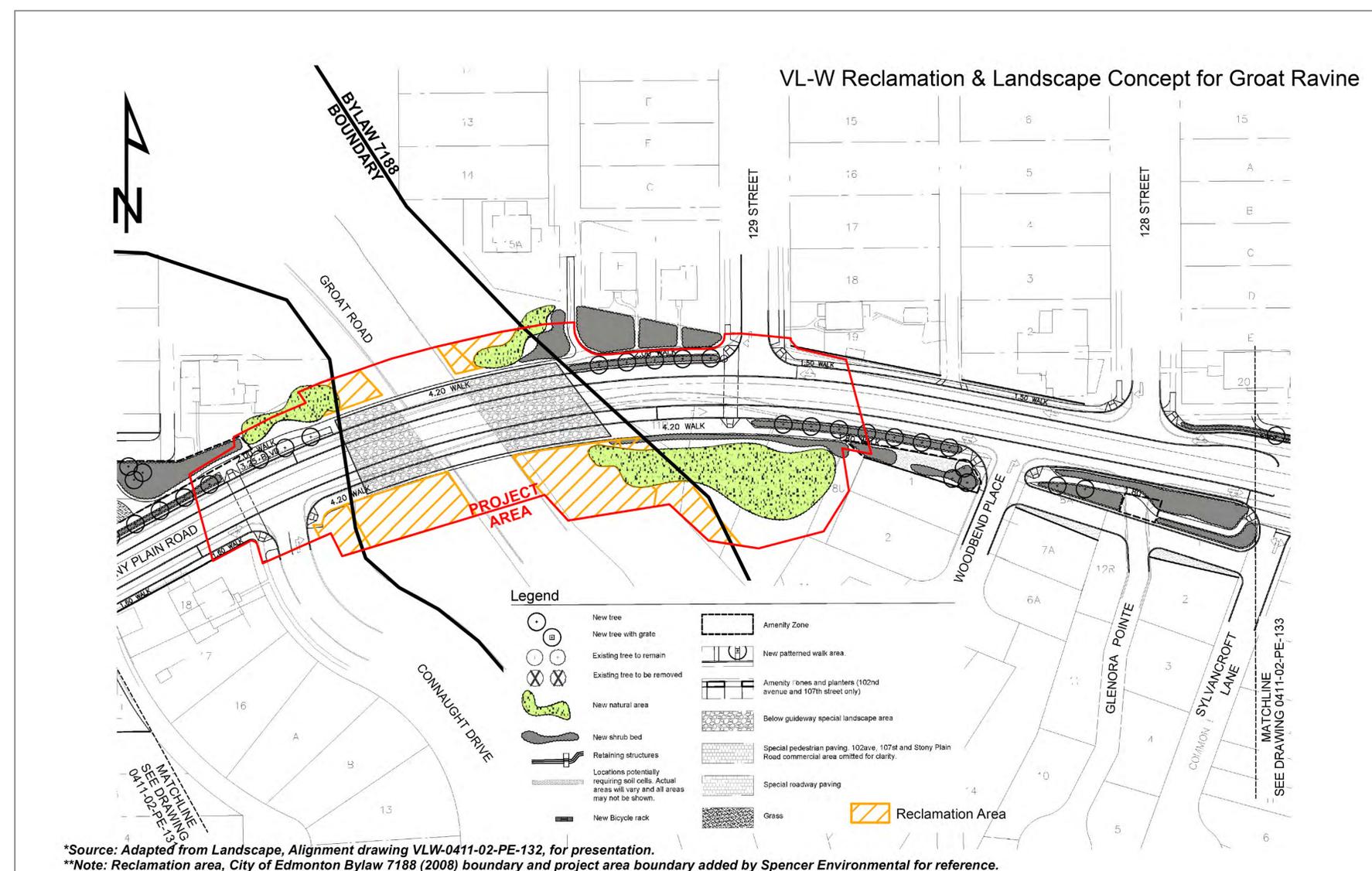
# Groat Ravine vegetation—mitigation of impacts

### Long-term

- Implement landscaping featuring reclamation of areas with use of native species
- Reclaim other areas to forest
- Apply City's Corporate Tree Management Policy to compensate for loss of mature trees

### During construction

- Weed control
- Care to avoid incidental tree damage
- Environmental monitoring to include addressing wildlife disturbance, spills (prevention & clean-up), erosion etc.



## Groat Ravine wildlife—impacts of replacement bridge; mitigation

### Impacts

#### *Final bridge infrastructure*

- Larger footprint results in small area of permanent habitat loss (826 m<sup>2</sup>)
- Impact considered minor

#### *During Construction*

- Area of temporary habitat loss (2100 m<sup>2</sup>)
- Activity may deter some animals from using local habitat or passing through
- All impacts considered temporary

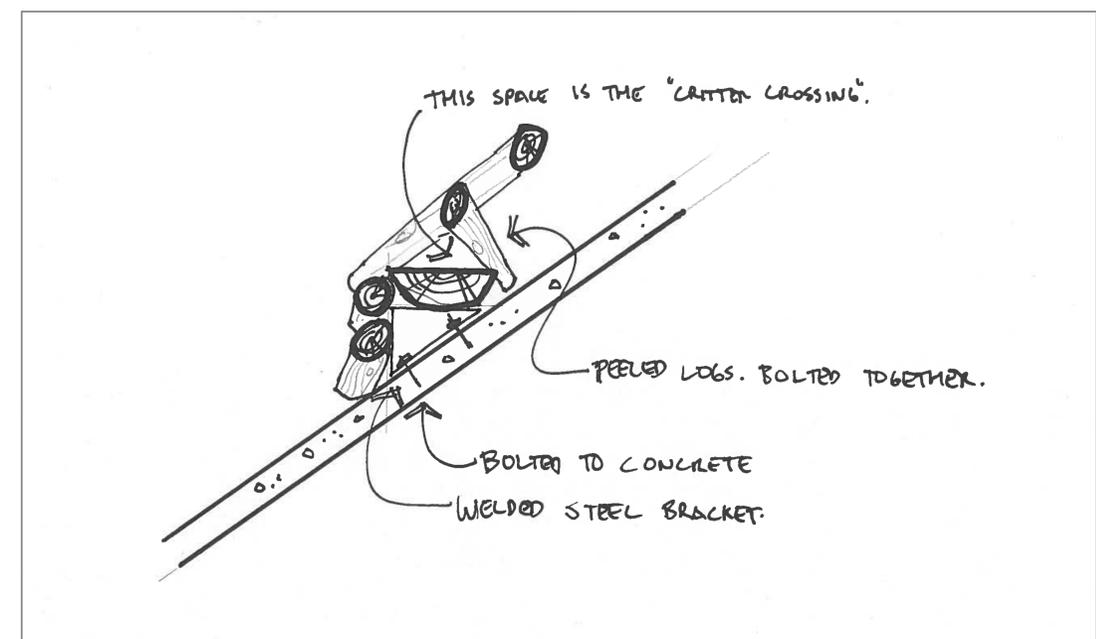
### Mitigation

#### *Long-term*

- Establishment of native forest communities to replace lost habitat
- “Critter crossings” to support animal movement under bridge

#### *During construction*

- Avoid vegetation clearing during nesting / roosting season
- Strict policy against harassment of wildlife
- Environmental monitoring to include addressing wildlife disturbance, spills (prevention & clean-up), erosion etc.



“Critter crossings” will provide a sheltered bench for small animal passage underneath the bridge on both sides of Groat Road (Porcupine image courtesy Edmonton & Area Land Trust)



## MackInnon Ravine—upper ravine area description

### Vegetation

- Three major types in project area:
  - Non-forested – caragana, steep slopes
  - Non-forested – smooth brome, upper slopes
  - Manicured – ravine margin
- Rare or special status species:
  - None recorded or observed
- Ravine below project area is forested

### Wildlife

#### *In ravine*

#### *Birds*

- Typical observed: American robin, red-eyed vireo, chipping sparrow, dark-eyed junco, house finch
- Sensitive species (reported): western tanager
- Rare or special status species: none reported or observed

#### *Mammals*

- Not a high-use area due to being the ravine terminus, i.e. a dead end

#### *Within project area*

- Very limited wildlife habitat

View to northeast of plant community adjacent to bus turnaround: non-forested community – caragana, steep slopes



View to east along south side of SPR including poplar saplings: non-forested community – smooth brome, steep slopes



View to west of narrow mowed strip adjacent to SPR sidewalk: manicured





# MackKinnon Ravine—impacts of changes; mitigation

### Vegetation

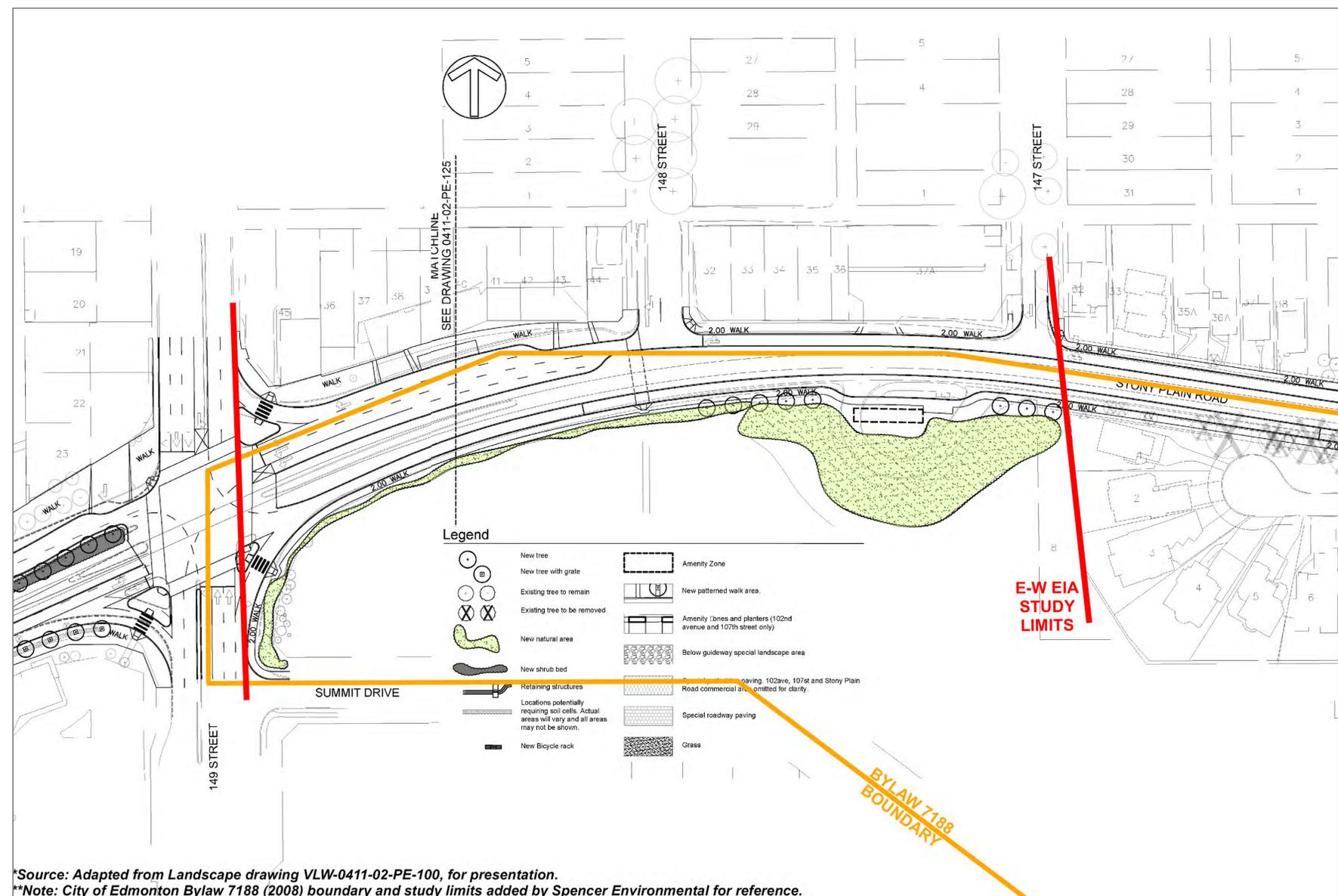
- Removal of some poplar saplings
- Landscaping plan emphasizes native species; will include additional trees
- Weed control & care to avoid incidental tree damage during construction

### Wildlife

- No significant impact anticipated or mitigation required

### General

- Environmental monitoring to include addressing wildlife disturbance, spills (prevention & clean-up), erosion etc.



\*Source: Adapted from Landscape drawing VLW-0411-02-PE-100, for presentation.

\*\*Note: City of Edmonton Bylaw 7188 (2008) boundary and study limits added by Spencer Environmental for reference.

## Next steps

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### August-September 2018

- Complete Environmental Impact Assessments

### Early October 2018

- Post EIA reports

### October-November 2018

- Consideration by City Council's Executive Committee (tentatively October 29)
- Consideration by City Council (tentatively November 6)

### Beyond November 2018

- Ensure incorporation of all environmental protection and mitigation commitments into Project Agreement
- Ensure compliance in implementation of Valley Line West project

## Comments?

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### COMPLETE A FEEDBACK FORM

- Your comments on the EIA will be reported to City Council

### LEARN MORE ABOUT VALLEY LINE WEST AND TELL US WHAT YOU THINK

- 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)