MILL WOODS STATION AREA REDEVELOPMENT PLAN

Office Consolidation July 2017

Prepared by:

Development Services
Urban Planning and Economy
City of Edmonton

Bylaw 16537, as amended, was adopted by Council in September 2013. In July 2017, this document was consolidated by virtue of the incorporation of the following bylaws.

Bylaw 16537 *Approved September 16, 2013 (to adopt the Mill Woods Station Area Redevelopment Plan).*

Bylaw 8713, as amended, which adopted the former Mill Woods Town Centre Area Structure Plan, was repealed.

Bylaw 18108 *Approved July 11, 2017 (to reflect the Mill Woods Town Centre site redevelopment by updating maps, Land Use and Population Statistics, and adding policy language regarding the Mill Woods Transit Centre)*

The lands shown outlined on Figure 1 of schedule "A" are designated as a redevelopment area pursuant to Section 634(a) of the Municipal Development Act, S.A. 200, c. M-26.

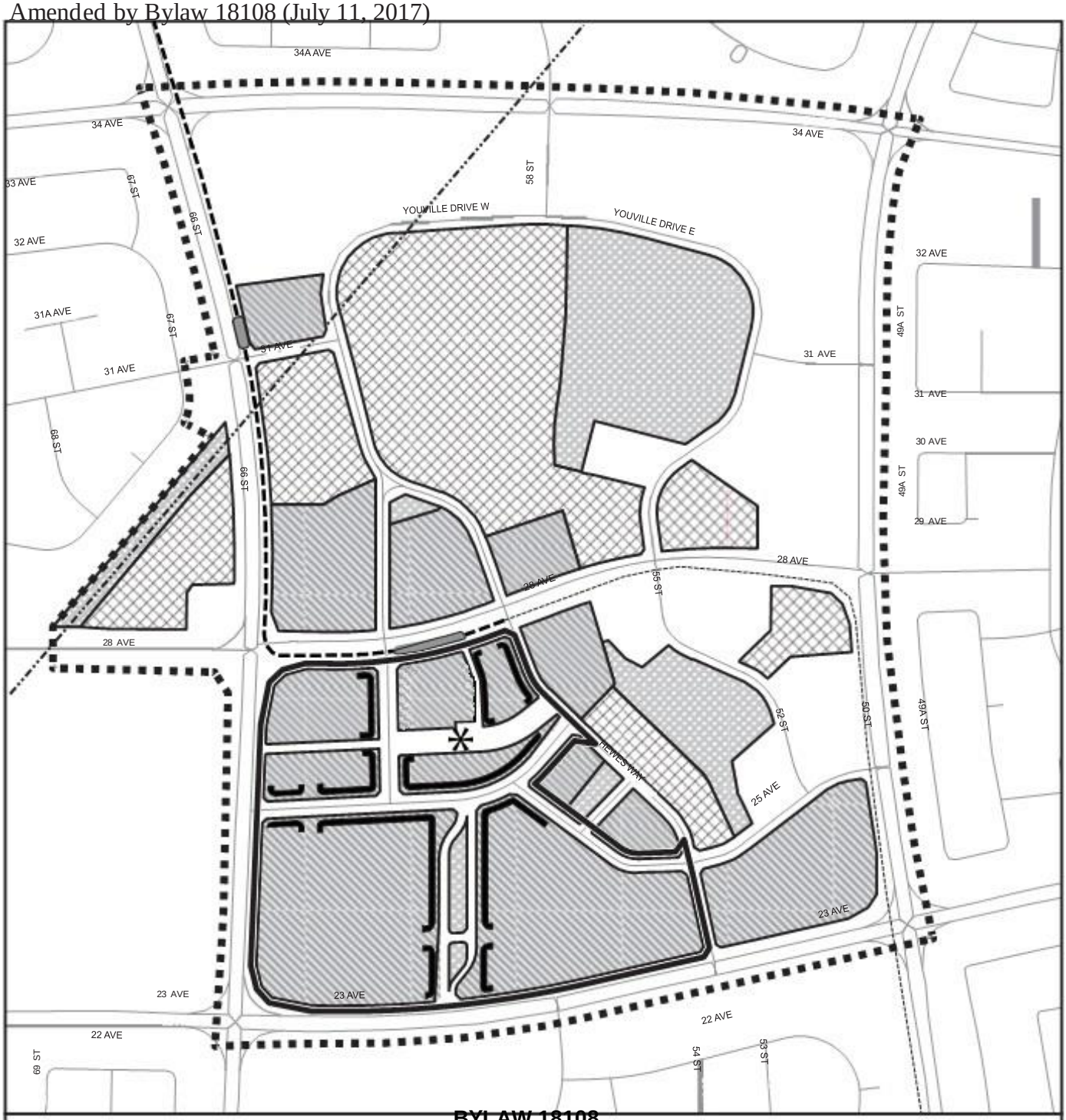
Editor's Note:

This is an office consolidation edition for the Mill Woods Area Redevelopment Plan, Bylaw 16537, as approved by City Council on September 16, 2013. This edition contains all amendments and additions to Bylaw 16537. For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. All text changes are noted in the right margin and are italicized where applicable. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton
Urban Planning and Economy

Amended by Bylaw 18108 (July 11, 2017)



BYLAW 18108
AMENDMENT TO MILL WOODS STATION
Area Redevelopment Plan

N

- Mixed Use (Residential / Commercial / Institutional)
- Residential
- Institutional / Commercial / Workforce Housing
- Open Space
- Required Retail
- Plan Boundary
- Transit Centre
- LRT Stop
- Approved LRT Alignment
- Possible Future LRT Extension
- Pipeline Corridor

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THE CITY OF Edmonton

BYLAW 16537

TRANSIT ORIENTED DEVELOPMENT

MILL WOODS STATION AREA

Redevelopment Plan

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The communities of Mill Woods Town Centre and Tawa

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Section 1

Introduction

1.1 Purpose

The Mill Woods Station Area Redevelopment Plan (ARP) provides a clear vision and planning framework for future development within the plan area over the next 25-50 years. Its goal is to locate and design higher density, transit-oriented development and supporting infrastructure around the future Mill Woods LRT station in a manner that respects, enhances, and strengthens the area's local character, urban lifestyle, and sense of place.

Transit oriented development (TOD) recognizes the interconnectedness of land use and transportation. It encourages urban development that is planned and integrated with an LRT station at its core. Within a TOD area, housing, shopping and employment are concentrated along a network of walkable and bikeable streets. There are numer o TOD which include greater transit rider use of land and infrastructure, and more 'complete communities' that emphasize a mix of uses in support of increased housing and employment choices within a compact walkable area. Transit oriented develoment promotes living locally and healthy lifestyles through use of alternative modes such as walking and cycling.

By the year 2040 Edmonton's population is expected to reach 1.1 om the current population of 812,201 (StatsCanada, 2011). To accommodate this growth, the City of Edmonton is pursuing more sustainable development options including transit oriented development (TOD) around existing and future LRT stations.

Plans for a city-wide LRT network have been prepared based on LRT's potential t velopment patterns. In July 2011, the City initiated planning for the areas around the future Mill Woods LRT stop. *Figure 1: TOD Guidelines Station Area Types* shows the location of the Mill Woods LRT stop within Edmonton's current and future LRT network.

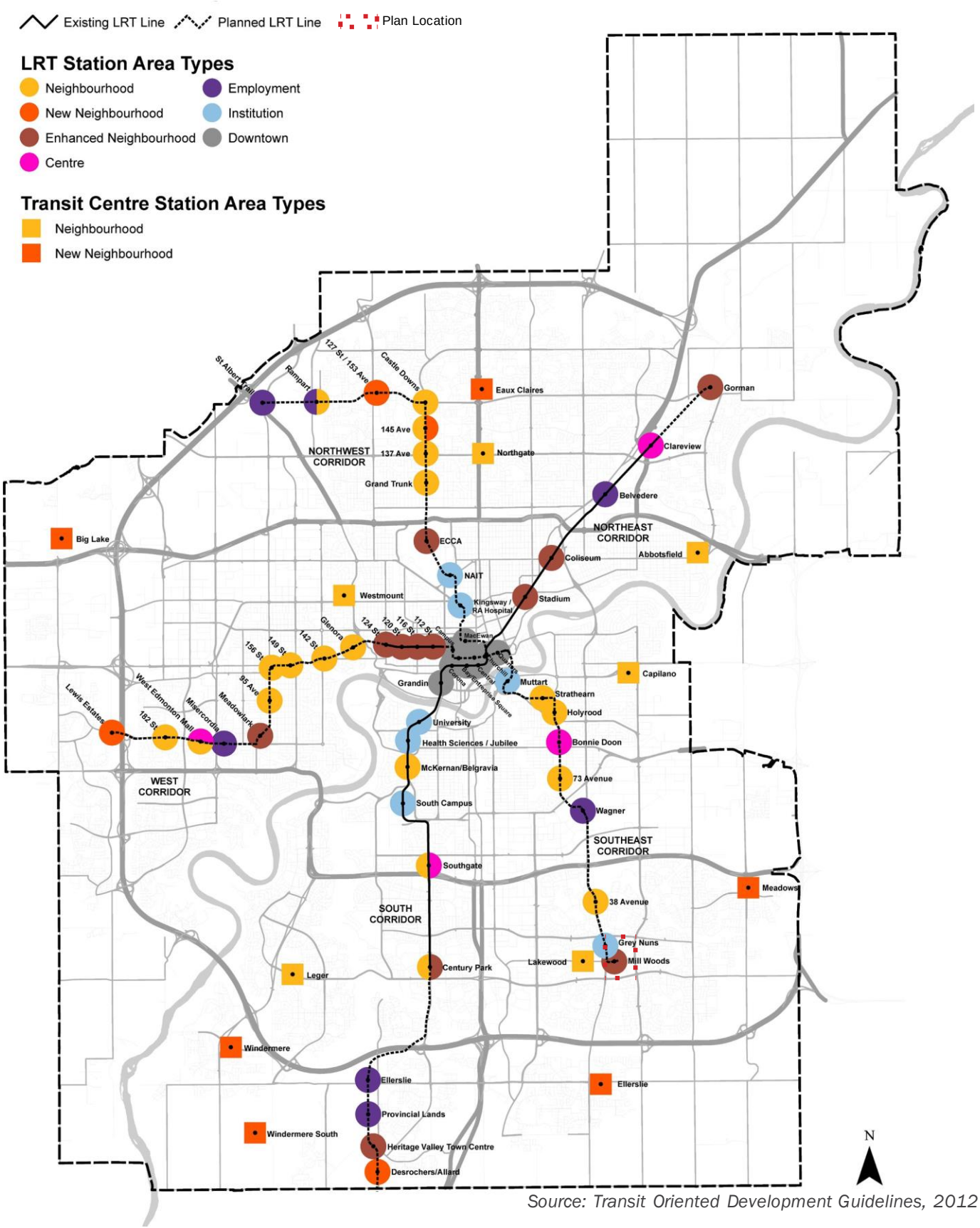
In February 2012, City Council adopted Transit Oriented Development Guidelines. These guidelines identify the general development potential for station areas based on characteristics including existing land use, built form, density and neighbourhood context. The TOD Guidelines express this development potential by assigning a station area type to each of the existing and planned LRT station and transit centre areas in Edmonton.

As Figure 1 shows, the Mill Woods station area is designated as an Enhanced Neighbourhood. For Enhanced Neighbourhood station areas, the TOD Guidelines indicate that appropriate development includes:

- *Higher density residential*
- *Neighbourhood serving street oriented retail shops – grocery and drug stores and other anchor retail*
- *Neighbourhood employment – professional offices and services*
- *Neighbourhood urban parks*
- *Street grid throughout*
- *Improved pedestrian and bicycle connectivity through the existing and surrounding neighbourhoods*

The plan area is primarily comprised of large parcels with extensive open space and surface parking. As such, the plan area has potential t population, resulting in increased LRT ridership over the long term. To provide a vision and framework for this redevelopment, a team of consultants worked with the City to prepare a Station Area Redevelopment Plan for Mill Woods Town Centre.

Figure 1: TOD Guidelines Station Area Types



Source: Transit Oriented Development Guidelines, 2012

1.2
Enabling Legislation

Under provincial legislation, this document is an Area Redevelopment Plan. In accordance with Section 634 of the Municipal Government Act (RSA 2000, c. M-26), municipalities can designate an area as a redevelopment area for the following purposes:

- *"Preserving or improving land and buildings in the area;*
- *Rehabilitating buildings in the area;*
- *Removing buildings from the area;*
- *Constructing or replacing buildings in the area;*
- *Establishing, improving or relocating roads, public utilities or other services in the area;*
- *Facilitating any other development in the area."*

Section 635 of the Act stipulates the contents of area redevelopment plans. They must describe the objectives of the plan and how they will be achieved, the proposed land uses for the redevelopment area and any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities or any other purposes the council considers necessary. If a redevelopment levy is to be imposed, the reasons must also be described.

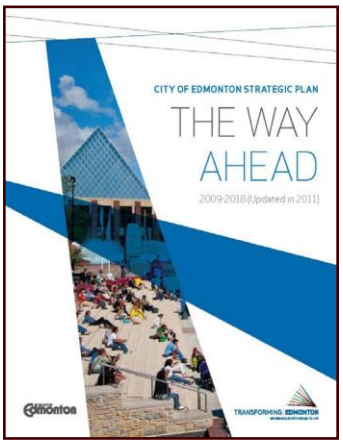
The Act also requires opportunities for members of the public, school boards and other affected parties to provide input during the planning process. The Mill Woods Station Area Redevelopment Plan has met all requirements of the Act.

1.3
Policy Context

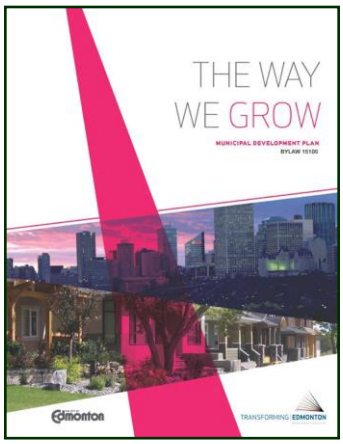
The City of Edmonton, through the Transforming Edmonton policy documents, has articulated a desire to have more compact mixed use development accessible to public transit. The Way Ahead, Edmonton's Strategic Plan, envisions a more sustainable and livable city where more people walk, cycle and use transit. Policies supporting this direction are contained in the Transportation Master Plan (The Way We Move) and the Municipal Development Plan (The Way We Grow) which direct higher density residential, employment and retail development to station and transit centre areas. Policy 3.3.1.5 of The Way We Gro
City to *"prepare transit oriented development (TOD) plans around existing LRT nodes, and in association with expansion of the LRT system."*
A review of the following pertinent City of Edmonton policy documents was conducted:

- *The Way Ahead - Edmonton's Strategic Plan (2009)*
- *The Way We Grow – Edmonton's Municipal Development Plan (2010)*
- *The Way We Move – Transportation Master Plan (2009)*
- *The Way We Live – Edmonton's People Plan (2010)*
- *The Way We Green – Edmonton's Environmental Strategic Plan (2011)*
- *Mill Woods Town Centre Area Structure Plan (Consolidated December 2006)*
- *Mill Woods Development Concept (Consolidated February 2009)*
- *Edmonton Transit-Oriented Development Guidelines (2012)*

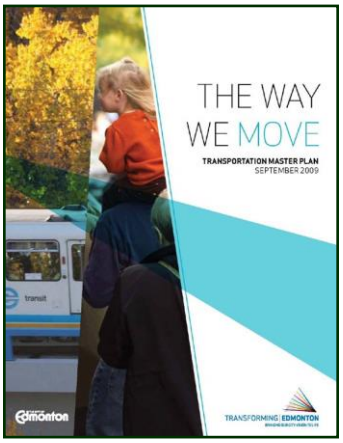
The following page summarizes the relevant objectives from these policy documents.



- Transform urban form
- Shift transportation modes
- Improve liveability
- Preserve and sustain the environment
-

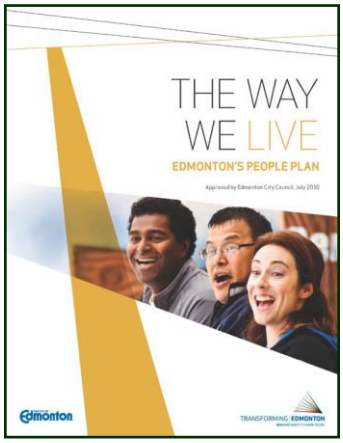


- Integrate higher density development with transit
- Goal: a minimum 25% housing unit gro -wide
- Prepare TOD plans around existing and planned LRT stations
- Facilitate partnerships and collaborative efforts to develop TOD

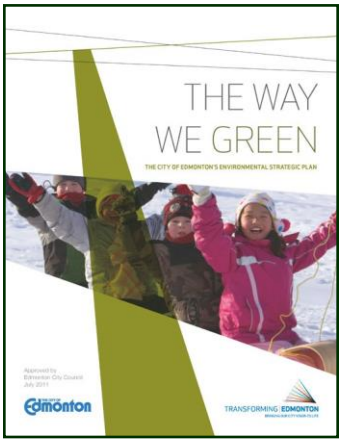


- Pursue expansion of the LRT to all sectors of the city to increase transit ridership and transit mode split, and spur the development of compact, urban communities
- Integrate land use planning and transportation to create

compact urban form



- Integrate public transit with economic, social, residential and recreational hubs
- Recreational, social programs and services served by public transit
- Public and active transportation increase mobility and interaction within the city and across the region
- Honour and preserve neighbourhood character and history

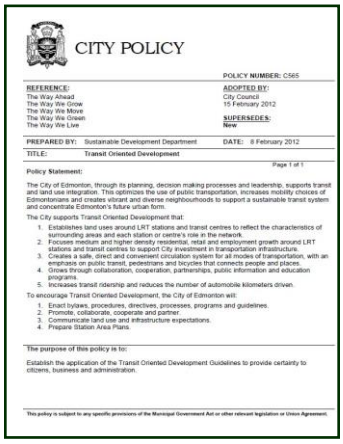


- Integrate land use planning and transportation to create

compact urban form

- Citizens use public transit and active modes as their preferred choice
- Minimize energy consumption through the design of the built environment
- Encourage renewal and

neighbourhoods



CITY POLICY

POLICY NUMBER: C565

REFERENCE:
The Way Ahead
The Way We Grow
The Way We Move
The Way We Green
The Way We Live

ADOPTED BY:
City Council
15 February 2012

SUPERSEDES:
New

PREPARED BY: Sustainable Development Department
DATE: 8 February 2012
TITLE: Transit Oriented Development

Page 1 of 1

Policy Statement:

The City of Edmonton, through its planning, decision making processes and leadership, supports transit and land use integration. This optimizes the use of public transportation, increases mobility choices of Edmontonians and creates vibrant and diverse neighbourhoods to support a sustainable transit system and concentrate Edmonton's future urban form.

The City supports Transit Oriented Development that:

1. Establishes land uses around LRT stations and transit centres to reflect the characteristics of surrounding areas and each station or centre's role in the network.
2. Focuses medium and higher density residential, retail and employment growth around LRT stations and transit centres to support City investment in transportation infrastructure.
3. Creates a safe, direct and convenient circulation system for all modes of transportation, with an emphasis on public transit, pedestrians and bicycles that connects people and places.
4. Grows through collaboration, cooperation, partnerships, public information and education programs.
5. Increases transit ridership and reduces the number of automobile kilometers driven.

To encourage Transit Oriented Development, the City of Edmonton will:

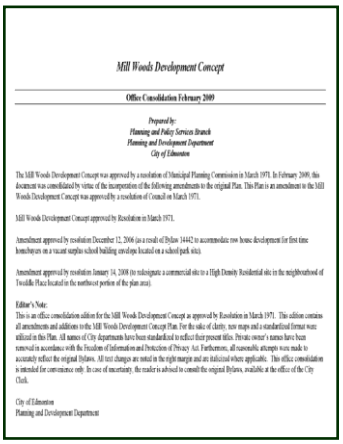
1. Enact bylaws, procedures, directives, processes, programs and guidelines.
2. Promote, collaborate, cooperate and partner.
3. Communicate land use and infrastructure expectations.
4. Prepare Station Area Plans.

The purpose of this policy is to:

Establish the application of the Transit Oriented Development Guidelines to provide certainty to citizens, business and administration.

This policy is subject to any specific provisions of the Municipal Government Act or other relevant legislation or Union Agreement.

- Establish land uses around LRT t ounding areas and station role in the network
- Focus residential density, retail and employment growth around LRT to support City investment in transportation infrastructure
- Create a safe, direct and convenient circulation system with an emphasis on transit, pedestrian and bicycles
- Increase transit ridership and reduce atuomobile use



Mill Woods Development Concept

Office Consolidation February 2009

Prepared by:
Planning and Policy Services Branch
Planning and Development Department
City of Edmonton

The Mill Woods Development Concept was approved by a resolution of Municipal Planning Commission in March 1971. In February 2009, this document was consolidated by virtue of the incorporation of the following amendments to the original Plan. This Plan is an amendment to the Mill Woods Development Concept was approved by a resolution of Council on March 1971.

Mill Woods Development Concept approved by Resolution in March 1971.

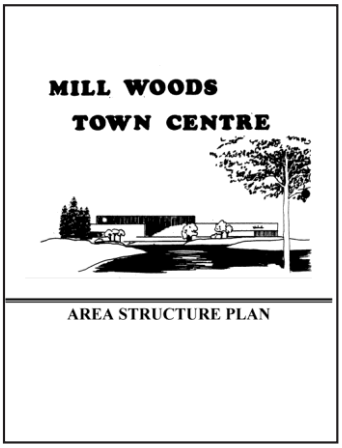
Amendment approved by resolution December 12, 2006 (as a result of Bylaw 14442 to accommodate row house development for first time homebuyers on a vacant surplus school building envelope located on a school/park site).

Amendment approved by resolution January 14, 2008 (to redesignate a commercial site to a High Density Residential site in the neighbourhood of Twadlle Place located in the northwest portion of the plan area).

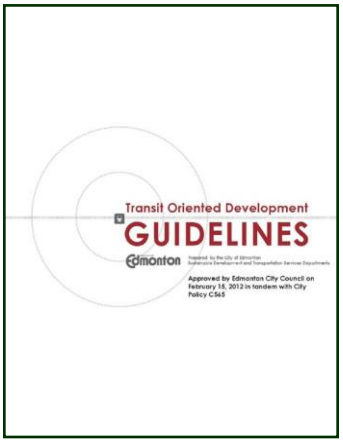
Editor's Note:
This is an office consolidation edition for the Mill Woods Development Concept as approved by Resolution in March 1971. This edition contains all amendments and additions to the Mill Woods Development Concept Plan. For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owner's names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicized where applicable. This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton
Planning and Development Department

- Develop a community core at the centre of the plan incorporating major social, cultural, and economic elements to serve as the main forum for community interaction
- Develop higher density residential development to support public transit system
- Design the core to be a walkable, compact urban form
- Stress high design standards at the town centre



- Develop a pedestrian oriented main street with small scale commercial retail/service
- Foster vitality on the main street by developing 'institutional nodes' nearby to generate activity in the area
- Medium and high density residential is also encouraged in this area



- Provides framework for development around LRT stations and transit centres
- Provide compatibility with community characteristics
- Communicate the City's land use expectations
- Provide development expectations
- Provide guidance for assessing proposals
- Inform the creation of station area TOD plans





1.4
Planning Process

Consulting with stakeholders and the community is an important aspect of the planning process. Public consultation activities occurred throughout each phase of this plan's development. *Figure 2: Planning Process* outlines the stakeholder consultation process used to inform and shape the plan.

In Phase I information was mailed to landowners and stakeholders in these neighbourhoods advising them that the City would be preparing a station area plan for the area around the future Mill Woods LRT stop. In conjunction with the municipal project team, the consulting team undertook a range of discussions with major land owners in the study area both to inform them of the study and study intentions, and to gain an understanding of local issues and oppor st public consultation activity was Public Workshop 1 held on November 23, 2011 at the Lakewood Community Hall. The purpose of this workshop was to introduce the community to the consultant team assisting with the preparation of the station area plan; introduce the concept of Transit Oriented Development (TOD); and review and obtain feedback on the preliminary analysis of the station area with the community. Approximately 34 people att st workshop.

In Phase II a second public workshop was held on March 21, 2012 at the Kameyosek Public School. The purpose of this workshop was to explore and evaluate proposed development scenarios for the station area. Approximately 19 people attended to listen and share their comments regarding the draft vision, set of design principles and potential development concept. The proposed development scenarios were also presented to the City departments prior to this public engagement.

In Phase III a draft of the Mill Woods Station Area Redevelopment Plan was presented to community stakeholders during Public Workshop 3 held at the South Edmonton Alliance Church on December 5, 2012. Additional consultation was held with the Grey Nuns Hospital, commercial property owners RioCan and Anthem, and local church groups.

In addition to advertising each of the public workshops through letter mail and community newspaper, all presentation materials were made available on the City's website to solicit further feedback and comment. An online web blog was also created on the City's Transforming Edmonton website to provide an additional forum for discussion (www.transformingedmonton.ca).

Figure 2: Planning Process



Section 2

Station Area

2.1
Plan Area

The boundaries of the Mill Woods Station Area Redevelopment Plan are shown in *Figure 3: The Plan Area*. The area is generally centred on the proposed future LRT stop on 28 Avenue between 66 Street and Youville Drive. The plan area encompasses portions of the Mill Woods Town Centre, Tawa and Kameyosek neighbourhoods.

The plan area boundary was determined after completing a site analysis, revie ounding the future Mill Woods LRT stop, and consulting with local stakeholders. Transit oriented development focuses on an area within a comfortable walking distance of a transit hub. This is generally considered to be the area within 400 metres, or a 5 minute walk, of the LRT stop. Areas within a 10 minute walk, or 800 metres, ma y their proximity to the station and are considered when identifying a plan area boundary. Lastly, the plan area considers land which may be beyond a comfortable walking distance but may still hav area.



view looking south

Figure 3: Plan Area

Plan Boundary

Approved LRT Alignment

Pipeline Corrdior



Figure 4: 2012 Air Photo

Plan Boundary



2.2
History

Mill Woods was named for the gently rolling wooded area of the natural ecology as w vine, which adds picturesque beauty to the area. It was designed in the early 1970s as a 'new city' in Edmonton's suburban environment. The City initiated this project in response t housing supply and implementation of major transportation systems, and set aside approximately 101 ha (250 acre) parcel of land for the development.

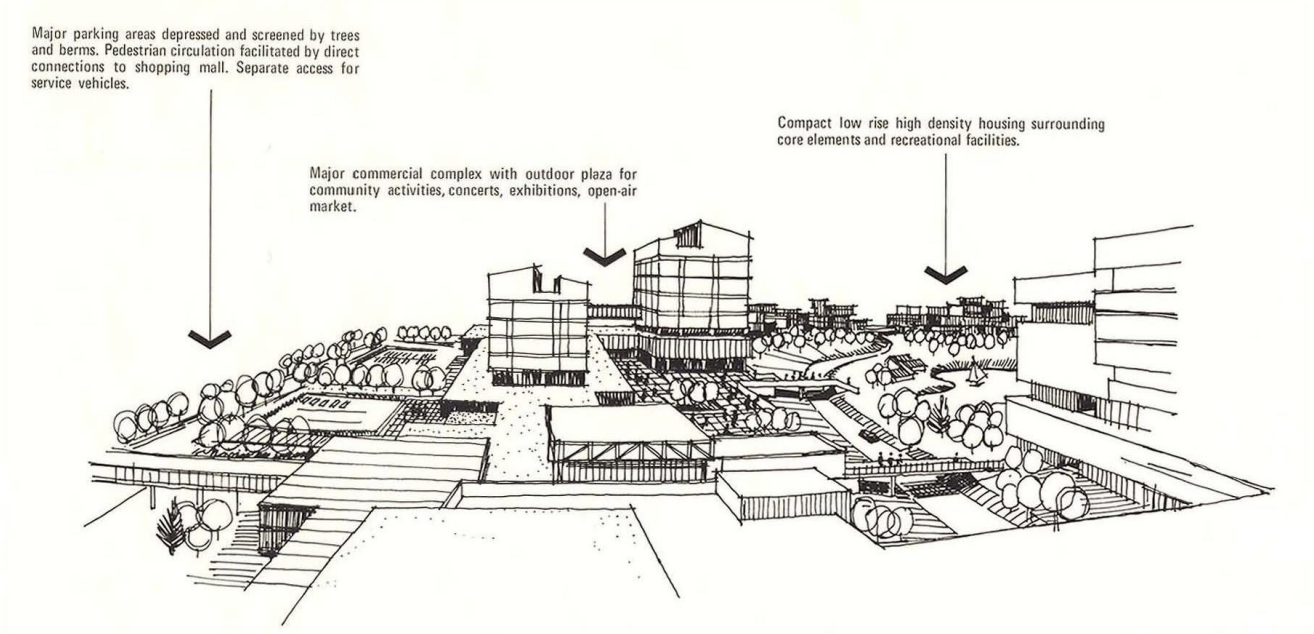
Mill Woods represent st comprehensive large-scale planning exercises in North America involving publicly sponsored land assembly. It was to become a proud symbol of joint cooperation between two levels of government, concerned with the fundamental need of land for economical housing development.

The original Mill Woods Development Concept envisioned a "Town Centre" with a residential population of 10,000 people and a commercial core which supported a variety of community activities. The vision for the heart of Mill Woods w Mill Woods Town Centre Area Structure Plan, approved December 8, 1987. This plan envisioned the Mill Woods Town Centre acting as a central meeting space, providing shopping, entertainment, high density housing, recreation, transportation access and professional ser o include 3,047 housing units and a population of 6,249 people.

During the last 15 years the Town Centre development has grown to include a range of auto-oriented, suburban style commercial and re velopment, institutional facilities and residential uses. Some higher density developments have been built recently, however environment with lower densities than planned.

Two major activity generators, the Grey Nuns Hospital and the Mill Wood Town Centre mall, opened in 1988 and helped spur housing demand in this area. Residential construction in the Mill Woods Town Centre began in the early 1990's. Construction on the new Mill Woods Library, Seniors, and Multicultural Centre began in 2013 adjacent to the existing transit centre.

Rapid transit to Mill Woods was part of the original area plan in the early 1970s. The original plan was for the line to run through Mill Woods along 28 Avenue and terminate in the Town Centre. In December 2009, City Council approved an alignment for the Southeast LRT (Valley Line) in which the line would run south along 66 Street and then turn east at 28 Avenue.



Anticipated Major Shopping Complex in Mill Woods Town Centre, from *Mill Woods Development Concept*, March 1971

2.3
Existing Conditions and Trends

2.3.1 Existing Land Use and Built Form

The Mill Woods station area is a local and regional destination containing a range of suburban style shopping outlets, the Mill Woods To y Nuns Hospital (which ployer in the area), and a range of mid-rise residential housing types including a recently built residential tower. The plan area is characterized by very wide arterial roads, surface parking lots, and low rise developments which in many cases are situated well back from the street creating a harsh and unsupportive pedestrian environment. Primary commercial areas look inward onto large surface parking lo separation between the public sidewalks, where they exist, and the building front. This is an auto-oriented character which is not conducive to pedestrian and transit access.

Residents in the plan area have easy access to nearby parks and recreational facilities, including two large regional parks, Mill Woods Park and Tawa Park. While there is ample park space in proximity to the plan area, the existing park space lacks a civic focus. Presently, the Mill Woods Town Centre mall acts as a central meeting point for area residents however there is no central y a pedestrian oriented urban character. A portion of Tawa Park is designated for a new housing development as part of Edmonton's First Place Home Ownership Program which utilized surplus school land for entry level housing. Community facilities in the plan area include churches, senior centres, a major hospital and library.

All housing units in the Mill Woods Town Centre neighbourhood are located in low-rise apartment buildings with just over half owner occupied, Tawa is characterized by duplexes, row housing and apartments, with 62% owner occupied units. In 2012 the total population for both neighbourhoods was 3,219 residents (see Table 1). Mill Woods Town Centre has a relatively large seniors population; a variety of seniors supportive housing and a long term care facility are located in the plan area.

The existing Mill Woods transit centre is a key transit facility in the city. Currently, transit ridership in the greater Mill Woods area is higher than the city's average. The arrival of the LRT to Mill Woods will help to expand this existing transit hub. As the area is transformed into a mixed use community, there are additional opportunities to increase ridership as many more people will live or work within walking distance of the transit facility.

Employment uses, including commercial re medical f w and hav impact on the plan area. The Grey Nuns Hospital alone employs over 3,800 staff and an additional number of ancillary medical and care facilities are located nearby.

As shown on Figure 5, in 2013 the zoning with the plan area included a variety of standard residential, commercial and urban service zones, plus residentially and commercially based direct control provisions.







Table 1: 2012 City Census Neighbourhood Pr s

Mill Woods Town Centre

Total Population: 1,247
Largest Age Group: 60+ years
Gender Ratio (M/F): 42% / 58%
*Cer e, Diploma, Degree: 37%
*Median Household Income: $38,754
Dwelling Structure Type (Primary): Apartment (1-4 stories)
Dwelling Unit Ownership: 57%

Tawa

Total Population: 1,972
Largest Age Group: 85+ years
Gender Ratio (M/F): 44% / 56%
*Cer e, Diploma, Degree: 49%
*Median Household Income: $56,214
Dwelling Structure Type (Primary): Duplex/Fourplex
Dwelling Unit Ownership: 62%

**Source: 2006 Stats Canada*

2.3.2 Market Conditions

Proximity to the Grey Nuns hospital and other local employers will contribute to ongoing demand for housing options. Though most of the neighbourhoods surrounding the plan area are essentially built out, there is likely to be market support for multi-family residential development catering to seniors and to area workers wanting to be closer to their place of employment.

The area's attractiveness as a place of residence for those seeking affordable living options is likely to increase with the arrival of the LRT. With Mill Woods already an established retail and service node, prospective residents working in other areas of the city and seeking housing options in south Edmonton are likely to consider Mill Woods a more desirable option once the LRT is built. Key to realizing the transformation of the district into a true mixed use neighbourhood that is a desirable place to live and to work is the creation of an attractive urban environment offering a range of interesting urban experiences, employment opportunities and housing choices. The transformation of the area will appeal to many people across multiple incomes and at various stages of life.

With the arrival of the LRT to Mill W
redevelopment can be expected. A market demand analysis was completed to determine the potential impact of the arrival of the LRT on commer
Though market conditions in south Edmonton in 2012 indicated olume of available space needing to be absorbed, demand f tween 2018-2020 seemed likely. Development integrated with the planned LRT station facility will be well positioned to capture this demand relative to other, more auto-orient ers.

Existing commercial development at the Mill Woods Town Centre and Mill Woods Main Street comprises nearly 62,700 square metres (675,000 square feet) of commercial space. As new velopment is introduced to the area in conjunction with LRT expansion, the adjusted demand model suggests there will be market support for an additional 8,360 square metres (90,000 square feet) of commercial space. Approximately 10% to 15% of this increased demand would be for convenience-oriented uses serving area residents and workers who will primarily commute via LRT. Therefore, roughly 840 to 1,300 square metres (9,000 to 14,000 square feet) of retail-commercial area should be accommodated within the immediate Mill Woods LRT stop area over the long term.

2.3.3 Infrastructure

Utilities

As this area was originally planned for a much greater density there is little concern regarding the capacity of the storm and sanitary sewers. Considerable assessments and upgrading has occurred to the storm and sanitary sewers in the Mill Woods area. Wat ws typically meet the standards for high density residential and commercial development. No xpected.

Pipelines

A pipeline corridor runs through the northwestern portion of the plan area. It crosses 34 Avenue, 31 Avenue, 66 Street and 28 Avenue diagonally and contains six pipelines that date from the 1950s. Four are 219 mm diameter oil pipelines, one is a 323 mm oil pipeline and there is one 406 mm line carrying miscellaneous petrochemical products.

The City of Edmonton's policy guidelines for Planning for the Interface of Pipeline Rights-of-Way, and the Subdivision of Land (2003) along with any other relevant Provincial legislation will be respected as the area redevelops.

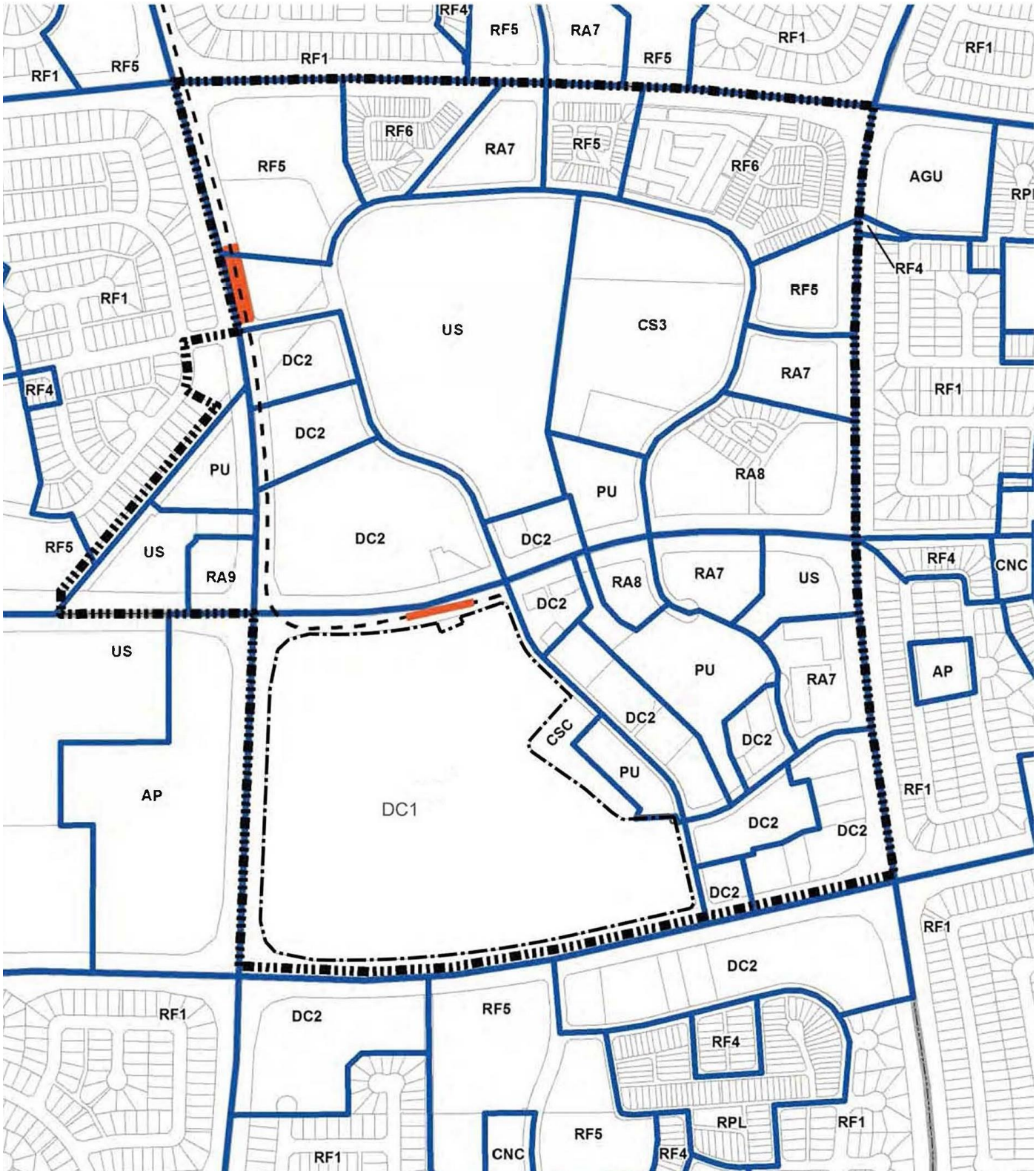
Infrastructure Condition

In general, roads and sidewalks are in fair condition but sidewalk connections are missing throughout this plan area. The construction of the LRT will result in the redevelopment of the road right-of-way along 66 Street and 28 Avenue, including the rebuilding of the street, sidewalks, curbs and gutters within these road right-of-ways. There are no plans for additional road construction or infrastructure renewal at the time of writing this plan.

Figure 5: Zoning

Future LRT Stop
Approved LRT Alignment
Zone Boundary
Plan Boundary

Amended by Bylaw 18108 (July 11, 2017)



2.4
Issues and Opportunities

The plan area is very auto oriented with wide arterial roadways, limited intersection crossings and expansive surface parking lots. While the area contains a broad mix of land uses, including commercial, employment and residential uses, these developments are dispersed over a relatively large land base with no vertical (i.e. stacked) mixed uses. Buildings are isolated from the street, surrounded by large surface parking lots. Pedestrian movement is challenged by limited intersection crossings, large t pattern, the distance between destinations, the lack of pedestrian amenities, and in some areas a lack of sidewalks. The overall development pattern vement of vehicles and parking and lacks a strong sense of place, a centre or focus and an urban character.

In the public workshops the lack of pedestrian connectivity was the biggest criticism residents had of the existing area. Adapting the existing automobile oriented development to establish an urban-grid street pattern with smaller development blocks and pedestrian-oriented streetscapes will be vital to the implementation of this plan and enabling the evolution of the area as a more urban and people friendly centre.

Challenges include:

1. There is a lack of critical mass in the area; the commercial and institutional buildings are spread out and do not make the most of their development sites.

2. Existing parks are well utilized; but some of them have not developed to their full potential - diverse types and scales of open spaces are lacking in the station area.

3. Most of the buildings in the area sit back from the street edge and do not anchor streets or intersections, which contributes to lack of sense of place.

4. Large block structures, large street dimensions, and missing infrastructure such as sidewalks and crossing signals create poor pedestrian environments.

5. Despite the mix of uses in the area, there are no mixed-use development forms. The area consists of single use buildings that do not have strong relationships to one another.

6. To address incremental, piecemeal development in the area, a comprehensive vision is needed to bett
growth.













The majority of land in the plan area is located within large parcels under single owner plexity of redevelopment in this area, as land assembly is not an issue. In addition, the plan area was originally designed to accommodate a much larger population than exists today, and as a consequence, underground services are in place to accommodate a large population and it is anticipated that only minimal upgrades will be needed to accommodate new, higher density development.

Current investments in the plan area, including the Library, Seniors, and Multicultural Centre, Tawa First Place Home Ownership site and the proposed LRT stop and transit centre will

Oppor

1. New investments in transit will transform this area into a key mobility node, with a new LRT stop which complements the existing transit centre.

2. Investments in community resources such as the new Mill Woods Library, Seniors, and Multicultural Centre and the master plan for Mill Woods Park will support the community's changing needs.

3. The area consists of a good mix of uses, including a range of mid and high density building forms which help support existing and future transit services.

4. Several large underutilized parcels, such as large surface parking areas and strip format retail, present opportunities for short and long term redevelopment.

5. Mill Woods Town Centre serves a commercial function, and also plays a social role as a meeting place and hub for the community.

6. With residents ranging in age as well as ethnicity, this is an inclusive, multicultural community which is looking to celebrate its diversity.

continue to transform the area into a desirable place to live, work, play and invest. Existing large park spaces provide passive and active recreational opportunities for residents.

In addition to the Mill Woods LRT stop and transit centre, a second LRT stop, the Grey Nuns stop, is planned near 66 Street and 31 Avenue. This LRT stop will provide additional transit options for residents, employees and visitors. While this LRT stop provides an alternative transit option, little redevelopment is expected near this LRT stop due to the stability of surrounding land uses and the constraint represented by the pipeline corridor.













Section 3

Vision and Guiding Principles

3.1 Vision

It is envisioned that with the construction of the Mill Woods LRT stop and transit centre, the plan area will be transformed into a higher density, more compact mixed use community offering a wider range of housing choices, employment opportunities and civic uses in a mixed use urban development format. A focus on livability and placemaking in the plan area will improve the area as a desirable and attractive place to live, work, shop and play, and emphasize the importance of a high standard of design excellence for buildings and public spaces. Over time r grain urban street grid comprised of both public and private streets will be introduced that will provide better connectivity and support walking, cycling and transit use. An important element of the new urban grid is a north-south mixed use main street on the west side of the plan area between 66 Street and Youville Drive.

The construction of the LRT line will allow for the redesign of 28 Avenue as a pedestrian friendly, mixed use main street with a generous public realm that is well integrated with the LRT stop and transit centre.





3.2 Guiding Principles

The following guiding principles expand on the vision statement and shape the development of this plan.

1. ***Ensure transit oriented development is appropriately located and scaled to fit the community.*** The plan area provides opportunities to increase density and housing choice in close proximity to the LRT stop without impacting lower density residential areas. Height and density permissions should be the highest in the immediate vicinity of the planned LRT stop and transit centre, transitioning to lower heights and densities outside the pedestrian priority zone.

   Buildings should be reoriented to face onto the street to better support pedestrian activity. Parking should be directed to the interior of the block or in underground and structured parking facilities.

2. ***Enhance mobility choices.*** The implementation of a ey factor in promoting active transportation and providing a high degree of connectivity between proposed higher density mixed use developments and the planned LRT stop and transit centre. Key streets such as the new north-south main street and 28 Avenue will be redesigned and rebuilt as complete streets supporting safe vehicular, pedestrian and cycle movement. An interconnected pedestrian and bicycle network with improved crossings at arterial roadways will be established to improve access for pedestrians and cyclists. The LRT stop and transit centre will evolve as an important activity hub providing access and connection to many amenities, urban services and civic uses.

3. ***Improve the public realm and focus on enhanced place making.*** Developing an interconnected, attractive public realm is important for promoting development in the plan area. The public realm consists of places and spaces that people use every day, including an interconnected network of trails and pathways linking parks and streetscapes throughout the district, and providing access to key destinations while encouraging healthy lifestyle choices within the community. This network will include pedestrian-friendly streets and various types of public parks and publicly accessible private parks and open spaces.

   Opportunities to develop new public spaces in the plan area include a new civic square south of 28 Avenue adjacent to the new Mill Woods Library, Seniors, and Multicultural Centre which can be programmed for community events and activities, a plaza north of 28 Avenue and a square adjacent to the transit centre. Additional parks and open spaces could be obtained through a density bonusing system whereby developers are provided with additional density and height in return for providing privately owned but publicly accessible parks and open spaces.

4. ***Strive for a more complete community.*** Allow for and promote more compact and higher density development in proximity to the planned LRT stop and transit centre. New development will create a range of new opportunities to live, work, shop and play within the plan area. The construction of streets, parks, open spaces and community amenities such as the new Mill Woods Library, Seniors, and Multicultural Centre are key building blocks in creating a linked public realm which can bring people and the community together.

5. ***Pursue design excellence.*** It is important to ensure that all new public and private development exhibits a high standard of design excellence that will be an asset to the community and enhance the character, image, and livability of the plan area over time. In this regard, the City can take a leadership role to ensure a high quality design of the planned LRT stop, transit centre and supporting infrastructure such as the reconstruction of 28 Avenue. Special consideration should also be given to design excellence in preparing and reviewing rezoning development applications within the plan area in the future.

6. ***Encourage environmentally sustainable neighbourhood design.*** Promote sustainable development in the plan area including a mix of uses, housing types and higher densities around the LRT stop and transit centre. Encourage urban agriculture. Utilize Low Impact Development stormwater management solutions wherever feasible. Encourage the use of new green infrastructure and encourage the construction of LEED cer porate green roofs, renewable energy and water conservation measures.

Section 4

Objectives and Policies

4.1

Development Concept

This section of the plan describes the development concept for the plan area, building on the vision and guiding principles contained in the previous section.

Anchored by the Mill Woods Town Centre mall and the Grey Nuns Hospital, the plan will guide the area's transformation from an auto oriented centre to a transit oriented community through the intr twork of streets and smaller development blocks creating a logical framework for an urban mixed use town centre. The new urban grid pattern will improve connectivity in the plan area and will ensure that redevelopment and int ed and pedestrian friendly community.

Improvements to the public realm will include the development of complete streets and provisions for new parks and public spaces, some publicly owned and others privately owned but publicly accessible.

Figures 6 and 7 illustrate how development could occur within the plan area. The illustrations are conceptual, meaning that they are not intended to prescribe details such as the footprint of buildings or the e oadways. They do, however, convey the walkable pattern of small blocks and urban style development.





Figure 6: Conceptual Illustration





view looking south-east

Figure 7: Conceptual Illustration (perspective)



Note: For illustrative purposes only

Note: For illustrative purposes only

4.2
Mobility

This section sets out the proposed mobility network for the plan area. An essential component of transit oriented development, as outlined in the City's Transit Oriented Development Guidelines, is the establishment of an interconnected network of streets enhancing the creation of a vibrant, walkable community that promotes walking, transit use and active transportation.

Objectives

- Integrate land use and transportation planning.
- Encourage transit ridership and active transportation modes.
- Expand the street network to create an interconnected urban grid pattern of streets.
- Integrate the LRT stop and transit centre.
- Enhance pedestrian and bicycle routes and cycling facilities.
- Make it easier and safer for pedestrian and cyclists to cross roads.

4.2.1 Light Rail Transit

The Southeast LRT (Valley Line) concept plan was approved in January 2011 and preliminary engineering was done between 2011 and 2013. Construction will commence in 2015 subject to funding, with the goal of LRT service to Mill Woods stop opening in 2019 or 2020.

The long-term LRT Network Plan adopted in 2009 shows the Southeast LRT (Valley Line) being extended beyond the Mill Woods stop. The most likely alignment would be east to 50 Street and then south towards Ellerslie Road.

Policies

1. Recognize Southeast LRT as an essential piece of infrastructure linking the plan area to the city at large.
2. Design, construct and operate the LRT in support of the plan's vision of an urban, walkable, mixed use heart of Mill Woods. LRT infrastructure should be simple and integrate with surrounding development where possible.
3. Anticipate the future extension of the Southeast line (Valley Line) beyond the Mill Woods stop and consider locating a stop at the intersection of 50 Street and 23 Avenue to provide excellent transit service and to foster urban-style redevelopment on adjacent properties.

4.2.2 Proposed Street Network

The envisioned interconnected street network will accommodate all forms of movement, including vehicular, pedestrian, transit and cycle movements, and will function as a vital component of the public realm creating a setting for people, activity and reinv t network will enhance pedestrian movement and connectivity within the plan area, especially to the LRT stop and transit centre. The street network also creates a range of smaller development blocks and parcels that can be incrementally developed as market conditions allow, helping to set a foundation for reinvestment and reurbanization. In all cases, new streets should be developed as "complete streets" accommodating all modes of transportation.

Policies

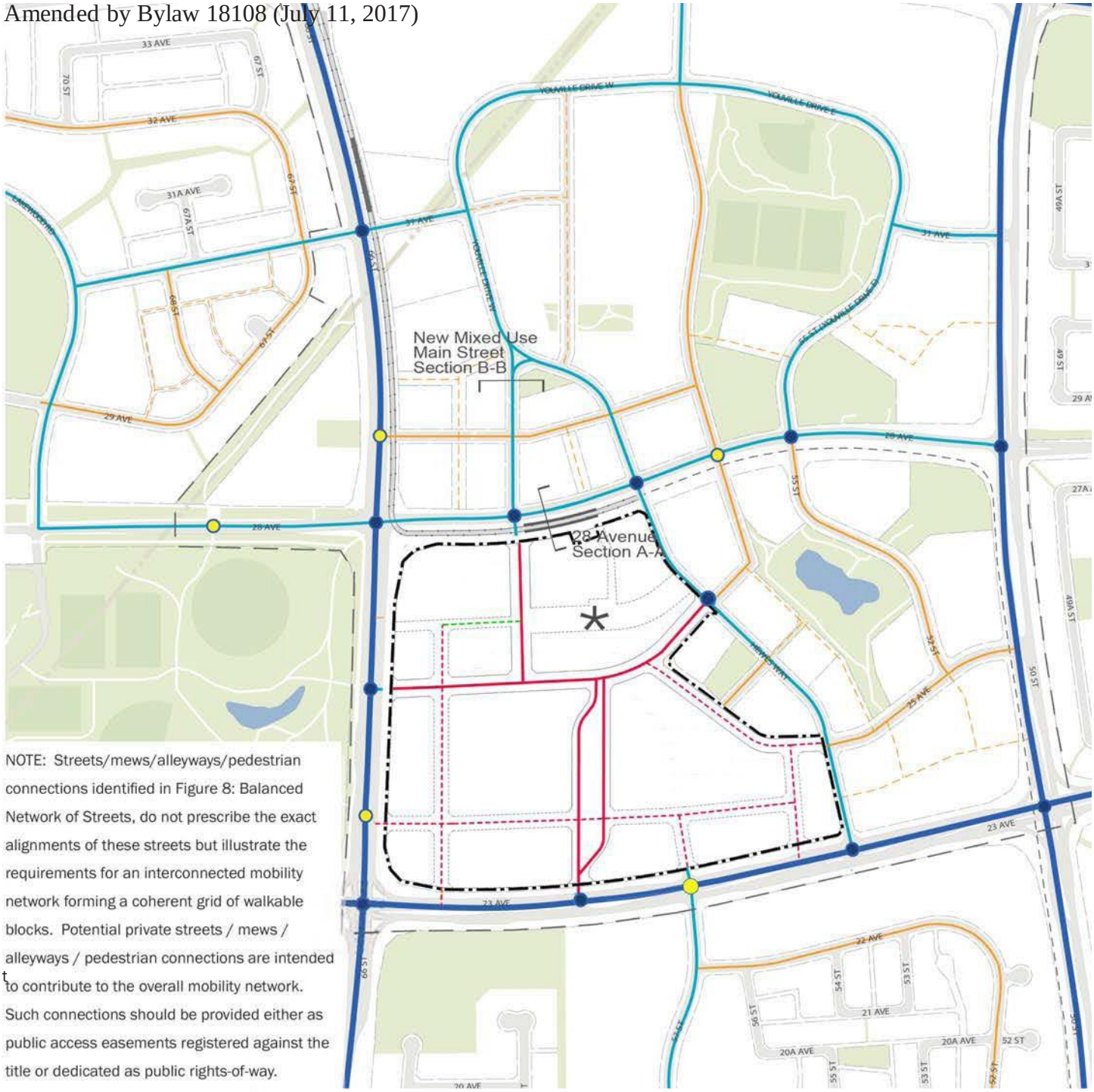
Creating an Urban Grid Pattern of Streets

1. erconnected network of streets that permit and maximize access and connectivity within the plan area and support active transportation and transit use, as illustrated in *Figure 8: Balanced Network of Streets.*
2. Develop the street network over time as rezoning and development applications are brought forward. Consider a range of implementation strategies including public/private partnerships.
3. Utilize *Figure 9: Potential Public and Private Street Allocation* as a guide in negotiating with private landowners/developers to encourage their participation in implementation of the urban grid street concept.
4. Require zoning prepared for the plan area to respect the smaller block pattern resulting from the street network envisioned in this plan. Any zoning for property through which a public street is shown running in *Figure 9: Potential Public and Private Street Allocation* must include a maximum site area regulation in which public streets sho e areas.

Figure 8: Balanced Network of Streets

- Arterial
- Collector
- Local Street
- Potential Private Street/ Mews / Alleyway / Pedestrian Connection
- Primary Intersection
- Secondary Intersection
- Shared Transit and Vehicular Connection
- Private Main Street
- Private Local Street
- LRT Stop
- Approved LRT Alignment
- Possible Future LRT Extension
- Transit Centre Plan Boundary
- Pipeline Corridor

Amended by Bylaw 18108 (July 11, 2017)



5. Ensure that the road right-of-way required for the public streets shown in Figure 9 and for any other public streets determined through negotiation is dedicated through subdivision.
6. Negotiate with the developer during the rezoning process to determine the extent of the developer's responsibility to construct new public streets. Negotiations should consider the costs and revenues associated with the proposed development program. Any developer responsibility should be documented in the zoning and ough subdivision, servicing agreements and/ or development permit.
7. Design and construct all streets, including those to remain in private ownership, to look and function like public streets. Some streets may be retained as publicly accessible private streets, if it can be demonstrated that the mobility objectives of this plan are met. Designs that differ from conventional streets will be considered if they place high priority on pedestrian movement.
8. Improve pedestrian and cyclist crossings at existing and new intersections, particularly along arterial and collector roadways, to improve safety and connectivity through the plan area and to the adjacent neighbourhoods and parks.

Making 28 Avenue a Mixed Use Main Street

9. Design and reconstruct 28 Avenue as a complete mixed use main street concurrent with development of the LRT stop and transit centre, shown on *Figure 10: 28 Avenue Cross Section.*

Creation of a New North-South Main Street

10. Design and construct a new north-south mixed use pedestrian-oriented "main street" on the west side of the plan area between 66 Street and Youville Drive linking the existing Mill Woods Town Centre mall in the south with the Grey Nun's Hospital in the north (see *Figure 8: Balanced Network of Streets*). This new main street should be developed as shown in *Figure 11: New Main Street Cross Section*.

Connection between 52 Street and 55 Street

11. Explore the feasibility of connecting 52 Street and 55 Street to improve circulation through the plan area and provide additional "eyes on the street" on the parkspace adjacent to the stormwater management pond.

Integrating Bus and LRT

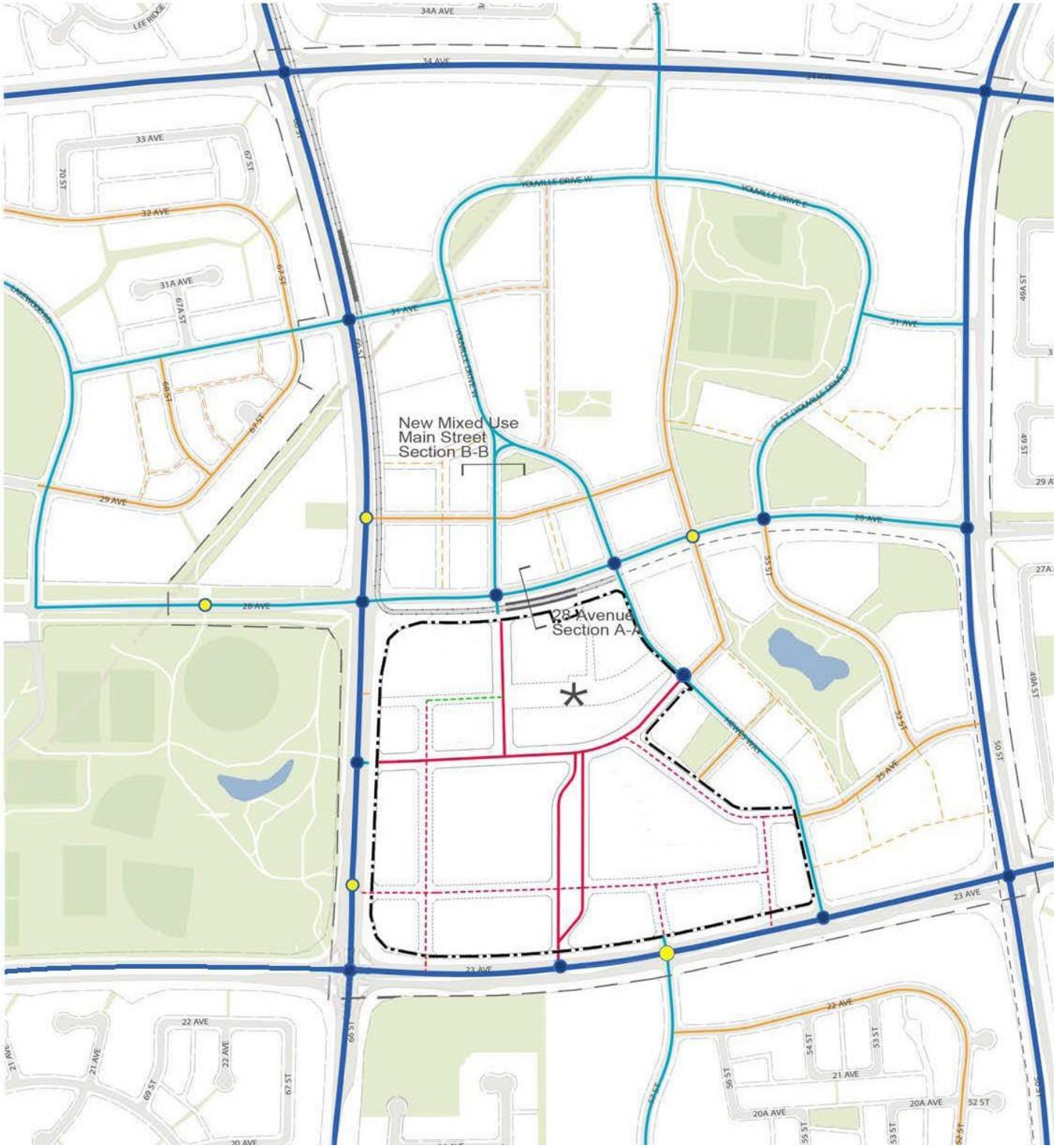
12. Relocate the existing transit centre along Hewes Way to be closer to the Mill Woods LRT stop in the general location shown on *Figure 8: Balanced Network of Streets* o provide convenient transfer between buses and LRT in an urban setting that supports transit oriented development.
13. Design and develop streets that provide access to the LRT stop and transit centre as public streets for pedestrians, cyclists, transit buses and motorists.





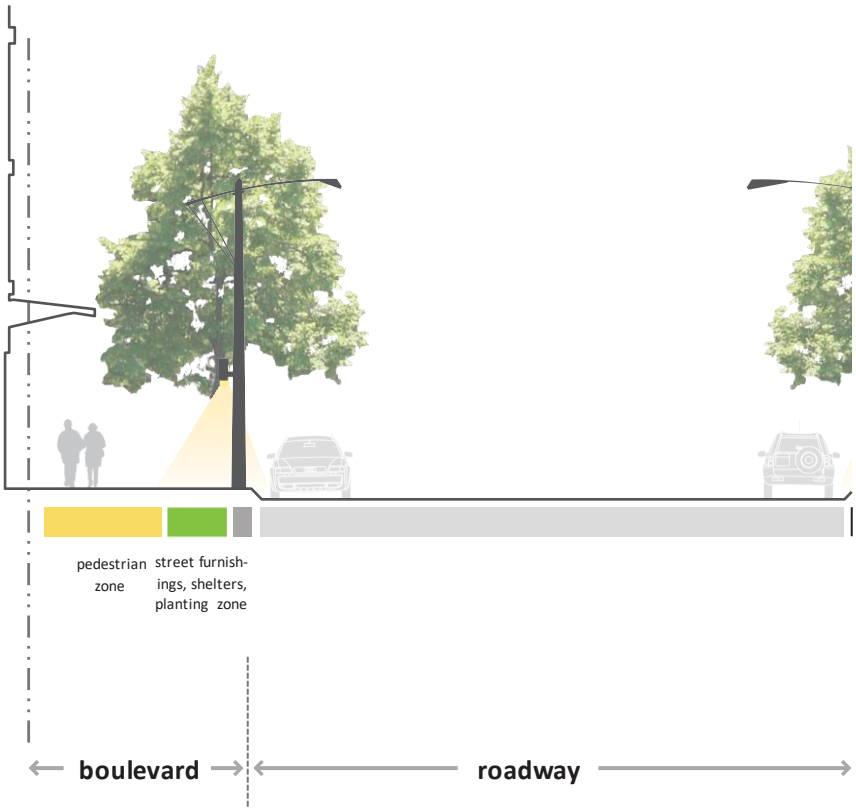
Figure 9: Potential Public and Private Street Allocation

Amended by Bylaw 18108 (July 11, 2017)





Northside
(28 Avenue
Precinct)







varies
Youville Plaza

Figure 10: 28 Avenue Cross Section (A-A)

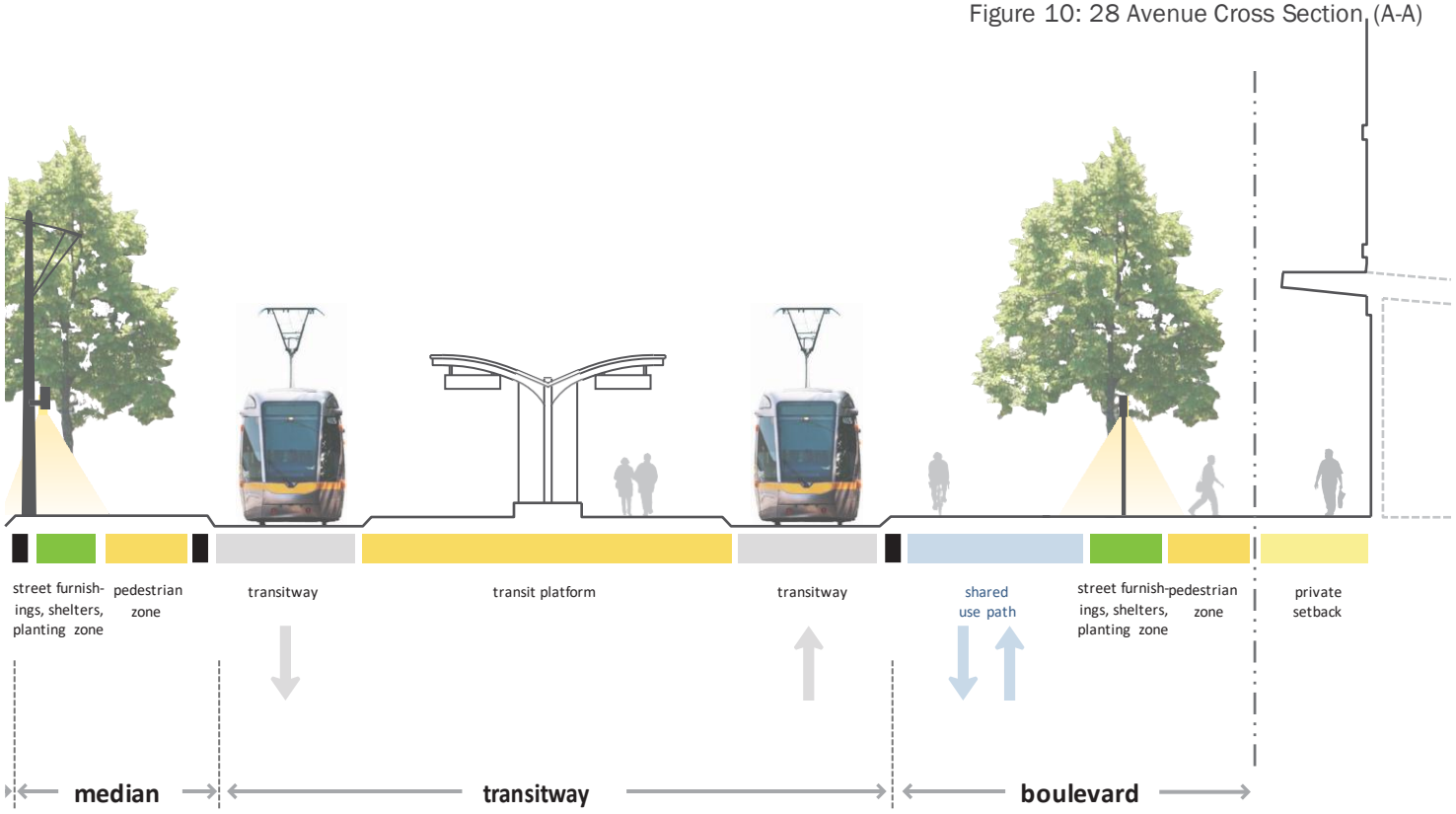
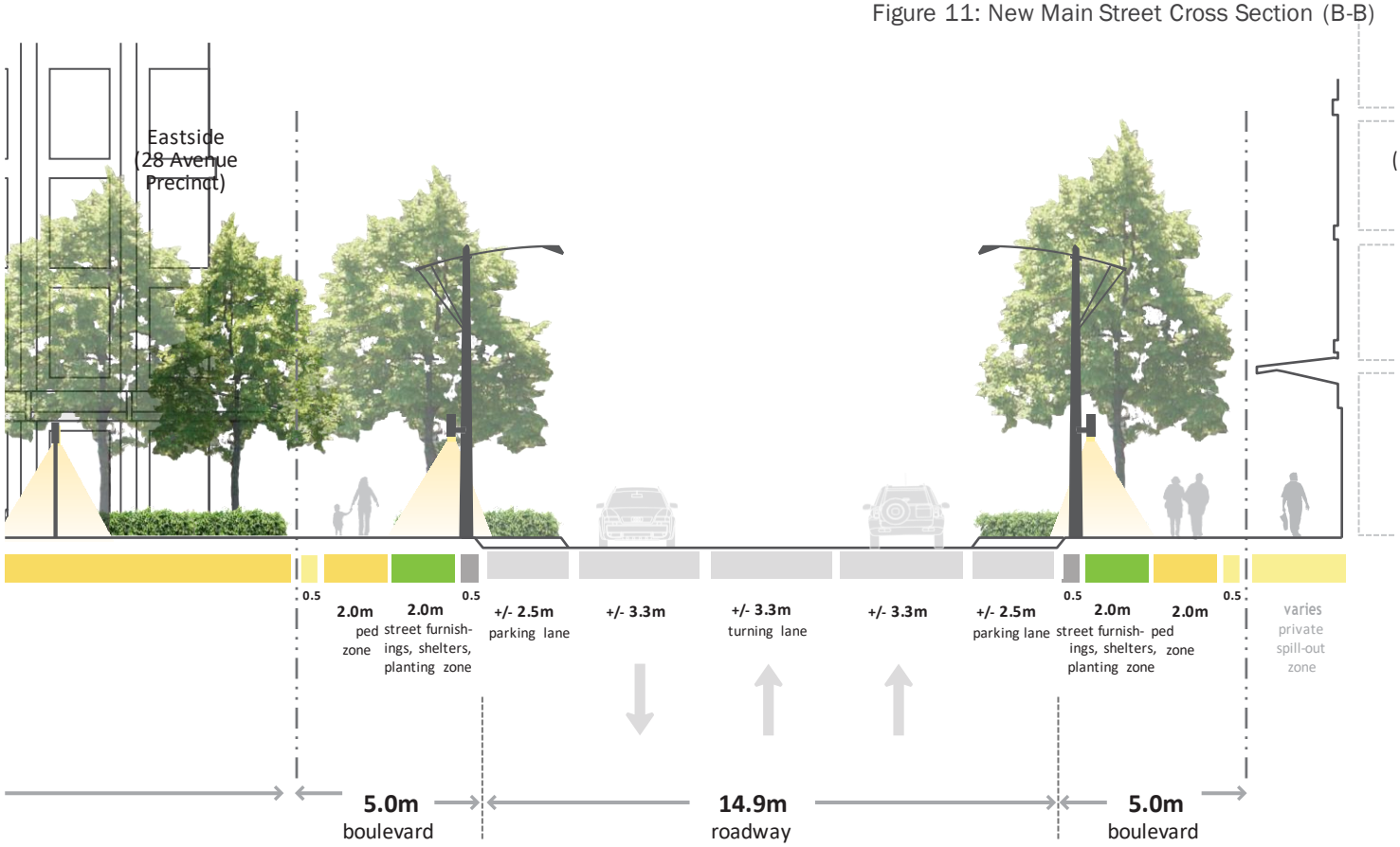


Figure 11: New Main Street Cross Section (B-B)



4.2.3 Pedestrian Priority Area

A pedestrian priority area should be established within 200 metres of the Mill Woods LRT stop and transit centre, as shown on *Figure 12: Pedestrian Priority Area/Integrated Transit Block*. The intent of the pedestrian priority area is to develop a safe, comfortable and attractive place for pedestrians and cyclists to access the LRT stop and transit centre.

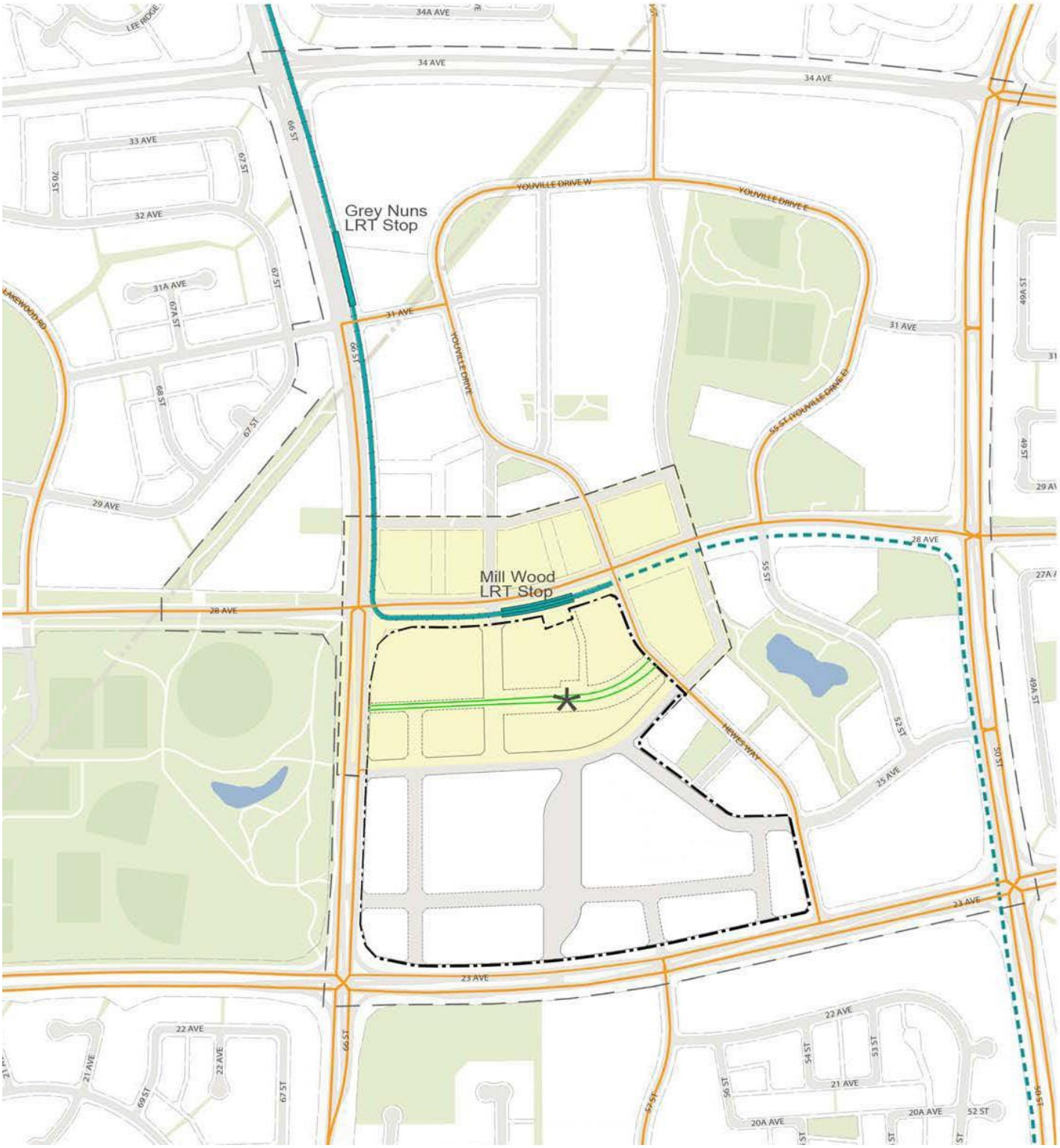


Policies

1. Design streets, sidewalks and crossings within the pedestrian priority area to include special design treatments such as differentiated paving materials, enhanced landscaping, wider sidewalks, clearly marked pedestrian crossings, pedestrian scale lighting, street furniture, public art, signage and wa
2. Im
   priority zone that may include, but are not limited to, narrowing roadway widths, bumping out corners, utilizing texture paving materials and buffers such as on street parking between mo
   realm.
3. Construct curb ramps at all intersections to ensure universal access through pedestrian priority areas.
4. Ensure that pedestrian priority areas include active street fr oportion of windows for retail displays, high quality shop fronts, interesting front entrances facing onto the street and uncluttered pedestrian pathways to create interesting streetscapes that facilitate easy pedestrian movement and visibility.
5. Give priority to keeping pedestrian connections to the LRT stop and transit centre clear of snow and ice.
6. Design the LRT stop, transit centre and surrounding pedestrian priority area to be well connected to surrounding developments and to include a diversity of amenities including, but not limited to, public art, seating areas, street furniture, small parks/plazas, and market/vendor spaces.
7. Develop the pedestrian routes connecting the LRT platform and transit centre to be direct, clearly marked and accessible.
8. Design the LRT stop, transit centre and any intervening development to allow for the easy and safe movement of transit riders between the LRT train and buses.
9. As a community mobility hub, design the Mill Woods LRT stop and transit centre to create a welcoming, hospitable and vibrant public space with the ability to handle the increase in capacity that will result over time from the development of this plan area.

Figure 12: Pedestrian Priority Area / Integrated Transit Block

Amended by Bylaw 18108 (July 11, 2017)



4.2.4 Active Transportation Network

An important aspect of transit oriented development is providing active transportation choices that are safe, enjoyable and convenient for users. This includes the development of a variety of uses and services in close proximity to the LRT stop and transit centre. For cyclists and pedestrians, a well connected and continuous pedestrian and cycling network including continuous sidewalks, shared use paths, bicycle station(s) and other amenities will be created. Cycling amenities such as bike stations, which could include covered bicycle parking and an air compressor to service bicycles at the LRT stop and transit centre, are encouraged.

Developing streets as "complete streets" in an urban grid pattern will encourage a variety of modes of transportation including walking, cycling, transit and automobiles. The introduction of mid-block connections throughout the plan area will encourage active transportation through all seasons and is consistent with winter city design principles.

Policies

1. Develop new streets as complete streets to accommodate walking, cycling, transit and automobiles.
2. Ensure that proposed street networks allow for easily navigable routes for users including pedestrians, cyclists and motorists.
3. Require proposed street network plans to include sidewalks on both sides of the streets.
4. Develop shared use paths along 28 Avenue, 23 Avenue, 66 Street and along the pipeline corridor west of 66 Stree *Figure 13: Active Transportation Network.*
5. Require the street furnishings, shelters, planting zone / pedestrian zone / private setback, south of the shared use path and south of the LRT tracks, be provided as a condition of development of the adjacent property.
6. Redevelop 28 Avenue as shown in *Figure 10: 28 Avenue Cross Section* to include a shared use path on the south side of the roadway.
7. Develop a publicly accessible bicycle station at or near the Mill Woods LRT stop or transit centre. This bicycle station should include covered bicycle parking, bike storage, bike lockers and an air compressor to service bicycles.
8. Include provisions for bicycle parking in all new buildings and encourage the provision of additional cyclist amenities (e.g. change rooms, showers).
9. Include provisions for bicycle parking posts, racks or corrals in all new street designs.

Transportation Demand Management

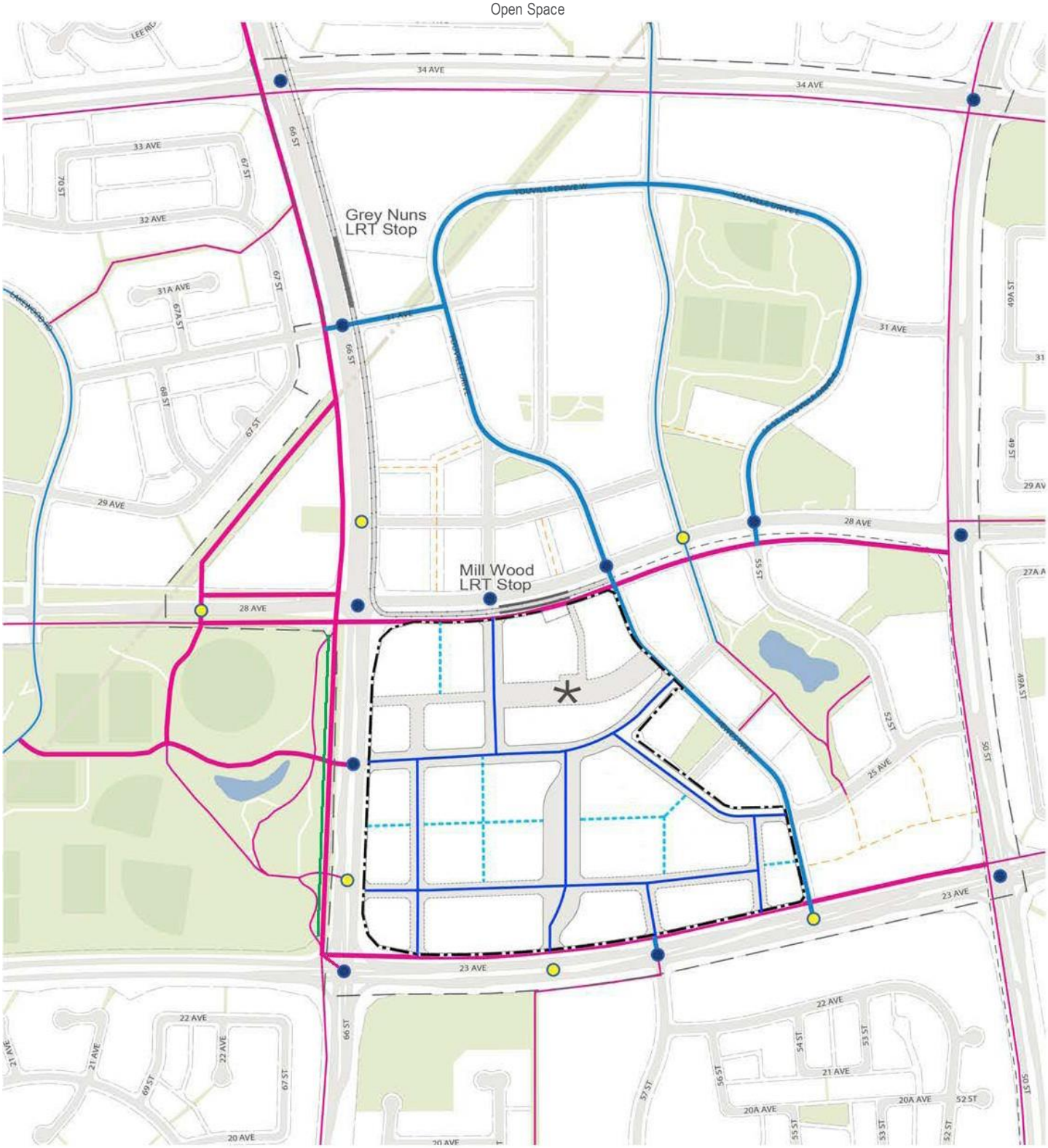
10. Encourage developers and employers to adopt transportation demand management measures such as transit reimbursement, carpool programs, car co-ops, showers and lockers for active mode commuters and telecommuting.
11. Encourage developments to include dedication of car pooling or car co-op spaces and work with property managers to identify need and priority locations.


bike station



Figure 13: Active Transportation Network

Amended by Bylaw 18108 (July 11, 2017)



4.3

Public Realm

This section outlines the public realm framework for the plan area. It promotes the development of a network of well designed public spaces that includes streets, parks, plazas and green spaces. A quality public realm that encourages community activity is a key element in creating an attractive, vibrant and livable place. A well designed public realm can also encourage transit use and active transportation.

During the public workshops many of the par
lack of smaller parks and public spaces within the plan area. The existing parks within the plan area primarily accommodate active recreational use, largely spor ve as regional destinations. This plan recommends that new urban-style parks and open spaces be strategically placed throughout the plan area to provide social gathering spaces and amenity areas for residents, employees and patrons.

Objectives

- Preserve, maintain and enhance existing parks and open space.
- Design and develop complete streets within the plan area.
- Pursue opportunities to increase the amount of parks and open space through cooperation with private property owners.
- Incorporate sustainable development features on public and private lands.
- Design and program parks and open space for year round use.





Figure 14: Parks and Open Space

Amended by Bylaw 18108 (July 11, 2017)



4.3.1 Diversifying Parks and Open Spaces

Opportunities for increases in the amount of public space and *Figure 14: Parks and Open Spaces*. These opportunities have been strategically located to enhance existing amenities and land uses in the surrounding areas as well as develop a linked network of parks and open spaces throughout the plan area. This network includes the new urban parks, complete streets, trail networks and open spaces. A range of urban parks will provide an enhanced setting for pedestrians, support commercial and retail use and connect key destinations and cultural uses in the plan area.

Proposed new parks include a hard surface civic square adjacent to the new Library, Seniors, and Multicultural Centre; a second square adjacent to the Mill Woods LRT stop / transit centre; and a (Youville) plaza on the north end of the new north-south main street. These new parks will provide open space to residents and patrons of local shops and amenities and be linked to other parks and open spaces in the area through a network of public paths and streets. Enhanced landscaping and the introduction of naturalized planting and low impact development options could increase the ecological functions within the plan area and provide an enhanced recreational function.

Policies

1. Design new parks and open spaces to be pedestrian friendly, convenient, visually attractive and safe.
2. Use CPTED principles to design all public and private spaces and facilities, focusing on natural surveillance and access control to lessen the likelihood of crime within the plan area.
3. Design all buildings and public facilities to be accessible to persons in wheelchairs, motorized scooters and strollers.
4. Utilize sustainable approaches for parks, open space preservation, development, management and operations.
5. Enhance the ecological value of park space by incorporating native plant species in the design of new parks and landscaping improvements.
6. Select streetscape plantings, other than trees, to provide colour throughout the year. Incorporate edible landscaping where possible.
7. Plant deciduous trees adjacent to all public sidewalks and shared use paths a maximum of 8.0 m apart, to provide shade in the summer and allow sunlight in the winter.



8. Incorporate Low Impact Development (LID) solutions in

   may include:
   a) rain gardens
   b) bioswales
   c) rain water harvesting
   d) permeable paving
   e) subsurface integrated tree and storm water systems reused and local materials for roadway construction
   f) use of native plant material to establish a more sustainable street cross-section and community.
9. Encourage and facilitate programming of parks, plazas and open spaces to help ensure that they are active year-round.
10. Explore the possibility of moving the Mill Woods Farmer's Market to be within walking distance of LRT.

Existing Open Spaces

11. Retain the Tawa Park and the stormwater management facility as open spaces in the plan area. Support the Parks Master Plan for the Tawa Park site.
12. Develop a shared use path in the existing pipeline corridor west of 66 Street to formalize the use of this space as an active transportation network connection.



Planned Open Space

13. Design and construct a hard surface Civic Square on the City owned land adjacent to the new Library, Seniors, and Multicultural Centre t xible gathering place and provide a range of programming opportunities. Include infrastructure such as plug-ins and public washrooms t xibility of this square. See Section 4.4.4 of this plan for additional policy direction regarding the Civic Square.
14. Design and construct the street adjacent to the Civic Square to be a shared space between pedestrians, cyclist and vehicles, and to act as an extension of the Civic Square.
15. Negotiate the design and development of the Transit Square with the property owner. This square may remain privately owned but should be publicly accessible.
16. Work with property owners in the 28 Avenue Precinct to develop a plaza at the Youville Drive intersection to provide open space to residents and patrons of local shops and amenities. This space will likely be developed as a publicly accessible private space.
17. Negotiate with the developer during the rezoning process to determine the extent of the developer's responsibility to construct new open spaces. Negotiations should consider the costs and revenues associated with the proposed development program. Any developer responsibility should be documented in the zoning and ough subdivision, servicing agreement and/or development permit.

4.3.2 Streets

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 new north-south main street and the redevelopment of 28 Avenue will function as the main 'spines' in the plan area, connecting major activity centres and amenities. The improvement of these two main streets will create attractive and distinct streetscapes which will enhance the area's image and complement the future development potential of these corridors.

Policies

1. Ensure any new or reconstructed roadway includes sidewalks on both sides of the streets and street trees.
2. Require developers to be responsible for street and sidewalk improvements adjacent to their property.
3. Ensure, along streets where retail is required, as *Figure 15: Development Concept*, that the gr w development include street oriented retail, restaurants and/or service uses.
4. Design streetscapes with generous sidewalks and space for street activities, such as sidewalk cafes, architectural features, street trees and landscaping, that contribute to the pedestrian oriented character of the street.
5. Encourage on-street parking along all public and private streets to support retail and buffer pedestrians from moving v
6. Require on-street parking along commercial main streets, including the new north-south main street and 28 Avenue, where commercial frontages are proposed.
7. Plant deciduous street trees wherever possible, to provide shade in the summer and allow sunlight in the winter.
8. Ensure that lighting is pedestrian oriented to create a sense of safety.
9. Incorporate street furniture, including benches, garbage and recycling bins as part of the streetscape design.
10. Incorporate pedestrian oriented signage and landscaping as part of the streetscape design.
11. Incorporate public art throughout the pedestrian realm as part of the streetscape design.
12. o the plan area to all streetscape elements along all streets.




FOR SALE
EXIT
TO
CALTRAIN

4.4
Land Use

This section sets out the proposed land use framework for the Mill Woods Station Area Redevelopment Plan. Many of the existing uses in the plan area have been developed as large format single purpose uses that are heavily auto-oriented and include large surface parking lots. While these conditions are generally considered undesirable within a transit oriented development, the fact that much of the land is held by a few large property owners creates a set of conditions which would support the logical int en their proximity to transit.

Figure 15: Development Concept depicts future land use patterns within the Mill Woods Station ARP. The main feature of the new land use strategy is that, over time, large single use areas with extensive amounts of land devoted to surface parking will be int o a mix of uses including vertically stacked uses resulting in a more compact community that is more urban and more supportive of pedestrian and transit use.

An important aspect of making the area more pedestrian friendly is the creation of new commercial main streets with active retail frontages at grade. To achieve this, two main streets are proposed: a new north-south main street and 28 Avenue. The land use strategy requires the development of gr retail uses along these main streets which provide pedestrian connections to the LRT stop, transit centre, new library and other amenities within the plan area. The plan also provides for greater housing choice with increased heights and densities proposed closest to the Mill Woods LRT stop.

The plan is organized around six (6) land use precincts, as shown in *Figure 16: Precinct Areas*. These land use precincts are places with distinct elements that will each have unique development opportunities. Establishing these precincts is a way to structure the plan to achieve the vision and principles.

To create a livable, transit-supportive community where people live, work and play, a variety of uses are required within the plan area. Wherever possible, redevelopment sites should accommodate multiple uses to create a truly mixed use development form.

Objectives

- Integrate land use patterns and transportation infrastructure.
- Provide for higher density mixed use development throughout the plan area.
- Concentrate height and densities in proximity to the LRT stop and transit centre.
- Increase housing choice in the form of medium density and high density built forms.
- Develop two main streets, 28 Avenue and the new north-south street.
- Encourage future master plans for the expansion of the Grey Nuns Hospital to use TOD principles.



Figure 15: Development Concept



Amended by Bylaw 18108 (July 11, 2017)

Table 2: Land Use Precincts (Bylaw 18108, July 10, 2017)

Precinct:	Built Form:	Rezone to:	Maximum Height:
Transit	LRT stop and transit centre, low to high rise apartments	Direct Control	22 storeys
28 Avenue	Low to high rise apartments, mixed-use commercial	Direct Control	14 storeys
Mill Woods Town Centre	Low to medium rise apartments, mixed-use commercial	Direct Control	2-8 storeys (Refer to Figure 23)
Hewes Way	Institutional and employment uses, low to medium rise apartments, mixed-use commercial	Direct Control; other zone can be used east of Hewes Way	6 storeys
Grey Nuns	Institutional and employment uses, workforce housing	Direct Control; other zone can be used west of Youville Drive	6 storeys
Neighbour	Low to medium rise apartments, stacked row housing, rowhousing	Direct Control or other zone	4-14 storeys

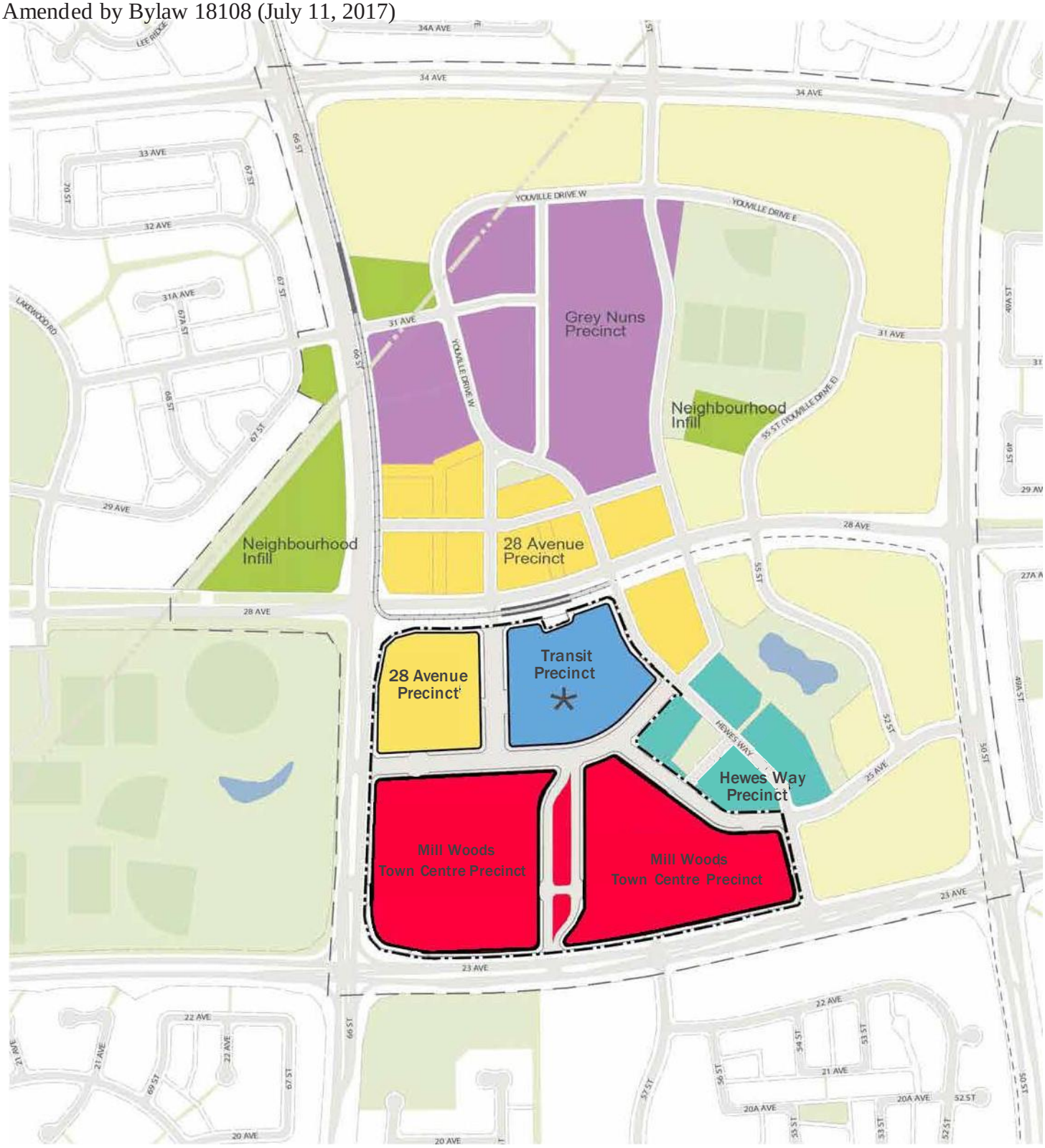
Table 3: Population Projections

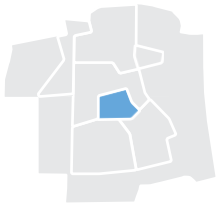
Based on the development concept, the table below pr ed development potential in each precinct and the associated potential population. The maximum anticipated residential development is just over 4,500 units, with a population increase of about 5,880 persons in these areas over 25 or more years. More likely outcomes with full build out are in the range of 3,700 units and 4,600 people added to the existing population (see *Table 1: 2012 City Census Neighbourhood Profiles*).

Land Use Precinct	Development Parcel Size (ha)	Expected Density (dwelling units/ha)	Maximum New Units	Persons Per Unit (ppu)	Maximum New Population
Grey Nuns Precinct	13.4	n/a	n/a	n/a	n/a
28 Ave. Precinct	8.9	224-325	2,902	1.2	3,483
Transit Precinct	3.1	224-325	694-1,007	1.2	833-1,209
Hewes Way Precinct	4.1	224	534	1.2-1.5	801
Mill Woods Town Centre	14.4	224-325	669	1.2-1.5	903
Neighbourhood	4.1	50-224	172	1.2-2.5	333
Total	**48.0**		**4,971 - 5,284**		**6,353 - 6,729**

Figure 16: Precinct Areas

Amended by Bylaw 18108 (July 11, 2017)





4.4.1 Transit Precinct

The planned LRT stop and transit centre will become part of the Transit Precinct. This precinct is where the greatest height and density will be located. An important aspect of effective TOD planning and development is to make the LRT stop and transit centre a focal point for the community though a strong sense of place. Mixed use development is an essential part of this, where commercial uses provide goods and services to local residents as well as transit riders. The Transit Precinct must also support active modes of transportation. Other cities have been successful with the implementation of bicycle stations in such situations. This provides an alternative method for transit users to arrive to the area. Clear and direct pedestrian connections will be established linking the Transit Square; LRT; transit centre; Library, Seniors, and Multicultural Centre and the Civic Square.

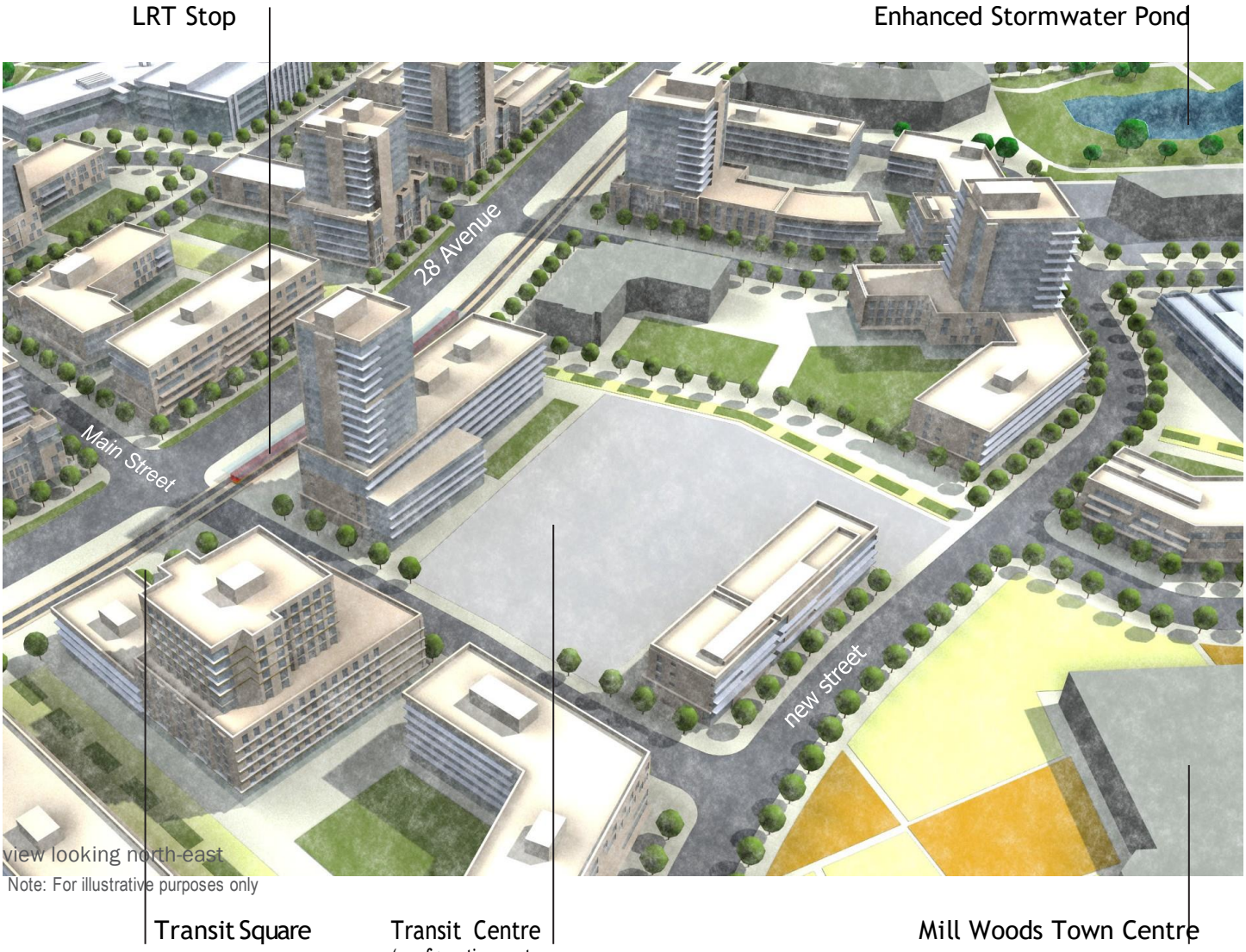
Land in the Transit Precinct is privately owned. As indicated in Section 5.3.2, following adoption of this plan there will be a process to det w transit centre and resulting development parcels. This process will be a collaborative process involving City departments and land owners.

Other policies in sections 4 and 5 of the plan apply to this precinct, especially those in 4.2.3.

Policies

1. Allow a mix of residential, commercial and institutional land uses in this precinct along with a transit centre accommodating train-bus and bus-bus transfers.
2. Permit a maximum height of 22 storeys in this precinct.
3. Design the LRT stop, transit centre and adjacent development to have an urban character and to allow for the easy and safe movement of transit riders and other pedestrians between them.
4. Develop new public roads in this precinct to provide access for buses and cars.
5. Develop a publicly accessible bicycle station at or near the Mill Woods LRT stop and transit centre. This bicycle station should include covered bicycle parking and an air compressor to service bicycles.
6. Seek to locate facilities required for transit users and operators in the gr velopment immediately south of the LRT stop, and consider a passage through the building between the LRT stop and transit centre.
7. Require street oriented retail at the gr development in the locations as shown on *Figure 15: Development Concept*.
8. Explore the potential of developing air rights at the LRT stop and transit centre to provide development opportunities and amenities for transit patrons.
9. Prohibit Park and Ride facilities, drive through facilities and other automobile oriented facilities within this area.
10. Require parking to be provided in structured or underground garages.
11. Require parking structures to be wrapped in residential or commercial uses to screen parking from the public realm.

Figure 17: Transit Precinct (concept)







4.4.2 28 Avenue Precinct

The 28 Avenue Precinct is centered on 28 Avenue and a new north-south main street, in close proximity to the LRT stop and transit centre. This precinct has excellent transit access and provides opportunities for greater height and density in the form of high rise, mixed use development.

At the time of the LRT and transit centre's construction, 28 Avenue will be designed and reconstructed as a complete street as illustrated in the *Figure 13: 28 Avenue Cross Section*. This street will accommodate multiple forms of movement including LRT, pedestrians, cyclists and automobiles.

tion of the new north-south main street is part of this precinct. This new main street and 28 Avenue will be developed as pedestrian oriented commercial streets linking the LRT stop, transit centre, new Library, Seniors, and Multicultural Centre and other amenities within the plan area.

Other policies in sections 4 and 5 of the plan apply to this precinct, especially those in 4.2.3.

Policies

1. Allow a mix of residential, commercial and institutional land uses in this precinct.
2. Permit a maximum height of 14 storeys in this precinct.
3. Require street oriented retail at the gr all development in the locations shown on *Figure 15: Development Concept*.
4. Design and reconstruct 28 Avenue as a pedestrian oriented, mixed use main street with as few travel lanes as possible to help ensure that it is pedestrian friendly and that the street oriented commercial development along it is successful.
5. Design and construct a new north-south pedestrian oriented, mixed use "main street" between 66 Street and Youville Drive linking the existing Mill Woods Town Centre mall in the south with the Grey Nun's Hospital in the north.
6. Incorporate a Transit Square in this precinct as a focal point and amenity space for residents and transit users.
7 Develop the pedestrian routes connecting the LRT platform and transit centre to be direct, clearly marked and accessible.
8. Negotiate with private landowners/developers to provide publicly accessible streets, parks and open spaces proposed for this precinct.
9. Work with developers and landowners to develop a plaza at the Youville Drive intersection to provide open space to residents and patrons of local shops and amenities. This space will likely be developed as a publicly accessible private space.
10. Support the disposition of surplus right of way along 28 Avenue to support Transit Oriented Development.

Figure 18: 28 Avenue Precinct (concept)

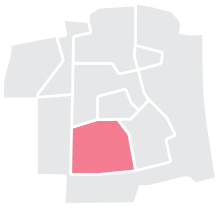


view looking north-west

Note: For illustrative purposes only







4.4.3 Mill Woods Town Centre

The Mill Woods Town Centre is a major regional destination in the plan area. During the public consultation workshops residents expressed an interest in retaining the covered mall retail format due to Edmonton's winter climate. Within this precinct there is an opportunity for the mall site to be transformed over time, with the majority of the covered mall retained but with portions of the mall veloped. The plan envisions the strategic redevelopment and int e to allow for the development of streets and smaller blocks within this plan area. A new pedestrian oriented retail edge will be developed along the new north-south main street. New uses, including residential, may be incorporated into this precinct over time.

Other policies in sections 4 and 5 of the plan apply to this precinct.

Policies

1. Allow a mix of residential, commercial and institutional land uses in this precinct.
2. Permit a maximum height of 6 storeys in this precinct.
3. Ensure that parking is provided in structured or underground garages.
4. Require that parking structures are wrapped in residential or commercial uses to screen parking from the public realm.
5. Negotiate with private landowners/developers to provide publicly accessible streets, parks and open spaces proposed for this precinct.
6. Amended by Bylaw 18108 (July 11, 2017)
   The bus Transit Centre facility shall be generally located in Sub Area D as per Figure 6: Conceptual Illustration of the Mill Woods Station Area Redevelopment Plan, Bylaw 18109, in general accordance with the Conceptual Site Plan shown in Appendix 1 of Bylaw 18109. The extent and exact location of the alignment and configuration is to be determined by The City of Edmonton and the owner.
7. *Before the City of Edmonton starts constructing the Mill Woods Transit Centre, a public access easement shall be registered for the upgrade and access to the private internal drive aisles as the access roads serving the Transit Centre, as generally illustrated in Appendix 5 of Bylaw 18109. Any costs associated with improving the existing shopping centre driving aisles to facilitate the access to and from the Mill Woods Transit Centre shall be the City of Edmonton's responsibility. The owner and the City of Edmonton shall enter in to the necessary agreements pertaining to maintenance and other matters pertinent to this access.*
8. *An opportunity to integrate the Transit Centre main shelter and other amenities within a private development may be explored by the owner and the City of Edmonton.*
9. *The City of Edmonton shall acquire the area for a Future ETS Walkway Connection, as illustrated in Appendix 1, Bylaw 18109. An interim walkway connection running from the LRT station, along the west edge of the professional building parking lot, to the Transit Centre, shall be constructed at the City of Edmonton's expense.*

Figure 19: Mill Woods Town Centre Precinct (concept)

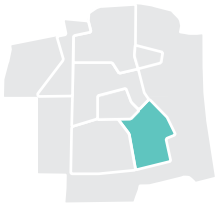


view looking south-west

Note: For illustrative purposes only







4.4.4 Hewes Way Precinct

This precinct is the civic heart of this community and includes a tail and residential uses. It is home to the new Mill Woods Library, Seniors, and Multicultural Centre. The plan recommends a Civic Square be developed in the centre of this precinct adjacent to the new library.

Located on the east side of Hewes Way are a number of ne commercial buildings. This precinct has opportunities to expand employment, commercial and residential development as well as opportunities for additional employment uses to be developed along Hewes Way and the 25 Avenue extension.

Other policies in sections 4 and 5 of the plan apply to this precinct.

Policies

1. Allow a mix of residential, commercial and institutional land uses in this precinct west of Hewes Way and, east of Hewes Way, institutional and commercial uses.
2. Permit a maximum height of 6 storeys in this precinct.
3. Once the transit centre along Hewes Way is closed, retain the land in City ownership to facilitate construction of the Civic Square and redevelopment to the southeast.
4. Allocate funding in the City's Capital Budget for design and development of the Civic Square and involve the community and surrounding property owners in its design and on-going programming.
5. Design and construct a hard surface Civic Square on the City owned land adjacent to the new Library, Seniors, and Multicultural Centre t xible gathering place and provide a range of programming opportunities in collaboration with the Library, Seniors, and Multicultural Centre.
6. Locate surface parking to the rear or side of buildings. Structured or underground parking is preferred. As construction of the Civic Square will displace Library, Seniors, and Multicultural Centre surface parking, provide any needed replacement parking either under the square or in conjunction with adjacent development.
7. Negotiate with private landowners/developers to provide publicly accessible streets, parks and open spaces proposed for this precinct.

Figure 20: Hewes Way Precinct (concept)

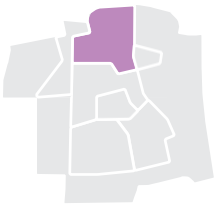


view looking north

Note: For illustrative purposes only







4.4.5 Grey Nuns Precinct

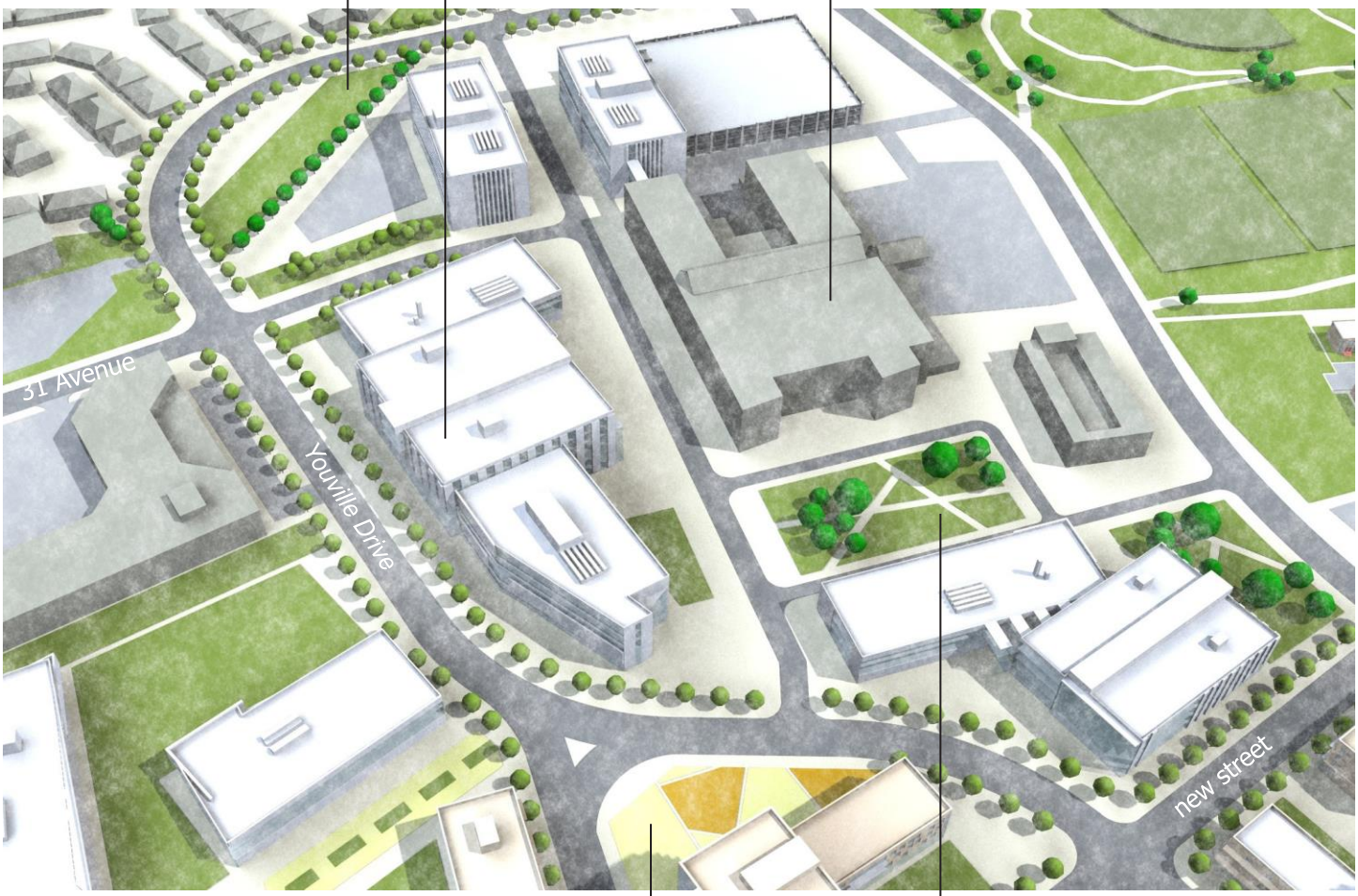
The Grey Nuns Hospital is a major anchor and employer in the plan area. As an employer of over 2,500 people and a regional destination, the Grey Nuns Hospital creates a local demand for nearby residential and retail uses. Presently the hospital lacks good connectivity to the surrounding community. In the future, the hospital will have access to two LRT stops. The development of the new north-south main street will improve connectivity between the Mill Woods LRT stop and the hospital. The Grey Nuns Hospital is expected to expand in the future and for that Covenant Health would need to update its master plan for the facility. It is important that the City encourage Covenant Health to implement TOD principles in future development at the hospital site.

Other policies in sections 4 and 5 of the plan apply to this precinct.

Policies

1. Allow institutional and commercial land uses in this precinct.
2. Permit a maximum height of 6 storeys in this precinct.
3. Encourage the operator of the Grey Nuns Hospital site to develop a master plan which respects the principles of transit oriented development and the vision and policies of this plan. As part of this master plan, seek to have the hospital heliport relocated to a rooftop location to allow more intense use of land.
4. Work with the operator of the Grey Nuns Hospital site to implement transportation demand management measures such as group purchases of transit passes, carpool programs, car-share programs and/or installation of a bicycle station.
5. Encourage the development of structured parking to free up land for expansion and new development on the Grey Nun's site.
6. Work with the operator of the Grey Nuns Hospital site to explore the feasibility of developing the north-south service road in the east side of the Grey Nuns Hospital site into a continuous roadway.
7. Work with the operator of the Grey Nuns Hospital site to explore the potential for the development of workforce housing on underutilized portions of the hospital site.
8. Restrict development on or adjacent to the pipeline corridor right-of-way in accordance with City policy.

Figure 21: Grey Nuns Precinct (concept)



view looking north

Note: For illustrative purposes only







4.4.6 Neighbourhood Infill

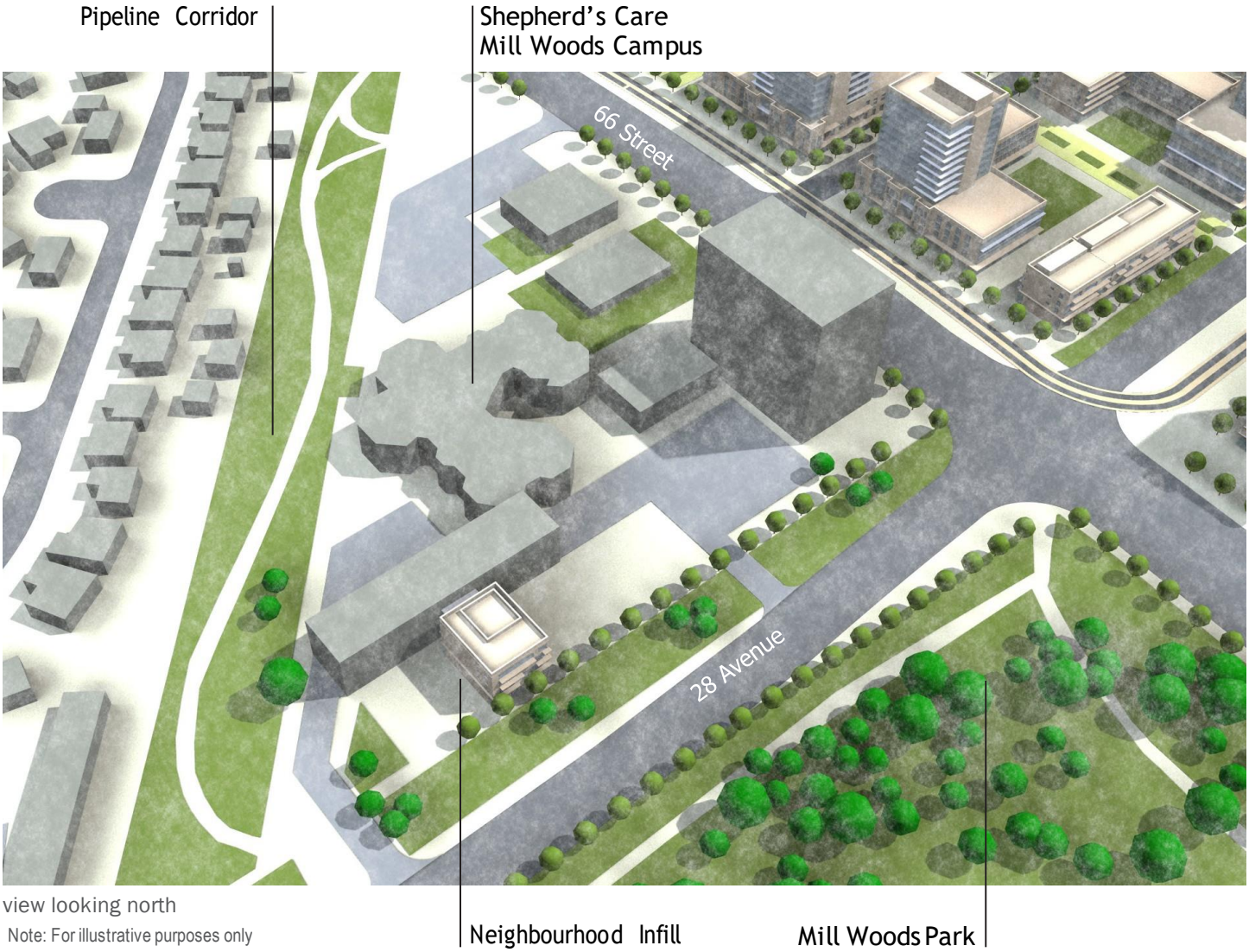
Two locations within the plan area hav
residential development. A site adjacent to Tawa Park has seen the construction of row housing as part of the First Place Home Ownership Program, and a site adjacent to 66 Street has seen a high rise residential tower replace a small church. A
could occur through creative site planning sensitively designed to integrate with existing development. This includes the sites of the Mill Woods Presbyterian Church, the South Edmonton Alliance Church and Shepherd's Care Mill Woods Campus along the western boundary of the plan.

Other policies in sections 4 and 5 of the plan apply to this precinct.

Policies

1. Allow residential development, institutional and mixed use development in this precinct as indicated in *Figure 15: Development Concept*.
2. Develop the Tawa Park surplus school site in accordance with the requirements of the First Place Home Ownership Program.
3. Permit a maximum height of 14 storeys in this precinct on the site immediately northwest of the intersection of 66 Street and 28 Avenue. Permit 6 storeys elsewhere west of 66 Street and south of the pipeline corridor as well as on the South Edmonton Alliance Church site.
4. Require gr tail uses at the corner of 66 Street and 31 Avenue as part of possible future redevelopment on the South Edmonton Alliance Church site.
5. Allow a Religious Assembly as part of possible future residential development on the Mill Woods Presbyterian Church site.
6. Require any redevelopment of the Mill Woods Presbyterian Church site to include a publicly accessible walkway on the southern edge of the site connecting 67 Street and the pipeline corridor.
7. Support the closure and disposition of surplus 28 Avenue right of way to facilitate additional development at the Shepherd's Care site west of 66 Street.
8. Provide parking in structured or underground garages, where feasible.

Figure 22: Neighbour



view looking north

Note: For illustrative purposes only





4.5
Built Form

ysical characteristics of new development in the Mill Woods Station Area Redevelopment Plan. Redevelopment within the plan area is expected to take a higher density form than exists today, with the greatest height and density concentrated in close proximity to the LRT stop and transit centre (see *Figure 23: Building Height Strategy)*. The design and quality of new developments is important to the development of a quality space and in creating places where people want to live, work and play. Key considerations in the built form include height, building type, relationship to the street and building design. These elements help to establish the active public realm required to create a transit supportive community. Regulating of building materials, scale, style and design help to ensure the development of a quality place.

Objectives

- Create a high quality, attractive and comfortable built environment.
- Encourage a variation in height, density and site coverage to maximize the development potential and create a dynamic and liveable urban neighbourhood.
- Provide appropriate height and density transition from the Transit Precinct to adjacent residential neighbourhoods.
- Incorporate the principles of Crime Prevention Through Environmental Design in new development.
- Incorporate sustainable development features on public and private lands.
- on as a Winter City.
- Incorporate universally accessible and age friendly design.

4.5.1 Site Design

Many of the City of Edmonton's policy documents highlight sustainability, safety and urban design as important objectives for transit oriented development. Site design is an important consideration in achieving these objectives. The development of active street frontages and a pedestrian-friendly streetscape contribute to a safe street environment and encourage activity along these streets. To further enhance public safety within the Mill Woods Station ARP, the Council approved Transit Oriented Development Guidelines recommends that Crime Prevention Through Environmental Design (CPTED) principles be applied.

New development within the Mill Woods Station ARP should also incorporate sustainable features and give appropriate consideration to the adverse effects of Alberta's winter climate. Through proper design and effective use of the built environment the quality of new development can be improved and enhanced.

The design of the Mill Woods Station ARP is generally interior facing, with most of the activity occurring along local, internal roads. Once the plan begins to build out, and market demands and trends are more evident, the City should revisit how the plan addresses the arterial roads of this community (23 Avenue, 34 Avenue, 50 Street and 66 Street) to encourage the development of a more urban edge.

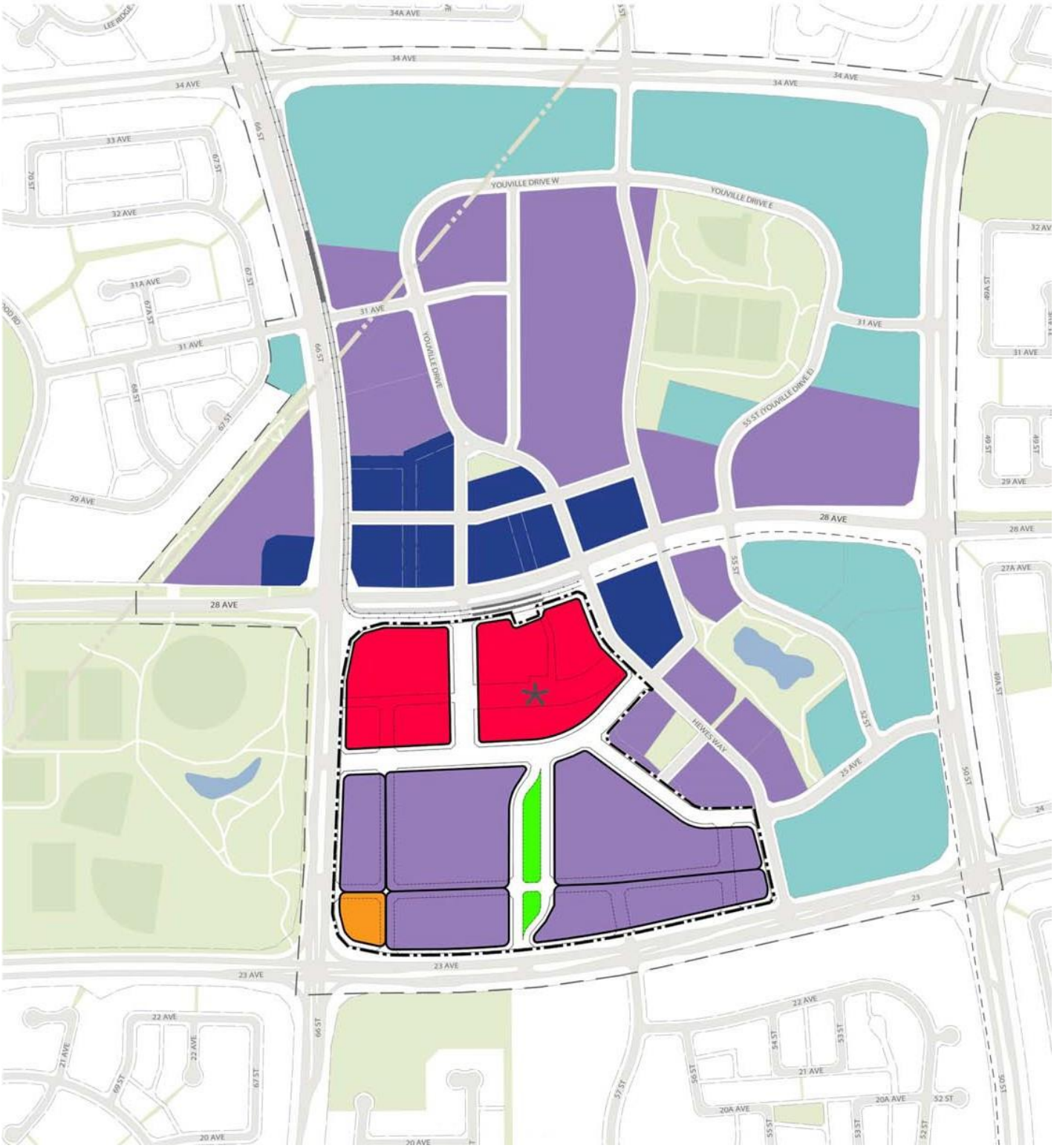
Policies

1. Allow buildings to the maximum heights shown in *Figure 23: Building Height Strategy*.
2. Require new buildings to be a minimum of two storeys in height except abutting 28 Avenue between the new north-south main street and Youville Drive / Hewes Way where three storeys are required. Minor additions to existing buildings may be one storey.
3. Allow a maximum setback of 1.0 metre where ground tail is required (see *Figure 15: Development Concept*). In other locations, allow a maximum setback of 3.0 metres abutting existing and planned collector and local streets within the Transit, 28 Avenue and Hewes Way precincts (see *Figure 8: Balanced Network of Streets* and *Figure 6: Precinct Areas*).
4. Develop sites and buildings in accordance with light, air and privacy requirements in accordance with the City of Edmonton Zoning Bylaw.
5. Planting of deciduous street trees is encouraged, wherever possible, to provide shade in the summer and allow sunlight in the winter.
6. Lighting should be oriented towards the pedestrian to create a sense of safety.
7. Incorporate street furniture, including benches, garbage and recycling bins as part of the streetscape design.
8. Incorporate pedestrian oriented signage and landscaping as part of the streetscape design.
9. Incorporate public art throughout the pedestrian realm as part of the streetscape design.

Figure 23: Building Height Strategy

- max 22 storeys
- max 14 storeys
- max 8 storeys
- max 6 storeys
- max 4 storeys
- Open Spaces
- LRT Stop
- LRT Alignment Possible Future
- LRT Extension Plan Boundary
- Pipeline Corridor
- Transit Centre

Amended by Bylaw 18108 (July 11, 2017)



10. Apply a coherent design theme to streetscape elements along all streets.
11. Develop sites and buildings to incorporate end of trip facilities for cycling, in accordance to the Zoning Bylaw.

Active Frontages

12. Ensure that building facades have pedestrian friendly features such as transparency, decorative windows, wall niches, seating areas and entrances to complement an interesting streetscape.
13. Ensure along streets where retail is required, as *Figure 15: Development Concept*, that the gr w development includes street oriented retail, restaurants and/or service uses.
14. Require all at grade residential units to have entrances from the stree
slightly above grade in order to achieve visual privacy from the sidewalk or street.
15. Encourage awnings over sidewalks offering shelter from rain, snow and wind.
16. Acommodate services and loading away from the main street frontage from a rear or side lane where possible. See policy 4.5.3.4.
17. Do not permit surface parking between buildings and a street.



Crime Prevention through Environmental Design

18. Use CPTED principles to design all public and private spaces and facilities, focusing on natural surveillance and access control to lessen the likelihood of crime within the plan area.
19. Consider the following factors in the evaluation of development proposals and improvements to parks and public spaces:
    a) Ensure clear sight-lines to the street and public spaces from within buildings, through their design;
    b) Avoid the creation of areas hidden from view and isolated spaces through the design and placement of buildings and public spaces;
    c) Provide a variety of uses and well designed public spaces which promote day-long and year-long use;
    d) Design public spaces and buildings which provide a "hierarchy of space" ranging from public (i.e. sidewalks), to semi-public (i.e. café patios), to semi-private (i.e. front porches, shops and stores) to private (i.e. residential units) which supports their legitimate use;
    e) Locate and design entrances, exits, fencing, landscaping and lighting t
    spaces and to distinguish the appropriate type and time of use of spaces and supporting the chy of space";
    f) Utilize a variety of hard and soft landscaping features (i.e. fencing and hedges) as appropriate to restrict illegitimate uses at inappropriate times of day or year;
    g) Provide spaces and structures of high quality, durable, materials that resist vandalism and are easily maintained.

Sustainability

20. Consider the City's Green Building Strategy in the design of public realm improvements and private developments to encourage the implementation of sustainable development principles and practices in the plan area.
21. Where possible, design buildings to include on-site alternative energy sources such as solar heat, solar electricity and solar energy.
22. Incorporate features such as daylighting, recycling, reuse of water, low-wat
and other devices in building and site designs to reduce the consumption of energy and materials.
23. Where feasible, incorporate Low Impact Development (LID) solutions in the design of building sit
design solutions may include:
    a) rain gardens
    b) bioswales
    c) rain water harvesting
    d) permeable paving
    e) green roofs / rooftop gardens
    f) subsurface integrated tree and storm water systems and reused local materials for roadway construction
    g) use of native plant material to establish a more sustainable street cross-section and community
24. Support efforts to pursue urban agriculture (e.g. community gardens, edible landscaping) and to establish infrastructure and food businesses including street vendors within the plan area.

Winter City Design

25. Ensure that site design and building placement take into account the prevailing winds, solar penetration and shadowing on and off the site to prevent the creation of adverse microclimatic affects.
26. Design private developments and public spaces to accommodate snow removal and storage.
27. Select exterior building materials and colours to be attractive year-round.

Elder Friendly Design / Universal Design

28. Encourage new development within the plan area to incorporate universally accessible and age friendly design in public and private developments.





4.5.2 Quality Building Design

The quality and design of a building greatly affects the interface of that building with the public realm. Appropriate massing can improve privacy and reduce adverse micro-climates that can result from shadowing effects of higher density development. In the plan area, building designs should incorporate 'human scale' architectural features including podiums or 'step backs' on larger towers and active frontages to create an inviting, pedestrian-friendly interface with the public realm.

Policies

1. Require the use of high q erials, consisting of glass and glazed window wall systems, brick stone, architectural concrete, precise-coloured concret erials.
2. Orient development to face the street.
3. Require buildings on corner sites to provide attractive facades on both sides of the street and avenue.
4. Encourage st s to reduce visual impact of tall buildings.
5. Develop a maximum six storey podium in higher density precincts.
6. Avoid adverse micro-climatic effects such as wind tunneling, shadowing and loss of sunlight on and off site through massing and location of buildings.
7. Encourage the design of individual residences and commercial establishments to be accessible to persons in wheelchairs, motorized scooters and strollers.
8. Develop sites and buildings in accordance with light, air and privacy requirements in accordance with the City of Edmonton Zoning Bylaw.
9. To ensure sunlight penetration to the ground level, and the privacy of building occupants, require a minimum tower separation of 20 metres fr tower and 24 metres from a residential tower.
10. Ensure that all mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.

4.5.3 Parking and Loading

Currently the plan area is dominated by automobile-oriented developments with large, expansive surface parking lots. In a TOD, transit use and active transportation are encouraged by providing attractive, safe and convenient alternative transportation options.

Surface parking lots do not support the development of a pedestrian-friendly TOD. The introduction of structured parking would free up land for development, activity and vitality. Furthermore, increased transit ridership can lead to a reduced reliance on automobiles and reduced parking requirements.





Policies

1. Strongly encourage shared parking facilities to reduce the total number of spaces required, reduce development costs and to reduce the amount of space required to facilitate parking.
2. Provide parking in structured or underground garages where feasible. Where surface parking is allowed it shall be located to the rear or side of buildings.
3. Locate loading, storage and trash collection areas within buildings where possible and minimize the width of the resulting service entrances to minimize their impact on pedestrians. Any outdoor loading, storage and trash collection areas must be at the rear or side of the building and screened from the view of adjacent sites, roadways or transit facilities.
4. Wrap parking structures in residential or commercial uses to screen parking from the public realm.
5. Design parking garage entrances at street level to minimize the size of the entrances to maintain an attractive pedestrian environment.
6. Include provisions for bicycle parking in all new buildings. Encourage additional cyclist amenities (e.g. change rooms, showers).



4.5.4 Affordable Housing

The plan encourages greater housing choice for households of varying sizes and income levels. The introduction of higher densities and additional housing forms will encourage more affordable housing in the plan area.

Policies

1. Provide high quality, safe and attractive housing for all.
2. Provide a mix of housing types and tenures that cater to a diverse range of household sizes, abilities, ages, incomes and lifecycle needs such as family oriented housing, student and seniors housing.
3. Strive for design and architectural excellence that does not discriminate affordable housing from for-pr market housing in terms of building type, massing, façade treatment, materials and q



Section 5

Implementation

5.1 Implementation

Preparation and adoption of the Mill Woods Station Area Redevelopment Plan is only thest step in implementing transit oriented development within the plan area. Amendments have to be made to the Zoning Bylaw to enable the development described in the plan. Private and public investment is necessary to realize the development of an urban grid street pattern and public realm improvements to support transit oriented redevelopment in the plan area.

The Mill Woods Station ARP outlines a vision that aims to facilitate a transformation of the area into a higher density, more compact mixed use community offering a wider range of housing choices, employment opportunities and civic uses in a mixed use urban development format. To achieve this, there must be a purposeful and focused implementation strategy that:

- Aligns and guides City, industry, and community stakeholders action to achieve the vision of the plan.
- Leverages public projects within the plan area.
- Assists redevelopment.
- Monitors progress over the long term.

5.2

Align and Guide Action

The policies in the plan identify projects that enhance the Mill Woods station area and surrounding lands. This requires the City to work in coordination and partnership with the community and development industry to not only adopt the plan, but to fund capital improvements, leverage opportunities and community interest, sustain focus and monitor area improvement over time.

Implementation of the Mill Woods Station ARP must align with *The Way Ahead*, relevant directional plans, and capital funding processes to transform this area over the next 25 years.

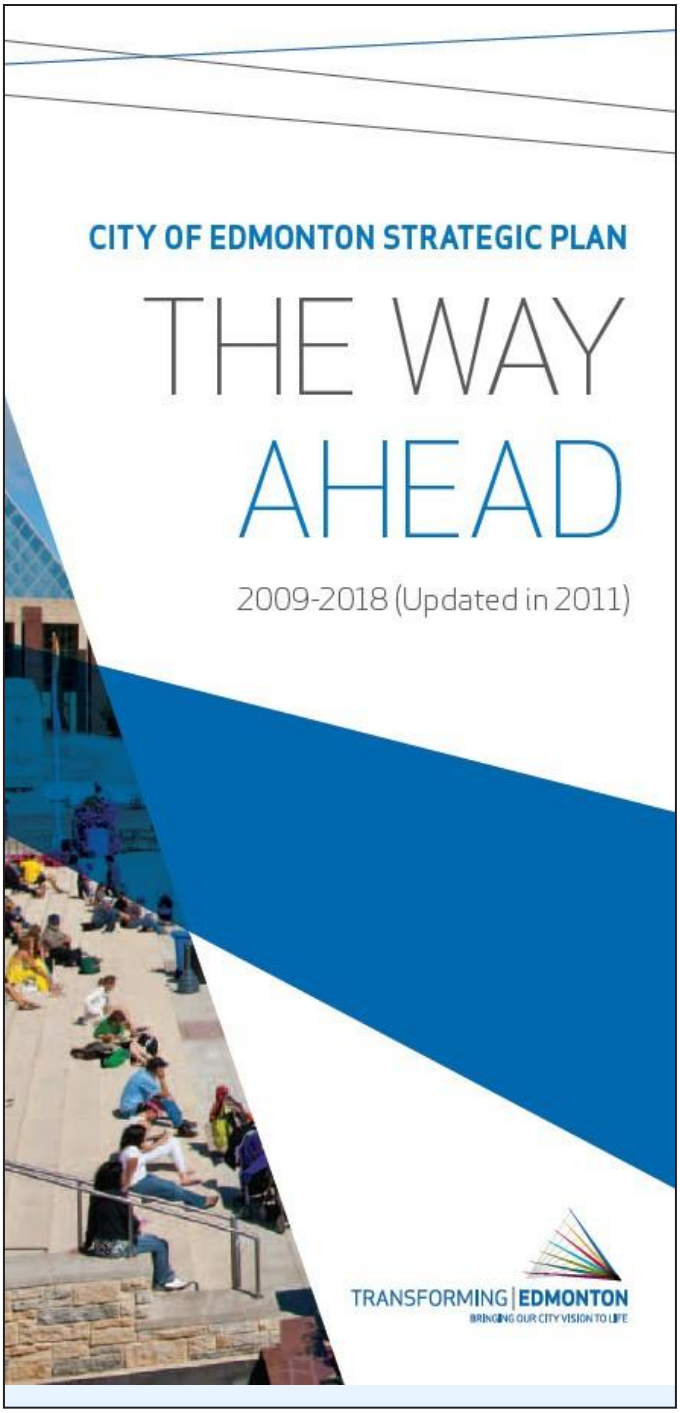
The Way Ahead – the City's Strategic Plan – was adopted by City Council in 2008. It provides the City's vision for Edmonton in 2040 and establishes six 10- year strategic goals to provide a clear focus for the future including:

- Transform Edmonton's Urban Form
- Shift Edmonton's Transportation Mode
- Improve Edmonton's Livability
- Preserve and Sustain Edmonton's Environment
- Ensure Edmonton's Financial Sustainability
- Diversify Edmonton's Economy

The Way Ahead guides decision-making and funding to support a high quality of life for Edmontonians.

The Mill Woods Station Area Redevelopment Plan will implement *The Way Ahead* by transforming urban form and shifting transportation modes in the affected neighbourhoods. The plan deliberately integrates land use and transportation infrastructure to better manage growth, focus development around light rail transit, increase housing choice, strengthen commercial retail services, encourage transit and active transportation, renew and optimize existing infrastructure, and ensure high quality design and pedestrian environment (i.e. public realm). Implementation of this station plan will help realize a more compact, sustainable and livable Edmonton.

Since the establishment of *The Way Ahead*, City Council and Administration have developed additional detail and direction to focus City actions toward achieving the vision and goals. Six directional plans were developed to guide the City's work to achieve each of the 10-year goals.

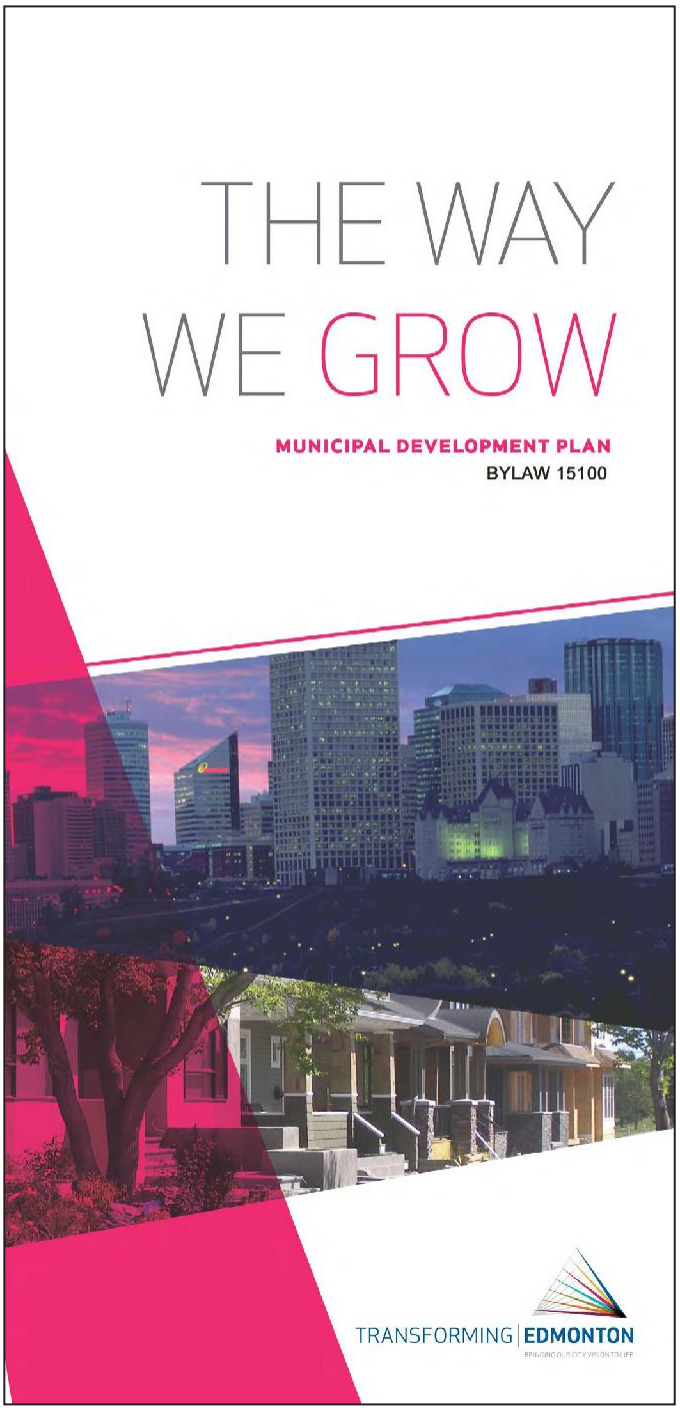


These plans provide long-term strategic direction for *The Way Ahead*. Directional plans include:

- *The Way We Grow*: Municipal Development Plan
- *The Way We Move*: Transportation Master Plan
- *The Way We Live*: Edmonton's People Plan
- *The Way We Green*: Edmonton's Environmental Strategic Plan
- *The Way We Prosper*: A New Direction for Economic Development
- *The Way We Finance*: Edmonton's Financial Sustainability Plan (underway for 2013)

While all of the directional plans support transit oriented development in Edmonton, implementation of the Mill Woods Station Area Redevelopment Plan and transit oriented development directly supports *The Way We Grow* and *The Way We Move*. In line with the *The Way We Grow,* the ARP will provide higher-density residential growth around the two future LRT stops and promote increased transit ridership and active transportation. It considers the need for a broader range of housing (e.g. family and seniors), to strengthen and encourage local businesses around the station, and enhance the quality of public spaces, street network and buildings necessary to attract reinvestment and redevelopment in Mill Woods.

Consistent with *The Way We Move,* opportunities for future retail /commercial develoment (a major trip generator), apartment housing and employment uses close to the future LRT stop while emphasizing pedestrian and bicycle friendly design and the creation of an urban street grid. Leveraging public investment and assisting redevelopment within the Mill Woods plan is an important next step to achieving both city and neighbourhood vision and goals.



5.3
Leveraging Public Investment

This plan has been prepared as a vision for the Mill Woods station area to coordinate the anticipated redevelopment that will result from the construction of the Southeast LRT (Valley Line) from Downtown to Mill Woods. The new line represe blic investment in the infrastructure of the area. This plan intends to leverage this initial public investment by triggering and guiding private redevelopment investment in later stages of plan implementation.

The Mill Woods Station Area Redevelopment Plan proposes incremental change that is expected to transform this area over the next 25 years into a more vibrant, livable, and sustainable community. A number of key public projects are proposed, planned, or underway for the Mill Woods Station Area.

These projects will eff or the area that will help to attract and stabilize future private investment. It is anticipated that, over the short term, initial public infrastructure investment will trigger private investments in later stages of the plan. Key public infrastructure inv

5.3.1 Funding Necessary Public Projects

Policies

1. Ensure that LRT construction budgets are adequate to construct infrastructure necessary to support transit oriented development.
2. Encourage City departments to work together on land transfers in order to facilitate construction of the Civic Square and adjacent development to the southeast.
3. Provide budget for the construction of the Civic Square and construction of new public streets where necessary and as determined through approved business cases and rezoning negotiations.

5.3.2 Public Investment within Plan Area

Short Term (0-5 years)

Construct Library, Seniors and Multicultural Centre (underway) — Hewes Way

First Place Home Ownership Program housing (underway) — Neighbour

Plan and design Transit Precinct — Transit

Mid Term (5-10 years)

Build LRT / stops / transit centre / bicycle station — Transit, 28 Avenue

Rebuild 28 Avenue between 66 Street and Youville Drive / Hewes Way and 66 Street Street north of 28 Avenue — 28 Avenue

Long Term (10-20 years)

Redevelop transit centre site on Hewes Way — Hewes Way

Build Civic Square — Hewes Way

Connect 55 Street to 52 Street — Hewes Way, Grey Nuns

Very Long Term (Over 20 years)

Extend LRT beyond Mill Woods stop — 28 Avenue (and south)

5.4
Assist Redevelopment

Lands within the plan area will bene om an updated vision and planning framework, new development opportunities, and City investment in an improved physical environment. New private development will contribute to the on-going vitality of the area. Redevelopment within the plan area will be dependent on a number of factors such as market demand, land ownership preference and consolidation of properties, available servicing, and applications for new development.

5.4.1 Coordinated Efforts

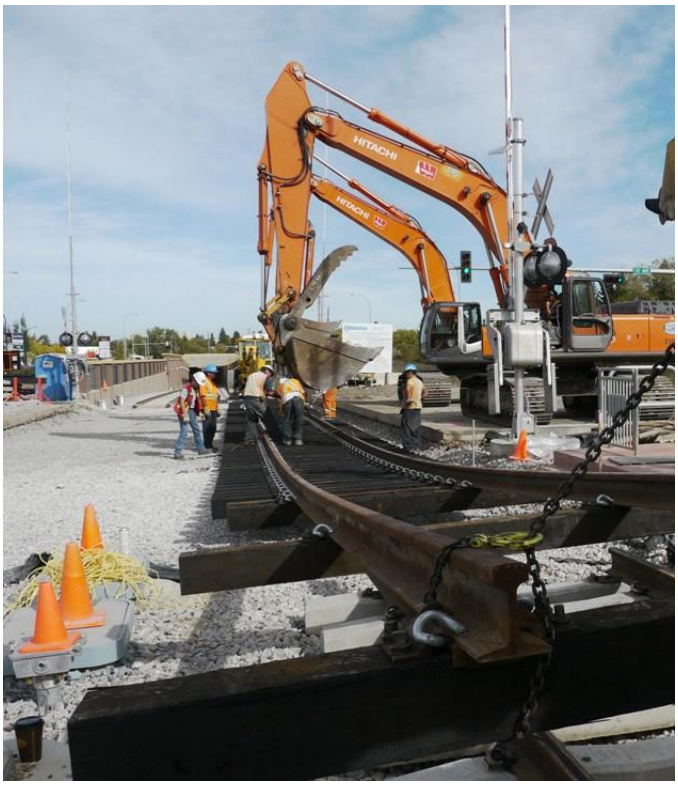
Policies

1. Implement the policies of this plan through the coordinated efforts of applicable civic departments and by working with individual land owners.
2. Facilitat ended to maintain the economic life of existing structures (see *Figure 24: Existing Building Footprints vs. Proposed Street Grid*) but require major new development to be consistent with the urban, street oriented character envisioned in this plan.

5.4.2 Amendments to the Zoning Bylaw

Policies

1. Facilitate amendments to the Edmonton Zoning Bylaw for development that aligns with the land uses and design characteristics indicated in this plan.
2. Require rezoning to be Direct Control to ensure that the maximum site area regulations outlined in policy 4.2.2.4 w streets, open spaces and other req addressed. As shown in the Land Use Precincts on page 48, on some properties where there is no street or open space requirements, a zone other than Direct Control can be used.
3. Use the Building & Site Design and Public Realm Guidelines of the Transit Oriented Development Guidelines as the starting point in developing zoning regulations with respect to relevant design issues during the negotiation of new Direct Control provisions.
4. Negotiate with developers at the time of rezoning application to determine the extent of the developer's responsibility to construct new public streets and/or open spaces or to provide o Negotiations should consider the costs and revenues associated with the proposed development program. Any developer responsibility should be documented in ough subdivision, servicing agreement and/or development permit.
5. Consider reductions to vehicular parking requirements, and increases to bicycle parking requirements.
6. Ensure that a Transportation Impact Assessment is provided in conjunction with new development proposals as required by the Transportation Services Department.



5.4.3 Risk Management and Infrastructure Ugrades

Policies

1. Evaluate any future development along the pipeline corridor as per City Policy C-515 and other City and Provincial guidelines. Evaluation should take place as early in the planning process as possible by involving appropriate reviewing agencies.
2. Require infrastructure upgrades, where necessary, as a condition of rezoning and or development permitting.

5.4.4 Road Closures

Policies

1. Do not support road closure applications that would compromise the connected grid of streets envisioned in this plan.
2. Support applications to close surplus road right-of-way in order to facilitate transit oriented development.

5.4.5 Subdivisions

Policies

1. Review subdivision applications within the plan area for consistency with this plan.
2. Ensure that right-of-way required for new public streets is dedicated through subdivision.
3. Ensure that necessary infrastructure is constructed through servicing agreements pursuant to subdivision.

5.4.6 Development Permit Applications

Policies

1. Have regard for the direction contained in this plan when considering Class B development permit applications.
2. In using discretion to evaluate a development permit application, do not vary a maximum site area regulation included in the zoning as a result of policies 4.2.2.4 and 5.4.2.2.
3. Ensure development permit applicants are aware of the reduced parking requirements within 400 meters of an existing or planned LRT station.
4. Ensure that necessary infrastructure is constructed through servicing agreements pursuant to development permit.

5.4.7 Plan Amendments

Policies

1. Give due consideration to proposed amendments to the Mill Woods Station Area Redevelopment Plan.

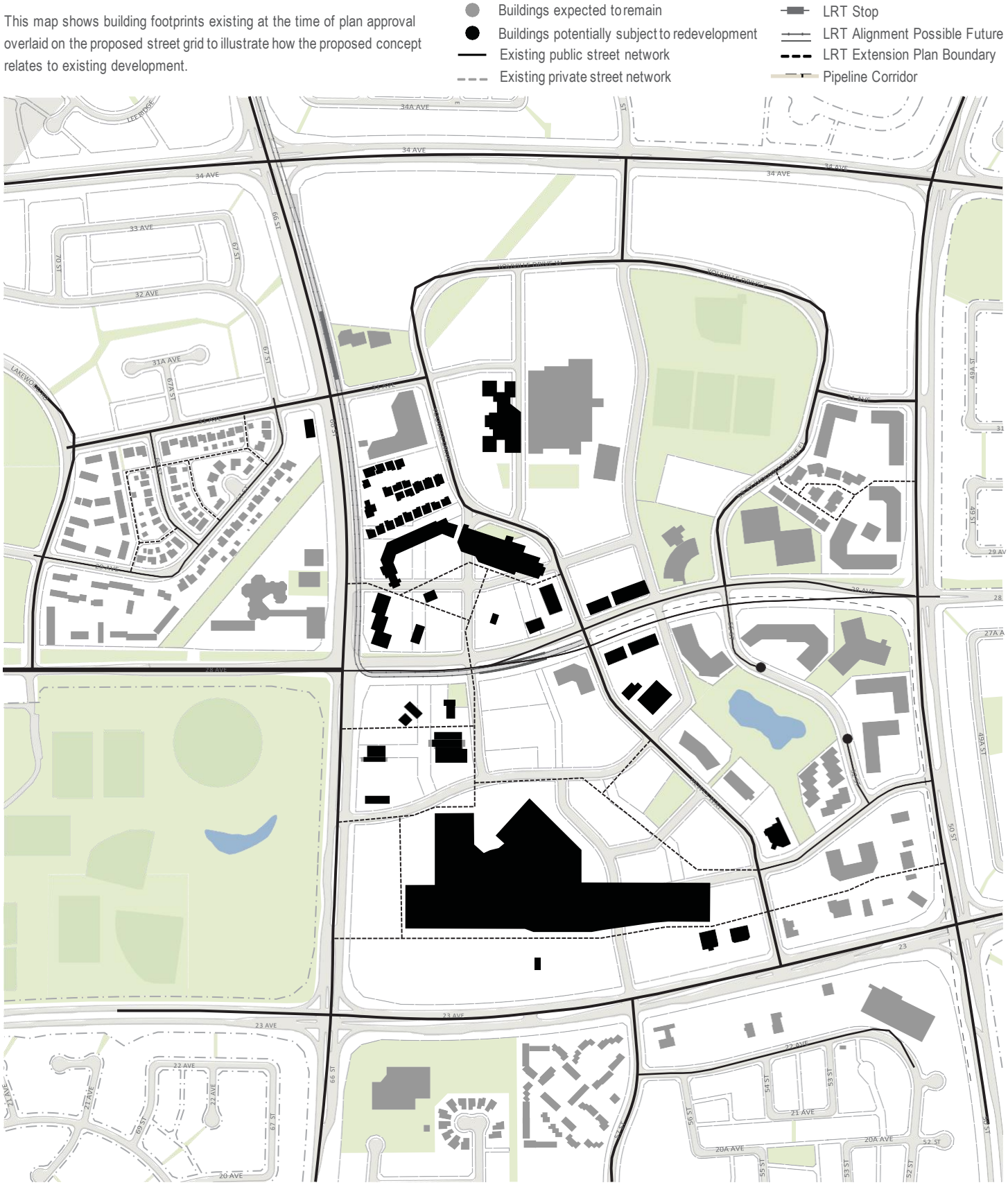
2. Ensure that, in all but exceptional circumstances, amendments are consistent with the vision, guiding principles and objectives of the Mill Woods Station ARP. The proponent of an amendment will be required to submit a formal request for an amendment, stating the reasons for the proposed amendment, along with information on how it conforms with the plan's vision, guiding principles and objectives.





Figure 24: Existing Building Footprints vs. Proposed Street Grid

This map shows building footprints existing at the time of plan approval overlaid on the proposed street grid to illustrate how the proposed concept relates to existing development.



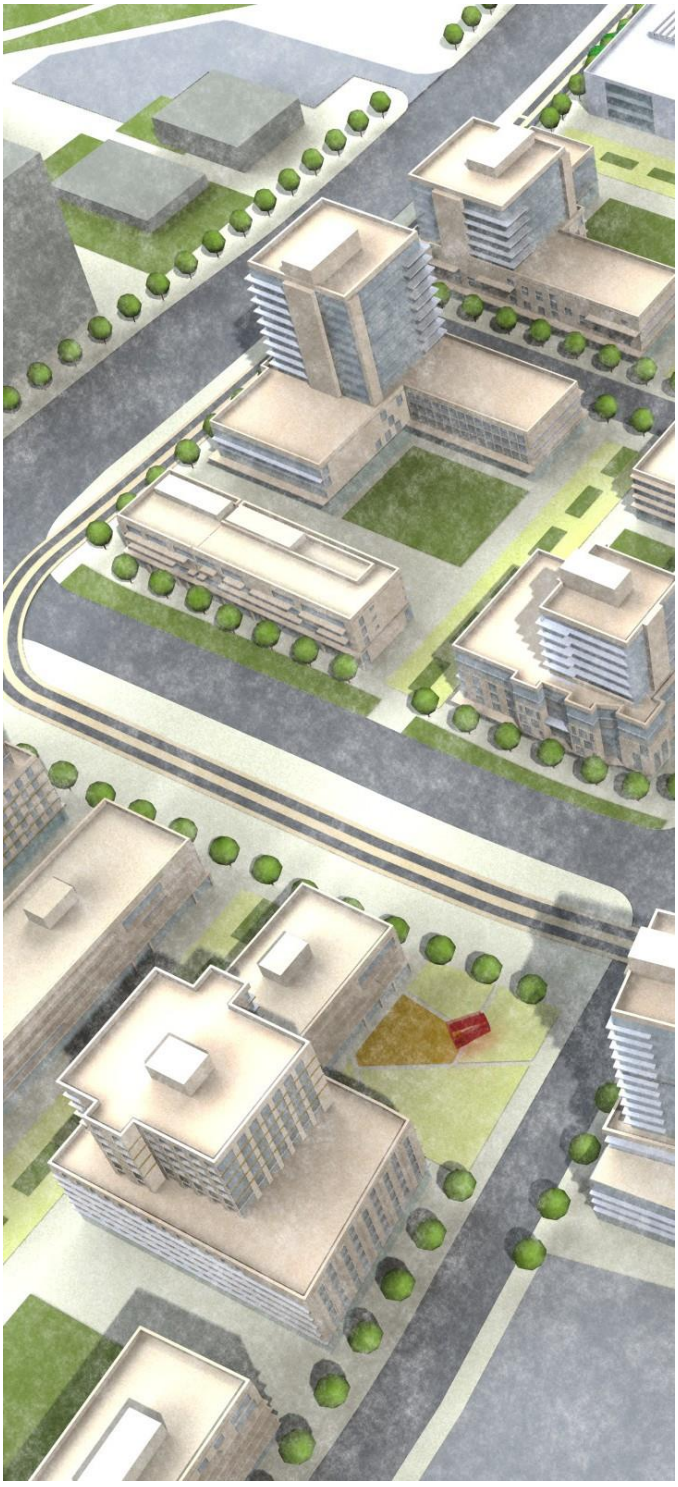
5.5
Monitor the Plan

While the Mill Woods Station Area Redevelopment Plan is transformational in nature, it also builds on development expectations, amenities and services valued by local residents and businesses. The implementation strategy recoginzes this relationship and that in order to achieve the vision of the plan, progress must be measured and the plan updated over time.

5.5.1 Monitoring Plan Policies

Policies

1. Monitor the policies of this plan regularly for their effectiveness and adaptation to changing conditions.
2. Establish a list of of indicators to monitor the effectiveness of implementation of the Mill Woods Station ARP over time.
3. Prepare amendments to this plan as necessary to ensure that it remains a useful and relevant framework for transit oriented development within Mill Woods.



Section 6

Glossary

Accessible	The ability or ease that a person with a physical, developmental or sensory disability, or with limited language skill, may approach, enter and use buildings, facilities and services, as well as receive or send communication or information.
Accessibility	Ease of access.
Active Transportation	Any mode of transportation by which people use their own energy to power their motion and includes walking, running, cycling, cross-country skiing, skateboarding, snowshoeing, roller blading, and use of mobility aids.
Affordable Housing	Housing that requires no on-going operating subsidies and that is targeted for occupancy by households who are earn less than the median income for their household size and pay more than 30 percent of that income for housing and require no in-situ support services.
Age Friendly Design	An age friendly built environment includes a safe pedestrian environment, safe street crossings, easy to access shopping centres, a mix of housing choices, nearby health centers and recreational facilities. Additional age friendly urban design features could include non-slip materials on footpaths, adequate street and park furniture and awnings for weather protection, legible and pedestrian scale signage, well-lit walking areas, and the incorporation of Crime Prevention Through Environmental Design Principles.
Area Redevelopment Plan	A statutory plan that is primarily applied to mature areas and may designate an area for the purpose of preservation or improvement of land and buildings; rehabilitation of buildings; removal of buildings and/or their construction and replacement; or, the relocation and rehabilitation of utilities and services.
Arterial Roads	Intended to carry large volumes of tr tween areas (“throu ewer access opportunities to adjacent developments and are de d by the Transportation System Bylaw.
Barrier Free Design	The absence of obstacles in an environment, therefore safter and easier access to buildings and the use of those buildings, related facilities and services for all persons.
Bicycle Station	A covered or enclosed facility where bike lockers, bike storage, changing rooms and/or repair facilities are located.
Bike Lane	A marked reserved lane that separates the bicycle right-of-way from motor vehicle and parking. It is separated by solid white lines, and marked with an image of a bicycle and a white diamond. If parking is permitted, it will appear along the left side of parked cars. If parking is prohibited, it will be along the curb.
Biodiversity	The number and variability of organisms found within a spe d geographic region; this includes diversity within species, between species and of ecosystems.
Built Environment	Ar ated ed elements, such as buildings, structures, devices, and surfaces, that together create the physical character of the area.
Collector Roads	Provide neighbourhood travel between local and arterial roads and direct access to adjacent lands. Buses generally operate on collector roads within neighbourhoods.

Complete Community	A community that is fully developed and meets the needs of the local residents through an entire lifetime. Complete communities provide certainty to residents on the provision of amenities and services and include a range of housing, commerce, recreational, institutional and public spaces. A complete community provides a physical and social environment where residents can live, learn, work and play.
Complete Streets	Complete Streets are intended to: • Provide travel options for all users and trip purposes in a safe, accessible, context sensitive manner in all seasons; • Form a network of streets that together accommodate all users and allow for e nt and high quality travel experiences; • Be adaptable by accommodating the needs of the present and future through effective space allocation for the many functions of the street; • Contribute to the environmental sustainability and resiliency of the city; • Consider both direct and indirect costs, as well as the value of the roadway and the adjacent real estate; and • Be vibrant and attractive people places in all seasons that contribute to an improved quality of life.
Connectivity	The directness of routes between origins and destinations and the density of connections in a pedestrian or road network. A connected transportation system allows for more direct travel between destinations, offers more route options, and makes active transportation more attractive.
Crime Prevention through Environmental Design (CPTED)	CPTED is a pro-active crime prevention strategy that focuses on an analysis of how the features of the environment and the policies that govern its management and use can constrain criminal activity. CPTED strategies are based on the premise that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime and improve the quality of life. Emphasis is placed on the physical environment, productive use of space, and behaviour of people to create environments that are absent of environmental cues that cause opportunities for crime to occur.
Density	The number of dwelling units, square meter or space, or people per acre or hectare of land.
Edmonton Design Committee	A City Council appointed board that reviews major development applications, all direct control zoning applications and public projects within a de d geographical area including the Downtown and surrounding area. The area of review includes the Downtown, Whyte Avenue, Calgary Trail, Gateway Boulevard and other select areas of Edmonton. The EDC was formed under bylaw as a committee of Council to improve the quality of urban design in the city of Edmonton.
Family Oriented Housing	Housing that is suitable for families with children. This form of housing includes the following features: ground orientation (direct access to the street); clearly de d private open space; access to adequate storage, including storage and bicycle storage; and adequate dwelling area for two or more bedrooms which are separate from living and kitchen.

velopment	Development in the existing areas of a city, occurring on vacant or underutilized lands, or behind or between existing development and which is compatible with the characteristics of the existing area.
Infrastructure Municipal	The physical assets developed and used by a municipality to support its social and economic activities. The City of Edmonton's infrastructure inventory includes such diverse assets as drainage, roads and right-of-way infrastructure, parks and green spaces, build et vehicles, LRT and transit facilities, build ntrol infrastructure, recreation facilities, computer networks, affordable housing and library resources.
Inte n	The development of a site at a higher density than currently exists. Inte n can be achieved through: redevelopment (including bro ld and gre ld sites), development of vacant /underutilized lots, the conversion of existing buildings or throu development in previously developed areas.
Key Pedestrian Street	A focal street that is spe signed to accommodate foo o encourage activity and interaction with the intention to make people of various ages and abilities feel engaged and comfortable in the surroundings. Although such a street is more often open to vehicles and bicycles, the pedestrian will be the focus. Urban design considerations will include, but are not limited to, the incorporation of wide well-lighted sidewalks, pedestrian-level building details, transparent storefronts, regular building entrances, attractive street furniture, appropriate landscaping and remedial wind screening if practical.
Leadership in Energy and Environmental Design (LEED)	A third-party cer ogram and benchmark for the design, construction and operation of high performance green buildings and neighbourhoods.
Light Rail Transit (LRT)	Electrically powered rail transit running on light gauge rail and operating in exclusive rights-of-way or dedicated running ways below, above, or at grade in trains of multiple articulated cars.
Livability	The environmental and social quality of an area as perceived by residents, employees, customers and visitors. This includes safety and he ety, personal security, and public health), local environmental conditions (cleanliness, noise, dust, air quality, and water quality), the quality of social interactions (neighbourliness, fairness, respect, community identity and pride), opportunities for recreation and entertainment, aesthetics, and existence of unique cultural and environmental resources (e.g., historic structures, mature trees, traditional architectural styles).
Main Street Concept	A principal street that contains a dynamic mix of uses and is the focal point of an area. The street should consist o r grid (narrower) properties fronting directly onto a generous public sidewalk designed to create an enjoyable pedestrian environment.
Mature Neighbourhoods	Edmonton's mature neighbourhoods are the neighbourhoods within the Mature Neighbourhood Overlay (MNO). These neighbourhoods are well-established and were effectively built out by 1970. These areas are primarily residential.
Mature Neighbourhood Overlay	The Mature Neighbourhood Overlay is contained within the Zoning Bylaw and is used to ensure that new development in Edmonton's mature residential neighbourhoods is sensitive in scale to existing development, maintains the traditional character and pedestrian-friendly design of the streetscape, ensures privacy and sunlight penetration on adjacent properties and provides opportunity for discussion between applicants and neighbouring affected parties when a development proposes to vary the Overlay regulations.

Mixed Use Development	Development that includes a mixture of different land uses such as: residential, commercial, institutional, recreational, and public spaces. It generally refers to development where different uses are not only combined on the same site but also within buildings themselves. An example might include residential apartments located above a commercial space located on the lowe ors of a building.
Mobility	Refers to the movement of people and goods and reducing the constraints on physical movement by decreasing travel times and increasing transportation options. Mobility is higher when average travel times, variations in travel times, and travel costs are low.
Multi-Family Residential	Attached units, such as semi-detached dwellings and duplexes, as well as low and high-rise apartments/condominiums.
Municipal Development Plan (MDP)	A statutory plan which guides the future growth and development of a municipality.
Municipal Government Act (MGA)	The primary provincial legislation that governs municipalities. The MGA sets out the legislated roles and responsibilities of municipalities and municipal o
Municipal Reserve	Land that is acquired at the time of subdivision for schools, parks and other municipal purposes pursuant to the Municipal Government Act, R.S.A. 2000, c. M-26.
Neighbourhood	A residential area with an appropriate mix of housing types with convenience-type commercial facilities and where appropriate, schools or park facilities.
On-Site Parking	Vehicle parking stalls provided within the development site that are privately owned and maintained.
Open Space	Areas of land and water that are semi-natural in composition. Such spaces could include active recreation parks, schoolyards, conventional stormwater management facilities and some boulevards.
Park	Any property, developed or not, that is owned, controlled or maintained by the City and that is: 1. intended to be used by members of the public for recreation as a natural area 2. preserved as a natural area 3. used as a cemetery 4. zoned AP (public parks), A (metropolitan recreation), AN (River Valley activity node) or US (urban services) 5. contained in the North Saskatchewan River Valley and Ravine System Protection Overlay as described in the City bylaw governing land use 6. designated as municipal reserve, environmental reserve or a public utility lot pursuant to the Municipal Government Act 7. that portion of any boulevard contiguous with, partially within, or fully within any property described above
Pedestrian Friendly	See: Walkability
Pedestrian Oriented	See: Walkability
Policy Statement	A statement describing a preferred course of action regarding a particular issue or situation.

Public Art	Artwork which is accessible to the general public and has aesthetic qualities. Typically this art takes into consideration site and context.
Public Space	Space on public or private property within an establishment or outside an establishment, which is open to the public.
Public Transportation	A transportation system that transports the public. In Edmonton, Edmonton Transit is the public transportation body, and the system is comprised of bus, DATS, and LRT services. In Edmonton, the Vehicle for Hire Commission oversees the operation of taxis and related businesses.
Shared-Use Lane	Shared-use lanes are on-stree s shared by motorists and bicycles that are marked to indicate either side by side or single travel. Shared-use lanes are ide d by the use of sharrows, which are pavement markings consisting on an image of a bicycle capped by a pair of arrows indicating a shared-use lane. Shared use lanes guide cyclist on the road and remind drivers to expect cyclist in the lane.
Shared-Use Path	A facility for active transportation modes that supports multiple non-motorized transportation and recreation opportunities, such as walking, bicycling, and inline skating.
Single Family Housing	One structure, typically with one dwelling unit, which may include a secondary suite.
Streetscape	All the elements that make up the physical environment of a street and de its character, including: the road, boulevard, sidewalk, building setbacks, height and style. It also includes paving treatments, trees, lighting, pedestrian amenities and street furniture.
Sustainability	A way of living which meets the needs of the present and does not compromise the ability of future generations to meet their own needs. It requires an integrated, holistic view of urban environments and de s sustainability in the context of interrelated ecosystems encompassing economic, social, environmental and cultural sustainability. The principle of sustainability also include stainability, ensuring urban planning recognizes and addresses resource constraints and capacities.
Transit Centre	A major focal point or activity centre spe signed and developed for ETS services. Transit Centre locations often coincide with other major activity nodes such as shopping centres and spectator sports venues to promote multi-purpose trips and provide convenient route interchange facilities. Transit Centres are the interfaces between 'main line' and express service routes and local feeder and community bus services.
Transit Corridor	A corridor along which transit rail vehicles or buses operate on street in dedicated lanes or mixed tr epending on the transit service provided.
Transit Oriented Development (TOD)	Urban development that is planned and integrated with an LRT station at its core. In TOD, housing, shopping and employment are concentrated along a network of walkable and bikeable streets within 400 metres of the transit station.
Transit Oriented Development (TOD) Guidelines	The Transit Oriented Development (TOD) Guidelines identify the appropriate transit oriented development around LRT stations and transit centres. They assist the City, businesses and citizens to plan ahead for the integration of transit and land use in station areas and used to communicate the City's expectations and to assess rezoning or planning proposals by property owners, developers and their designers.

Transit Station	Locations where multiple buses (transit centres) and/or LRT trains (transit stations) can stop simultaneously to allow transfers between routes.
Transportation Corridor	A linear or continuous corridor that allows the passage or conveyance of vehicles or people. A transportation corridor can include any of the following: 1. Arterial roads and highways 2. Railways 3. Transit right-of-ways for buses and light rail 4 Shared-use path corridors along utility rights-of-way
Universal Design	The design of buildings, streets, transportation systems, and public spaces that accommodate the widest range of potential users. This is accomplished by removing barriers for those with mobility, visual and hearing impairments, and accounting for other special needs.
Urban Design	The art of arranging the external physical environment to support human activities. It evolves from many public and private decisions, made over time, in land use planning, architecture, engineering and developme lds. Urban design creates a visually appealing urban environment. It plays a fundamental role in creating urban and natural environments that foster strong local business, create strong communities, and contribute to quality of life.
Urban Form	The physical layout and design of the city.
Utilities	Facilities for gas, electricity, telephone, cable television, water, storm and sanitary sewer.
Visitability	A sustainable, affordable and inclusive approach to home design that promote three features: a non-stop entrance, widened doorways to accommodate mobility aids, and a bathroom on the or.
Walkability	The extent to which the built environment allows people to walk to get to everyday destinations for work, shopping, education and recreation, and can be affected by street connectivity, mix of land uses, destinations and pedestrian infrastructure.
Winter City	A concept for communities in northern latitudes that encourages them to plan their transportation systems, buildings, and recreation projects around the idea of using their infrastructure during all four seasons, rather than just two seasons (summer and autumn).
Zoning Bylaw	The land use bylaw that divides the city into zones and establishes procedures for processing and deciding upon development applications. It sets out rules which affect how each parcel of land in the city may be used and developed. It also includes a zoning map.