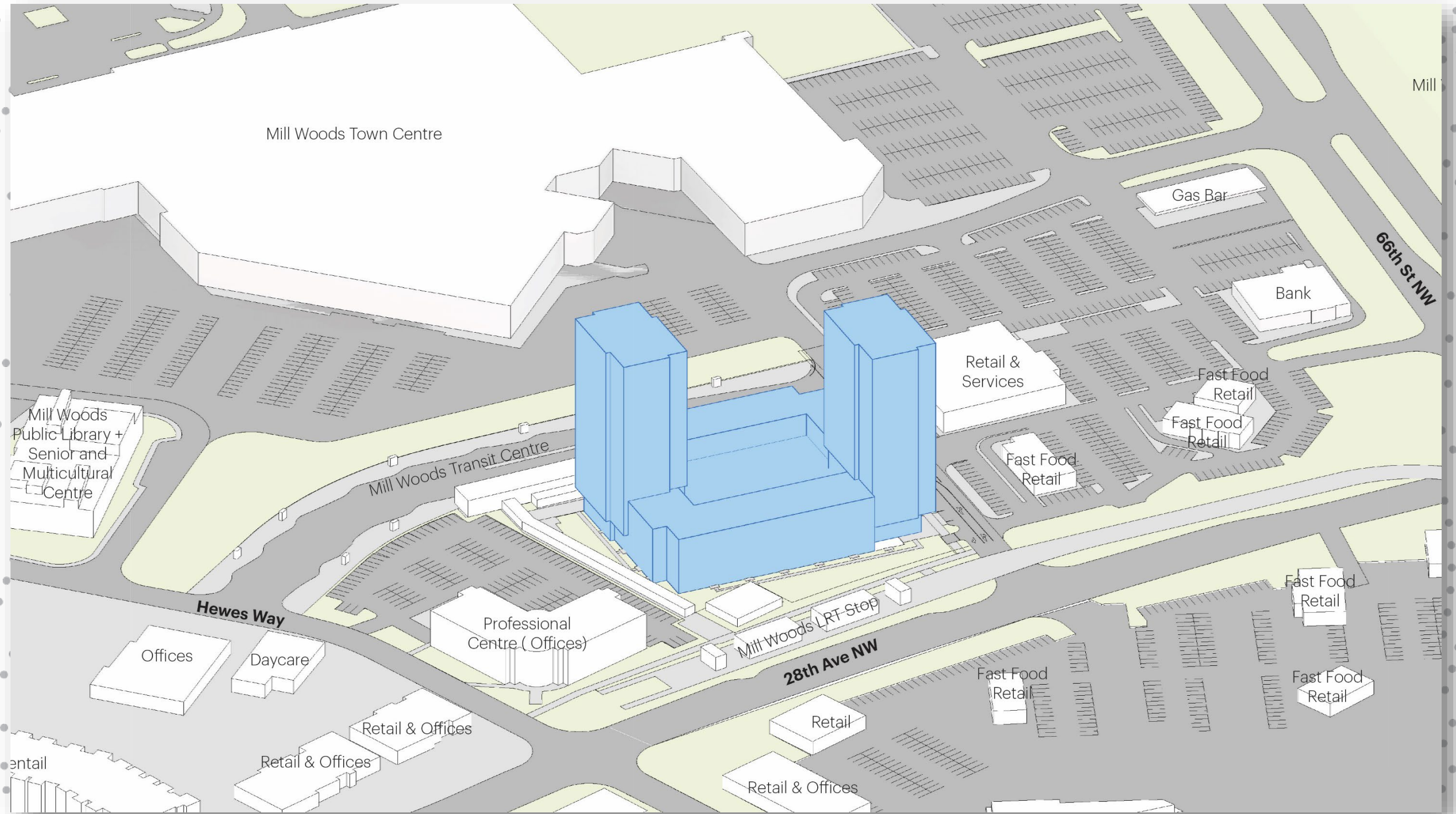


URBAN DESIGN BRIEF
Mill Woods Town Centre – Phase 1 Redevelopment
2331 66 Street NW (Lot 3, Block 6, Plan 0022000)



Prepared For: Maclab Development Group

Consulting Team: Greg MacKenzie + Associates Consulting Ltd. and Davis Consulting Group Ltd.
(operating as **Collaborative Futures™**)

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DIALOG

Associated Engineering (Alberta) Ltd.

Date: November 30, 2023



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1.0 Project Overview

1.1 Development Overview

This Urban Design Brief (UDB), prepared for Maclab Development Group (MDG) by Greg MacKenzie + Associates Consulting Ltd. (operating as Collaborative Futures™), presents the preliminary vision for redevelopment of the first Phase of the Mill Woods Town Centre (MWTC) lands. With the arrival of LRT, the phased redevelopment of the site, as a comprehensively planned Transit Oriented Development, will achieve the vision of a modern town centre serving Mill Woods and surrounding neighbourhoods, strongly connected to the City of Edmonton, and leveraging the City's investment in rapid transit. This first Phase is envisioned to include a residential development, including a six storey podium and two 22 storey towers, containing approximately 550 units for a density of 570-575 units/ha. Parking will be structured, internal to the development, and accessed from an upgraded north-south main street, which is the only public roadway access to the site.

1.2 Location

Mill Woods Town Centre Phase 1 is located immediately south of the recently opened Mill Woods LRT Station, south of 28 Avenue, at 2331 66 Street. Phase 1 is bounded by the City's bus Transit Centre to the south and the pedway connecting the Transit Centre and LRT Station to the east. The existing north-south access from 28 Avenue forms the west boundary of Phase 1, which forms the northern gateway to the MWTC lands.

The legal description of Mill Woods Town Centre is Lot 3, Block 6, Plan 0022000. Phase 1 (the "subject lands") encompasses approximately 0.96ha (2.37ac) within this parcel.

The subject lands are used for surface parking for the Transit Centre.

1.3 Zoning

Current zoning of the subject lands is Direct Control (DC1 Bylaw 18109). A rezoning application has been submitted to the City to rezone the subject lands from DC1 to DC1 to alter existing zoning provisions to implement the high density residential vision for Phase 1, as further described in this UDB.

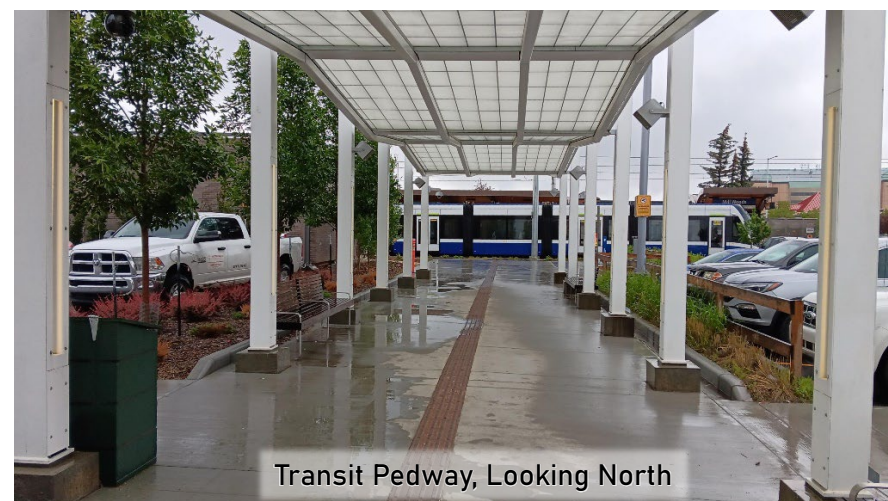


1.4 Summary

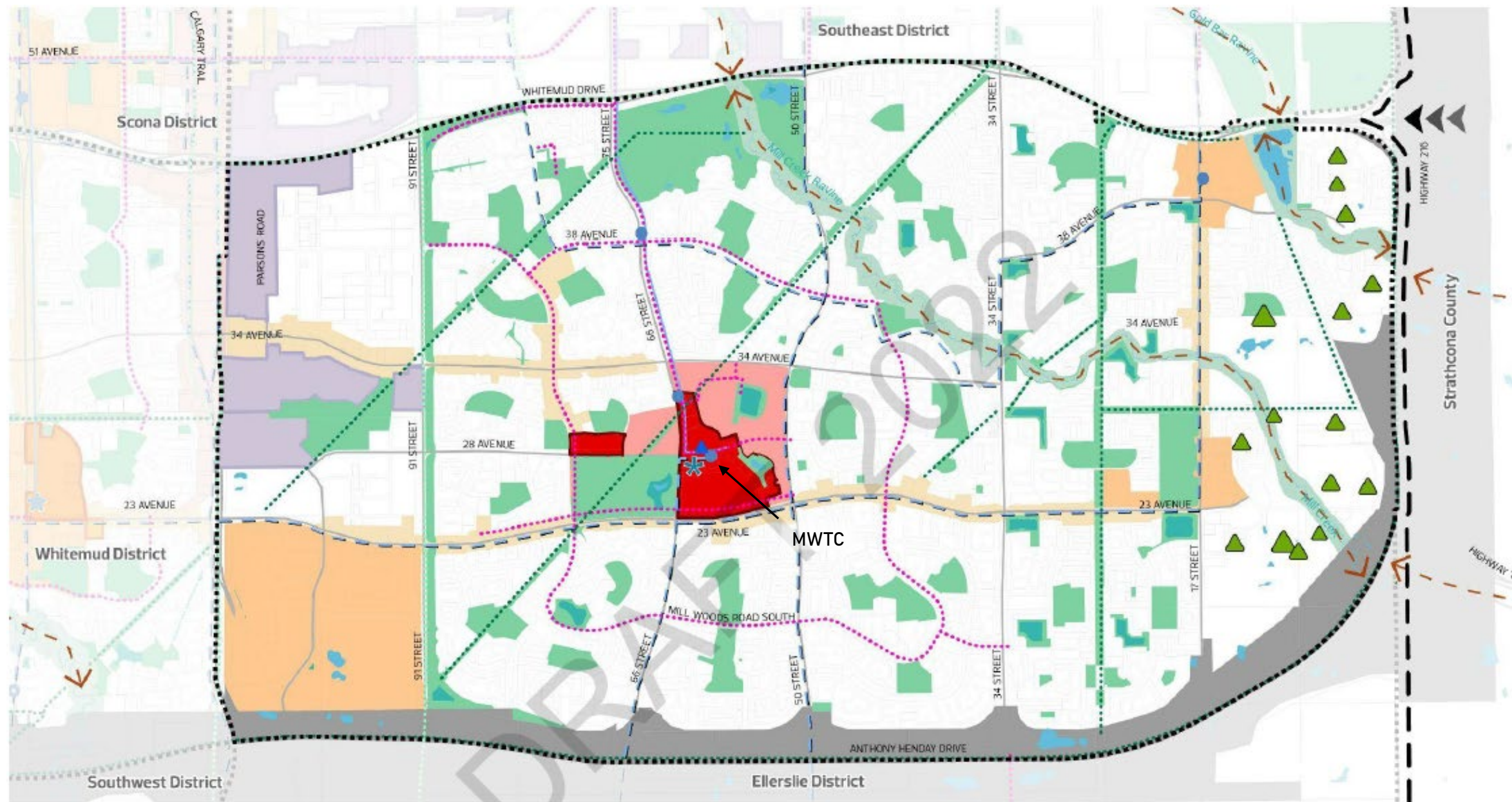
Land use, built form, height, and density of development envisioned for the Mill Woods Town Centre Phase 1 development align closely with the existing guidance of the SARP.

A minor increase in height is proposed to leverage the strategic location of the subject lands, adjacent to both an LRT station and major Transit Centre. This increased intensity of development is supported by the City and District Plans' objectives of increasing density in locations well served by transit and increasing the proportion of new development realized in infill locations.

Changes to the existing DC1 are proposed to align the development vision of the SARP with zoning and to provide sufficient flexibility in the regulations to respond to the more detailed development design work that has been advanced for the site, as described in further detail, below.



2.0 Neighbourhood Analysis



Mill Woods and Meadows District Plan (Draft 2022) Figure 6.5: Direction to 1.25 Million

Mill Woods Town Centre (MWTC) lies at the heart of the Mill Woods and Meadows District, one of several districts which define southeast Edmonton. Aligning with the City Plan, as described previously, the draft Mill Woods and Meadows District Plan identifies MWTC as a “Major Node” which includes a “Mobility Hub,” connecting it to multiple “District Nodes” and to Edmonton as a whole via “Secondary Connectors.” The District Plan speaks to MWTC as a “Priority Node ... expected to see more intense population growth than other areas of the City as Edmonton grows to a population of 1.25 million.

This Neighbourhood Analysis describes the relationship of between the Mill Woods Town Centre (including the proposed Phase 1 development) and it’s more immediate, neighbourhood, context.

2.1 Development Context

Mill Woods developed as a, primarily residential, suburban Edmonton neighbourhood which segregates residential, commercial, institutional, employment, and recreation uses.

Housing in the neighbourhood is predominantly ground-oriented, with a significant amount of attached housing located in neighbourhood nodes (primarily at intersections of major roadways and associated with park spaces), surrounded by large areas of detached homes. A smaller amount of higher density residential development, consisting primarily of low rise apartments, also located at the intersections of major roadways.

A variety of retail and service commercial uses are dispersed throughout the neighbourhood. These uses are typically at the entrances to neighbourhood “quadrants” from arterial roadways and along district corridors. Religious assembly sites, schools, and park spaces are plentiful and are typically located centrally to neighbourhood quadrants and at the intersections of collector roadways.

An interconnected network of sidewalks and pathways connect residents in all areas of the neighbourhood with uses that support day-to-day needs.

Centrally located to the neighbourhood, MWTC Phase 1 is part of a unique neighbourhood “core”, with the following uses inside a 400m walking distance as illustrated in Diagram 2: Neighbourhood Analysis:

- higher density residential development, including a 15 storey residential tower and several seniors’ and aging in place complexes;
- the Grey Nuns Community Hospital, and numerous associated professional offices and community services;
- Mill Woods Park, which includes the Mill Woods Recreation Centre and several more intensive outdoor recreation facilities; and
- Mill Woods Town Centre and Millwoods Mainstreet, which include an enclosed shopping centre, extensive “pad” retail and service commercial businesses.

A review of the City of Edmonton SLIM Mapping “Development Applications” and Development Permits Map Viewer did not uncover any in-progress rezoning or development proposals or a similar or greater impact to MWTC Phase 1 in proximity to the subject lands.

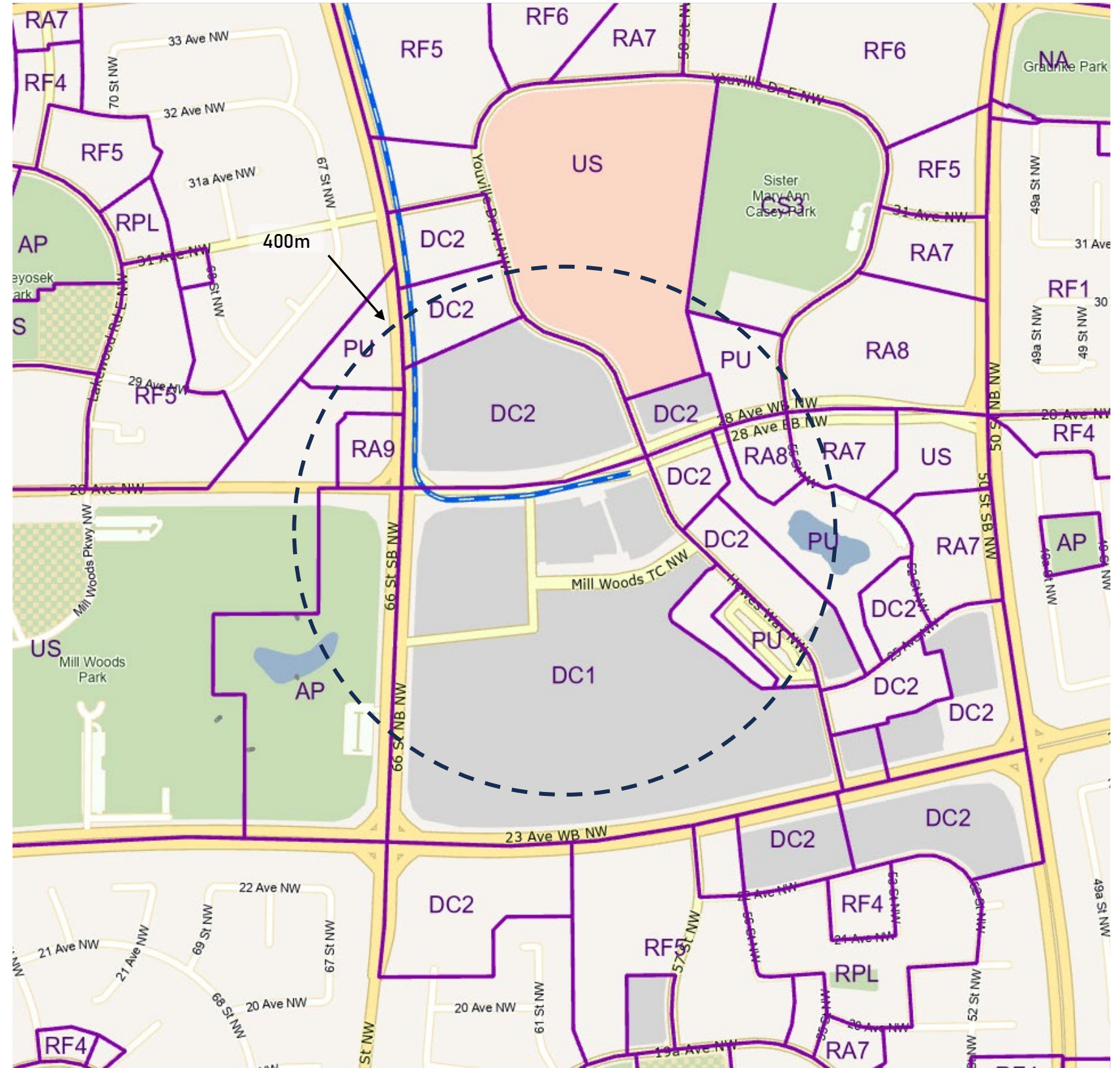
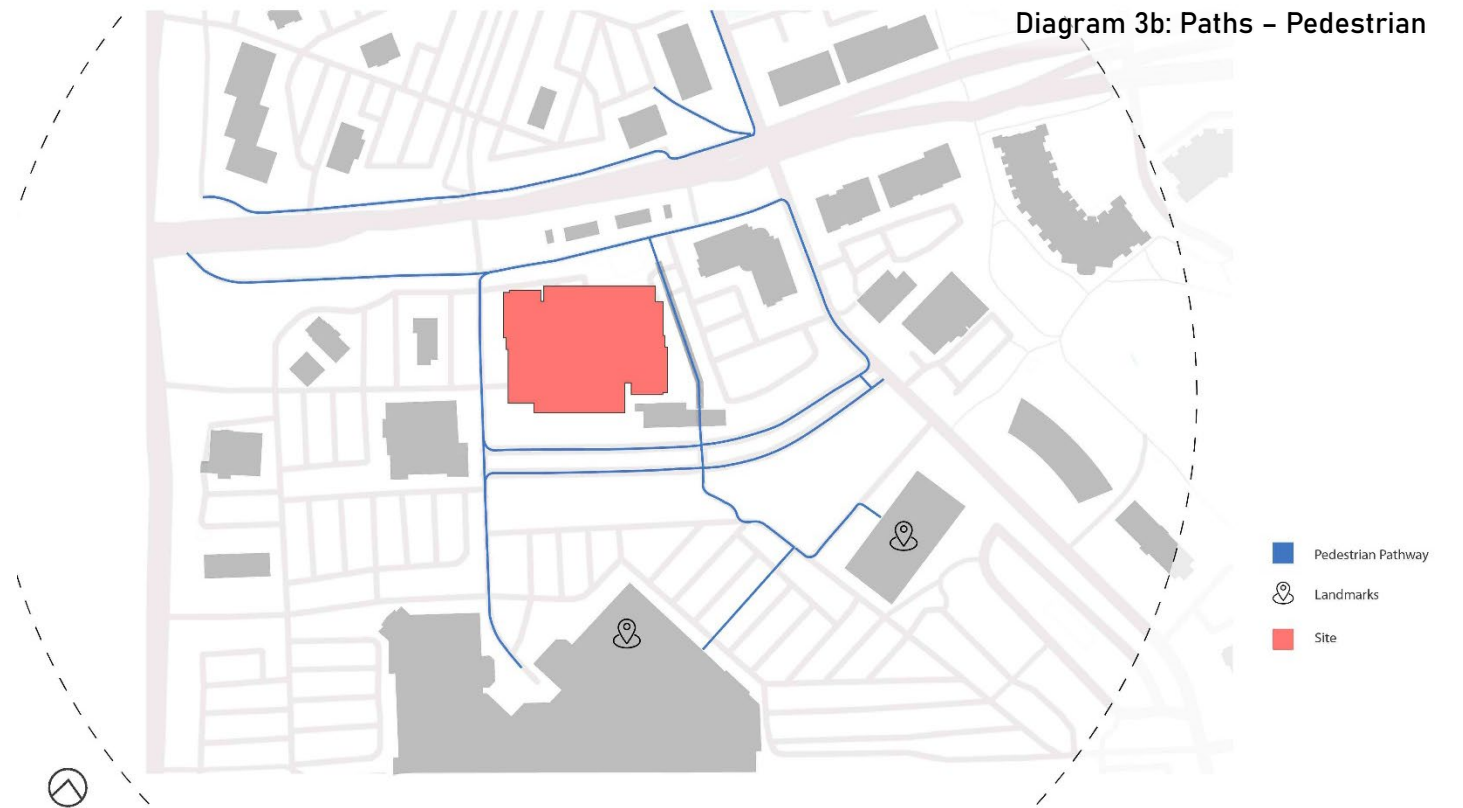
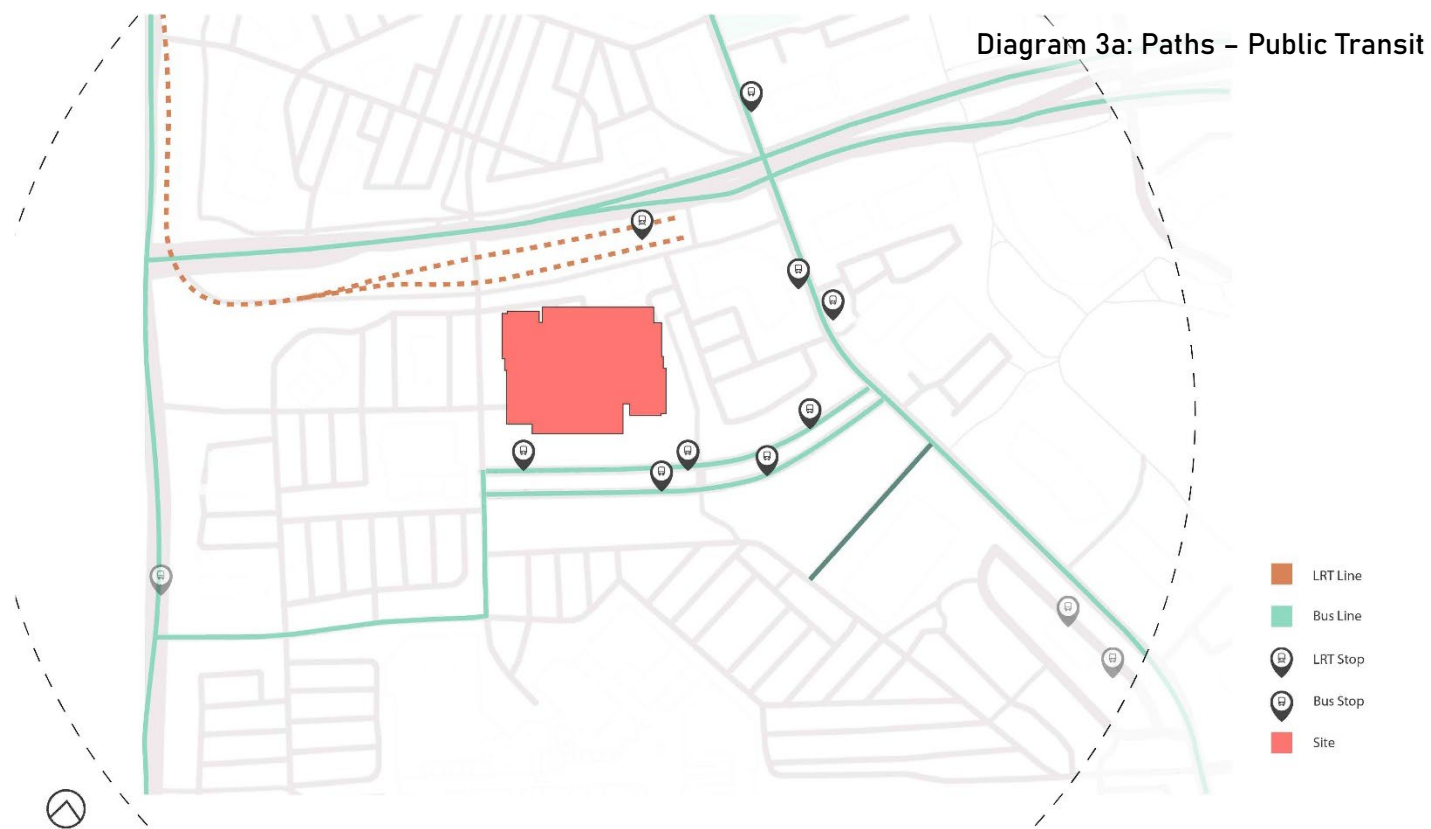


Diagram 2: Zoning (source - City of Edmonton: SLIM Maps)



2.2 Circulation

Recently opened to public service, the Mill Woods Town Centre LRT line and station forms the northern boundary of MWTC Phase 1. Travel time between the MWTC LRT station and the Churchill LRT station is approximately 30 minutes. Service frequency varies from 10 minutes (Mon – Fri between 5:00am and 9:30pm and Sat between 5:00am and 6:30pm) to 15 minutes (Mon – Fri from 9:30pm to end of services, Sat from 6:30pm to end of service, and Sun 5:00am to end of service).

The west boundary of MWTC Phase 1 is formed by an existing private roadway access, which will be upgraded in phases along with development of the site. 28 Avenue NW, an arterial roadway, immediately north of the LRT line provides primary vehicular access to MWTC Phase 1.

The ETS Mill Woods Transit Centre forms the southern boundary of MWTC Phase 1. This Transit Centre includes 18 bus stops which serve 19 bus routes as well as On-Demand Transit, Drop-off, and School Service.

A shared use pathway immediately south of the LRT line connects MWTC Phase 1 to the City’s pathway network, with excellent connectivity throughout the surrounding neighbourhoods, and the City as a whole.

2.4 Urban Form and Pattern

Immediately surrounding the subject lands, the urban form and pattern reflects a suburban commercial and employment “campus.” A grid of arterial and collector roadways defines the edges of the Mill Woods Town Centre “block,” and a network of private internal drive aisles provide access and egress to the block.

A similar form and pattern are reflected by the Millwoods Mainstreet commercial centre and the Grey Nuns Community Hospital campus (and associated professional offices), north of 28 Avenue, which are a major City landmark. Mill Woods Park is another major City landmark, which defines the western edge of MWTC. Hewes Way presents an office and “service commercial” east edge to MWTC, with higher density residential uses beyond. Beyond these edges, Mill Woods is characterized by a looping network of collector roadways with a curvilinear network of local streets and cul-de-sacs providing access to residential parcels.

A grid of major pathways, comprised of continuous sidewalks interconnected with shared-use pathways, exists parallel to the arterial roadway network. Between the arterial roadways a network of minor pathways, interconnected with sidewalks along local streets, provides non-motorized connectivity with school sites and activity nodes within the blocks adjacent to MWTC.

Surrounded by the LRT to the north, the Transit Centre to the south, the transit “pedway” to the east, and the 28 Avenue roadway access to the west, the subject lands form a logical, independent, development cell within the larger MWTC context and present a stand-alone development phase. The size of MWTC Phase 1, measuring approximately 75m x 100m, represents a “permeable” urban block size that supports walkability.



Diagram 4: Figure-Ground

Diagram 5a: Districts



Diagram 5b: Edges

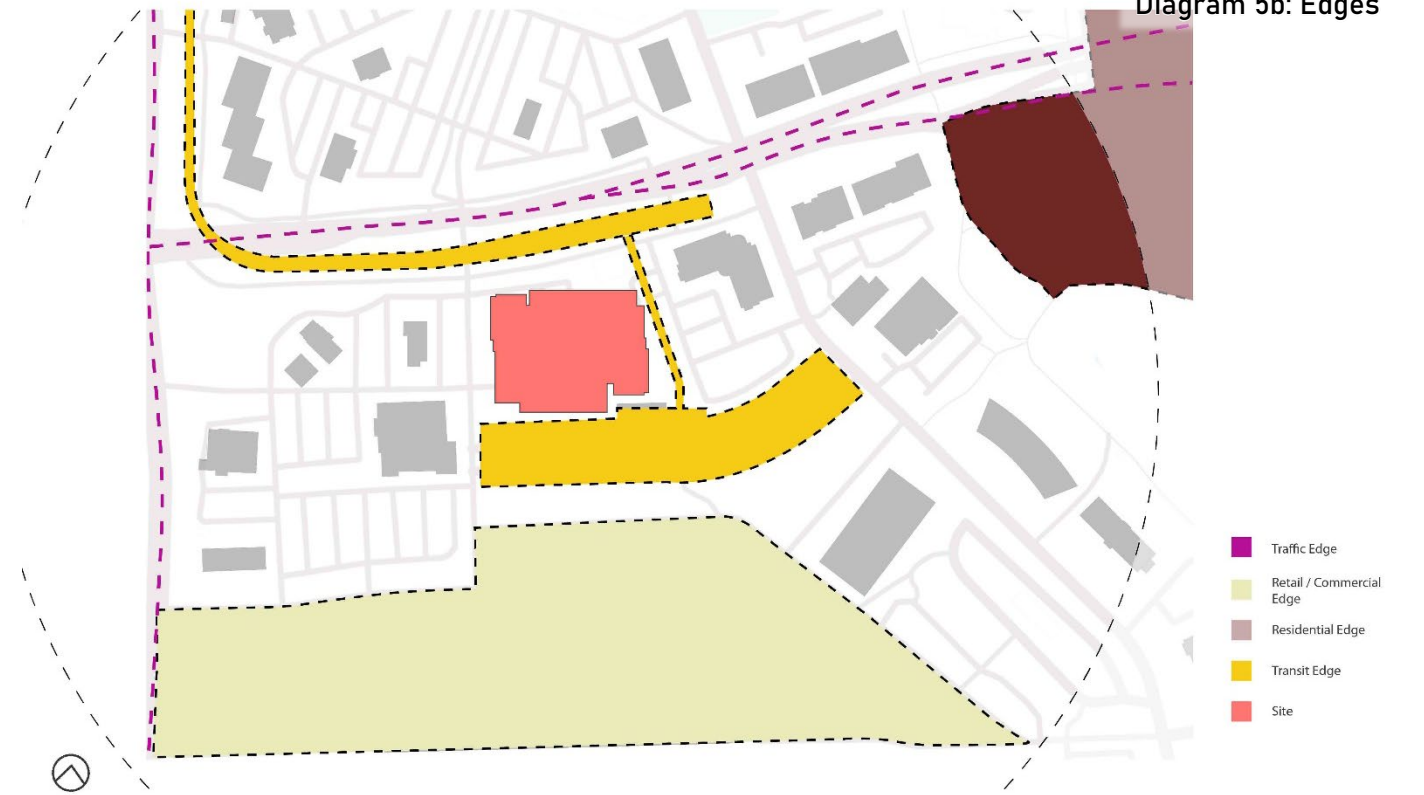


Diagram 5c: Landmarks



Diagram 5d: Paths-Overall

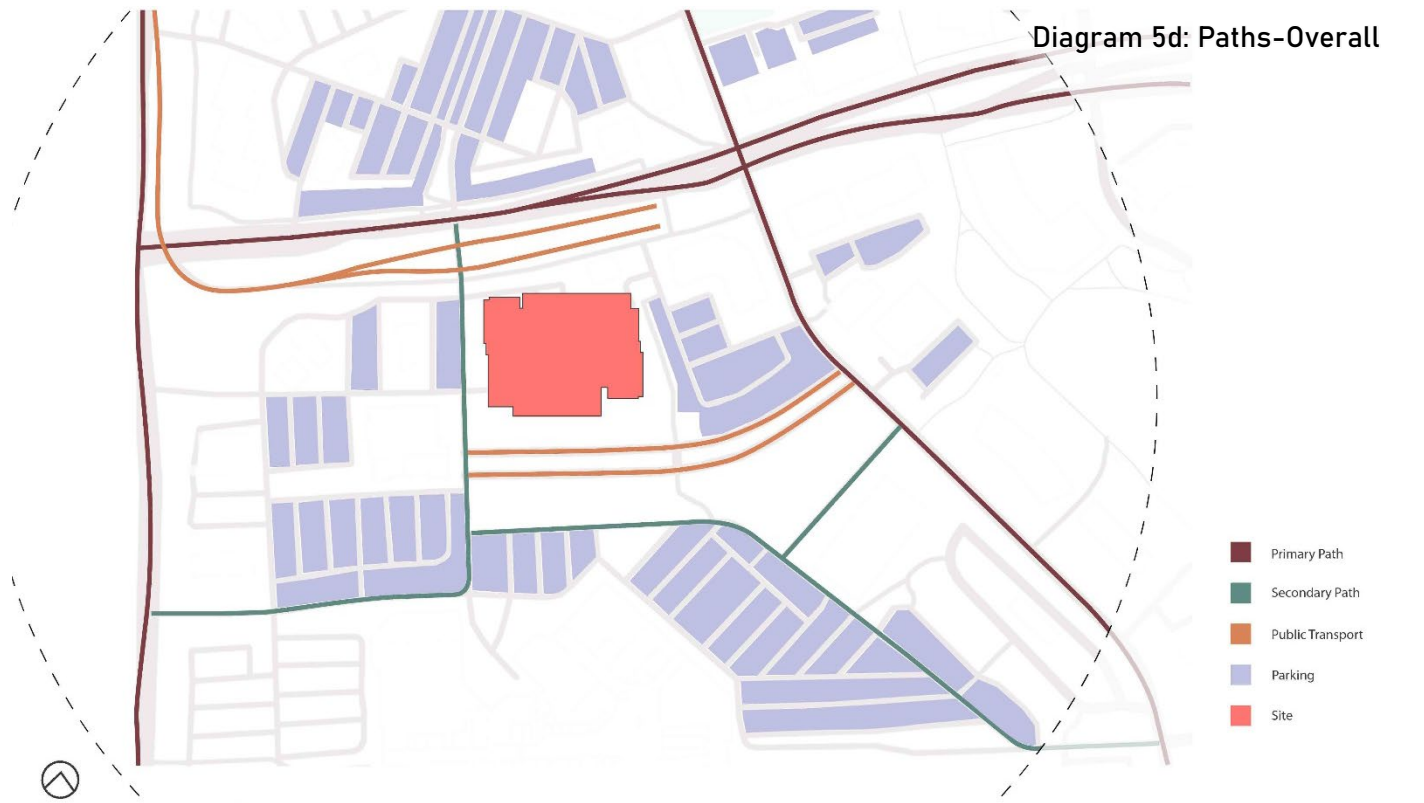




Diagram 6a: Nodes
Weekday Morning

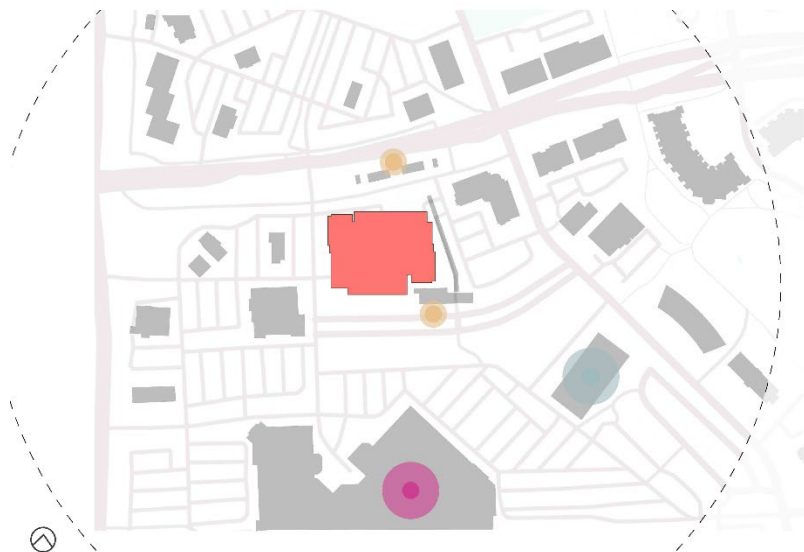


Diagram 6b: Nodes
Weekday Afternoon



Diagram 6c: Nodes
Weekday Evening

Diagram 6d: Nodes
Weekend Morning

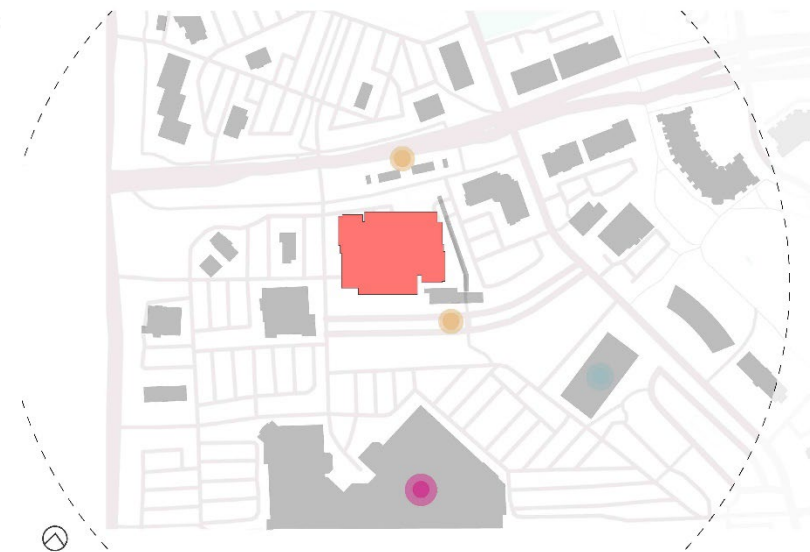


Diagram 6e: Nodes
Weekend Afternoon

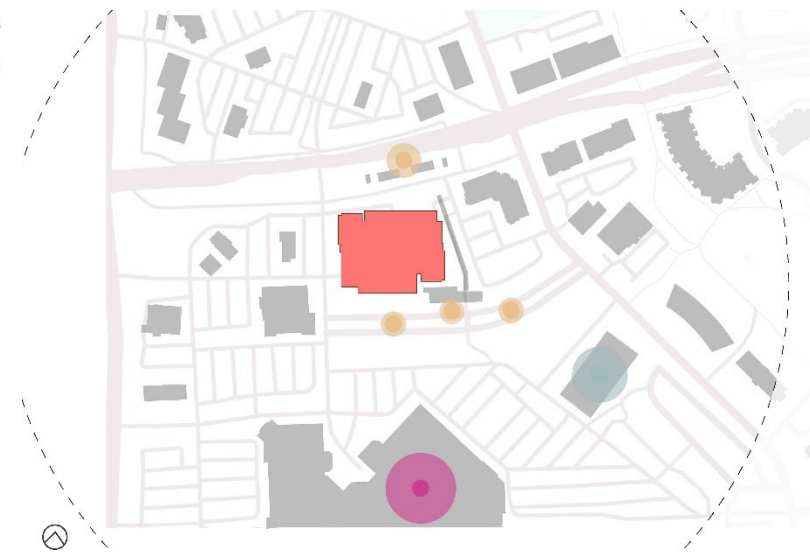
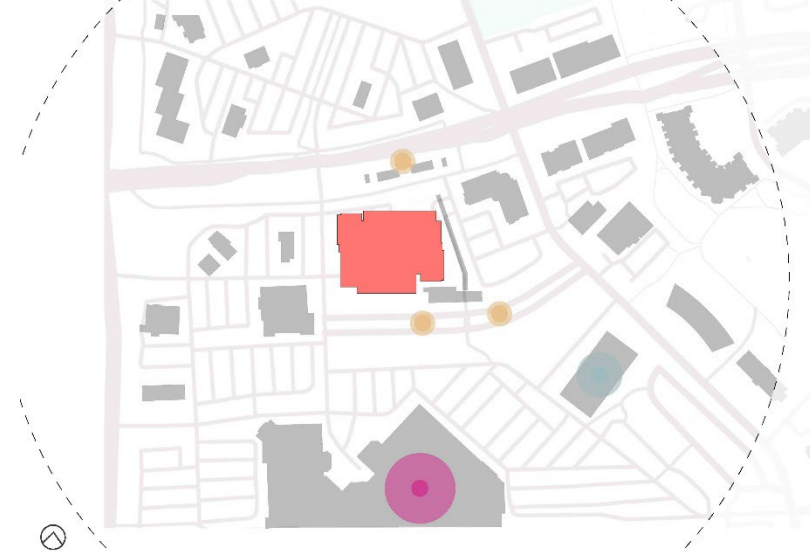


Diagram 6f: Nodes
Weekend Evening



MILL WOODS TOWN CENTRE - PHASE 1 NEIGHBOURHOOD ANALYSIS

- Subject Site
- ↔ Valley Line LRT - Existing*
- - - Valley Line LRT - Future Extension
- Bus Route*
- Bike Route**
- Major Sidewalk / Other Pathway

CIVIC + COMMUNITY SERVICES

Senior Care + Social Services

1. Mill Woods Seniors' Association
2. Shepherd's Garden Designated Assisted Living
3. Covenant Health Network of Excellence in Seniors' Health and Wellness

Child Care

4. Bright Path Mill Woods
5. Smart Start Daycare and Afterschool
6. Educademy Early Learning and OSC

Community and Recreation Centres

7. Mill Woods Multicultural Centre
8. Sri-Lanka Canada Friendship Associations

Cultural Arts Facilities

9. Dauk Music

Education Facility

10. Academy of Learning Career College
11. Mill Woods Town Centre Administration Office

Medical Clinic

12. Millwoods Maternity Care Clinic / Jesse Siftledeen Professional Medical Cooperation / UC Medical Clinic
13. Hewes Medical Clinic
14. Southside Medical Clinic
15. Cedars Family Dental Clinic
16. Sparkling Smile Dental Hygiene Care
17. Hewes Way Pharmacy
18. Main Street Family Clinic
19. Medicentres Family Care Clinics
20. Grey Nuns Family Medicine Centre
21. St. Marguerite Health Services Centre

Police and Fire Stations

22. Edmonton Police Service
23. Fire Station 16

Post Office

24. Canada Post
25. Canada Post Drop Box

Public Library

26. Edmonton Public Library

PARKS + OPEN SPACES

27. Millwoods Town Centre Pond
28. Sister Mary Ann Casey Park
29. Mill Woods District Park

RETAIL

Community Serving Retail

30. "4 SQUARES" Convenience Store
31. Co-op Gas Bar

Services

32. RBC Royal Bank
33. CIBC

Other Retail

34. Scotiabank
35. TD Canada Trust
36. Anytime Fitness
37. Allure Salon / Escada Hair International
38. Bolero Beauty & Hair Salon
39. Kaya Loma Salon & Spa
40. First Choice Haircutters
41. Top Shots Billiards and Ping Pong
42. Arby's
43. Smitty's Family Restaurant and Lounge
44. Starbucks
45. Phở Hoàn Pasteur
46. Manila Grill Express
47. Wendy's
48. Booster Juice
49. Tim Horton's
50. The Punjab Parantha Hut
51. Himalayan Village
52. Shopper's Drug Mart
53. Canadian Tire
54. Lens Crafters
55. Vitality Health Foods
56. Mill Woods Sport & Cycle
57. O2's Mill Woods
58. Easyhome
59. Sugar Dry Fruit
60. Lifemark Physiotherapy

Base Map Source: Google Maps

*Source: <https://www.edmonton.ca/sites/default/files/public-files/ETS-Day-Map-June-2023.pdf?cb=1690411046>

**Source: <https://www.edmonton.ca/sites/default/files/public-files/assets/PDF/EdmontonBikeMap.pdf>

Scale N.T.S.
0m 100m 200m



3.0 Site Analysis

Located adjacent to 28 Avenue NW and the Valley Line LRT, Phase 1 lies at the northern gateway to Mill Woods Town Centre (MWTC). At approximately 1ha, Phase 1 comprises the northern portion of the of the area designated as “Transit Precinct” in the Mill Woods Station Area Redevelopment Plan (SARP) “... where the greatest height and density will be located.”

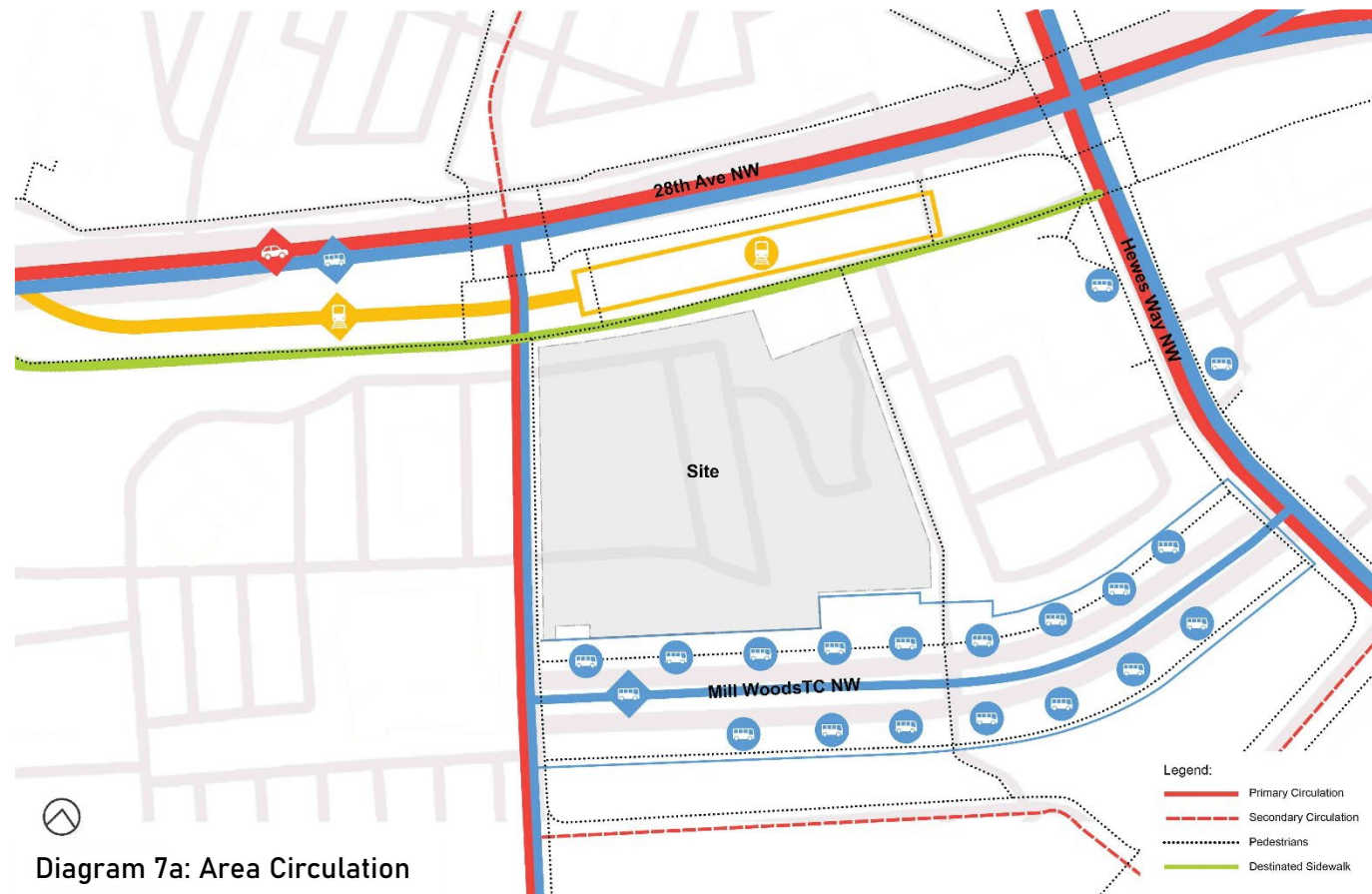
This Site Analysis describes the relationship of between the proposed Mill Woods Town Centre Phase 1 development and it’s more immediate, neighbourhood, context.

3.1 Circulation

Bounded by the Valley Line LRT, the Mill Woods Transit Centre, and the pedway connecting these facilities, MWTC Phase 1 has excellent pedestrian and active transportation access to transit – connecting the subject lands to the City as a whole through quality, high-frequency, high-speed, transit.

A perimeter of public and private sidewalks and pathways, within a hierarchy of semi-private to public spaces, will be developed to interconnect with existing and future infrastructure surrounding the subject lands. While 28 Avenue, as an arterial roadway, presents a barrier to pedestrian and active transportation, a signalized intersection at the site access from 28 Avenue provides connectivity to the Millwoods Mainstreet commercial development to the north. A Shared-Use Pathway (SUP) along the south side of the 28 Avenue provides strong east-west connectivity to another signalized intersection of 28 Avenue and Hewes Way, to the east, as well as to Mill Woods Park to the west. A new pedestrian crossing will be incorporated into the upgraded north-south roadway access which forms the west boundary of MWTC Phase 1. Existing sidewalks and pathways provide access to the shops and services within the MWTC enclosed Mall as well as the Library, Seniors’ Centre, and Multicultural Centre to the south.

Vehicular access to MWTC Phase 1 is limited to the north-south roadway access. Parking for residents and visitors will be structured and provided internal to the development.



3.2 Buildings + Open Spaces

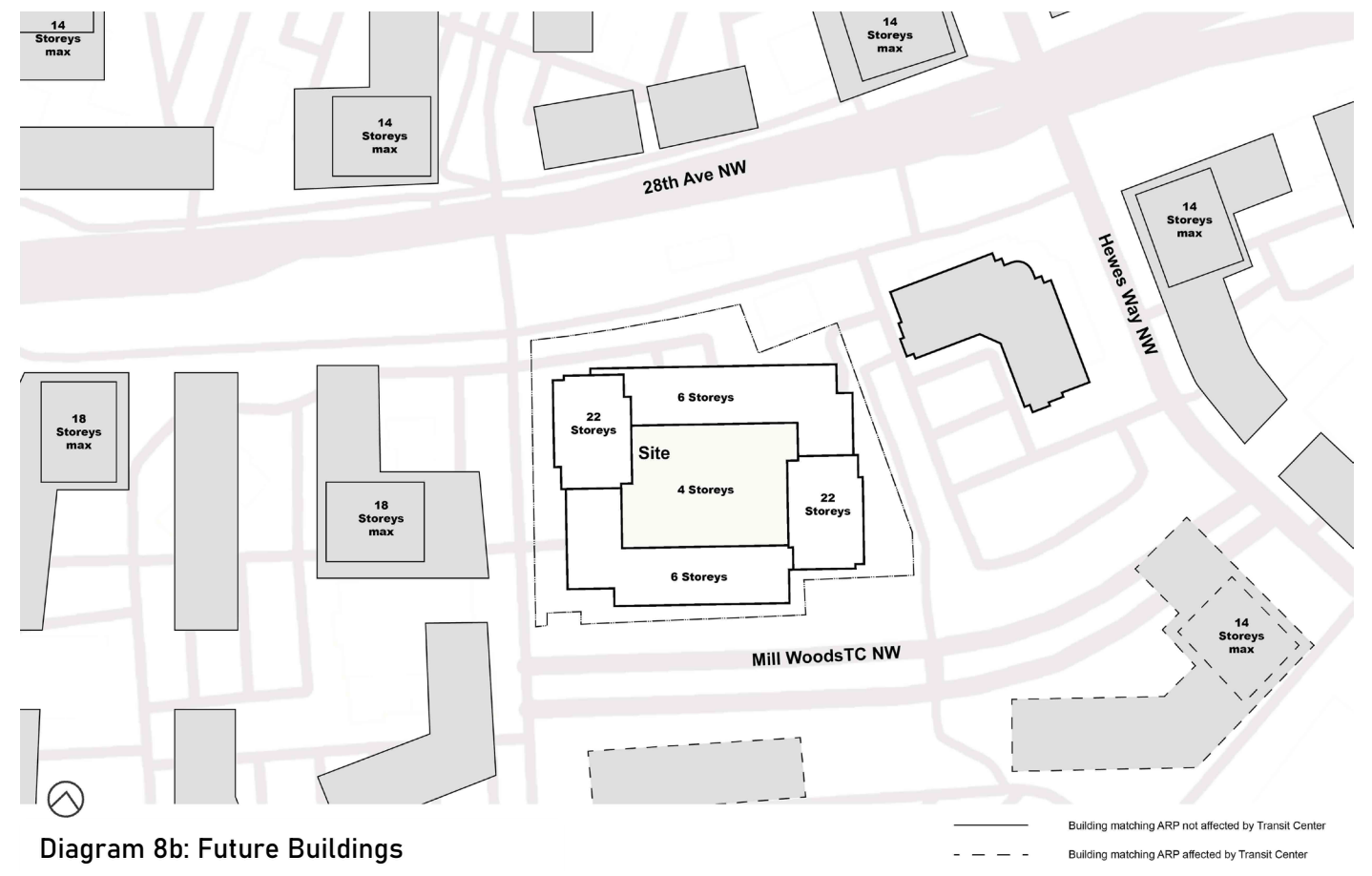
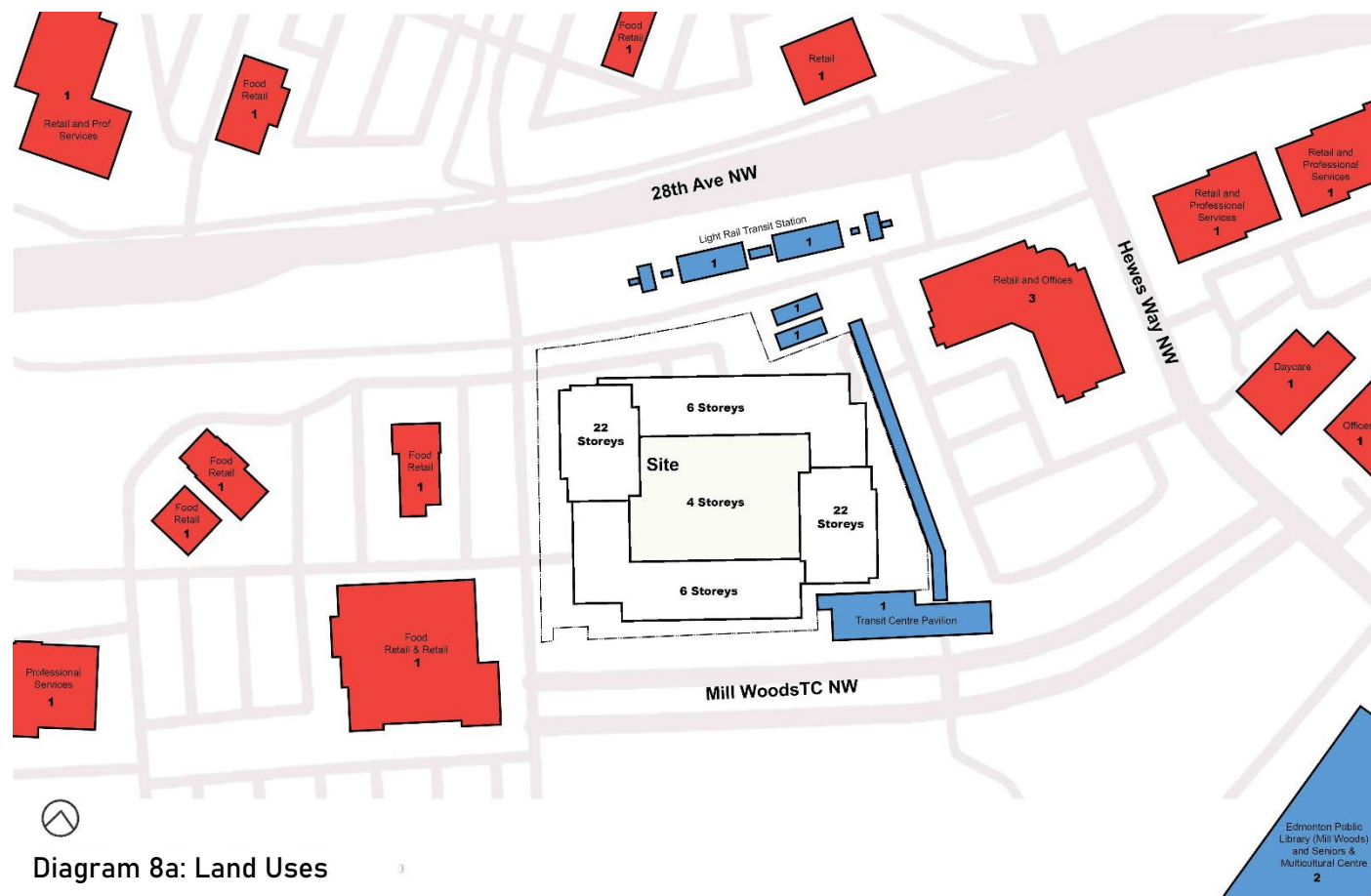
There are no existing buildings within MWTC Phase 1 site. Currently, the subject lands are occupied by surface parking for transit riders.

High-rise residential development will introduce much needed housing to the area (and the City). New residents will provide customers and clients for existing area businesses to support MWTC as a vibrant community core as phased redevelopment occurs. A podium base, with individually accessed rowhousing at the ground floor, supports a pedestrian friendly and active interface with the LRT, Transit Centre, and pedway.

Detailed design of the open spaces surrounding the development will carefully consider the public transit facility interfaces along the north, east, and south boundaries of MWTC Phase 1. Potential for loitering and illegitimate use are significant considerations with a high volume of people traveling to and around the subject lands. Hierarchy of space (public, semi-public, semi-private, private), access control (grade separation, fencing, plantings, etc.), natural surveillance (site lines, lighting, etc.) and “milieu” (durable, replaceable, and vandal resistant materials) are important considerations in the design of circulation and amenities surrounding the subject lands. Public realm design will also integrate winter city design principles and achieve the intent of the City’s policy for an inclusive and accessible Edmonton.

A single building concept comprised of a six-storey podium as the base for two 22 storey towers is anticipated for MWTC Phase 1.

EPCOR and the City have confirmed capacity exists in 28 Avenue sewers to accommodate the sanitary and storm generated by MWTC Phase 1. Existing water service in 28 Avenue will service the subject lands.



3.3 Legal

An enclosed power station for the LRT is located at the northeast corner of the subject lands. A blanket easement requires unencumbered access be provided to this facility for maintenance activities. The proposed north development interface and open space provides for operation and maintenance access to this power station. A power cubicle exists within an easement at the southwest corner of MWTC Phase 1. Site design will ensure protection of this easement and facility.

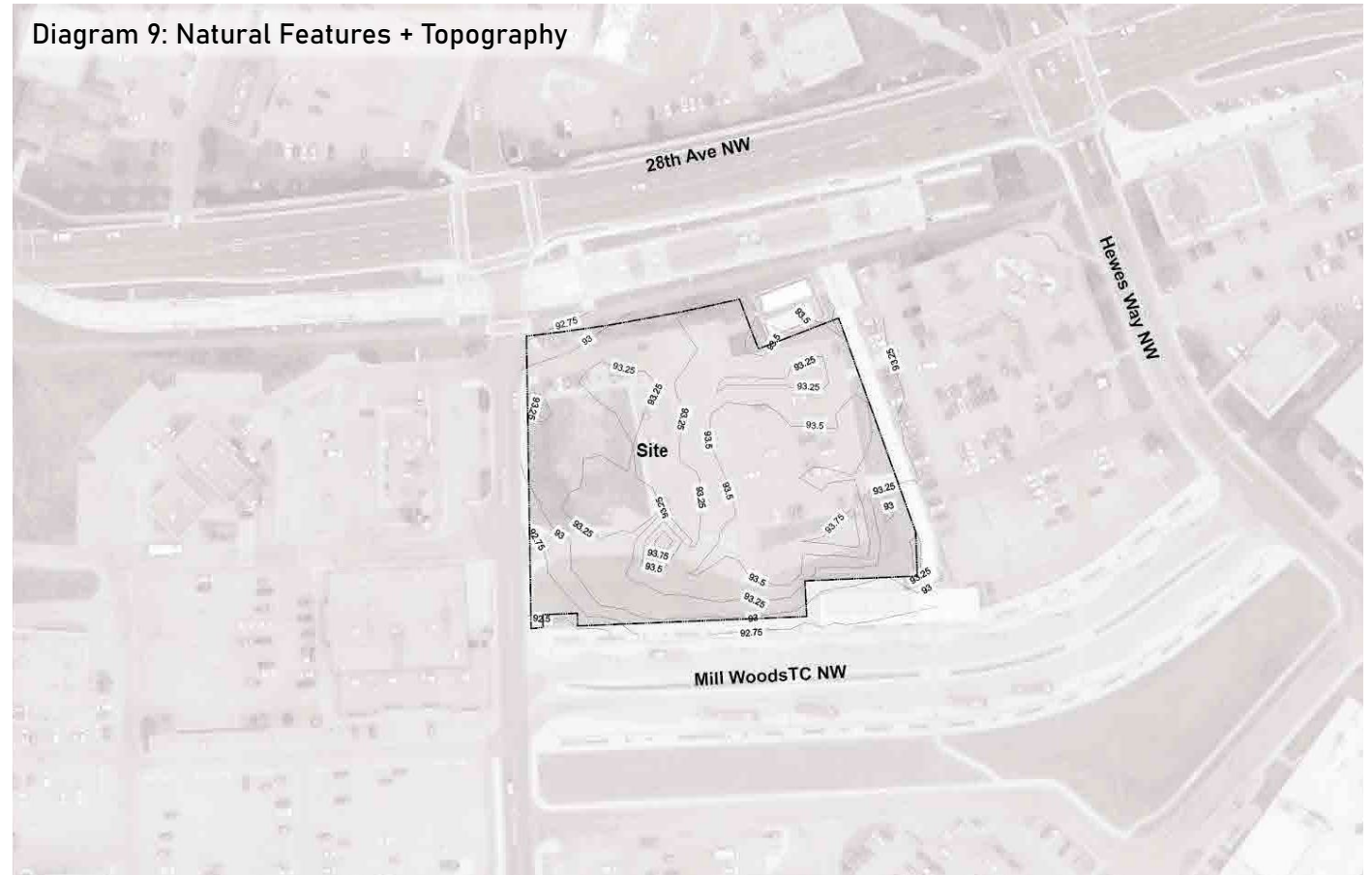
The subject lands are disturbed and contain no known archaeological and/or historical resources.

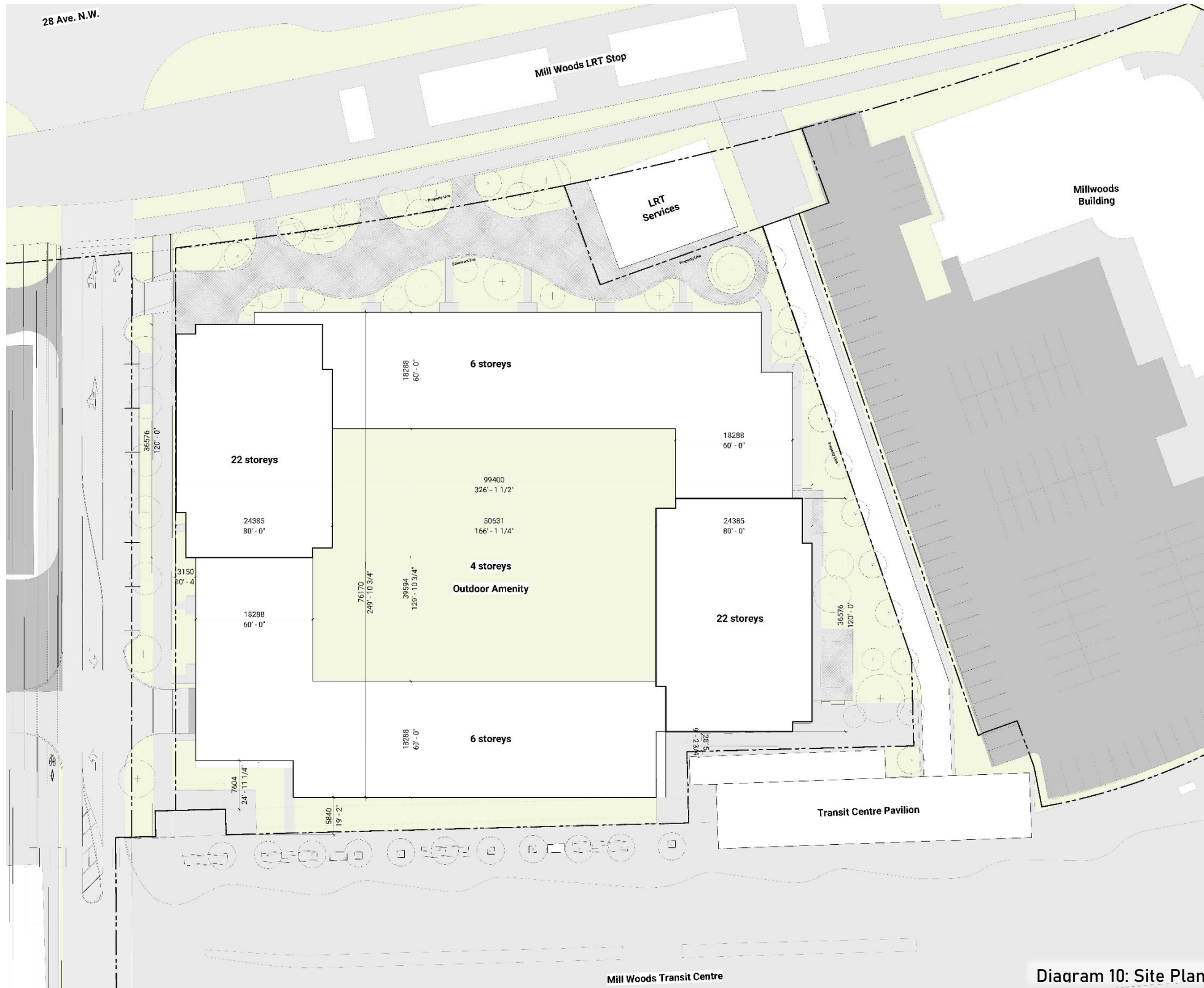
3.3 Natural Features

The subject lands are occupied by a paved parking lot with few natural features.

Existing mature trees located within MWTC Phase 1, along the south side of the SUP and adjacent to the pedway have been considered in the urban design of the site to date (see Diagram 4: Site Circulation). Detailed design for the north interface of the MWTC Phase 1 development will consider the opportunity to retain some or all of these trees, where feasible.

The subject lands are generally flat, with no known environmental hazards or environmentally sensitive features.





4.0 Design Intent

4.1 Built Form and Massing

The proposed form is intended to acknowledge the current context and to anticipate future context. The design form is that of a modified tower and podium typology. The overall density and resultant form acknowledges both the location of the new Light Rail Transit (LRT) station - the inherent opportunity of locating density next to rapid transit - as well as the need to negotiate the scale of a large proposal with lower forms in the immediate vicinity. However, there is a palpable future context of a large dense neighbourhood in place of the existing shopping centre, and the forms of this proposal reflect the policy intent for the future of this site.

The podium is structured around an internal parkade. Lower levels (1-4) enclose the parkade in a ring of residential uses presenting activated, human-scaled, facades to the exterior. The parkade is topped with a roof intended to have a mix of planting and amenities. A three storey double loaded ring of residential uses encloses this 'courtyard.' The facades of the podium will be further articulated to ensure that these do not read as a single large wall.

At opposing ends, there are two towers set apart as far as it is feasible for interior functionality of the overall building. This distance allows easy access to daylight and fresh air and also creates a less bulky form when viewed from further away. The position of the towers is set out by two considerations: the northern tower is meant to be a gateway marker when entering the new Main Street from 28th Avenue, and to free up the southwest corner for a vehicular entrance to the parkade (and "back-of-house" functions), increasing the queuing length along new Main Street.

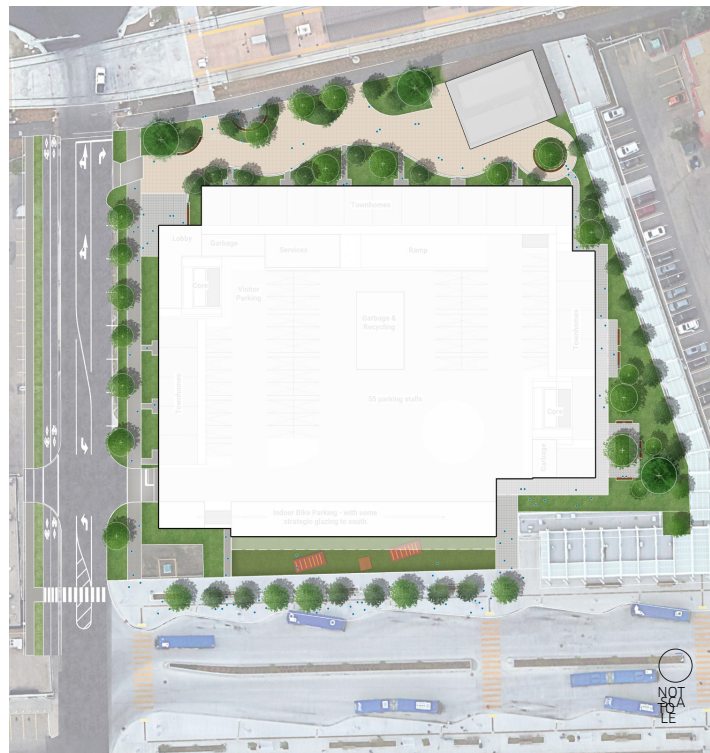
The tower forms are intentionally shaped. They are elongated in North/South Direction to reduce the shadowing on the courtyard, ground-level outdoor spaces, the LRT station, and beyond the boundaries of the subject lands. Each tower is shaped in a way that splits its elevation into two, visually emphasizing the verticality, and reducing the perception of these as single large walls. The roof equipment will be integrated in a way that emphasizes the verticality further. While most of the form of the towers sits over the podium, part of each tower cantilevers out: the benefit is twofold - it allows for demarcation of main entries at each tower, and it creates fewer locked in residential units improving overall livability.

4.2 Site Development

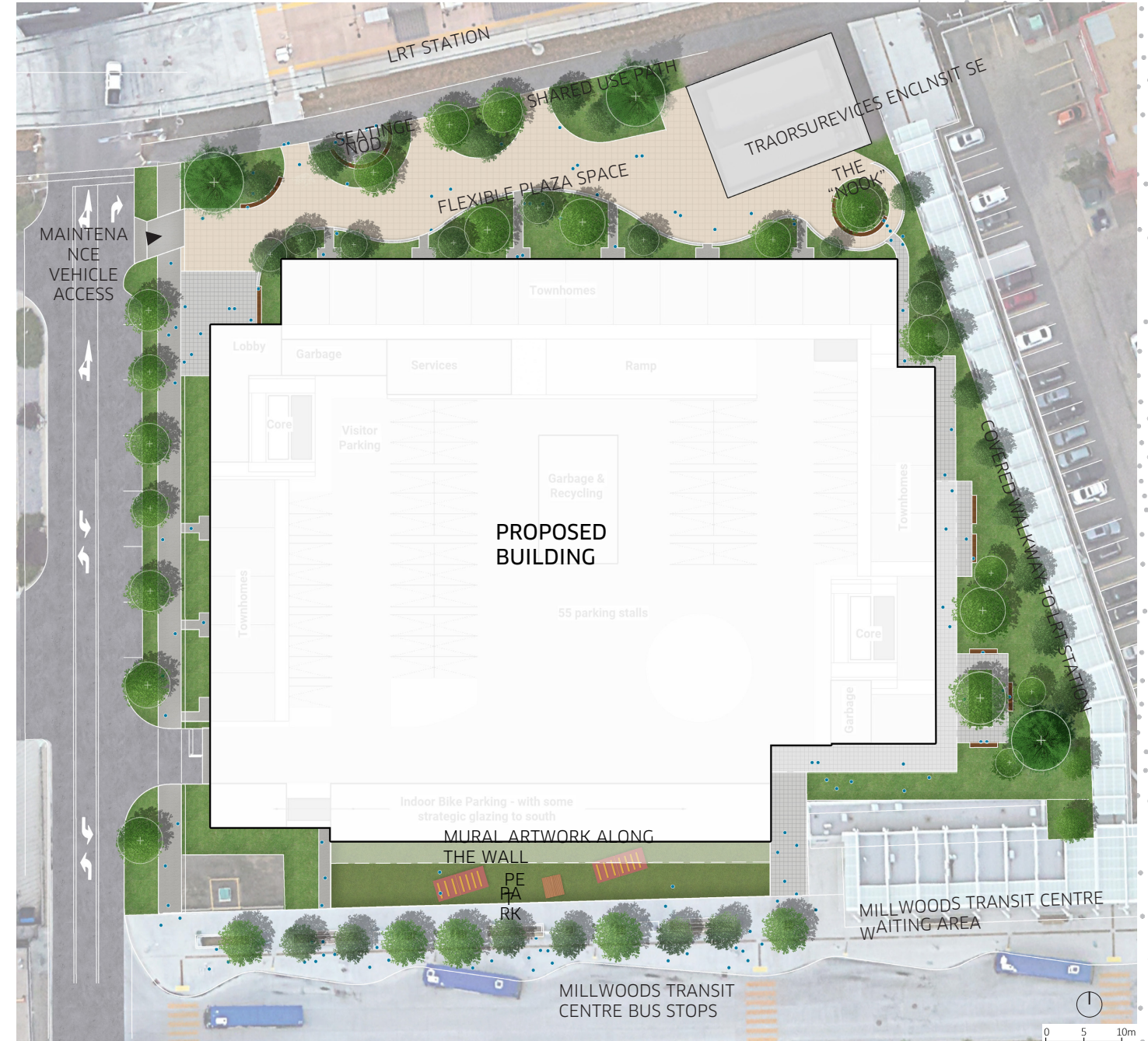
Of the siting considerations, the foremost was that the site's frontages on all four sides are significant, each in its own way. To ensure that all frontages foster a good public realm, the project has been wrapped with ground-oriented uses along its base. On three sides (west, north, and east), townhome-style units have exterior access, animating the area in front of them. On the Transit Centre side (south), the bicycle storage and maintenance room will be oriented, with visibility to the interior and an active green space in front of it (potentially a pet park), to provide animation and visual interest to the transit centre users (and an amenity to residents).

Another consideration was how the project relates to other site frameworks and elements. The design orients to the new Main Street with the intention of following the street network as set out by the Station Area Redevelopment Plan. As other sides of the site are not aligned, the remaining in-between areas were treated as opportunities for introducing landscaped areas. The northern edge of the site has an additional challenge – to provide access to the Edmonton Transit Service enclosure. This function is integrated into a curvilinear landscape / public realm design that – through these curved geometries - mediates irregular site conditions at the north frontage.

Inviting and engaging open spaces play a key role in the creation of complete communities. Each side of the project has a distinct character at the street level in the public realm. The site design proposes a semi-private plaza in the north of the site that is flexible and provides a place for seasonal programming. The plaza is flanked by a building lobby entrance plaza in the west and a “nook” in the east that provides an attractive gathering space for the tenants. South of this “nook” are recreation-oriented spaces for the tenants to use, along the eastern edge of the site, which is buffered from the public walkway to LRT Station. Recognizing the transit oriented context of the site, the design proposes a mural art along the south wall of the building and a pet park further strengthening the active edge. The site design proposes a boulevard sidewalk along the north-south roadway west of the project site, which creates a pedestrian connection between the active and passive spaces.



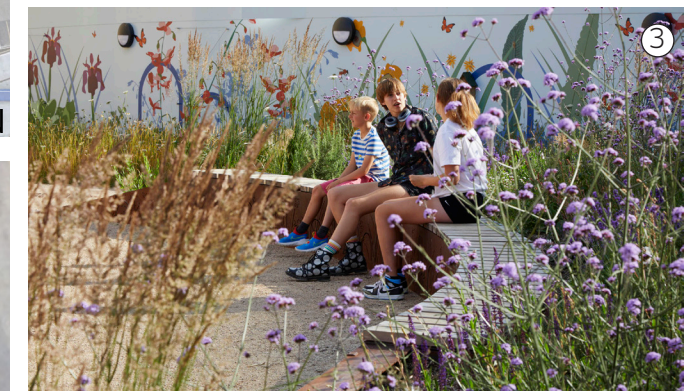
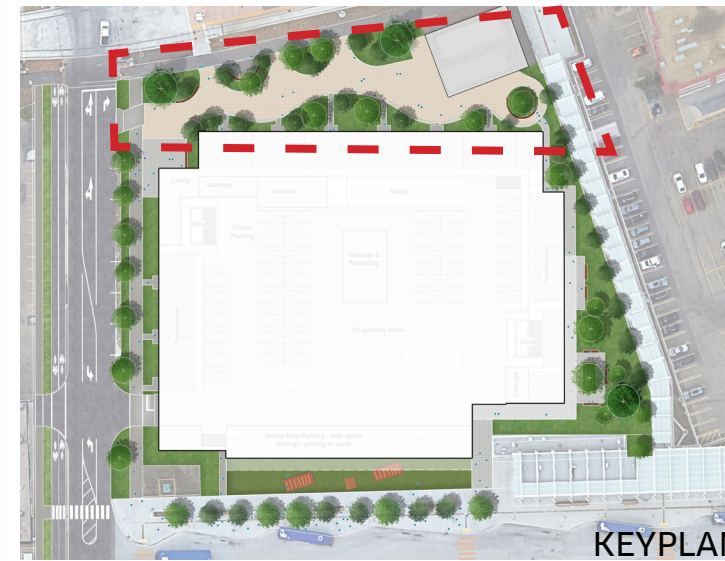
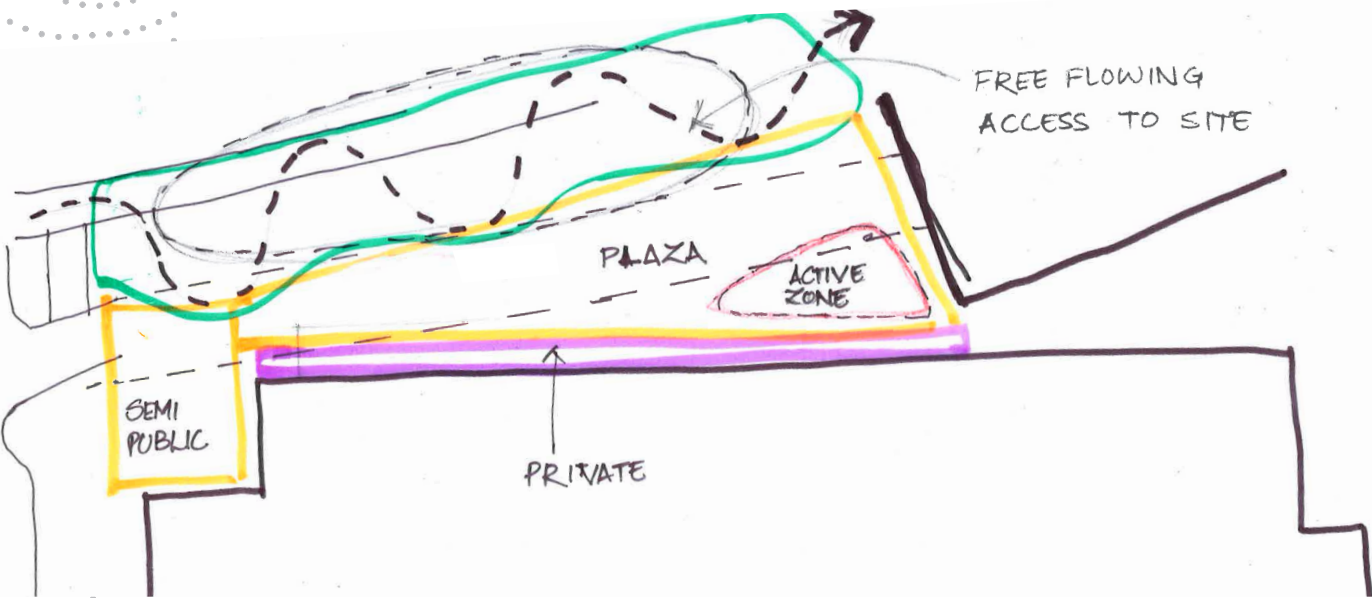
SITE PLAN - ULTIMATE NORTH-SOUTH ROADWAY OPTION



SITE PLAN - PHASE 1 NORTH-SOUTH ROADWAY OPTION

4.3 Public Private Interface

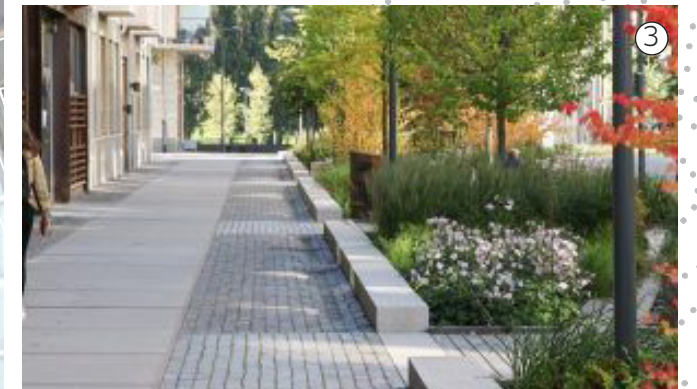
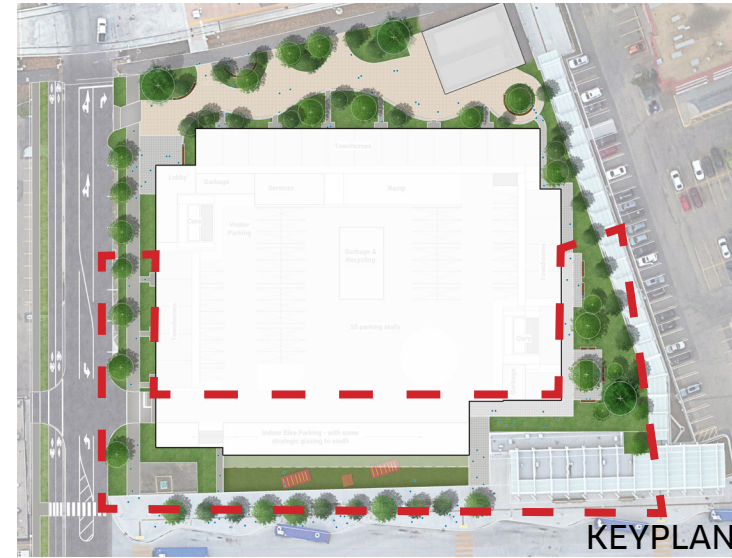
The north interface of the project sits adjacent to the Mill Woods LRT Station and an existing shared use path. The design demonstrates key adjacencies between the existing transit oriented elements, the public walkways, and the proposed architectural interface of the building at the north facade. Keeping this in mind, the design illustrates the intention of introducing a few points of entry from the public shared use path in the north into the semi-private flexible plaza space framed by little pods of landscaping to define the programming. The flexible plaza space has a clearance of at least 5m across to allow maintenance vehicles access to the transit services enclosure (TPSS). The plaza provides flexible and open space programming opportunities for the tenants. To the south side of this plaza is a private interface to the townhouse entrances which provides opportunities for private gardens and entries for townhouse residents. The overall design of this interface has been visualized to take an organic form of laying out the programming. Towards the east side of the plaza, sitting south of the TPSS enclosure, is a “nook” creating an opportunity for active use of this space as a gathering area for the residential tenants.



The south interface of the project sits just north of the Mill Woods Transit Centre. The south building wall is proposed to have mural artwork to activate the edge of the project adjacent to the transit centre. The plan illustrates a pet park along the south side of the site, which fosters a communal environment while activating the southern interface.

The western edge of the project proposes a boulevard sidewalk which acts as a transition to the semi-private townhome entrances. The townhome front porches are framed by landscape between the entrances. The overall design of the western interface is envisioned to seamlessly tie into future development phases.

The east side of the site adjacent to the covered walkway to the LRT station proposes seating nodes for tenants layered with landscape to soften the east public edge. The forms and characters of these nodes will be developed as semi-private areas of respite buffered from the public areas.



WEST, EAST AND SOUTH INTERFACE

4.4 Amenity Areas



1. TENANT PET PARK TO ANIMATE THE EDGE



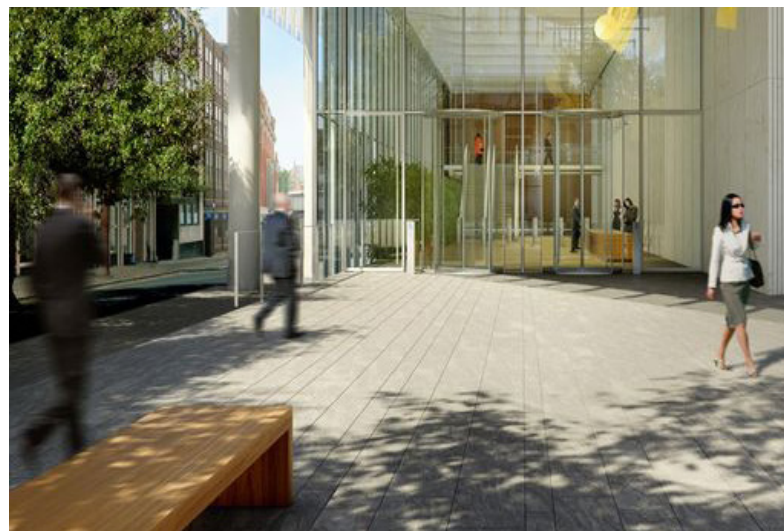
2. FLEXIBLE PLAZA



3. FUTURE AREA FOR TENANT SEATING



4. OPPORTUNITIES FOR TENANT SEATING NODES



5. PUBLIC ENTRANCE PLAZA

