

# CAPITAL LINE SOUTH LRT

## CENTURY PARK TO DESROCHERS

SPRING 2026



Edmonton

# CONTENTS

The Future of Edmonton.....	3	Map Explanation and Disclaimers .....	14
LRT Network Plan.....	4	Century Park Station/23 Avenue.....	15
The Project.....	5	Skyrattler/Saddleback Road.....	18
Urban High–Floor LRT.....	6	Blackmud Creek LRT Bridge.....	19
Capital Line South Benefits.....	7	Twin Brooks Utility Complex .....	21
Environment .....	8	Twin Brooks Station .....	22
Blackmud Creek .....	9	Anthony Henday Drive /Twin Brooks.....	24
Public Engagement Summary.....	10	Anthony Henday Drive LRT Bridge.....	25
What We Heard .....	11	Anthony Henday Drive/MacEwan .....	27
Indigenous Engagement.....	12	Llew Lawrence Operations and Maintenance Facility ..	28
Public Art.....	13	Heritage Valley North Station.....	30
		Ellerslie Road .....	32
		20 Avenue SW Station (Phase 2; future phase) .....	34
		Heritage Valley Station (Phase 2; future phase).....	36
		Desrochers Station (Phase 2; future phase).....	38

# THE FUTURE OF EDMONTON



Heritage Valley North station concept; subject to change

Edmonton is growing. From newborns to newcomers, Edmontonians want to feel welcome and supported so we can all contribute to a great city.

Edmonton's City Plan outlines what we need to do together over the coming decades to grow, adapt and succeed as a future city of two million residents – a city that balances the benefits we enjoy today with new opportunities for Edmontonians tomorrow.

The City Plan is about creating a healthy, accessible and climate resilient city that benefits all Edmontonians for generations to come. A critical component of The City Plan is continuing to expand Edmonton's mass transit network. This means shifting our mobility system from one that is predominantly focused on individual travel by car to one that prioritizes a variety of more sustainable travel options, including light rail transit and bus rapid transit.

An expanded mass transit system will connect all areas of the city and remove some barriers for those who want or need mobility options. Transit and roadway networks that are integrated with pedestrian and cycling infrastructure will ultimately support more choice throughout our mobility system.

# LRT NETWORK PLAN

Edmonton is changing and our transportation needs are growing. LRT is a key part of Edmonton's mass transit network as outlined in The City Plan and a solution to move people quickly and efficiently along transportation corridors.

In 2009, City Council adopted a long-term LRT Network Plan. As time passed, elements of the LRT Network Plan continued to evolve and were incorporated into The City Plan, Edmonton's combined municipal development plan and transportation master plan. With the approval of The City Plan in 2020, the LRT network will continue to expand to all quadrants of the city in conjunction with bus rapid transit (BRT) along key routes.

The Capital Line South Extension plays a key role in The City Plan's vision of supporting more sustainable travel options throughout our mobility system. For more information about mass transit, visit: [edmonton.ca/masstransitplanning](http://edmonton.ca/masstransitplanning)



Capital Line	Planned Future Extension
Metro Line	Potential Future Extension
Valley Line	Park & Ride (City-operated)
Under Construction	Park & Ride (private/other)

# PHASE 1: Under construction

Where We Are Today



The Capital Line South is a high-floor LRT that will help serve communities in south and southwest Edmonton, two of the fastest growing areas in our city. The south extension will be completed in two phases.

In 2024, the City awarded the Design-Build contract for Phase 1 of the extension to Capital Line Design-Build Ltd., a member of the Leducor Group of Companies, with AECOM as their design partner.

Leducor began major construction along the LRT alignment in 2025. Construction is anticipated to be complete in 2029, followed by testing and commissioning.

Partial project funding for Phase 1 of the extension was received from the Government of Canada and the Government of Alberta. Total costs for the project are approximately \$1.4 billion.

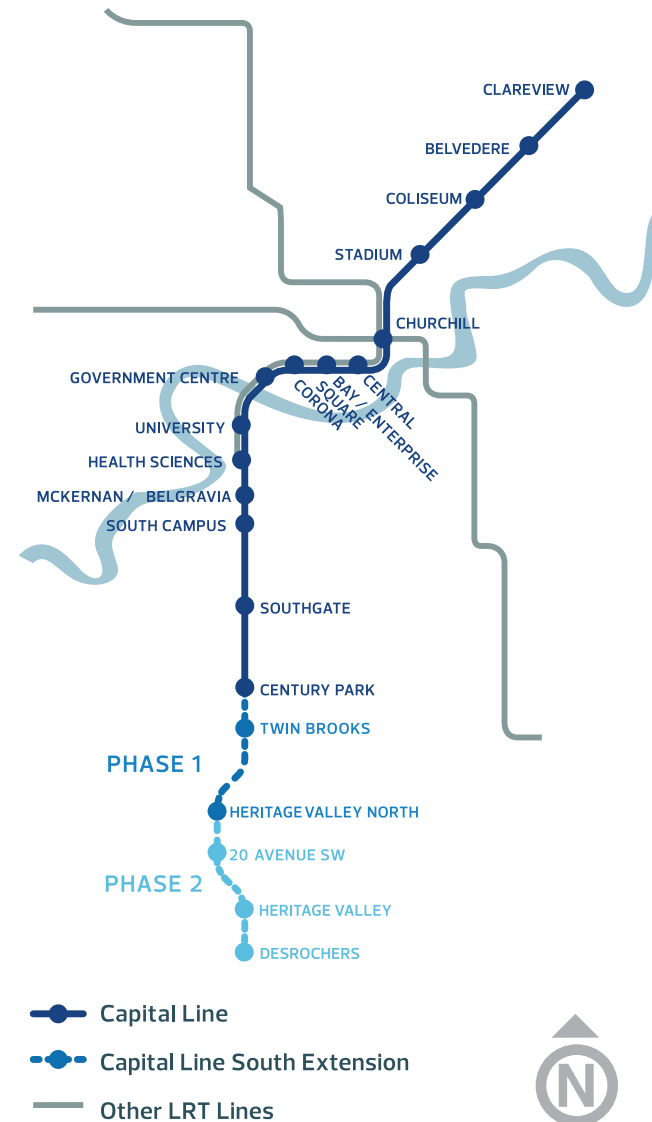
## PHASE 1 HIGHLIGHTS:

(Under Construction)

- 4.5 km LRT extension (along west side of 111 Street) from Century Park to the Heritage Valley Transit Centre and Park & Ride just north of Ellerslie Road (Phase 1 does not cross Ellerslie Road).
- LRT underpass at 23 Avenue and 111 Street.
- Two new bridges:
  - Blackmud Creek LRT bridge.
  - Anthony Henday Drive LRT bridge.
- Two new stations:
  - Twin Brooks station.
  - Heritage Valley North station (connects to the Heritage Valley Transit Centre and Park & Ride).
- Crossing arms, gates and bells at intersections.
- Llew Lawrence Operations & Maintenance Facility.
- New Light Rail Vehicles (LRVs).

## PHASE 2 HIGHLIGHTS:

- Phase 2 funding has not been secured, therefore the timing of Phase 2 is unknown.
- 3.5 km LRT extension from the Heritage Valley North station across Ellerslie Road to the Desrochers station just north of 41 Avenue SW.
- Three new stations:
  - 20 Avenue SW station.
  - Heritage Valley station.
  - Desrochers station.



# URBAN HIGH-FLOOR LRT

While the current Capital Line can be best described as a “suburban” style system, the LRT Network Plan calls for a shift in approach to an “urban” LRT system as the network expands. This design is more integrated into neighbourhoods and promotes development, all while balancing mobility needs with traffic flow. The urban approach improves connections between the LRT and city life.

An urban LRT system means:

- Building smaller-scale stations that are spaced more closely together.
- Providing better links to a greater number of destinations, with more direct transit, pedestrian and cyclist connections.
- Reducing vehicle and traffic speeds in congested areas to support safe, pedestrian-friendly communities.
- Investing in landscaping, streetscaping and architectural features to improve visual appeal.

## Capital Line’s High-Floor System

High-floor trains have most of the mechanical equipment along the bottom of the trains, therefore higher station platforms are needed for passenger boarding.

The Capital Line South Extension (Phase 1) will be at street level, except for the LRT underpass at 23 Avenue and the LRT bridges going over Blackmud Creek and Anthony Henday Drive.

## Sustainable Urban Integration

A major priority of the Capital Line South Extension project is to provide a transit system that both meets the overall goals of LRT expansion and fully integrates into the communities it serves.

Sustainable Urban Integration (SUI) guidelines look beyond the building of tracks and trains towards creating neighbourhoods that are connected. This involves adding enhancements that reflect the feel and character of each of the communities along the LRT corridor.



# CAPITAL LINE SOUTH BENEFITS

As our city grows, so do our transportation needs. Our LRT is a long-term investment in Edmonton's future that will help ensure we meet the needs of a diverse, dynamic and growing population. The Capital Line South Extension will provide benefits for commuters, communities, residents, businesses and the environment

## Transportation Benefits

- **More Sustainable Travel Options:** LRT is an important investment in our city's future and will give people more sustainable options for moving around the city. Plus, you can bring your bicycle on the train so it's easy to integrate multiple modes of transportation. Or simply leave your car at home when you're heading downtown.
- **Integration:** The Capital Line South Extension has been designed to be integrated with cycling, pedestrian and bus infrastructure. There will be a shared-use path along the west side of 111 Street between Century Park station and 9 Avenue. The shared-use path will provide access to the Blackmud Creek ravine system.



Llew Lawrence Operations and Maintenance Facility concept (looking east); subject to change

## Community Benefits

- **Housing Options:** The Capital Line South Extension will create opportunities for mixed-use developments along the alignment, which will provide additional housing options and choices for Edmontonians.
- **Increased Accessibility:** Many Edmontonians benefit from increased mobility options to access work, amenities, healthcare and recreation. The Capital Line South Extension will provide a sustainable transportation option for those who don't drive, don't own a car, or those who simply want to become less car-dependent.

## Economic Benefits

- **Job Creation:** The Capital Line South Extension continues to encourage a healthy labour market by attracting new workers to the city by generating jobs in design, construction and equipment. Albertans will benefit from Phase 1 with over 3,500 jobs and over \$300 million in wages.

## Environmental Benefits

- **Reduced Emissions:** One full 4-car train (high-floor) is equivalent to taking approximately 600 private vehicles off the road.

# ENVIRONMENT

## Trees

We've heard from Edmontonians that trees are a cherished part of their communities. During any City project that involves trees, the City's Forestry team assesses the work area to evaluate if trees need to be removed, or if they can be replanted or relocated. From this information, they develop a tree plan for the area.

The City aims to protect and preserve trees and vegetation wherever possible by following the Tree Preservation Guidelines. Any trees that need to be removed to build LRT will be replaced as part of the full landscaping plan to be implemented by the Design-Build contractor after major construction is completed. In addition, the City's Forestry branch determines the value of the trees, as it aligns with the Corporate Tree Management Policy (C456C). The Design-Build contractor is required to pay for every tree they remove, so they are motivated to save as many trees as possible.

An inventory list has been made of potentially impacted trees along the Capital Line South Extension (Phase 1). Based on initial tree inventory and preliminary design, it is estimated that:

- Approximately 400 trees will need to be removed or relocated.
- Once major construction is completed, approximately 800 new trees will be planted along the alignment.



We realize mature trees have numerous benefits and it will take time for smaller/younger trees to mature. While the project will require tree removals, the replacement of trees (and where feasible, relocation) will eventually result in a greater and more diverse urban forest canopy. The City also has an overall tree plan that aims to plant two million more trees by 2050.

Tree relocation is highly dependent on factors such as tree health, size, age, species and the proximity of tree and root system to utilities, pavement or overhead obstructions. Trees that cannot be relocated, either due to their size or condition, are recycled in the following ways:

- Wood chips are used in tree beds in public green spaces and along trails.
- Unusable wood is composted.
- Other special uses which are reviewed on a case-by-case basis.



## Environmental Impact Assessment

An Environmental Impact Assessment (EIA) was completed in 2019 for the Capital Line South Extension (Phase 1). The study looked at the project's effects on soils, vegetation, wetlands, fish and wildlife and how the effects would be mitigated. The local wildlife are generally mobile and capable of adapting to changing conditions. Tree removals are not expected to cause harm, as these animals can move within the area and away from affected locations.

Bird species are protected under provincial legislation. If tree removals occur outside of certain time periods, site specific assessments will be undertaken before and during tree removals to determine bird use and activity, such as nesting and breeding. These assessments will be reviewed by provincial regulators.

# BLACKMUD CREEK

## Limiting Disturbance in Blackmud Creek

When the concept plan for the Capital Line South Extension was prepared, the City performed a site location study for the LRT bridge where the alignment crosses Blackmud Creek. The study examined the financial, social, environmental and institutional opportunities and constraints associated with a clear-span LRT bridge, to meet the goals and policies of the North Saskatchewan River Valley Area Redevelopment Plan, Bylaw 7188 (1985).

The study determined the following:

- In order to limit ground disturbance in the environmentally and culturally sensitive Blackmud Creek area, the LRT line will be integrated with the current crossing on 111 Street, with an LRT bridge built to the west of the existing traffic bridge.
- This is the most feasible location for the LRT bridge given that other options will cause additional disturbance to the North Saskatchewan River Valley and Ravine System (City of Edmonton 2017a).

As a result of this, 111 Street south of 23 Avenue and the Capital Line South Extension were designed to have the LRT cross over to the west side of 111 Street at 23 Avenue and remain along the west side until Anthony Henday Drive.



# PUBLIC ENGAGEMENT SUMMARY

Edmontonians have played an essential role in shaping our city's transportation network. Here's a look at our journey together on the Capital Line South Extension project:



## Concept Planning & Preliminary Design (2008–2010)

In 2008, the City initiated public engagement activities for the Capital Line South Extension. The primary focus was to gather input on the alignment, the LRT underpass at 23 Avenue and the preliminary design for the Heritage Valley North station. Over the next two years, several initiatives occurred to inform the public and gather feedback:

- Direct discussions with local residents and business establishments.
- Structured meetings.
- Public open houses and information sessions.

In 2010, City Council approved the initial preliminary design.

## Updated Preliminary Design (2017–2019)

2017 to 2019 marked an important period to update the preliminary engineering. Designs were shared with the public and feedback was incorporated, resulting in City Council's approval of the Phase 1 preliminary design (Century Park to just north of Ellerslie Road) in 2019. The engagement tools and methods included:

- Broad public engagement events and public surveys.
- Community Advisory Committee sessions.
- Multiple community pop-up events.
- Targeted community meetings.
- Information sharing through a fact sheet, postcard and project website.

In 2019, City Council approved the updated preliminary design.

## Public Information Sessions/Surveys: (2020–2023)

While public information sessions were primarily virtual from 2020 to 2022 due to the pandemic, the City continued to provide information to communities along the alignment.

- Twin Brooks community conversation with former Councillor Michael Walters.
- Public townhall at George P. Nicholson school hosted by former Councillor Jennifer Rice.
- Public education survey about the Twin Brooks station.

## Community Advisory Committee

The Community Advisory Committee (CAC) is at the heart of our ongoing information sharing about the Capital Line South Extension. The CAC is made up of dedicated and diverse volunteers and serves as a bridge between the City and the communities along the alignment.

Some volunteers are representatives of their Community Leagues, while others are from the general public along the alignment and offer a broader perspective.

CAC meetings occur in conjunction with major project developments. These meetings facilitate a two-way flow of information. The LRT project team provides updates and CAC members provide community insight, feedback and questions. These interactions not only inform our project strategies but also result in public documentation, ensuring project transparency.

## Phase 2: Planning and Future Prospects

Phase 2 of the Capital Line South Extension will be approximately 3.5 kilometres long and will cross Ellerslie Road and end north of 41 Avenue SW. The preliminary design for Phase 2 was approved by City Council in 2020.

The decision about grade separation at Ellerslie Road will be made at a future date that has yet to be determined.

Phase 2 funding has not been secured, therefore the timing of Phase 2 is unknown.

# WHAT WE HEARD

In the preliminary design phase, and throughout the early stages of Phase 1 procurement, the public drew attention to various topics, including:

**How did the project team evaluate grade separation at key intersections along the alignment?** In 2017, City Council approved a Crossing Assessment Framework (CAF) to evaluate intersections to determine if they require grade separation. The CAF provides a consistent and objective process for determining the optimal configuration for LRT crossings and any adjacent LRT stations or stops. The CAF resulted in an LRT underpass being approved at 23 Avenue and 111 Street for the Capital Line South Extension (Phase 1).

**When will the City make a decision about grade separation at Ellerslie Road/135 Street?** This intersection crossing is included in Phase 2 of the Capital Line South Extension. Phase 1 does not cross Ellerslie Road. A decision about grade separation at this intersection will be made at a future date that has yet to be determined.

**Why do visual screen walls vary along LRT alignments across the city? How are decisions made?** The type of visual screen wall installed is guided by the City's Urban Traffic Noise Policy C506. The policy states that projects with average noise levels exceeding 65 dBA in private yards will be considered for noise attenuation. This policy is applied to LRT projects, as well as other transportation projects, to ensure fairness and consistency for communities along transportation corridors including the Valley Line, Metro Line and Capital Line. Therefore, in some instances, concrete sound attenuation walls are installed where average noise levels exceed 65 dBA, while in other areas with average noise levels below 65 dBA, double-boarded wooden fences are typically installed to provide visual screening.

**Could the LRT potentially block the 9 Avenue and 12 Avenue intersections at the same time?** No. The distance between 9 Avenue and 12 Avenue is much longer than a train, so a train would not block both entrances/exits at the same time. The train is the same length as the LRT platform.

**How will the City manage non-residential parking in neighbourhoods?** Edmonton Parking Services is available to meet with neighbourhoods to discuss parking programs in response to concerns about existing non-resident parking. Further information on residential parking programs can be found on the City's website, or by contacting [parkingassets@edmonton.ca](mailto:parkingassets@edmonton.ca).

**How does the City keep transit riders safe?** Safety and security on transit are of utmost importance. The City remains committed to working together with our partners to keep transit safe, convenient and reliable. Transit Peace Officers regularly patrol the transit system and collaborate with police officers, and the ETS Control Centre staff (who monitor transit service 24/7) to respond to safety concerns. Community Outreach Transit Teams (COTT), made up of Transit Peace Officers and outreach workers, help refer individuals on ETS property to specialized community support and services, such as financial, housing, mental health and substance use. More information on safety and security on transit is also available at [edmonton.ca/ETSsafety](http://edmonton.ca/ETSsafety).

**Is the City or Government of Alberta considering reopening 119 Street access to Anthony Henday Drive?** In 2019, Alberta Transportation closed the direct access to Twin Brooks at 119 Street/Anthony Henday Drive in conjunction with the widening of Anthony Henday Drive. Alberta Transportation noted that the 119 Street access posed operational challenges due to the geometric design and proximity to the 111 Street interchange. The geometry did not meet modern standards for freeway access, and a collision history was observed. Further discussions will be required to address funding a future interchange. To date, Alberta Transportation has suggested that the interchange costs would be borne entirely by the City of Edmonton. The need for the interchange is dependent on the overall network operation, completion of other infrastructure projects and ongoing or changing development plans. The timing of the construction of a future interchange is unknown and is subject to further discussions between the City of Edmonton and the Government of Alberta.

**Why is a station needed at Twin Brooks?** The City's LRT Network Plan promotes building smaller-scale neighbourhood stations that are spaced more closely together. The Twin Brooks station will provide LRT access for surrounding communities along 111 Street and promote connection with pedestrian and cycling infrastructure. Without a Twin Brooks station, there would be 4.5 kilometres of LRT track without access for transit riders. For context, Valley Line has a stop approximately every kilometre.

# INDIGENOUS ENGAGEMENT

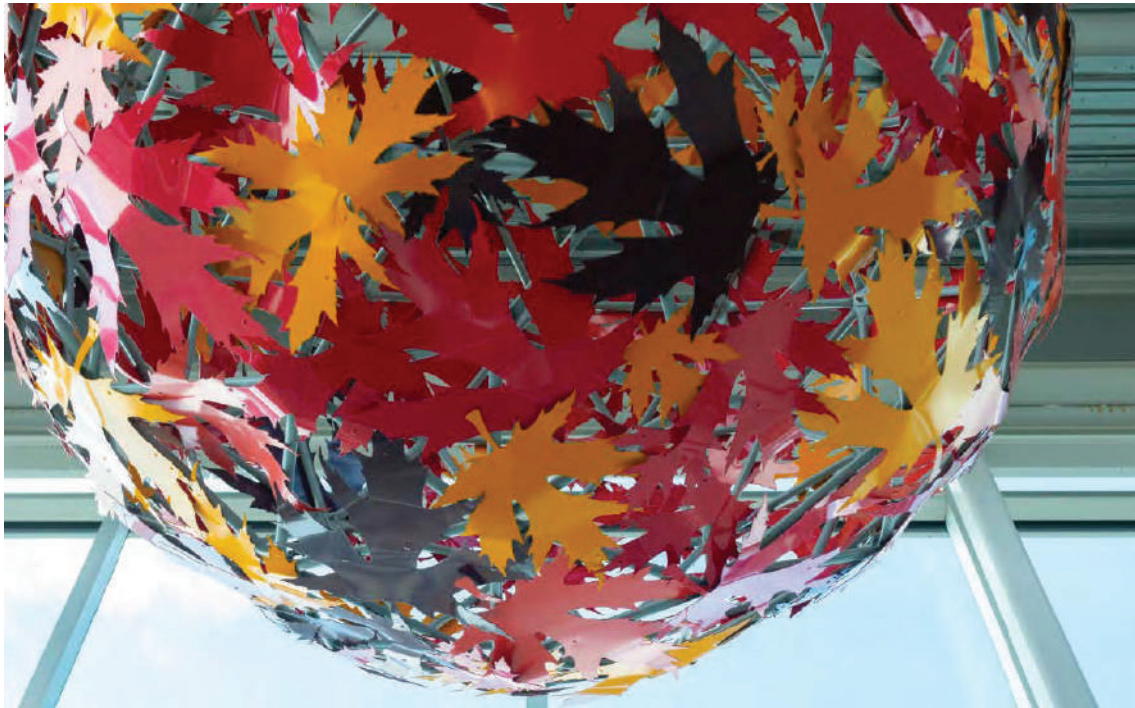
The North Saskatchewan River is deeply intertwined with the history and traditions of numerous Indigenous territories. Recognizing the enduring significance of the Edmonton area to Indigenous Peoples, it is vital the Capital Line South Extension's engagement initiatives actively involve the Indigenous communities connected to Treaty Six territory and the Métis Homeland of Region 4. In light of this, the City has actively reached out to First Nations and Métis Nation communities and organizations. This ongoing communication encompasses sharing vital project information, coordinating site visits, facilitating cultural ceremonies and addressing any arising questions, concerns or collaborative opportunities. As the project progresses, the City remains dedicated to strengthening relationships with Indigenous communities and acknowledging their utmost significance in shaping the land we all call home.

Indigenous engagement activities:

- 2017–2018: LRT Indigenous engagement program established for meaningful dialogue between the City and Indigenous communities. In summer 2018, site tours were conducted for interested Indigenous communities.
- 2019: General summary report based on community input was shared with Indigenous communities.
- 2021: City distributed a project bulletin to update Indigenous communities and foster further dialogue.
- 2022: Letter sent to 31 Nations regarding financial support from Infrastructure Canada and to address any concerns related to the project. An invitation was also sent for preconstruction ceremonies.
- 2022: Cold Lake First Nations held a pipe ceremony at the future site of the Llew Lawrence Operations and Maintenance Facility.
- 2025: First Nations and Métis Nation organizations gave blessings at the groundbreaking ceremony at the future site of the Llew Lawrence Operations and Maintenance Facility.



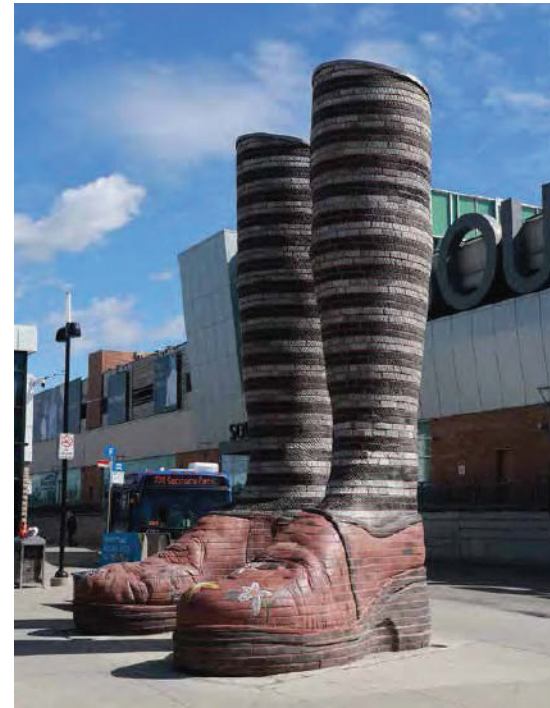
# PUBLIC ART



**City Vision:** The City of Edmonton supports public art as a tool to inspire citizens, connect communities and celebrate our vibrant and diverse identity. Through Policy C548D: Public Art to Enhance Edmonton's Public Realm, Edmonton sets aside spaces and funding to make our public spaces come alive with art, creating a city where everyone feels a sense of belonging.

By investing in public art, the City of Edmonton also supports the local economy and helps build an attractive, healthy and thriving city where creative spaces emerge and art, design and culture flourish.

**Project Insights:** The Capital Line South Extension isn't just a transit project—it's a canvas. This is a unique opportunity for artists to create designs that celebrate the diversity, character and history of the communities it serves. Public art opportunities may include local, regional, national and international artists.



**Selection Process:** Our selection process for artwork is as diverse as our city, often involving artists, curators, City officials and citizens. The public art selection process is managed by the Edmonton Arts Council. Every art opportunity comes with its specific criteria, as mentioned in our Call for Artists. We place special emphasis on ensuring Indigenous, emerging and equity-seeking artists are welcomed to showcase the rich character of communities along the Capital Line South Extension.

# MAP EXPLANATION AND DISCLAIMERS

**Phase 1:** Century Park station to Heritage Valley North station (just north of Ellerslie Road)

**Phase 2:** Heritage Valley North station to Desrochers station (just north of 41 Avenue SW)


















\*not yet funded

The following maps show the Capital Line South Extension design for Phase 1 (as of spring 2026) and Phase 2 (preliminary design from 2020), therefore some elements may change from what is presently shown.

**Tree or shrub placements and quantities** may not be exactly as shown.

For the most up-to-date information, [visit edmonton.ca/capitalsw](https://www.edmonton.ca/capitalsw)

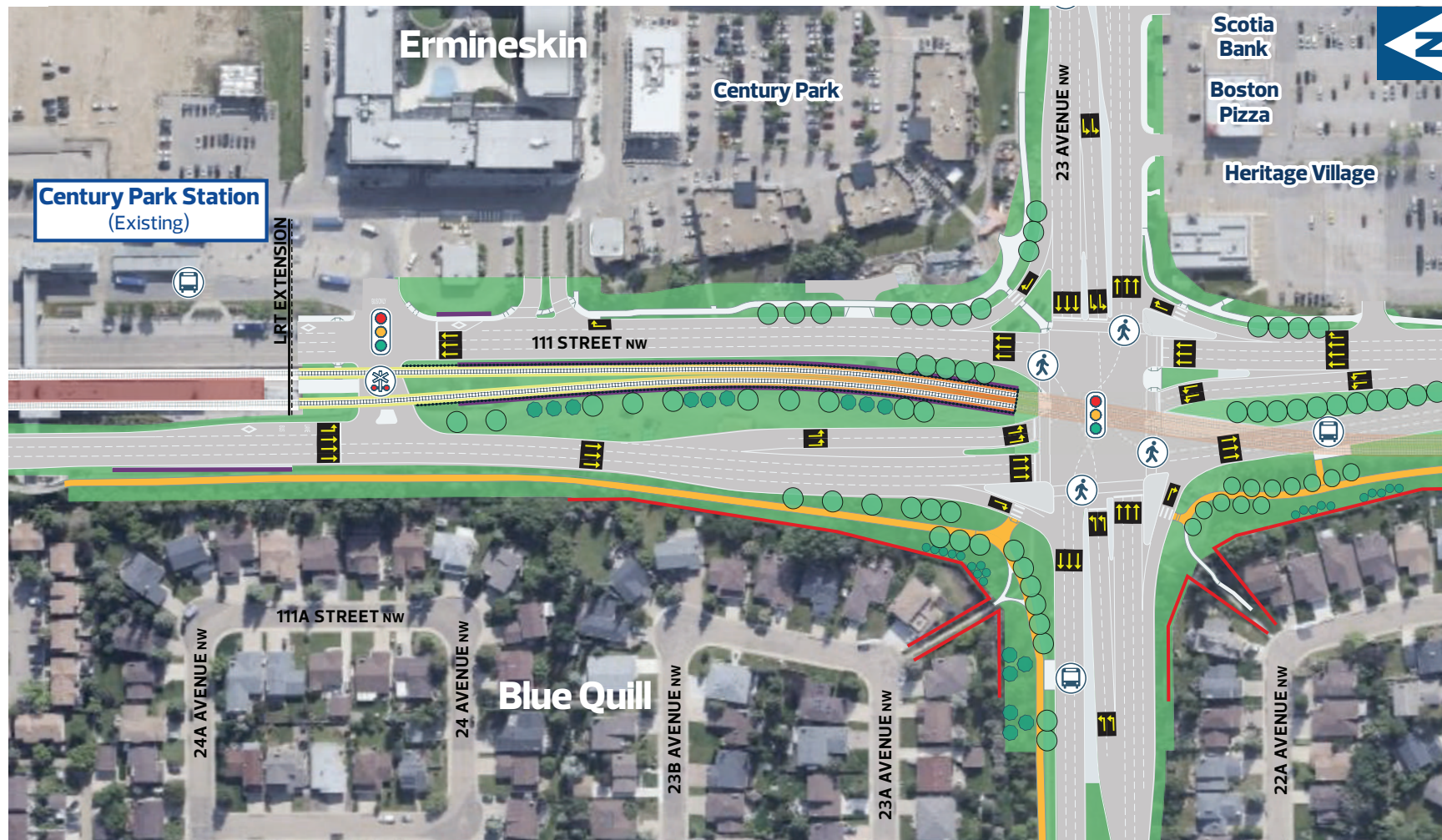
## LEGEND

	Roadway		Retaining Wall		Utility Complex/TPSS Building
	Sidewalk		Visual Screen Fence		Station Platform
	Shared-Use Path		Private Community Signage		Signalized Intersection
	Boulevard		Trackway - At Grade		LRT Crossing Gates/Bells
			Trackway - Elevated		Pedestrian Crossing
			Trackway - Underground		Bus Stop
					Proposed Trees or Shrubs

## Century Park Station / 23 Avenue

The Capital Line South Extension starts at-grade at the existing Century Park station within the median on 111 Street. As the LRT travels south, trains will descend below 23 Avenue through an LRT underpass. The underpass will travel diagonally to the west side of 111 Street.

The majority of the berm along Skyrattler has been removed to make way for the LRT tracks, shared-use path and LRT underpass. The shared-use path will run parallel to 111 Street, west of the LRT tracks.



Roadway	Boulevard	Trackway - At Grade	Utility Complex / TPSS Building	LRT Crossing Gates/Bells
Sidewalk	Retaining Wall	Trackway - Elevated	Station Platform	Pedestrian Crossing
Shared-Use Path	Visual Screen Fence	Trackway - Underground	Signalized Intersection	Proposed Trees or Shrubs
	Private Community Signage			

Subject to detailed design by Design-Builder

## 23 Avenue Underpass

The 23 Avenue LRT underpass is a major feat of engineering and this area will be a significant construction zone throughout the project. Approximately 1,000 concrete piles will be installed in the ground to support the structure. Excavation, rebar placement and concrete pouring are also key construction tasks at this location. During construction of the underpass, the 23 Avenue and 111 Street intersection will undergo major lane shifts to allow crews to build the south portal and north portal of the underpass.



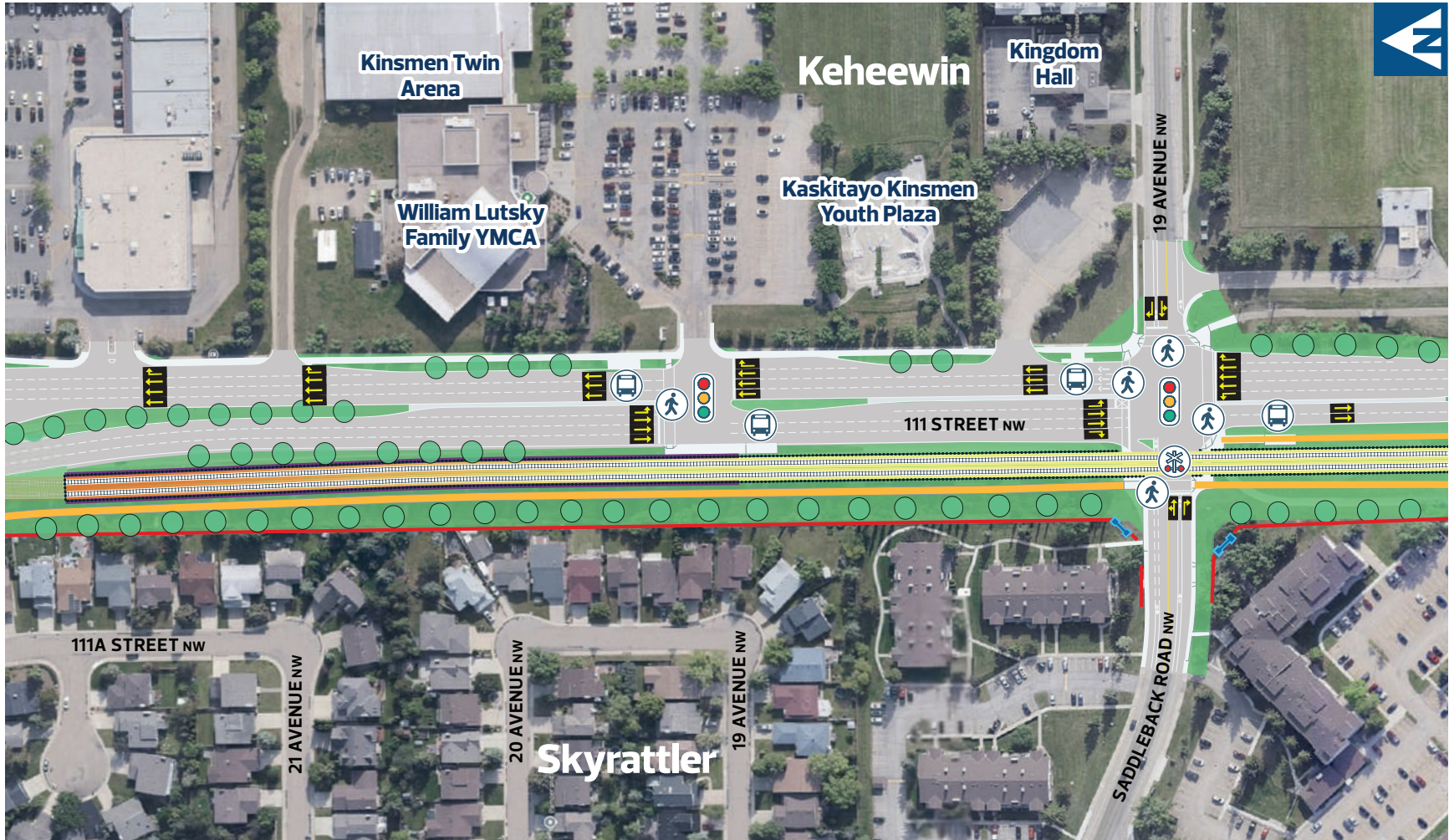
23 Avenue Underpass concept (looking south).



23 Avenue Underpass concept (looking north) with Shared-Use Path west of the tracks.

### Skyrattler/Saddleback Road

The tracks will come to the surface on the west side of 111 Street near 20 Avenue and continue south at-grade across Saddleback Road. Between 23 Avenue and Saddleback Road/19 Avenue, the shared-use path will be parallel to 111 Street, west of the LRT tracks. South of Saddleback Road/19 Avenue, the shared-use path splits into two—one path travels east of the tracks and continues across the existing roadway bridge, while the second path travels west of the tracks and provides a connection to the Blackmud Creek ravine.

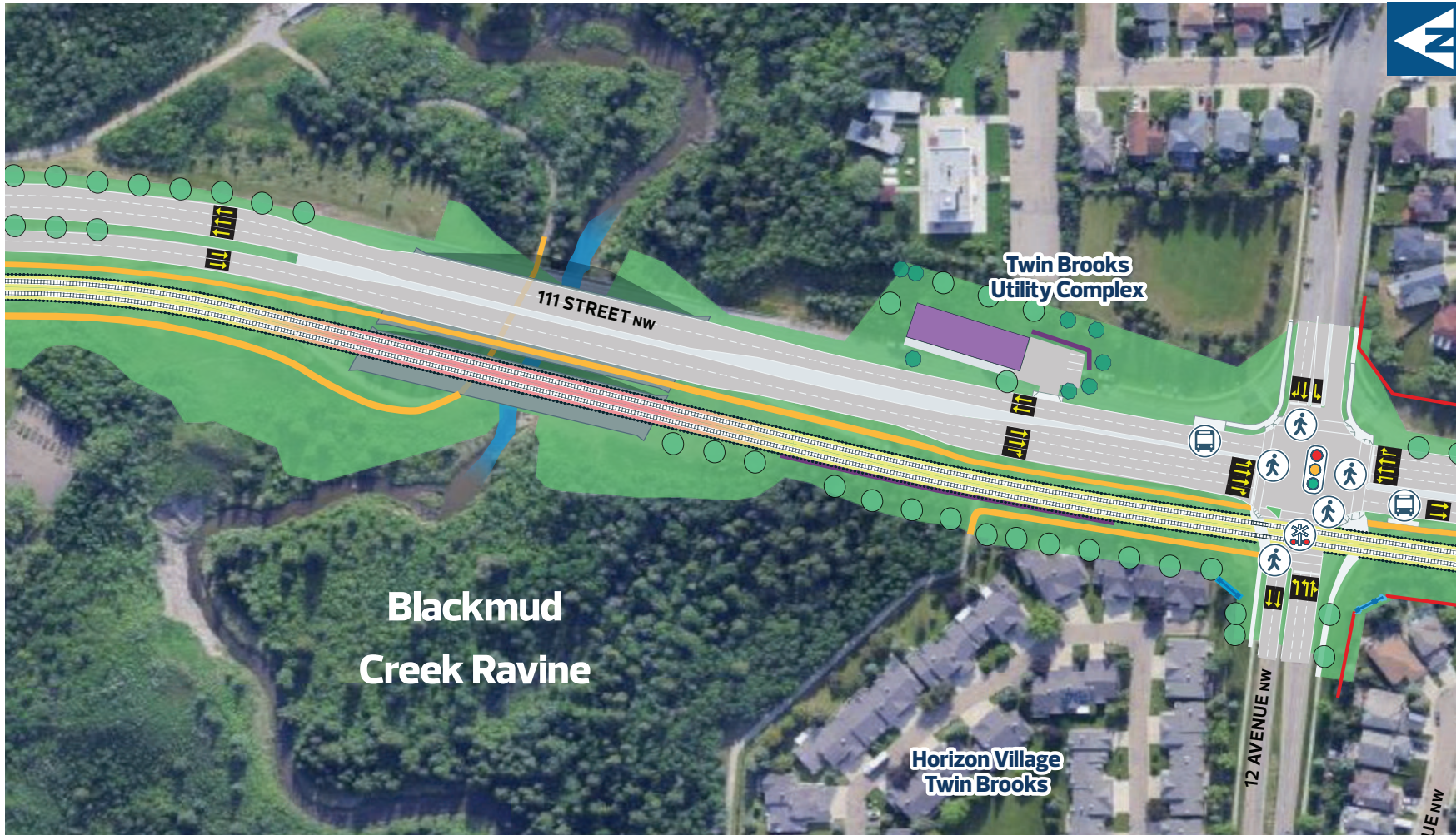


- Roadway
- Boulevard
- Trackway - At Grade
- Utility Complex / TPSS Building
- Sidewalk
- Retaining Wall
- Trackway - Elevated
- Station Platform
- Shared-Use Path
- Visual Screen Fence
- Trackway - Underground
- Signaled Intersection
- Private Community Signage
- LRT Crossing Gates/Bells
- Pedestrian Crossing
- Proposed Trees or Shrubs

Subject to detailed design by Design-Builder

## Blackmud Creek LRT Bridge

A new LRT bridge will be built just west of the existing traffic bridge. The existing shared-use path will remain on the traffic bridge.



- |                 |                           |                        |                               |                          |
|-----------------|---------------------------|------------------------|-------------------------------|--------------------------|
| Roadway         | Boulevard                 | Trackway - At Grade    | Utility Complex/TPSS Building | LRT Crossing Gates/Bells |
| Sidewalk        | Retaining Wall            | Trackway - Elevated    | Station Platform              | Pedestrian Crossing      |
| Shared-Use Path | Visual Screen Fence       | Trackway - Underground | Signalized Intersection       | Proposed Trees or Shrubs |
|                 | Private Community Signage |                        |                               |                          |

Subject to detailed design by Design-Builder



Blackmud Creek LRT bridge concept (looking south) with Shared-Use Path on the existing traffic bridge, and another path providing access to the ravine.

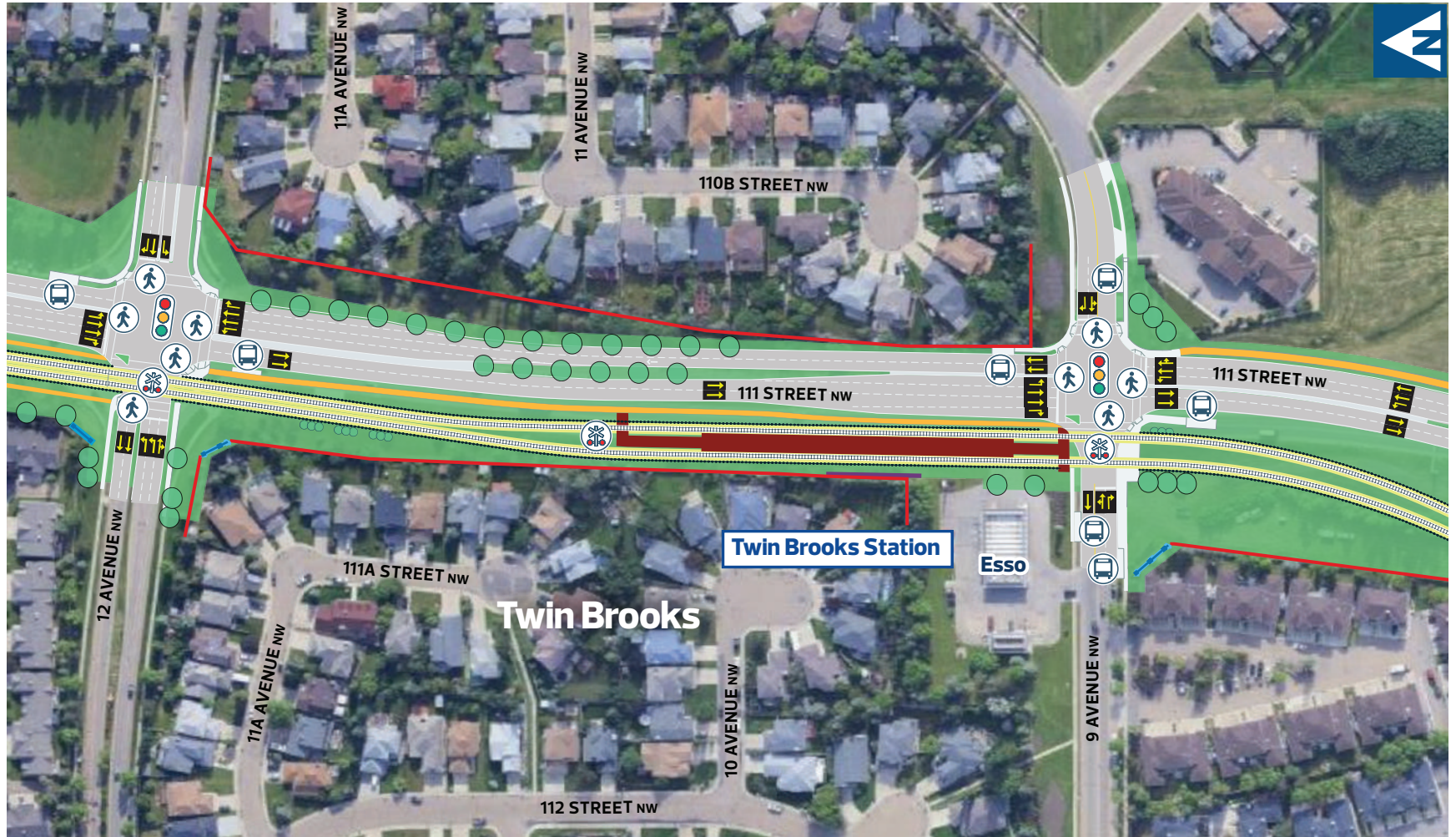


Twin Brooks Utility Complex concept (north of 12 Avenue, on the east side of 111 Street).

## Twin Brooks Station

The tracks continue south along the west side of 111 Street and cross 12 Avenue at-grade. The Twin Brooks station is located near the Esso, just north of 9 Avenue. The 111 Street access to the Esso has been permanently closed (the 9 Avenue access into the Esso will remain open). After stopping at this station, the LRT crosses 9 Avenue at-grade. To help alleviate traffic challenges turning into Twin Brooks, the City has installed an advanced left turn signal at 9 Avenue for northbound motorists turning left into Twin Brooks. The LRT continues south along 111 Street toward Anthony Henday Drive.

The shared-use path along 111 Street crosses over to the east side of 111 Street south of 9 Avenue, and continues over Anthony Henday Drive on the existing traffic bridge.



- |                 |                           |                        |                                 |                          |
|-----------------|---------------------------|------------------------|---------------------------------|--------------------------|
| Roadway         | Boulevard                 | Trackway - At Grade    | Utility Complex / TPSS Building | LRT Crossing Gates/Bells |
| Sidewalk        | Retaining Wall            | Trackway - Elevated    | Station Platform                | Pedestrian Crossing      |
| Shared-Use Path | Visual Screen Fence       | Trackway - Underground | Signalized Intersection         | Proposed Trees or Shrubs |
|                 | Private Community Signage |                        |                                 |                          |

Subject to detailed design by Design-Builder



Twin Brooks station concept (looking south) with Shared-Use Path between 111 Street and the tracks.

### Anthony Henday Drive/Twin Brooks

South of Twin Brooks, the LRT starts to bend to the west as it travels toward Anthony Henday Drive. The LRT will gradually gain elevation in order to cross over Anthony Henday Drive.

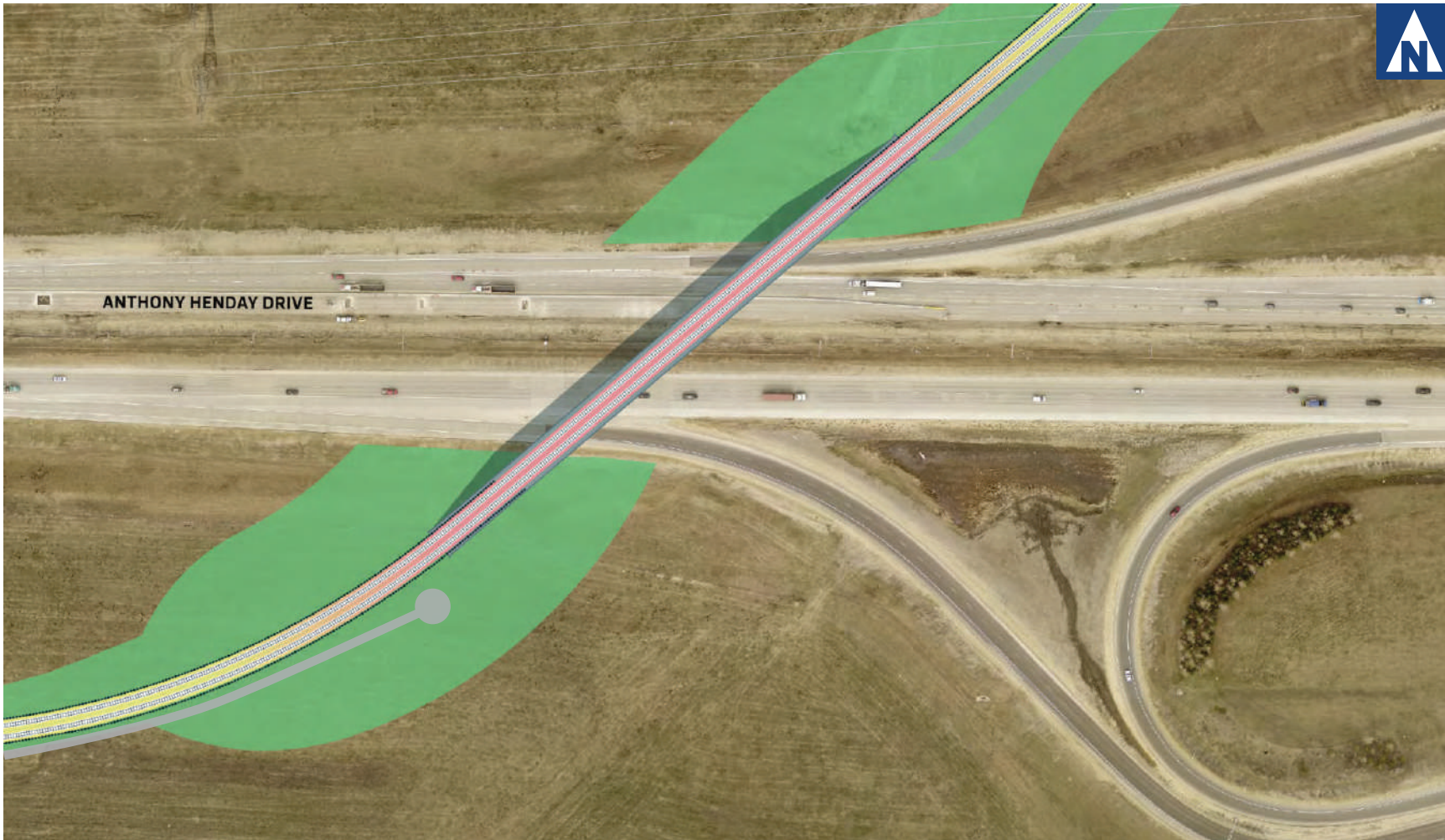


- |                 |                           |                        |                               |                          |
|-----------------|---------------------------|------------------------|-------------------------------|--------------------------|
| Roadway         | Boulevard                 | Trackway - At Grade    | Utility Complex/TPSS Building | LRT Crossing Gates/Bells |
| Sidewalk        | Retaining Wall            | Trackway - Elevated    | Station Platform              | Pedestrian Crossing      |
| Shared-Use Path | Visual Screen Fence       | Trackway - Underground | Signalized Intersection       | Proposed Trees or Shrubs |
|                 | Private Community Signage |                        |                               |                          |

Subject to detailed design by Design-Builder

## Anthony Henday Drive LRT Bridge

The LRT continues diagonally across Anthony Henday Drive on an LRT bridge. Anthony Henday Drive traffic will have a continuous flow under the LRT bridge.



- |                 |                     |                        |                               |                         |                          |
|-----------------|---------------------|------------------------|-------------------------------|-------------------------|--------------------------|
| Roadway         | Boulevard           | Trackway - At Grade    | Utility Complex/TPSS Building | Signalized Intersection | LRT Crossing Gates/Bells |
| Sidewalk        | Retaining Wall      | Trackway - Elevated    | Station Platform              | Pedestrian Crossing     | Proposed Trees or Shrubs |
| Shared-Use Path | Visual Screen Fence | Trackway - Underground | Private Community Signage     |                         |                          |

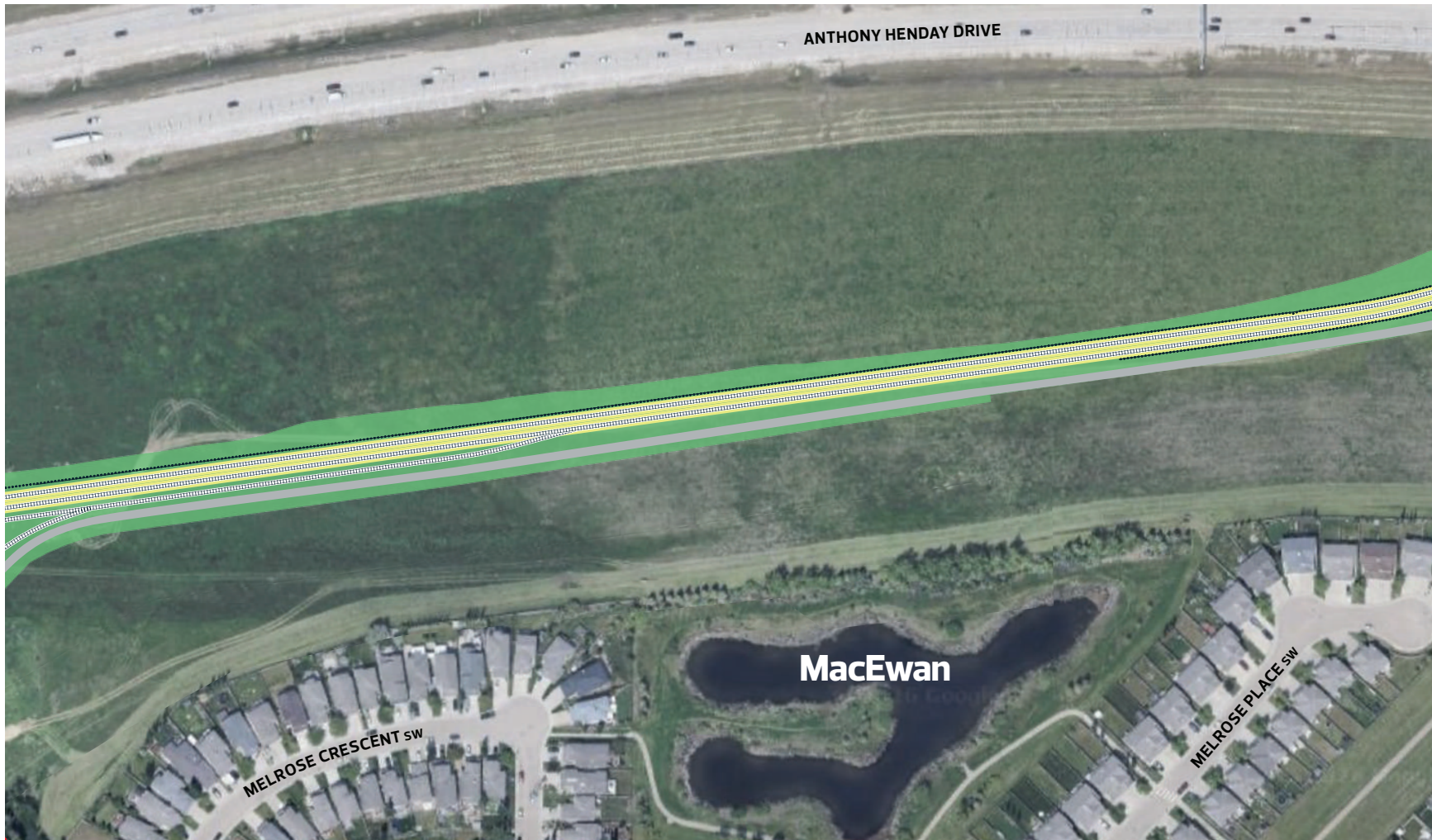
Subject to detailed design by Design-Builder



Anthony Henday Drive LRT bridge concept (looking east).

## Anthony Henday Drive/MacEwan

After crossing Anthony Henday Drive, the LRT travels west, north of the MacEwan neighbourhood.

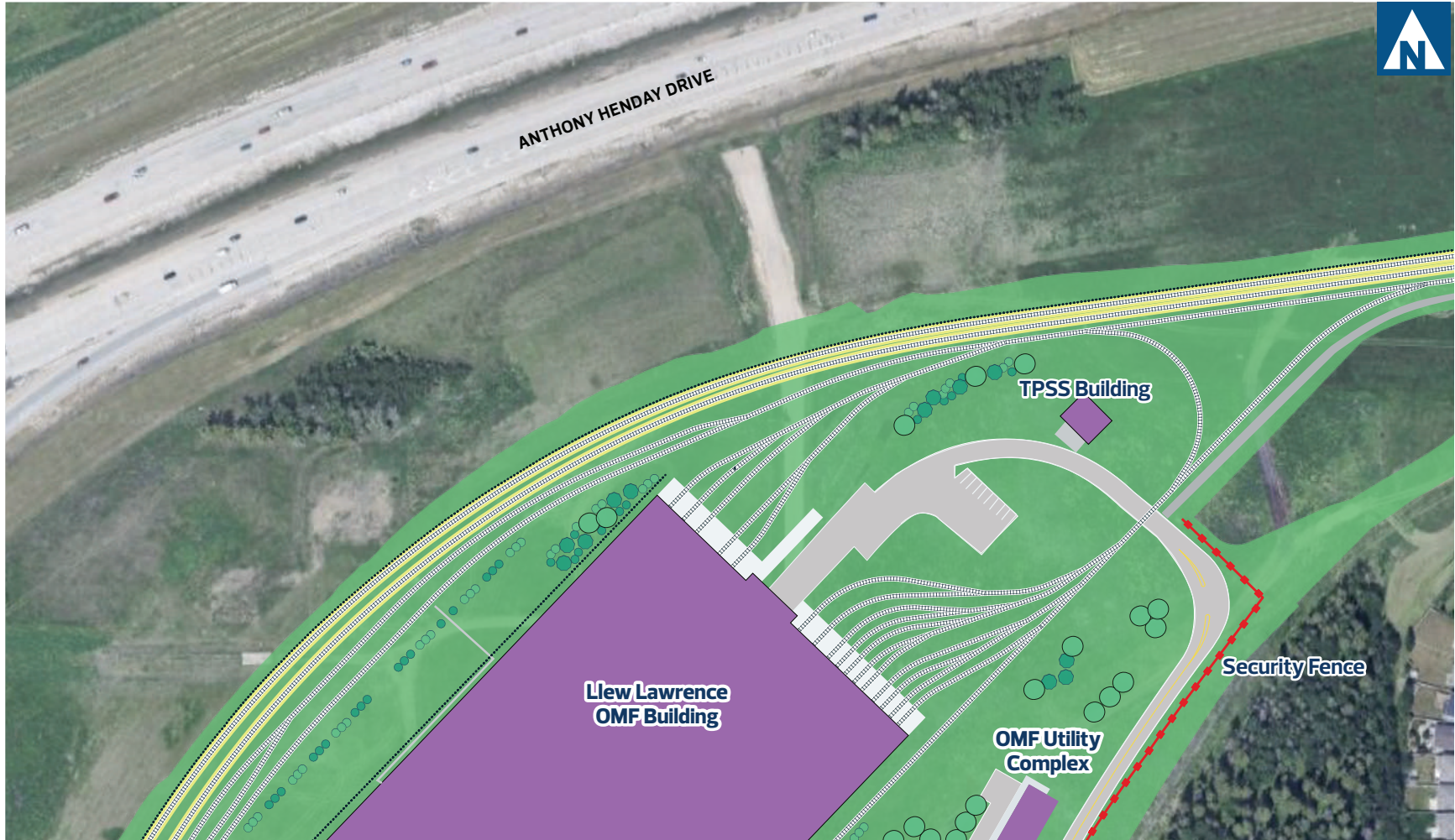


Roadway	Boulevard	Trackway - At Grade	Utility Complex/TPSS Building	LRT Crossing Gates/Bells
Sidewalk	Retaining Wall	Trackway - Elevated	Station Platform	Pedestrian Crossing
Shared-Use Path	Visual Screen Fence	Trackway - Underground	Signalized Intersection	Proposed Trees or Shrubs
	Private Community Signage			

Subject to detailed design by Design-Builder

## Llew Lawrence Operations and Maintenance Facility

The LRT starts to bend south toward the Llew Lawrence Operations and Maintenance Facility (OMF), west of the MacEwan neighbourhood. The OMF provides storage and light maintenance facilities for some of the Capital Line trains. The tracks continue south along the west side of the facility.



- |                 |                           |                        |                               |                          |
|-----------------|---------------------------|------------------------|-------------------------------|--------------------------|
| Roadway         | Boulevard                 | Trackway - At Grade    | Utility Complex/TPSS Building | LRT Crossing Gates/Bells |
| Sidewalk        | Retaining Wall            | Trackway - Elevated    | Station Platform              | Pedestrian Crossing      |
| Shared-Use Path | Visual Screen Fence       | Trackway - Underground | Signalized Intersection       | Proposed Trees or Shrubs |
|                 | Private Community Signage |                        |                               |                          |

Subject to detailed design by Design-Builder

Llew Lawrence is regarded as a pioneer for transit in Edmonton. He was an inspector, dispatcher and garage superintendent for ETS. He also revolutionized how our transit system operated and his concepts and ideas are recognized across North America.

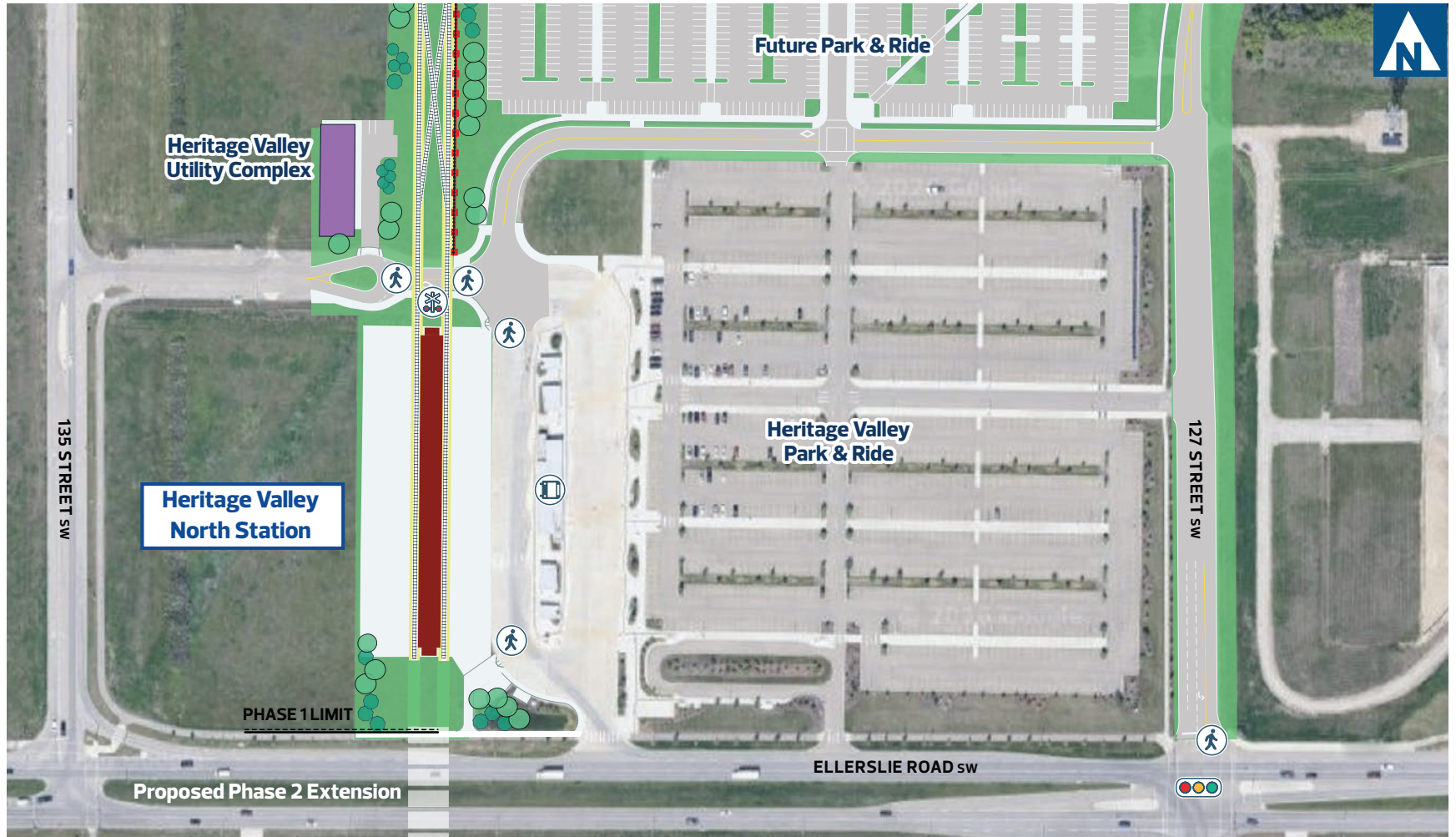


- |                 |                           |                        |                                 |                          |
|-----------------|---------------------------|------------------------|---------------------------------|--------------------------|
| Roadway         | Boulevard                 | Trackway - At Grade    | Utility Complex / TPSS Building | LRT Crossing Gates/Bells |
| Sidewalk        | Retaining Wall            | Trackway - Elevated    | Station Platform                | Pedestrian Crossing      |
| Shared-Use Path | Visual Screen Fence       | Trackway - Underground | Signalized Intersection         | Proposed Trees or Shrubs |
|                 | Private Community Signage |                        |                                 |                          |

Subject to detailed design by Design-Builder

### Heritage Valley North Station

Phase 1 of the project ends just north of Ellerslie Road at the Heritage Valley North station (at-grade). Phase 1 does not cross Ellerslie Road. The Heritage Valley North station will be integrated with the Heritage Valley Transit Centre and Park & Ride to form a major multi-modal transportation hub. Further expansion of the Heritage Valley Park & Ride may occur as part of a future project if funding becomes available.



- |                 |                           |                        |                                 |                          |
|-----------------|---------------------------|------------------------|---------------------------------|--------------------------|
| Roadway         | Boulevard                 | Trackway - At Grade    | Utility Complex / TPSS Building | LRT Crossing Gates/Bells |
| Sidewalk        | Retaining Wall            | Trackway - Elevated    | Station Platform                | Pedestrian Crossing      |
| Shared-Use Path | Visual Screen Fence       | Trackway - Underground | Signalized Intersection         | Proposed Trees or Shrubs |
|                 | Private Community Signage |                        |                                 |                          |

Subject to detailed design by Design-Builder



Heritage Valley North station concept (looking south).

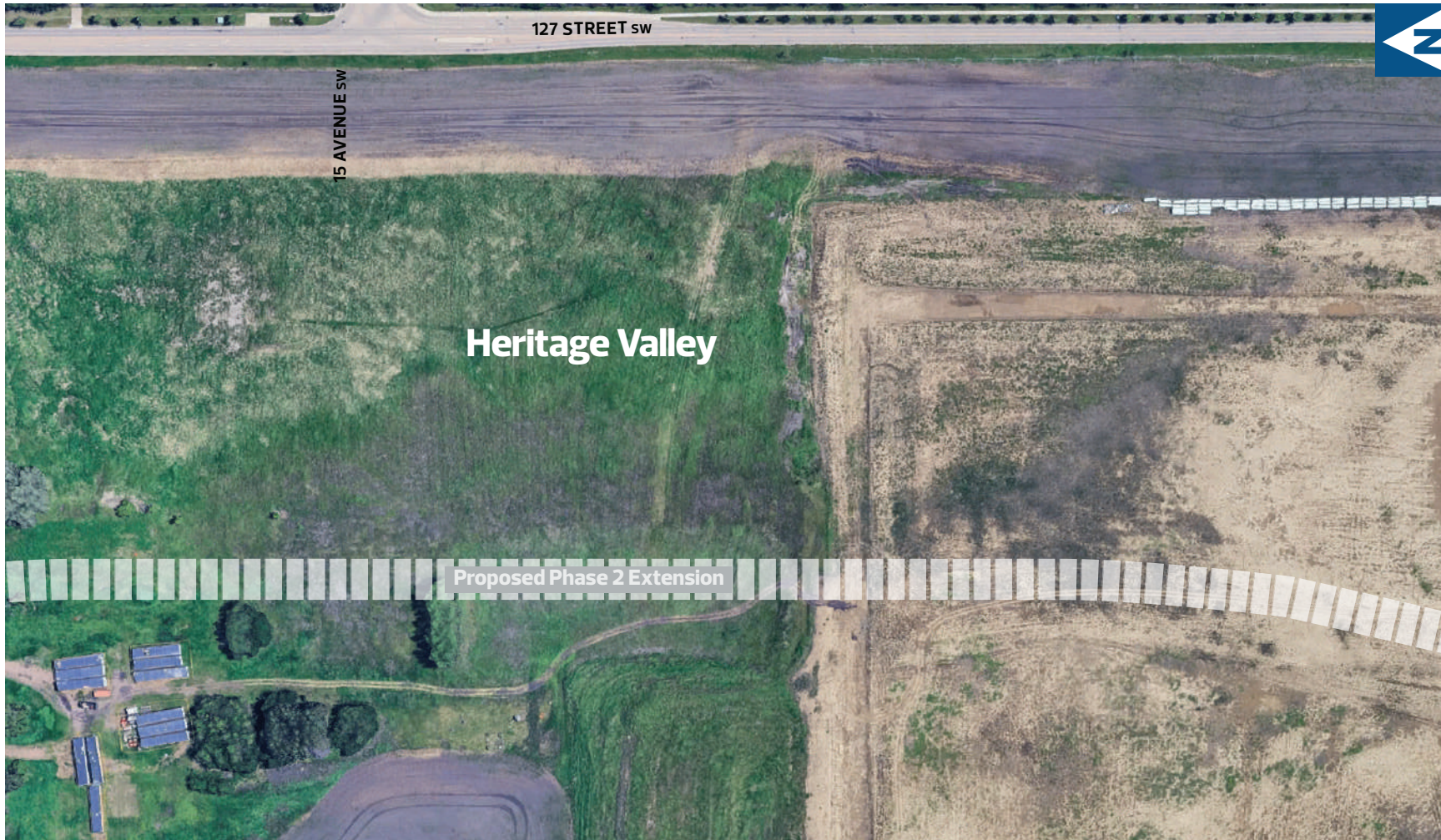
## Ellerslie Road

Phase 2 of the project, when funding becomes available, will begin at the Heritage Valley North station just north of Ellerslie Road. It has yet to be determined whether Ellerslie Road will be grade separated from the LRT tracks. This decision will be made at a future date that has yet to be determined.

The LRT tracks will cross Ellerslie Road and continue south, parallel to 127 Street.



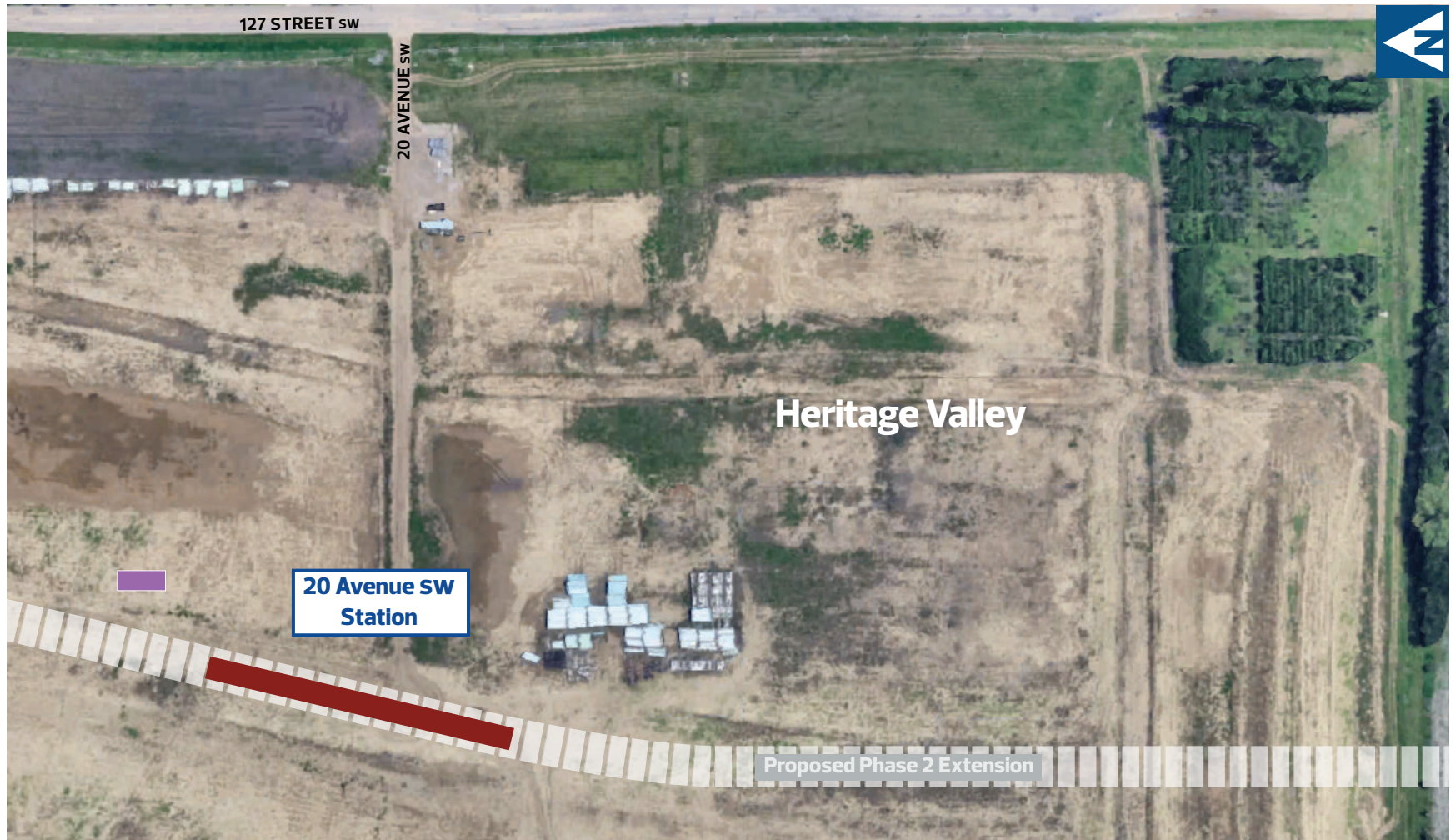
The LRT continues south, parallel to 127 Street.





- Station Platform
- Proposed Track Alignment

## 20 Avenue SW Station

The LRT will stop at the 20 Avenue SW station. From there, the tracks will continue south and gradually travel east toward 30 Avenue SW and 119A Street.



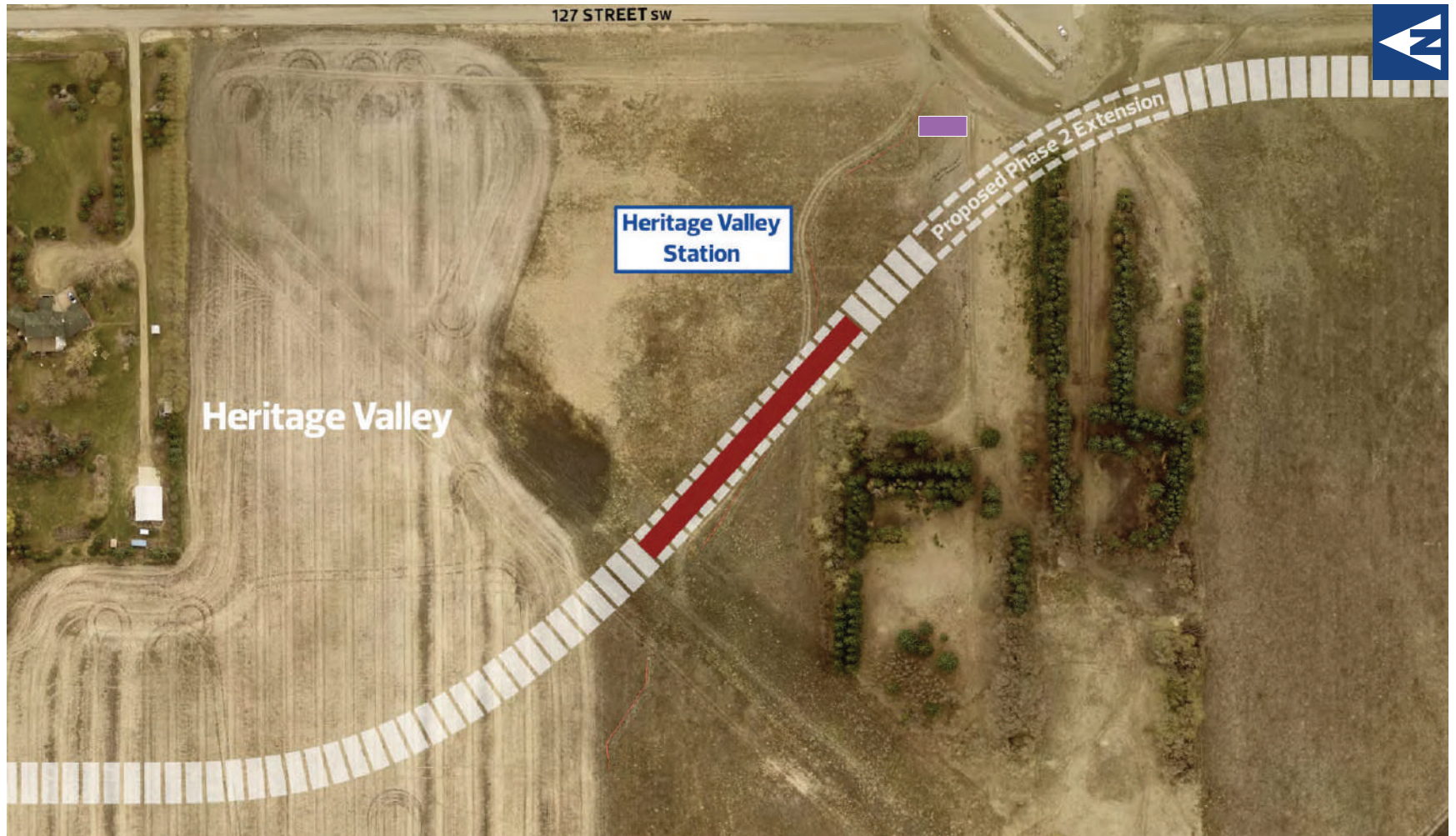
-  Station Platform
-  Proposed Track Alignment
-  Utility Complex/TPSS Building



20 Avenue SW station concept.

### Heritage Valley Station

The LRT will stop at the Heritage Valley station and serve as an important connection to various businesses and amenities in this area, including the Edmonton Public Library. The tracks will once again bend to the south toward James Mowatt Trail.



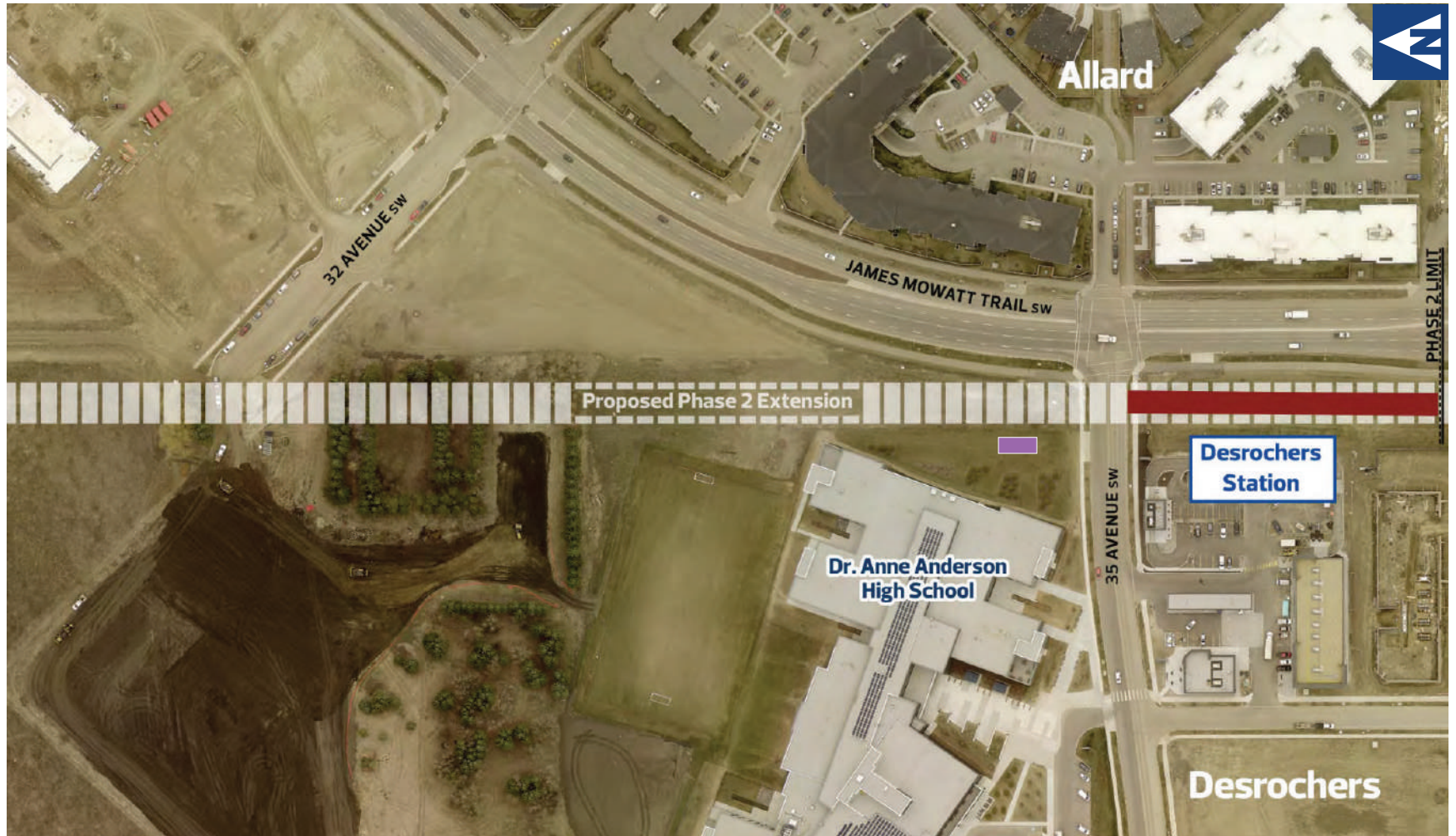
- Station Platform
- Proposed Track Alignment
- Utility Complex/TPSS Building



Heritage Valley station concept.

## Desrochers Station

The LRT will continue south along James Mowatt Trail and stop at the Desrochers station, north of 41 Avenue. This is where Phase 2 of the project ends.



- Station Platform
- Proposed Track Alignment
- Utility Complex/TPSS Building



Desrochers station concept.

A photograph of a modern building with a large, stylized 'S' sculpture on its facade. The building has a grid-like pattern of light-colored panels and large glass windows. In the background, a light rail train is visible on tracks, and a blue bus is parked nearby. The sky is blue with some clouds.

## CAPITAL LINE SOUTH LRT PROJECT

### HOW TO GET IN TOUCH WITH US

Questions about LRT construction:

**Capital Line Design-Build Ltd.**

**email:** [CapitalLineSouth@ledcor.com](mailto:CapitalLineSouth@ledcor.com)

**phone:** 780-540-7013 (voicemail)

General questions about Capital Line South LRT:

**City of Edmonton**

**web:** [edmonton.ca/capitalsw](http://edmonton.ca/capitalsw)

**email:** [LRTprojects@edmonton.ca](mailto:LRTprojects@edmonton.ca)

**phone:** 780-496-4874 (voicemail)