

# Mill Woods Transit Centre

## Frequently Asked Questions

Edmonton

### **Why is the City replacing the Mill Woods Transit Centre?**

The City is starting construction on a new and improved Mill Woods Transit Centre. The facility will replace the existing transit centre and offer a closer connection to the future Mill Woods Stop on the Valley Line LRT. The transit centre has been designed to simplify transit to transit connections and will integrate with the future private development and active pedestrian transportation network in the area. The new transit centre will be approximately a 1-2 minute walk (100m) from the future Mill Woods Stop on the Valley Line Southeast LRT Extension.

### **What is the Valley Line Southeast LRT project?**

The Valley Line Southeast is an urban-style low floor system that will run 13 km from Downtown to Mill Woods, and features:

- 11 street-level stops
- An elevated station with a 1,300-spot Park and Ride facility and a full transit centre located in the Wagner industrial area
- The new Tawatinâ Bridge across North Saskatchewan River
- A short tunnel from the north face of the River Valley through to the Quarters redevelopment
- An interchange point at Churchill Square to access the existing Metro and Capital LRT lines

This project has a capital cost of \$1.8 billion, and is being delivered as a public-private partnership (P3). TransEd Partners are the prime contractor on the project, and are responsible for the final design, build-out, partial finance, vehicles, operations and maintenance of the line for 30 years. Construction on the Valley Line Southeast began in 2016 and the target for completion is December 2020.

### **Why isn't the transit centre part of the Valley Line Southeast LRT project?**

The Millwoods Transit Centre was originally part of the Valley Line Southeast LRT Extension, but was removed from the P3 contract scope in 2013 when it became clear that an agreement with the property owner would not be completed in time for the start of the Valley Line Southeast LRT construction. As such, the Mill Woods Transit Centre was advanced as a separate project.

### **Can you tell me about the design for the new transit centre?**

The Mill Woods Transit Centre design was based on the land allotted for the project. Major design aspects are consistent with other City of Edmonton transit centres.

The new transit centre will provide:

- A large heated shelter
- Covered walkway
- Public washrooms
- A Kiss and Ride/passenger drop-off location (part of the Valley Line LRT)
- Opportunities for small kiosks
- Smaller shelters located along the length of the platforms
- A full CCTV security system

The City of Edmonton engaged with the Accessibility Advisory Committee on this design.

### **What is an area redevelopment plan?**

An Area Redevelopment Plan (ARP) is a detailed long range plan that coordinates the conservation of older neighborhoods from unsympathetic development proposals, and sets out the policies for the redevelopment of vacant and underutilized parcels of land and buildings.

### **How is this project related to the Mill Woods Station Area Redevelopment Plan and rezoning of Mill Woods Town Centre?**

The new Mill Woods Transit Centre project is aligned with the Mill Woods Station Area Redevelopment Plan and rezoning of Mill Woods Town Centre. The Mill Woods Station Area Redevelopment Plan was approved by City Council in September 2013.

City Council approved the final preliminary design for the Valley Line Southeast LRT in November 2013. The design included an LRT stop at Mill Woods Town Centre in alignment with the Mill Woods Station Area Redevelopment Plan.

In December 2015, the City of Edmonton received a proposal to rezone the Mill Woods Town Centre Mall.

The rezoning application and the Mill Woods Station Area Redevelopment Plan were amended in April 2017. This amendment included the relocation of the Mill Woods Transit Centre to foster better integration with the future Valley Line Southeast LRT.

The rezoning application and the accompanying amendment to the Mill Woods Station Area Redevelopment Plan were approved at a City Council Public Hearing on July 10, 2017.

## What is the difference between the Mill Woods Station Area Development Plan and the rezoning/private redevelopment?

The Mill Woods Station Area Development Plan is a City Council-approved plan implemented by City Administration. The goals of the plan are to:

- Determine a vision for transit oriented development in Mill Woods
- Facilitate appropriate development in the area
- Respect the unique character and history of Mill Woods

The zoning, and ultimately the development, aligns with the Station Area Redevelopment Plan. RioCan, the owners of the Mill Woods Town Centre mall which represents the largest development area, are redeveloping the site over time as guided by the plan.

## What is Transit Oriented Development?

Transit Oriented Development is a type of urban development that maximizes the amount of residential, business and leisure space within walking distance of public transportation.

## Why is there no Park and Ride at the Mill Woods Transit Centre?

A Park and Ride was considered for the Mill Woods Town Centre redevelopment area, but would require the purchase of land. City Council has decided in favour of Transit Oriented Development for this area instead. A Kiss and Ride is being installed as part of Valley Line Southeast LRT construction, and will be located on 28 Avenue, north of the Mill Woods LRT Stop.

## What is the difference between a Kiss and Ride and a Park and Ride?

A Park and Ride allows drivers to leave their cars in parking lots on the outskirts of a city and travel to the city center on public transportation. A Kiss and Ride provides space for vehicles to drop off passengers to catch public transportation. The vehicle is only permitted to stop briefly while passengers exit.

The Mill Woods Transit Centre Kiss and Ride is being built as part of the Valley Line Southeast LRT.

## Will the LRT bring increased crime to my neighbourhood?

Crime can not be viewed in isolation as it happens in a larger context. There is no one single factor that can predict the presence or absence of crime. The Crime Triangle, based on the Rational Choice Theory, helps to explain why crime occurs. The risk of crime is decreased as protective factors around each of the components are enhanced.

Suitable target: For example, a vehicle cannot be stolen if it is not present

Motivated offender: Someone to commit the crime

Opportunity: There is no one present to prevent the crime



### **What design features are included in the new Mill Woods Transit Centre to help reduce susceptibility to crime?**

Proponents believe that an environments susceptibility to criminal behaviour is reduced through the application of strategies in surveillance, access control, territoriality and maintenance. To reduce susceptibility to crime, Mill Woods Transit Centre will feature:

- A full CCTV security system
- Security personnel (as required)
- Effective lighting and clear sightlines
- Entry control measures like fencing and landscaping
- Bylaw signage
- Constant upkeep and maintenance to provide a positive impression and deter crime

### **How will the City of Edmonton manage non-residential parking resulting from a new LRT stop?**

As part of the operation of the Valley Line Southeast, the City will monitor impacts to parking in neighbourhoods around LRT stops and will analyse options that will help ensure the project is well-integrated into the community.

The City uses a number of tools to monitor what parking patterns develop post-construction, and respond to community-initiated requests. Should parking patterns warrant, and the desire of the neighbourhood's residents change, the City can implement parking restrictions and enforcement through various residential parking programs.

One such program is the Residential Parking Program which ensures parking is available for residents in areas with high on-street parking demands. In order to implement a new residential parking program, certain conditions must be met related to:

- Existing land use
- Adjacent land use
- Minimum area

For more information on the program, visit [edmonton.ca/residentialparkingprogram](http://edmonton.ca/residentialparkingprogram)

Parking at Mill Woods Town Centre will be managed by the developer, and is not in the scope of the Mill Woods Transit Centre project.

### **What are artist renderings? Will Mill Woods Transit Centre look like the pictures I saw today?**

Artist renderings are based on the concept design of a project, and are intended to provide an interpretation of what a project could look like once it is completed. It is important to note that the Mill Woods Transit Centre may not look exactly like what the artist renderings depict, as the design can change slightly from concept design through to detailed design and even through construction based on a number of factors.

### **Have any changes been made to the design since the last renderings were developed?**

Yes, the roof of the Transit Centre will be slanted, not flat as the current renderings show. This change was made due to supplier recommendations for installation of the roof panels in Edmonton climates.

### **Why is the Mill Woods Transit Centre walkway not heated?**

This decision was made to facilitate future growth and expansion. The land adjacent to the walkway will eventually be developed with commercial storefronts at ground level opening on to the walkway, creating a pedestrian only shopping plaza. This necessitates the walkway being kept open, and as it is open it cannot be heated.

### **Will this project impact my bus route?**

There will be a seamless transition between service from the old Transit Centre to the new facility—the Mill Woods Transit Centre will not close until the new Transit Centre is open.

Buses coming off of 66 Street will travel through the mall parking lot and access the transit centre on the west side. Buses traveling on Hewes Way can access the transit centre directly via a new access.

These routes were developed in coordination with ETS to ensure timely and efficient bus service.

### **What can I expect during construction?**

Construction will begin in fall 2019 and is anticipated to be complete in late 2020.

The 2019 construction season will largely consist of parking lot work around the professional building. There may also be some other underground utility work throughout the site. During construction, tenants and nearby residents can expect that:

- Construction vehicles will park in the laydown area to avoid parking congestion
- Construction activities will comply with all related bylaws
- Some access closures will be required to ensure public safety
- Access to the mall and surrounding businesses will be maintained

Please follow any marked detours on site.

### **Where can I go for more information?**

For more information:

- Visit [edmonton.ca/MillWoodsTransitCentre](http://edmonton.ca/MillWoodsTransitCentre) and register for project updates
- Email us at [LRTprojects@edmonton.ca](mailto:LRTprojects@edmonton.ca)
- Contact us by phone at 780-496-4874 (voicemail)