

Mill Woods Town Centre – Proposed Rezoning

LDA15-0649

The City of Edmonton has received an application for rezoning and an amendment to the Mill Woods Station Area Redevelopment Plan (ARP) for the Mill Woods Town Centre shopping mall site. The proposed rezoning is from (CSC) Shopping Centre zone to (DC1) Direct Development Control Provision.

This proposal would allow the site to change over time from a low-density shopping mall and commercial area, to a higher-density mixed-use centre. The highest density of uses would be located toward the northeast corner of the site, near the future Mill Woods LRT station and transit terminal.

This would include residential uses such as row-housing, mid-rise apartments, and high-rise apartments. Commercial uses could include retail and services at the base of residential buildings, office buildings, and the possibility of retaining or redeveloping the shopping mall in some form. Automotive-oriented commercial services and low-density, large-format retail would be permitted only along 23 Avenue NW.

The purpose of the Open House is to provide information and receive feedback on the application for proposed Rezoning and Amendment to the Mill Woods Station ARP, at an early stage in the City's review process.

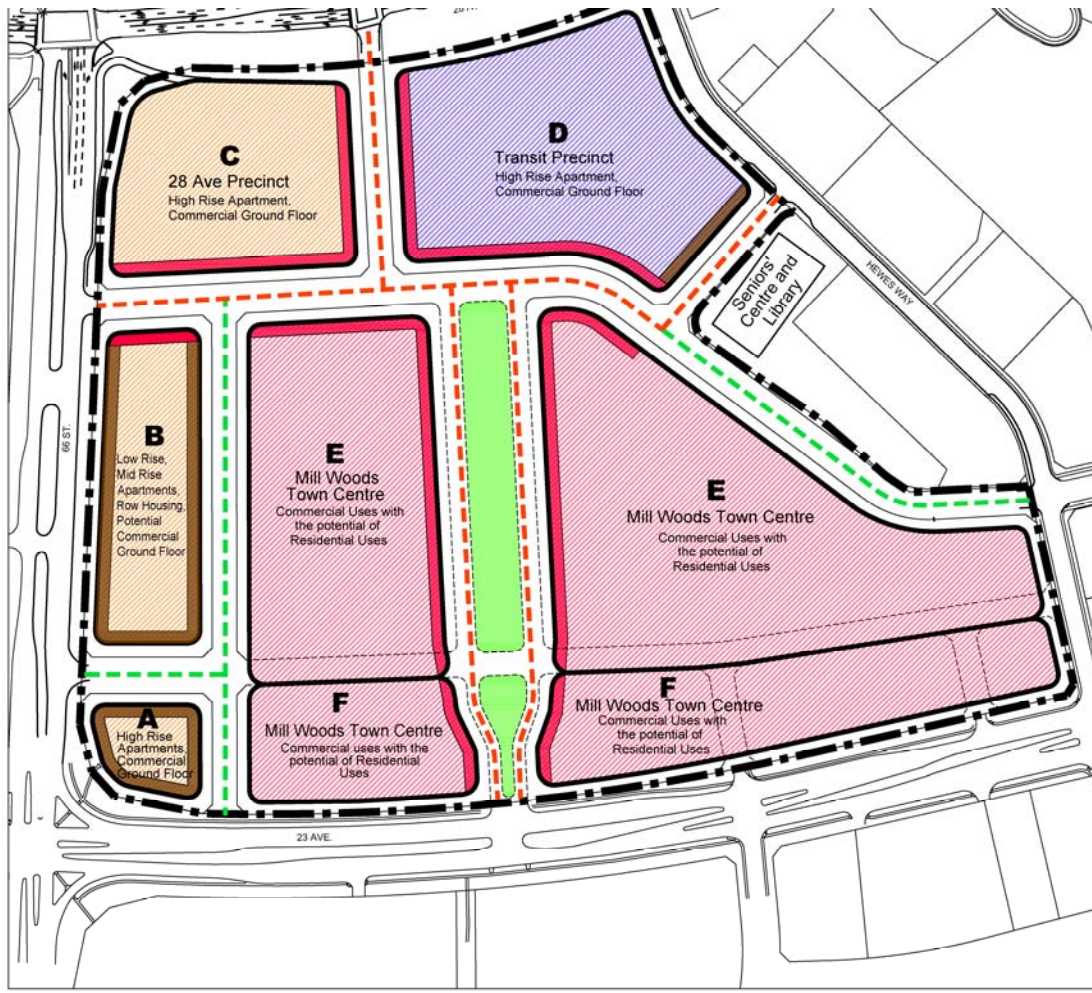
Process



The proposed Zone is a (DC1) Direct Development Control Provision, which is to provide for detailed, sensitive control of the use, development, siting and design of buildings.

Details of the proposed DC1 Zone:

- Up to 1,750 residential units, including row housing, mid-rise, and high-rise buildings
- Commercial space up to 69,700 m² (750,000 ft²); up from 46,500 m² (500,000 ft²) currently
- Pedestrian and transit-oriented development
- A network of new roads and lanes on a grid, providing safe routes for walking, cycling, driving, and transit
- Built form, site design, and mix of uses according to City's Transit-Oriented Development (TOD) Guidelines
- Publicly-accessible green space and recreational space, including a wide central boulevard running north-south with areas for patios, plazas, gardens, small parks and other spaces throughout the site
- The Mill Woods ETS bus terminal *may* be relocated closer to the LRT station, which is planned for service by 2020 (to be determined)
- Development uses, intensity, and built form controlled according to sub-areas of the site



Legend

- Plan Boundary
- Main Street
- Local Street
- Active Commercial Frontages
- Active Residential Frontages

Appendix 1

For more information:

www.edmonton.ca/MillWoodsTownCentreRedevelopment

Contact:

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PLEASE REMEMBER TO FILL OUT THE COMMENTS SHEET PROVIDED

Your feedback and specific comments help us understand issues of importance with this application, details requiring attention, and how to improve or respond.

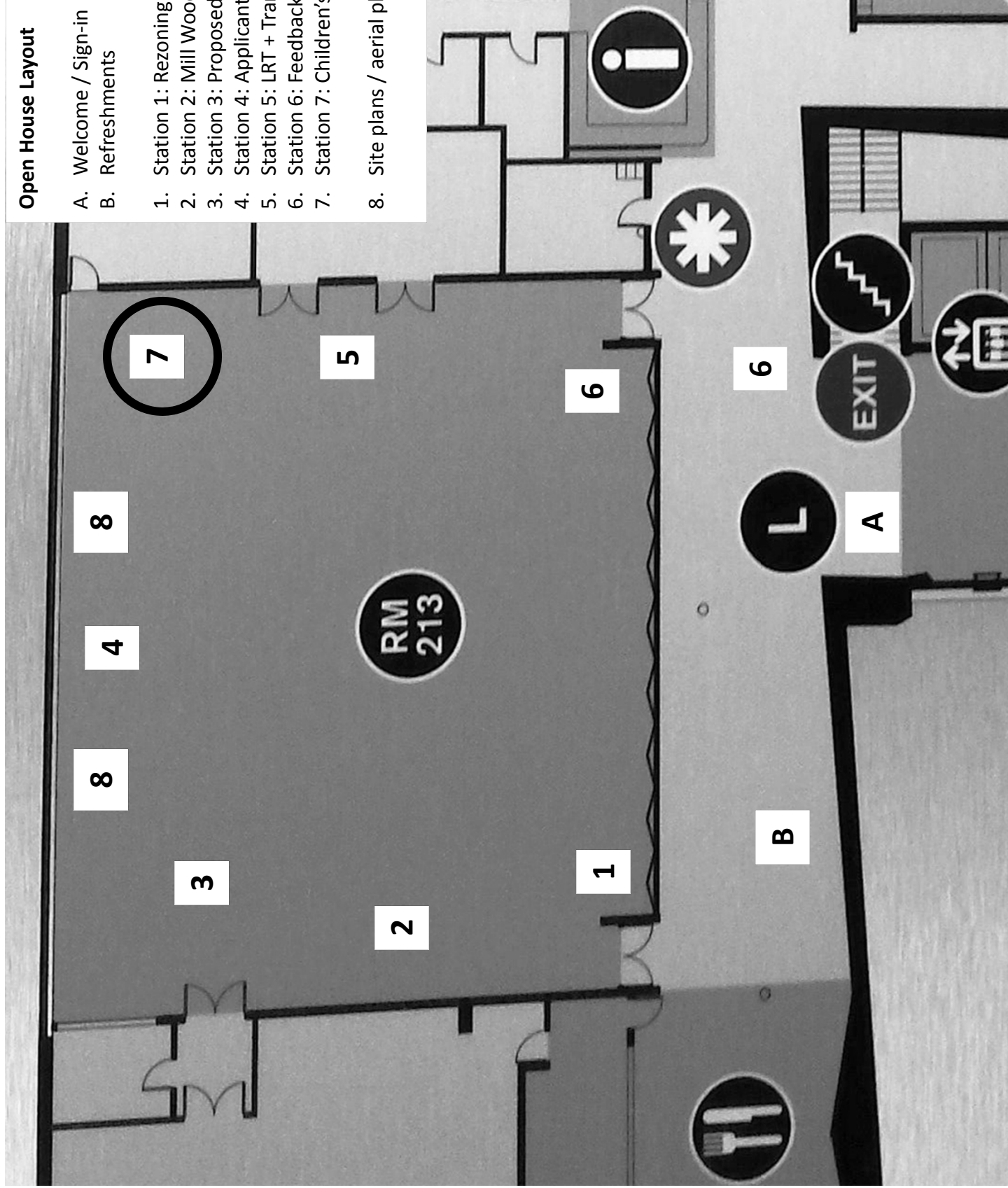
Thank you!

Open House Layout

- A. Welcome / Sign-in
- B. Refreshments

1. Station 1: Rezoning Process
2. Station 2: Mill Woods Station ARP
3. Station 3: Proposed Rezoning
4. Station 4: Applicant + Owner
5. Station 5: LRT + Transportation
6. Station 6: Feedback
7. Station 7: Children's Corner

8. Site plans / aerial photos on tables



Frequently Asked Questions

- What is happening to the Mill Woods Town Centre mall?
 - The applicants are seeking new and increased development permissions, and have identified any redevelopment of the mall and site as a long-term process. The proposed zoning regulation would accommodate additions, reconfigurations, or other changes to the mall. The property owner may or may not alter or demise the mall over time. That would be their prerogative even under the existing zoning. The City is not proposing the removal of the mall.
- Where are we in this process? Is this proposed redevelopment already a certainty? Does public input matter?
 - This application is at an early stage in review. The City received the application in late December, 2015. Technical review of the application began in March 2016, and is ongoing. This involves several dozen City reviewing groups, as well as outside technical and utility agencies, the school boards, and other key stakeholders. This first review will last as long as necessary to thoroughly ensure the development would be appropriate and feasible. Deficiencies or further studies required will be identified, and then it is up to the applicant to provide revisions and information.

At a minimum a second review would then commence; this iterative process may occur as required until the City is satisfied. City Administration would then report with their recommendation to City Council. The final decision on the proposal rests with City Council.
 - A second public meeting/open house will be held prior to the proposal proceeding to City Council.
 - Other public engagement opportunities are possible- public feedback from this Open House, citizens contacting City Planning, and conversations with key stakeholders will determine the need for ongoing consultation and formats for engagement.
 - All public feedback is noted and recorded, and feedback from the open House will be collected in a post-meeting report which will be made publicly available.

- All public feedback is summarized and reported to City Council with the Administration's report should the proposal proceed to a Public Hearing.
- We will periodically update the project website:

www.edmonton.ca/MillWoodsTownCentreRedevelopment
- City Planning welcomes your feedback at any time- please contact the file planner. You may also contact your Councillor at any time.
- What are the impacts to the transportation network?
 - Traffic concerns on 66 Street and 50 Street, particularly at Whitemud Drive at peak hours, are known. The growth of suburban areas to the east (The Meadows) and to the south (Ellerslie, Charlesworth, Walker, and future Decoteau area) contribute to increasing traffic volumes on arterial roads. The completion of Northeast Anthony Henday and Whitemud Drive widening to six lanes by the end of the year may provide some relief.
 - The Mill Woods Station ARP, 2013, examined the road network and transportation infrastructure in the area and determined that a new population up to approximately 5,000 persons can be accommodated in the Town Centre/Tawa area by existing infrastructure and the LRT. The proposed redevelopment envisions up to 1750 residential units as well as commercial uses.
 - The applicant was required to submit a Transportation Impact Assessment (TIA) with this rezoning application, which is under review by City staff. The TIA finds that the proposed redevelopment would not have significant adverse impacts on the existing roads, similar to that of the 2013 ARP study.
 - Individual developments will require further TIAs at the Development Permit/subdivision stage. The owner will be expected to fund any improvements to the transportation network required to support the redevelopment.
 - The City has future plans to provide grade separation of rail crossings on 50 Street and 75 Street north of Mill Woods and has applied for provincial/federal funding. These projects are currently unfunded. Concept plans also exist for widening of 66 Street south of 23 Avenue. This segment may be widened in stages, with the segment between 23 Avenue and Mill Woods Road anticipated first. There is no funding or timelines for this widening.

- How does high-density fit with the suburban character of Mill Woods?
 - The site was originally designated for high-density residential and commercial uses with the Mill Woods Development Concept in 1971. The Town Centre area did not fully develop to that potential. In 2013, City Council approved the Mill Woods Station Area Redevelopment Plan (ARP), which designates the area for higher-density uses to take advantage of the major investment in LRT, which will run to the site by December, 2020. Likewise, the extension of the LRT to the site will support higher-density development, which was the original intent from 1971 onwards.
- How will Park & Ride be provided?
 - The City currently has no plan or funds to develop Park & Ride on this site.
 - City Planning is aware that new parking demands due to the transit terminal and LRT must be considered. Parking management and supply options will be explored with the applicant.
 - City Policy C554A “Park and Ride” was adopted by City Council in March 2016, and provides criteria for the City to consider select sites for new Park & Ride facilities.
- How will parking be provided as the site develops and intensifies? Will the Library/Senior and Multicultural Centre have enough parking?
 - All development, including City facilities such as the Library, must meet the Zoning Bylaw requirements for parking provision.
 - The Library/Senior and Multicultural Centre has some of its required parking on site (next to the bus terminal), and has a shared parking agreement with the mall. Should the mall parking lot be developed, the parking requirement would have to be maintained through a new shared parking agreement or other arrangement to develop parking.
 - The Zoning Bylaw includes provisions for reductions in parking requirements for Transit-Oriented Development (TOD), in proximity to LRT and transit bus stations. This recognizes that properly designed developments close to major transit facilities will be accessible to many people via transit.
 - At the time of development, individual buildings are assessed as to their specific requirements, and may be required to provide a further Parking Impact Assessment (PIA).

- Any parking required and developed in the area close to the LRT station and bus terminal would be required to be underground, or above grade in a structure wrapped with active frontages.
- Does medium- or high-density housing mean low-income housing? Does this mean rental housing?
 - The proposed residential housing could be configured as a mix of rowhousing, mid-rise buildings (approximately 6-8 storeys), and high-rise buildings (up to 18 storeys).
 - The City does not have the authority to control tenure- that is, the City cannot dictate whether housing is developed as owner-occupied or purpose-built rental. Any private dwelling could be rented by its owner.
 - There are currently no plans for the City to develop housing. All proposed development is private development.
 - The City usually reserves the right in Direct Control zones to exercise an option to purchase units at a reduced price at the time of development. This is not determined until the time of the Development Permit for an individual building, and is at the City's discretion to whether it would meet the City's housing supply needs.

Acronyms and Zones

(ARP) Area Redevelopment Plan

ARPs are generally comprehensive in their nature and scope and address the following topics:

- Land use and physical development patterns
- Urban design
- Physical infrastructure
- Accommodation of growth and decline
- Social and community development
- Transportation facilities
- Community facilities such as schools, parks and open spaces
- Historical preservation
- Environmental protection

(AP) Public Parks Zone

The purpose of this Zone is to provide an area of public land for active and passive recreational uses, and allow for an opportunity for public schools.

(CS3) Community Services 3 Zone

The purpose of this Zone is to allow for agricultural and rural land use activities and a limited range of other uses, that do not prejudice the future use of these lands for urban use, and to provide for relatively low to medium density housing generally referred to as row housing on lands that have become surplus to public education needs.

(DC1) Direct Development Control Provision

The purpose of this Provision is to provide for detailed, sensitive control of the use, development, siting and design of buildings

(DC2) Site Specific Development Control Provision

The purpose of this Provision is to provide for direct control over a specific proposed development where any other Zone would be inappropriate or inadequate.

(PU) Public Utility Zone

The purpose of this Zone is to provide for a system or works that is used to provide for public consumption, benefit, convenience or use such as water or steam, sewage disposal, public transportation, irrigation, drainage, fuel, electric power, heat, waste management and telecommunications.

(RA7) Low Rise Apartment Zone

To provide a Zone for Low Rise Apartments.

(RA8) Medium Rise Apartment Zone

The purpose of this Zone is to provide for Medium Rise Apartments.

(RA9) High Rise Apartment Zone

The purpose of this Zone is to provide for High Rise Apartment buildings.

(RF1) Single Detached Residential Zone

The purpose of this Zone is to provide for Single Detached Housing while allowing other forms of small scale housing in the form of Secondary Suites, Semi-detached Housing and Duplex Housing under certain conditions.

(RF4) Semi-detached Residential Zone

The purpose of this Zone is to provide a zone primarily for Semi-detached Housing and Duplex Housing.

(RF5) Row Housing Zone

The purpose of this Zone is to provide for relatively low to medium density housing, generally referred to as Row Housing.

(RPL) Planned Lot Residential Zone

The purpose of this Zone is to provide for small lot Single Detached Housing, serviced by both a Public Roadway and a Lane that provides the opportunity for the more efficient utilization of land in developing neighbourhoods, while maintaining the privacy and independence afforded by Single Detached Housing forms.

(US) Urban Services Zone

The purpose of this Zone is to provide for publicly and privately owned facilities of an institutional or community service nature.

www.edmonton.ca/ZoningBylaw