

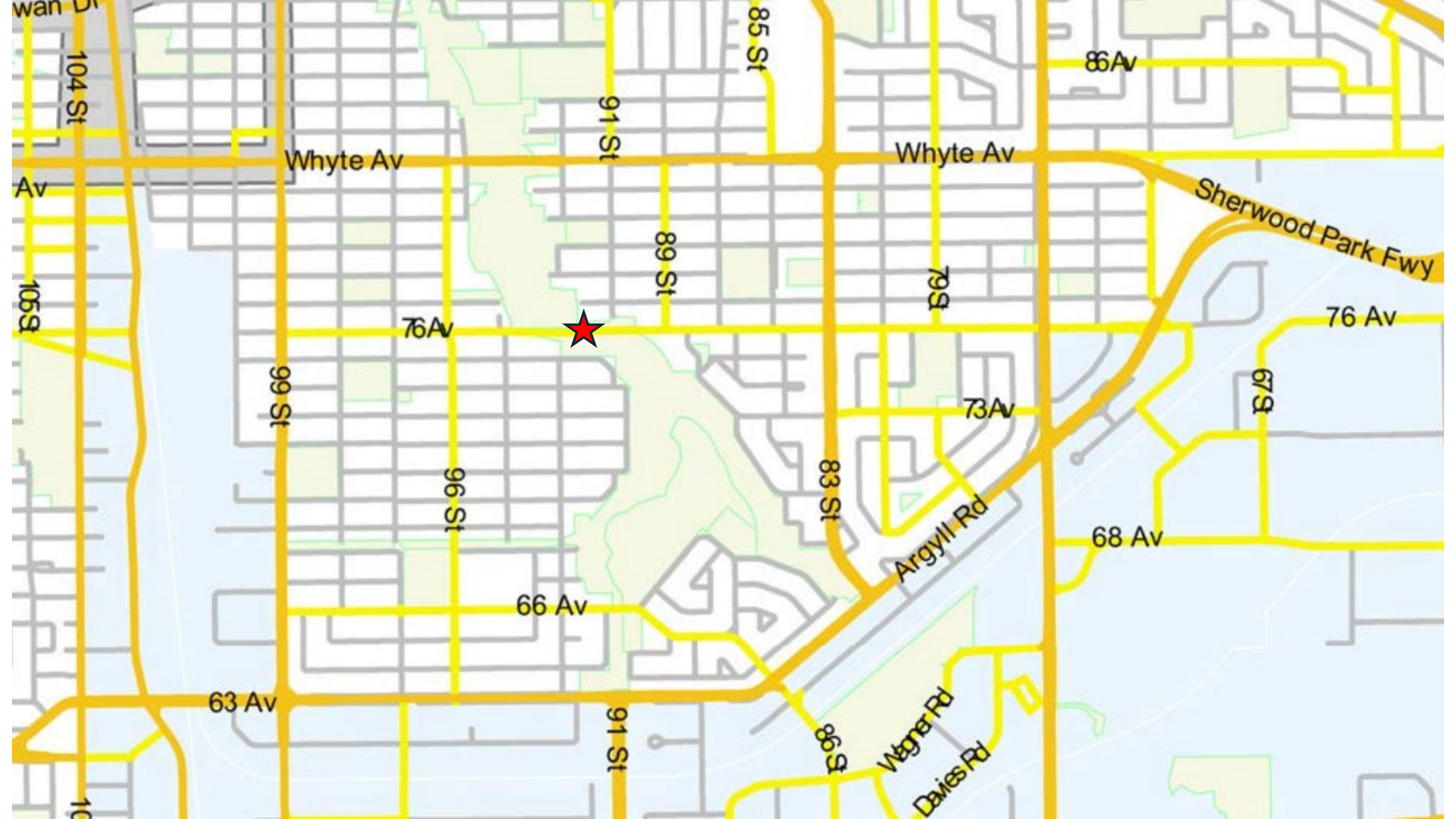
# MILL CREEK TRESTLE BRIDGE (B034) AND CULVERT UNDER 76 AVENUE (B038)

## Environmental Impact Assessment and Site Location Study

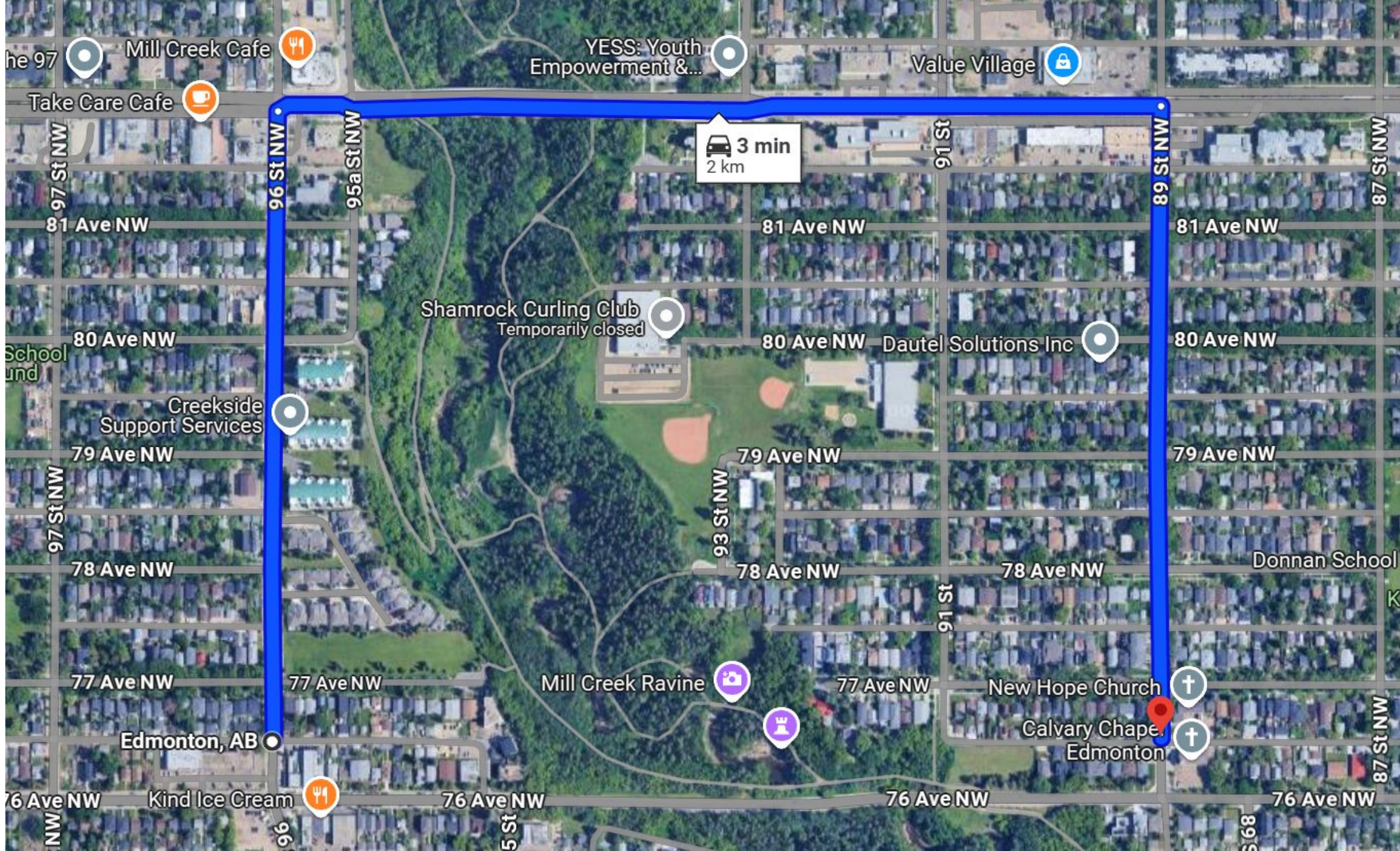
### Recommendation

That Urban Planning Committee recommend to City Council:

1. That the Mill Creek Trestle Bridge (B034) and Culvert under 76 Avenue (B038) Replacement Environmental Impact Assessment and Site Location Study as outlined in Attachments 1 and 2 of the June 17, 2025, Integrated Infrastructure Services report IIS02807, be **approved** pursuant to the North Saskatchewan River Valley Area Redevelopment Plan, Bylaw 7188.
2. That the location of the proposed road bridge and Mill Creek realignment in the river valley, as outlined in Attachment 2 of the June 17, 2025, Integrated Infrastructure Services report IIS02807, be deemed **essential** pursuant the North Saskatchewan River Valley Area Redevelopment Plan, Bylaw 7188.









## LEGEND

- Existing Shared Use Path
- Gravel Path
- Proposed Pathway/Extension
- Creek
- Trestle Bridge
- Picnic Table



Paths  
for  
People

This image is used for illustrative purposes only.





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- Geotechnical and Soils:
  - Potential impacts include alteration of banks as a result of earthworks to achieve engineering requirements, slope failure during construction, admixing of soils and interaction with contaminated soils.
  - Mitigation measures include limiting the project's construction footprint to the extent feasible, stabilizing creek banks by incorporating engineered vegetated slopes into the design, regularly monitoring and maintaining the slopes and segregation and testing of fill materials or stained soils excavated during construction to determine appropriate disposal options.
  - Further mitigations include the contractor's development of an Environmental Construction Operations (ECO) plan and the inclusion of recommendations listed in the Geotechnical Assessment in the construction plan.



Blackburne



Cameron Heights



MILL CREEK TRESTLE BRIDGE (B034) AND CULVERT UNDER 76 AVENUE (B038) - Environmental Impact Assessment and Site Location Study

Replacement of the culvert at an alternate location within Mill Creek Ravine would require additional disturbance to the natural environment and may not provide the same functionality for local users. Relocating the roadway bridge outside the River Valley would also not be feasible. Removal of the culvert along with vehicular traffic would re-direct motorists, emergency services and delivery vehicles to other surrounding corridors.

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2.3.1 Active Modes Scenario

Paths for People (2025) provided the City an alternative proposal for the future design of this part of Mill Creek Ravine in which vehicles no longer cross the ravine from east to west and only the pedestrian bridge is replaced.

The City of Edmonton decided not to pursue the closure of 76 Avenue to vehicle traffic due to its critical role as an east-west connection in an area with limited crossings. The avenue is designated as an important future district mass transit route, and its removal would redirect traffic, including emergency services, and deliveries, to other corridors, creating additional strain. Future reallocations of vehicle space on 82 Avenue for mass transit would further limit east-west travel options. Additionally, the planned replacement of the 76 Avenue culvert with a bridge aligns with environmental goals by daylighting the creek and addressing erosion while maintaining necessary vehicular connectivity.

2.5 Location Justification

The selected location for the Project is the most suitable option when evaluated against alternative locations and configurations. The existing crossing provide an east-west connection in an area with limited crossings. Removing or relocating this crossing would increase congestion on alternative routes, impacting transit efficiency, emergency response times, and local traffic patterns. Additionally, 76 Avenue will continue to serve an important function into the future. Future changes to 82 Avenue as part of the Mass Transit Plan will reallocate vehicle space to transit and public realm space, further limiting the options for vehicles travelling east to west.

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