

VALLEY LINE LRT

Edmonton

Stage 1
Between Downtown and Mill Woods



September 2016

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Designs of all elements pictured in images/renderings remain subject to further refinement, and should not be considered 'final'.

Final designs will be shared directly with the public when complete.

THE FUTURE OF EDMONTON



Welcome to Edmonton's future LRT: a low-floor, community-integrated transit system that will unite our city as never before—the Valley Line.

Why 'Valley Line'? Well, in creating Edmonton's first completely new LRT line, we wanted to highlight a special feature of our city: the ribbon of green that threads its way through the heart of Edmonton, knitting our City together.

The Valley Line is all about staying connected, with more frequent and more accessible stops that allow you to access all the communities along the line — not just the hotspots.

It's a line built around meeting your grandmother in Strathearn, and then taking her out for brunch at the Muttart.

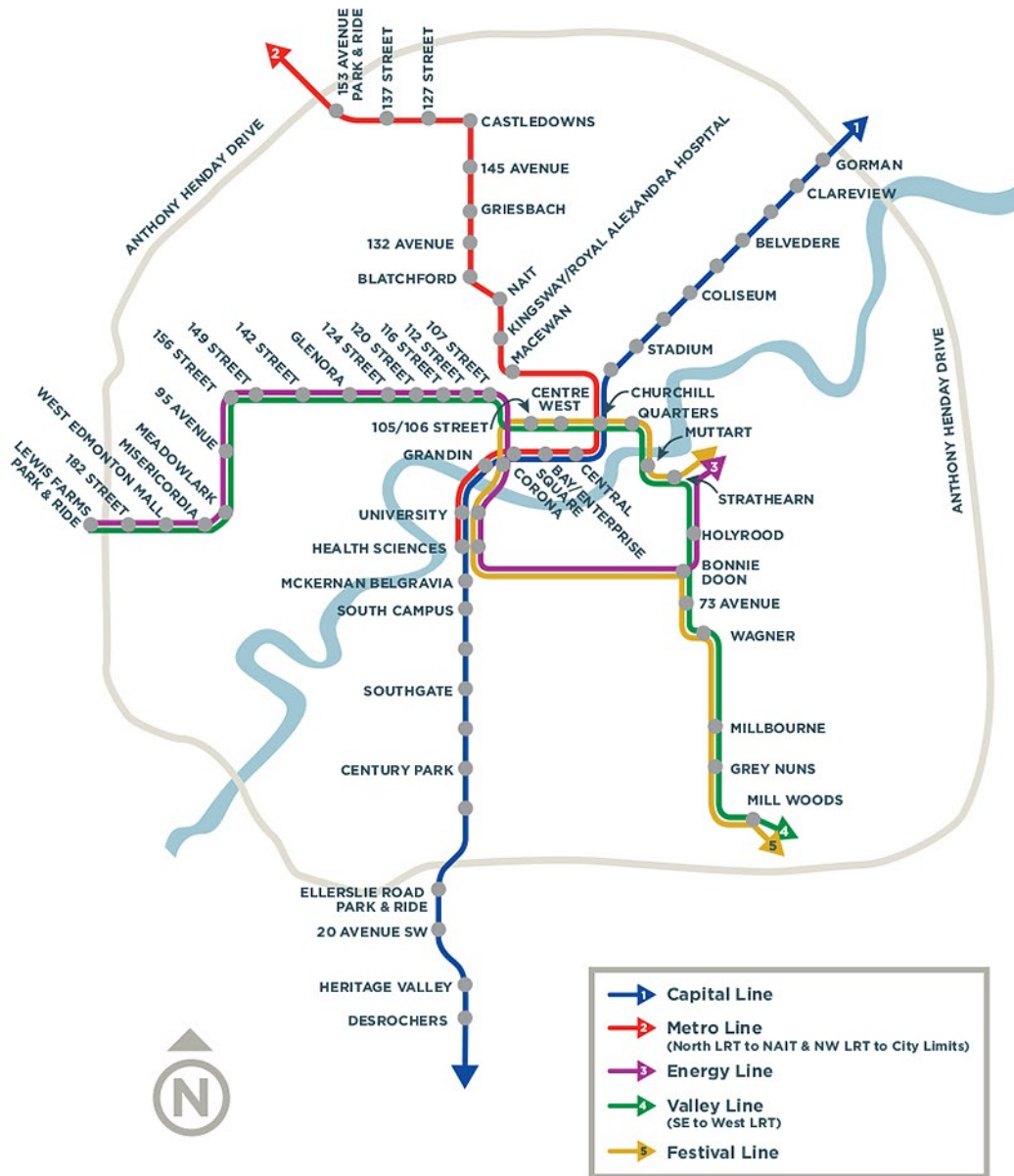
...or picking your kids up from school, and then taking them for a stroll through the River Valley.

...or visiting friends down in Mill Woods or out in Lewis Farms... without having to drive.

It's a line that brings you and your family to the City's great festivals at Churchill Square—or just a quiet afternoon at the library.

It's a line that brings our City together... and it's coming to a neighborhood near you.

LRT NETWORK PLAN



As Edmonton grows, our transportation needs are outpacing infrastructure capacity. LRT provides a proven, high-quality, high-capacity, efficient and environmentally-friendly means to move people.

In June 2009, City Council adopted a long-term LRT Network Plan that defines the future size, scale and style of the regional LRT system. Eventually, the LRT network will have six lines extending to the northwest, northeast, east, southeast, south, and west.

The LRT Network Plan supports City Council's overarching policy direction by making downtown Edmonton the focal point of the LRT system. In reviewing the overall system operation, it was determined that future expansions would need to operate on separate LRT lines.

As part of the LRT Network Plan, a review was completed to help choose the style of LRT service most appropriate to meet Edmonton's future needs. The review recommended a new, low-floor system of LRT for lines not directly connecting to the current LRT system.

The Valley Line will be part of this new system, and will both connect with other low-floor LRT lines, and offer an interchange with Edmonton's existing high-floor system.

THE PROJECT



The Valley Line is being built in multiple stages.

The first stage, now under construction, is the 13.1 km southeast stretch between Mill Woods and 102 Street, at a total capital cost of approximately \$1.8 billion (in 2016 CAD), from:

- The City of Edmonton’s contribution of \$800 million.
- The Province of Alberta’s contribution of \$600 million.
- The Government of Canada’s contribution of \$400 million.

This stage is being built first due to the need for the Valley Line to have its own maintenance facility which will be located in the Wagner area. This stage also includes:

- 11 stops, including new signalized pedestrian crossings
- Davies Station, which includes a full Park & Ride and transit centre
- a new bridge spanning the North Saskatchewan River
- a tunnel running from the Quarters redevelopment area to Louise McKinney Park
- an interchange at Churchill Station linking to the Capital and Metro LRT lines

Later stage(s) will see the Valley Line extended between 102 Street and Lewis Farms, with 14 stops, bridge and pedestrian crossings, and stations at West Edmonton Mall and the Misericordia Hospital, at a total estimated project cost of \$1.64 billion (in 2016 CAD).

LOW-FLOOR LRT



Low-floor LRT vehicles were first introduced in the late 1980s and have since evolved to become the industry standard for new LRT systems in Europe and North America. Most of the mechanical equipment on a low-floor LRT vehicle is located on the roof, which means the train doors open at street level for step-free boarding onto the vehicle.

A great advantage of a low-floor LRT system is that the stops can be small and require minimal infrastructure—a stop can be as simple as a raised curb and sidewalk—although Edmonton's will feature shelters for protection from the elements.

Vehicles will also run at community traffic speeds, meaning warning bells, signal gates and flashing lights won't be necessary—allowing the new LRT to integrate harmoniously with the communities it serves.

Advantages of low-floor, urban style LRT include:

- Building smaller-scale stops that are spaced closer together
- Step-free, easy-access boarding
- Maximizing openness of space to create safe environments
- Supporting safe, pedestrian-friendly communities
- Investing in landscaping, streetscaping and architectural features to improve visual appeal and community integration

SUSTAINABLE URBAN INTEGRATION



A critical priority of the Valley Line project is to design a transit system that meets the overall goals of LRT expansion while fully integrating with the communities it serves.

Through direction from the City and two years of public consultation, an extensive list of design guidelines called Sustainable Urban Integration (SUI) was established.

SUI guidelines look beyond building of tracks and trains towards creating neighbourhoods that are safe, attractive and connected. This involves designing livable, pedestrian-friendly environments and adding enhancements that reflect the feel and character of each of the communities along the LRT corridor.

Some examples of SUI enhancements include:

- Building shared-use pathways, sidewalks and trails.
- Adding bike lanes that connect to the City's existing bike lane network.
- Designing pedestrian-friendly zones around stops and stations.
- Using enhanced landscaping and streetscaping along the length of the corridor to create a more natural environment.
- Incorporating organic materials such as stone and wood wherever possible.

PUBLIC ENGAGEMENT: TO DATE

Public input has played an essential role in shaping the Valley Line LRT, from the identification of the corridor in 2009 and the finalization of the concept plan in 2011 through to the completion of preliminary design in 2013. Thousands of Edmontonians have been engaged through workshops, stakeholder interviews/meetings, questionnaires, online consultations, and open houses.

With the line now shovel-ready, the City of Edmonton has committed to continuing public engagement throughout final design, construction, and early operations to ensure that citizens continue to have a chance to inform the project. What follows is a brief history of the public engagement that has already taken place on the project.



CORRIDOR SELECTION

The primary purpose of public engagement during the corridor selection phase was to seek local knowledge about potential impacts and benefits of possible corridors, and to identify further items for study when a potential corridor was chosen.

A total of 3,811 participants contributed to the public involvement process through 94 public involvement events for both the West and Southeast LRT through to the end of December 2009.

What we heard: At this early stage of the project, participants brought forward a wide range of issues, with the most common being:

It's important to locate LRT near where ridership lies/works, but in a way that minimizes impacts/disruptions on neighbourhoods.

The LRT needs to incorporate LRT, pedestrian, and cyclist needs into project planning, but should do so in a way that keeps traffic impacts to a minimum.

The City should keep property impacts and acquisitions to a minimum, especially since the LRT runs through residential neighbourhoods.

These concerns were carried forward to inform the Concept Planning phase.

CONCEPT PLANNING

With the corridor defined, public engagement then shifted to defining how the LRT would 'fit' into the corridor. Public engagement for concept planning took place in three main forms:

- A series of 4 workshops in the West and 4 workshops in the Southeast, where local knowledge and input were sought on the LRT alignment, station locations and access changes.
- A series of 2 open houses in the West and 2 open houses in the Southeast, where a draft concept plan was shared with the public for feedback before being finalized.
- Small group meetings with stakeholders (including residents, businesses, and organizations) throughout the West, Southeast, and Downtown sections of the alignment.

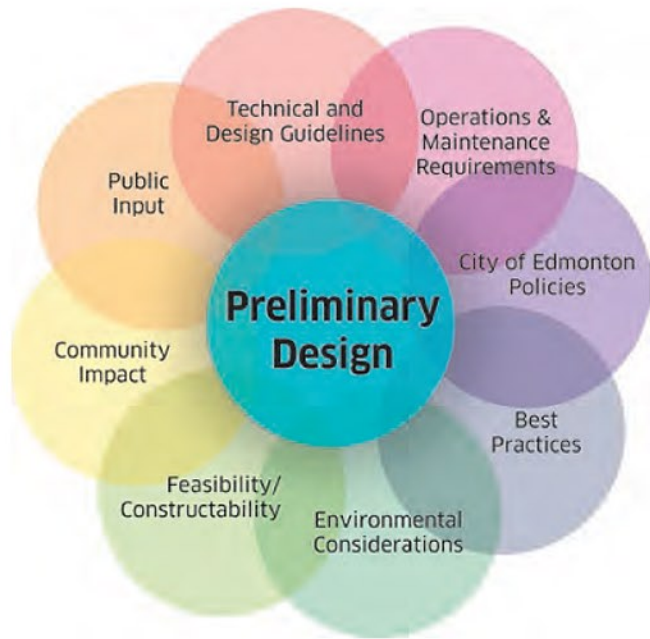
What we heard and how we responded: During the Concept Planning phase, the focus of engagement was on understanding and mitigating local impacts. Common concerns expressed were:

Balancing the impact to communities. In most cases, the LRT runs in the median of the corridor. Where it has been placed on one side of the roadway, the decision was made in consideration of the overall transportation network and adjacent residents and businesses.

Adding pedestrian/vehicle crossings. While the initial plan included pedestrian crossings only at vehicle intersections, additional signalized crossings were added in order to enhance safety and maintain pedestrian and cyclist connections to shared-use paths.

Managing snow removal and storage. Some areas of the LRT corridor are constrained; the private partner has strict removal timelines and conditions in its contract.

Maintaining or replacing greenery. Every effort is being made to maintain existing trees and landscaping. Where tree removals cannot be avoided, the City is committed to putting back at minimum what it removes, as per City Tree Policy C456A.



PRELIMINARY DESIGN

Public engagement during the Preliminary Design phase was done in 5 stages to ensure that public feedback could inform the design process. Engagement began with early stakeholder interviews, followed by community conversations and area meetings, and ended with collecting final input and presenting the recommended Preliminary Design to the public at City Hall in November 2013.

A total of 17 formal drop-in sessions were held (including on-site and online surveys), and over 50 formal meetings with community leagues, major businesses, and key stakeholder/events groups.

What we heard and how we responded: As project engineering moved towards finalization, content from public engagement became more detailed and specific. In the Preliminary Design phase, the public raised concerns about:

How will stops/stations and shelter canopies fit with the ‘feel’ of my neighbourhood? Stakeholders were given a choice between various ‘themes’ for stops in their neighborhood, and from three options for canopies. Ultimately, an ‘organic’ style canopy was selected (except in downtown locations). The community-chosen themes are shared below the relevant maps in this booklet.

How will noise/vibration concerns be addressed? The Valley Line LRT will not use signal bells as with current LRT (with the possible exception of non-residential areas). Contractors are being held to City policy and best industry practices regarding noise/vibration. Property owners along the alignment will be contacted and, with their permission, assessments of existing structures conducted and documented before construction.

Are there opportunities for larger or additional Park & Ride locations? Parking availability at Davies station was expanded, and designs for additional sites are being reviewed.

How will shortcutting and parking in neighbourhoods be managed? Once the LRT is operational, the City will review and determine/ implement strategies to minimize any shortcutting or inappropriate parking.

What protections are in place for the River Valley and environment? As per Bylaw 7188, the City completed a full Environmental Impact Screening Assessment to identify and propose mitigation strategies for all real and potential environmental impacts caused by the project.

(Please see pages 28-29 for further details)

Holyrood
Stop Options

TRANSFORMING EDMONTON
BRINGING OUR CITY VISION TO LIFE

Have Your Say:

This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?

BENCHES

GARBAGE BINS

RETAINING WALLS

PAVING

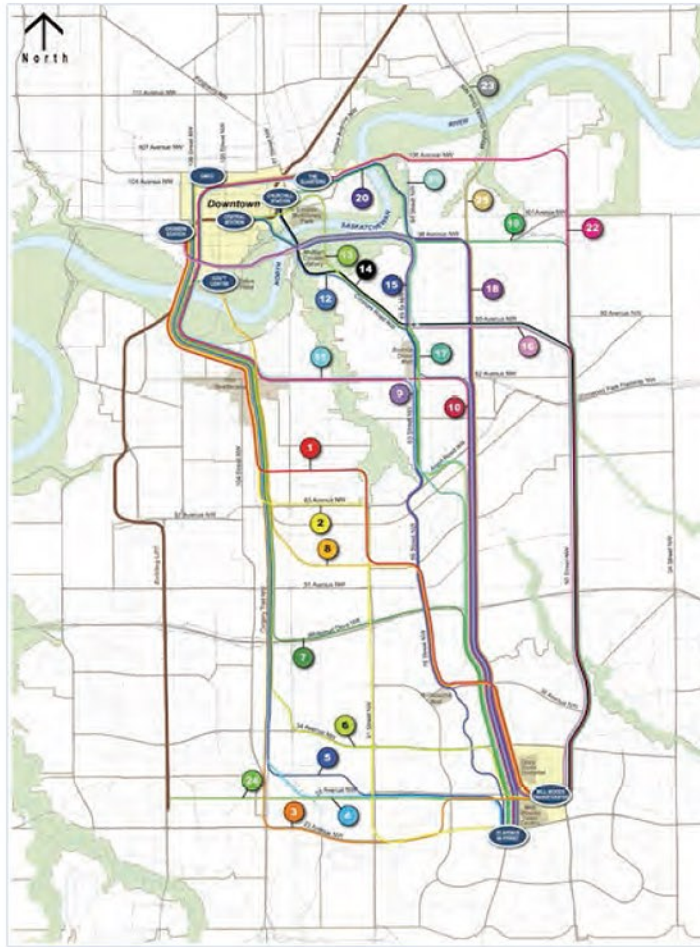
COLUMN WRAPS

RAILING

Edmonton

HISTORY: CORRIDOR SELECTION

Initial Corridors Considered



Creating a new LRT line isn't as easy as just drawing a line on a map.

Even as the Capital Line LRT extension to the south was being built, new discussions had begun in Edmonton about how LRT could best serve citizens.

In 2008, along with the development of the City's new Transportation Master Plan: The Way We Move, City Council approved a new set of planning criteria for future LRT. These new criteria put greater value on community and environment than ever before: to use LRT development not just as a transportation tool, but one that would help build a connected, sustainable Edmonton.

In 2009, the City of Edmonton completed a long-term study to define the future size, scale, and style of Edmonton's LRT system. The study determined Edmonton's new LRT lines should shift away from the current suburban style, high-floor LRT to a more urban-focused, low-floor LRT. This meant building a system with smaller, more frequent stops that were better connected to surrounding communities.

The new planning criteria featured a 2-stage screening process for potential corridors. Discussion had already begun on possibilities for new West, Downtown, and Southeast LRT lines, so the new criteria were applied in deciding which routes to take.

The first stage considered corridors screened by three general categories:

- Feasibility: Does the corridor meet project needs, provide opportunities for future expansion, and minimize property impacts?
- Community: Does the corridor benefit local communities, support good land use, and minimize neighborhood impacts?
- Environment: Does the corridor enhance redevelopment, access to parks, and minimize environmental impacts?

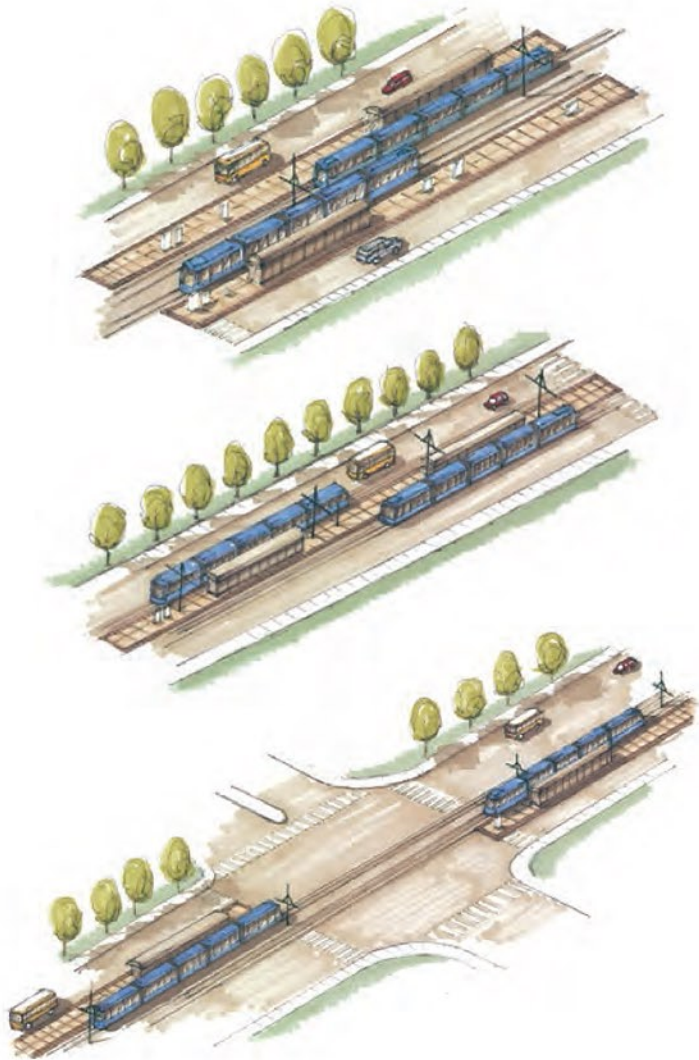
The second stage considered corridors screened by six weighted categories:

- Land Use (4 points)
- Movement of People and Goods (3 points)
- Feasibility and Constructability (3 points)
- Parks, River Valley, and Ravine System (2 points)
- Natural Environment (2 points)
- Social Environment (2 points)

Through this process, the final choices for the Southeast Corridor were whittled down from 25 original options to 2 finalists: the 'Dawson Bridge' corridor and the 'Connors Road' corridor, each with several variants. The highest scorer of all of the options was a variant of the Connors Road corridor, which then became the recommended alignment.

City Council approved the recommended corridor in December 2009.

HISTORY: CONCEPT, DESIGN AND ENGINEERING



With a new corridor chosen, work then began on 'concept planning'. A concept plan defines the route, station locations and LRT track alignment within a chosen corridor. It also identifies all major infrastructure, traffic and pedestrian crossings, property requirements and initial cost estimates.

The project team focused on how the LRT route would "fit" into the corridors. This phase ran from May 2010 to June 2012, with public workshops held to define project elements such as:

- where the LRT would run within the corridors
- where the bridges or underpasses would be
- where the stops would be located and how they would be configured
- how vehicle access in and out of communities would be impacted

City Council approved the Concept Plan for the West and Southeast LRT lines—the main 'pieces' of the Valley Line, on January 19, 2011... and the Downtown line—the connecting 'piece'—on February 15, 2012.

With concept planning completed, engineering can begin in earnest on a project. Preliminary Design focuses on taking all of the decisions made in concept planning and working them into a feasible project. This stage lasted from November 2011

to November 2013, and included meetings, workshops and open houses with citizens on:

- Helping the new line visually 'fit' with the existing landscape and communities
- Designing LRT stop/station look and feel
- Planning landscape architecture
- Developing public art opportunities
- Creating connections with the existing transportation network across all modes of transportation
- Establishing the look and feel of noise attenuation, where appropriate under City of Edmonton Urban Traffic Noise Policy 506
- Understanding the impacts to stakeholders and working together to resolve concerns
- Communicating about property impacts and utility relocations necessary to prepare for construction of the project

With all this information in hand, the Valley Line project team was finally ready to begin procurement.

PROCUREMENT: RFQ AND RFP



In 2014, the Valley Line project entered into an 18-month procurement phase. This was a rigorous, competitive process to select a team to complete design, build, operate, maintain and provide the vehicles for the Valley Line over the next 30 years.

The procurement phase consisted of two stages:

- Request for Qualification (RFQ) Stage
- Request for Proposal (RFP) Stage

REQUEST FOR QUALIFICATION (RFQ) STAGE

During the RFQ Stage, private sector parties with experience in large infrastructure projects were provided an overview of the proposed scope of the project, and invited to form multi-disciplinary teams and bid on the Valley Line contract.

The bidding teams were evaluated on their technical and financial capabilities, and the three most successful teams were shortlisted to move onto the Request for Proposal (RFP) Stage. The three shortlisted teams were:

- TransEd Partners
- Moving YEG
- River City Transit

REQUEST FOR PROPOSAL (RFP) STAGE

The RFP Stage allowed for the three shortlisted teams to demonstrate their understanding of the project, as well as their prospective roles and responsibilities. This stage included a multi-staged process where the teams' design, technical and financial submissions were reviewed to ensure they aligned with the expectations and objectives set out for the Valley Line project. The teams received early feedback on their design and technical submissions, which were then evaluated on a pass/fail basis. The teams were also given the opportunity to review and comment on the draft project agreement before it was finalized.

In November 2015, TransEd Partners was selected as the successful preferred proponent that could deliver the project with the best value for the citizens of Edmonton.



PUBLIC ENGAGEMENT: ONGOING



As part of its ongoing commitment to public engagement, the City of Edmonton established Citizen Working Groups in five distinct zones along the LRT alignment. These groups are a primary method of engaging with impacted communities during procurement, detailed design and construction of the Valley Line LRT. Group members are volunteers reflecting a cross-section of each community.

The purpose of the Citizen Working Groups is to provide the Valley Line LRT project team and the affected communities with a means to:

- Build and maintain relationships and trust
- Promote and support community engagement opportunities
- Facilitate information-sharing and dialogue
- Support the identification of issues, opportunities and concerns

- Seek opportunities to minimize and mitigate impacts related to detailed design and construction

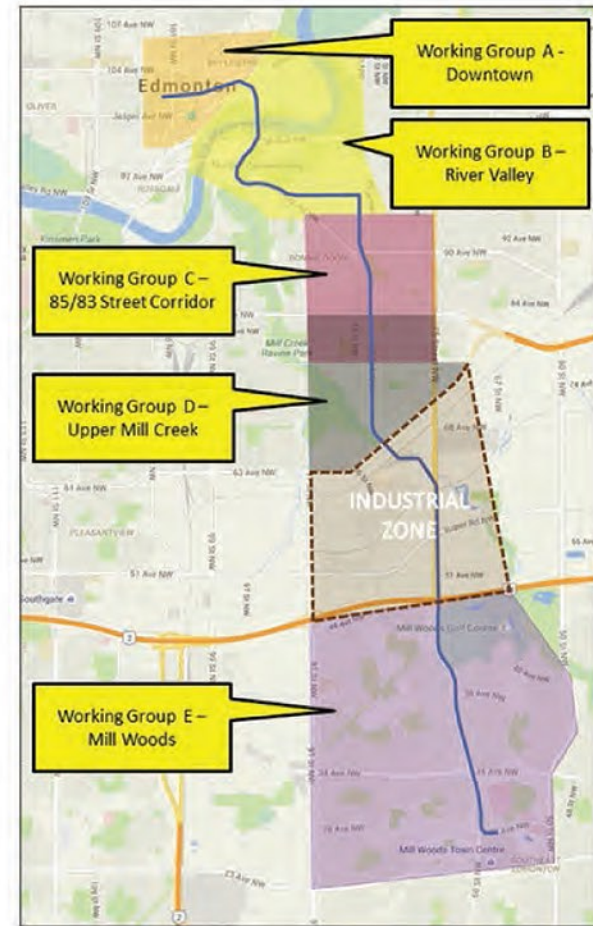
These groups are designed to be neighbourhood-focused and organized to reflect the common characteristics and interests of the communities along the corridor from Downtown to Mill Woods. They will supplement, rather than replace, ongoing stakeholder relations activities involving geographically broader-based organizations and interests.

The five zones are:

- Zone "A" (Downtown)
- Zone "B" (River Valley)
- Zone "C" (85/83 Street Corridor)
- Zone "D" (Upper Mill Creek)
- Zone "E" (Mill Woods)

Engaging with the public is a priority for the City of Edmonton. City Council and City Administration believe that active, engaged Edmontonians make for a more vibrant, positive and welcoming City, while also leading to better decisions.

Valley Line LRT (Stage 1) Citizen Working Group Zones



PUBLIC COMMITMENTS

The City of Edmonton, through public engagement and conversations with stakeholders, has been working for the past several years to establish solid guiding principles that would inform the contract for the Valley Line.

A set of commitments was shared with City Council on July 16, 2014. This list is neither exhaustive nor detailed; it is intended to give a general sense of the commitments being made to Edmontonians by the Valley Line project team.

All of the below are enshrined as requirements within the Valley Line Project Agreement.

- **On business/residential property:** Provide advance notice to property owners and tenants prior the commencement of construction activities and throughout the construction process.
- **On industrial property access:** Coordinate with industrial property owners and operators between Whitemud Drive and Argyll Road to minimize access impacts and high-load corridor impacts.
- **On noise and vibration disruption:** Minimize noise and vibration impacts along the corridor during construction and operation, especially in community areas.
- **On safety:** Maintain the City's high public safety standards, including implementation of a public safety campaign to help drivers, cyclists, pedestrians and transit users understand how to interact with the LRT corridor.
- **On operations:** Ensure the Valley Line is an integrated part of the ETS transit network and is held to all relevant ETS policies and standards, operating at an equivalent or superior service level to the existing LRT system, including hours of service, frequency, fares, security and cleanliness.
- **On community integration:** Design the LRT system to integrate with the surrounding communities in a manner consistent with community preferences expressed during the public engagement campaign.
- **On public art:** Ensure public art is integrated, functional, and representative of the community it is in.
- **On festivals and events:** Coordinate and communicate relevant LRT construction activity information to festival and event operators, take necessary steps to minimize impacts and ensure that the festival and event sites have adequate setup/teardown time, and remain accessible and suitable for their purpose.
- **On the River Valley and surroundings:** Design LRT infrastructure in the River Valley to integrate aesthetically with the areas it serves, and strictly adhere to the Council-approved Environmental Impact Screening Assessment (EISA).
- **On the Tawatinâ bridge:** Ensure the design of the new bridge reflects the vision chosen by the citizens of Edmonton and approved by City Council, and that the bridge crossing is reopened to pedestrian, cyclist and active transit use as soon as possible.
- **On greenspace/trees:** Ensure greenspaces and trees are maintained, replaced or relocated wherever possible. Where not possible, greenspace and tree removals will be minimized and the public notified.
- **On vehicle and traffic access:** Maintain vehicle access during construction in limited access areas such as Cloverdale and Riverdale, and share construction plans with residents when available.



Finally, as part of these commitments, the City agreed to publicly share the Valley Line Project Agreement (effectively, the project 'contract') and a Value for Money report, redacting only contractual items protected by Alberta's Freedom of Information and Protection of Privacy Act.

Both of these documents can be found and read at any time on the project website: www.edmonton.ca/valleyline

PUBLIC ART POLICY



City Position

The City of Edmonton supports public art as a way of enhancing the experience of living in Edmonton. It allocates space for public art and provides funding for artwork under its Percent for Art policy. The City has worked with the Edmonton Arts Council to develop rigorous selection criteria for public art acquisition.



About the Project

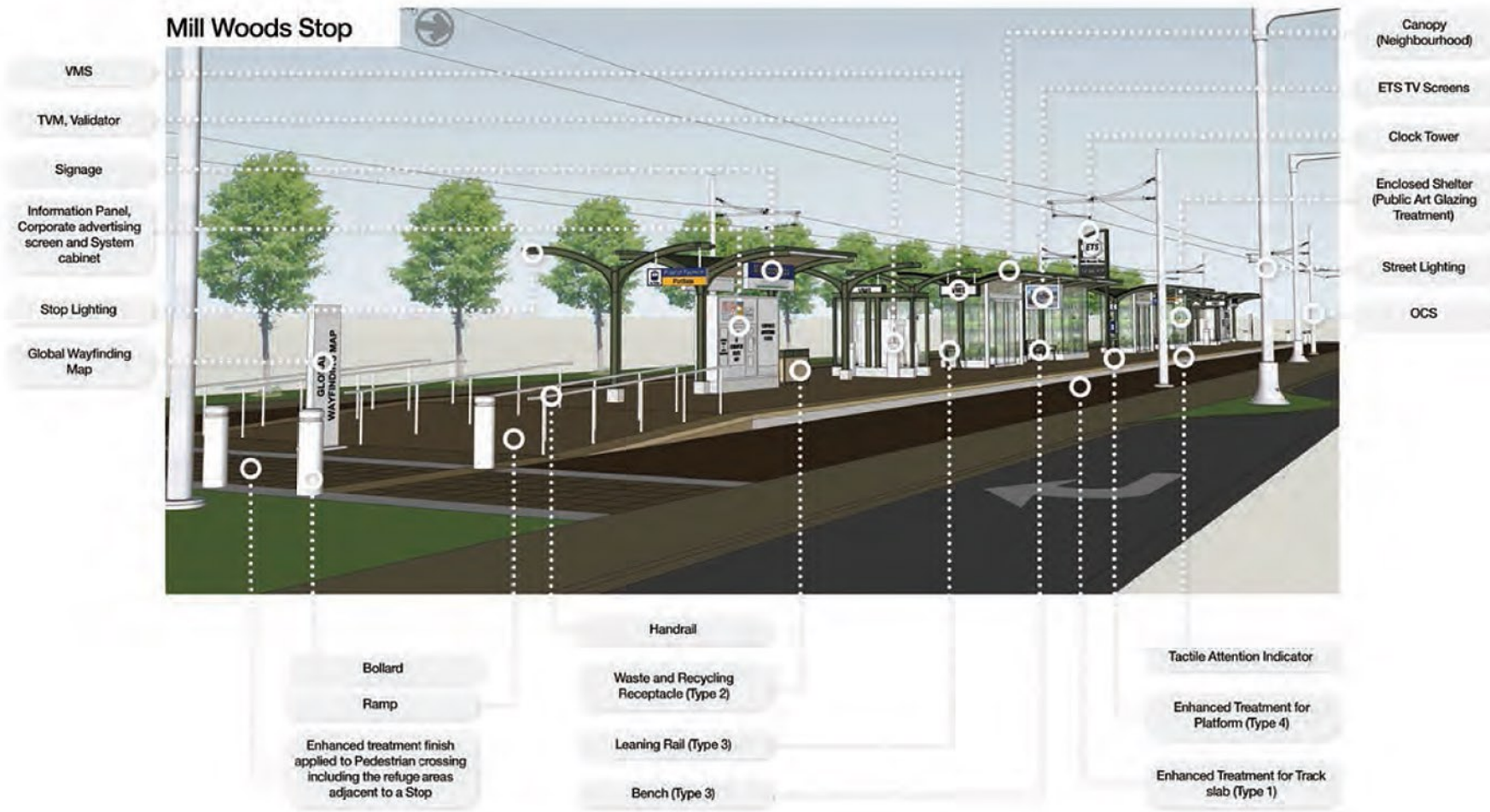
The Valley Line presents an opportunity to create a number of public artworks that reflect the diversity and character of the communities it serves. Throughout public engagement, stakeholders and community members indicated a preference for smaller-scale, functional pieces. These can include bike racks, ornamental benches and chairs that are integrated with the LRT infrastructure and local neighbourhoods. There are also specific opportunities identified for Canadian Indigenous Artists in a number of locations, including the Tawatinâ Bridge.



About the Public Art Selection Process

Commissions for public art are awarded through a call for proposals via one of the Edmonton Arts Council's three selection process methods: direct call, request for proposals (RFP), or request for qualifications (RFQ). The qualifying submissions will be presented to a selection committee comprised of City of Edmonton personnel, the project architect, two community representatives and two artist representatives. The call for submissions will specify the criteria for the artwork opportunity, budget, timeline, and a background of the area and site location. This process will be initiated and co-ordinated with construction timelines.

LRT STOP LAYOUT



The above rendering models the features of a typical Valley Line stop. Stops have been designed with clear sightlines and lighting in mind, and will feature LRT arrival/departure signage; large maps and wayfinding signs; and a central, enclosed shelter that includes heating suitable for Edmonton winters.

VMS: Variable Message Sign

TVM: Ticket Vending Machine

OCS: Overhead Catenary Support (catenaries are the "power lines")

P3 FAQ

THE SOUTHEAST LEG OF THE VALLEY LINE WILL BE DELIVERED AS A PUBLIC-PRIVATE PARTNERSHIP (P3).

What is a P3?

A P3 is a method of delivering public infrastructure and services through a long-term contract between public (government) and private (business) sectors. A P3 delivery method shares risks between the City and its private partners. TransEd Partners is the City of Edmonton's P3 partner on the Valley Line - Stage 1.

Is a P3 equivalent to privatization?

No. Privatization is when public assets are transferred, sold or opened to private entities, such as Alberta's privatization of liquor retailing in 1993. The City of Edmonton is not privatizing the Valley Line. Under a P3, it contracts out the construction, operations and maintenance of the line, similar to Vancouver's Canada or Evergreen LRT lines, or Waterloo's upcoming ION LRT line.

The Valley Line remains 100% the property of the City of Edmonton, and the City retains contract authority over the private contractors responsible for constructing, operating and maintaining the line.

How will the City ensure that public engagement feedback will be used by a P3 contractor?

The City of Edmonton has worked to engage and inform the public at every stage of the Valley Line's development. Since the project's beginnings in 2009, feedback from citizens, community groups and businesses has played a critical role in developing the look, feel and function of the future line. The City's contract with TransEd includes specific themes and key concerns heard throughout the project's public engagement history, in order to ensure the final design of the line reflects and respects our City's vision.

Why is the City of Edmonton building the Valley Line as a P3?

The recommendation of a Public-Private Partnership (P3) delivery method for the Valley Line was presented to City Council in early 2011. City of Edmonton administration studied several delivery methods and found that P3 offered the best value for money on this project.

In 2012, Administration was directed to reevaluate the P3 delivery method exclusively for the southeast portion of the Valley Line. Independent review showed that a P3 delivery method offered an approximate 3% to 10% cost reduction over the project's life cycle, compared with other delivery methods such as Design-Build.

The actual final cost savings — or value for money — upon contract award, was calculated at between 18% to 24%.

How will the City ensure that a P3 contractor meets standards for construction, operations, maintenance, etc?

The City has a P3 policy that allows for project controls to be comprehensively defined in a P3 contract to ensure that:

- private sector partners are required to put their own capital at risk.
- failure to deliver a project on time and on budget reduces return for the private sector partner but does not increase costs to taxpayers.
- private sector partners will be held accountable for failure to meet standards throughout their involvement with the project over its entire life-cycle.

The City has also defined performance specifications for the service to be provided, including but not limited to frequency, quality of service, special events, snow removal, cleanliness, and many, many other considerations — all of which can be read by the public in the Valley Line Project Agreement.

If TransEd does not perform to the prescribed levels of service, their payments will be reduced accordingly. These financial incentives will ensure that service on the Valley Line meets the needs of Edmontonians.



















Will a P3 LRT have different fares, security or service levels from Edmonton's existing LRT system?

Under a P3 delivery method for the Valley Line, the City will continue to control fares, security and service levels to ensure that all public transit services in Edmonton are part of an integrated system. Purchasing a monthly pass or a single-use pass on the bus or any LRT will entitle the passenger to use all public transit in Edmonton.

Under a P3, does the private contractor invest its own money in the Valley Line?

Under a P3 delivery model, the private contractor invests a portion of the capital investment. The contractor is then repaid in instalments over the 30-year operations and maintenance term to ensure that the contractor continues to deliver service according to contract standards. Ultimately, the City, together with provincial and federal government partners, will pay the full value of the capital investment for the Valley Line.

MAP EXPLANATION AND DISCLAIMERS

| | | |
|---|--|--|
|  Trackway - At Grade |  Pedestrian Crossing |  Potential Retaining Wall Location |
|  Trackway - Elevated |  Access Closure (Public Alleys and Roadways Only) |  Potential Noise Attenuation Wall Location |
|  Trackway - Underground |  Kiss 'n' Ride |  Potential Wood Screen Fence Location |
|  Stop Platform |  Existing/Proposed Bike Connection |  Shrubs |
|  Concrete Walk/ Shared Use Path |  Traffic Signals |  Proposed Trees |
|  Pedestrian Activated Crossing |  Traction Power Sub Station (Approximate Location) |  Potential Landscape Area (Hard or Soft) |

Final design and construction of the Valley Line has now begun. However, some elements may still change from what is presently shown. The following maps represent the most up-to-date information about the Valley Line as of this book's publication.

Shrubs and **tree placements** may not be exactly as shown. **Light green** indicates potential landscaped areas.

Kiss 'n' Rides are part of ongoing design, and should not be considered finalized.

Blue lanes in the downtown area indicate bike lanes to be added as part of the project.

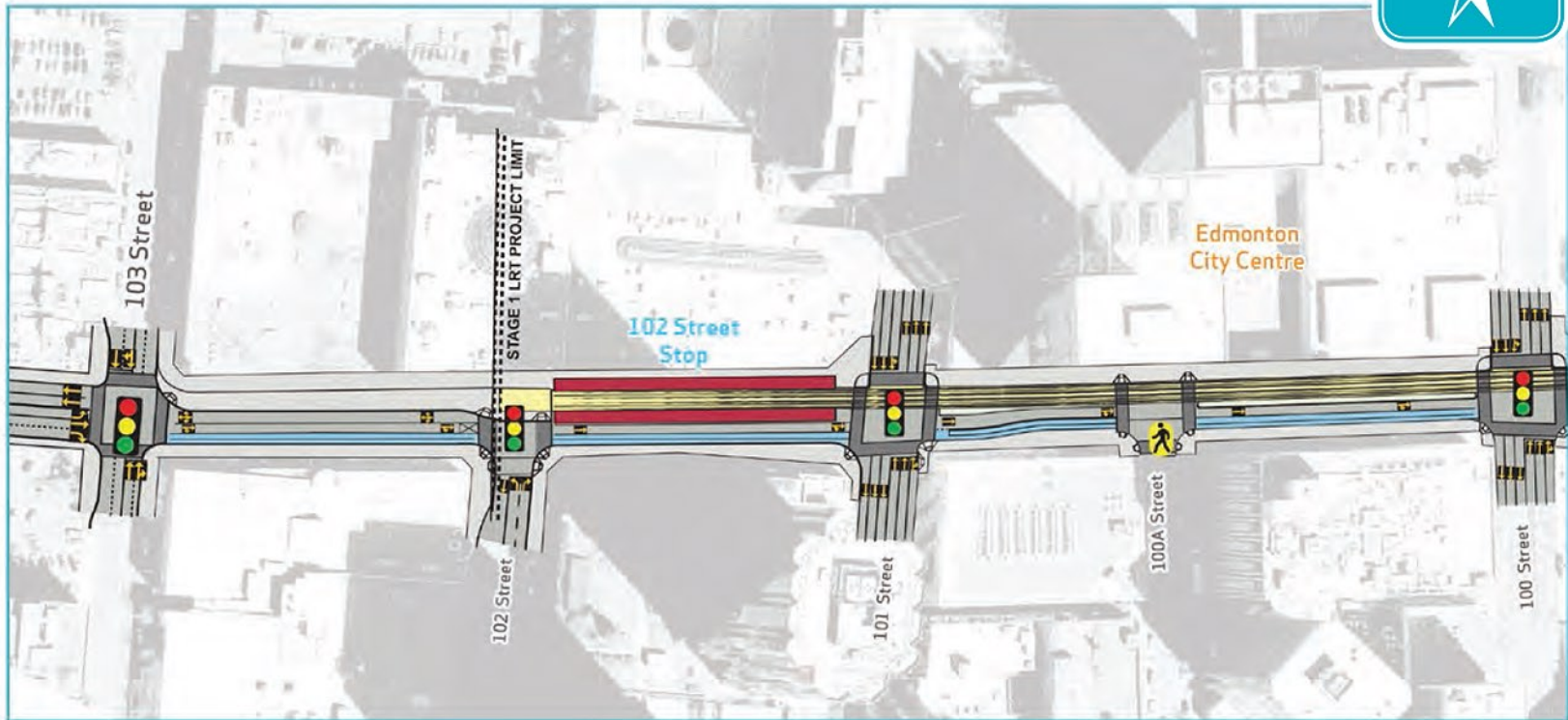
Three kinds of walls are indicated on these maps: **Purple** indicates retaining walls used for geotechnical support.

Red indicates areas where noise walls may be placed.

Pink indicates potential wood screen fencing.

Traction power substation placements are part of ongoing design and should not be considered finalized.

www.edmonton.ca/valleyline



| | | | | | | | | | | | |
|--|------------------------|--|-------------------------------|--|--|--|---|--|---|--|---|
| | Trackway - At Grade | | Stop Platform | | Pedestrian Crossing | | Existing/Proposed Bike Connection | | Shrubs | | Potential Retaining Wall Location |
| | Trackway - Elevated | | Concrete Walk/Shared Use Path | | Access Closure (Public Alleys and Roadways Only) | | Traffic Signals | | Proposed Trees | | Potential Noise Attenuation Wall Location |
| | Trackway - Underground | | Pedestrian Activated Crossing | | Kiss 'n' Ride | | Traction Power Sub Station (Approximate Location) | | Potential Landscape Area (Hard or Soft) | | Potential Wood Screen Fence Location |

Through public engagement, area residents chose a stop theme of 'Contemporary' for the 102 Street Stop.

The southeast leg of the Valley Line begins at the 102 Street Stop, directly adjacent to City Centre Mall. The LRT then continues east towards Churchill Square.

There will be a dedicated two-way bike lane on the south side of 102 Avenue connecting to an existing northbound bike lane on 99 Street.

Because of the constrained corridor, there will only be one lane of eastbound traffic beginning at 102 Street, and left-turn traffic movements will not be permitted along this stretch of 102 Avenue.

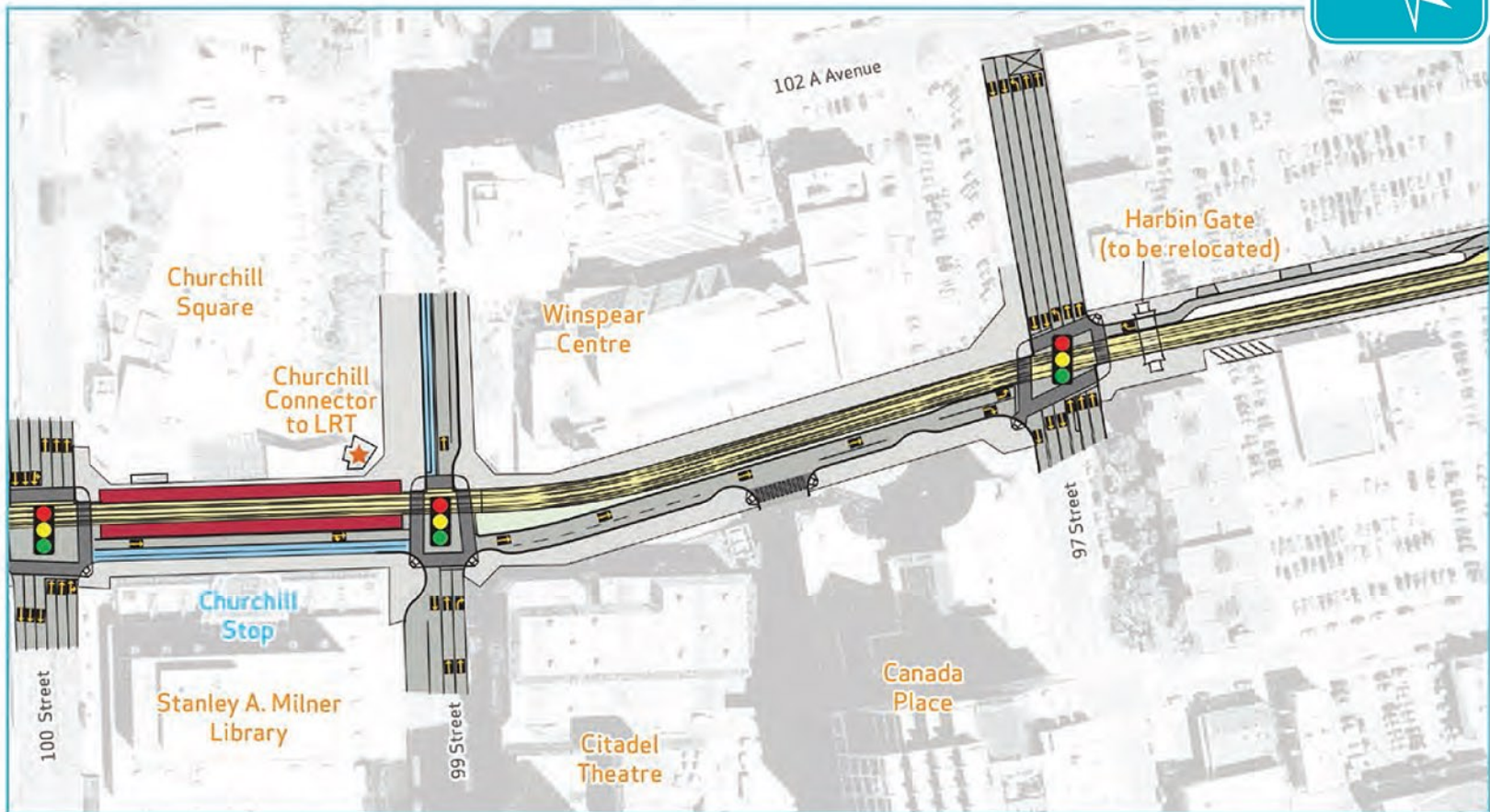
CHURCHILL STOP Connection to Underground LRT



Churchill Stop will be the interchange point between Edmonton's current high-floor LRT system and the new low-floor Valley Line. A new entrance to the existing underground Churchill Station will be built at the northwest corner of the 99 Street / 102 Avenue intersection (the southeast corner of Churchill Square).

The Churchill interchange will be a vertical one. Passengers can disembark from the Valley Line and take stairs, escalators or an elevator down to Churchill Station, where they can access the Metro Line (heading north to NAIT or south to Health Sciences) or the Capital Line (heading northeast to Clareview or south to Century Park).

Fares will be the same across all LRT lines, and a single-fare transfer or a monthly pass will allow seamless access to all of Edmonton's public transit.



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| | Trackway - At Grade | | Stop Platform | | Pedestrian Crossing | | Existing/Proposed Bike Connection | | Shrubs | | Potential Retaining Wall Location |
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| | Trackway - Underground | | Pedestrian Activated Crossing | | Kiss'n' Ride | | Traction Power Sub Station (Approximate Location) | | Potential Landscape Area (Hard or Soft) | | Potential Wood Screen Fence Location |

Through public engagement, area residents chose a stop theme of 'Contemporary' for the Churchill Stop.

Continuing along the north side of 102 Avenue, the LRT reaches Churchill Stop, the interchange with Edmonton's high-floor LRT system: Capital Line and Metro Line.

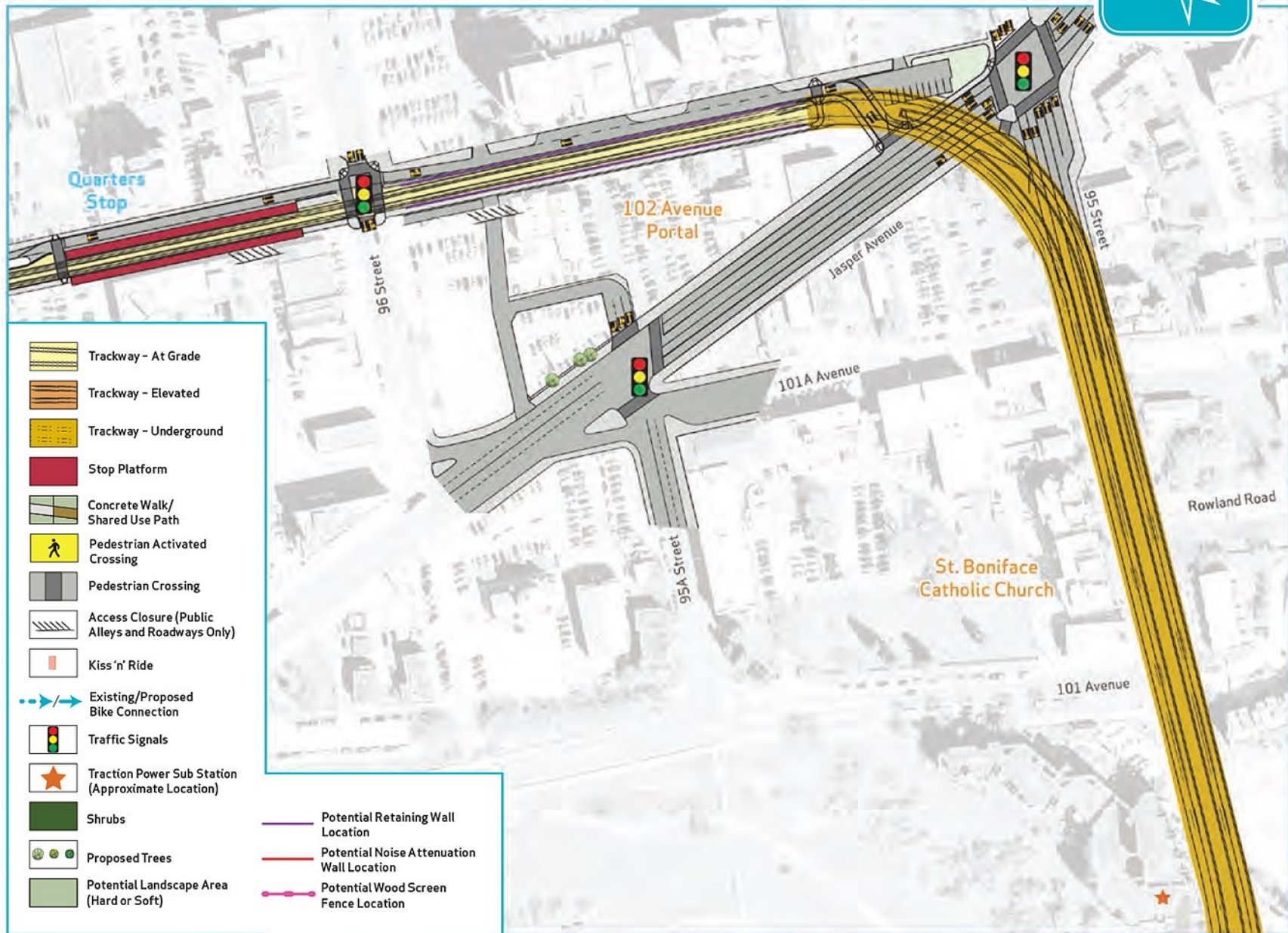
Churchill Stop is located at Churchill Square, home to many of Edmonton's outdoor festivals, activities and gatherings.

A single northbound lane with on-street parking will be retained on 99 Street between 102 Avenue and 102A Avenue, and a curbside bike lane will provide cyclist connectivity.

Further east down 102 Avenue at the 97 Street intersection, the LRT transitions from running along the north side of 102 Avenue to the south side, where it would pass under the Harbin Gate. This historic landmark of Edmonton's Chinese community is being temporarily put into storage. The gate will

eventually be relocated, after further consultation with area stakeholders.

Traffic east of the 97 Street intersection will be one lane westbound, and motorists travelling along 102 Avenue will be required to turn right onto 97 Street.



Through public engagement, area residents chose a ‘Special Theme’ for the Quarters Stop.

Arriving at the Quarters Stop on the south side of 102 Avenue, a single westbound traffic lane will be provided connecting from Jasper Avenue.

A short distance east of 96 Street, the LRT will transition underground, crossing under Jasper Avenue, and continuing south under 95 Street in an approach to cross the North Saskatchewan River.

On-street parking on 102 Avenue will be eliminated and replaced with parking at 95 Street. New lay-by bays are also being built in front of the Chinese Elders’ Mansion and the Edmonton Chinatown Multicultural Centre.

QUARTERS STOP AND 102 AVENUE PORTAL



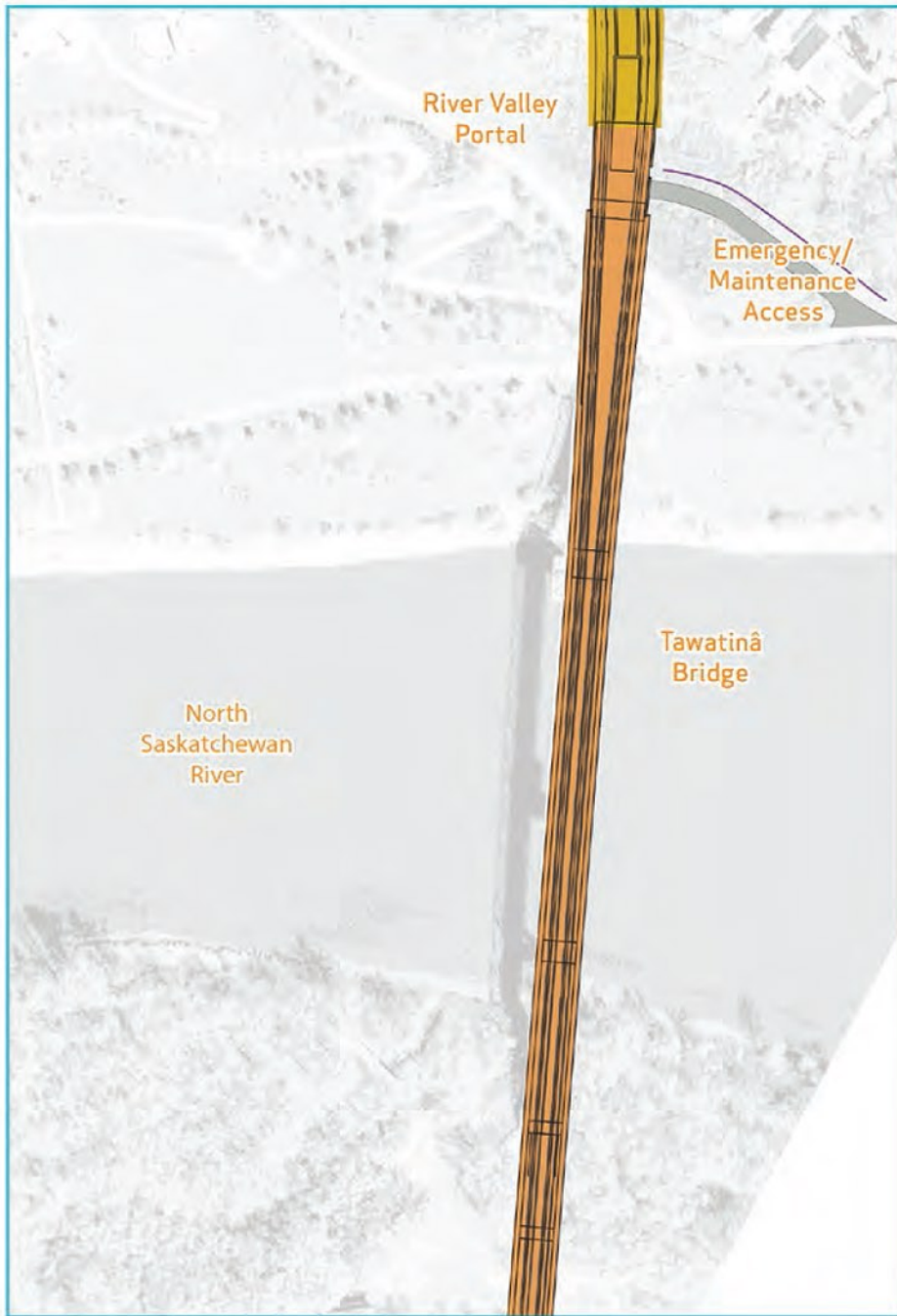
The vision for The Quarters is a vibrant, healthy community comprised of five distinct areas, each with its own character, activities and feel. The Quarters will be structured around a unique linear park system running through the community that provides a defining element.

The City is actively seeking to redevelop a number of properties in The Quarters into mixed-use residential and commercial developments. The



Valley Line will help serve as a catalyst for The Quarters redevelopment, providing greater transit accessibility for residents and visitors, as well as opportunities for future transit-oriented development in this district.

Lettering on the gate pictured above is placeholder; final lettering will be determined through community consultation.



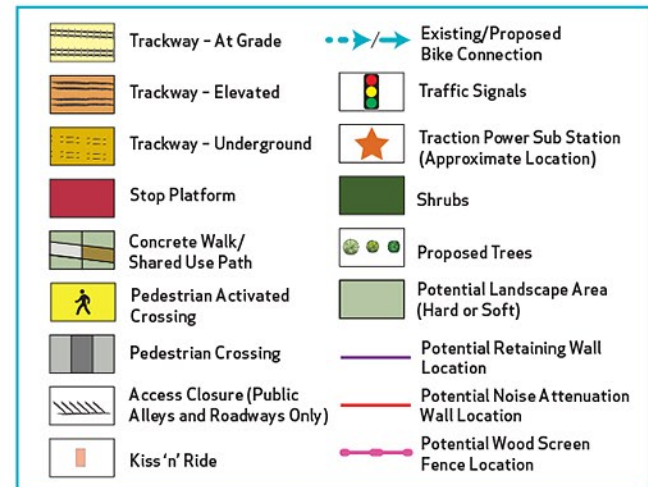
The LRT will continue south and emerge from the tunnel on the eastern edge of Louise McKinney Park. The LRT will then cross the North Saskatchewan River via the new Tawatinâ Bridge, which will replace the existing Cloverdale Footbridge.

River Valley trails are well-used year-round, and the City has identified a number of temporary trail detours that will be maintained throughout construction. This detour strategy was developed with information collected in user surveys on the Cloverdale Footbridge and online as well as movement recorded by cameras in 2014.

While the footbridge location is clearly a popular river crossing point, the Low Level Bridge provides a reasonable alternative for most users during the 34-month period between the removal of the footbridge and the completion of the new Tawatinâ Bridge.

Construction access for work on the bridge will take place primarily through Louise McKinney Park, with a secondary access via Cameron Avenue being used only during major festivals and events in the park.

This secondary access will become the maintenance access to the bridge and tunnel when construction is complete. The surrounding area will be renaturalized similar to the Capital Line.





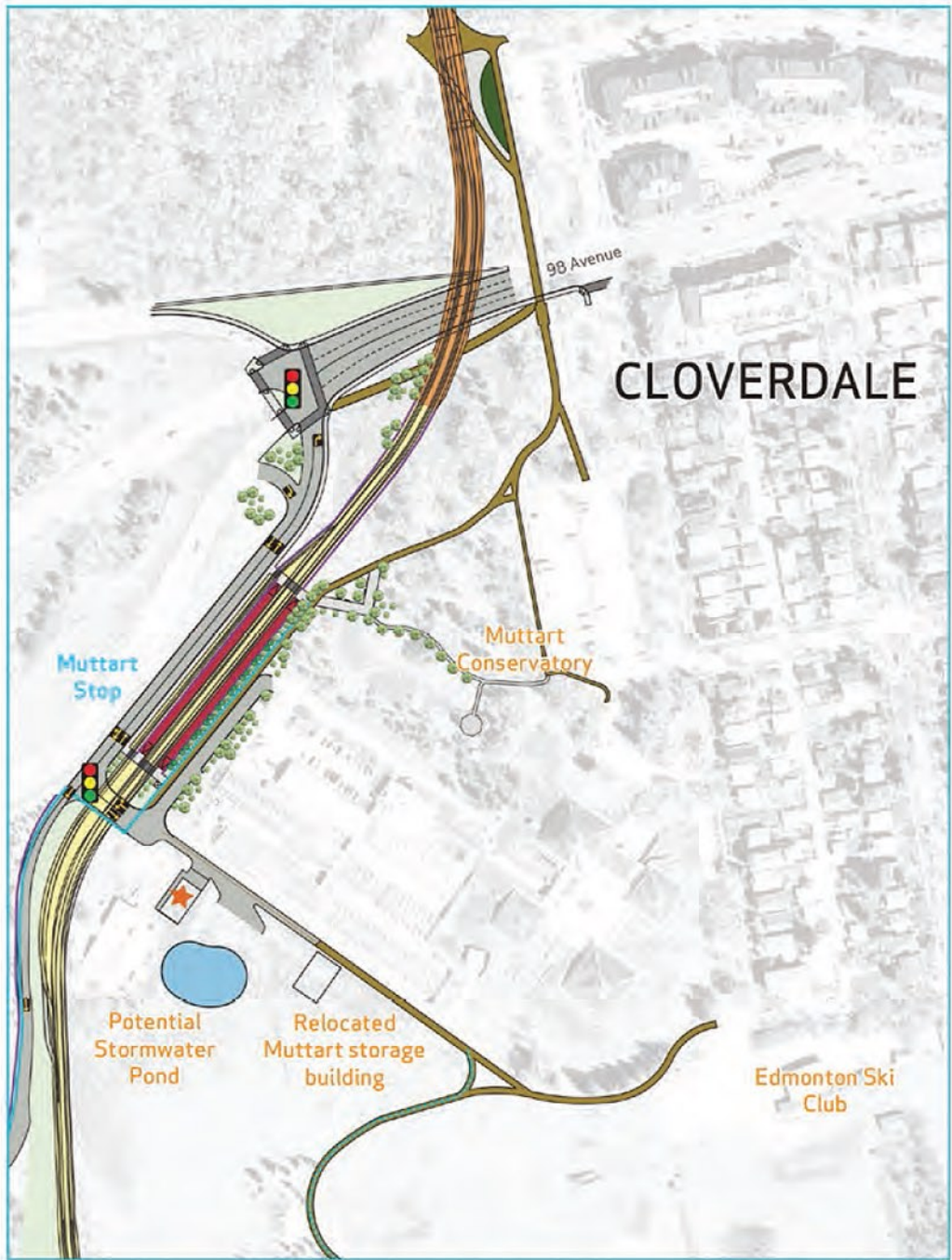
On February 20, 2013, City Council approved a new bridge over the North Saskatchewan River, replacing the existing Cloverdale Footbridge. The bridge design was chosen through extensive public consultation, eventually narrowing down six shortlisted choices to a final two.

With Edmontonians virtually split between the two choices, the final design ended up being a compromise between the two. The new bridge balances the natural aesthetics of the River Valley against the desire to have a signature structure.



The Tawatinâ Bridge—'Valley' in Cree—will be a split-level bridge, with room for pedestrian and cyclist activity on a level below the LRT crossing. A concrete cycling track will run down the middle, flanked by wood slat pedways on both sides, echoing the feel of the former pedestrian bridge. The bridge will also include lookout decks.

The pedestrian bridge elevation will be approximately the same height as the existing footbridge to allow trail connections to be maintained. The LRT will travel above the pedestrian level, in a design similar to the existing Dudley B. Menzies Bridge.

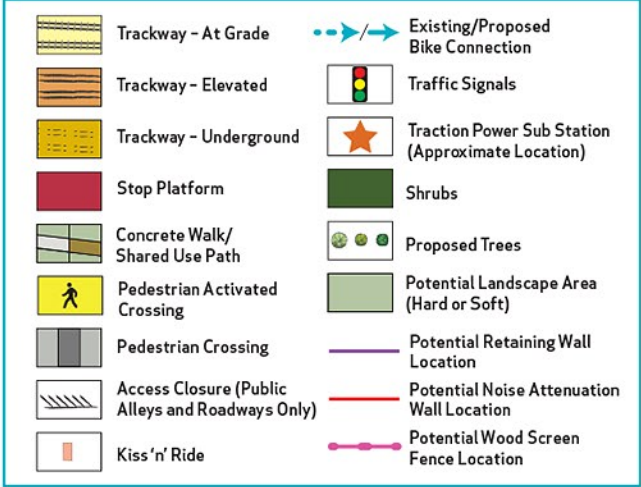


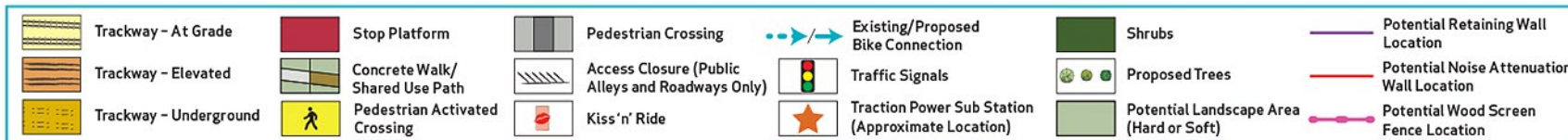
Through public engagement, area residents chose a stop theme of 'Park-like' for the Muttart Stop.

Upon crossing the North Saskatchewan River, an elevated structure will continue over 98 Avenue, and touch down along the service road that is located west of the Muttart Conservatory.

The Muttart Stop will be located northwest of the Muttart Conservatory. A traffic signal will be provided to allow vehicle access across the tracks to the Muttart greenhouses.

The LRT will then continue up the hill along the north edge of Connors Road.



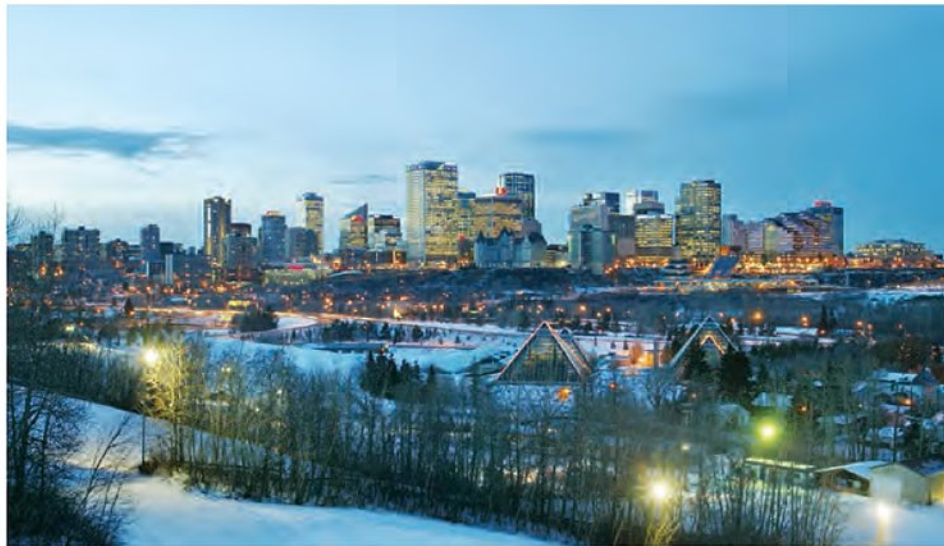


Pedestrian connections will be maintained in the area, and the pedestrian bridge that connects the trail system across Connors Road will be rebuilt in approximately the same location. The new bridge will be known as the Kâhasinîskâk Bridge—Cree for 'Stony Creek', the original name of Mill Creek.

Passing under this bridge, the LRT will travel along the north edge of Connors Road, crossing through the Connors Road / 95 Avenue intersection at the top of the hill to run centre-aligned down 95 Avenue.

A new cycling connection is also being created to link into the River Valley trails network via Strathearn Drive.

RIVER VALLEY AND ENVIRONMENT



The River Valley is the largest system of urban parks in North America, with more than 160 kilometres of maintained pathways and 20 major parks. It breathes life into our city and provides an integrated, safe environment for active living and urban wellness.

On February 26, 1985, City Council formally adopted Bylaw 7188, the North Saskatchewan Area Redevelopment Plan, an area development and protection plan for the River Valley. This plan states that the major portion of the River Valley should be an environmental protection area, but that the central core should be a “sensitive mix of land uses—residential, recreational, institutional and commercial.”

To ensure that development in the River Valley core area respects the desired environmental protection, different levels of assessment are required for projects that take place in this sensitive area. For a project of the Valley Line’s scope, a full Environmental Impact Screening Assessment (EISA) and Site Location Study (SLS) were required.

These studies were conducted to identify potential impacts and methods to eliminate or reduce impacts during future construction, and included:

- Geology and geomorphology (including slope stability)
- Soils
- Surface water and groundwater
- Vegetation
- Wildlife
- Habitat connectivity
- Fish and aquatic resources
- Land disposition and zoning
- Residential land use
- Recreational land use
- Utilities
- Worker and public safety
- Visual resources
- Historical resources

The EISA and SLS were approved by City Council on September 18, 2013.

RIVER VALLEY AND ENVIRONMENT



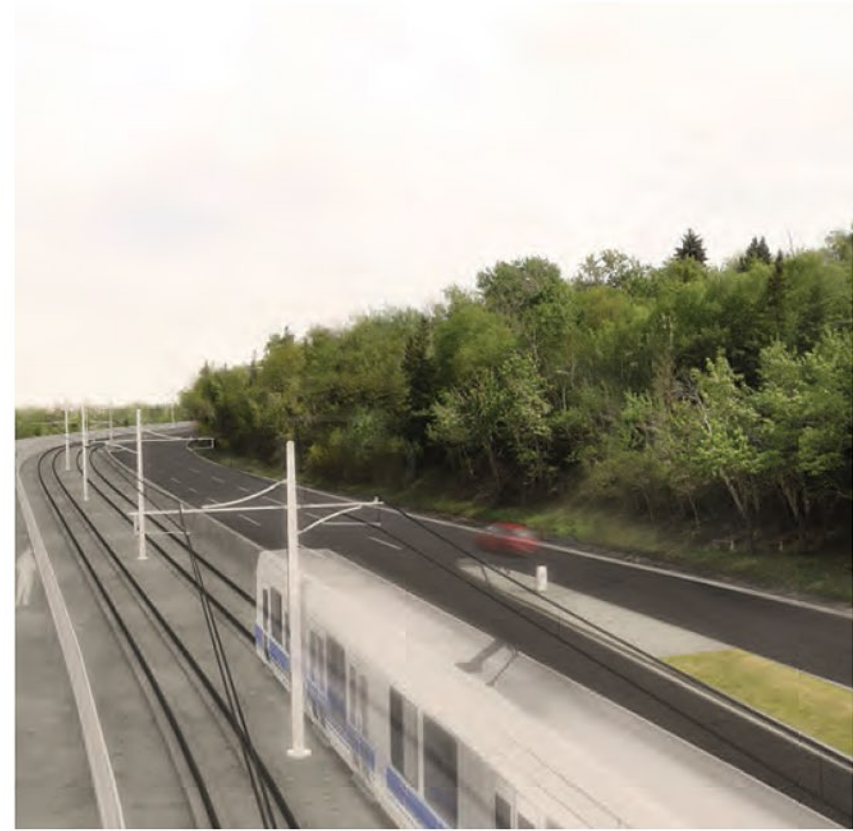
The City made slight adjustments to plans for the Valley Line LRT in the River Valley in response to stakeholder concerns identified during the Preliminary Design process. As required by Bylaw 7188, the EISA and SLS were updated to reflect these changes. Among other things, these adjustments are intended to:

- Better accommodate Edmonton Ski Club and Muttart Conservatory operations
- Help minimize construction traffic on Cameron Avenue
- Provide better connectivity for trail users during construction

On April 15, 2015, City Council accepted the recommendation of the Transportation Committee and approved the updates to the EISA and SLS.

You can read these documents, as well as a general FAQ addressing River Valley concerns, on our project website under the 'River Valley' tab.

CONNORS ROAD



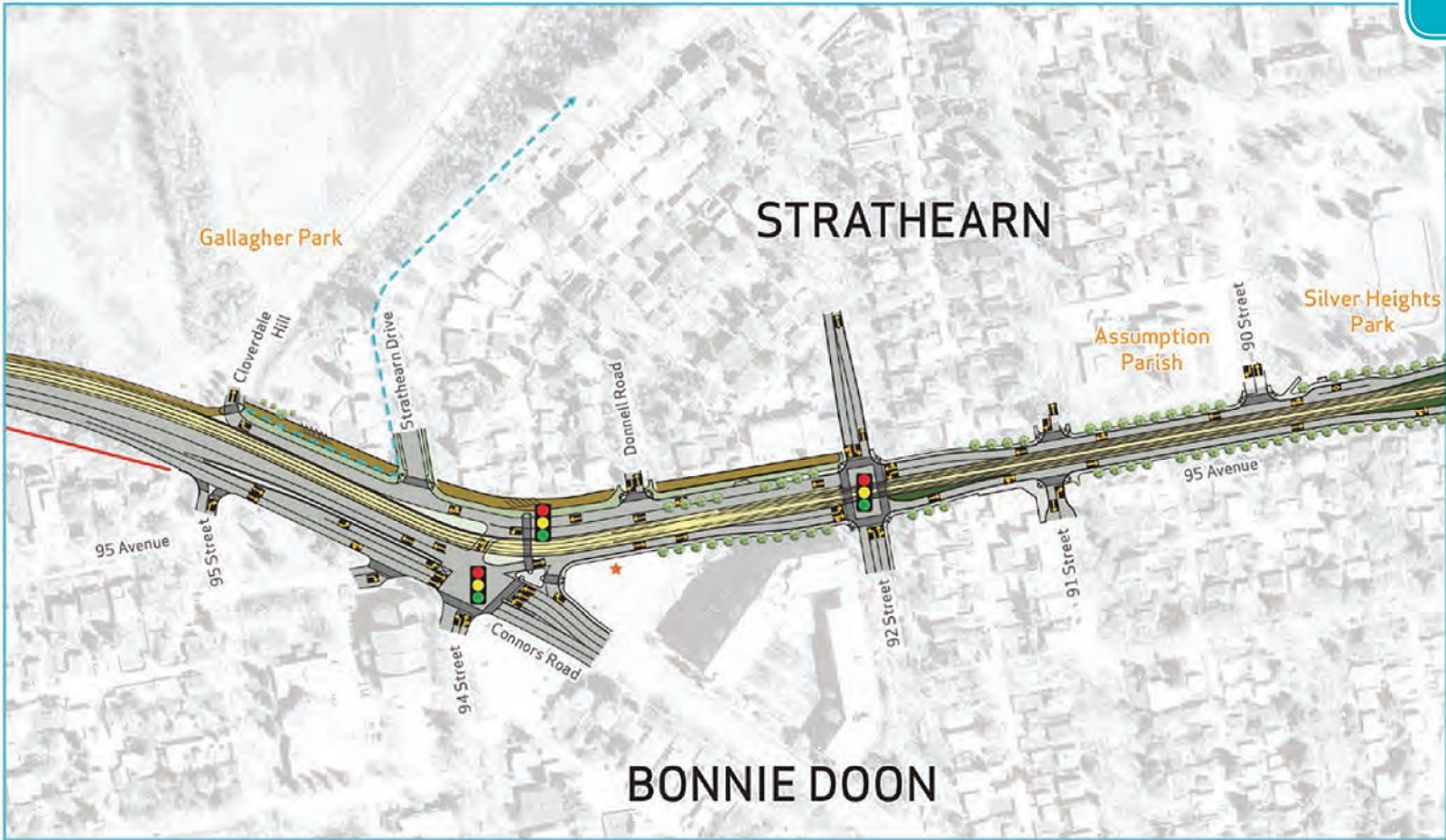
How was the alignment of the LRT determined along Connors Road?

Throughout the Concept Planning and Preliminary Engineering phases, the alignment of the Valley Line along Connors Road has been a challenge, requiring a balance of technical issues, community and stakeholder concerns, and costs.

After significant public consultation and engineering review, the City selected an option that will see Connors Road shifted approximately ten metres to the south. This option avoids encroachment into Gallagher Park, the Edmonton Folk Music Festival and the Edmonton Ski Club, allowing the current uses with minor modifications. This option provides the best balance of community impacts, technical impacts, and risk.

What will happen to organizations that use Gallagher Park?

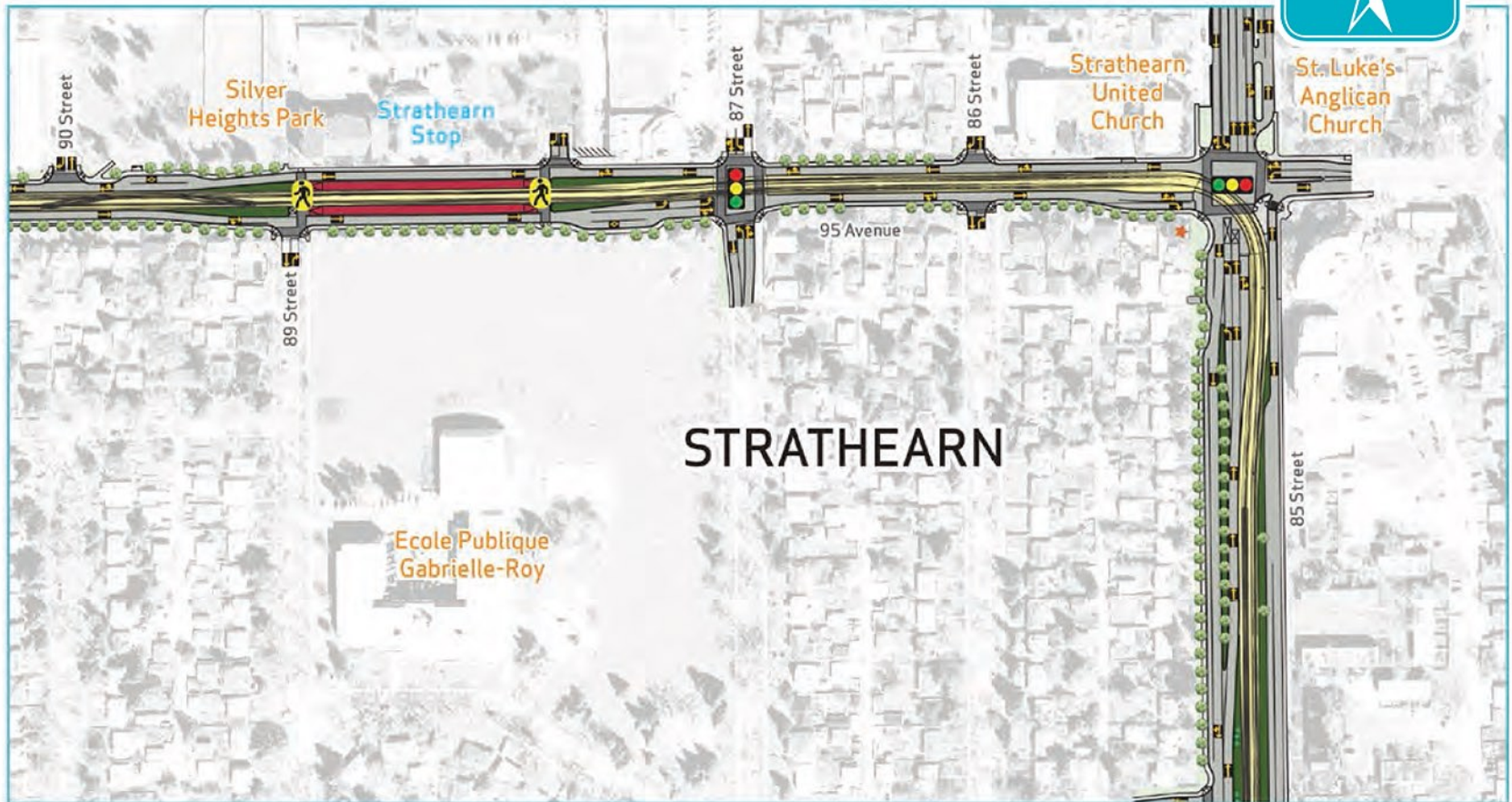
Part of the purpose of building the Valley Line is to provide greater access for all Edmontonians to River Valley facilities and activities, and throughout the development of the Valley Line, the City has actively engaged citizens, businesses, and events that use the Gallagher Park area. Specific commitments have been made to stakeholders in Gallagher Park to minimize impacts on their operations; these commitments are enshrined in the final Valley Line Project Agreement.



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At the top of Connors Hill, the LRT will turn from following Connors Road on the north side to a centre-running LRT on 95 Avenue. The LRT then continues east in the centre of 95 Avenue, with one lane of traffic on either side of the LRT trackway.

The current sidewalk along 95 Avenue will be upgraded to a shared-use path, running from Cloverdale Hill to 92 Street, to improve pedestrian and cyclist access.



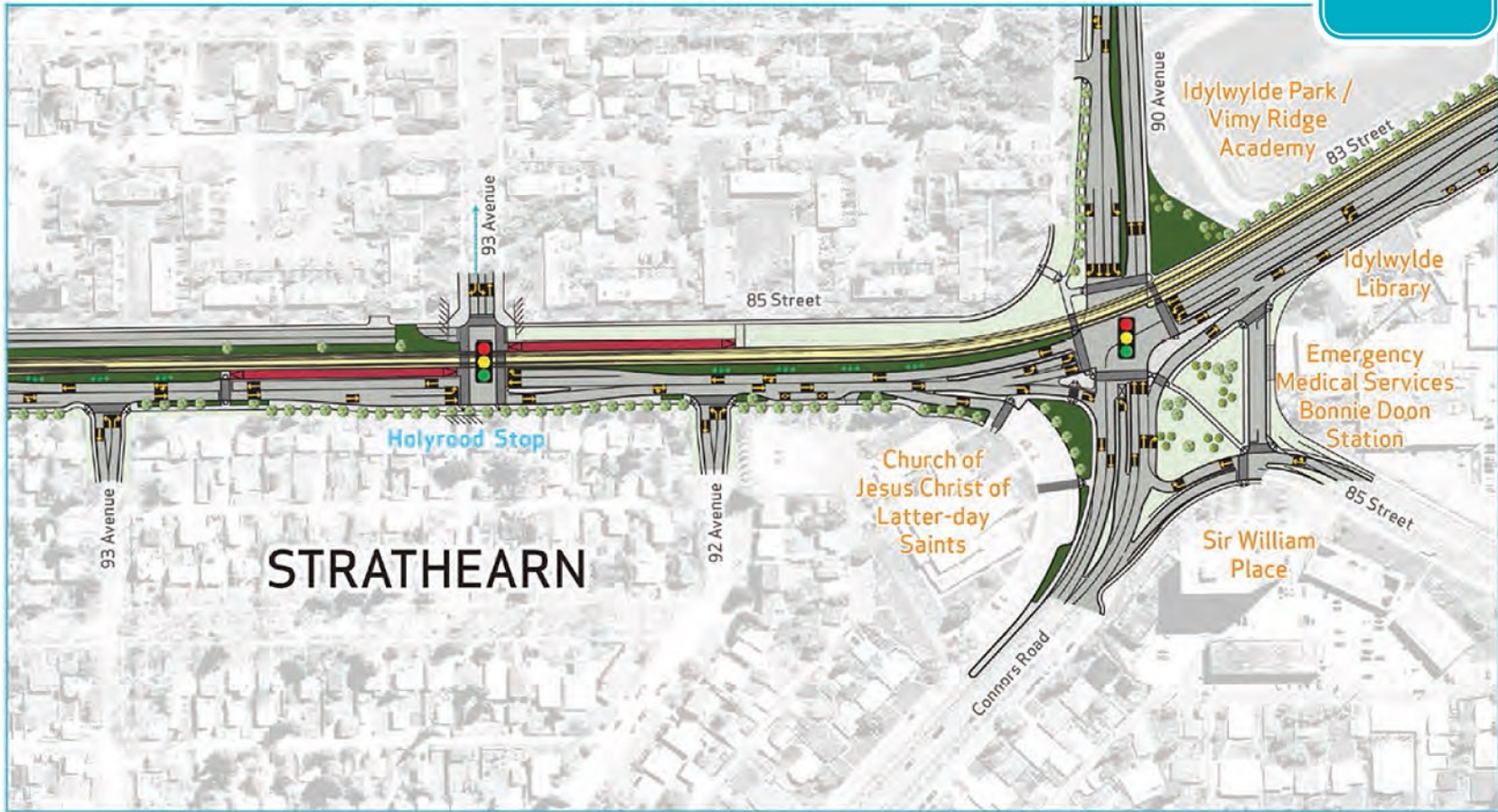
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| | Trackway - At Grade | | Stop Platform | | Pedestrian Crossing | | Existing/Proposed Bike Connection | | Shrubs | | Potential Retaining Wall Location |
| | Trackway - Elevated | | Concrete Walk/Shared Use Path | | Access Closure (Public Alleys and Roadways Only) | | Traffic Signals | | Proposed Trees | | Potential Noise Attenuation Wall Location |
| | Trackway - Underground | | Pedestrian Activated Crossing | | Kiss 'n' Ride | | Traction Power Sub Station (Approximate Location) | | Potential Landscape Area (Hard or Soft) | | Potential Wood Screen Fence Location |

Through public engagement, area residents chose a stop theme of 'Historic' for the Strathearn Stop.

The Strathearn Stop is located between 89 Street and 88 Street and serves this mature neighbourhood and the future Strathearn Heights redevelopment. Signalized intersections at 92 Street, 87 Street and 85 Street allow for neighbourhood circulation.

The tracks then turn south onto the east side of 85 Street while maintaining the service road on the east side of the road. Traffic lanes will be reduced in the area, however the lane configuration will accommodate the projected traffic volumes and required neighbourhood access, while providing a more desirable pedestrian space through wider sidewalks and boulevards.

The service road on the west side of 85 Street is being removed in order to accommodate car traffic and ETS busses, while still allowing for on-street parking where feasible.



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| | Trackway - At Grade | | Stop Platform | | Pedestrian Crossing | | Existing/Proposed Bike Connection | | Shrubs | | Potential Retaining Wall Location |
| | Trackway - Elevated | | Concrete Walk/Shared Use Path | | Access Closure (Public Alleys and Roadways Only) | | Traffic Signals | | Proposed Trees | | Potential Noise Attenuation Wall Location |
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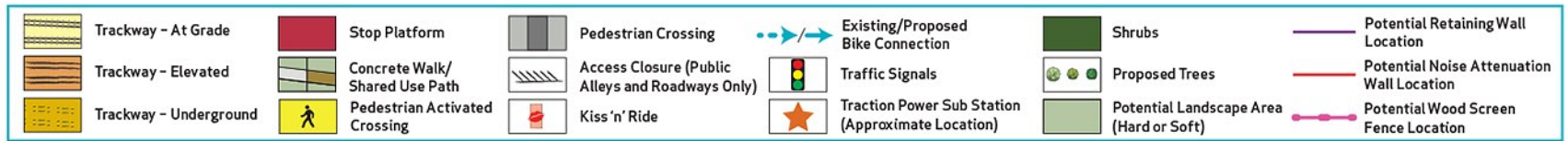
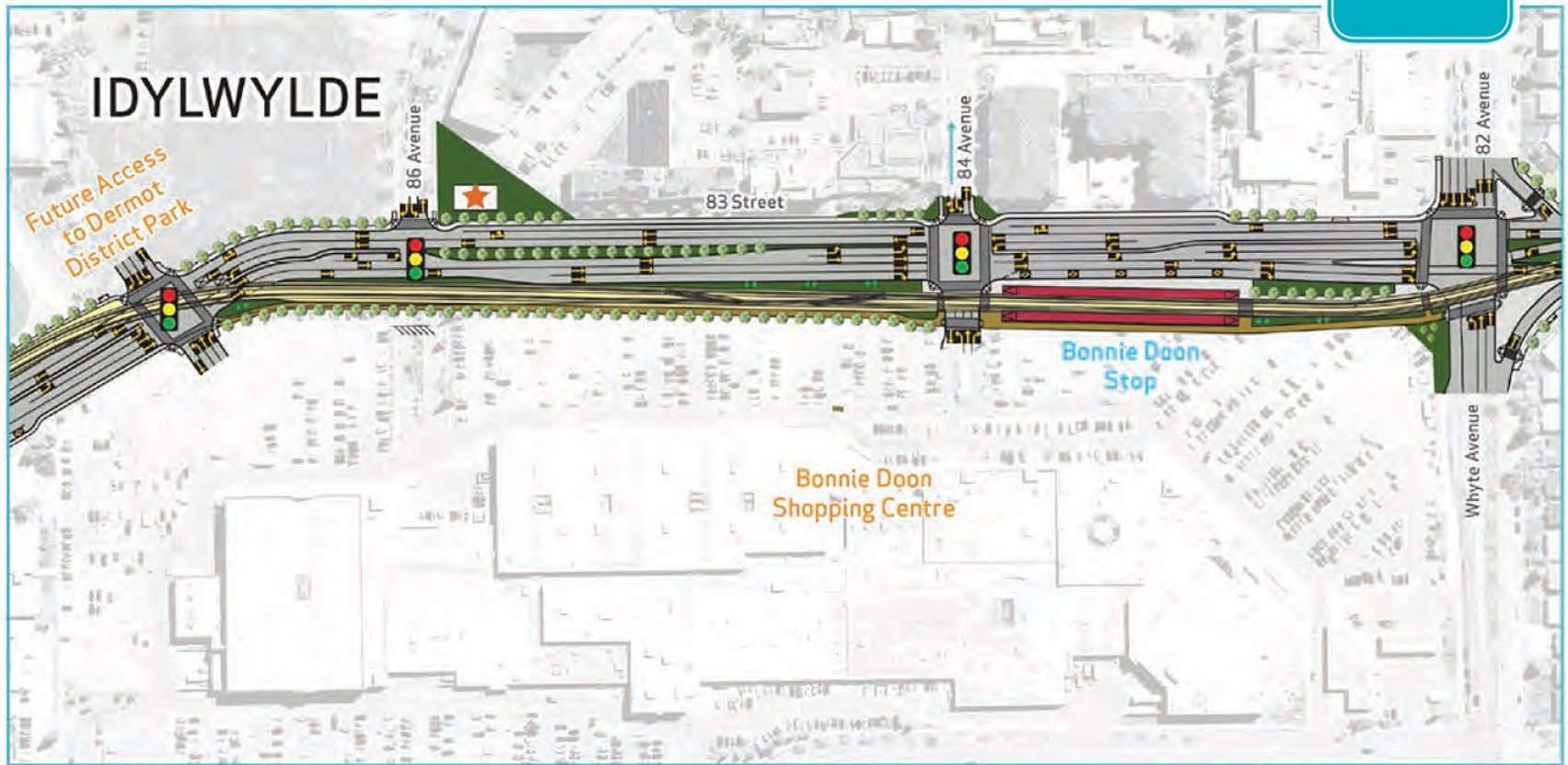
Through public engagement, area residents chose a stop theme of ‘Historic’ for the Holyrood Stop.

The Holyrood Stop is a staggered stop across 93 Avenue, which will serve the mature neighbourhood as well as a potential higher-density redevelopment of the Holyrood apartment site. A traffic signal will be added at 93 Avenue and 85 Street to maintain access into Holyrood.

A close examination of the existing Bonnie Doon traffic circle resulted in a reconfigured intersection that accommodates the traffic and LRT interface.

The service road on the east side of 85 Street between 90 Avenue and 93 Avenue is being removed in anticipation of redevelopment of this area. The service road along 85 Street north of 93 Avenue will remain open, but access will be closed from 93 Avenue.

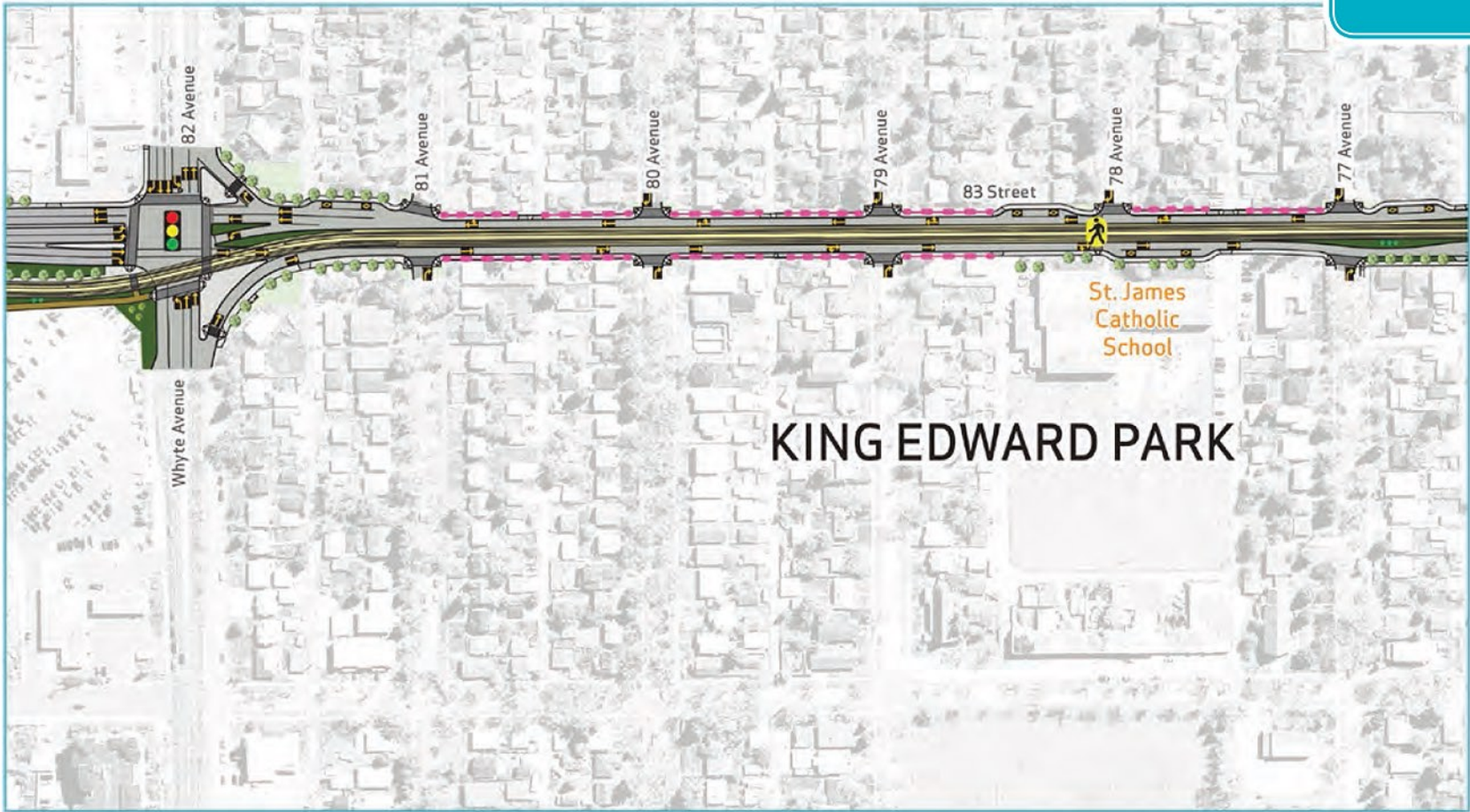
The service road on the west side of 85 Street is being removed in order to accommodate car traffic and ETS busses, while still allowing for on-street parking where feasible.



AREA 3: BONNIE DOON STOP

Through public engagement, area residents chose a stop theme of 'Historic' for the Bonnie Doon Stop.

As the LRT continues south of 90 Avenue, it will transition to the west side of 83 Street just north of 86 Avenue to align with the future access into the Dermot District Park. The Bonnie Doon Stop will be located just south of 84 Avenue on the shopping centre site to provide direct access to the shopping centre and position the LRT to cross the 82/Whyte Avenue intersection.



KING EDWARD PARK

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| | Trackway - At Grade | | Stop Platform | | Pedestrian Crossing | | Existing/Proposed Bike Connection | | Shrubs | | Potential Retaining Wall Location |
| | Trackway - Elevated | | Concrete Walk/Shared Use Path | | Access Closure (Public Alleys and Roadways Only) | | Traffic Signals | | Proposed Trees | | Potential Noise Attenuation Wall Location |
| | Trackway - Underground | | Pedestrian Activated Crossing | | Kiss 'n' Ride | | Traction Power Sub Station (Approximate Location) | | Potential Landscape Area (Hard or Soft) | | Potential Wood Screen Fence Location |

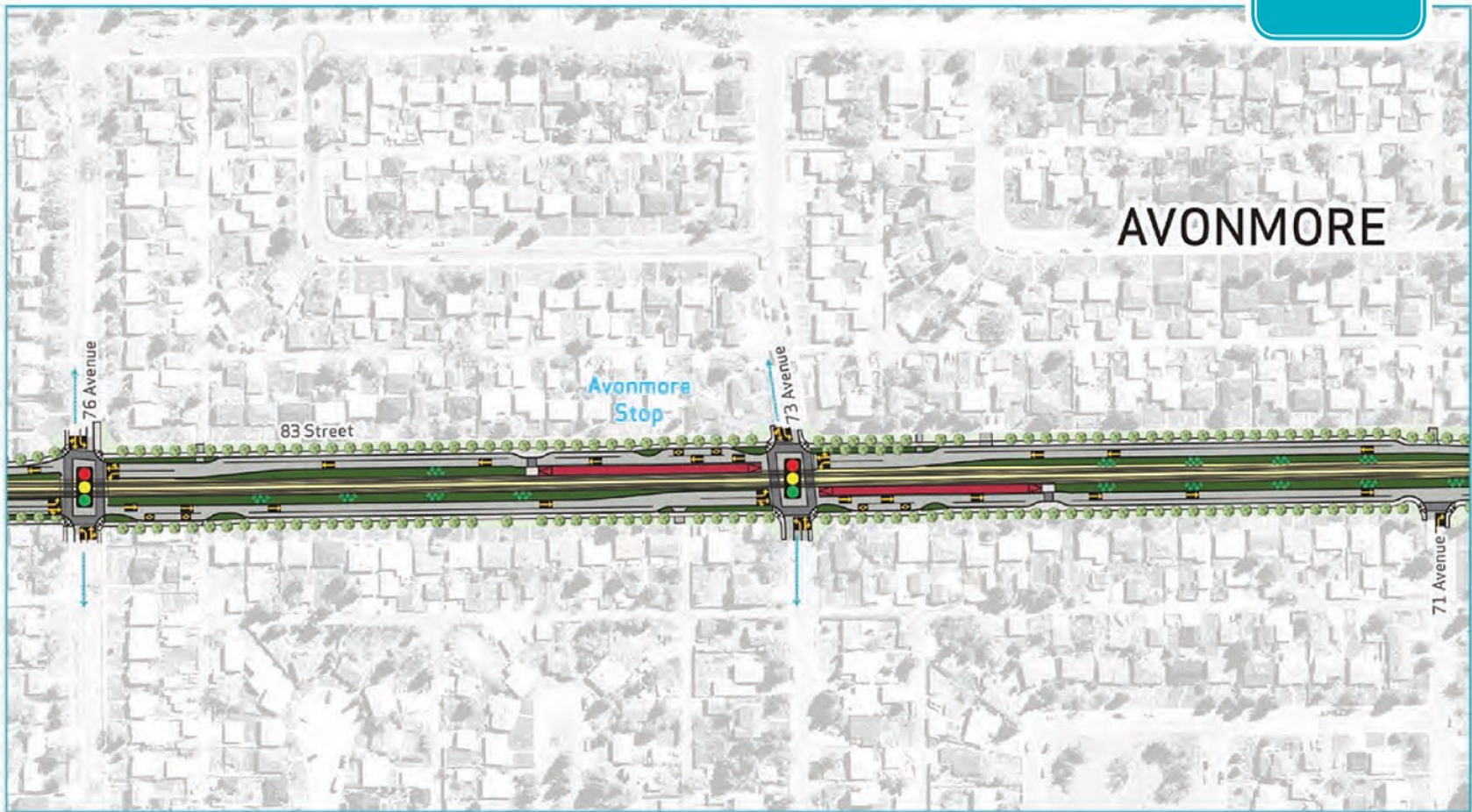
As the LRT crosses 82/Whyte Avenue, it will transition to a centre alignment on 83 Street.

It continues south along 83 Street in the centre-running alignment through the mature neighbourhood of King Edward Park.

New wood screen fences will be installed along 83 Street between 76 Avenue and 82 Avenue at select locations.



AREA 3: AVONMORE STOP



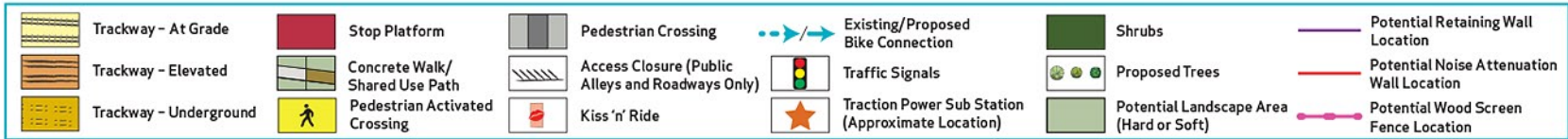
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| | Trackway - At Grade | | Stop Platform | | Pedestrian Crossing | | Existing/Proposed Bike Connection | | Shrubs | | Potential Retaining Wall Location |
| | Trackway - Elevated | | Concrete Walk/Shared Use Path | | Access Closure (Public Alleys and Roadways Only) | | Traffic Signals | | Proposed Trees | | Potential Noise Attenuation Wall Location |
| | Trackway - Underground | | Pedestrian Activated Crossing | | Kiss'n Ride | | Traction Power Sub Station (Approximate Location) | | Potential Landscape Area (Hard or Soft) | | Potential Wood Screen Fence Location |

Through public engagement, area residents chose a stop theme of 'Historic' for the Avonmore Stop.

The LRT continues in the centre of 83 Street, bordered by wide boulevards, reaching the staggered Avonmore Stop at 73 Avenue. Traffic signals are provided at 76 Avenue and 73 Avenue, with pedestrian signals at 78 Avenue to maintain community connectivity.

Traffic throughout this area is one lane in each direction, with on-street parking permitted where feasible. The traffic lane reduction minimized the need for property acquisition in the area where space is very constrained from 82 Avenue to 76 Avenue.

The service roads along 83 Street are being removed in order to accommodate car traffic and ETS busses, while still allowing for on-street parking where feasible.



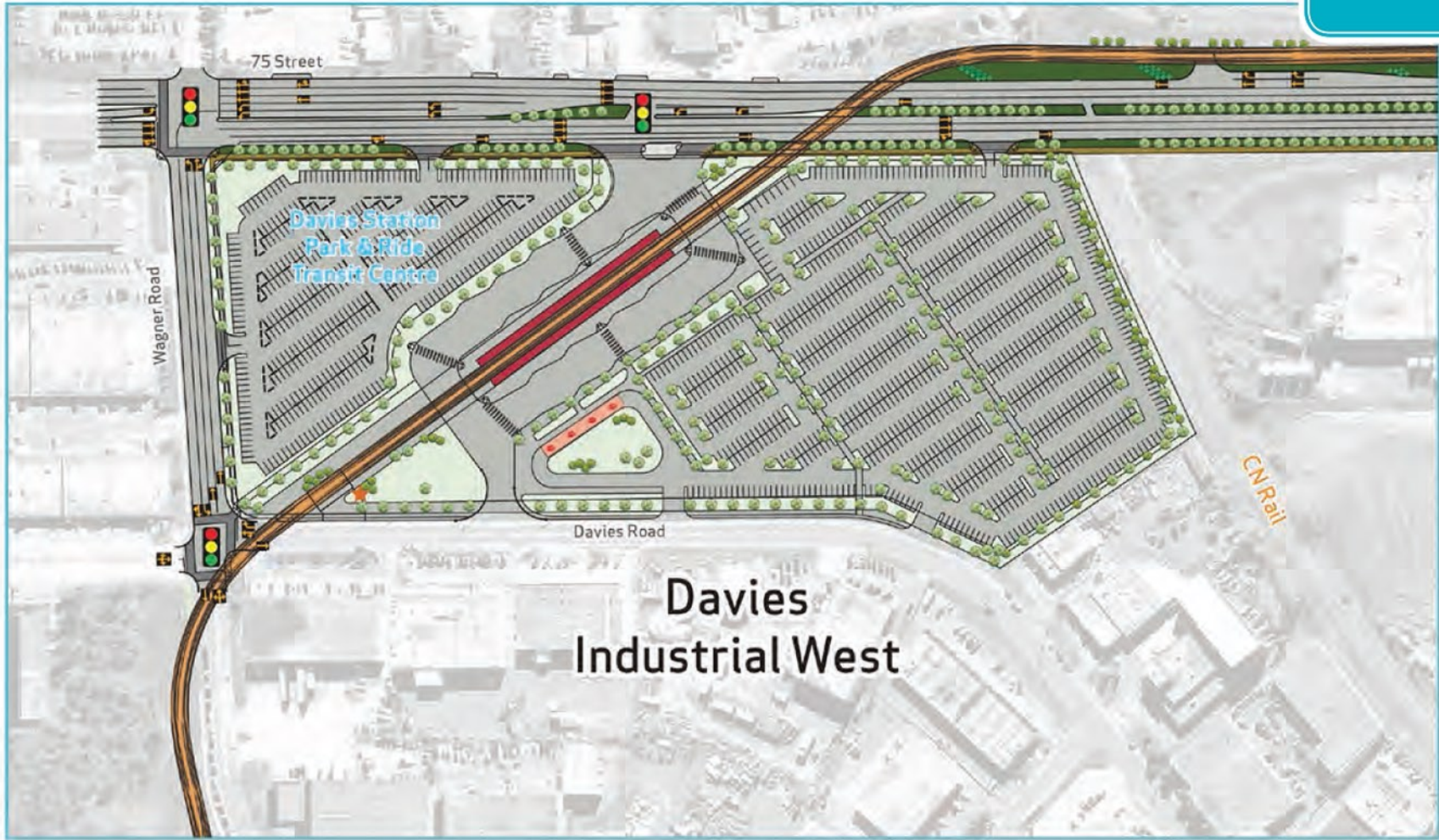
Leaving Avonmore Stop, the LRT continues along the centre of 83 Street with a signaled intersection at 69A Avenue. The LRT then begins to climb up to an elevated structure, crossing over Argyll Road.

The service road on the west side of 85 Street is being removed in order to accommodate car traffic and ETS busses, while still allowing for on-street parking where feasible.



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| | Trackway - At Grade | | Stop Platform | | Pedestrian Crossing | | Existing/Proposed Bike Connection | | Shrubs | | Potential Retaining Wall Location |
| | Trackway - Elevated | | Concrete Walk/Shared Use Path | | Access Closure (Public Alleys and Roadways Only) | | Traffic Signals | | Proposed Trees | | Potential Noise Attenuation Wall Location |
| | Trackway - Underground | | Pedestrian Activated Crossing | | Kiss 'n' Ride | | Traction Power Sub Station (Approximate Location) | | Potential Landscape Area (Hard or Soft) | | Potential Wood Screen Fence Location |

The LRT continues along the elevated structure, crossing the Canadian Pacific Railway tracks immediately south of Argyll Road. The bridge structure also crosses over the Mill Creek Ravine.



Davies Industrial West

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| | Trackway - At Grade | | Stop Platform | | Pedestrian Crossing | | Existing/Proposed Bike Connection | | Shrubs | | Potential Retaining Wall Location |
| | Trackway - Elevated | | Concrete Walk/Shared Use Path | | Access Closure (Public Alleys and Roadways Only) | | Traffic Signals | | Proposed Trees | | Potential Noise Attenuation Wall Location |
| | Trackway - Underground | | Pedestrian Activated Crossing | | Kiss'n' Ride | | Traction Power Sub Station (Approximate Location) | | Potential Landscape Area (Hard or Soft) | | Potential Wood Screen Fence Location |

After crossing the Mill Creek Ravine, the LRT continues along the elevated structure, passing over the Wagner Road/Davies Road intersection, then turning southeast to arrive at the elevated Davies Station, the Valley Line's only station on the southeast leg.

Davies Station will become a major new transit centre and will feature a Park & Ride with a minimum 1,300-stalls, including accessible parking. The City has acquired significant property in this area to spur new development that will support local businesses, Wagner residents and the local school.

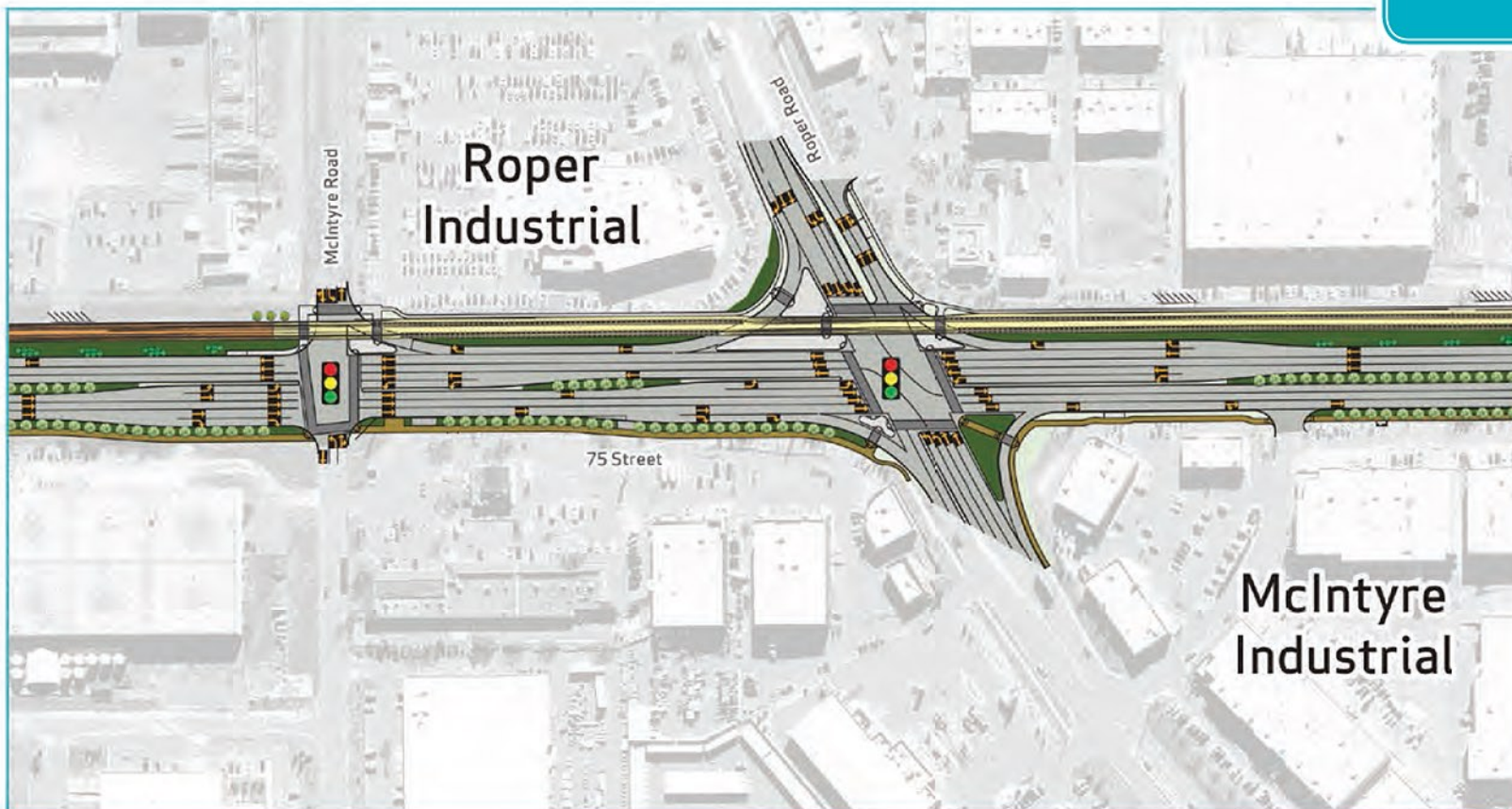
Leaving Davies Station, the LRT continues southeast along the elevated structure to cross 75 Street, where it runs along the east side of the road. It then crosses the Canadian National Railway freight corridor as it continues south.



Davies Station represents a new key transit hub in Edmonton's southeast, with a minimum 1,300-stall Park & Ride and major new transit centre planned at this location. The station, situated in close proximity to W. P. Wagner School,

will also provide opportunities for future transit-oriented development in this traditionally industrial area.

The station will be fully accessible and will also feature public washrooms.

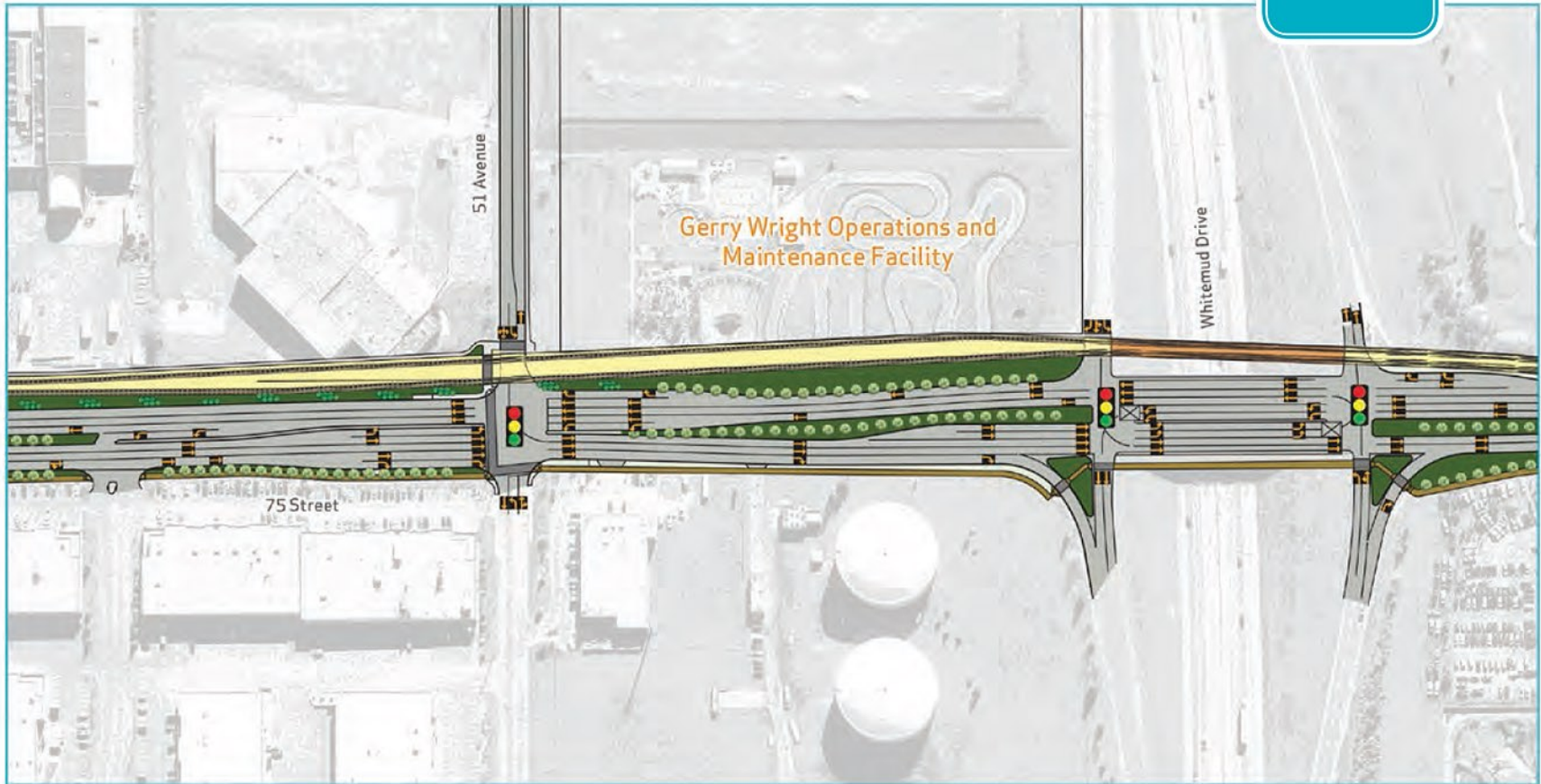


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| | Trackway - At Grade | | Stop Platform | | Pedestrian Crossing | | Existing/Proposed Bike Connection | | Shrubs | | Potential Retaining Wall Location |
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| | Trackway - Underground | | Pedestrian Activated Crossing | | Kiss'n' Ride | | Traction Power Sub Station (Approximate Location) | | Potential Landscape Area (Hard or Soft) | | Potential Wood Screen Fence Location |

Continuing south along the east side of 75 Street, the elevated structure ramps down just before McIntyre Road. The LRT is configured to allow the future widening of 75 Street, as this is designated as a major goods movement corridor and part of the City of Edmonton's Inner Ring Road.

The LRT crosses McIntyre Road, Roper Road and 51 Avenue at street level through signalized intersections that provide safe crossing of LRT tracks and business access to the industrial neighbourhoods.

This location has also been identified for a potential future LRT stop, south of Roper Road along 75 Street.



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|------------------------|-------------------------------|--|---|---|---|
| Trackway - At Grade | Stop Platform | Pedestrian Crossing | Existing/Proposed Bike Connection | Shrubs | Potential Retaining Wall Location |
| Trackway - Elevated | Concrete Walk/Shared Use Path | Access Closure (Public Alleys and Roadways Only) | Traffic Signals | Proposed Trees | Potential Noise Attenuation Wall Location |
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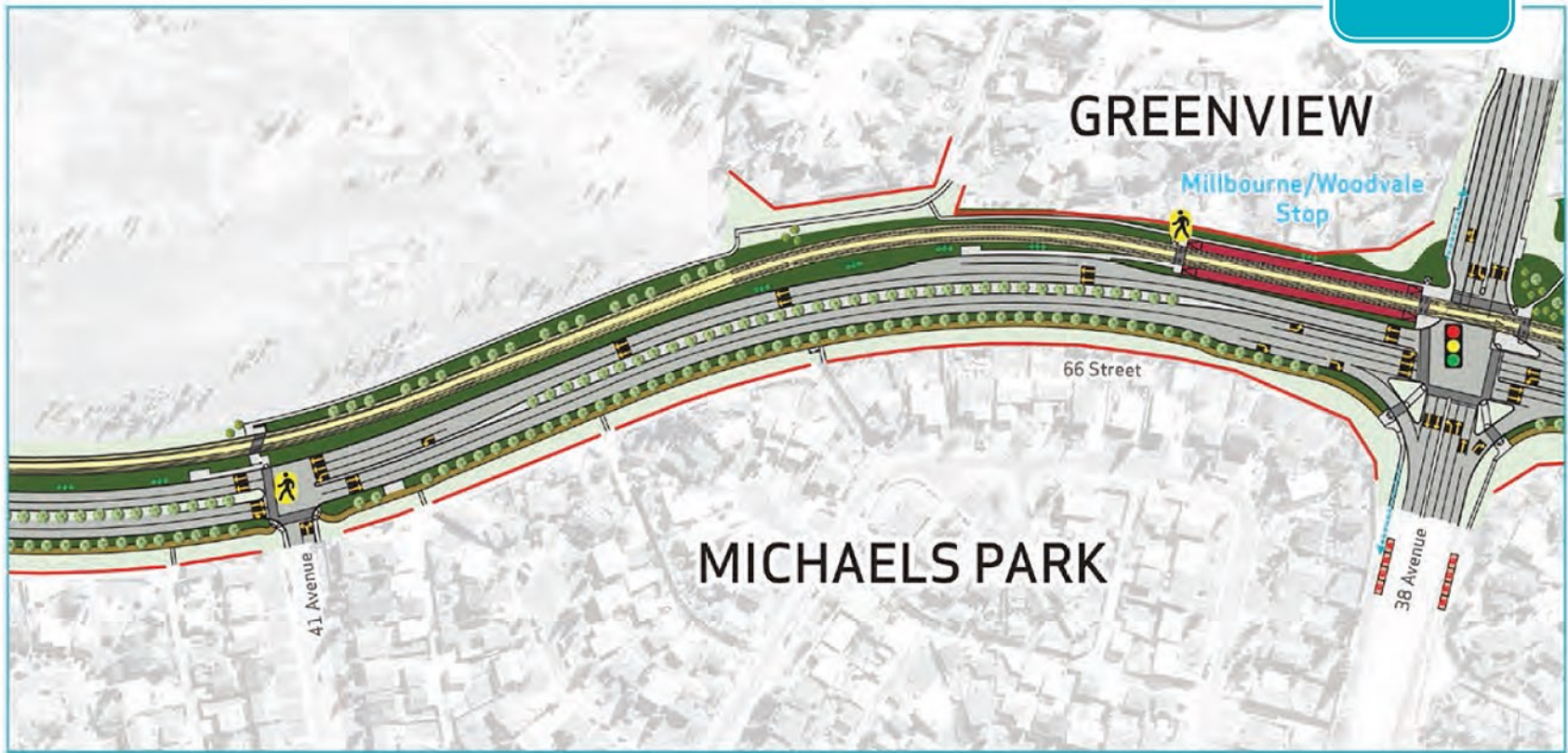
The new Gerry Wright LRT Operations and Maintenance Facility will be built just north of Whitemud Drive. The facility is named for a former City Councillor, active between the 1960s-80s, who was a pioneering advocate for transit-oriented development and rapid transit expansion.

The LRT will cross Whitemud Drive on a new structure east of the existing bridge. The LRT will continue south along 66 Street on the east side of the roadway at street level.



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| | Trackway - At Grade | | Stop Platform | | Pedestrian Crossing | | Existing/Proposed Bike Connection | | Shrubs | | Potential Retaining Wall Location |
| | Trackway - Elevated | | Concrete Walk/Shared Use Path | | Access Closure (Public Alleys and Roadways Only) | | Traffic Signals | | Proposed Trees | | Potential Noise Attenuation Wall Location |
| | Trackway - Underground | | Pedestrian Activated Crossing | | Kiss'n' Ride | | Traction Power Sub Station (Approximate Location) | | Potential Landscape Area (Hard or Soft) | | Potential Wood Screen Fence Location |

The LRT will continue south on the east side of 66 Street at street level, between Michaels Park and the Mill Woods Golf Course.



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|--|------------------------|--|-------------------------------|--|--|--|---|--|---|--|---|
| | Trackway - At Grade | | Stop Platform | | Pedestrian Crossing | | Existing/Proposed Bike Connection | | Shrubs | | Potential Retaining Wall Location |
| | Trackway - Elevated | | Concrete Walk/Shared Use Path | | Access Closure (Public Alleys and Roadways Only) | | Traffic Signals | | Proposed Trees | | Potential Noise Attenuation Wall Location |
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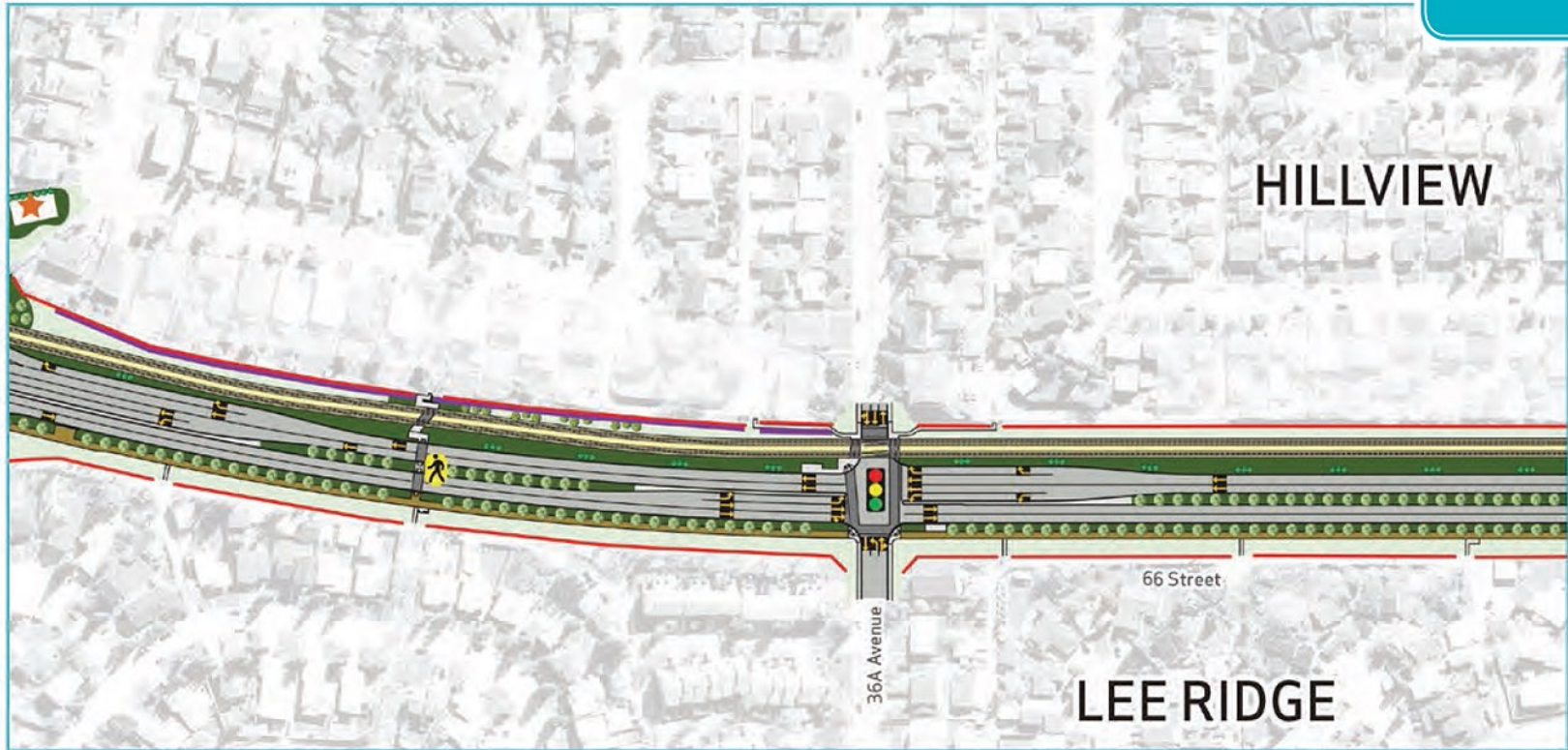
Through public engagement, area residents chose a stop theme of ‘Park-like’ for the Millbourne/Woodvale Stop.

Continuing south along the east side of 66 Street, a mid-block crossing will be added for pedestrians.

The LRT reaches the Millbourne Stop just shy of the 38 Avenue intersection. This location allows the Valley Line to serve the residential community and

nearby commercial area. The 38 Avenue intersection will be signaled and provide access into bordering neighbourhoods.

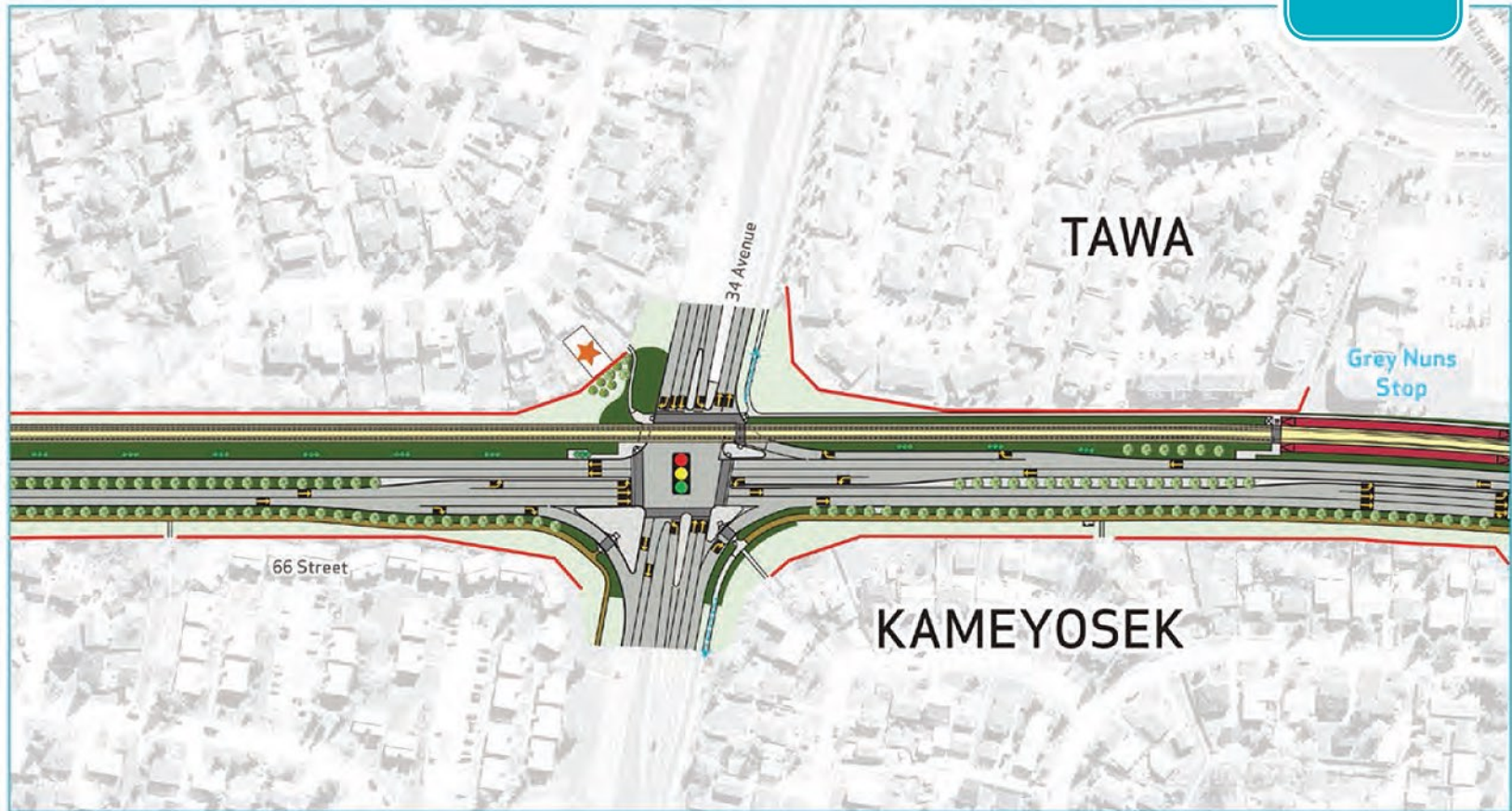
Noise studies along this corridor have identified a need for noise attenuation. Affected residents have been contacted about their preferences for the aesthetic appearance of the walls.



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|--|------------------------|--|-------------------------------|--|--|--|---|--|---|--|---|
| | Trackway - At Grade | | Stop Platform | | Pedestrian Crossing | | Existing/Proposed Bike Connection | | Shrubs | | Potential Retaining Wall Location |
| | Trackway - Elevated | | Concrete Walk/Shared Use Path | | Access Closure (Public Alleys and Roadways Only) | | Traffic Signals | | Proposed Trees | | Potential Noise Attenuation Wall Location |
| | Trackway - Underground | | Pedestrian Activated Crossing | | Kiss'n' Ride | | Traction Power Sub Station (Approximate Location) | | Potential Landscape Area (Hard or Soft) | | Potential Wood Screen Fence Location |

Following along the existing 66 Street corridor, the LRT will continue along the east side of the roadway at street level. A mid-block crossing will be added for pedestrians between 38 Avenue and 36A Avenue, permitting access between Hillview and Lee Ridge neighbourhoods. 36A Avenue will also be converted to a signalized intersection.

Noise studies along this corridor have identified a need for noise attenuation. Affected residents have been contacted about their preferences for the aesthetic appearance of the walls.

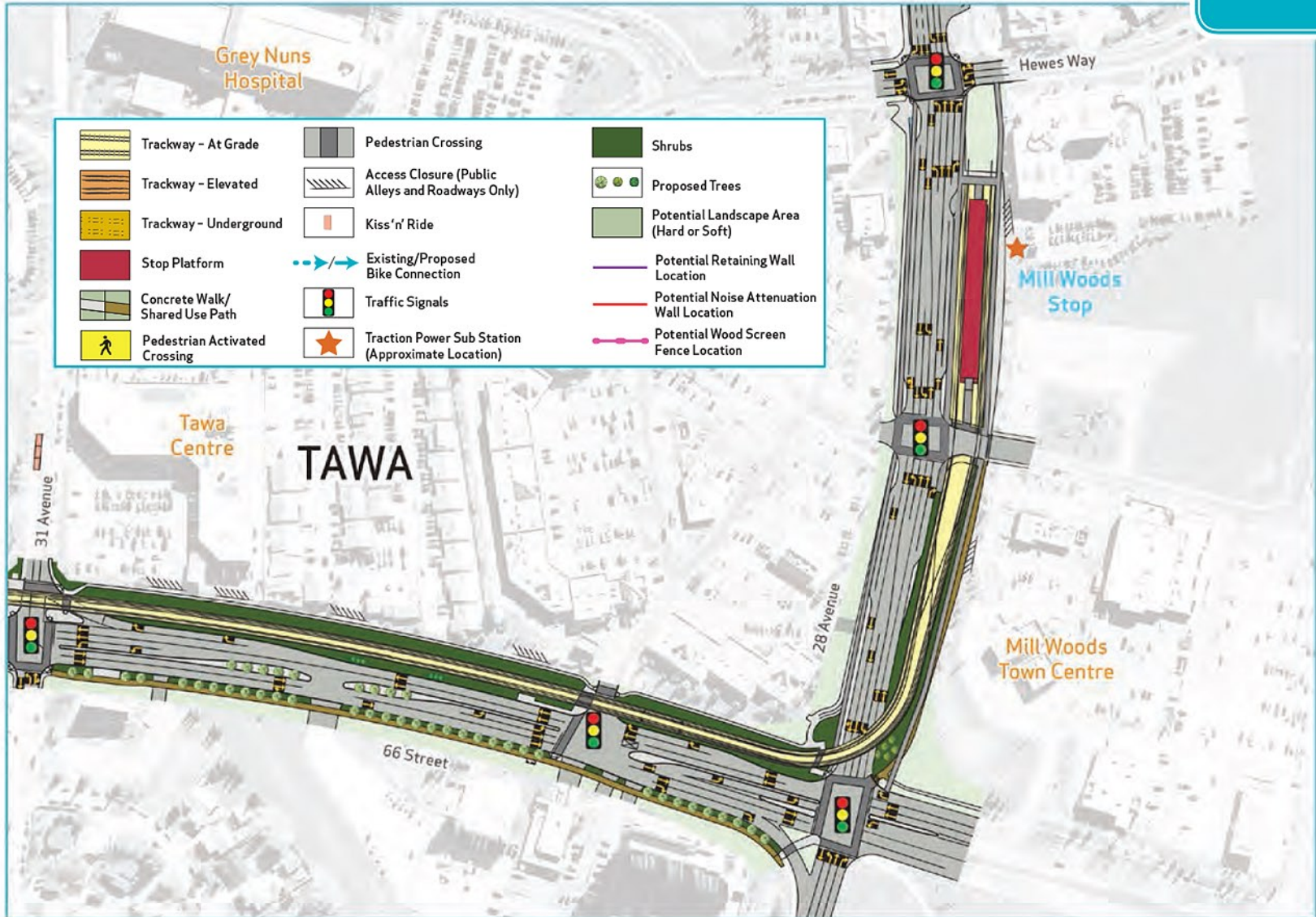


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|--|------------------------|--|-------------------------------|--|--|--|---|--|---|--|---|
| | Trackway - At Grade | | Stop Platform | | Pedestrian Crossing | | Existing/Proposed Bike Connection | | Shrubs | | Potential Retaining Wall Location |
| | Trackway - Elevated | | Concrete Walk/Shared Use Path | | Access Closure (Public Alleys and Roadways Only) | | Traffic Signals | | Proposed Trees | | Potential Noise Attenuation Wall Location |
| | Trackway - Underground | | Pedestrian Activated Crossing | | Kiss'n' Ride | | Traction Power Sub Station (Approximate Location) | | Potential Landscape Area (Hard or Soft) | | Potential Wood Screen Fence Location |

Through public engagement, area residents chose a stop theme of ‘Park-like’ for the Grey Nuns Stop.

Continuing along the east side of 66 Street, heading south, the LRT crosses 34 Avenue and arrives at the Grey Nuns Stop. The Grey Nuns Stop will be located just north of 31 Avenue to serve the health care facility and nearby businesses as well as the adjacent neighbourhoods.

Noise studies along this corridor have identified a need for noise attenuation. Affected residents have been contacted about their preferences for the aesthetic appearance of the walls.



Through public engagement, area residents chose a stop theme of 'Park-like' for the Mill Woods Stop.

The LRT continues down the east side of 66 Street to 28 Avenue, where it then crosses to the south side and arrives at its terminus at Mill Woods Stop and the proposed neighbouring high-density developments.

In future years, the City will examine whether to extend the LRT further south. For the near future, however, this will be the end of the line.

WHAT HAPPENS NEXT?

Construction of the Valley Line has begun and is expected to be completed in 2020. The City of Edmonton is committed to ongoing engagement with the public throughout the construction of the Valley Line.

TO FIND OUT MORE ABOUT THE VALLEY LINE LRT PROJECT

Visit www.edmonton.ca/valleyline

Call the LRT Projects Information Centre at 780.496.4874 (Voicemail)

E-mail LRTprojects@edmonton.ca

FOR INQUIRIES ABOUT THE VALLEY LINE STAGE 1 CONSTRUCTION

Visit www.transedlrt.ca, where you can also **join TransEd's email update list**

Call the TransEd information line at 780.224.0964 (Voicemail)

E-mail info@transedlrt.ca

Join the conversation with [@yegvalleylrt](https://twitter.com/yegvalleylrt)

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