

MILL WOODS

STATION AREA PLAN

Welcome!

The purpose of the workshop is to share the information and feedback we have received to date and to present alternative design concepts for the Mill Woods Station Area Plan. Workshop participants will be asked to review the alternative concepts and provide comments back to the consultant team. Feedback from this workshop will be used to refine the concepts and assist the consultant team in developing a preferred concept for the area.

Tonight's Agenda

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| 6:00 – 6:30 | Coffee, registration, and informal tour of display panels |
| 6:30 – 7:30 | Presentation
Introduction of Planning team, study goals, planning process
Presentation: TOD and station area planning and exploring preliminary station area framework and concepts |
| 7:30 – 8:45 | Table breakout group discussions:
Working through the Workbooks to discuss guiding vision and principles, the components of the framework and the initial station area concepts |
| 8:45 – 9:30 | Groups report back |
| 9:30 | Wrap up and next steps |

The Workbook

During the Break out Group Discussion, we would like you share your thoughts and ideas with the Project Team and fellow community members. You can do this independently if you would like. **The work book is divided into three sections: The Vision and Guiding Principles; The Framework Components (Access and Connectivity, Streets and Open Spaces, Development Opportunities); and The Station Area Concepts.** Each section has a series of questions. Discussion at your table and recording of your opinions and thoughts in this workbook will help the planning team understand your aspirations for how the station area might evolve over time. Please answer these questions in any format you wish – whether point form or sentence form. When finished, you will have the option to share your workbook feedback with the larger group, or leave your comments with any member of our project team here today.



The Vision and Guiding Principles (15minutes)

The Vision Statement

The vision for the Mill Woods Station Area anticipates the introduction of a new LRT station and Transit Centre that would create the market conditions that would support the evolution of this area as a more complete, mixed use community. The station area would evolve as a more compact and walkable community offering a range of residential, employment and civic uses, improved place making and greater excellence in built form and urban character. This would require the introduction of a finer grained street network and a new block pattern that improves connectivity in the district by creating more street and pedestrian crossings. The creation of a north-south mixed use main street through the realignment of Youville Drive would link the entire district and create an important community gathering area that includes shops, new park spaces and a well-defined pedestrian experience. Improved pedestrian connections and cycle routes would better link existing and new destinations. The introduction of structured parking buildings would free up land for development, activity and vitality. The Bus Transit Centre will be located adjacent to 28 Avenue behind new mixed use development fronting the street re-imaged as a green spine accommodating the LRT, vehicles and wide pedestrian boulevards. The Mill Woods Town Centre Mall will evolve over time from a single commercial mass, to a series of commercial and mixed use blocks with well-defined public realm connections and gathering places.

1. Are there any aspects of the Vision Statement you would like to see changed?

2. Are there any additional ideas or directions you would like to see incorporated in the Vision Statement?

The Guiding Transit Oriented Development Principles

Ensure transit oriented development is appropriately located and scaled to fit the community

- 1) Locate the greatest densities in the vicinity of the station area on 28 Avenue and the realigned Youville Drive.
- 2) Reorient buildings to face the street and create an 'urban street wall' that better supports walking and pedestrian activity. Direct parking to the interior of the block or in underground and structured parking facilities.

Enhance mobility choices

- 1) Introduce a finer grained street and block pattern to permit incremental development and intensification while improving pedestrian connectivity and access to transit.
- 2) Establish an urban-style Transit Centre, well located adjacent to two arterial roadways to minimize bus movement on the local street system, with mixed use development fronting the arterial roadways.
- 3) Establish a clearly visible connection between the LRT Station and Transit Centre.
- 4) Establish a connected cycle network and improved crossings of arterial roadways, include enhanced pedestrian and cycle amenities at the station area.

Improve the public realm and focus on enhanced place-making

- 1) Develop a new civic square south of 28 Avenue, in close proximity to the proposed library as a focus for civic and programmed community use, and explore options for a plaza north of 28 Avenue.
- 2) Improve green connections and linkages and increase the urban forest.

Strive for a more complete community

- 1) Enhance local amenity through the provision of a range of mixed use development and a diverse range of housing choices for workers, professionals, seniors and families
- 2) Develop a realigned Youville Drive as a commercial spine linking key destinations.

Pursue design excellence

- 1) Ensure all new developments adopt a standard of design excellence that will complement the neighbourhood and enhance the character and image of the community continuously over time.

Encourage environmentally sustainable neighbourhood design

- 1) Focus on sustainable development forms and patterns including the introduction of a mix of uses, housing types and higher densities around the transit station area.
- 2) Introduce a high quality system of connected public spaces which features a variety of stormwater management solutions including collection, filtering and reuse.
- 1) Explore new green infrastructure and building technologies, and encourage LEED certified buildings, the incorporation of green roofs, the use of renewable energy sources and innovative wastewater technologies.

1. Are there any Guiding Principles you would like to see revised or changed?

2. Are there any additional Guiding Principles which you would like to see incorporated or additional ideas which may support the above mentioned principles?

Access and Connectivity (15minutes)

In order to facilitate easy access in and around the station area, the road network should be well connected and accommodate the needs of cars, buses, pedestrians and cyclists. Using the illustrations at your tables as reference, please answer the following questions.

Balanced Network of Streets - refer to illustration on page 1

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.

1. Do you agree with the proposed network of streets and blocks and why?

2. Are there any other streets in the station area which you would like to see improved?

Pedestrian Priority Area - refer to illustration on page 1

A high quality pedestrian zone will be created at the LRT station area and nearby 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.

1. Do you agree with the proposed boundary for the 'pedestrian priority area'?

2. Are there other elements you would like to see included in the 'pedestrian priority area'?

Integrated Transit Block - refer to illustration on page 1

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.

1. Do you agree with the proposed location of the transit centre and why?

2. What other elements would you like to see integrated in the transit block that would improve your transit experience?

Formalizing Active Transportation - refer to illustration on page 2

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. 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. 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.

1. Do you agree with the proposed pedestrian and cycling network and why?

2. Are there specific areas which you feel are under served by trails and cycling routes that haven't been address with the proposed network?

Streets and Open Spaces (10minutes)

A linked network of streets, opens spaces and a range of distinct parks types are proposed for the Mill Woods Station Area that will provide an enhanced setting for pedestrians, support commercial and retail use and connect key destinations and cultural uses in the area. Using the illustrations at your tables as reference, please answer the following questions.

Diversifying the Public Spaces - refer to illustration on page 2

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. 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.

1. Do you agree with the proposed park spaces?

2. Are there any additional types of parks or specific park programming which you would like to included in the station area?

Cultural Facilities - refer to illustration on page 2

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.

1. Do you agree with the range of proposed civic/cultural improvements?

2. Are there any additional public facilities which you feel the area is lacking which could complement this open space or the planned library/seniors centre?

Rethinking the Main Streets - refer to illustration on page 3

Streets provide many functions. They accommodate multiple forms of movement, they are key components of the public realm and their design and character can create renewed setting for people, activity and reinvestment. The improvement of two of the area's main streets will create attractive and distinct streetscapes which will enhance the area's image and complement the future development potential of these corridors.

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 23 Avenue to create a distinct pedestrian oriented commercial spine linking the entire station area.

1. Do you agree with the proposed ideas for the area's main streets and why?

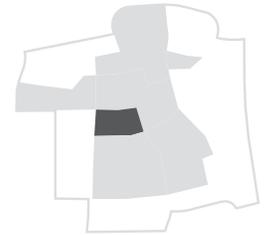
2. Are there other streets in the station area which you feel need special design attention?

Development Opportunities (20minutes)

Please review the precinct overview as well as the use and built form descriptions in the modest and greater levels of intervention for each precinct and then answer the questions below.

Transit Precinct - refer to descriptions on page 4

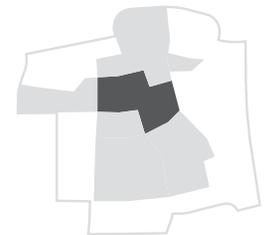
This large parcel is immediately adjacent to the LRT station, and has been identified as the best location for the transit centre facility as it creates a short transfer distance between the bus and LRT systems and allows for the buses to circulate on periphery arterials to access the facility as opposed to using the local street network. The transit facilities should be comfortable, inviting and most importantly integrated with development whenever possible.



1. Which level of intervention would you like to see modest or greater level of intervention (please check one)? Are there any other uses or built form considerations that you would like to see in this precinct?

28 Avenue Precinct - refer to descriptions on page 4

This precinct has excellent transit access and should feature the highest development densities to allow for maximum convenience and connectivity. Blocks will need to be highly connected and development forms permeable to maximize access to transit. Centered on a transit street (28 Avenue) and a main street (Youville Drive Extension) this precinct could accommodate a mix of uses and building forms.



1. Which level of intervention would you like to see modest or greater level of intervention (please check one)? Are there any other uses or built form considerations that you would like to see in this precinct?

Mill Woods Town Centre - refer to descriptions on page 5

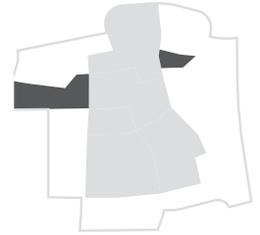
The Mill Woods Town Centre is a major destination in the area which is soon to be serviced by LRT. There is an opportunity for the Mall site to be transformed overtime into a more urban form of retail which would better respond to the Mall's changing context. This transformation could occur in phases and could see parts/all of the Mall reconfigured. A new retail edge will be along the area's new main street and incorporate mixed-use.



1. Which level of intervention would you like to see modest or greater level of intervention (please check one)? Are there any other uses or built form considerations that you would like to see in this precinct?

Neighbourhood Infill - refer to descriptions on page 5

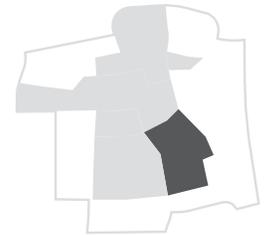
These three areas represent sizable residential potential and their location creates an opportunity to introduce lower-scale residential forms which transition into the existing surrounding neighbourhoods. These areas are generally in single ownership, which will make future redevelopment more efficient. The eastern parcel represents a vacant site identified by the First Place Program, whereas the western parcel consists of two generous underutilized parcels.



1. Which level of intervention would you like to see modest or greater level of intervention (please check one)? Are there any other uses or built form considerations that you would like to see in this precinct?

Hewes Way Precinct - refer to descriptions on page 5

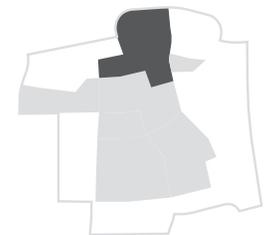
The opportunity for additional employment in this precinct has been identified on sites along Hewes Way and the 25 Avenue extension. Recent investment in office buildings along the stormwater pond create a unique condition which could be continued. This precinct is easily accessible by transit (close proximity to LRT and bus facilities) as well as by car from 23 Avenue and 50 Street.



1. Which level of intervention would you like to see modest or greater level of intervention (please check one)? Are there any other uses or built form considerations that you would like to see in this precinct?

Grey Nuns Precinct - refer to descriptions on page 5

The Grey Nuns Hospital is a major anchor in the station area and with access to both new LRT station, the Hospital will be well positioned for growth. The future expansion of its facilities, the need to accommodate and/or be in close proximity to residential and retail uses for its staff and visitors as well as the need to create a strong relationship between the LRT and the Hospital have been factored into the concept.



1. Which level of intervention would you like to see modest or greater level of intervention (please check one)? Are there any other uses or built form considerations that you would like to see in this precinct?

Station Area Concepts (15minutes)

Two draft concepts have been created for the Mill Woods station area which each strive to achieve the vision and TOD principles but differ in their level of intervention, density and extent of redevelopment. The final concept for the station area plan may draw elements from both of these concepts. Please share with us what you like and dislike about these early concepts.

Concept A: Modest Level of Improvement - refer to illustrations on page 6

This concept is based on a new fine grained network of streets which improve connectivity in the area for all modes of transportation. It features a central commercial main street (Youville Drive) as well as a strong green complete street (28 Avenue). This concept anticipates a mid-rise building form ranging from 4-6 storeys with the highest densities located in the vicinity of the transit station with a maximum height of 15 storeys at the intersection of Youville Drive and 28 Avenue. This concept suggests that the Mill Woods Town Centre Mall will undergo minor changes aimed at improving entrance and retail frontages with a potential expansion of its retail offering. This concept also includes a modest amount of institutional expansion on the Grey Nuns Hospital site, as well as a modest amount of low rise residential forms at the edges of the community (First Place Program site).

1. What do you like about this concept?

2. What do you dislike about this concept?

Concept B: Greater Level of Improvement - refer to illustrations on page 7

This concept is based on a new fine grained network of streets which improve connectivity in the area for all modes of transportation. It features a central commercial main street (Youville Drive) as well as a strong green complete street (28 Avenue). This concept anticipates a mid-rise building form of 6 storeys with the highest densities located in the vicinity of the transit station with a maximum height of 18 storeys at the intersection of Youville Drive and 28 Avenue. This concept suggests that the Mill Woods Town Centre Mall will undergo significant changes and evolve into an urban retail centre. This concept also includes a significant amount of institutional expansion on the Grey Nuns Hospital site, and explores additional opportunities for low rise residential forms at the edges of the community.

1. What do you like about this concept?

2. What do you dislike about this concept?

3. Which concept do you prefer and why?



Let us know what you think!

If you have any further comments or feedback on the information presented today, please feel free to include it below.

Contact Information

name _____

email address _____

Thank you!