

The Land Use Precincts

Many of the existing uses in the area have been developed as large format single purpose uses that are heavily auto-oriented and include large surface parking lots. 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 intensification of these lands given their proximity to transit, and the policy intent of the City of Edmonton which supports intensification at Transit Station locations over time.

The Plan is organized around six (6) land use precincts. 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 true mixed use development form.

The main feature of the new land use strategy is that, over time, large single purpose use areas with extensive surface parking, will be intensified to accommodate a mix of uses including vertically stacked uses. The result will be a more compact community that is more urban in form and more supportive of pedestrian and transit use. An important aspect of making the Mill Woods Station Area more pedestrian friendly is the creation of new commercial main streets with active retail frontages at grade. Two main streets are proposed and include the the new north-south main street and 28 Avenue. The land use strategy requires the

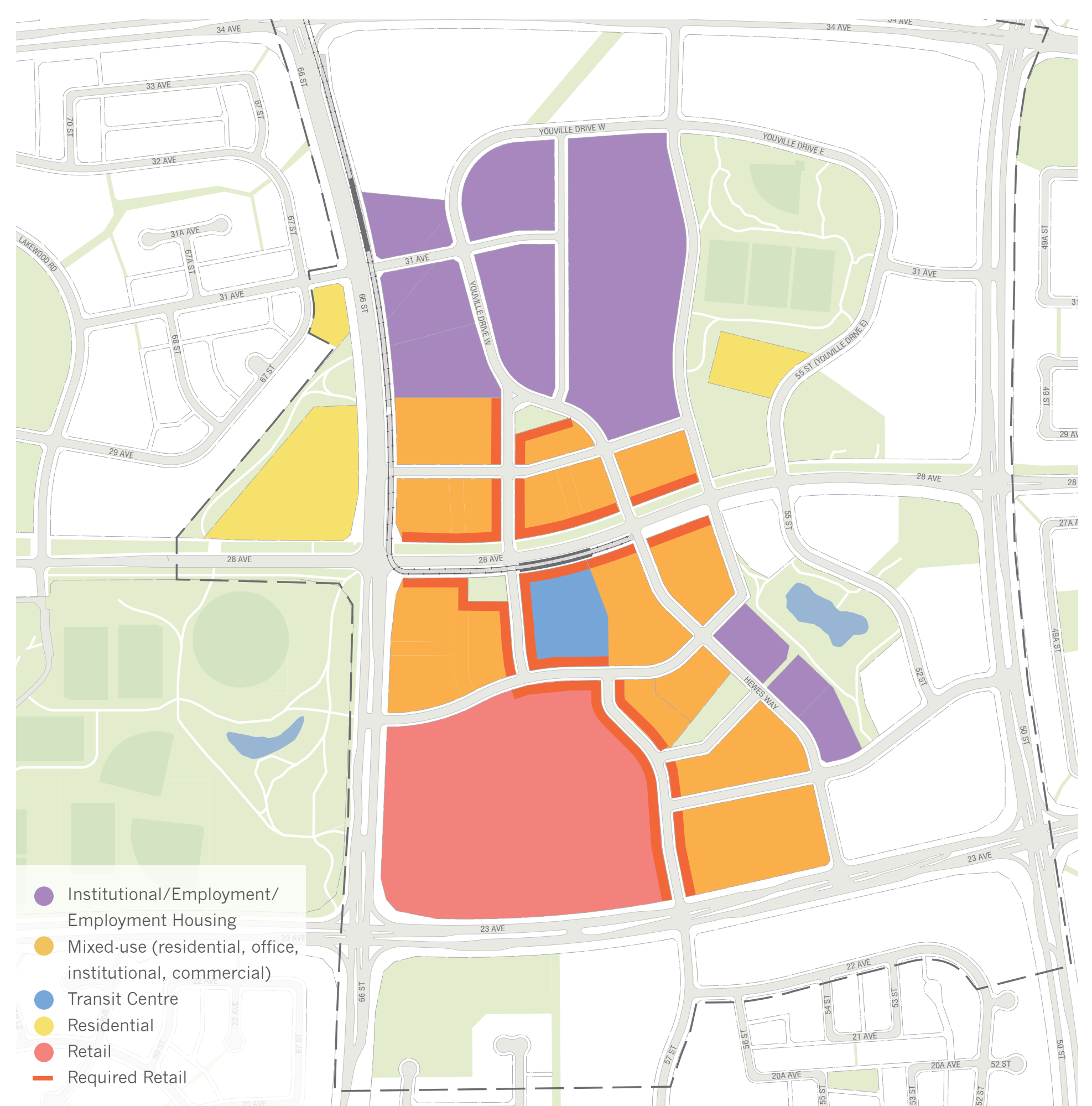
development of at-grade retail uses along these main streets which provide pedestrian connections to the LRT Station, Transit Centre, new Library and other amenities within the plan area. This Station Area Plan also provides for greater housing choice with increased heights and densities proposed closest to the LRT Station.

Objectives:

- Integrate land use patterns and transportation infrastructure.
- Provide for higher density mixed use development throughout the plan area.
- Concentrate height and densities in close proximity to the LRT Station and Transit Centre.
- Increase housing choice in the form of medium density and high density built forms.
- Develop two new 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.



Land Use Precincts



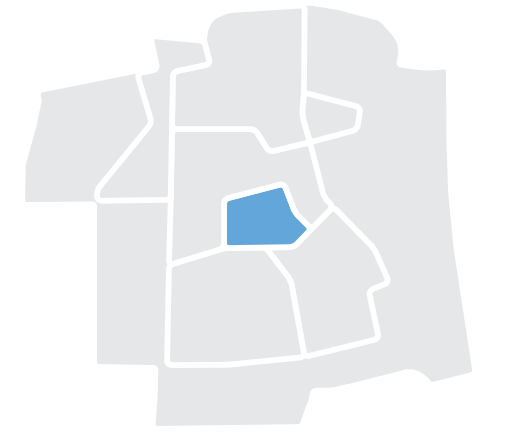
Land Use Strategy

Development Opportunities Summary

precinct	land use and frontage	proposed zoning	maximum height *	minimum FAR	maximum FAR
Transit Precinct	LRT Station and Transit Centre, High rise apartments, Mixed-use commercial	DC (new), CB3	18 storeys (68m)	1.0	7.0
28 Avenue Precinct	High rise apartments, Mixed-use commercial	RA9, CB3	14 storeys (53m)	1.0	7.0
Mill Woods Centre	Mixed-use commercial, Mid rise apartments	CB2	6 storeys (23m)	0.5	3.0
Hewes Way Precinct	Institutional and employment uses, High rise and mid rise apartments, Mixed-use commercial	CO, RA8, CB2	6-14 storeys (23-53m)	1.0	6.0
Grey Nuns Hospital	Institutional and employment uses	US	6 storeys (23m)	0.5	3.0
Neighbourhood Infill	Mid rise and low apartments, Stacked row housing, Rowhousing	RA7, RF5	6 storeys (23m)	n/a	2.5

Maximum Height * = maximum height with incentive zoning

MILL WOODS STATION AREA PLAN

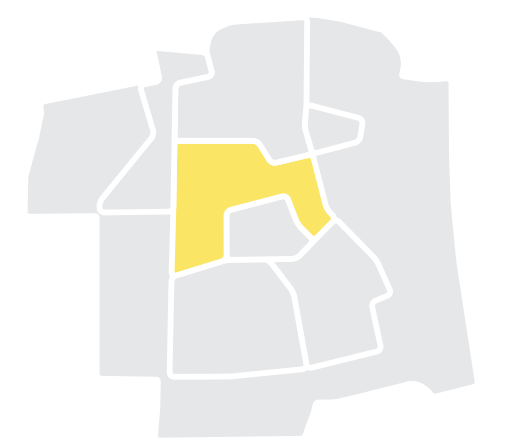
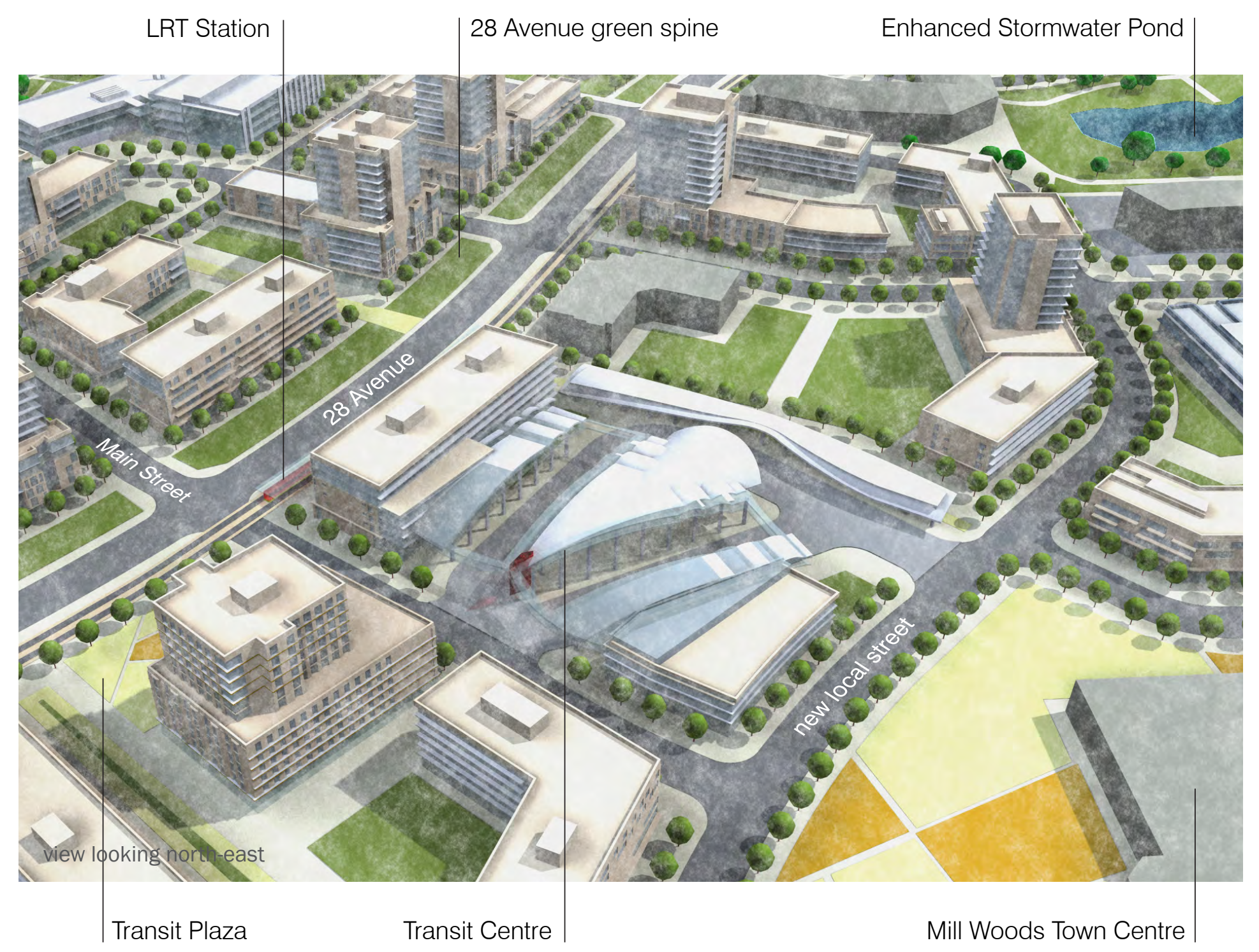


Transit Precinct

The planned LRT Station 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 Transit Station a focal point for the community through a strong sense of place. Mixed use development is an essential part of this precinct, 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 centres at or near Transit Centres. This provides an alternative method for transit users to arrive at the Transit Centre. Clear and direct pedestrian connections should be established linking the Transit Square, LRT, Transit Centre, Library/Seniors Centre/Multicultural Facility and Civic Square.

Key Policies

- The maximum Floor Area Ratio permitted in this precinct will be 7.0.
- The maximum height permitted in this precinct will be 18 storeys.
- Develop new public roads in this precinct to provide access for buses and cars.
- Develop a publicly accessible bicycle station at or near the Mill Woods LRT Station or Transit Centre.
- Design the LRT Station and Transit Centre to allow for the easy and safe movement of transit riders between the LRT train and buses.
- Develop the pedestrian routes connecting the LRT platform and Transit Centre to be direct, clearly marked and accessible.
- The ground floor of all new development should include street oriented retail, restaurants and/or service uses.
- Residential development shall take the form of high rise apartments over a commercial base.
- Explore the potential of developing air rights at the LRT Station and Transit Centre to provide development opportunities and amenities for transit patrons.
- Park and Ride facilities, drive through facilities and other automobile oriented facilities will be prohibited at the Mill Woods Transit Centre.
- Parking shall be provided in structured or underground garages.
- Parking structures should be wrapped in residential or commercial uses to screen parking from the public realm, where feasible.



28 Avenue Precinct

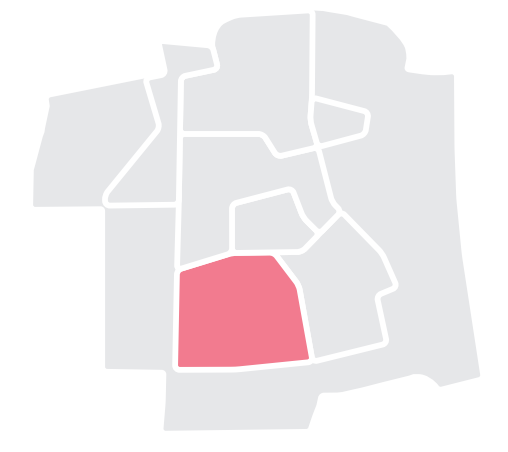
The 28 Avenue Precinct is centered on 28 Avenue and a new north-south main street, in close proximity to the LRT Station and Transit Centre. This precinct has excellent transit access and provides opportunities for greater height and density in the form of high rise mixed use development. At the time of the LRT and Transit Centre's construction, 28 Avenue will be designed and constructed as a complete street. This street will accommodate multiple forms of movement including LRT, pedestrians, cyclists and automobiles. The reconstructed 28 Avenue will feature a greenway with a shared use path on the north side of the street. A significant portion of the new north-south main street is part of this precinct. This new main street and 28 Avenue will be developed as a pedestrian oriented commercial street linking the LRT Station, Transit Centre, new Library/Seniors Centre/Multicultural Facility and other amenities within the plan area.

Key Policies

- The maximum FAR permitted in this precinct will be 7.0.
- The maximum height permitted in this precinct will be 14 storeys.
- Design and reconstruct 28 Avenue as a pedestrian-oriented, mixed use main street. New development along this street should include a mix of uses with street oriented retail, restaurants and/or service uses fronting onto 28 Avenue.
- 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. New development along this street should include a mix of uses with street oriented retail, restaurants and/or service uses fronting onto the new street.
- Residential development shall take the form of high rise apartments over a commercial base.
- Incorporate a public transit square in this precinct as a focal point and amenity space for residents and transit users.
- Develop the pedestrian routes connecting the LRT platform and Transit Centre to be direct, clearly marked and accessible.
- Negotiate with private landowners/developers to provide publicly accessible streets, parks and open spaces proposed for this precinct through the incentive zoning system.



MILL WOODS STATION AREA PLAN



Mill Woods 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 reconfigured and redeveloped. The Plan envisions the strategic redevelopment and intensification of the mall site 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.

Key Policies

- The maximum FAR permitted in this precinct will be 3.0.
- The maximum height permitted in this precinct will be 6 storeys.
- Residential development shall take the form of mid-rise apartments over a commercial base.
- Along streets where retail is required, the ground floor of all new development should include street oriented retail, restaurants and/or service uses.
- Parking shall be provided in structured or underground garages.
- Parking structures should be wrapped in residential or commercial uses to screen parking from the public realm, where feasible.
- Negotiate with private landowners/developers to provide publicly accessible streets, parks and open spaces proposed for this precinct through the incentive zoning system.



Hewes Way Precinct

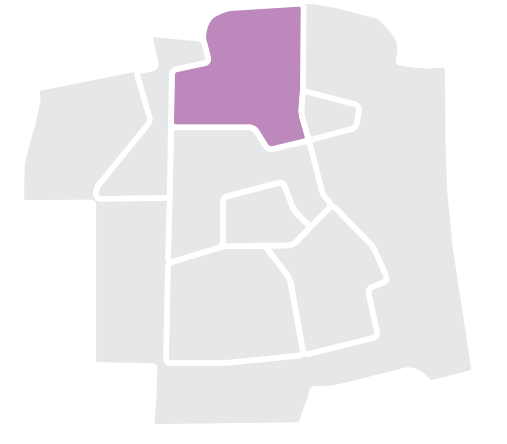
This precinct is the civic heart of this community and includes a mixture of civic, office, retail and residential uses. It is home to the new Mill Woods Branch Library/Seniors Centre/Multicultural Facility. The Plan recommends a Civic Square be developed in the centre of this precinct adjacent to the new Library. Located on the east side of Hewes Way are a number of new office commercial buildings. Within this precinct there are opportunities to expand employment, commercial and residential development as well as opportunities for additional employment uses along Hewes Way and the 25 Avenue extension.

Key Policies

- The maximum FAR permitted in this precinct will be 6.0.
- The maximum height permitted in this precinct will be 6-14 storeys.
- Residential development may take the form of mid-rise or high-rise apartments.
- Freestanding commercial buildings are allowed east of Hewes Way.
- Along streets where retail is required, the ground floor of all new development should include street oriented retail, restaurants and/or service uses.
- Design and construct a hard surface civic square on the City owned land adjacent to the new Library/Seniors Centre/Multicultural Facility to be used as a flexible gathering place and provide a range of programming opportunities.
- Allocate funding in the City's Capital Budget for design and development of the Civic Square. The community and surrounding property owners will be invited to participate in the design and on-going programming of the new Civic Square.
- Development and programming of the Civic Square will be by the City in collaboration with the Library/Seniors Centre/Multicultural Facility.
- Surface parking shall be located to the rear or side of buildings. Structured or underground parking is preferred.
- Negotiate with private landowners/developers to provide publicly accessible streets, parks and open spaces proposed for this precinct through the incentive zoning system.



MILL WOODS STATION AREA PLAN

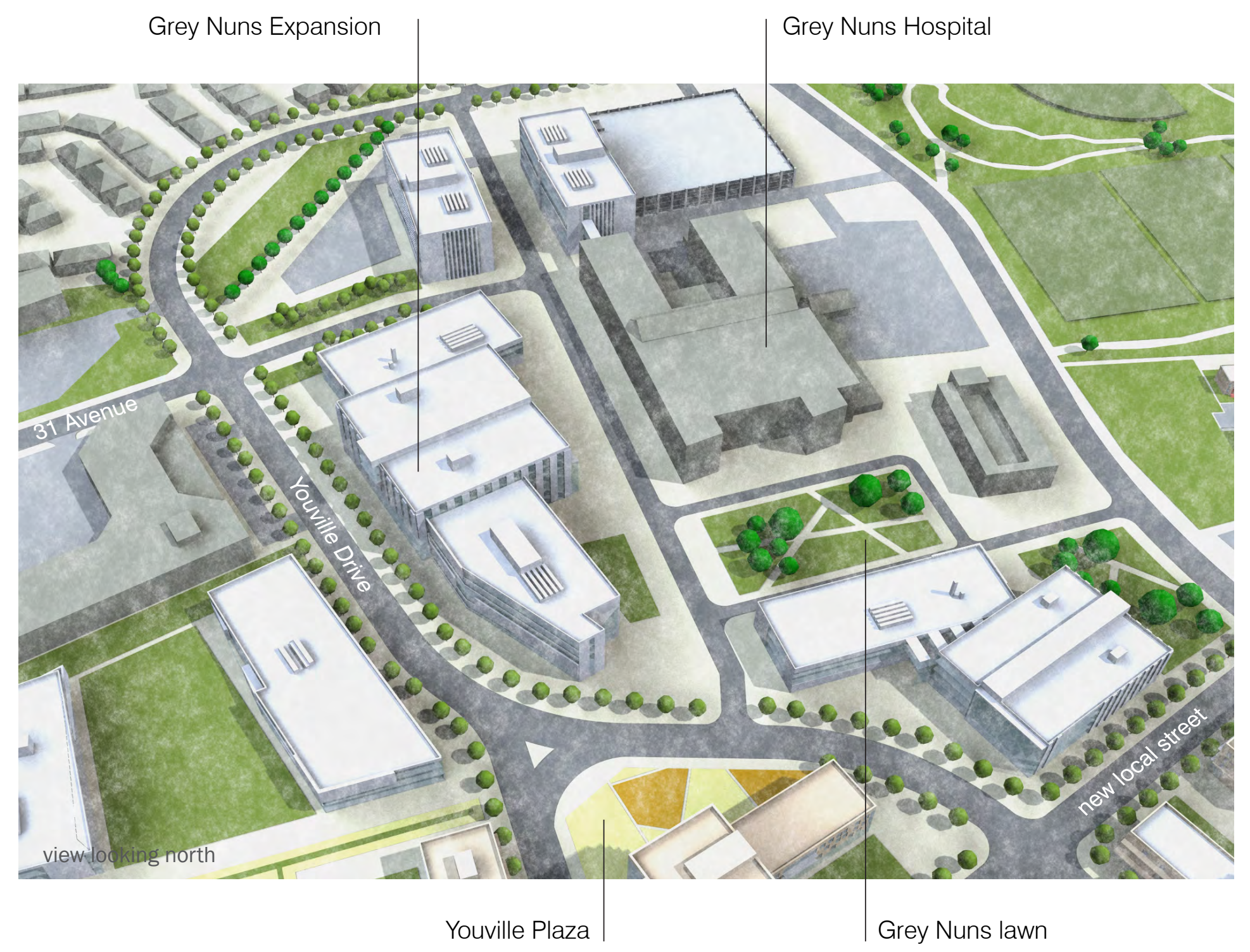


Grey Nuns Precinct

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 Grey Nuns Hospital will have access to two LRT stations. The development of the new north-south main street will improve connectivity between the Mill Woods LRT Station and the Hospital. The Grey Nuns Hospital has expansion plans and will be updating its Master Plan. It is important that the City encourage the Grey Nuns Hospital to implement TOD principles in the future development and expansion of the Hospital site.

Key Policies

- The maximum FAR permitted in this precinct will be 3.0.
- The maximum height permitted in this precinct will be 6 storeys.
- Maintain the (US) Urban Services Zone on the hospital site.
- The City should encourage the Grey Nuns Hospital to develop a Master Plan for the Hospital which considers the principles of this Plan and of transit oriented development.
- The City should work with the Grey Nuns Hospital to implement Transportation Demand Management measures such as group purchases of transit passes, car pool programs, car-share programs and/or installation of a bicycle station.
- Work with the Grey Nuns Hospital to explore the feasibility of developing the north-south service road in the east side of the Grey Nuns site into a continuous roadway.
- Work with the Grey Nuns Hospital to explore the potential for the development of housing on underutilized portions of the Hospital site.
- Encourage the development of structured parking to free up land for expansion and new development on the Grey Nun's site.
- Encourage the intensification of the DC2 (101) and DC2(289) by rezoning to CB2.
- Minimize the adverse effects of the pipeline by restricting development on or adjacent to the pipeline.



Neighbourhood Infill Precinct

There are two underutilized land parcels within the plan area that provide opportunities to introduce new residential development. One is the eastern site adjacent to Tawa Park currently being developed as part of the Edmonton First Place Homebuyers program as row housing. The second site is home to a high rise residential tower, with a residual piece on the western portion of the parcel that could be developed as a mid-rise apartment block.

In addition, there are two churches located on the corners of 66 Street and 31 Avenue, the Mill Woods Presbyterian Church and the South Edmonton Alliance Church, whose sites have potential for additional development.

Key Policies

- Develop the Tawa Park surplus school site in accordance with the requirements of the First Place Homebuyers Program.
- The maximum FAR permitted in this precinct will be 2.5.
- The maximum height permitted in this precinct will be 6 storeys.
- Encourage development to take the form of mid-rise apartments.
- Provide parking in structured or underground garages, where feasible.



MILL WOODS STATION AREA PLAN

Built Form

Redevelopment within the plan area is expected to take a higher density form than what currently exists today, with the greatest height and density concentrated in close proximity to the LRT Station and Transit Centre.

Key considerations for 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. The regulating of building materials, scale, style and design help to ensure the development of a quality place.

Building and Site Design

Many of the City of Edmonton's policy documents highlight sustainability, safety and high quality urban design as important objectives in TOD. Site design is an important consideration in achieving these objectives. Through proper building and site design and effective use of the built environment the quality of new development can be improved and enhanced.

Key Policies:

- Negotiate with private landowners/developers to provide publicly accessible streets, parks and open spaces through the incentive zoning system which will permit the development of proposed heights.
- Development shall be oriented and built to face the street.
- A coherent design theme specific to the Mill Woods Station Area Plan should be applied to all streetscape elements along all streets.

Active Frontages

- Building facades should have pedestrian friendly features including transparency, decorative windows, wall niches, seating areas and entrances to complement an interesting streetscape.
- Along streets where retail is required the ground floor of all new development should include street oriented retail, restaurants and/or service uses.
- All at grade residential units should have entrances from the street and the main floor should be slightly above grade in order to achieve visual privacy from the sidewalk or street.
- Permit awnings over public sidewalks along retail street frontages offering offer shelter from rain, snow and wind.
- Services and loading should be accommodated off of the main street frontage from a rear or side lane.
- No surface parking is permitted between buildings and a street.

Sustainability

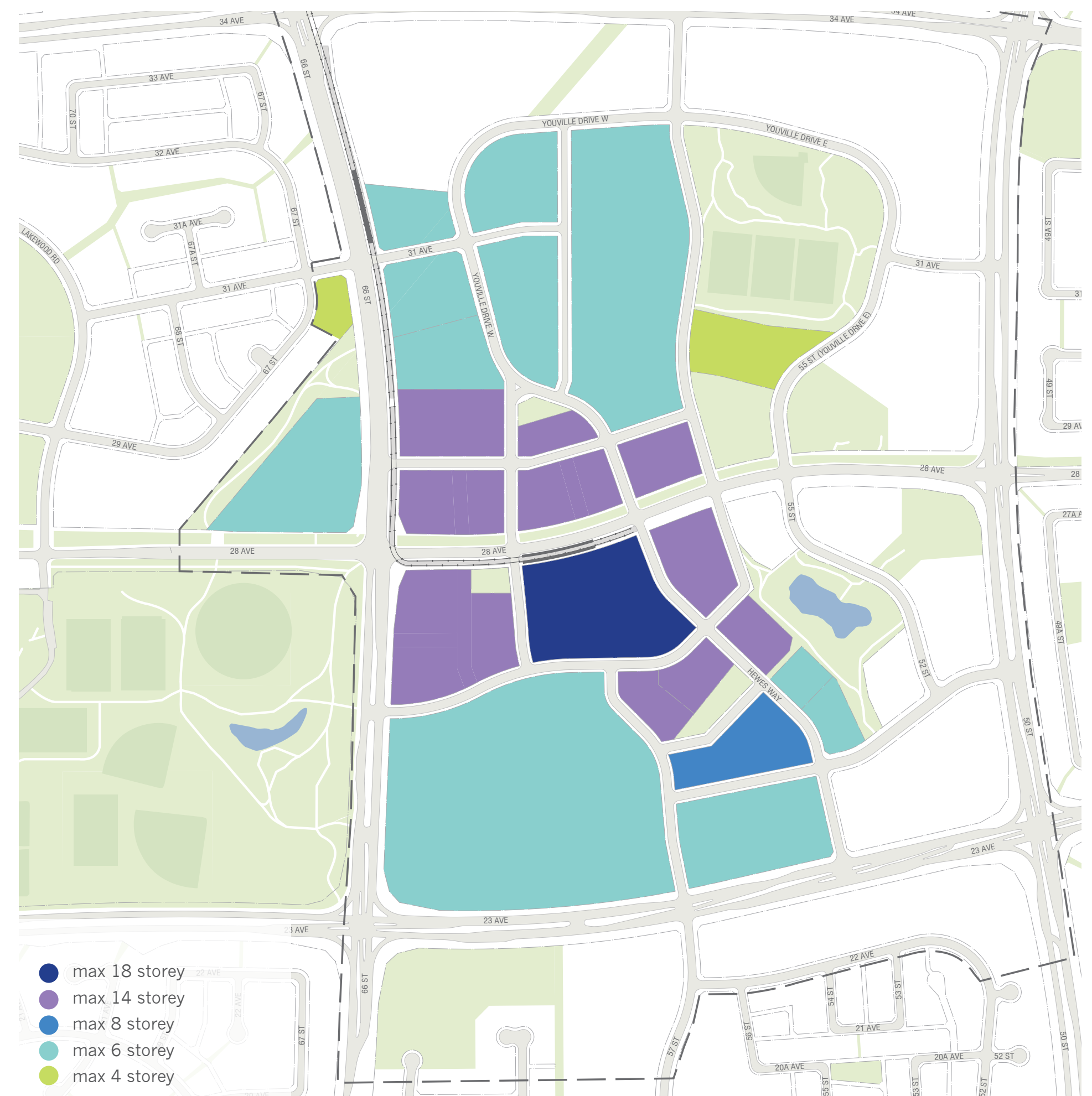
- Consider the City's Green Building Strategy in the design of public realm improvements and private developments to encourage the implementation of sustainable development principles and practices in the plan area.
- Where possible, design buildings to include on-site alternative energy sources such as solar heat, solar electricity and solar energy.
- Incorporate features such as daylighting, recycling, reuse of water, low-water landscaping, energy efficient lighting and other devices in building and site designs to reduce the consumption of energy and materials.
- Where feasible, incorporate Low Impact Development (LID) solutions in the design of building sites.

Winter City Design

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

Elder Friendly Design/Universal Design

- New development within the Mill Woods Station Area Plan should incorporate universally accessible and age friendly design in public and private developments.



Land Use Strategy

Quality Building Design

Appropriate massing can improve privacy and reduce adverse micro-climates that can result from shadowing effects of higher density development. In the Mill Woods Station Area Plan, 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.

Key Policies:

- Use finishing materials of high quality, consisting of glass and glazed window wall systems, brick stone, architectural concrete, precise-coloured concrete, stucco panels or pre-finished materials.
- Building facades should have pedestrian friendly features including transparency, decorative windows, wall niches, seating areas and entrances.
- Residential development located on the main floor of a building should feature private entrances from the street and incorporate porches and windows at ground level.
- Buildings on corner sites must provide attractive facades on both sides of the street.
- Step-backs on higher floors are encouraged to reduce visual impact of tall buildings.
- Develop a three to six storey podium with step-back of the upper levels in higher density precincts.
- To ensure sunlight penetration to the ground level, and the privacy of building occupants, there shall be a minimum tower separation of 20 metres from an office tower and 24 metres from a residential tower.
- 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.

Parking and Loading

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.

Key Policies:

- Redevelopment within 400 m of the Mill Woods LRT Station or Transit Centre shall be eligible for reduced parking standards in accordance with Section 54 of the Edmonton Zoning Bylaw 12800 as may be amended from time to time.
- Shared parking facilities are strongly encouraged to reduce the total number of spaces required, reduce development costs and to reduce the amount of space required to facilitate parking.
- Parking should be provided in structured or underground garages where feasible. Where surface parking is allowed it shall be located to the rear or side of buildings.
- Loading, storage and trash collection areas shall be located at the rear or side of the principles building and shall be screened from view.
- Parking structures should be wrapped in residential or commercial uses to screen parking from the public realm, where feasible.
- Parking garage entrances should be designed at street level to minimize the size of the entrances to maintain an attractive pedestrian environment.