

# What We Heard

## Area 1 - Key Themes



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### 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

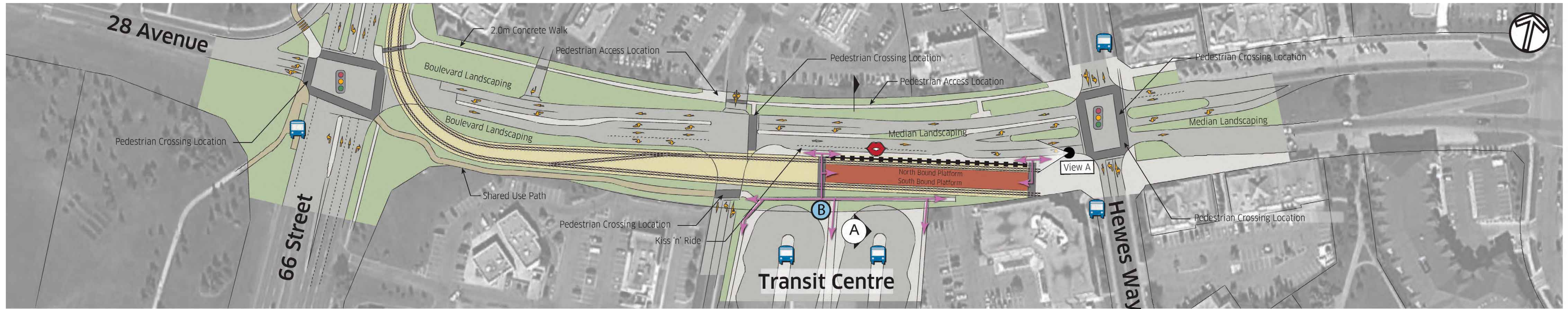
- Provide enclosed or semi-enclosed shelters
- Incorporate way-finding to key community locations
- Safety and security are crucial
- Consider solar/natural lighting
- Avoid light pollution into neighbourhoods
- Prefer stops/stations to look unique from each other to complement diversity of neighbourhood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

# Mill Woods Stop Plan

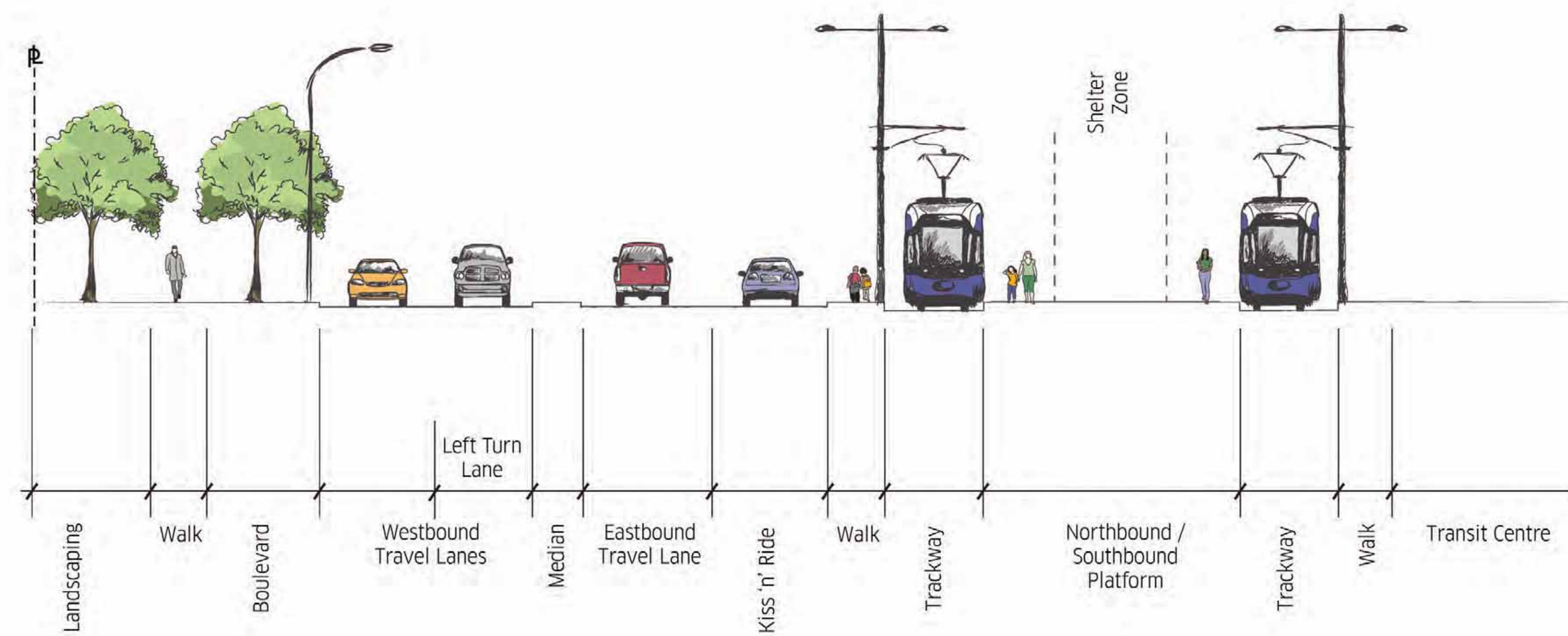
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Stop Site Plan

## Legend

	Trackway - Tie and Ballast		Asphalt Road Surface		Potential Landscape Area (Hard or Soft)		Bike Parking Locations to be Determined
	Trackway - Embedded		Pedestrian Crossing		Stop Platform		Bus Stop
			Concrete Walk		Railing		Pedestrian Access
			Shared Use Path		Kiss 'n' Ride		Signalized Intersection



## Cross-section

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



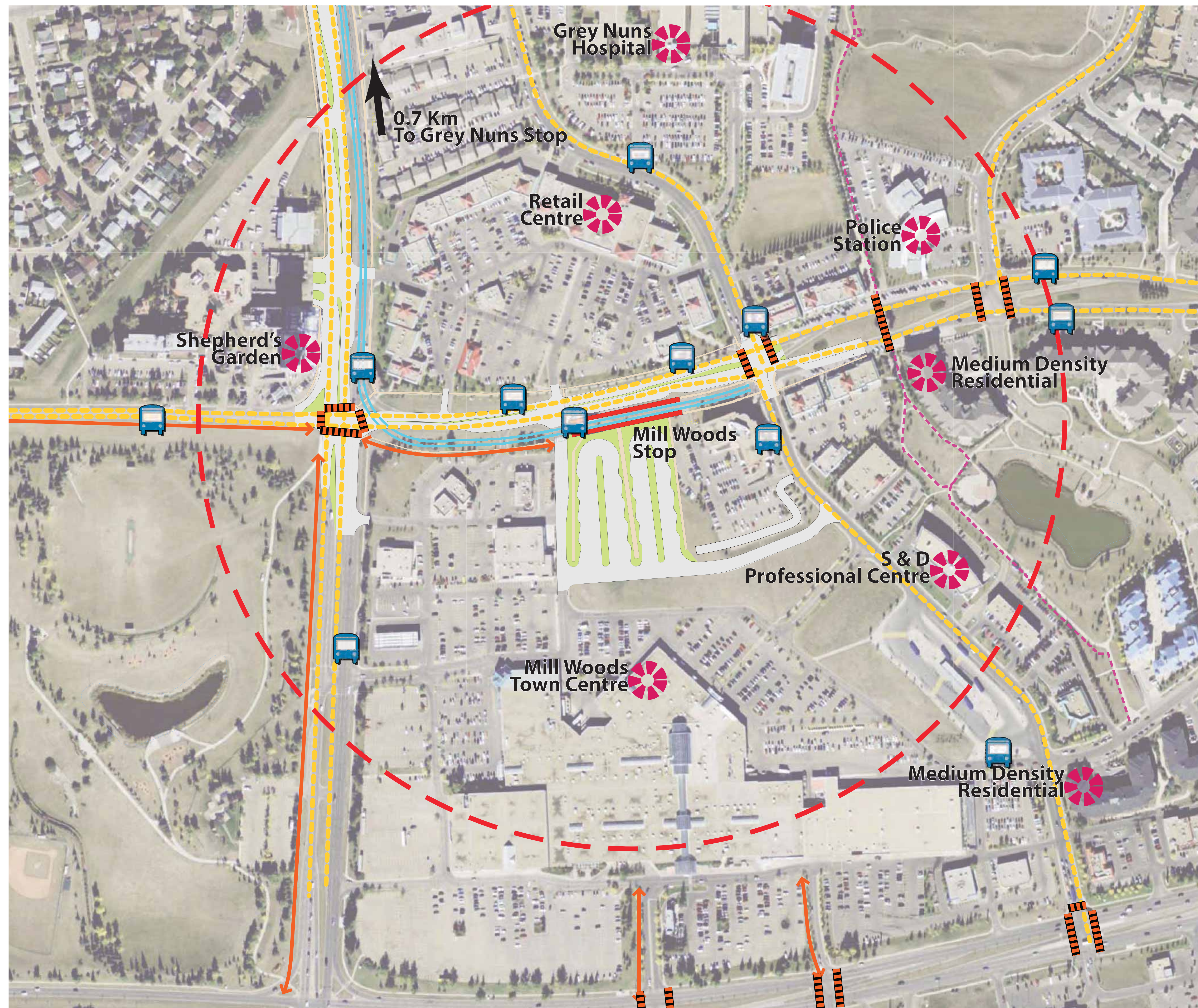
View A - Existing Condition



View A - Concept Rendering

# Mill Woods Stop Analysis

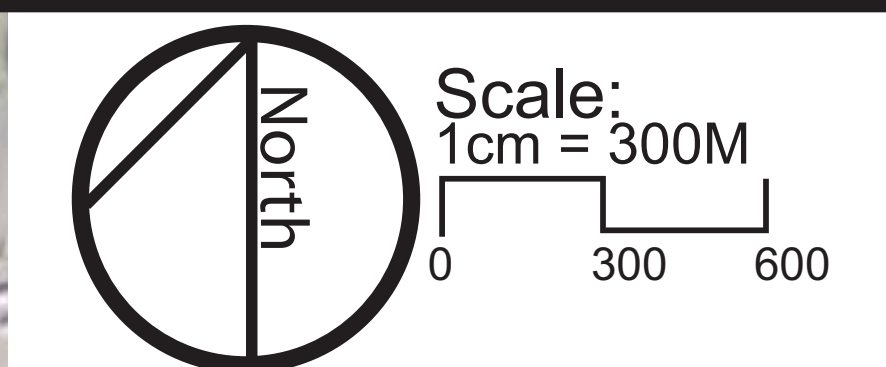
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## LEGEND

- 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

## Mill Woods Area Connectivity



# Mill Woods Stop: Theme



“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



BENCHES



GARBAGE BINS



RETAINING WALLS



PAVING



COLUMN WRAPS



RAILING

# Mill Woods Stop Options

HAVE  
YOUR SAY



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## Have Your Say:

This design theme is based on your input from Stage 2.  
Which elements best reflect your neighbourhood?

BENCHES

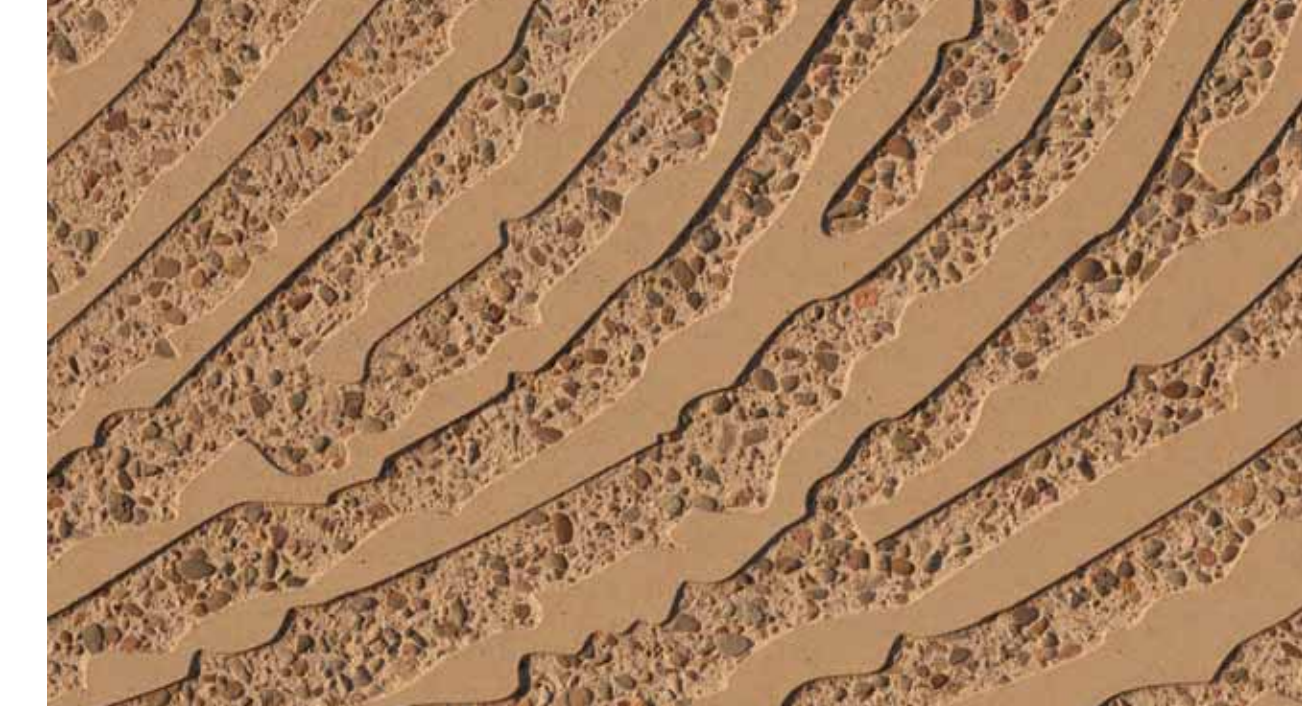
GARBAGE BINS

RETAINING WALLS

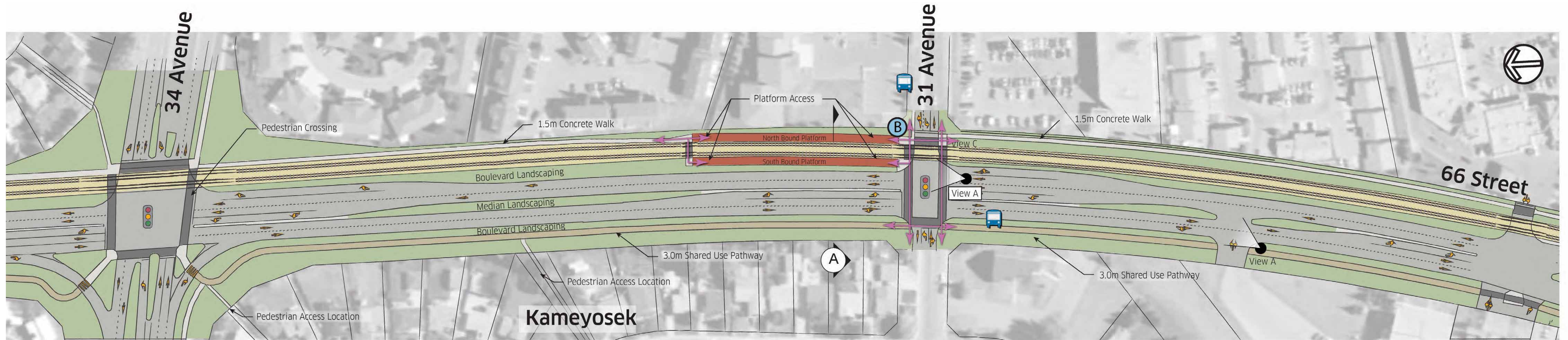
PAVING

COLUMN WRAPS

RAILING



# Grey Nuns Stop Plan

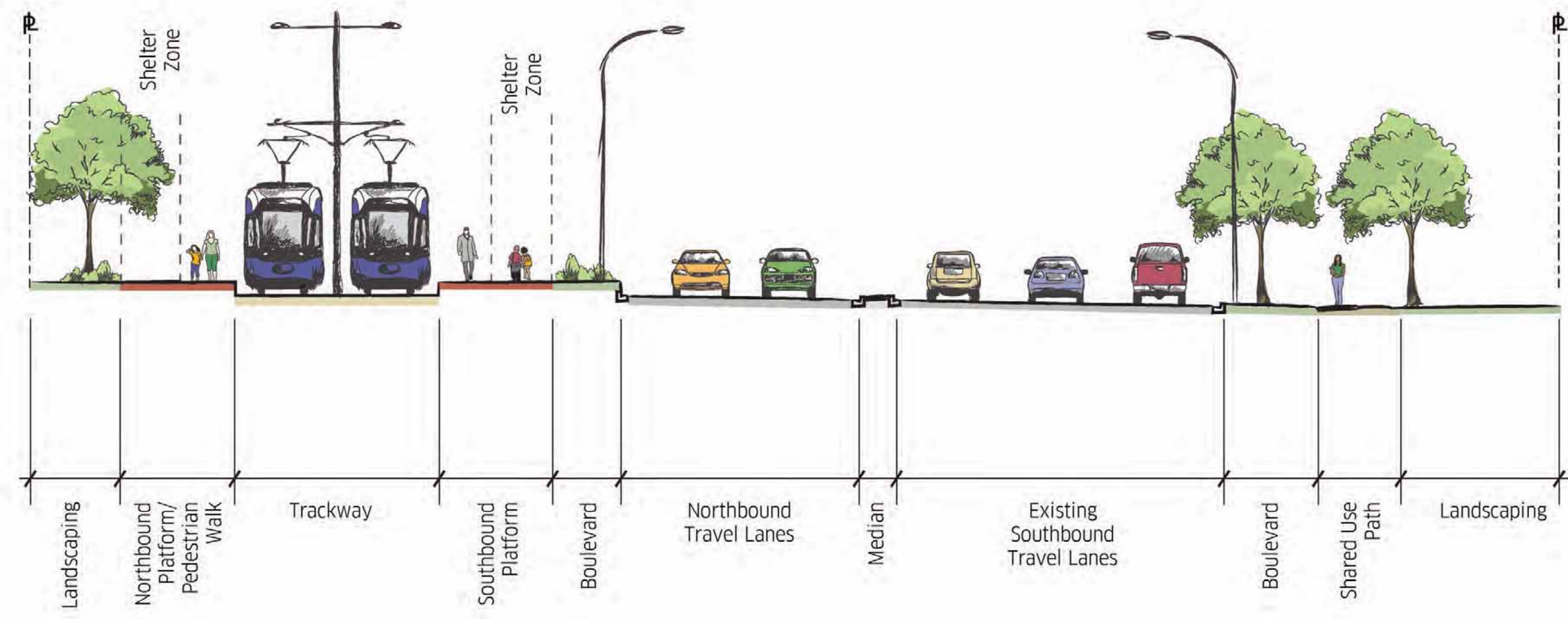


Stop Site Plan

### Legend

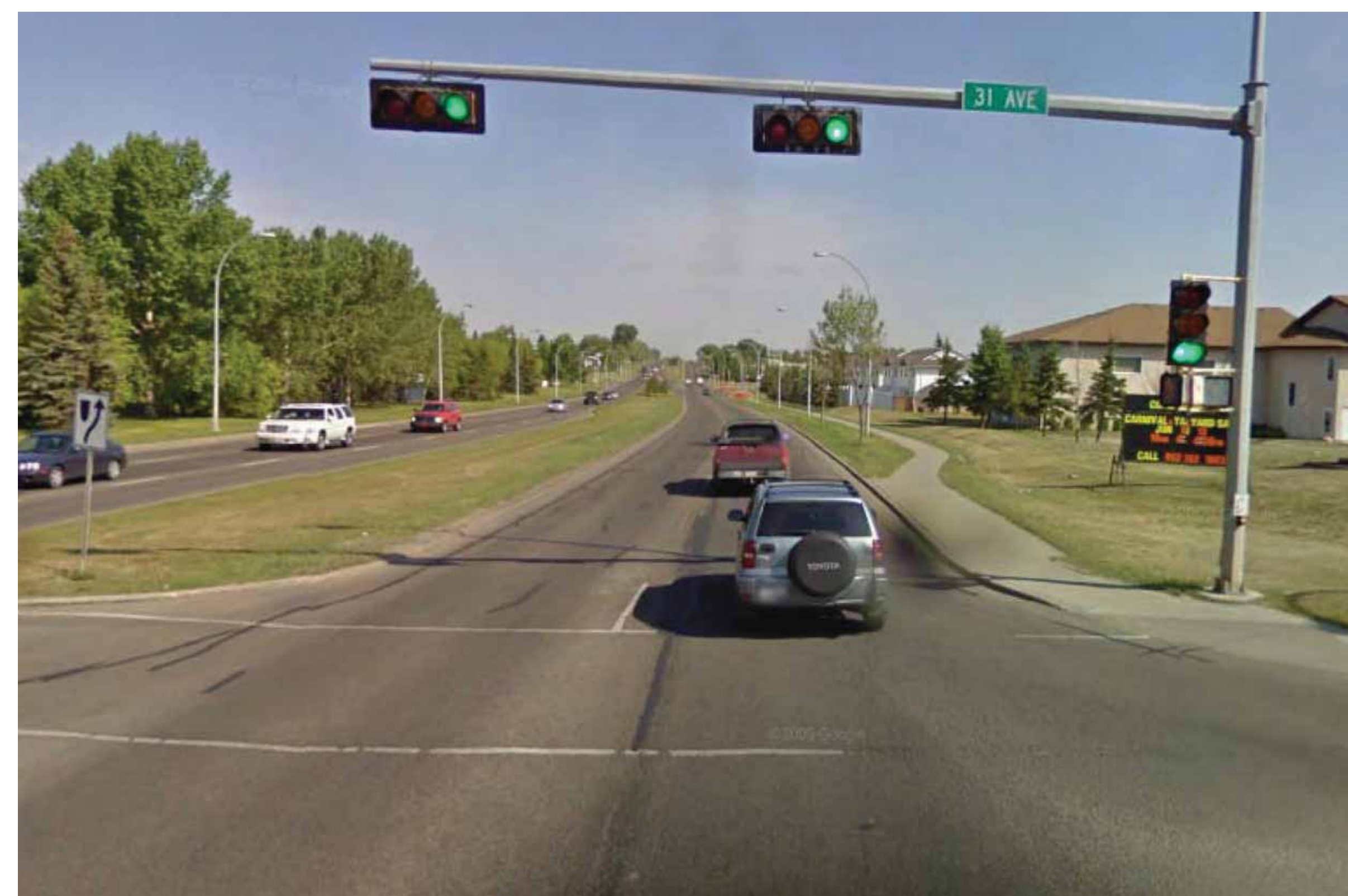
	Trackway - Tie and Ballast		Asphalt Road Surface		Potential Landscape Area (Hard or Soft)		Bike Parking Location to be Determined
	Trackway - Embedded		Pedestrian Crossing		Stop Platform		Bus Stop
			Concrete Walk		Railing		Pedestrian Access
			Shared Use Path				Signalized Intersection

SCALE 0 7.5 22.5 37.5m  
1:750m

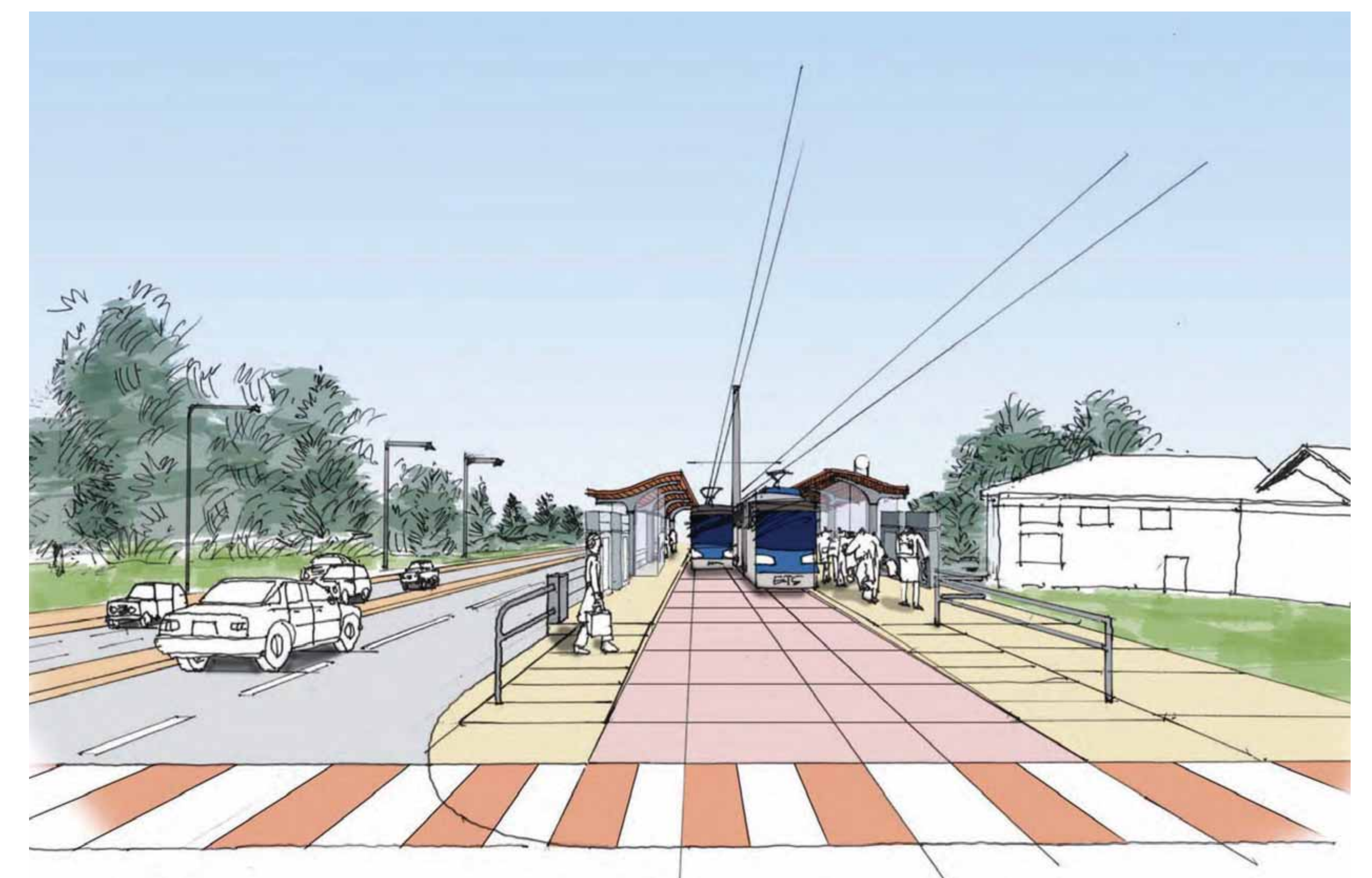


### Cross-section

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



View A - Existing Condition



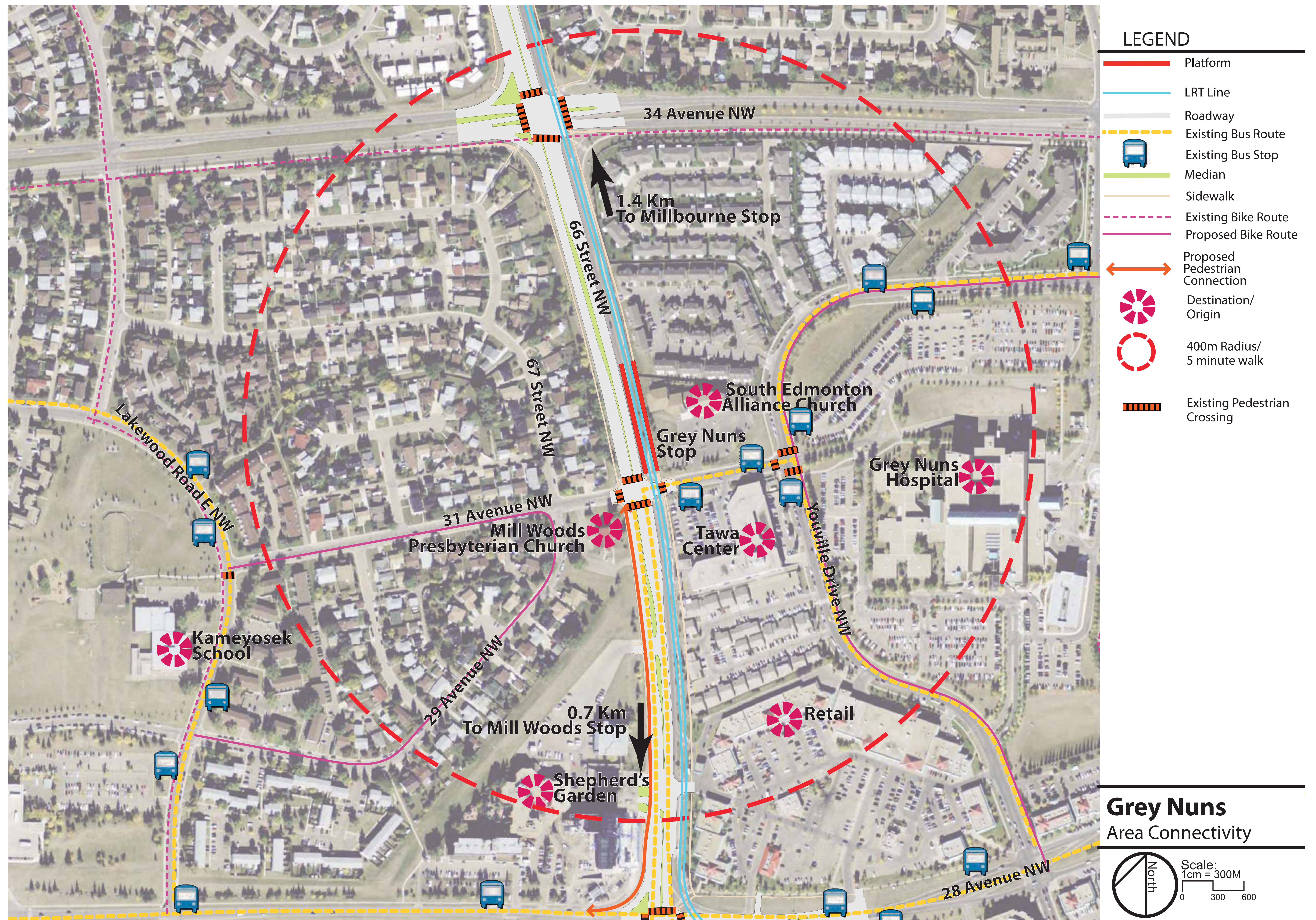
View A - Concept Rendering



# Grey Nuns Stop Analysis



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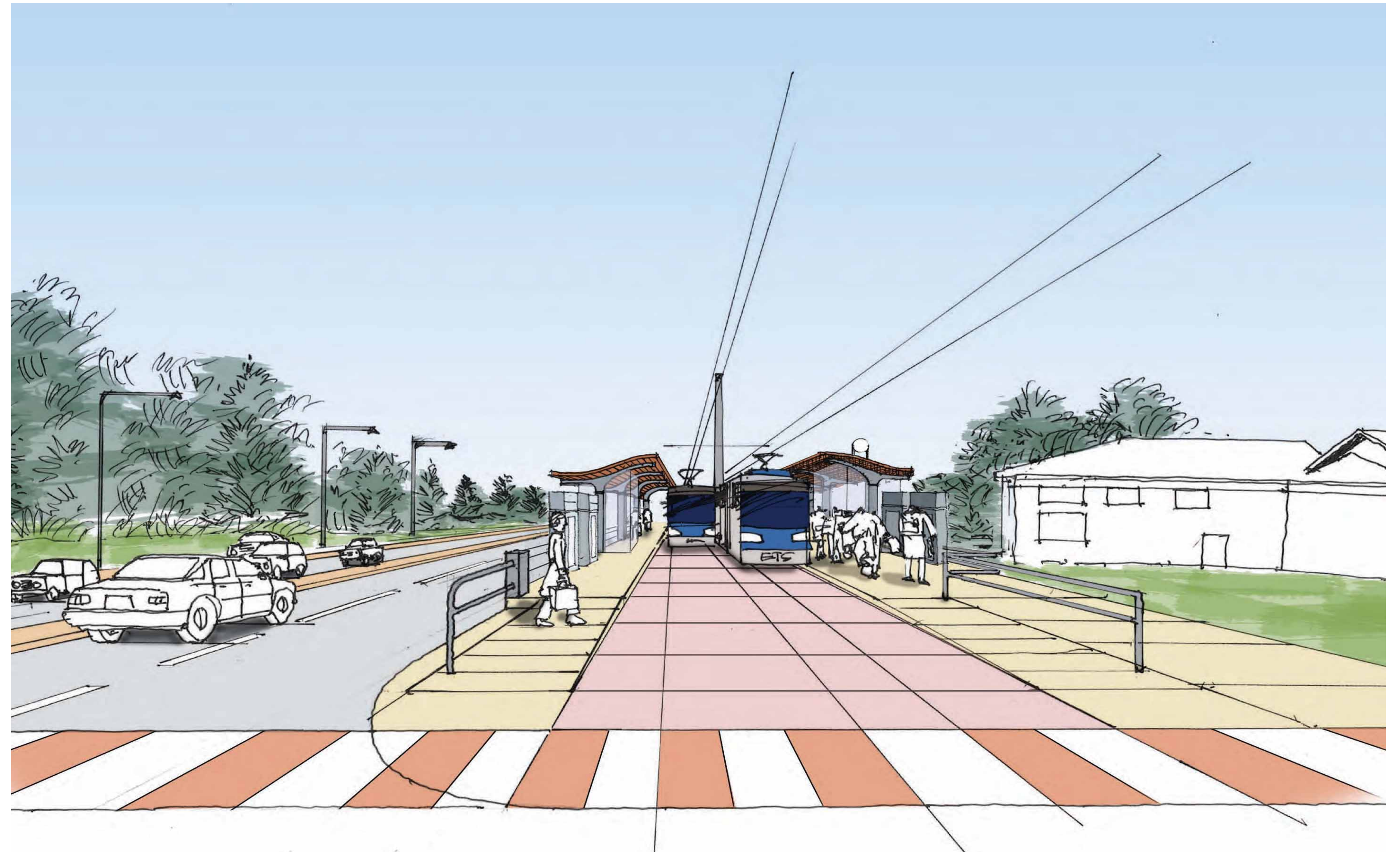
# Grey Nuns Stop: Theme



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



BENCHES



GARBAGE BINS



RETAINING WALLS



PAVING



COLUMN WRAPS

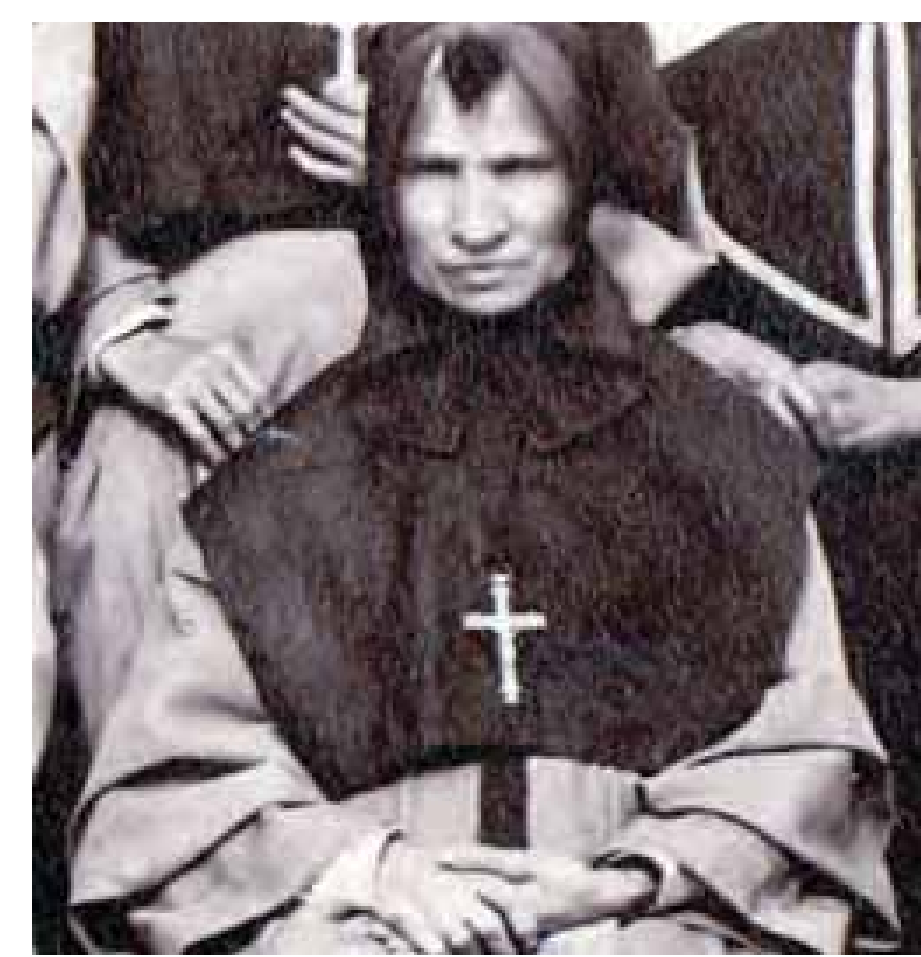


RAILING



# Grey Nuns Stop Options

HAVE YOUR SAY



## Have Your Say:

This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?

BENCHES



GARBAGE BINS



RETAINING WALLS



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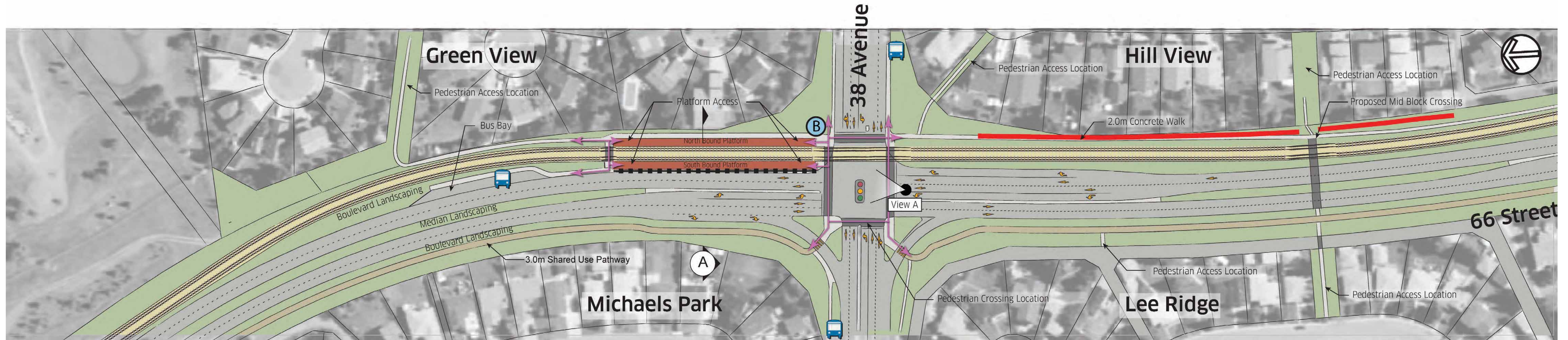
COLUMN WRAPS



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# Millbourne Stop Plan

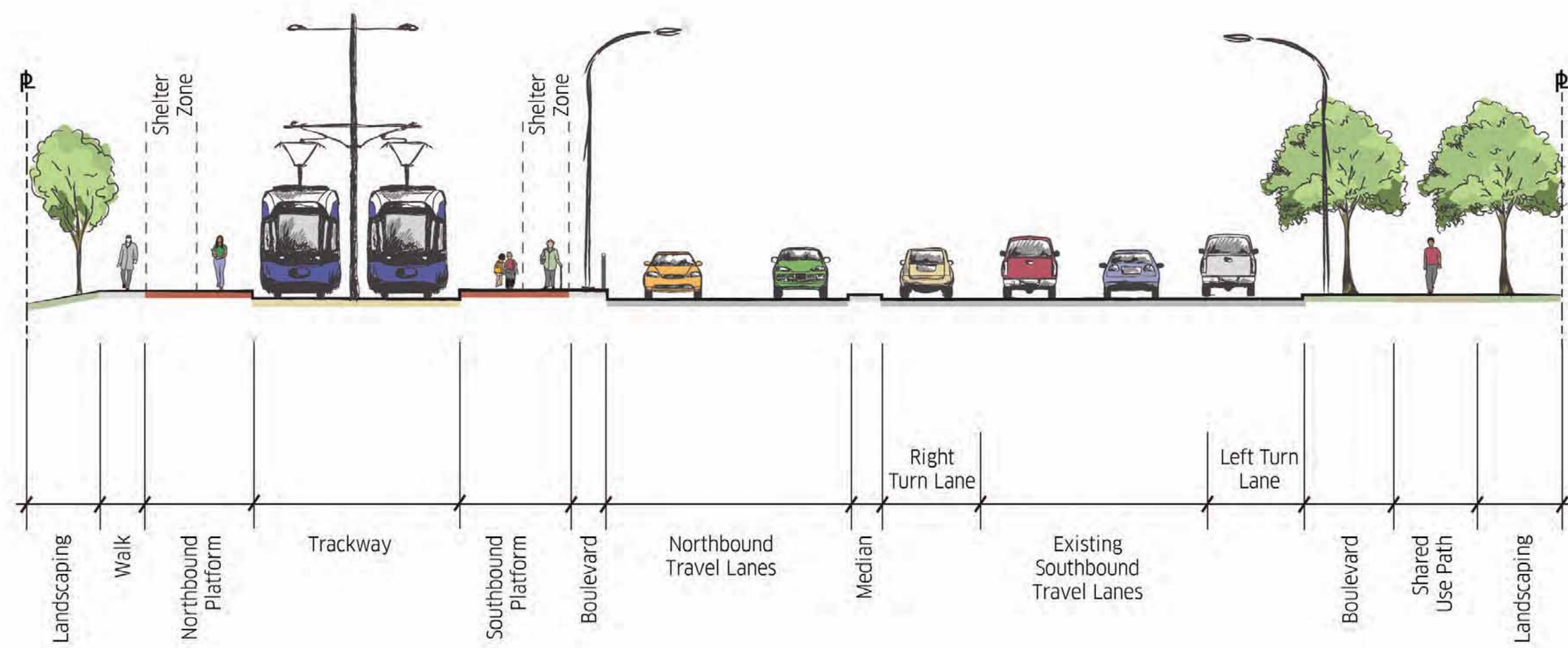


Stop Site Plan

## Legend

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

SCALE 1:750m



## Cross-section

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

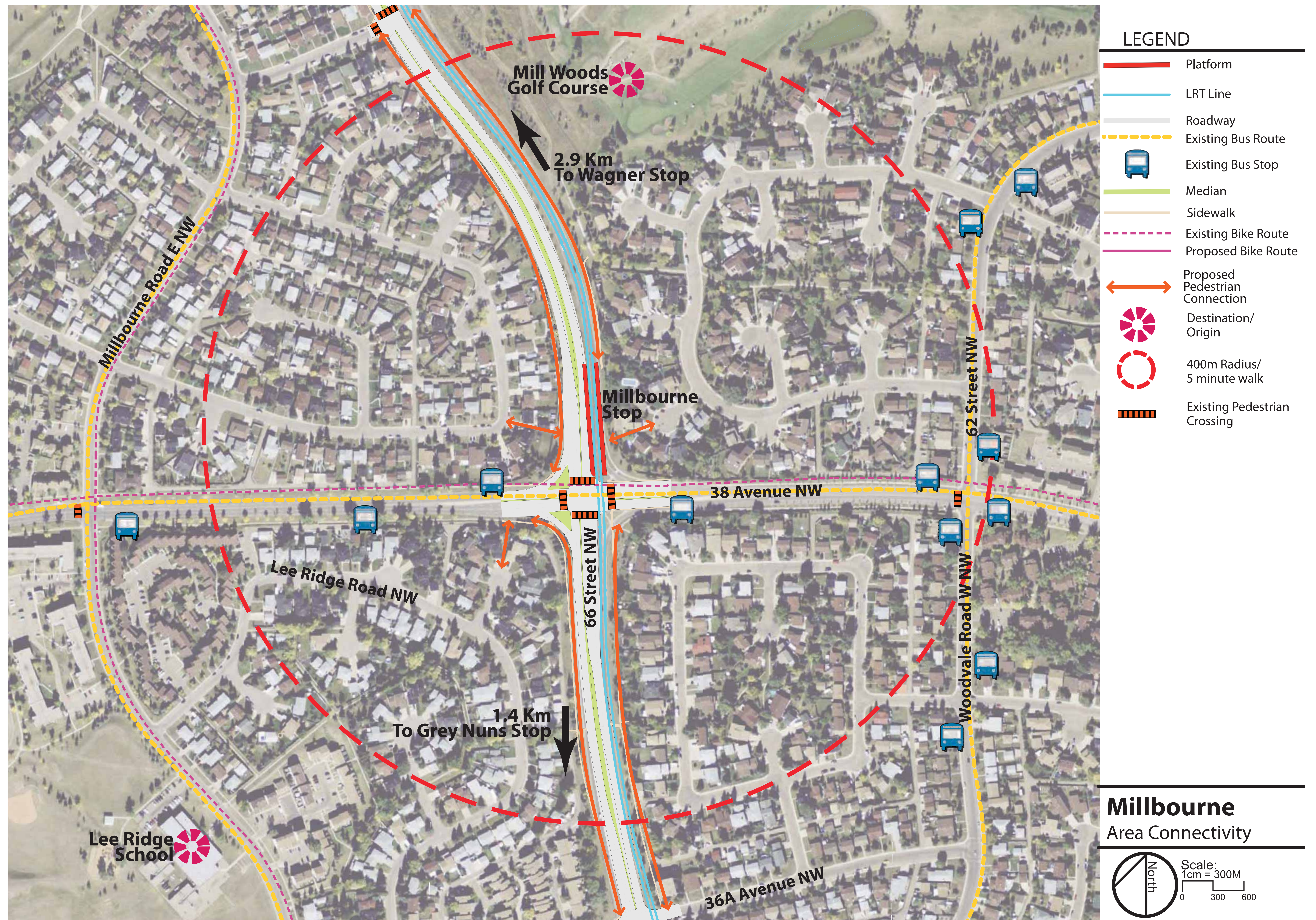


View A - Existing Condition



View A - Concept Rendering

# Millbourne Stop Analysis



# Millbourne Stop: Theme



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

Design Theme:  
What We Heard from Stage 2



BENCHES



GARBAGE BINS



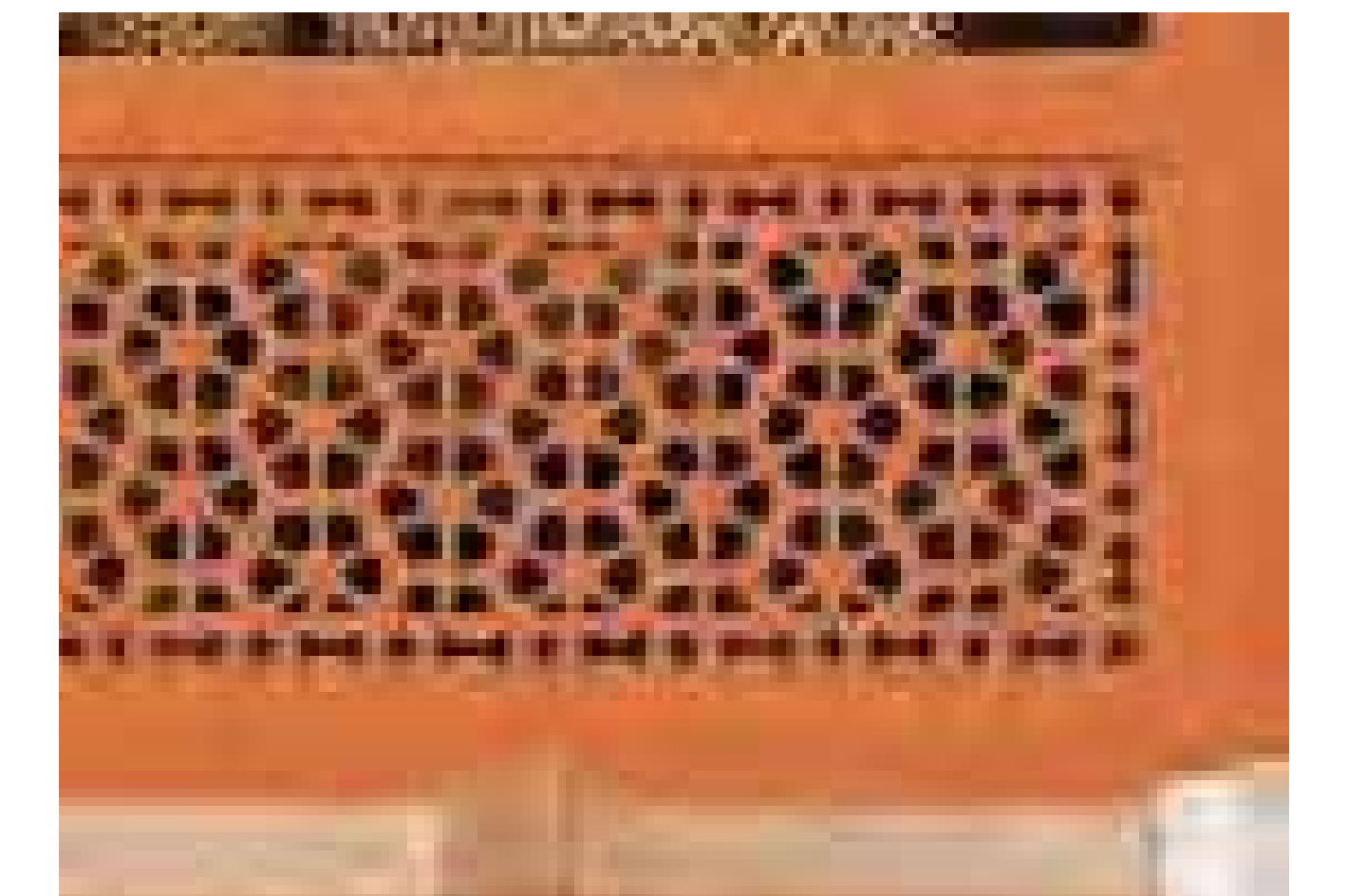
RETAINING WALLS



PAVING



COLUMN WRAPS



RAILING

# Millbourne Stop Options

HAVE  
YOUR SAY



## Have Your Say:

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Which elements best reflect your neighbourhood?

BENCHES



GARBAGE BINS



RETAINING WALLS



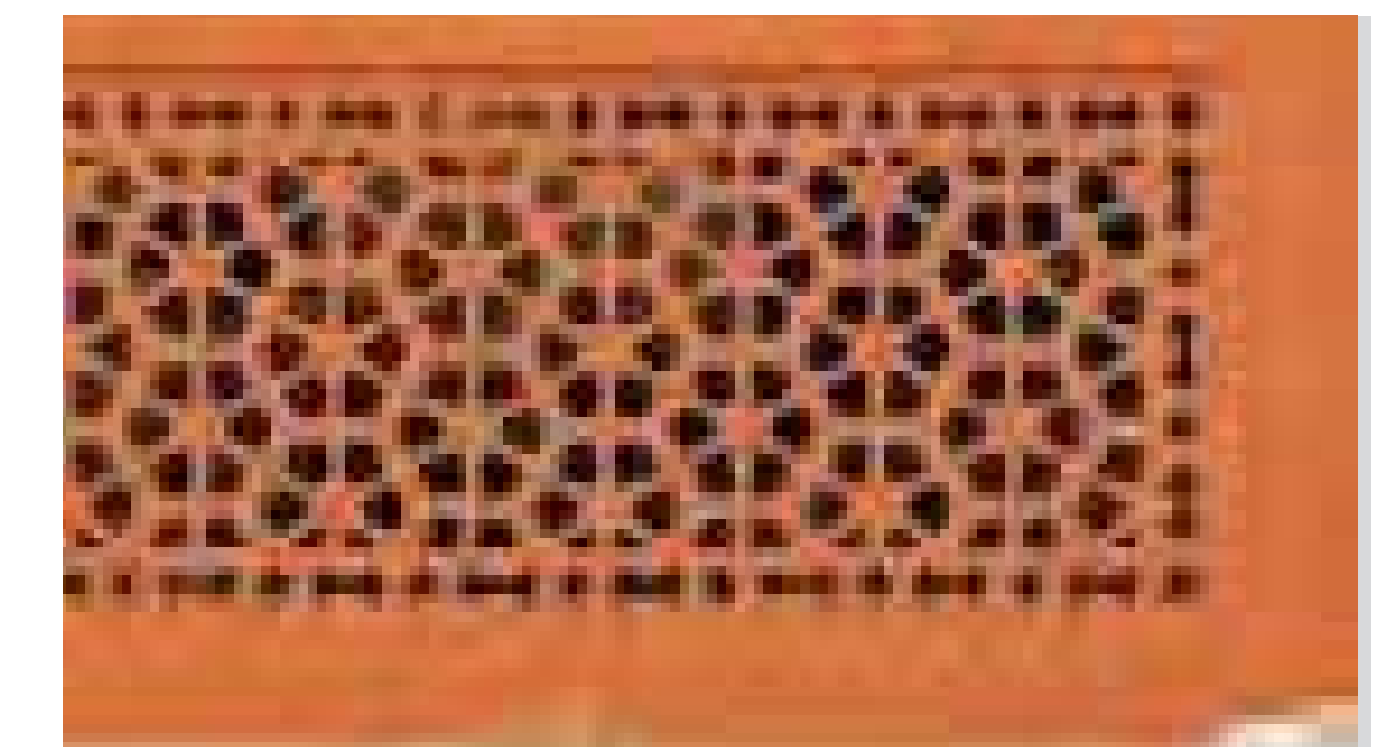
PAVING



COLUMN WRAPS



RAILING



# Proposed Alignment Changes



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**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?

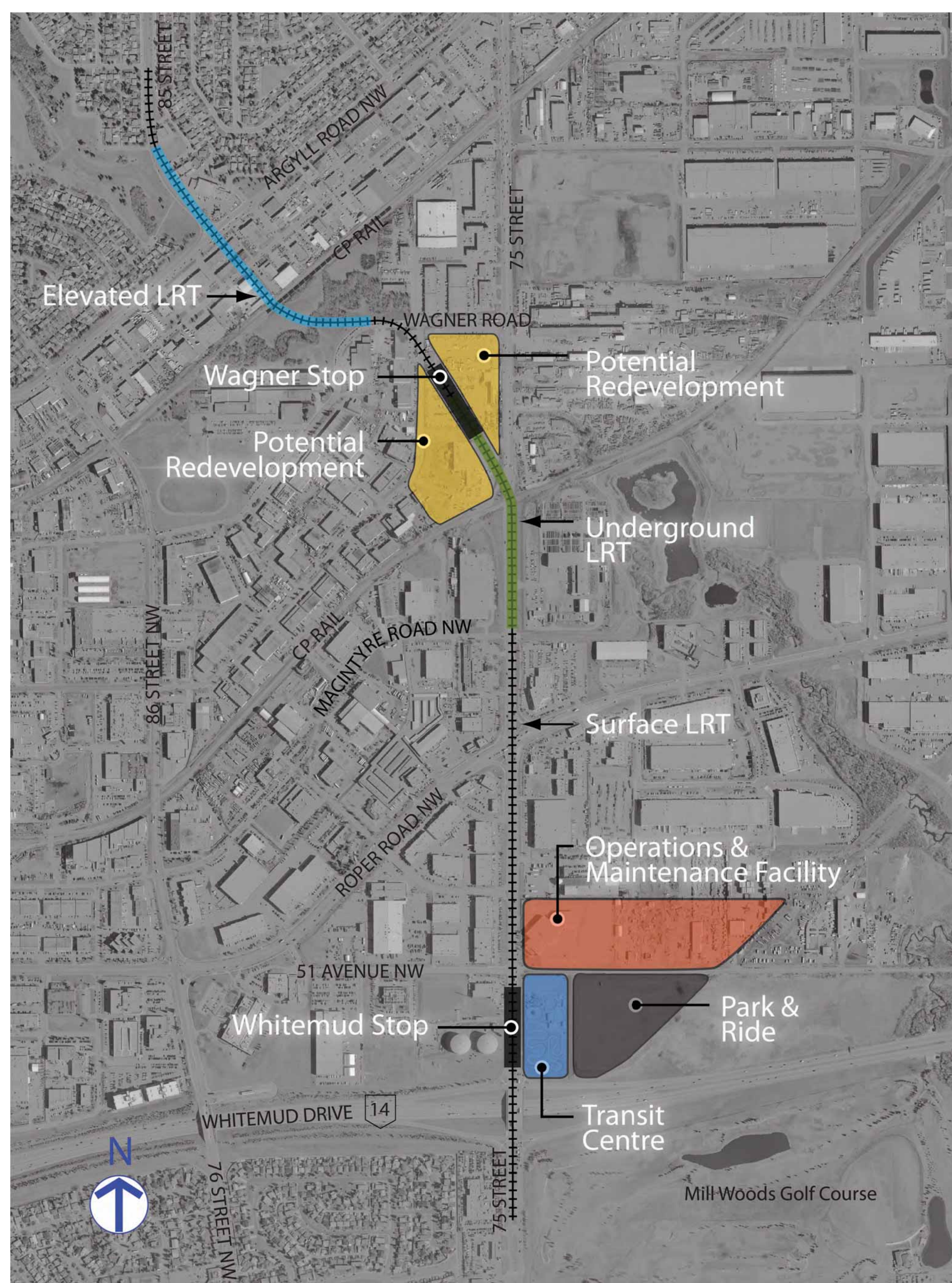
The change will have a reduced impact on traffic on 75 Street north of Whitemud Drive compared to the existing Concept Plan.

# Proposed Alignment Changes

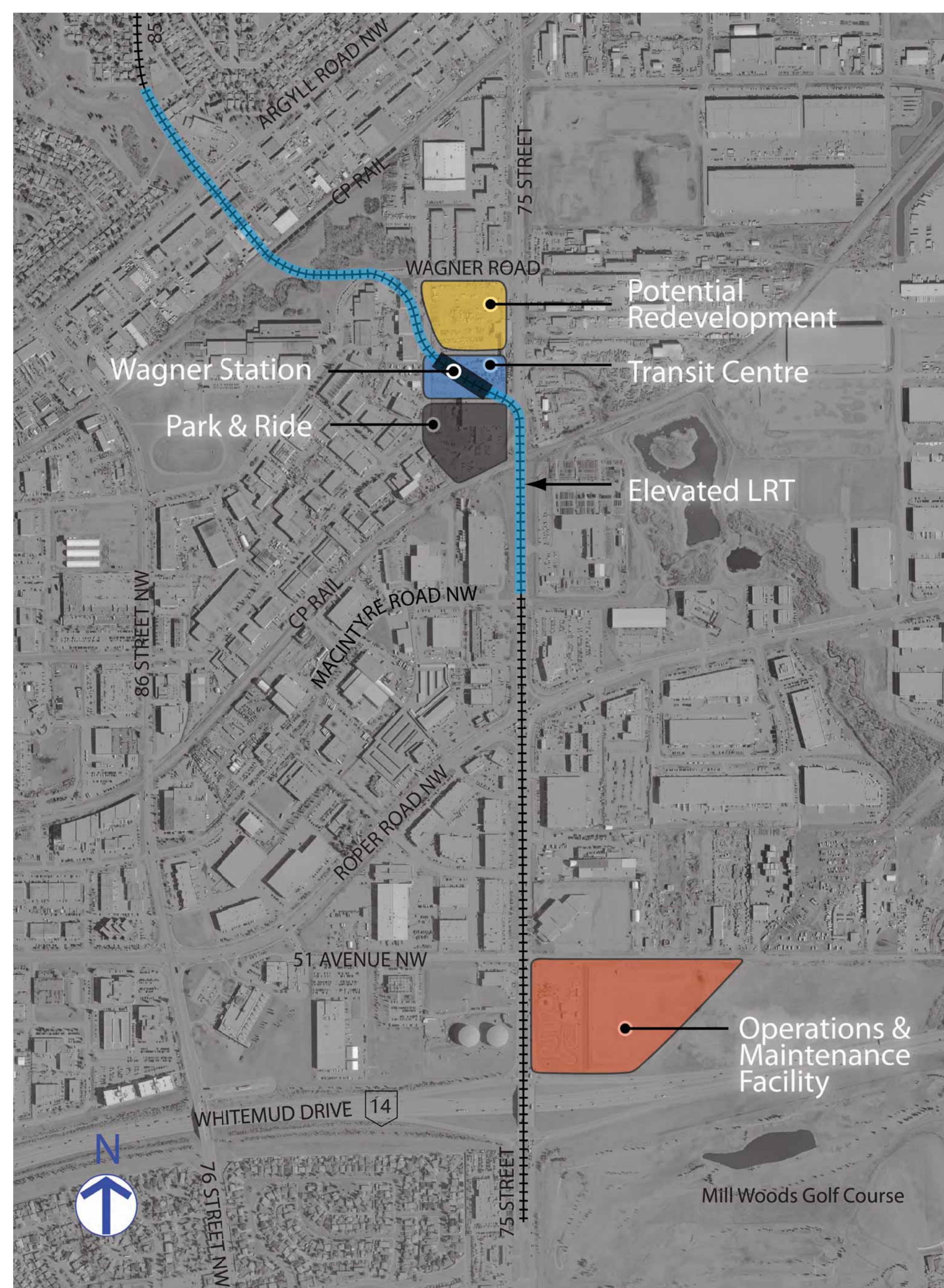


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## Approved Concept Plan (2011)



## Recommended Amendment to Concept Plan (Mar. 2012)



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

# Proposed Alignment Changes

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## 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 Wagner area
  - Elevated grade separation over 75 Street minimizes traffic impacts
  - Minimized impact to industrial business operations in Wagner Industrial Area

## 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](http://www.edmonton.ca/city_government/council-committee-meetings.aspx)

*For more information: [www.edmonton.ca/LRTprojects](http://www.edmonton.ca/LRTprojects) 780.496.4874*



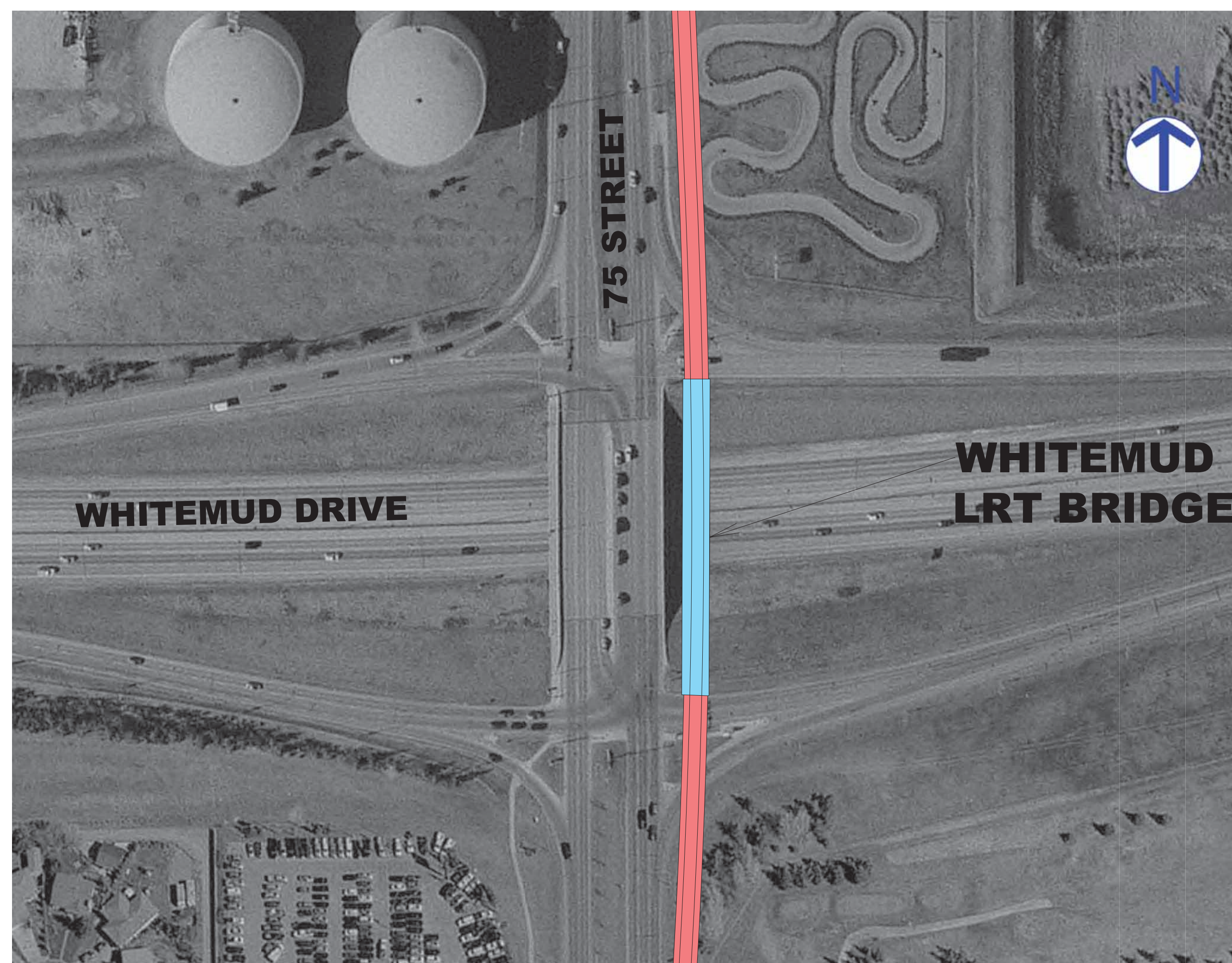
# Whitemud Drive Bridge

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- 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



Existing South LRT bridge over Whitemud Drive at 111 Street



Site overview