

## Components of the station area framework

# Access and Connectivity

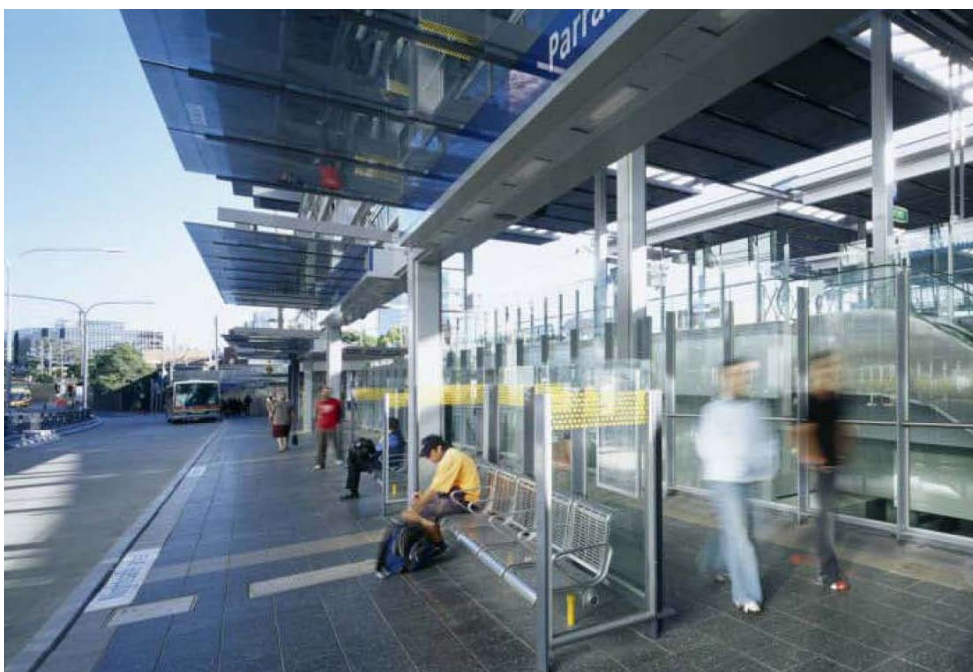
In order to facilitate easy access in and around the station area, the road network should be well connected and accommodate a variety of street types which balance the needs of cars, buses, pedestrians and cyclists. The following strategic improvements will help make the most of the area's street network and movement systems.

### Balanced Network of Streets

The introduction of new, smaller, more walkable blocks would improve access and connections throughout the station area and to the LRT station and transit centre as well as improve accessibility for all modes of transportation. This logical pattern of streets would create a flexible movement system and result in a range of smaller development blocks and parcels that can be incrementally developed as market conditions provide. The proposed street network offers a balanced hierarchy of streets which incorporates several street typologies each with differing functions and roles to accommodate differing movement functions and capacities.

### Pedestrian Priority Area

A high quality pedestrian zone will be created at the LRT station area and transit centre. The pedestrian priority area would encourage the following: active uses at grade; additional pedestrian street crossings, pedestrian scale lighting, cycling routes and amenities, signage and wayfinding; appropriate street furniture; improved standards for street design, and pedestrian walking areas.



### Integrated Transit Block

A transit hub that integrates the LRT station and transit centre and transit-oriented development, configured in an efficient manner to allow for easy pedestrian and cycle transfer between LRT and bus networks. Locating the transit centre on the south-east corner of 28 Avenue/66 Street intersection will create a desirable relationship with the new LRT station on 28 Avenue. It will also allow the majority of buses to utilize one of the area's major arterials, 66 Street, to access the transit centre and minimize bus activity along the area's new pedestrian oriented core.

### Formalizing Active Transportation

The creation of a well connected and continuous pedestrian and cycling network that incorporates continuous sidewalks, dedicated cycling routes and pedestrian comfort amenities including street furniture and pedestrian lighting will create a pleasurable active transportation experience in all seasons.

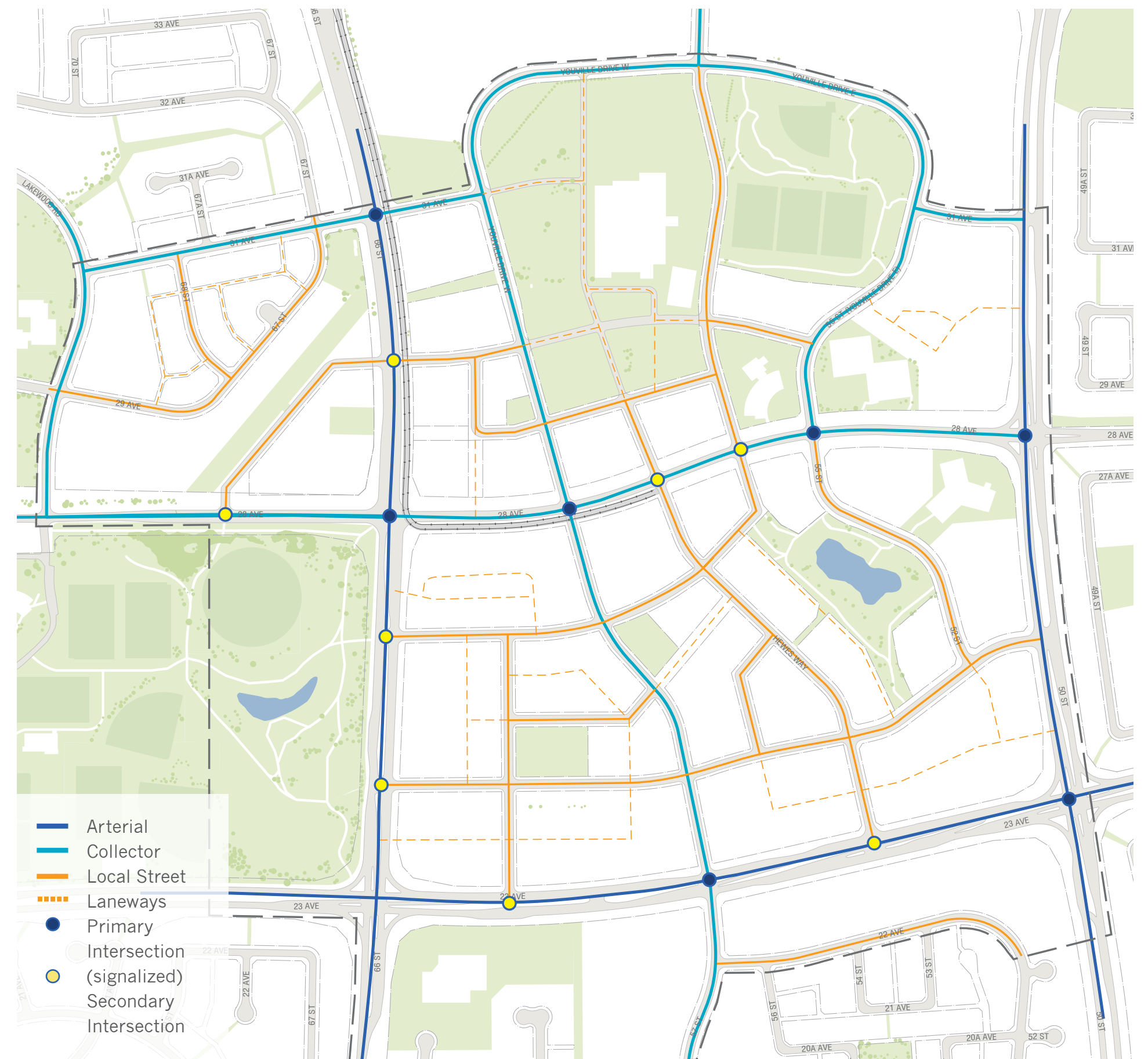
#### Pedestrian Network

New sidewalks and a linked trail network will connect to schools, public facilities and major park trails in the area. The introduction of mid-block connections throughout the station area, in the form of mews streets or walks, will encourage permeable, walkable and winter-friendly development.

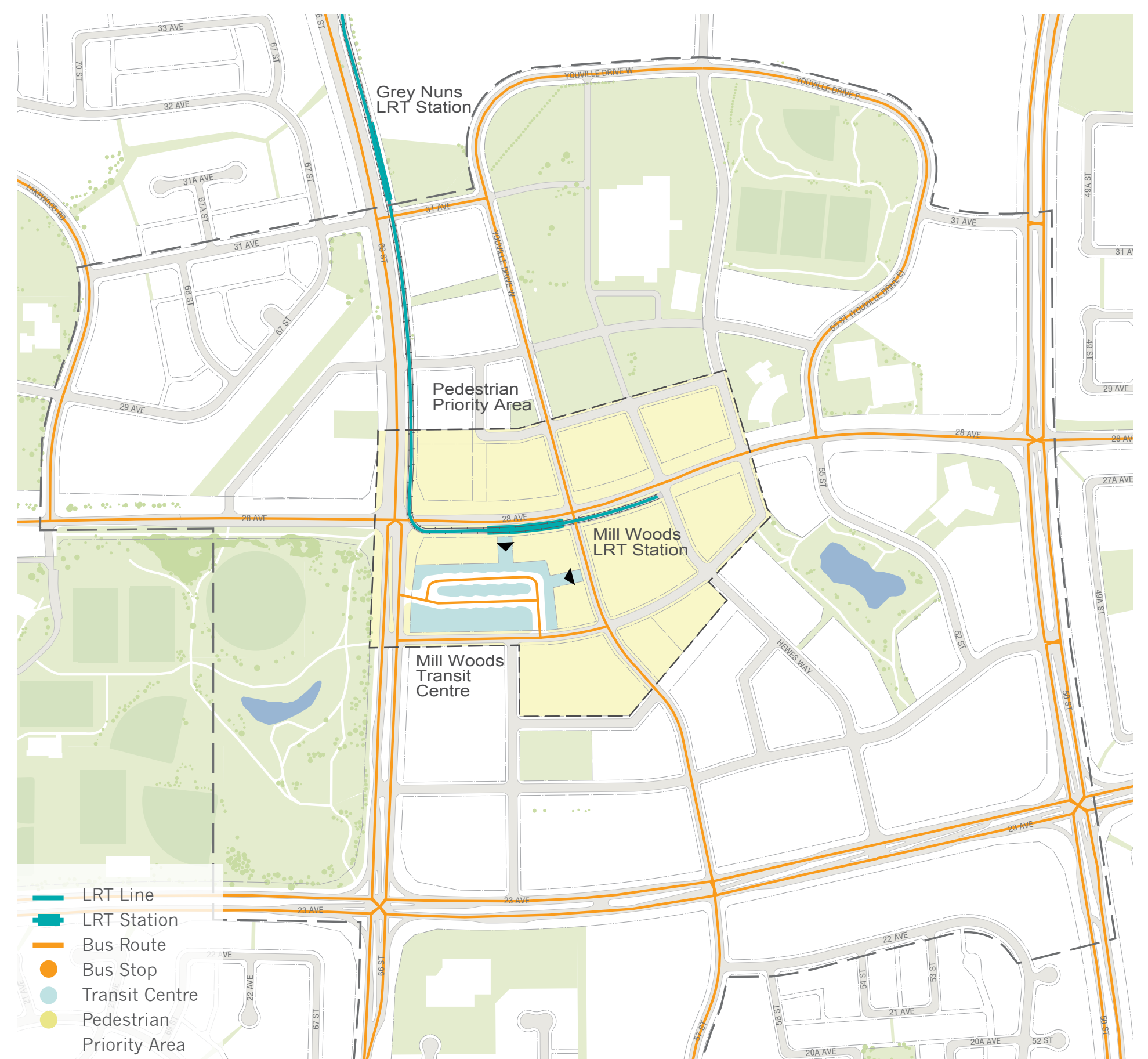


#### Cycling Network

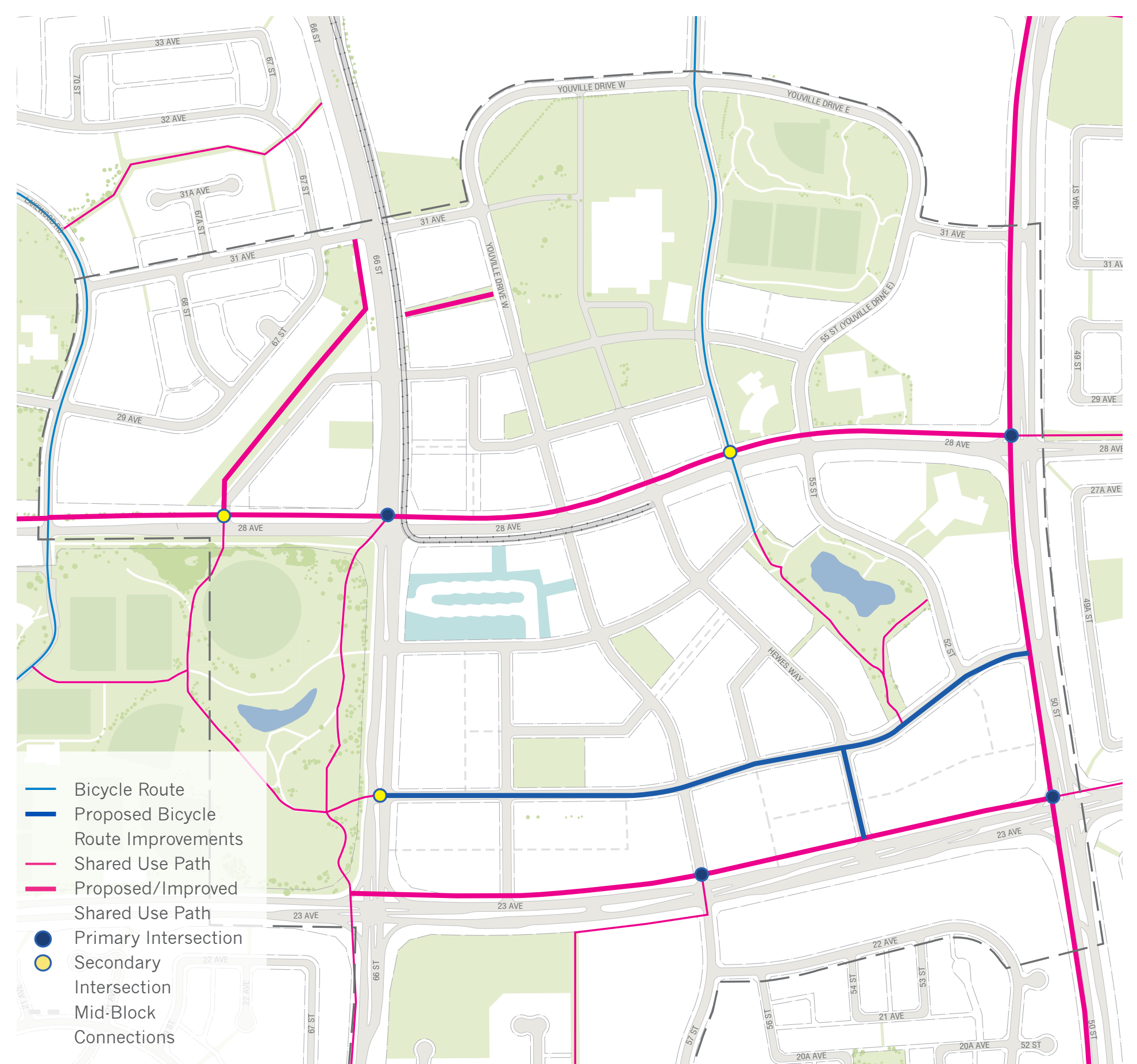
The proposed cycling network, which connects to the LRT station and transit centre, is located on small scale local streets and within parks and open spaces as oppose to on collectors. Cycling amenities such as additional locks, shelters and bike service centres at the LRT station and the bus station are encouraged.



Proposed Street Network



Proposed Transit Network



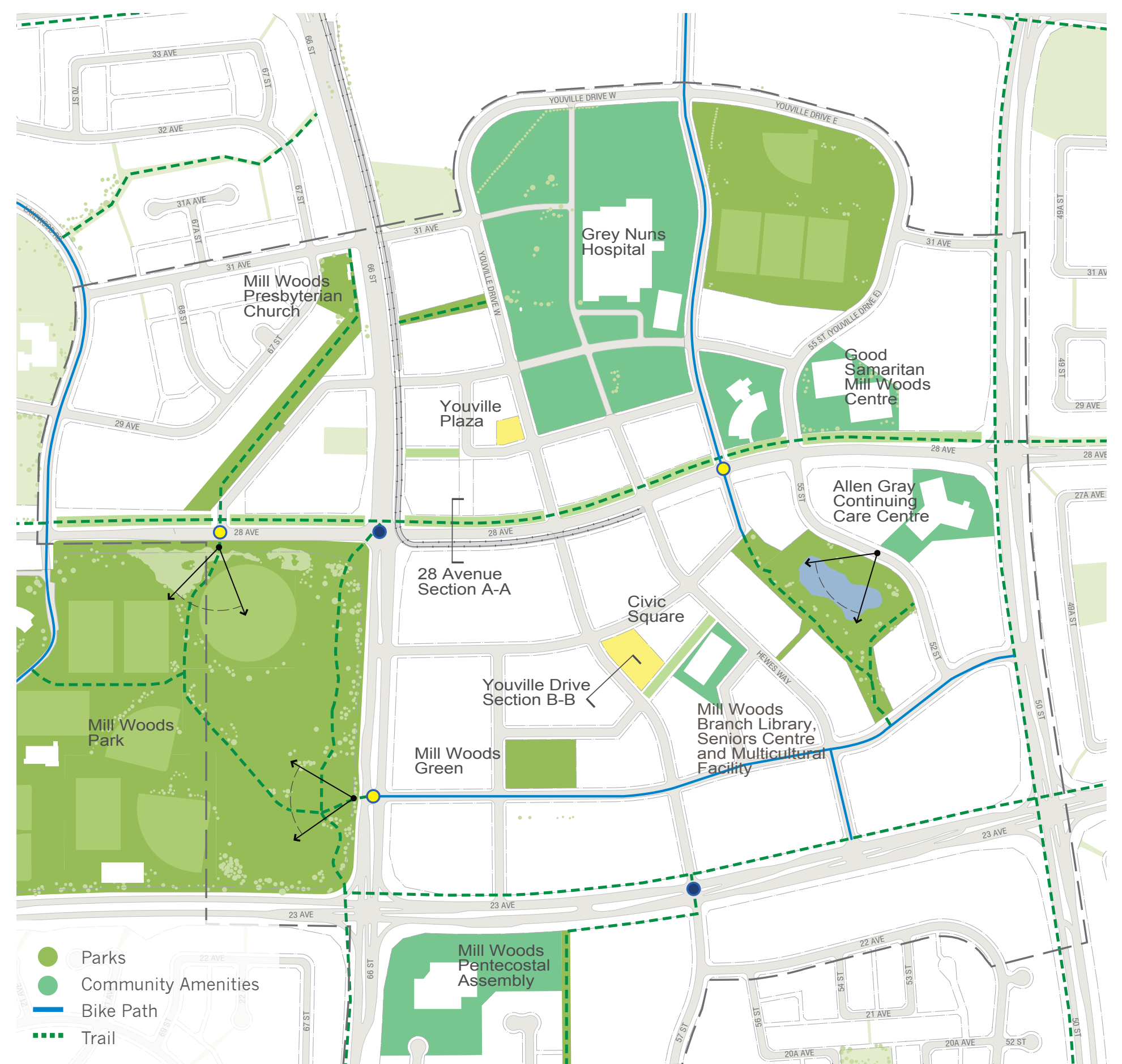
Proposed Active Transportation Network

# MILL WOODS STATION AREA PLAN

Components of the station area framework

## Streets and Open Spaces

A linked network of streets, opens spaces and a range of distinct parks types would provide an enhanced setting for pedestrians, support commercial and retail use and connect key destinations and cultural uses in the area.



Proposed Open Space and Community Amenities Network

### Diversifying the Public Spaces

Mixed use urban places should demonstrate a diverse range of park and open space types to support a range of civic, recreational and gathering functions. Enhancing access and connection to existing and proposed parks through new street crossings and well designed streetscapes would promote increased use and enjoyment of the total open space resource.

#### Urban Gathering Spaces

New urban parks are proposed lending new amenities and distinction to various neighbourhoods and precincts in the station area. A hard surface civic square will serve as a flexible use and gathering place, and the proposed Mill Woods Green will provide a centre for the retail development and provide a range of programming opportunities. A plaza on Youville Drive will provide open space to residents and patrons of local shops and amenities.



#### Naturalized Spaces

The existing parks within the area primarily accommodate active recreational use, largely include sporting fields and generally serve as regional destinations. Enhanced landscaping and the introduction of naturalized plantings and wetlands could increase the ecological functions of these spaces and provide an enhanced recreational function.

### Cultural Facilities

Tree lined streets with generous pedestrian sidewalks will link a range of new cultural and civic uses including the new public library/senior centre, the LRT station and transit centre as well as a range of other potential uses which may include a farmer's market, community league, art gallery, etc.

### Rethinking the Main Streets

Streets provide many functions. They accommodate multiple forms of movement, they are key components of the public realm and their designed character can create a renewed setting for people, activity and reinvestment. Two proposed main streets will become the defining structuring elements of the station area plan - 28 Avenue and the realigned Youville Drive.

#### Redesign of 28 Avenue

28 Avenue will be redesigned as a complete street featuring a significant green spine with a shared use path and accommodating all forms of movement including LRT, pedestrians, cyclists and automobiles.



#### Youville Drive Realignment

A new north-south main street can be achieved through the realignment of Youville Drive north of 28 Avenue and its extension south to 23rd Avenue to create a distinct pedestrian oriented commercial spine linking the entire station area.

