

EXECUTIVE SUMMARY

I. INTRODUCTION

The City is currently completing a review to the Municipal Development Plan (MDP) and the Transportation Master Plan (TMP), which are two major overall planning documents that provide guidance to and policies for all future plans for the City. The South LRT Extension Study was initiated in order to establish the alignment, rights-of-way, station locations and land uses along a south LRT corridor from the Century Park Station to the South City limits.

The initial report in this study reviewed a number of potential routes for the south corridor and recommended one, which was then endorsed by City Council in December 2007. The second report in this study documented the planning and technical considerations, optional alignments, constraints, and opportunities along the corridor extensions, and the public consultation process undertaken thus far in the study. The Final report contained herein accumulates all of the background data for this corridor from the previous reports and adds additional detail to document options for staging of construction and other constructability issues, as well as the anticipated costs for construction.

II. BACKGROUND INFORMATION

When investigating Light Rail Transit (LRT) route extensions and possible station locations, an approach integrating both land use and transit planning objectives is essential in order to achieve an optimum transportation solution. South Edmonton is experiencing rapid growth and increased development pressure as compared to the northern locations. Land that runs along the various proposed southern LRT alignments has already been built out or is in the process of being built out. Communities have already been designed and approved by council, providing a strong framework to guide this study.

Along the western edge of MacEwan, Rutherford, and Heritage Valley is the University of Alberta's Experimental Farm. The experimental farm's lease ends in 2011, at which time it is expected that the provincial land will be available for other developmental uses.

Because the focus of Plan Edmonton and the Smart Choices program have centered on infilling areas surrounding existing infrastructure and promoting increased sustainable development numbers, the focal point of this study was to determine specific catchment numbers for each station that was approved.

Catchment numbers were gathered from an 800 metre radius around each station. The 800 metre radius was based on of the City of Edmonton's Transit Oriented Development study. This is the industry standard and provided the basis for this study. Transit Oriented Development is a development strategy employed near major transit facilities that encourages the use of the transit facility and increases the ridership. The premise is the creation of a high quality public realm enhanced with mixed-use, high-density developments around the transit stations encouraging new compatible uses into the public realm and creating a greater transit ridership.

An essential component in successfully managing and planning new LRT extensions and infrastructure is assembling a general inventory of the existing infrastructure in place and defining future improvements or additions, to be added, to the overall transportation system. An important consideration is that because Alberta's economic growth is at an all time high, the City of Edmonton is experiencing low unemployment rates, steady population growth, and increased development of lands within the City limits. However, these increases can quickly lead to steady degradation of city-maintained infrastructure. In order to combat the many tangible and non-tangible pressures on the public transportation system and help serve both the existing transit markets and the future needs of the various markets, the City should maintain its infrastructure to keep up with the area development.

Contour data and other intersection details, provided by the City Mapping Department were used for preliminary plans and detailed alignment determination. Included in this data collection are the roadway and LRT plans for the south LRT in and around Century Park. This information helped to guide the design of the future LRT connection southward at the 23rd Avenue and 111th Street intersection. The land southwest of 127th Street and Anthony Henday Drive (AHD) is also provincially owned, encompassing several complete quarter sections which may be developed with more intense uses.

Topographical data and details of the surrounding land uses were obtained to facilitate consideration of a multi-use integrated transit and land use concept through these parcels. This allows for the possibilities for diversification of land uses and promoting the future design for Transit Oriented Developments.

A review of the constraints that the environment may have on the proposed routing of the south LRT extension was completed and the possible issues identified for a number of key environmental components, as described below.

- In areas where the proposed routes cross undeveloped agricultural lands or natural areas there is the potential for increased soil compaction and erosion.
- Soil impacts along Blackmud Creek could vary depending on crossing location. Use of existing crossings will minimize the impacts while new crossing locations will have greater impacts.
- One Environmentally Sensitive Area (ESA SW6001) may be potentially impacted resulting in the permanent loss of native vegetation (Spencer 2006). This natural area has already shrunk as a result of previous development activities in the area.
- Should instream habitat be modified or removed, Provincial and Federal policies of "no net loss" of productive fish habitat will need to be addressed.
- The proposed south corridor routes pass through sections of land that contain no previously recorded significant historical resources. Again impacts will vary depending on the final route chosen.
- The proposed route passes within close proximity to Whitemud Creek and crosses Blackmud Creek, and will therefore have an increased potential for containing significant Historical Resources and may require a field level assessment to verify the locations of known sites and investigate areas with heightened potential for containing unrecorded historical resources.

III. ROUTE ALTERNATIVES CONSIDERED

The terms of reference, for the study, required consideration of all reasonable routes for a LRT extension of the South Line from the proposed Century Park Station at 23rd Avenue to the City limit at 41st Avenue SW. In addition, the opportunity for further southward extension toward Edmonton's International Airport was to be protected.

This first stage of the project entailed the identification of basic route alternatives, as shown in Exhibit ES-1, with potential to attract ridership and respond to future growth and land use plans in this sector. All route descriptions begin at the Century Park station and end in the Heritage Valley Town Centre. Route options identified were:

1. South from Century Park, west along 23rd Avenue to 119th Street SW and then south on 119th Street across Blackmud Creek to Anthony Henday Drive, south on 127th Street to Heritage Valley Town Centre, and south to the City limit.
2. South on 111th Street across Blackmud Creek and Anthony Henday Drive to Ellerslie Road, diagonally on James Mowat Drive to 127th Street and the Heritage Valley Town Centre, then south on 127th Street to the south City limit. A sub-set of this route provides an option from Ellerslie Road southward. The route, Route 2A, turns west along Ellerslie Road to 127th Street SW then south along 127th Street SW to the Heritage Valley Town Centre, and then to the South City limit.
3. South on 111th Street SW across Blackmud Creek and Anthony Henday Drive before turning west along the south side of Anthony Henday Drive to the 127th Street SW, south along 127th Street SW to Heritage Valley Town Centre, and onto the south City limit. A sub-set also was investigated for the section immediately south of AHD. Route 3A follows the diagonal utility right-of-way through the MacEwan neighbourhood between the 111th Street SW interchange and the Ellerslie Road/127th Street SW intersection where it reconnects with Route 3.
4. South on 111th Street SW, across Blackmud Creek and Anthony Henday Drive, west along the south side of Anthony Henday Drive across 127th Street SW entering provincial lands and turning south approximately 300 m west of 127th Street, south and then southeast to Heritage Valley Town Centre, and south along 127th Street to the south City limit.

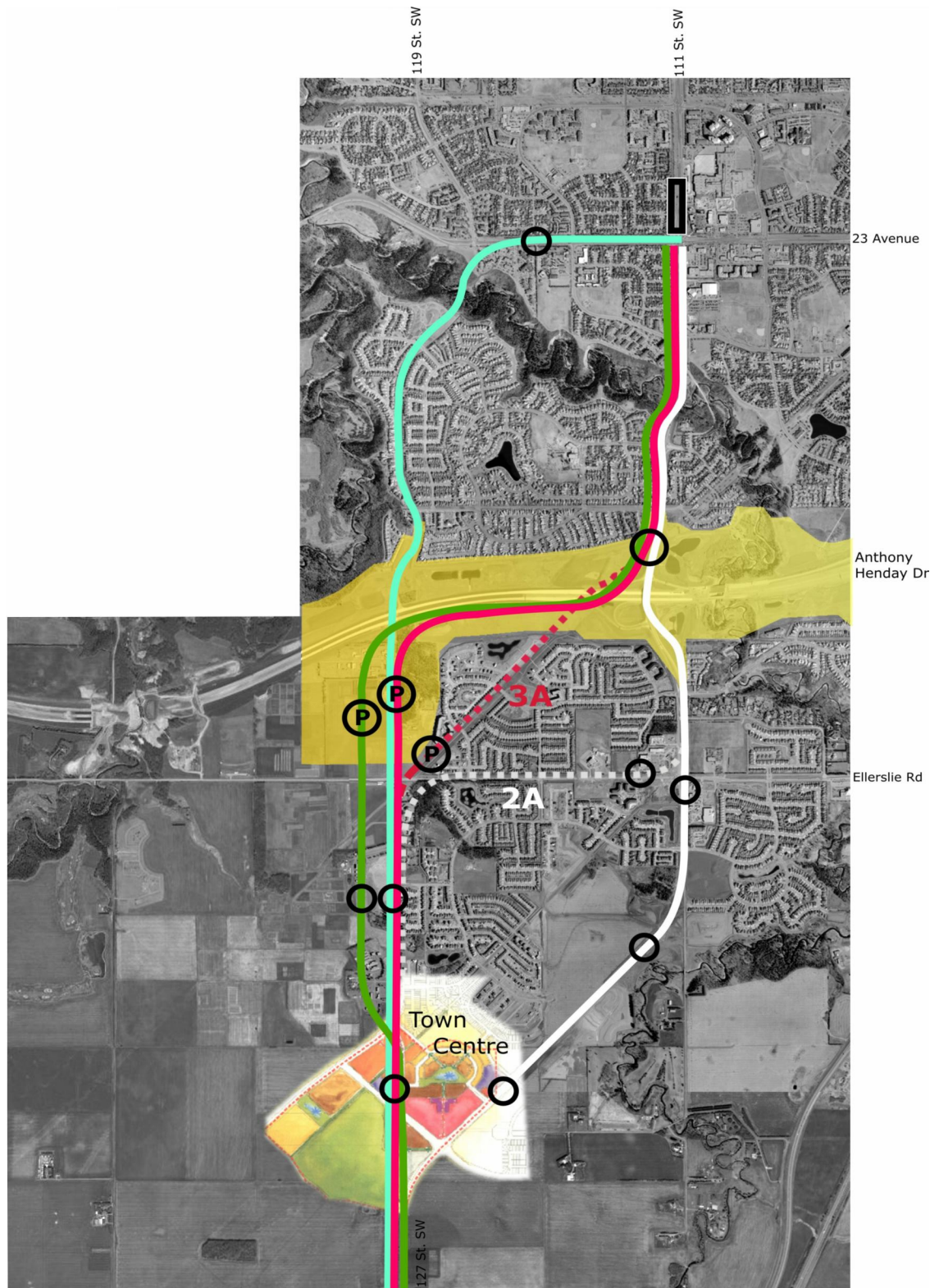
Through consultation with City staff, several evaluation criteria were developed and their importance in the decision making process ranked. Key criteria in order of importance are shown in Table ES-1. The team believed that the two priorities; "Sustainable Land Development Philosophy" and "Movement of People and Goods" were equally important and both have been ranked number 1. The other priorities listed were less important. Using this evaluation framework, all route alternatives were evaluated and the response of each route to the objectives assessed either in quantitative or qualitative terms as applicable. These assessments are documented in the completed evaluation matrices presented in the two-part table in APPENDIX A.

Integrated South LRT Corridor Development Conceptual Planning Study



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Century Park Station
Potential Station Zone
Potential Station with
Park & Ride

Route 1 (119 St./127 St. SW)
Route 2/2A (111 St. SW)
Route 3/3A (111 St./127 St. SW)
Route 4 (111 St./Prov. Lands)



In Association with:
Urban Systems Ltd.
Golder Associates
PAAE Ltd.
Gray Scott Group Inc.

South Corridor Route Alternatives

EXHIBIT

ES-1




































Table ES-1 Route Evaluation Criteria Order of Importance

Order of Importance	<i>Plan EDMONTON : PRIORITIES for Sustainable Growth</i>	<i>Details Considered</i>
1	Sustainable Land Development Philosophy	TOD/Urban Design Opportunity, Suburban Growth Mgmt., Economic Activity, and Government/Inst. partnership support
1	Movement of People and Goods	Transit Effectiveness: Effect on Roads, Traffic, and Adjacent Communities
3	Approach to Infrastructure	Life-cycle cost-effectiveness: Capital, Land, Operating, and Maintenance Costs
4	Protection of the Natural Environment	Effect on Terrestrial Features, Aquatic Habitat, Open Spaces
5	Utilization of Existing Infrastructure	Sustainable Intensification around Transportation Corridor

The evaluation findings are summarized in Table ES-2. Route 4 is considered most responsive because:

- Opportunities for transit-oriented development (TOD) and support of planned higher, sustainable uses of Provincial Lands and the designated Heritage Valley Town Centre are maximized;
- Conflicts with natural features are minimized and the effects of the LRT crossing required at Blackmud Creek can be mitigated;
- Initial and on-going operating costs are comparable with other alternatives with a lower cost increase risk due to the extent of segregation from existing built infrastructure and the opportunity to optimize operating characteristics; and
- Initial and future ridership potential is good and adverse community effects can be avoided by mitigation or new right-of-way design attributes.

Table ES-2 South Corridor Route Evaluation Summary

Order of Importance	Plan EDMONTON : PRIORITIES for Sustainable Growth	ROUTE 1 (119/127 St.)	ROUTE 2 (111 St.)	ROUTE 2A (111/ Ellers/ 127 St.)	ROUTE 3 (111/TU C/ 127 St.)	ROUTE 3A (111/Util ./ 127 St.)	ROUTE 4 (111/TU C/ Prov. Lands/ Town Centre)
1	Sustainable Land Development Philosophy (TOD/Urban Design Opportunity, Suburban Growth Mgmt., Economic Activity, and Government/Inst. partnership support)						
1	Movement of People and Goods (Transit Effectiveness: Effect on Roads, traffic, and adjacent communities)						
3	Approach to Infrastructure (Life-cycle cost-effectiveness: Capital, Land, Operating, & maintenance Costs)						
4	Protection of the Natural Environment (Effect on Terrestrial Features, Aquatic Habitat, Open Spaces)						
5	Utilization of Existing Infrastructure (Sustainable Intensification around Transportation Corridor)						
	MOST RESPONSIVE ROUTE						*
 No Adverse Effect  Minimal Adverse Effect  Moderate Adverse Effect  Significant Adverse Effect  Severe Adverse Effect							

The initial route analysis and the evaluation phase of the study identified the preferred general routing for the extension from Century Park Station southward to the Heritage Valley Town Centre. This route, as shown in Exhibit ES-2, is approximately 6.5km in length. The route has three potential station sites, all south of AHD.

The primary objective in selecting the preferred route can be summarized as:

- Making higher-order transit service (LRT) available to both the Heritage Valley neighbourhoods and the planned redevelopment of the Provincial lands west of 127th Street;
- Maximizing the use of available public right-of-way for the LRT infrastructure and stations;
- Avoidance of adverse effects on natural and social environmental features, and permitting mitigation where necessary;
- Locating stations that promote opportunities for well-planned Transit-oriented Development; and
- Protecting the opportunity for further extension of the LRT network southward into Leduc and to the International Airport.

IV. LRT ALIGNMENT INVESTIGATION

Development of the recommended alignment for the LRT extension entailed two phases of technical and environmental analysis of the implementation of LRT along the preferred route. The first phase, outlined below, comprised identification and evaluation of the relative merits of alternative LRT right-of-way alignments and station locations.

The road network in the northern section of the south corridor has existed for many years. The Century Park LRT station is under-construction and is located just north of 23rd Avenue N on 111th Street. Both of these roadways are very busy major arterial routes in this part of Edmonton and both streets are 4 to 6 lanes wide. South of 23rd Avenue and 111th Street intersects several collector roads at signalized intersections, and it crosses Blackmud Creek and AHD.

The middle section of the south corridor runs parallel to AHD. The section of AHD between 111th Street and 127th Street to the west accommodates two existing high voltage power lines on the north side of the freeway. On the south side of the freeway, space has been set aside for a number of pipelines, but none currently exist parallel to the freeway. The southern section of the south corridor runs parallel to and west of 127th Street through lands currently owned by the Provincial government. The Provincial government may put different uses on the land, including health care or post-secondary education.

Some of the key considerations when defining the LRT route options and in refining the alignment includes the following:

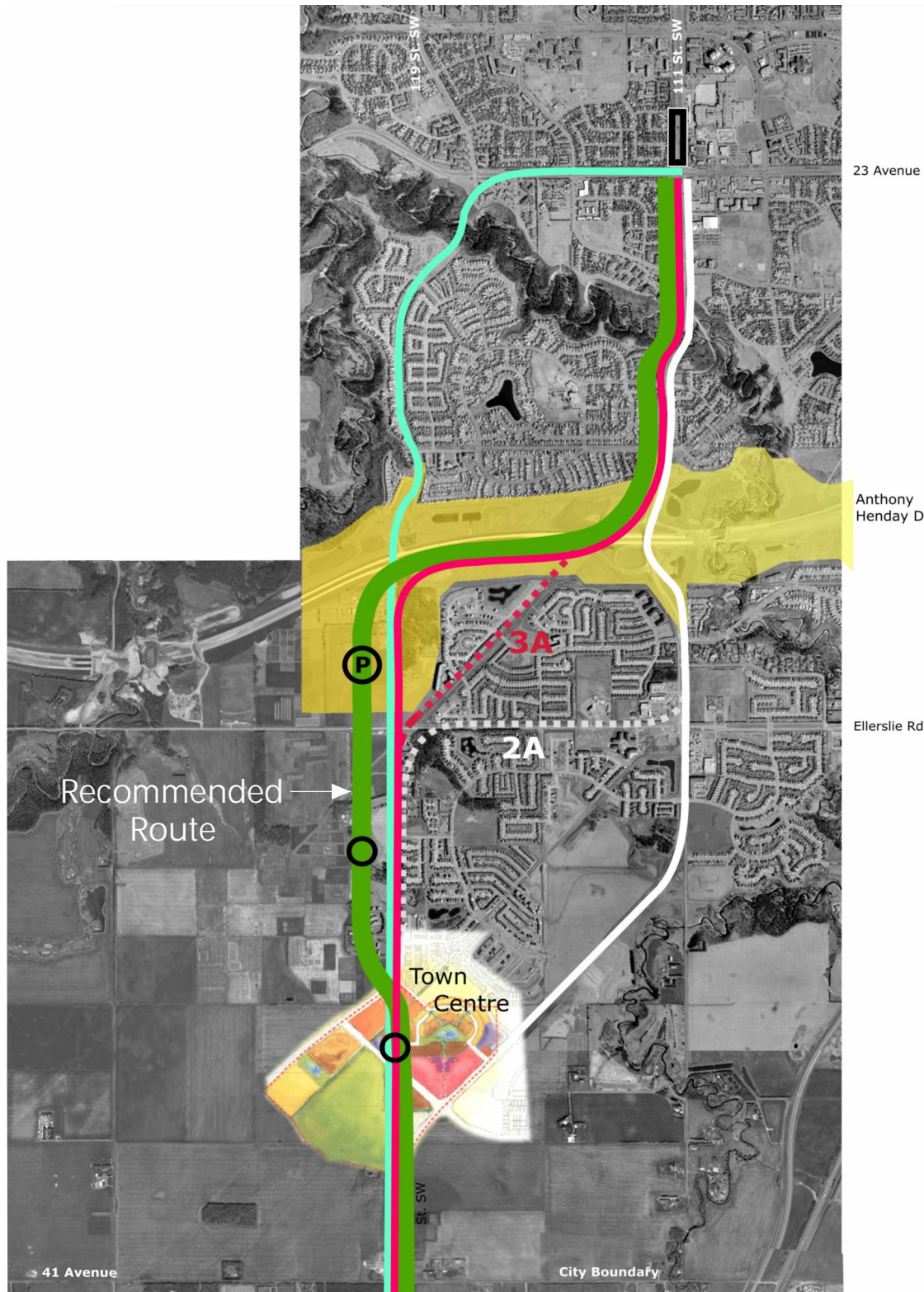
- Station Location;
- Facilities;
- Land Use;
- Quality of Space; and
- Safety and security.

Integrated South LRT Corridor Development Conceptual Planning Study



City of Edmonton

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Recommended South Corridor Route

EXHIBIT

ES-2



In Association with:
Urban Systems Ltd.
Golder Associates
PAAE Ltd.
Gray Scott Group Inc.

A review of the constraints that the environment may have on the proposed routing of the south LRT extension was completed and the possible issues identified for a number of key environmental components, as described below.

- There is still potential for increased soil erosion as a result of equipment activity at the Blackmud Creek crossing. There may also be potential issues with slope stability and subsequent soil erosion, as the ravine banks are very steep in some areas and are typically comprised of finer textured materials.
- The new crossing should have minimal impacts on the riparian vegetation surrounding Blackmud Creek. With the increased disturbance and potential removal of native vegetation there is also the potential for increasing the cover of non-native and invasive weed species.
- Although this is an existing crossing of the creek, there is still potential for increased sedimentation from bank erosion due to construction activities.
- The primary impacts, of any project, to wildlife are habitat loss or disturbance as a result of the direct removal of native vegetation or other activities.
- Should instream habitat be modified or removed, Provincial and Federal policies of “no net loss” of productive fish habitat will need to be addressed.
- The proposed route passes within close proximity to Whitemud Creek and crosses Blackmud Creek, and will therefore have an increased potential for containing significant Historical Resources. This may require a field level assessment to verify the locations of known sites and investigate areas with heightened potential for containing unrecorded historical resources.

The development of the south LRT corridor has some conflicts with existing utility and storm water infrastructure. The possible conflicts or issues have been identified for further consideration. Stormwater facilities and drainage patterns were reviewed in order to address the impact of the proposed LRT corridor on these components. Factors such as pipe sizes, location of the catch basins, and runoff conveyance systems’ capacity analysis will be addressed in the detailed design stage of the study.

The large transmission lines running in the Transportation and Utility Corridor (TUC) parallel to the Anthony Henday Drive between 111th Street and 127th Street are owned by Alta-Link Management Ltd. Unfortunately, they have not yet provided a list of concerns to the project team. Not all of the utility companies have responded to requests for information along the proposed route. The preliminary feedback is that there will be points of crossing but that they are all possible.

V. RECOMMENDED LRT INFRASTRUCTURE

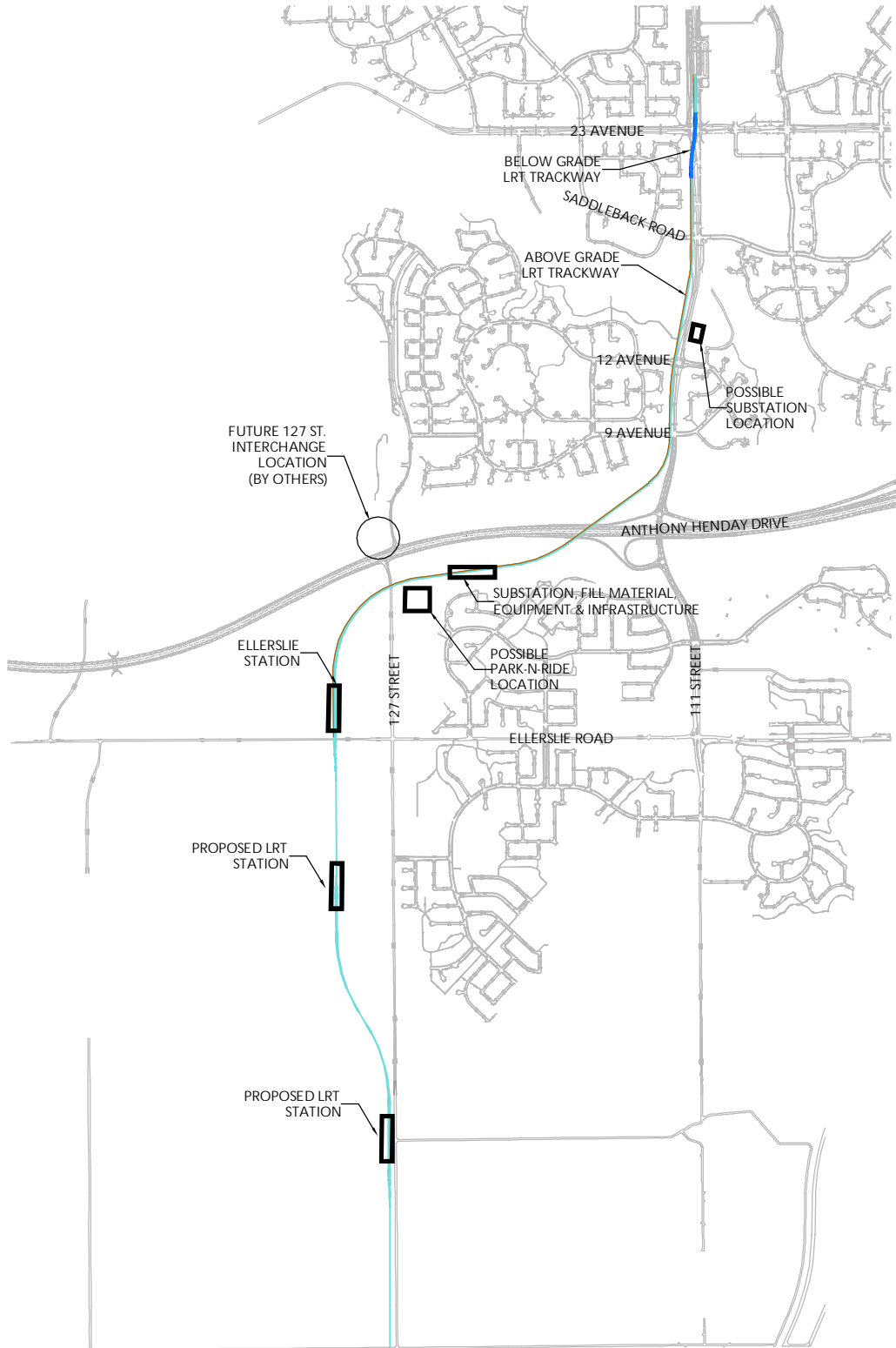
Once the information presented in Chapter 4 was available and investigated for the recommended route, that new found knowledge could be applied to the creation of alignment alternatives within the route corridor. This further level of detail iteratively refined the alignment detail to arrive at the recommended alignment. This second phase consisted of conceptual designs of the infrastructure required for the recommended alignment, which were prepared and are shown in the APPENDIX B.

Integrated South LRT Corridor Development Conceptual Planning Study



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Overall South Corridor Development



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EXHIBIT

ES-3

As shown in Exhibit ES-3, the LRT alignment continues from the Century Park station in the median of 111th Street southward and transitioning to the west side across 23rd Avenue and continuing to 19th, 12th, and 9th Avenues N and the Blackmud Creek before entering the TUC right-of-way. The effects of implementation of these four alternatives were assessed in terms of LRT and road transportation criteria, environmental mitigation costs, and infrastructure costs for major components. The recommended alternative includes:

- an underpass of 23rd Avenue and transitioning from the median to the west side of the road;
- minimizes the cost of crossing Blackmud Creek by avoiding costly modification of the existing road bridge;
- minimizes the number of traffic movements affected by LRT operations;
- permits effective noise attenuation measures at reasonable cost;
- minimizes potential for utility conflicts;
- longer than typical bridge spans across the ramp terminals and through lanes of AHD;
- three stations south of AHD, each with Transit Oriented Development (TOD) opportunities in Heritage Valley and an alignment 300 metres west of 127th Street; and
- some limitations of the design of the future interchange at AHD and 127th Street.

There are several components of the track design that were reviewed in more detail because they impact the efficiency of the LRT system. These include:

- power sub-stations located approximately every 1.5km along the corridor to provide supplemental power for the Light Rail Vehicles (LRVs);
- track cross-overs to allow trains to switch from on track to the other to allow for maintenance of segments of track or to allow the system to operate in case of a disabled vehicle; and
- temporary storage facilities of LRVs because of storage capacity issues in existing facilities and to shorten beginning of service and end of service runs.

The LRT alignment will be crossing several roadways at-grade on the west side of 111th Street. A typical crossing control includes crossing arms and gates, flashing lights, and bells to warn pedestrians.

There are several key areas where the underground and above ground utilities will be impacted by the recommended alignment. All crossings will need further investigation to determine the extent of mitigation required in the form of utility bridging or other mitigative measures. In addition, it has proven difficult to obtain information on the Alta-Link power transmission corridor located on the north side of AHD. As shown in the roadway drawings in APPENDIX B, the wires in this corridor are approximately 17 metres above the existing ground. This was quantified through field surveys.

VI. KEY MITIGATION CONSIDERATIONS

Prior to commencement of the Project, the mitigation measures discussed below should be communicated to construction personnel and implemented to prevent or minimize potential

negative effects on the environment and should address requirements under federal and provincial environmental regulations.

Environmental

- Minimize wet soil conditions when working in and around sensitive areas;
- Implement erosion control measures (i.e., silt fencing) during construction and re-vegetate as soon as practical;
- Avoid removal or alterations to large, permanent wetland features; and
- Minimize disturbance of any creek beds, banks and/or riparian zones of Blackmud Creek.

Drainage

This report investigates the constraints and opportunities along the corridor extensions of the proposed LRT route. As the change to the percentage of impervious land due to the proposed LRT line is minimal, the additional runoff caused by the development of the LRT would not have a significant impact on the size of the stormwater management facilities. The limiting factor in this case would be the conveyance systems' capacity and pipe sizes.

The proposed LRT route runs through three major areas as listed below. The documentation available indicates that the LRT route through these areas was considered and hence has been included in facility sizing. However, further investigation and sizing clarification will need to be done during the next phase of planning for this project.

- Kaskitayo;
- Twin Brooks; and
- Heritage Valley.

Noise and Vibration

The alignment of the LRT lies approximately 15 meters from the property lines in the Skyrattler and Twin Brooks communities, and approximately 40 to 45 meter from the property lines in the development on the east side of 111th Street. The line passes 85 meters or more from the property lines of the houses in MacEwan.

In the Skyrattler community, there should be no impact of airborne noise, but there will need to be consideration of the vibration from the underground structures.

In the Twin Brooks community, the noise and vibration from the LRT will have to be addressed and attenuation measures will need to be incorporated into the plans. A noise wall on the west side of the corridor located 4.8m from the track-way centerline and approximately 1.2m in height is recommended.

The nearest houses east of 111th Street are at the limit of consideration for noise and vibration. Any vibration controls instituted to control levels in Twin Brooks will also reduce the levels in this area.

For the purpose of comparing current and future noise levels, the noise levels from the traffic on 111th Street and AHD were calculated. The addition of the LRT to 111th Street will

add about 3dBA on the west side, and about 1 to 1.5dBA on the east side. Both of these predictions are without considering noise attenuation. For AHD, the noise from the LRT will be completely insignificant in this environment except where it passes close to the houses.

Traffic

In addition to alterations to accommodate the LRT through at-grade crossings to ensure safety at the intersections, additional improvements are required to accommodate the projected traffic volumes along this corridor.

- Three through lanes in each direction on 111th Street and 23rd Avenue N are required, along with dual left-turn lanes on all four approaches;
- Three lanes on 111th Street through the Saddleback Road intersection; and
- Minor lane configuration changes on 12th Avenue and 9th Avenue.

VII. CONSTRUCTABILITY AND STAGING CONSIDERATIONS

Conceptual planning of the alignment for the South Extension indicates that the proposed LRT right-of-way can be developed entirely on land in public ownership, very close to the Heritage Valley Town Centre (HVTC). South of the HVTC to 41st Avenue S, some additional land will be required for both the construction of James Mowat Drive and for the LRT. It has been estimated that 7 hectares of land will be required for the construction of the roadway, plus approximately 2 hectares for LRT purposes. It is anticipated, that as development occurs south of the HVTC, that the City will acquire the necessary lands. Consequently, implementation of most of the extension can be commenced without a lengthy land acquisition phase preceding construction.

There are a number of utilities that the LRT alignment crosses along 111th Street, but most of the crossings will not be difficult or unusual to complete. The construction of the LRT underpass of the 23rd Avenue/111th Street intersection will impact several utilities and the staging plans developed for this underpass will need to address the utility impacts.

Within the TUC, the alignment avoids major utilities such as the overhead Alta-Link transmission lines north of Anthony Henday Drive, as well as the petroleum pipelines traversing the corridor diagonally at the foot of 111th Street.

Measures to accommodate traffic during implementation will take two forms. Firstly, traffic will have to be diverted during construction of the realigned portion of 111th Street to allow the LRT trackway to be accommodated within the road right-of-way. A second type of traffic accommodation will comprise temporary diversions and/or lane closures to permit construction of major LRT structures such as the 23rd Avenue underpass and Anthony Henday Drive overpass as well as the at-grade track crossings at 19th, 12th, and 9th Avenues.

A comprehensive geotechnical investigation must precede the design of the new structure required for LRT to cross Blackmud Creek on the west side of the existing road bridge. The design and contract specifications will have to identify environmental conditions to be met and an acceptable location for a contractor's worksite and access arrangements.

The desire to maximize the LRT speed through the TUC crossing and constraints on the alignment geometry imposed by the 111th Street interchange configuration, existing transmission lines, and the oil and gas line easement dictates the AHD bridge crossing

location and resulting span length. Consequently, a long-span structural design solution will be required, potentially a cable-stayed, through arch or launched girder design.

A structure is required to separate the LRT from the future 127th Street. It will need to be designed in advance of the interchange construction, so that an opening is available in the event that the LRT extension is constructed after the interchange is in operation.

A precursor to trackway construction on any section of the extension will be completion of all necessary relocation of both major and minor utilities in conflict with the trackway works. Most of this work will take place on 111th Street between Century Park Station and Anthony Henday Drive. The other works, in advance of trackway construction, will be construction of permanent road realignment and any intersection modifications as well as temporary traffic diversion works.

It is anticipated that work on 111th Street will be done in three stages with subsequent stages for the trackway along the TUC and southward across the provincial lands. Staging of trackway works through the Heritage Valley Town Centre and the extension to 41st Avenue will need to be planned to accommodate the level of development and road network in place at the time LRT is extended to this area.

At this time, all stations planned on the extension are located at undeveloped sites, with potential for future development in an integrated transit-oriented manner. The timing and nature of the future surrounding development will be an essential component of the planning and design of these station sites. Identifying the functional requirements, that needs to be met by each station layout, will be important in ensuring that the necessary facilities can be accommodated efficiently within the immediate station precinct.

Traction power sub-station locations have been identified at approximately 1.5km intervals. Potential sites are at the southern end of the Blackmud Creek bridge near 12th Avenue, in the TUC north and south of the highway, and generally at each passenger station for the portion of the line south of Ellerslie Station.

As noted during the above discussion of systems requirements, it is recommended that the functional design will protect either second or third stage implementation strategy between Century Park Station and the station at the City boundary. These would comprise a first stage, extending service to Ellerslie Station followed by a second stage reaching the Heritage Valley Town Centre Station and potentially a third stage extension to 41st Avenue.

Staging of implementation will also depend on the timing of the need to reach expanded light maintenance facilities elsewhere in the system. It is understood that service to Ellerslie Station could be supported without additional storage and servicing capability in the south.

The staging of the construction of the 23rd Avenue underpass has been reviewed in more detail. Both 111th Street and 23rd Avenue are high volume corridors throughout the day and the night. It is important that these corridors and the intersection remain operational with similar capacity to what exists today.

VIII. COST ESTIMATES

Construction cost estimates were developed for the LRT and road network changes associated with the recommended alignment. They are in 2008 dollars. In addition, land acquisition costs have been excluded because most of the right of way is already within

public ownership. Required land from the Province may be negotiated or dedicated by the province to this project. Lands through the Heritage Valley Town Centre and southward to the City limit are in private ownership, and these lands may be dedicated or purchase subject to the direction of City Council. The future O&M costs have been excluded from the construction cost estimates developed because the construction of the facility does not occur in this segment.

The cost to construct this south alignment has been determined for two stages. Stage 1, which run from Century Park to Ellerslie Road is anticipated to cost approximately \$340 million, including engineering and contingency. The incremental cost to construct Stage 2, which runs from Ellerslie Road to the south City Limit, is approximately \$260 million including engineering and contingency.

In total this extension is anticipated to cost approximately \$600 million. A detailed summary of the costs follow on the next pages.

IX. PUBLIC CONSULTATION

Three rounds of individual stakeholder consultation and two public open houses were undertaken during the project.

In mid to late October 2007, a series of meetings were held with key stakeholders. The purpose of these meetings was to inform key stakeholders of the study, and to discuss possible options for routes for the extension of the LRT.

A second round of meetings was completed in mid-December. The purpose of these meetings was:

- to inform key stakeholders of the recommended routes;
- to inform key stakeholders of the reasons why these recommended routes were the most responsive to the evaluative criteria; and
- to seek initial comment and questions from the stakeholders on the recommended routes.

A presentation package including an introduction, a map of the recommended route, a map of the optional routes considered, and a summary of the results, of the route evaluation, was used during these meetings and left with the stakeholder.

A briefing session with the Ward, 5 councillors, and senior Transportation Planning staff was attended by a member of the project team to inform them of the recommended routes. The main issue discussed were the plans for the Town Center area and the land use planning process to date. Councillors recommended that Route #2 / 2A also be developed as a transit priority corridor.

Immediately following these meetings with the key stakeholders, a website for this specific project was launched under www.edmonton.ca/LRTprojects and includes all information presented to the key stakeholders in this second round of consultation.

Ongoing stakeholder consultation was undertaken during this phase of the project, building upon the efforts undertaken in the initial phase of the project.

Three approaches were undertaken for initial broad stakeholder and public engagement:

1. Ongoing availability of project information and contact information for project management personnel is available on the City of Edmonton website (www.edmonton.ca/LRTprojects);
2. A series of meetings with key stakeholder groups and institutions; and
3. Two open house events held on March 26th and March 27th, 2008.