What We Heard
Area 1 - Key Themes

Infrastructure, Overall Design and Art
- Anti-noise walls are important and consider incorporating art
- Prefer trees as noise mitigation over anti-noise walls
- Prefer a modern, simple, ageless design with a natural theme – reflects nature and green space
- Prefer minimalist design aesthetics
- Consider materials that are easy to maintain
- Allow art to reflect ethnic diversity of community
- Prefer decorative coloured concrete for paving
- Prefer natural materials (wood) and colours
- Consider integrating artwork into stop/station infrastructure rather than stand alone or decorative public art components
- Prefer mural-type walls
- Prefer solid materials (metal) – anti vandalism
- Stand alone or decorative public art components

Stops/Stations
- Provide enclosed or semi-enclosed shelters
- Incorporate way-finding to key community locations
- Safety and security are crucial
- Consider solar/natural lighting
- Avoid light pollution into neighbourhoods
- Prefer stops/stations to look unique from each other to complement diversity of neighbourhood
- Consider wheelchair access
- Adequate and comfortable seating is important

Other
- Good bus connections to Mill Woods LRT stop are essential
- Retain current excellent connectivity of all modes of transportation
- Concern about emergency vehicle access to neighbourhoods with one entry/exit
- Maintain connectivity to all neighbourhood amenities
- Green spaces, shared-use paths and natural areas are important
“Trees go with the name Mill Woods – big and small trees and lots of them.”

“Simple, minimalist theme – contemporary.”

Design Theme: What We Heard from Stage 2
Have Your Say:
This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?
Grey Nuns Stop Plan

Stop Site Plan

Legend
- Trackway - Tile and Ballast
- Trackway - Embedded
- Concrete Walk
- Shared Use Path
- Asphalt Road Surface
- Potential Landscape Area (Hard or Soft)
- Pedestrian Crossing
- Step Platform
- Railing
- Bike Parking
- Location to be Determined
- Bus Stop
- Pedestrian Access
- Signalized Intersection

Cross-section
Note: Cross-section to be confirmed through Preliminary Design.

View A - Existing Condition

View A - Concept Rendering
Grey Nuns Stop: Theme

Marguerite d’Youville
Sister of Charity (Grey Nuns)

“Statue of a nun.”
“Colours could be used to designate locations – colour themes in each station.”
“Sign of H to indicate hospital station.”

Design Theme:
What We Heard from Stage 2
Grey Nuns
Stop Options

Have Your Say:
This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?
Millbourne Stop Plan

Stop Site Plan

Legend
- Trackway - Tie and Ballast
- Trackway - Embedded
- Asphalt Road Surface (Hard or Soft)
- Potential Landscape Areas (Hard or Soft)
- Pedestrian Crossing
- Bus Stop
- Guarantee Walk
- Railing
- Potential Retaining Wall Location
- Signalized Intersection

Cross-section
Note: Cross-section to be confirmed through Preliminary Design.

View A - Existing Condition

View A - Concept Rendering
Millbourne Stop Analysis

LEGEND
- Platform
- LRT Line
- Roadway
- Existing Bus Route
- Existing Bus Stop
- Median
- Sidewalk
- Existing Bike Route
- Proposed Bike Route
- Proposed Pedestrian Connection
- Destination/Origin
- 400m Radius/5 minute walk
- Existing Pedestrian Crossing

Millbourne
Area Connectivity

Scale: 1cm = 300M

- Mill Woods Golf Course
- Lee Ridge School
- Mill Woods Golf Course
- Lee Ridge Road NW
- Millbourne Stop
- Millbourne Road E NW
- 38 Avenue NW
- 66 Street NW
- Woodvale Road W NW
- 36A Avenue NW

2.9 Km To Wagner Stop
1.4 Km To Grey Nuns Stop
400m Radius/5 minute walk
Millbourne Stop: Theme

“Asian theme.”
“Lots of trees – forest, park.”

Design Theme:
What We Heard from Stage 2
Millbourne
Stop Options

Have Your Say:
This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?
Proposed Alignment Changes

**What are the changes being proposed?**

- Relocation of Operations and Maintenance Facility, Transit Centre, and Park ‘n’ Ride.
- Change in type of grade separation will reduce costs and improve constructability.
- Change in alignment to better accommodate future redevelopment of the Osman Auction site and to improve the crossing angle of CNR/75 Street.

**How will this affect me as a transit user in the area?**

The future bus transit centre will potentially be located at the Wagner Station instead of the Whitemud Stop. If approved, and as part of the Preliminary Design, the project team will review how complementary bus transit service will operate when the LRT opens. This will be completed in 2013.

**How will this affect me as a property owner in the area?**

This change will reduce the amount of land to be purchased by the City as compared to the existing Concept Plan.

**What are the resulting traffic impacts of the amendment?**

The change will have a reduced impact on traffic on 75 Street north of Whitemud Drive compared to the existing Concept Plan.
The proposed amendment to the Concept Plan recommends relocating:

- Operations and Maintenance Facility (OMF)
- Transit Centre
- Park ‘n’ Ride

This amendment could result in:

- Cost savings
- Improve constructability
- Reduce traffic impacts on 75 Street
public Involvement Process

- Stakeholders/public invited to provide feedback on proposed amendment over one month period
- On April 3 at public consultation meeting in Wagner area, participants learned about/discussed proposed amendment and provided input
- From April 3 to May 2, stakeholders/public could provide feedback through online survey

What We Heard

- Overall, stakeholders support proposed amendment
- Positive feedback
  - Overall cost savings for project
  - Transit integration/service to other areas
  - Minimized impact to industrial business operations in Wagner Industrial Area
  - Elevated grade separation over 75 Street minimizes traffic impacts

Concerns

- Access to Park ‘n’ Ride and Transit Centre from southeast
- Transit integration and service to other areas
- Traffic impacts in Wagner

If proposed amendment is supported by Council, access and transit integration issues will be addressed through Preliminary Design

Public Input Process

- May 8, 2012 - Administration proposed amendment to Transportation and Infrastructure Committee (TIC)
- TIC referred recommendation to Non-Statutory Public Hearing on June 12, 2012
- Stakeholders and interested members of the public can register to speak in person on June 12
  - Phone 780-496-8178
  - www.edmonton.ca/city_government/council-committee-meetings.aspx

For more information: www.edmonton.ca/LRTprojects 780.496.4874
Whitemud Drive Bridge

- A new bridge is proposed to carry the LRT over Whitemud Drive at 75 Street
- Bridge will be located on the east side of the existing 75 Street bridge over Whitemud Drive
- LRT bridge will be similar to existing South LRT bridge over Whitemud Drive at 111 Street
- Pedestrians and cyclists will not be accommodated on LRT bridge, rather they will continue to cross Whitemud Drive on the west side of the existing 75 Street Bridge

Site overview

Existing South LRT bridge over Whitemud Drive at 111 Street