

## The Development Concept

The development concept for the Mill Woods Station Area builds on the vision and guiding principles. Anchored by the Mill Woods Town Centre Mall and the Grey Nuns Hospital, the plan will guide the area's transformation from an auto oriented centre to a TOD community through the introduction of a finer grained network of streets and smaller development blocks, creating a logical framework for an urban mixed use town centre. The new urban grid pattern will improve connectivity in the plan area and will ensure that redevelopment and intensification will result in a highly connected and pedestrian friendly community.

Improvements to the public realm will include the development of complete streets and provisions for new parks and public spaces, some publicly owned and others privately owned but publicly accessible.



Development Concept Illustrated

# Access and Connectivity

An essential component of transit oriented development, as outlined in the City's Transit Oriented Development Guidelines, is the establishment of an interconnected network of streets permitting the creation of a vibrant, walkable community that promotes walking, transit use and active transportation within the area.

## Proposed Street Network

The envisioned interconnected street network will accommodate all forms of movement, including vehicular, pedestrian, transit and cycle movements, and will function as a vital component of the public realm creating a setting for people, activity and reinvestment. A finer grained street network will enhance pedestrian movement and connectivity within the plan area, especially to the LRT Station and Transit Centre. The street network also creates a range of smaller development blocks and parcels that can be incrementally developed as market conditions allow, helping to set a foundation for reinvestment and reurbanization. In all cases, new streets should be developed as "complete streets" accommodating all modes of transportation.

### Creating an Urban Grid Pattern of Streets

- Establish a fine grained, interconnected network of public and private streets that permit and maximize access and connectivity within the plan area and support active transportation and transit use.

### Potential Public and Private Street Allocation

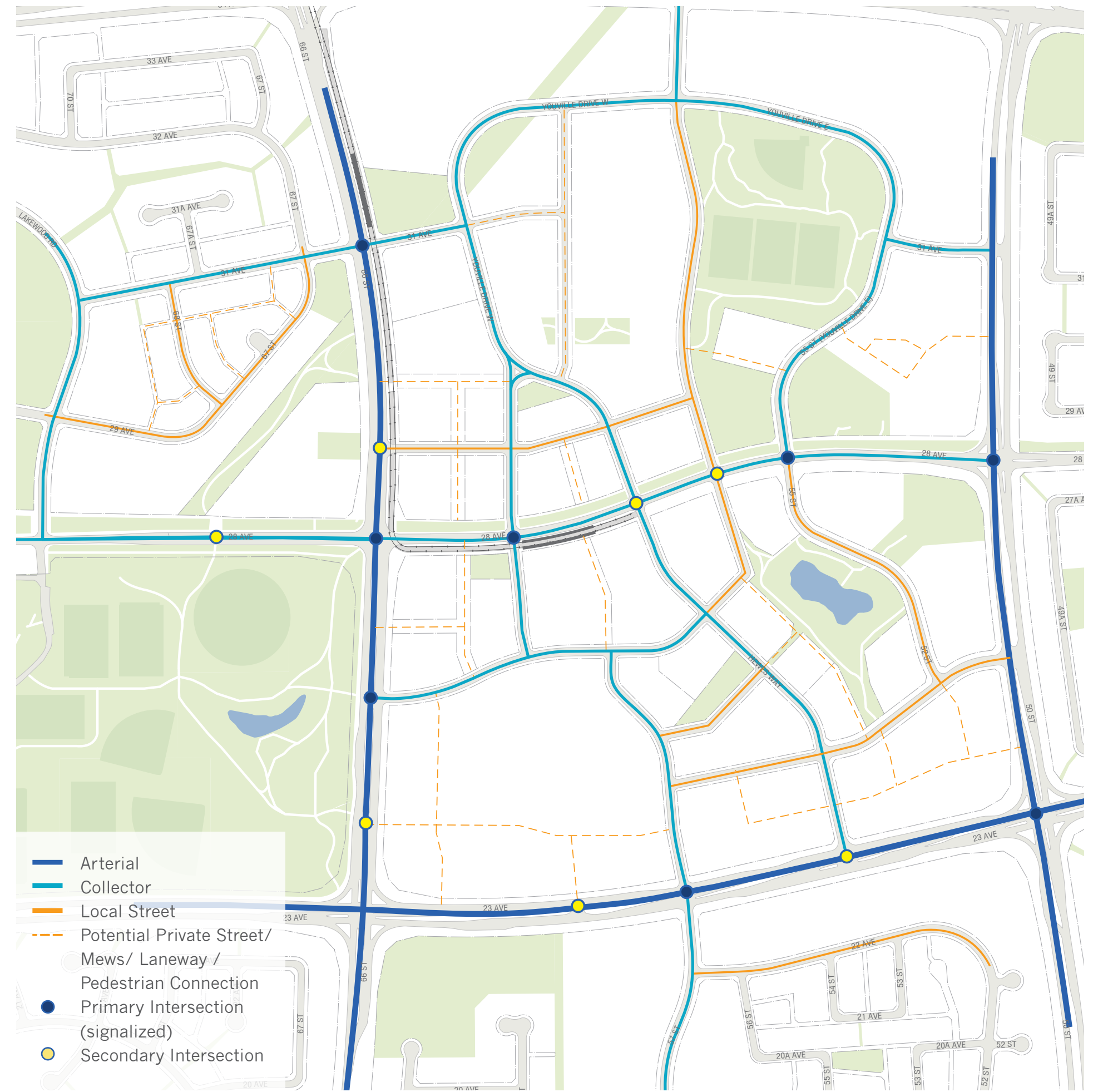
- Develop the street network over time as zoning and development applications are brought forward. Consider a range of potential implementation strategies including public/private partnerships.
- Design and construct all streets, including those to remain in private ownership, to look and function like public streets. Streets may be retained as publicly accessible private streets, if it can be demonstrated that the mobility objectives of this plan are met.
- Develop and implement a system of incentive zoning whereby landowners/developers will be given density bonuses in the form of additional height and floor area ratio (FAR) for providing privately owned but publicly accessible streets, parks and open spaces.

### Creation of a New North-South Main Street

- Design and construct a new north-south mixed use pedestrian-oriented "main street" between 66 Street and Youville Drive linking the existing Mill Woods Town Centre mall in the south with the Grey Nun's Hospital in the north.

### Making 28 Avenue a Mixed Use Main Street

- Design and reconstruct 28 Avenue as a complete mixed use main street concurrent with the development of the LRT Station and Transit Centre.



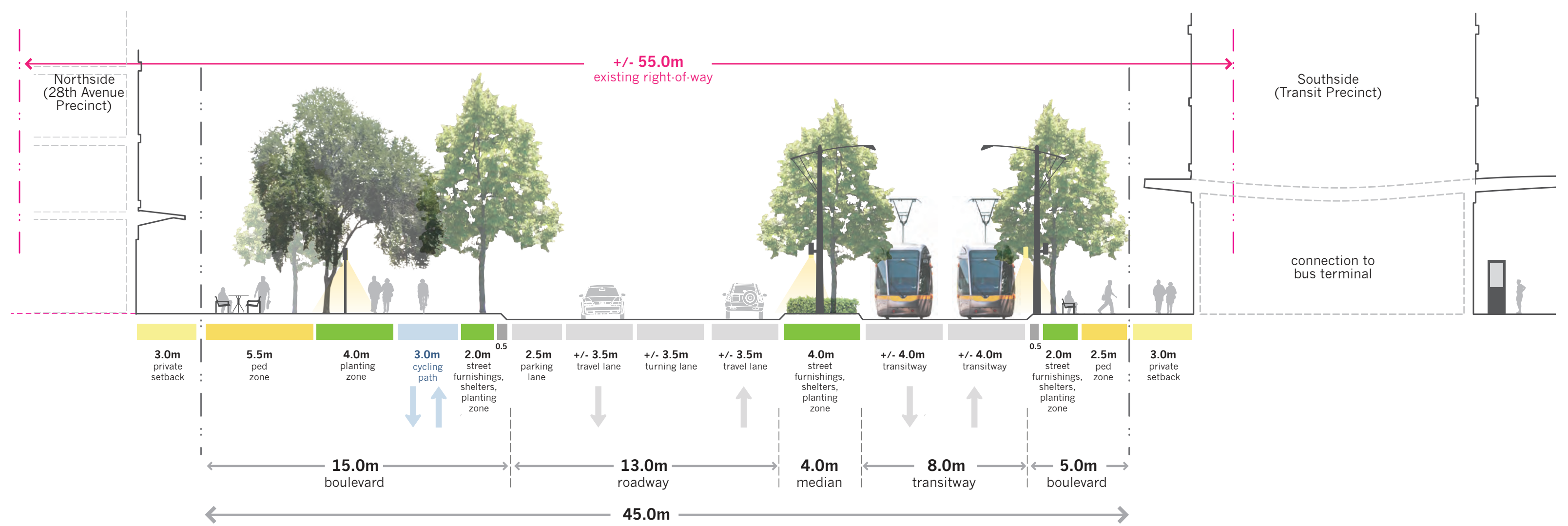
Street Network

### Connecting 52 Street and 55 Street

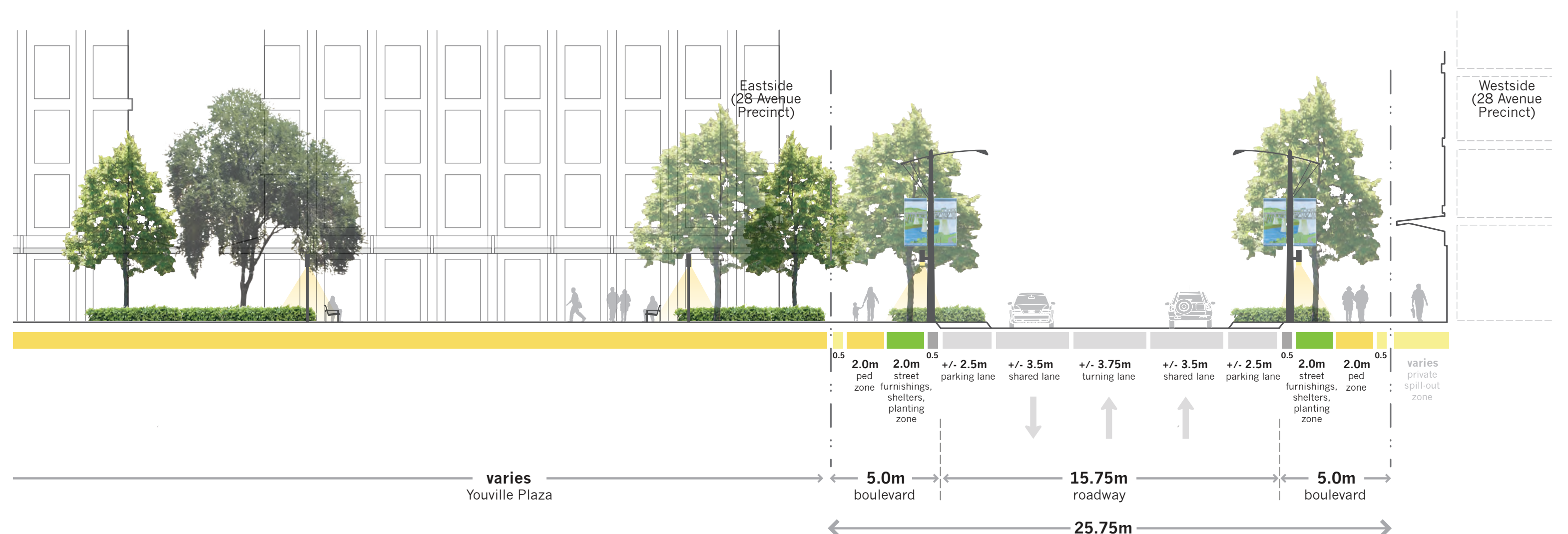
- Explore the feasibility of connecting 52 Street and 55 Street to improve circulation through the plan area and provide additional visibility on the park space adjacent to the stormwater management pond.

### Integrating Bus and LRT

- The existing Transit Centre should be relocated and function as an extension of the street network.
- Streets that provide access to the LRT Station and Transit Centre should be designed and developed as public streets for pedestrians, cyclists, transit buses and motorists.



28 Avenue (at Transit Centre)



North-South Main Street (at Youville Plaza)

# MILL WOODS STATION AREA PLAN

## Access and Connectivity

### Creating a Pedestrian Priority Area

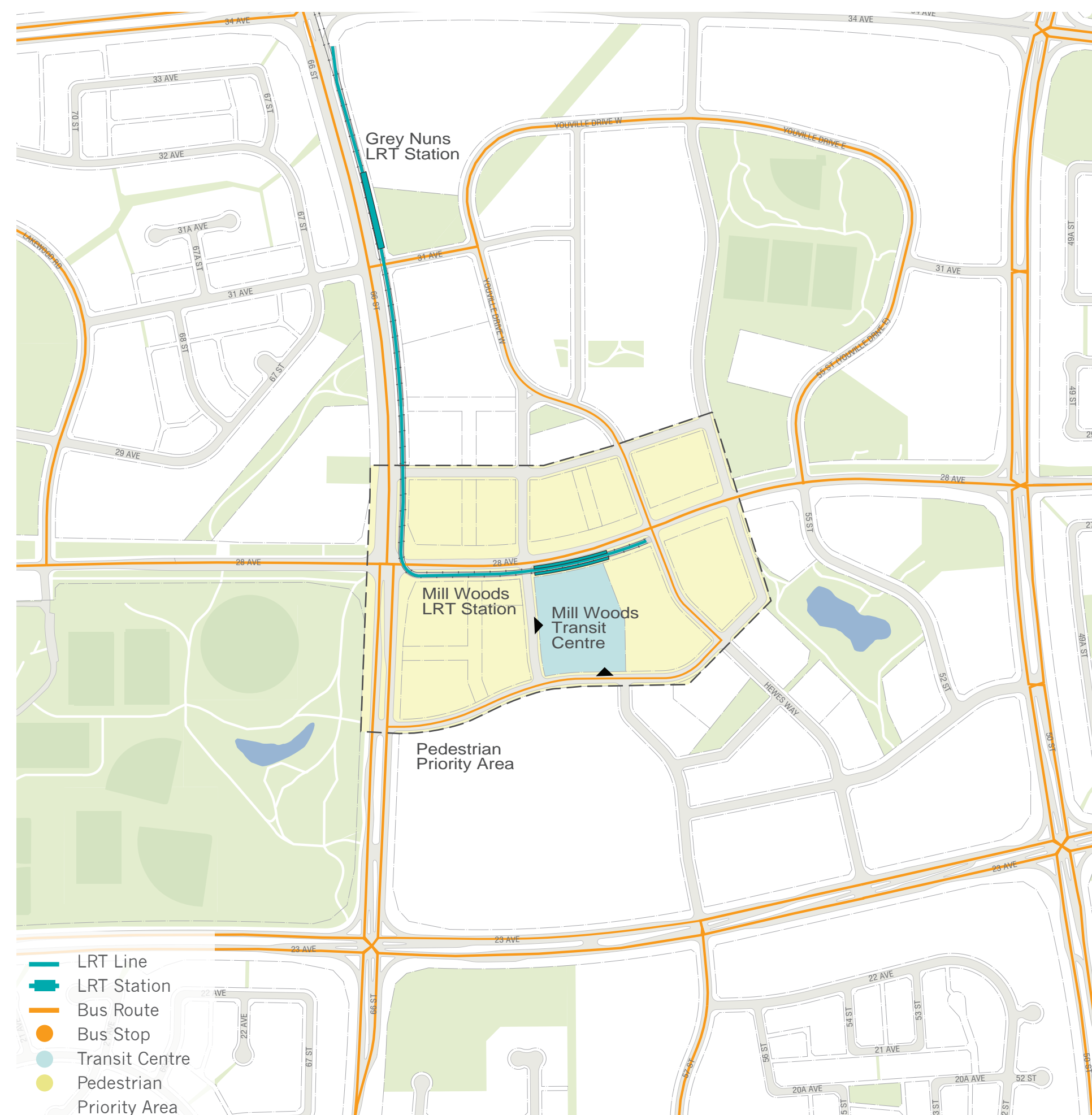
A pedestrian priority area should be established within 200 metres of the Mill Woods LRT Station and Transit Centre. The intent of the pedestrian priority area is to develop a safe, comfortable and attractive place for pedestrians and cyclists to access the LRT Station and Transit Centre.

#### Key Policies:

- Design streets, sidewalks and crossings within the pedestrian priority area to include special design treatments such as differentiated paving materials, enhanced landscaping, wider sidewalks, clearly marked pedestrian crossings, pedestrian scale lighting, street furniture, public art, signage and wayfinding.
- Implement traffic calming measures in the pedestrian priority zone that may include, but are not limited to, narrowing roadway widths, bumping out sidewalk corners, introducing textured paving materials and creating buffers such as on street parking between moving traffic and the pedestrian realm.
- Construct curb cuts at all intersections to ensure universal access throughout the pedestrian priority area.
- Pedestrian priority areas will include active street frontages with a significant proportion of windows for retail displays, high quality shop fronts, interesting front entrances facing onto the street and uncluttered pedestrian pathways to create interesting streetscapes that facilitate easy pedestrian movement and visibility.
- Priority shall be given to keeping pedestrian connections to the LRT Station and Transit Centre clear of snow and ice.
- Design the LRT Station, Transit Centre and surrounding pedestrian priority area to be well connected to surrounding developments and to include a diversity of amenities including, but not limited to, public art, seating areas, street furniture, and small parks/plazas.

#### Integrating Bus and LRT

- Develop the pedestrian routes connecting the LRT platform and Transit Centre to be direct, clearly marked and accessible.
- Design the LRT Station and Transit Centre to allow for the easy and safe movement of transit riders between the LRT train and buses.
- As a community mobility hub, Mill Woods LRT Station and Transit Centre should be designed to create a welcoming, hospitable and vibrant public space with the ability to handle the increase in capacity that will result over time from the development of this plan area.
- Explore the potential of developing air rights at the LRT Station and Transit Centre to provide development opportunities and amenities for transit patrons.



Pedestrian Priority Area

### Active Transportation Network

An important aspect of transit oriented development is providing active transportation choices that are safe, enjoyable and convenient for users. This includes the development of a variety of uses and services in close proximity to transit stations. For cyclists and pedestrians, well connected and continuous pedestrian and cycling networks that include continuous sidewalks, shared use paths, bicycle station(s), dedicated cycling routes and, pedestrian and cyclist amenities should be created. Cycling amenities such as a bike stations, which could include covered bicycle parking and an air compressor to service bicycles at the LRT Station and Transit Centre, are encouraged.

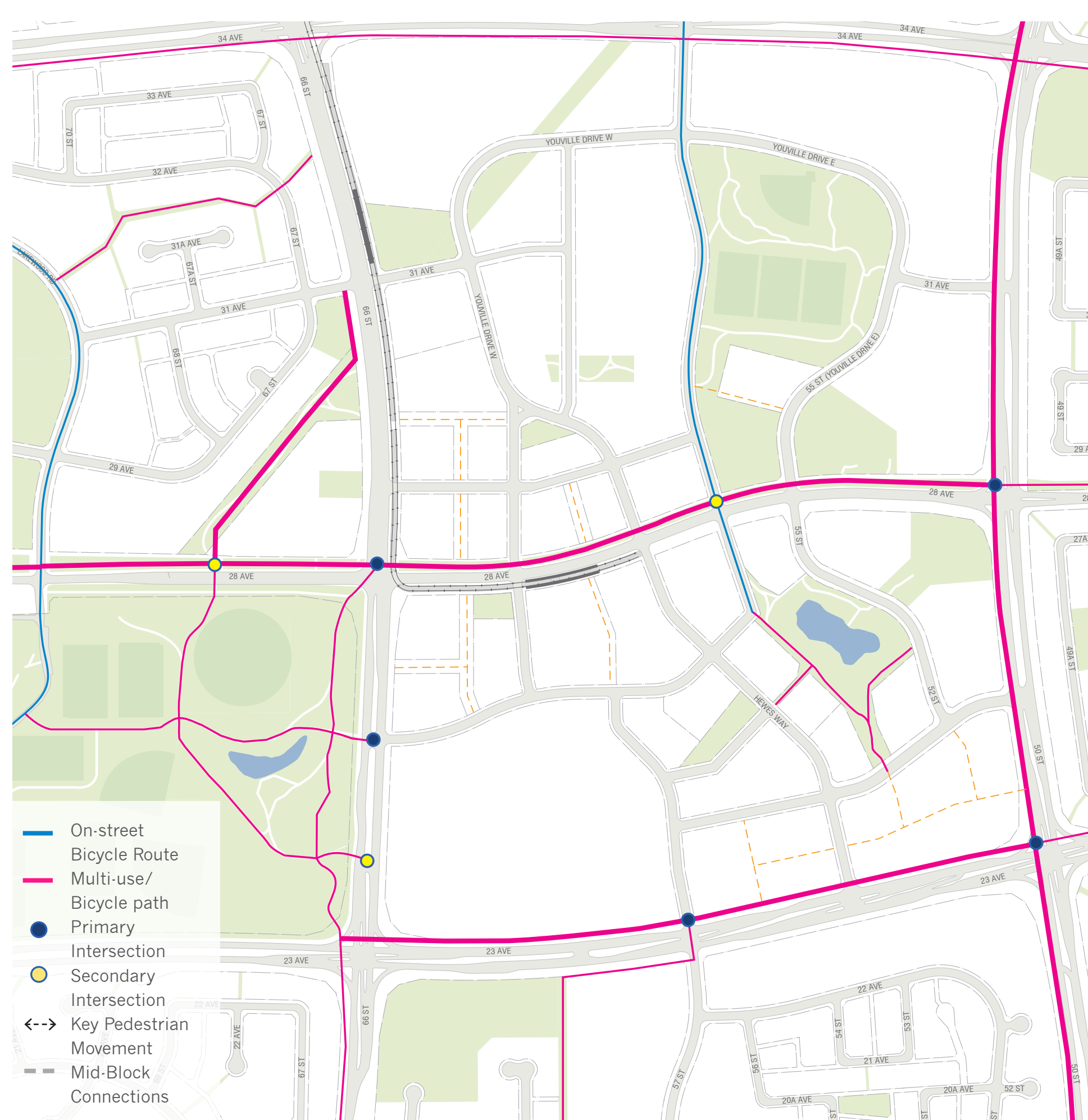
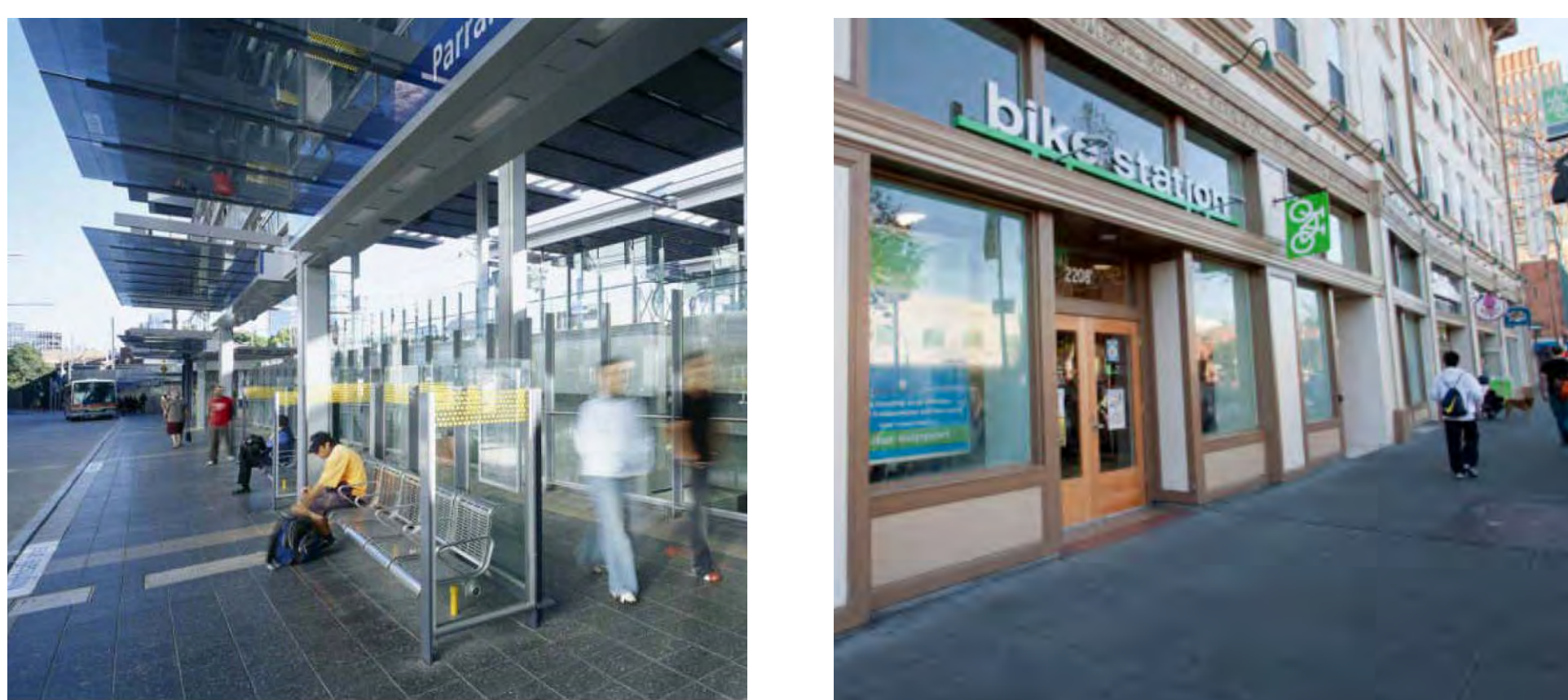
Developing new streets as “complete streets” in an urban grid pattern will encourage a variety of modes of transportation including walking, cycling, transit and automobiles. The introduction of mid-block connections throughout the plan area will encourage active transportation through all seasons and is consistent with winter city design principles.

#### Key Policies:

- Develop streets as complete streets to accommodate walking, cycling, transit and automobiles.
- Proposed street networks should allow for easily navigatable routes for users including pedestrians, cyclists and motorists.
- Construct missing sidewalk connections on the south side of 28 Avenue at time of LRT and Transit Centre construction.
- Proposed street networks shall include sidewalks on both sides of the streets.
- Develop shared use paths along the pipeline corridor west of 66 Street, along 28 Avenue, 23 Avenue and 50 Street.
- Redevelop 28 Avenue to include a shared use path on the north side of the roadway.
- Develop a publicly accessible bicycle station at or near the Mill Woods LRT Station or Transit Centre. If feasible, this bicycle station should include covered bicycle parking and an air compressor to service bicycles.
- All new buildings should include provisions for bicycle parking and are encouraged to provide additional cyclist amenities (e.g. change rooms, showers).
- All street designs should include provisions for bicycle parking posts or racks.

#### Transportation Demand Management

- Encourage developers and employers to adopt transportation demand management measures such as transit reimbursement, car pool programs, car co-ops, showers and lockers for active mode commuters and telecommuting.
- Encourage developments to include dedication of car pooling or car co-op spaces and work with property managers to identify need and priority locations.



Active Transportation

# MILL WOODS STATION AREA PLAN

## Streets and Open Spaces

The public realm framework for the station area promotes the development of a network of well designed public spaces that includes streets, parks, plazas and green spaces. A quality public realm that encourages community activity is a key element in creating an attractive, vibrant and livable place.

During the public workshops many of the participants identified a lack of smaller parks and public spaces within the plan area. The existing parks within the plan area primarily accommodate active recreational use, largely sporting fields, and generally serve as regional destinations. This plan recommends new urban-style parks and open spaces be strategically placed throughout the plan area to provide social gathering spaces and amenity areas for residents, employees and patrons.

### Maintaining and Enhancing Existing Parks and Open Spaces

Public spaces and amenities have been strategically located to enhance the existing amenities and develop a linked network of parks and open spaces throughout the plan area. The network includes new open spaces, complete streets and trail networks that will provide an enhanced setting for pedestrians, support commercial and retail use and connect key destinations and cultural uses in the plan area. Proposed parks include a hard surface civic square adjacent to the new Library/Seniors Centre/Multicultural Facility, a second square adjacent to the Transit Centre and a plaza on the north end of the new north-south main street.



Streets and Open Spaces

### Streets

The new north-south main street and the redevelopment of 28 Avenue will function as the main 'spines' in the plan area, connecting major activity centres and amenities. The improvement of these two main streets will create attractive and distinct streetscapes which will enhance the area's image and complement the future development potential of these corridors.

#### Key Policies:

- Develop and implement a system of incentive zoning whereby landowners/developers will be given density bonuses in the form of additional height and floor area ratio (FAR) for providing privately owned but publically accessible streets, parks and open spaces.
- Development within the plan area shall ensure that the design of the pedestrian environment is comfortable, convenient, visually attractive and safe for human activity.
- CPTED principles shall be used to design all public and private spaces and facilities, focusing on natural surveillance and access control to lessen the likelihood of crime.
- Utilize sustainable approaches for greenways, parks, open space preservation, development, management and operations.
- Enhance the ecological value of park space by incorporating native plant species in the design of all new parks and landscaping improvements.
- Incorporate Low Impact Development (LID) solutions in the design of open spaces.

#### Existing Park Spaces

- Retain the Tawa Park and public utility lot as park spaces in the plan area.
- Develop a shared use path in the existing pipeline corridor west of 66 Street to formalize the use of this space as an active transportation network connection.

#### Civic Square

- Design and construct a hard surface civic square on the City owned land adjacent to the new Library/Seniors Centre/Multicultural Facility to be used as a flexible gathering place and provide a range of programming opportunities. Include infrastructure such as plug-ins and public washrooms to ensure the flexibility of this square.
- Allocate funding in the City's Capital Budget for design and development of the Civic Square. The community and surrounding property owners will be invited to participate in the design and on-going programming of the new Civic Square.

#### Transit Square

- Negotiate the design and development of the Transit Square with the private property owner through density transfer and the incentive zoning system. This Square may remain privately owned, however it should be publicly accessible.

#### Youville Plaza

- Work with developers and landowners in the 28 Avenue Precinct to develop a plaza at the Youville Drive intersection to provide open space to residents and patrons of local shops and amenities. This space will likely be developed as a publicly accessible private space.

#### Key Policies:

- Ensure any new or reconstructed roadways include sidewalks and street trees on both sides of the streets.
- Along streets where retail is required the ground floor of all new development should include street oriented retail, restaurants and/or service uses.
- Streetscapes should be designed with generous sidewalks and space for street related activities, such as sidewalk cafes, architectural features, street trees and landscaping, that contribute to the pedestrian-oriented character of the street.
- Encourage on-street parking along all public and private streets to support retail and buffer pedestrians from moving vehicular traffic.
- Require on-street parking along commercial main streets, including the new north-south main street and 28 Avenue, where commercial frontages are proposed.
- Planting of deciduous street trees is encouraged, wherever possible, to provide shade in the summer and allow sunlight in the winter.
- Lighting should be oriented towards the pedestrian to create a sense of safety.
- Incorporate street furniture, including benches, pedestrian lighting, pedestrian oriented signage, garbage and recycling bins as part of the streetscape design.
- Public art should be incorporated throughout the pedestrian realm as part of the streetscape design.

#### 28 Avenue Redesign

- Design and reconstruct 28 Avenue as a complete mixed use main street concurrent with the development of the LRT Station and Transit Centre.
- Transform the north side of 28 Avenue into a multi-purpose greenway to include a shared use path, rain gardens or bio-swale and natural landscaping.
- Pursue opportunities to improve the pedestrian crossings along 28 Avenue, including at grade connections across the LRT tracks, where feasible.

#### New North-South Main Street

- Design and construct a new north-south, mixed use, pedestrian-oriented "main street" linking the existing Mill Woods Town Centre mall in the south with the Grey Nuns Hospital in the north.