

# MILL WOODS STATION AREA PLAN

# Welcome

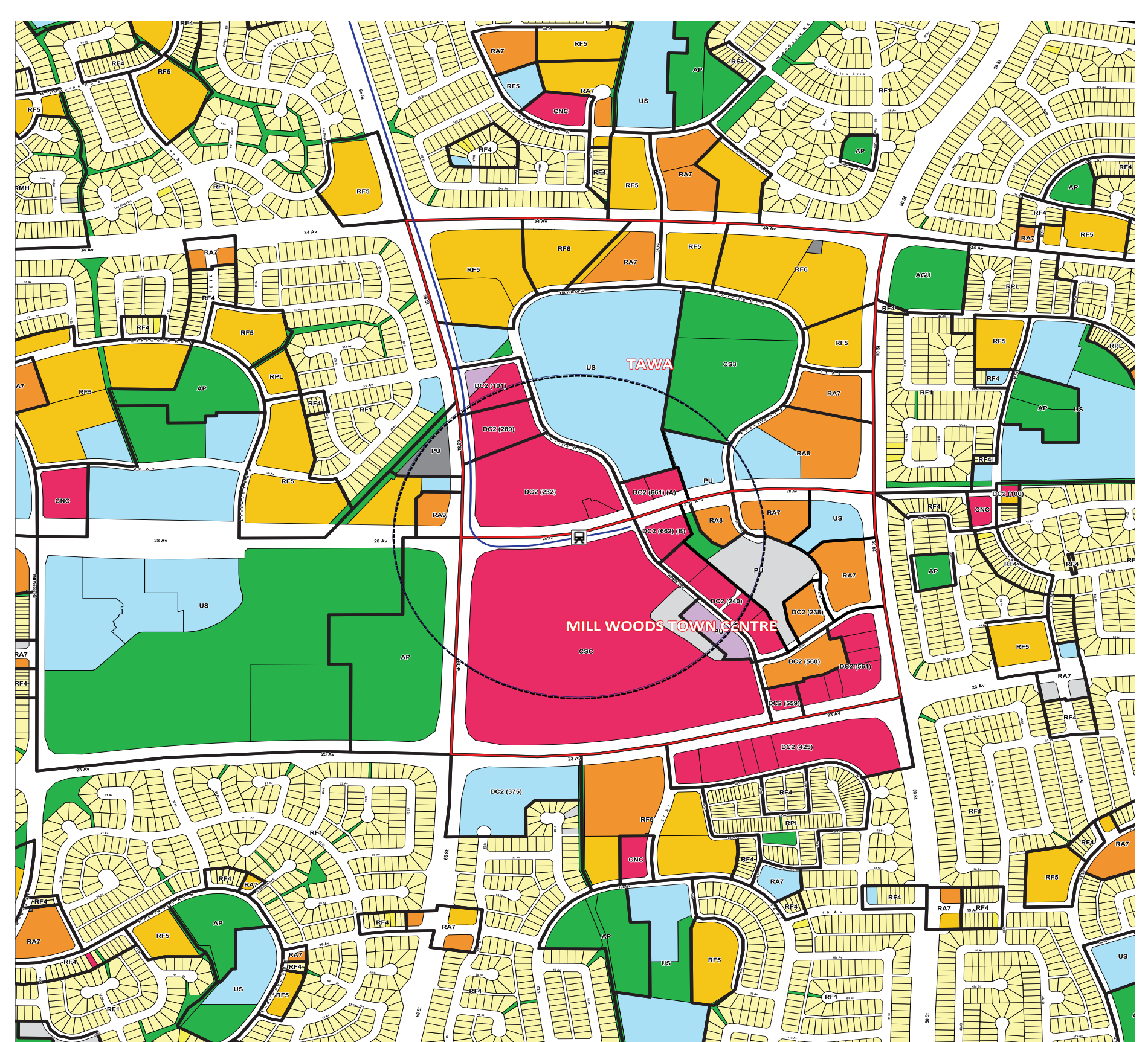
**The Purpose of the workshop** is to inform you about the process to create a station area plan for the future Mill Woods LRT station, introduce the concept of TOD, or transit oriented development, provide important background information and collect community input for this station area planning process.

## Tonight's Agenda

- 6:00 - 7:00** Coffee, Registration, Display Panels, and Informal Discussion
- 7:00 - 7:45** Presentation  
Introduction of planning team, study goals, planning process  
Presentation: TOD and station area planning and preliminary station area analysis
- 7:45 - 8:45** Table Breakout Group Discussions  
Station Area's strengths, challenges and opportunities working through the workbooks
- 8:45 - 9:15** Groups Report Back
- 9:15** Wrap Up and Next Steps



Mill Woods - Landmark Professional Centre

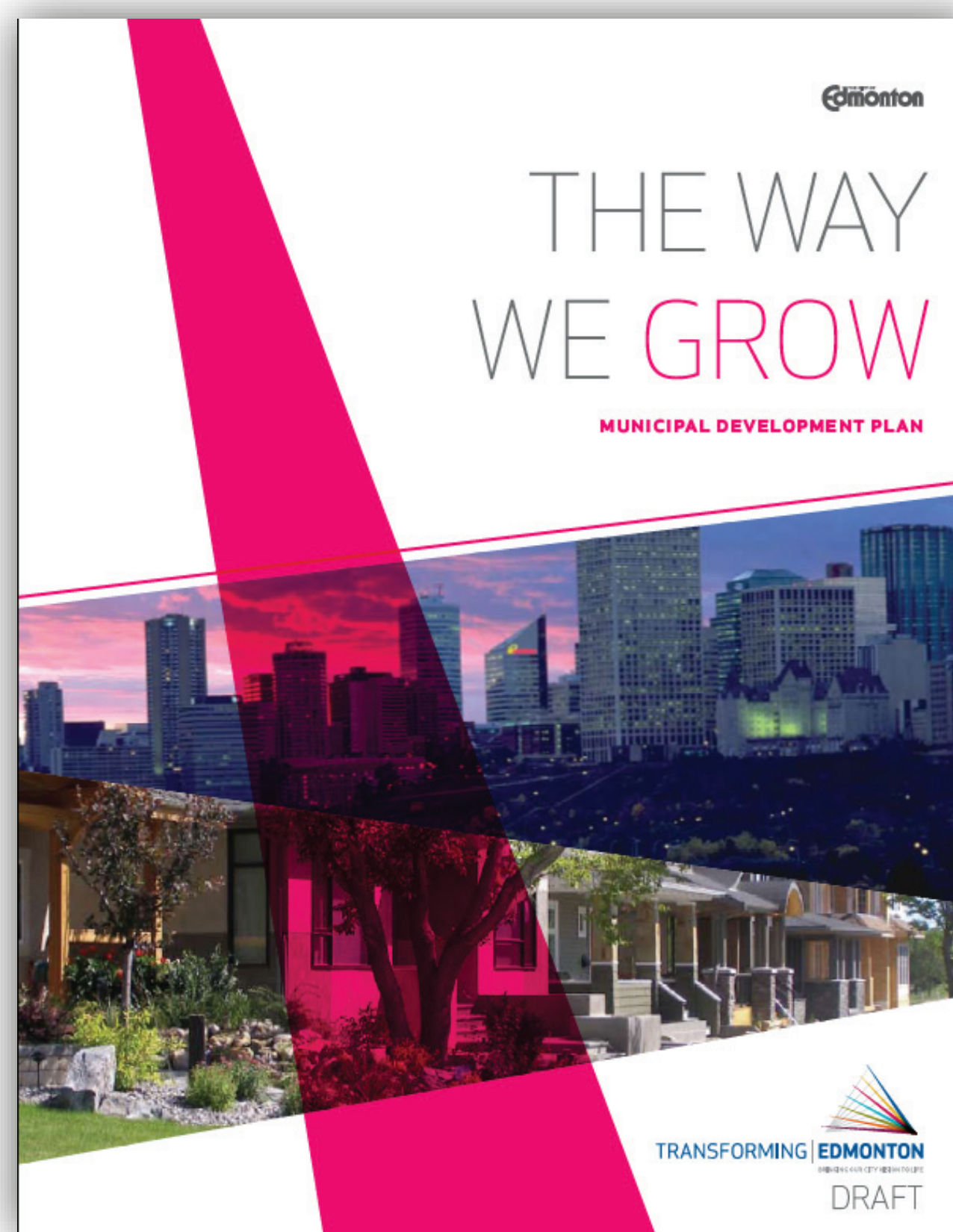
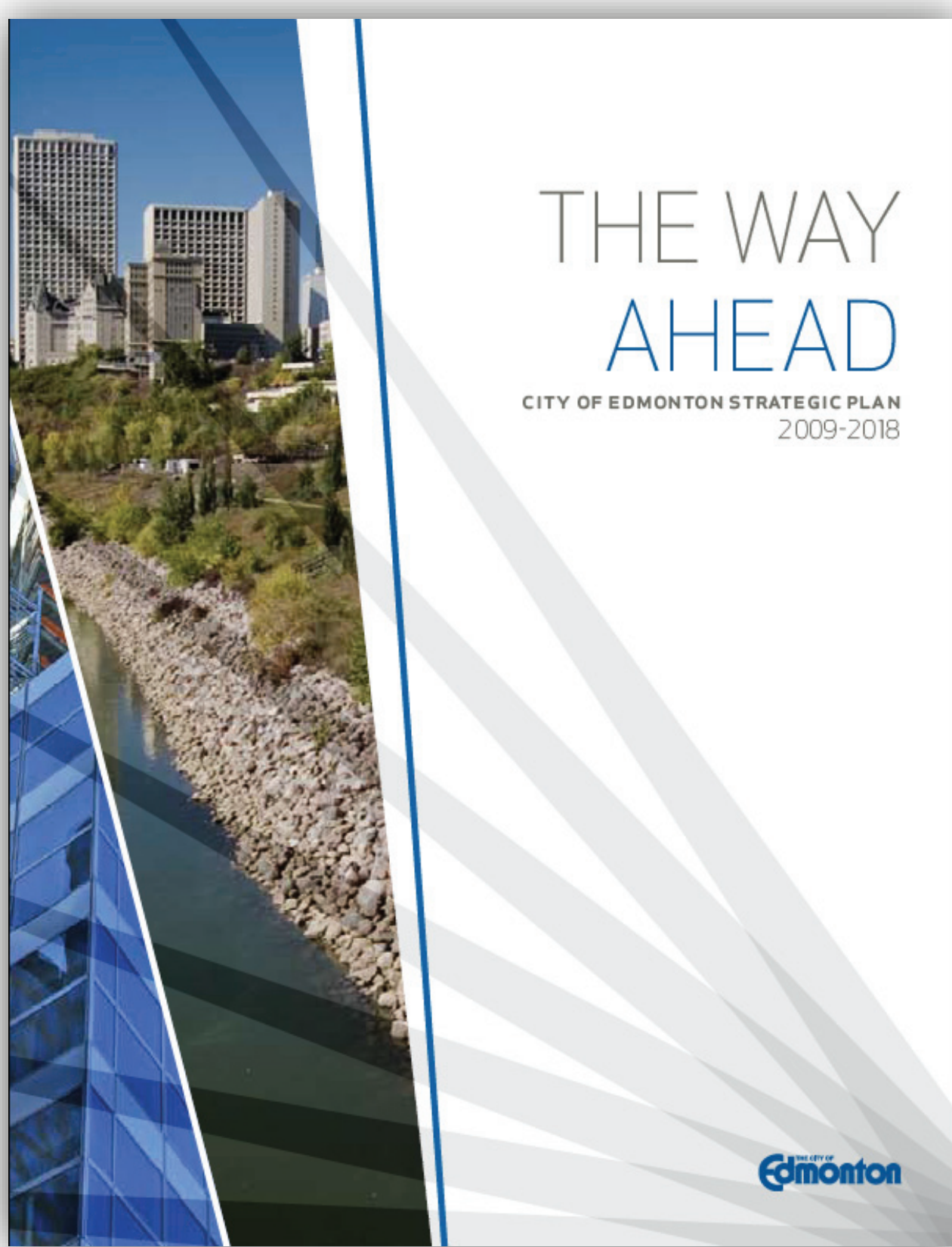


Mill Woods Station Area Zoning Map

# MILL WOODS STATION AREA PLAN

## Edmonton's Vision and Plans for Transforming Edmonton

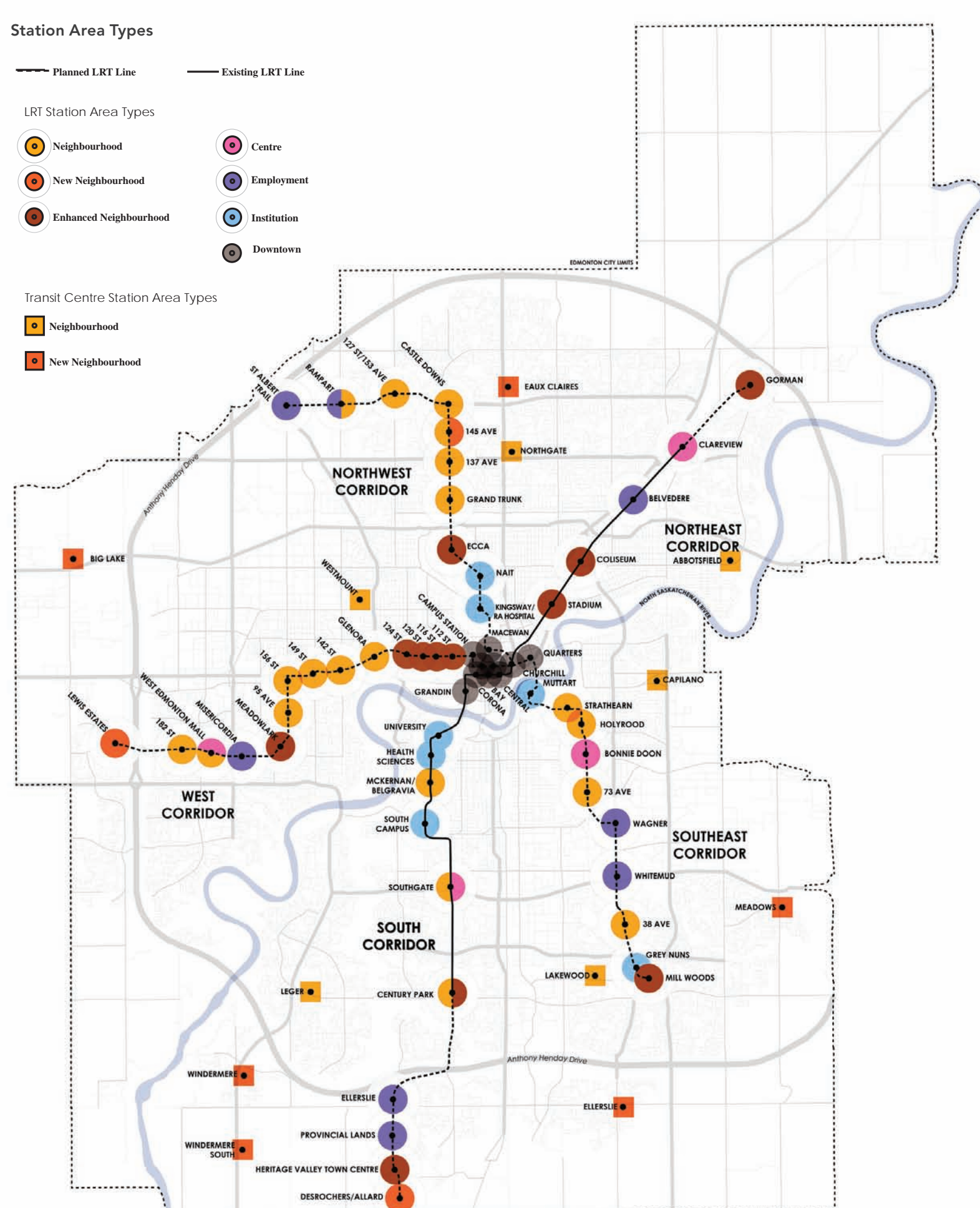
The City of Edmonton is planning for a more sustainable future by encouraging transit oriented development (TOD) around existing and future LRT stations. To accomplish this goal, the City has initiated a planning process to engage communities and prepare plans around stations in the LRT network. This initiative is advancing the vision and direction established in the City's long-range plans and policies. Some of these are profiled below:



*The Way Ahead*, Edmonton's Strategic Plan, envisions a more sustainable and livable city where more people walk, cycle and use transit.

*The Way We Grow*, Municipal Development Plan, outlines Edmonton's evolution into a more compact, transit-oriented and sustainable city.

*The Way We Move*, Transportation Master Plan, supports public transit as a means to decrease other public infrastructure investments.



Existing/Future LRT Network

## TOD Guidelines

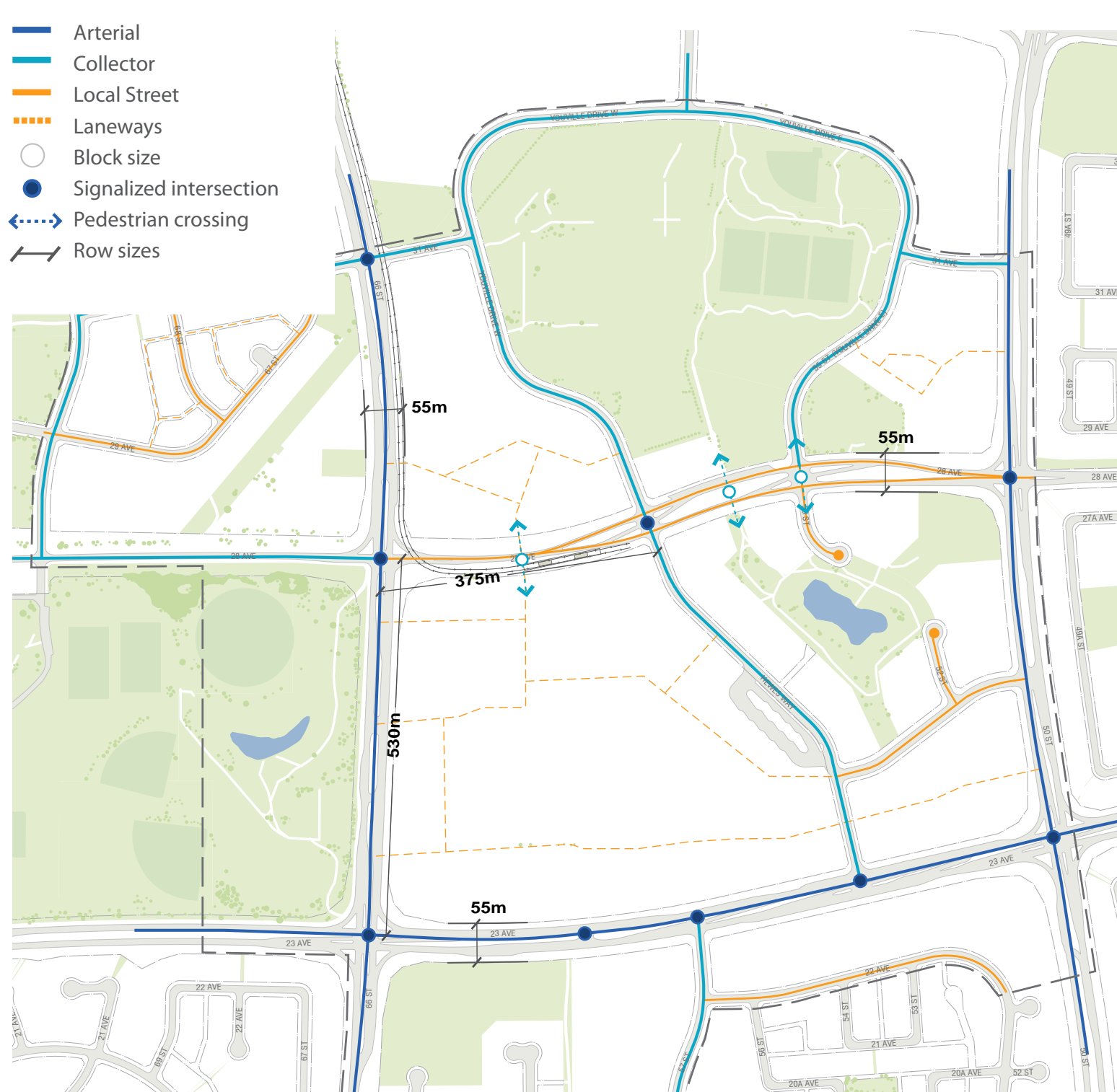
By encouraging TOD the City wishes to achieve the following:

- 1 Locate higher density development close to LRT station
- 2 Locate major trip generators (office buildings, shopping streets, schools, and entertainment facilities) close to transit
- 3 Encourage station-specific mix of land uses to let people live and shop near their jobs
- 4 Encourage high-quality projects
- 5 Provide facilities that ensures the efficient, safe, and convenient transfer of passengers between transit modes
- 6 Planning for the creation of an attractive green city

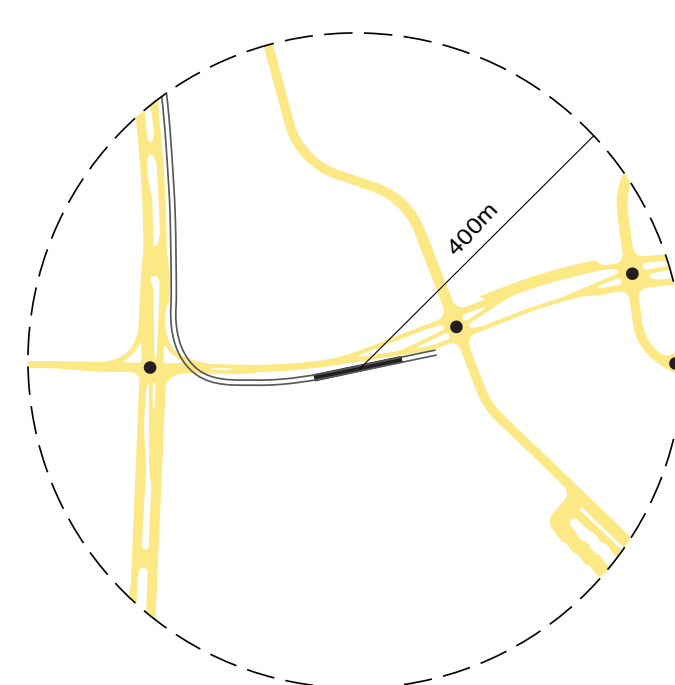
# MILL WOODS STATION AREA PLAN

## The Station Area Structure

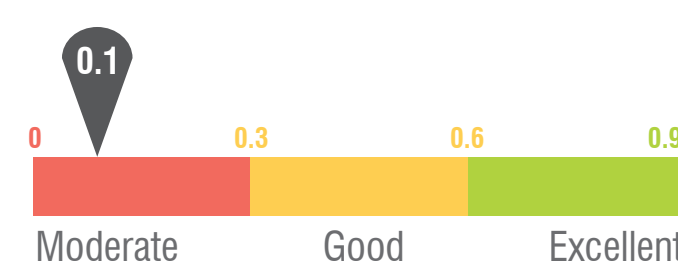
To produce a viable long-term plan for any community, it is important to first understand the environments that influence the area. The following provides an overview of the physical components that define the station area's existing character and its future opportunities. Understanding the urban structure is a key starting point for the analysis of the physical form of the area and for the preparation of recommendations for how the area could evolve.



Street Network and Block Structure



Grid Density  
Intersections within 400m radius

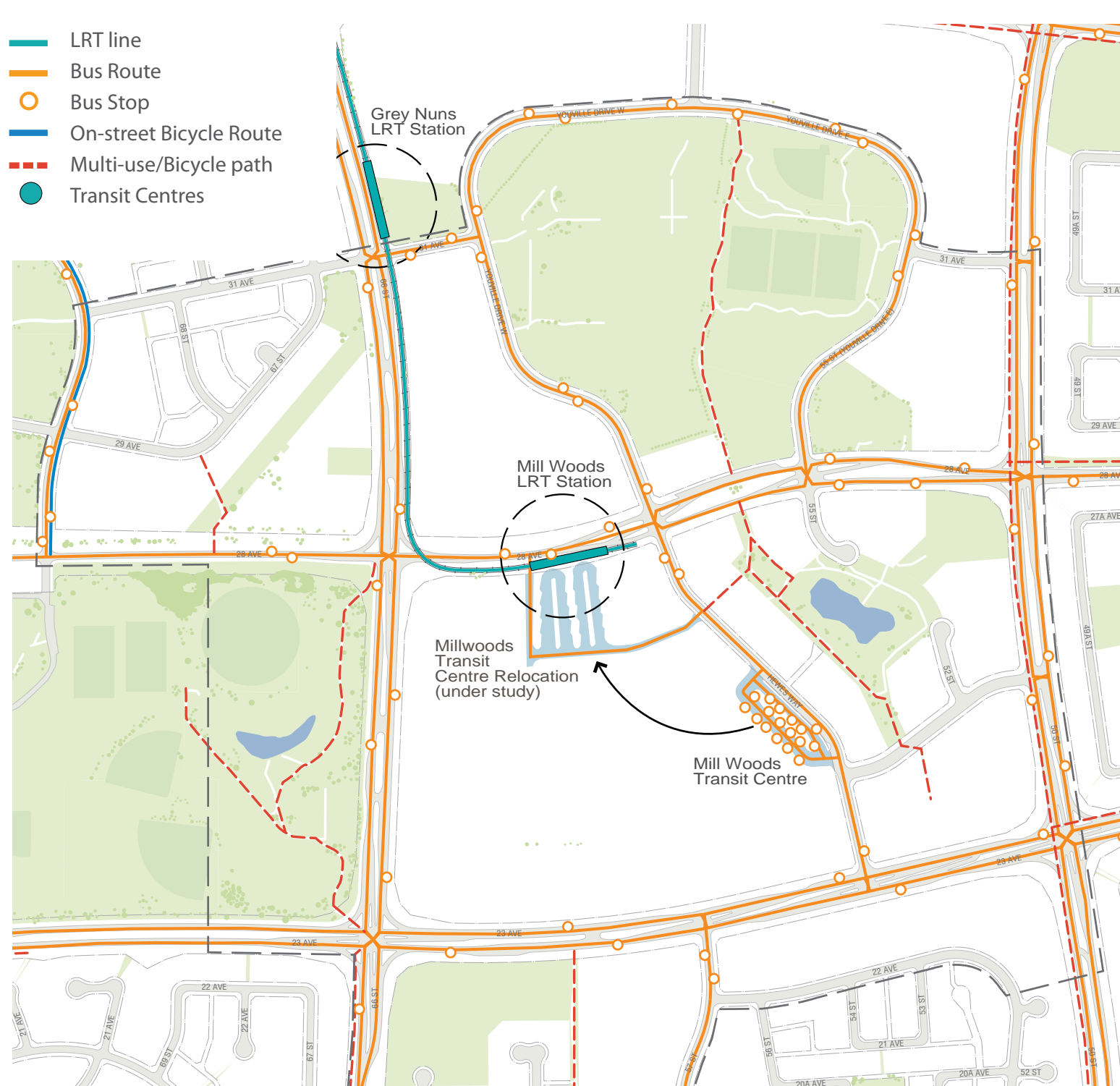


Grid Density  
measuring the connectivity of the area

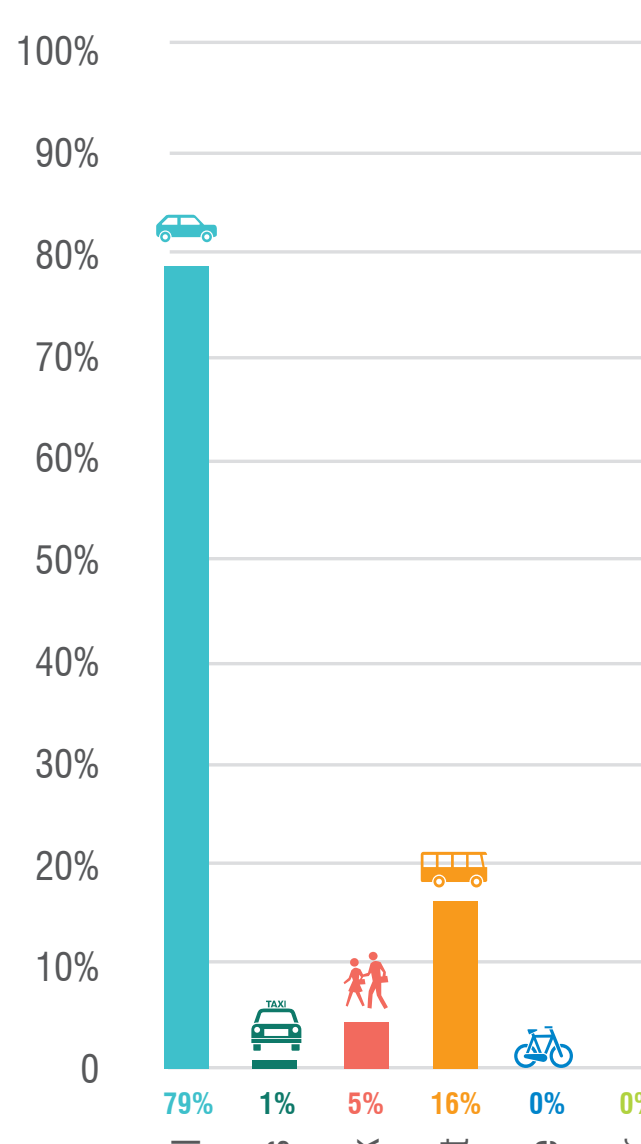
### Street Network

The existing street network in this station area is developed primarily to accommodate vehicles and transit routes. At the confluence of a number of arterial roads, the streets are very wide and their designs have little consideration for pedestrian comfort and safety. The block sizes in the area are also very large, which make getting around the station area difficult on foot or bicycle. A series of unsignalized pedestrian crossings exist along 28 Avenue. The need for a finer grain of streets within the existing network will be important to the successful intensification of the area.

The grid density is an indicator of the level of connectivity of an existing street network, calculated through the number of intersections per hectare. With a grid density of 0.1, the station area is not considered to be walkable or pedestrian friendly.



Transit and Active Transportation Networks



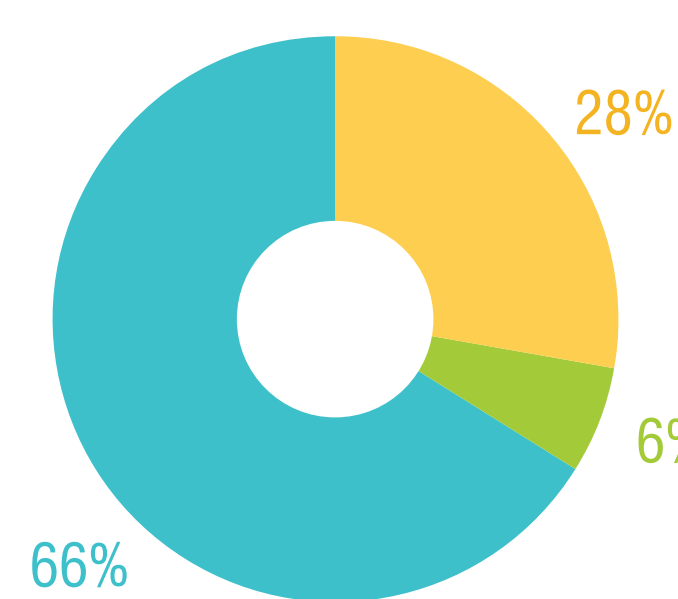
Modes of Transportation  
how people are moving around

### Transportation Network

Home to one of the city's transit centres, this area is well served by bus transit. In combination with a new LRT station, this area will become an important transit node. Very little cycling infrastructure exists in the area; some multi-use paths exist within the local parks but are disconnected. The above graphic illustrates how people are moving around the community and highlights the low numbers of people who are choosing walking and cycling as their preferred mode of transportation. The creation of streets which balance all modes of transportation, and the introduction of well connected pedestrian and cycling networks will help encourage a more diverse modal split.



Parks, Open Spaces and Community Amenities



Land Composition  
What does the 400m consist of?  
● Roads  
● Parks  
● Development Parcels

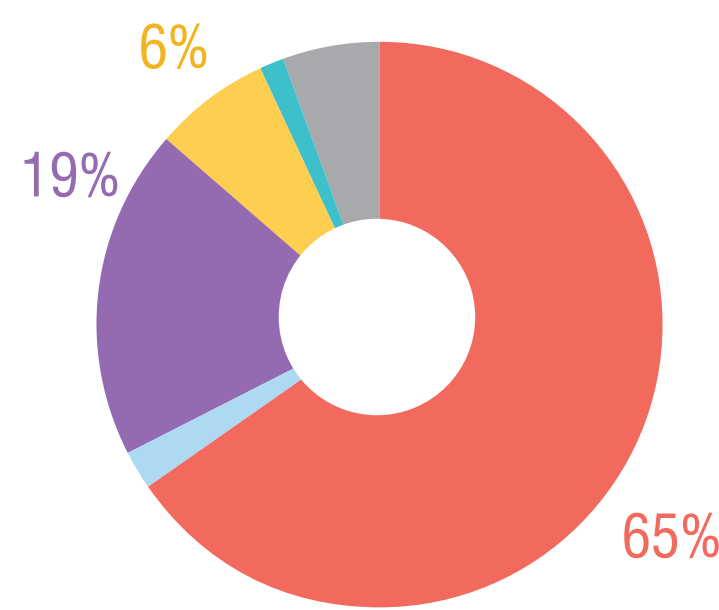
### Parks and Open Spaces

This community is home to several local institutions and community services which are well-used and have become important community assets. A new public library complex is planned and has the potential to become a great resource in the community. This area is also home to Mill Woods Park - a large multi-recreational park, as well as a naturalized pond area and a significant park site adjacent to Grey Nuns Hospital. Although large in scale, some of these spaces have not developed to their full potential and offer limited landscape experiences. The area could feature a variety of gathering places which range in scale, function and design. Efforts could also be made to make these parks more easily accessible and better integrated into the community.

# MILL WOODS STATION AREA PLAN



Land Use Concentrations and Patterns



Land Use Concentrations  
Concentrations of land uses within a 400m radius from the LRT station

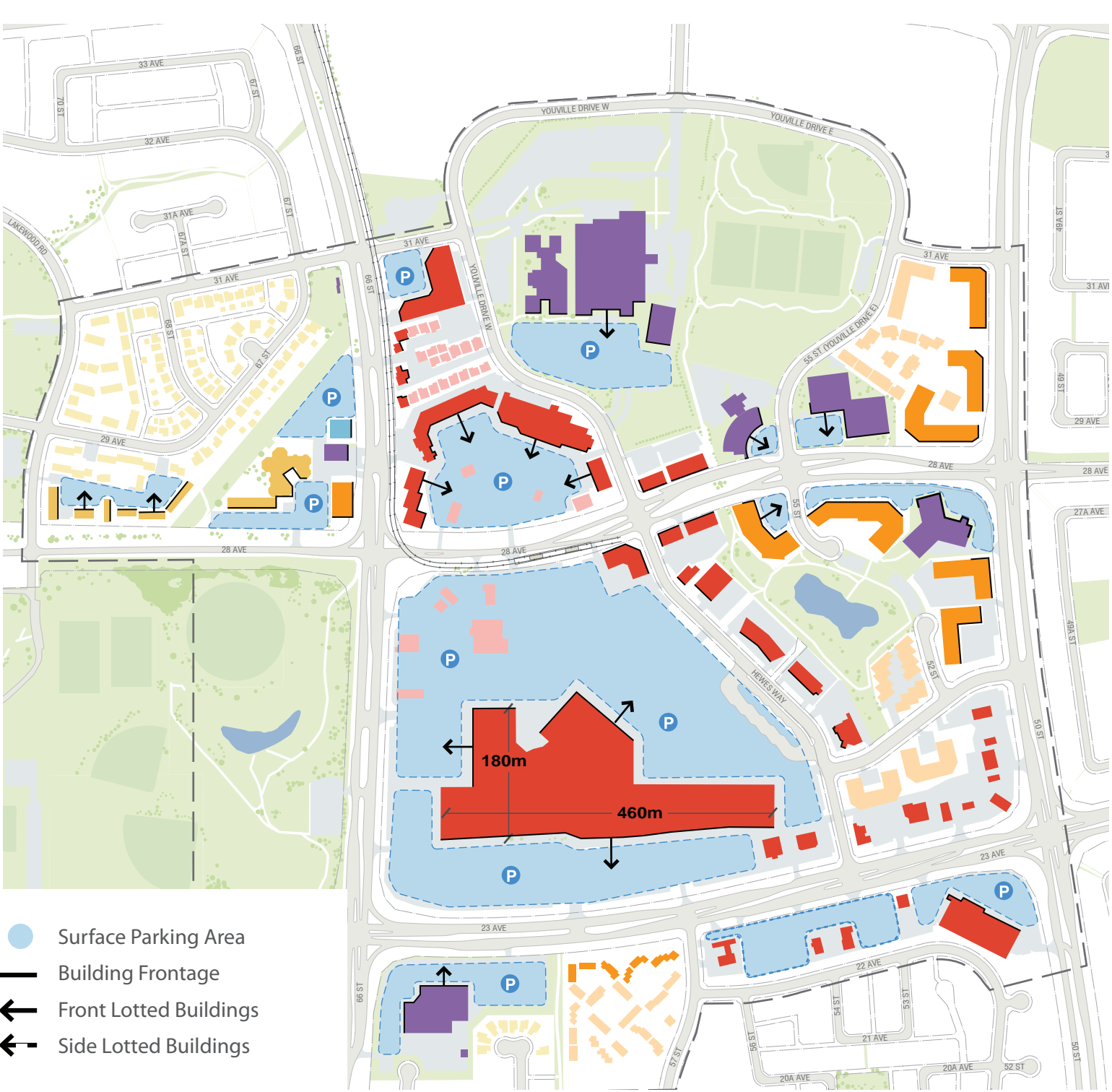


## Land Use

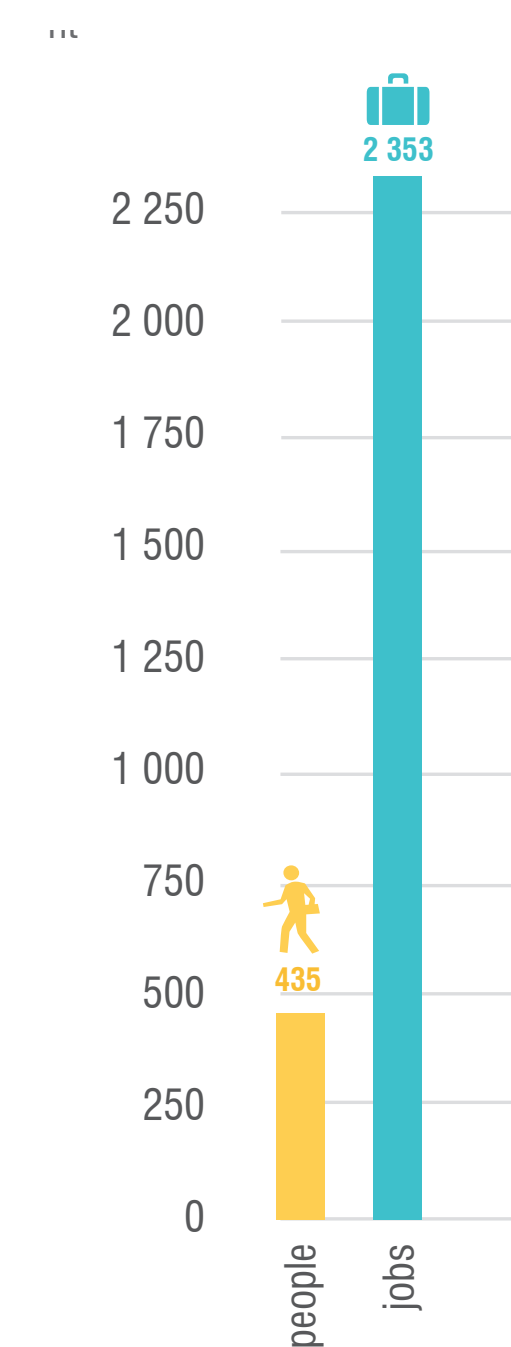
This community is made up of a mix of uses, including commercial, office, institutional and residential uses. The graph on the left indicates that commercial development is the predominant type of use within the 400m radius surrounding the station. The Mill Woods Town Centre functions as a regional shopping centre and is also a gathering place for the community. Although a good mix of land uses exists in the station area, there is currently no mixed-use development.

## Building Form and Orientation

Most of the residential development in the area consist of multi-unit buildings. These forms are very compatible with high levels of transit service and ridership, and the Station Area Plan may look for opportunities to introduce similar forms closer the future LRT station. Large format retail, such as the Mill Woods Town Centre and the Mill Woods Main Street shopping centre, is the other type of building form in the area. These large commercial buildings sit well back from the street and front onto large fields of surface parking areas. This pattern, with parking lots flanking the major streets, creates a lack of street frontage and an overall character and sense of place which is not memorable. Additionally, the lack of protection and safety that strong building frontages which define the street would provide creates an unpleasant pedestrian environment.



Built Form and Building orientation

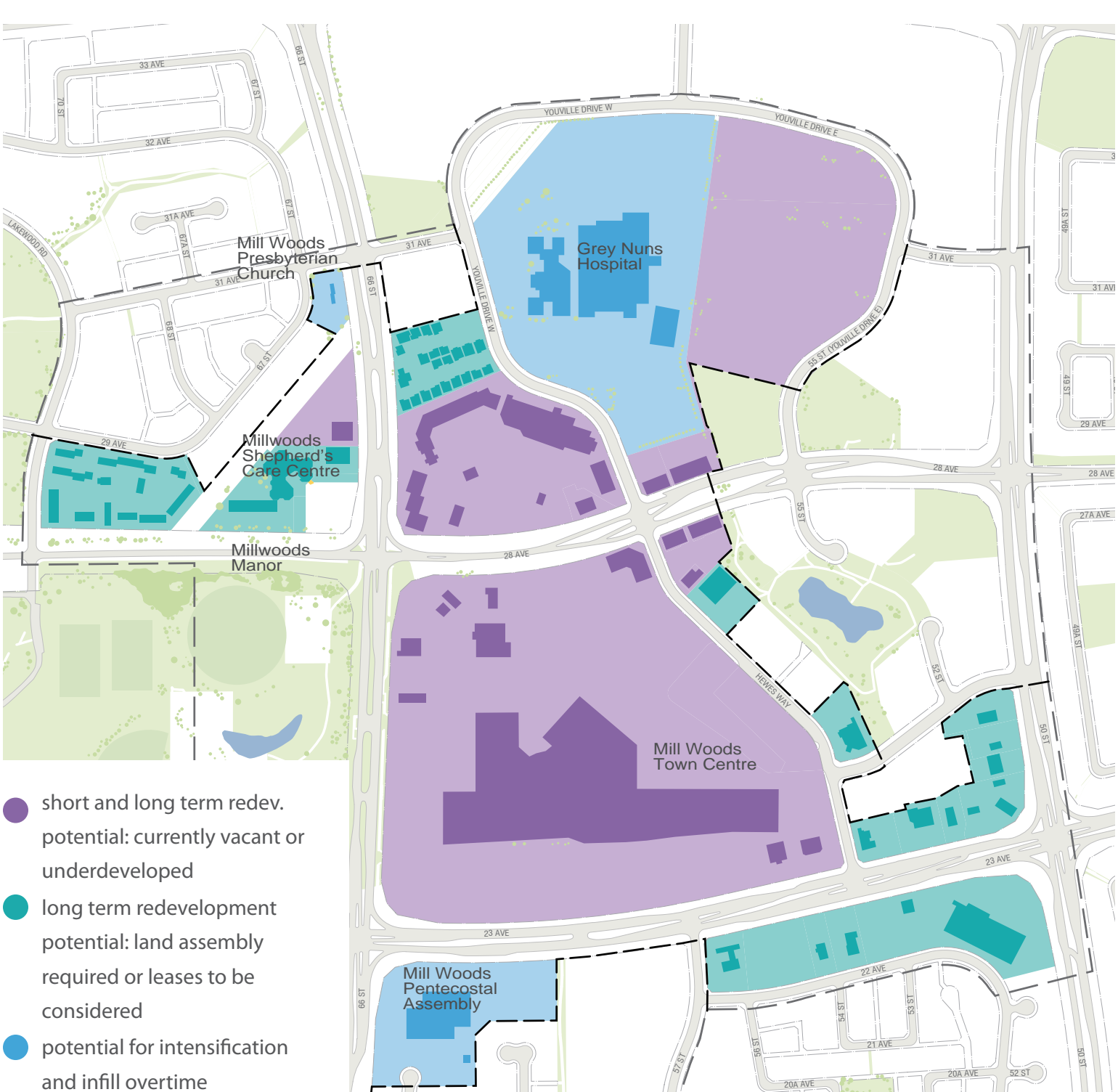


People and Jobs  
People living and working within a 400m radius from the LRT station

## Areas of Stability and Change

Understanding where and how to grow in the station area requires a clear appreciation of the areas of stability and change. Not all areas are appropriate or desirable for change. The areas of stability include established communities surrounding the LRT, their parks and their amenities. The character of these place will remain the same, but due to their proximity to the station, potential improvements to the open spaces and pedestrian and cycling connections should be considered. The area of stability provides an important context and is seen as the supportive community fabric which is to be respected and integrated with any future improvements proposed for the area.

The areas of change are the locations where redevelopment may be appropriate to achieve the vision of a complete community. The areas of change may include underutilized parcels of land (including surface parking lots and low density commercial uses), sites along key arterials and certain institutional lands tied to the future LRT corridor which will continue to intensify and undergo change over time.



Areas of Change (opportunities for reinvestment and future growth)

## How We See the Area

**The Strengths and Challenges.** Below is a summary of the area’s strengths, which the Station Area Plan will aim to protect and enhance, as well as the area’s challenging elements which the Station Area Plan will seek to address and transform into opportunities for positive change.

### The Station Area’s Strengths

- 1 New investments in transit will transform this area into a key mobility node, with a new LRT station which complements the existing transit centre.
- 2 Investments in community resources such as the new Mill Woods Public Library Complex and the master plan for Mill Woods Park will support the community’s changing needs.
- 3 The area consists of a good mix of uses, including a range of mid and high density building forms which help support existing and future transit services.
- 4 Several large underutilized parcels, such as large surface parking areas and strip format retail, present opportunities for short and long term redevelopment.
- 5 Mill Woods Town Centre serves a commercial function, and also plays a social role as a meeting place and hub for the community.
- 6 With residents ranging in age as well as ethnicity, this is an inclusive, multicultural community which is looking to celebrate its diversity.



### The Station Area’s Challenges

- 1 There is a lack of critical mass in the area; the commercial and institutional buildings are spread out and do not make the most of their development sites.
- 2 The existing parks are well utilized; but some of them have not developed to their full potential - diverse types and scales of open spaces are lacking in the station area.
- 3 Most of the buildings in the area sit back from the street edge and do not anchor streets or intersections, which contributes to the lack of sense of place.
- 4 Large block structures, large street dimensions, and missing infrastructure such as sidewalks and crossing signals create poor pedestrian environments.
- 5 Despite the mix of uses in the area, there are no mixed-use development forms. The area consists of single use buildings that do not have strong relationships to one another.
- 6 To address incremental, piecemeal development in the area, a comprehensive vision is needed to better address and maximize the benefits of future growth.

