Purpose of Presentation

- Outline Iris Street Station concept
- General arrangement of Iris Street bridge over LRT
- Pinecrest Creek relocation concept
- Traffic and transit detours
- Construction staging plans for station/bridge
- Next steps in the procurement process
Current Transitway crosses Iris Street at grade
Existing Transitway needs to be grade separated at Iris Street
Iris Street half up and over LRT tracks/LRT half down and under Iris St is preferred
Pinecrest Creek Culvert (120 metres) in conflict with station/tracks
Must be relocated from east to west side of Transitway
Pinecrest Creek Realignment at Iris Station
Iris Station Concept

- Iris Station centered under new Iris St bridge
- Entrances on south side of Iris Street bridge east/west of LRT alignment
- No elevators.....MUPs connect to LRT platform below
- MUPs will be winter maintained at all times
- MUP connection to NCC pathway system beside station/under bridge on west side of LRT alignment
- New pedestrian crosswalk to cross Iris Street
Iris Station Renderings
Iris Street Bridge

- Half up Iris St bridge means driveways east/west of valley unaffected by new grade separation
- 2 lanes bridge, sidewalks on either side
- Crosswalk on west side of LRT connects NCC MUP at grade
- In addition to NCC MUP connection under Iris St
- Kiss and Ride on west side of bridge (both directions)
More Graphics from Elie (use or discard)
Rationale for Pinecrest Creek Relocation

- EA alignment (with creek staying on east side of LRT) resulted in roller coaster ride for LRT alignment
- LRT down under Iris St bridge then up/over new Pinecrest Creek culvert:
  - LRT alignment under Iris Bridge is constrained
  - Poor ride quality for riders
  - Excessive wheel/rail wear
  - Increased maintenance costs
- Relocating creek to west side of LRT eliminates creek culvert north of station as an alignment constraint
- Flatter LRT alignment/same extent of creek relocation as EA concept
Pinecrest Creek Relocation

Implications of creek relocation:

- Eliminates roller coaster alignment
- Creek can meander up to 40 metres wide
- Reduced water velocities
- Less erosion/sediment
- Improved bridge clearances for LRT
- Similar length/tree loss to EA concept just in different location
Traffic and Transit Detours

- Needed to construct bridge, LRT Station, and creek relocation
- Maintain buses on Transitway until station construction is underway
- When Transitway is closed, buses to operate to Baseline Station via Woodroffe/Iris
- Woodroffe widening/intersection improvements
- Earliest start of construction – Spring 2019
- Transitway closed/buses on Iris to Baseline – Summer 2022
- Detour in place for 18 months to December 2023 revenue service date
Full Detour – Phase 4
Revegetation of Affected Areas

- Areas impacted by construction will be replanted
- Construction on NCC lands:
  - 2 for 1 tree replacement policy
- Inventory of all trees already undertaken
- New Pinecrest creek bed will be naturalized
Renaturalization of Pinecrest Creekbed
Next Steps

1. Address feedback from the community in upcoming RFP
2. RFP out to tender, Late June, 2017
3. RFP bids received, March, 2018
4. Award of Stage 2 contract, June, 2018
5. Construction start, late 2018/early 2019
6. Confederation West LRT open for revenue service, end of 2023
LRT Alignment at Iris St
Iris Station Transit Network Servicing