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DRAFT 18 10 2012

TRANSIT ORIENTED DEVELOPMENT

MILL WOODS

STATION

AREA PLAN

Pario Plan

Urban Strategies Inc

Bunt & Associates

Colliers International

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Section 1

Introduction

1.1 Purpose

By the year 2040 Edmonton's population is expected to reach 1.15 million, a significant increase from 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.

TOD recognizes the value of the integration of land use and transportation infrastructure. It encourages an urban development pattern that is planned in conjunction with transit to achieve a greater mix of land uses, housing, choices, shopping and employment which are concentrated within the station area and accessible via an interconnected network of walkable and bikeable streets. There are numerous benefits to TOD which include greater support for transit ridership; a more efficient and sustainable use of land and infrastructure; and the development of more 'complete communities' which create more opportunities to live, shop, work and recreate within the station area promoting a more healthy lifestyle through mobility choices which emphasize active transportation including walking, cycling and transit use.

Plans for a city-wide LRT network have been prepared based on LRT's potential to influence development patterns. In July 2011, the City initiated planning for the areas around the future Mill Woods LRT station. *Figure 1: City-Wide LRT Network with Mill Woods Station* shows the location of the Mill Woods station within Edmonton's current and future LRT network. A consulting team of TOD planning specialists worked with the City to prepare a Station Area Plan (SAP) for the Mill Woods Town Centre. A station area plan is a type of Area Redevelopment Plan that is adopted by City Council following public consultation and technical review.

The purpose of the Mill Woods Station Area Plan is to identify the location and design of new transit-oriented land uses and supporting infrastructure around the LRT station. The Plan will become a Council approved statutory document that will establish a clear vision for future development within these communities.

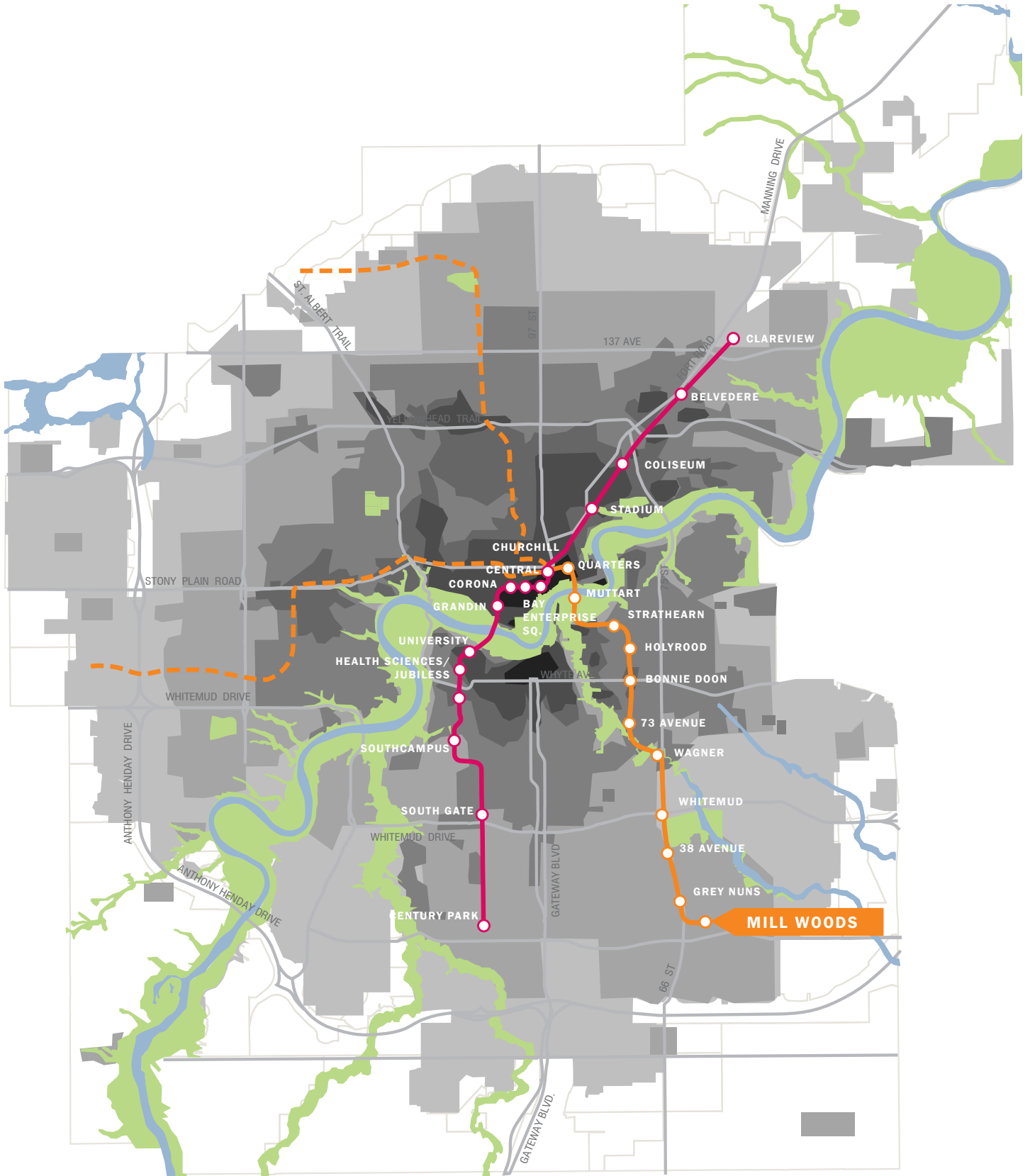
In February, 2012, City Council adopted Transit Oriented Development Guidelines. These guidelines identify the basic development potential for station areas based on their existing characteristics including use, built form, density, contextual relationships and their potential for future development. In the TOD Guidelines the Mill Woods Station is identified as

an "Enhanced Neighbourhood Station". For Enhanced Neighbourhood Stations, the TOD Guidelines indicate that the appropriate TOD infill 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 to significantly increase its density and residential population, resulting in increased LRT ridership over the long term, as well as a new urban image and walkable character for the station area as a whole.

Figure 1: City-Wide LRT Network with Mill Woods Station



1.2 Enabling Legislation

Under provincial legislation, the Mill Woods Station Area Plan 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 MGA 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 MGA 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 Plan has met all requirements of the MGA.

1.3 Policy Context

The City of Edmonton, through the Transforming Edmonton policy documents, has articulated the desire to have more compact mixed use development which is 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 Grow specifically directs the City to “prepare transit oriented development (TOD) plans around existing LRT nodes, and in association with expansion of the LRT system.” Appendix A contains a Policy Review of the following pertinent City of Edmonton’s policy documents:

- *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 Mill Woods Station Area Plan supersedes the Mill Woods Town Centre Area Structure Plan.



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



- Integrate higher density development with transit
- Goal: a minimum 25% housing unit growth as infill city-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 an accessible, efficient and compact urban form

1.4 Planning Process

Consulting with stakeholders and the community is an important aspect of the planning process. Public consultation activities occurred through each phase of the process. In addition, City of Edmonton departments were regularly consulted regarding the development of the Plan. These City Department consultation activities coincided with each phase of public consultation. *Figure 2: Mill Woods Station Area Plan 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 station. 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 opportunities. The first open 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 the preliminary analysis of the station area with the community. Approximately 34 people attended this first 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 Mill Woods SAP. 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 the a Draft of the Mill Woods Station Area Plan was presented to community stakeholders during a Public Open House held at the South Edmonton Alliance Church on November 7, 2012.

In addition to advertising each of the Public Workshops through letter mail, flyers, 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).

The summary reports from each of the Consultation Workshops can be found in:

- Appendix B – Public Workshop #1 - November 23, 2011
- Appendix C – Public Workshop #2 – March 21, 2012
- Appendix D – Public Workshop #3 - November 7, 2012

Figure 2: Mill Woods Station Area Plan Planning Process





Section 2

Station Area Plan

2.1 Plan Area

2.1.1 Boundaries

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

The plan area boundary was determined after completing a site analysis, reviewing the area of influence surrounding the future Mill Woods LRT station, and consulting with local stakeholders. TOD focuses on an area within 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 transit station. Areas within a 10 minute walk, or 800 metres, may still be influenced by their

proximity to the station and should be considered when identifying a plan area boundary. Lastly, the plan area should consider land which may be beyond a comfortable walking distance but may still have an influence on the Station Area Plan.



Figure 3a: The Plan Boundary

--- Plan Boundary



Figure 3b: The Plan Boundary



2.2 History

Mill Woods was designed in the early 1970s as a 'new city' in Edmonton's suburban environment. The City initiated this project in response to difficulties with housing supply and implementation of major transportation systems, and set aside approximately 101 ha (250 acre) parcel of land for the development. It represented one of the first comprehensive large-scale planning exercises in North America involving publicly sponsored land assembly.

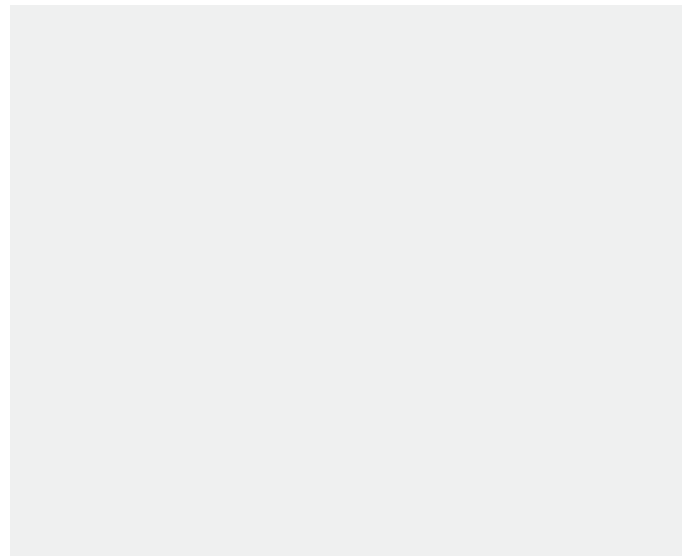
The "Town Centre" of the initial Mill Woods Development Concept envisioned as a commercial core which supported a variety of community activities. Later, vision for the heart of the Mill Woods, the Mill Woods Town Centre, was refined in the Mill Woods Town Centre Area Structure Plan (ASP), approved December 8, 1987. This plan envisioned the Mill Woods Town Centre to act as a central meeting space and provide shopping, entertainment, high density housing, recreation, transportation access and professional services. The original Mill Woods Development

Concept planned for 10,000 people to live in the Mill Woods Town Centre. This figure was refined in the 1987 ASP to 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 retail uses, office development, institutional facilities and residential uses. Some higher density developments have been built in recent years, however, the area still reflects a more suburban and low density environment.

Two major activity generators, the Grey Nuns Hospital and the Mill Wood Town Centre mall, both 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. The City has plans for a new Mill Woods Library/Seniors Centre/Multicultural Facility to be built in the Town Centre adjacent to the existing Transit Centre.



Mill Woods Centre, 1995



2.3

Existing Conditions and Trends

The plan area is characterized predominately by suburban automobile-oriented commercial retail uses and restaurants, institutional and medical uses such as the Grey Nuns Hospital, offices and some newer residential development. The Mill Woods Town Centre mall is a central meeting point for area residents. The urban character of the plan area is characterized by very wide arterial roads, surface parking lots, and low rise development which in many cases are situated well back from the street creating a harsh and unsupportive pedestrian environment. Primary commercial use areas look inward onto large surface parking lots and there is significant separation between the public sidewalks where they exist, and the building front. This is an auto-oriented character, which does not support pedestrian and transit access and use. Other uses

People in the plan area have easy access to nearby parks and recreational facilities, including the two large regional parks, the 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, or central gathering place defined by a pedestrian oriented urban character. A portion of the Tawa Park is designated for a new housing development as part of Edmonton's First Time Homebuyer program, which utilizes surplus school lands 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 are located in low-rise apartment buildings with just over half owner occupied, while Tawa is characterised by duplexes, row housing and apartments, with 83% owner occupied. The total population for both neighbourhoods is 2,910 residents. The Mill Woods Town Centre has a relatively large seniors population as a variety of seniors supportive housing and a long term care facility are located in the plan area.

The existing Mill Woods Transit Centre functions as a key transit facility in the City. Currently, transit ridership in the greater Mill Woods area is higher than the City's average. While this Transit Centre is well utilized, it is also isolated with many users arriving by car. 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 live or work within walking distance of the transit facility.

Employment uses in the area, including commercial retail uses, offices and medical facilities, are a significant draw to the area and have a significant impact on the plan area. The Grey Nuns Hospital alone employs over 3,800 staff. An additional number of ancillary medical and care facilities have also located in the area.

Table 1: Neighbourhood Profiles (City of Edmonton, Sustainable Development, 2012)

Mill Woods Town Centre	Tawa
Total population*: 1,008	Total population*: 1,902
Largest age group*: 60+	Largest age group*: 20 - 35
Gender ratio (M/F)*: 44/56	Gender ratio (M/F)*: 43/57
Certificate, diploma, degree: 37%	Certificate, diploma, degree: 49%
Median household income: \$38,754	Median household income: \$56,214
Dwelling structure type*: • Apartment under 5 storeys: 100%	Dwelling structure type*: • Semi-detached, triplex, fourplex: 26% • Row house: 32%
Owner occupied dwellings*: 55%	Owner occupied dwellings*: 83%
2010 Unemployment rate: 3.92%	2010 Unemployment rate: 2.11%

Source: 2006 Statistics Canada. *Source is 2009 City Census Data

2.3.1 Market Conditions

Proximity to the Grey Nuns hospital and other local employers will contribute to ongoing demand for housing and affordable housing options, which can meet the diverse needs of local employment uses in the area. 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 potential place of residence for those seeking affordable living options is also likely to increase with the arrival of the LRT to this area. With Mill Woods already an established retail and service node, prospective residents working in other areas of the city (including downtown Edmonton) and seeking housing options in south Edmonton are very likely to consider Mill Woods a desirable option once the LRT expansion becomes a reality. 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 Mill Woods Centre must appeal to many people across multiple incomes and at various stages of life.

With the arrival of the LRT to Mill Woods significant infill and redevelopment can be expected within the plan area. A market demand analysis was completed to determine the potential impact of the arrival of the LRT on commercial and office space in the plan area. Though current market conditions in south Edmonton indicate a significant volume of available space needing to be absorbed, there is likely to be demand for additional office space within 5 to 7 years. Development forms which are integrated with the planned LRT station facility would then be well positioned to capture this demand relative to other, more auto-oriented suburban office clusters.

Existing commercial development at the Mill Woods Town Centre and Mill Woods Mainstreet comprise nearly 62,700 square metres (675,000 square feet) of commercial space. As new infill residential and office development is introduced to the area in conjunction with anticipated 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 at this node. 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 station complex over the long term. The full version of the Market Analysis Report prepared by Colliers International can be found in Appendix E.

2.3.2 Utilities and 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. Water distribution and fire flows typically meet the standards for high density residential and commercial development. No significant utility upgrades are expected.

Infrastructure

In general, the road condition in the Mill Woods SAP plan area is in fair condition and there are missing sidewalk connections throughout this plan area. The construction of the LRT will result in the redevelopment of the roads 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. At the time of the writing of this plan there were no plans for additional roads construction or infrastructure renewal.

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 true mixed use or vertical stacking of uses. Buildings are isolated from the street, with developments surrounded by large surface parking lots. Missing sidewalks, limited intersections and wide arterial roads further limit connectivity and movement through this area and create an unpleasant pedestrian

environment. 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.

- 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 The 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 better address and maximize the benefits of future growth.



The majority of land within the plan area is located within large parcels under single ownerships significantly reducing the complexity 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 what exist there today, and as consequence, underground services are already 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 Centre/Multicultural Facility, Tawa First Place Homebuyers site and the proposed planned LRT Station and Transit Station will continue to transform the area into a desirable place to live, work,

- 1 New investments in transit will transform this area into a key mobility node, with a new LRT station which complements the existing transit centre.
- 2 Investments in community resources such as the new Mill Woods Public Library Complex 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.

play and invest. Existing large park spaces provide great passive and active recreational opportunities for future residents.

In addition to the Mill Woods LRT Station and Transit Centre, a second LRT Station, the Grey Nuns Station, is planned near 66 Street and 31 Avenue. This LRT Station will provide additional transit options for residents, employees and visitors in the plan area. While this LRT Station provides an alternative transit option, there is little redevelopment expected to result from this LRT Station 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 Station 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 the design of buildings and public spaces exhibit a high standard of excellence. Over time, a finer grain urban street grid will be introduced comprised of both public and private streets that providing better connectivity and support walking, cycling and transit use. An important element of the new urban grid is the creation of 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 wide generous public realm that is well integrated with the LRT Station and Transit Centre.

3.2

Guiding Principles

1 **Ensure transit oriented development is appropriately located and scaled to fit the community.** The plan area provides good opportunities to increase density and housing choice in close proximity to the LRT Station without impacting lower density residential areas. Height and density permissions should be the highest in the immediate vicinity of the planned LRT station 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 finer grained urban grid is a key factor in promoting active transportation and providing a high degree of connectivity between proposed higher density mixed use developments and the planned LRT Station and Transit Centre. Key streets such as the new north-south main street and 28 Avenue will be redesigned and rebuilt to as complete streets supporting safe vehicular, pedestrian and cycle movement. An interconnected pedestrian and bicycle network with improved crossing at arterials roadways will be established to improve access for pedestrians and cyclists. The LRT Station and Transit Centre will evolve as an important activity hub at the heart of the community 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 will use every day, including an interconnected network of trails and pathways, will link parks and streetscapes throughout the district, providing access to key destinations, including transit, 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 Branch Library/Seniors Centre/Multicultural Facility which can be programmed for community events and activities, a plaza north of 28 Avenue and a square adjacent to the Transit Centre. As the area has already been subdivided and Municipal Reserve dedication provided through this process, it is envisioned that additional parks and open spaces could be obtained through a density bonusing system whereby developers will be 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 Station 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 and open spaces and community amenities such as the new Mill Woods Branch Library/Seniors Centre/Multicultural Facility 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 Station, Transit Centre and supporting infrastructure such as the reconstruction of 28 Avenue. Special consideration should also be given as to the merit of and value of submitting rezoning and future developments within the plan area.

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 Station and Transit Centre. Utilize Low Impact Development (LID) stormwater management solutions wherever feasible. Encourage the use of new green infrastructure and encourage the construction of certified buildings that incorporate green roofs, the use of renewable energy and water conservation measures.

Section 4

Development Concept

4.0

Development Concept

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

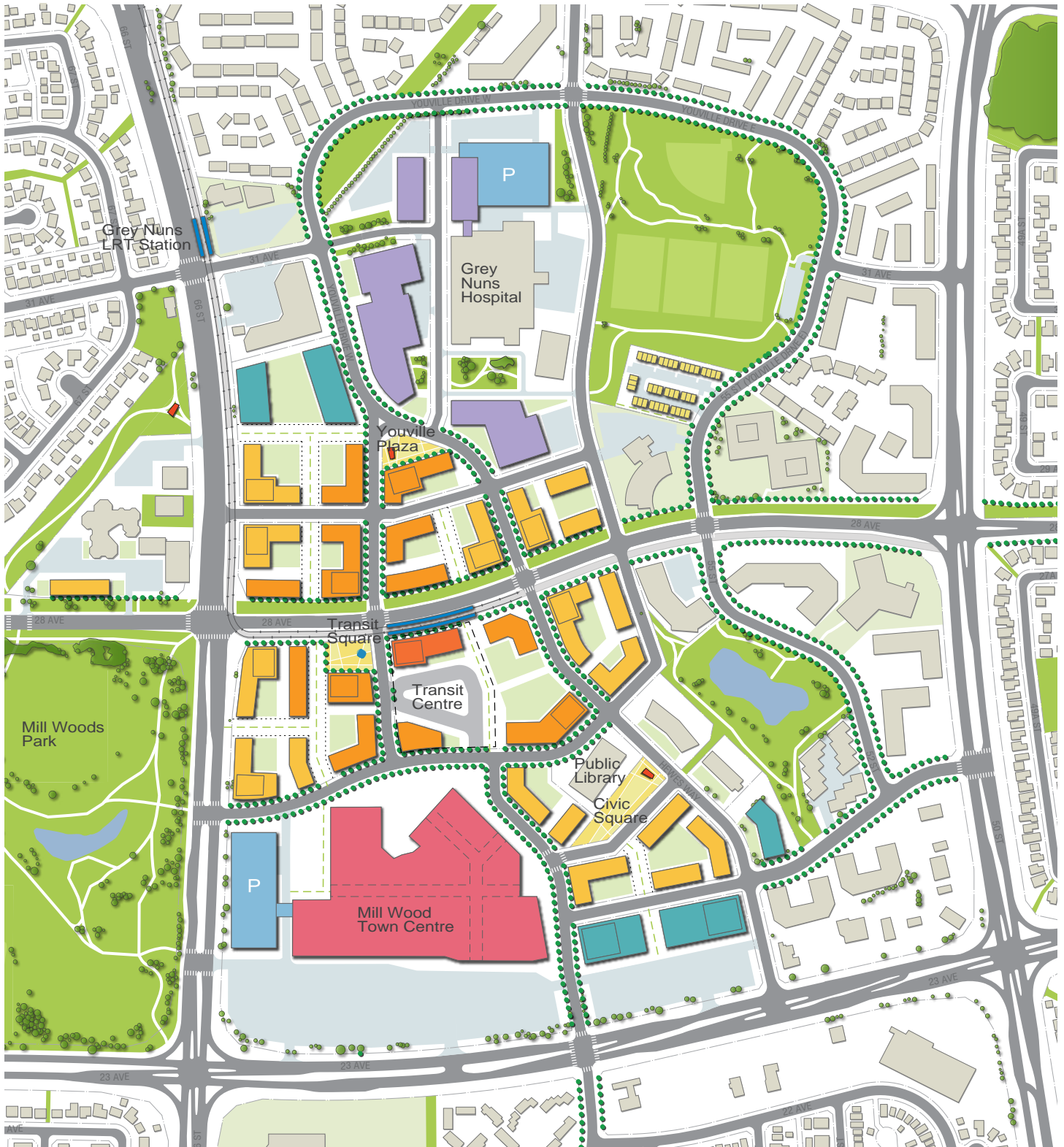
Anchored by the Mill Woods Town Centre mall and the Grey Nuns Hospital, the plan area will guide the transformation of the plan area from an auto oriented centre to a TOD community through the introduction of finer grained network of streets and smaller development blocks creating a logical foundation and 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 intensification will result in a highly connected

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.

Figure 4: The Development Concept

- Institutional
 - Employment
 - Mixed-use Building with retail opportunity
 - Residential
 - Low Density Residential
- Commercial
 - LRT Station / Transit Centre
 - Parking Structure
 - Character Streets



Enhanced Pond



view looking south-east

Figure 5: Build Out of Development Concept

Civic Square

Transit Centre

Mill Woods Town Centre



LRT Station

Enhanced Utility Corridor

4.1 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 permitting the creation of a vibrant, walkable community that promotes walking, transit use and active transportation within the plan area.

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 Station and Transit Centre.
- Enhance pedestrian and bicycle routes and cycling facilities.
- Make it easier and safer for pedestrian and cyclists to cross the arterial roads.

4.1.1 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 reinvestment. A finer grained street network will enhance pedestrian movement and connectivity within the plan area, especially to the LRT Station and Transit Centre. The street network also creates a range of smaller development blocks and parcels that can be incrementally developed as market conditions provide, 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

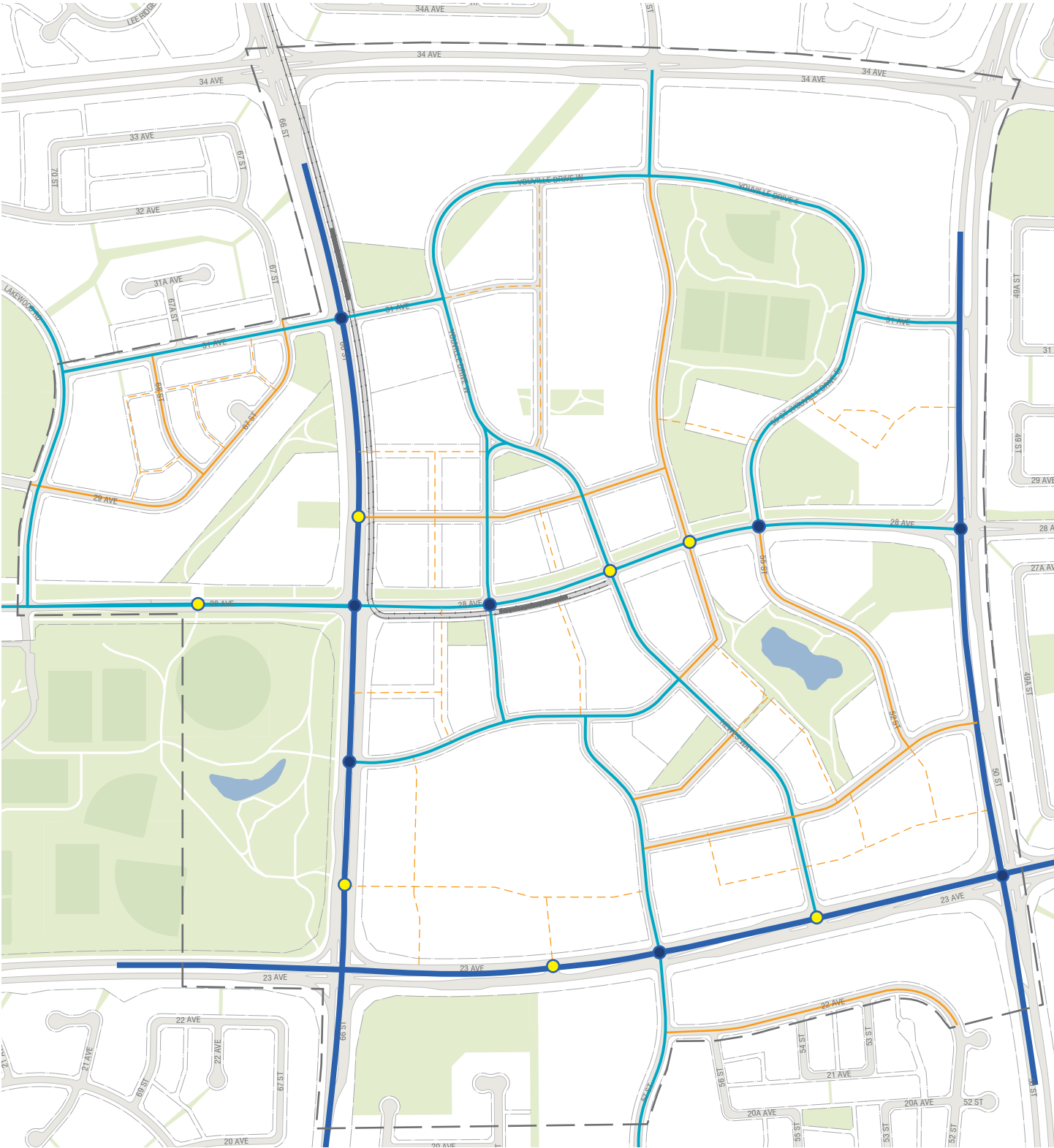
1. Establish a fine grained, interconnected network of public and private streets that permit and maximize access and connectivity within the plan area and support active transportation and transit use, as illustrated in *Figure 6: Balanced Network of Streets*.
2. Improve pedestrian and cyclist crossings at existing and new intersection, particularly along arterial and collector roadways, to improve safety and connectivity through the plan area and to the adjacent neighbourhoods and parks.

NOTE: Streets/mews/laneways/pedestrian connections identified in Figure 6: Balanced Network of Streets, are not to prescribe the exact alignments of these streets but to illustrate the requirements for interconnected mobility network forming a coherent grid of walkable blocks. Potential private streets/mews/laneways/pedestrian connections are intended to contribute to the overall mobility network. These connections should be provided either as public access easements registered against the title or dedicated as public lanes.



Figure 6: Balanced Network of Streets

- Arterial
- Collector
- Local Street
- - - Potential Private Street/ Mews/ Laneway / Pedestrian Connector
- Primary Intersection (signalized)
- Secondary Intersection
- LRT Stop



Potential Public and Private Street Allocation

2. Develop the street network overtime as rezoning and development applications are brought forward. Consider a range of potential implementation strategies including public/private partnerships.
3. 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.
4. Utilize *Figure 7: 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 through an incentive zoning system.
5. Develop and implement a system of incentive zoning whereby landowners/developers will be given density bonuses in the form of additional height and floor area ratio (FAR) for providing privately owned but publicly accessible streets and parks and open spaces.

Making 28 Avenue a Mixed Use Main Street

6. Design and reconstruct 28 Avenue as a complete mixed use main street as shown on *Figure 11: 28 Avenue Cross Section* concurrent with the development of the LRT Station and Transit Centre.



Creation of a New North-South Main Street

7. 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 7: Balanced Network of Streets*). This new main street should be developed as shown in *Figure 12: New Main Street Cross Section*.

Connection 52 Street and 55 Street

8. 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 park space adjacent to the stormwater management pond.

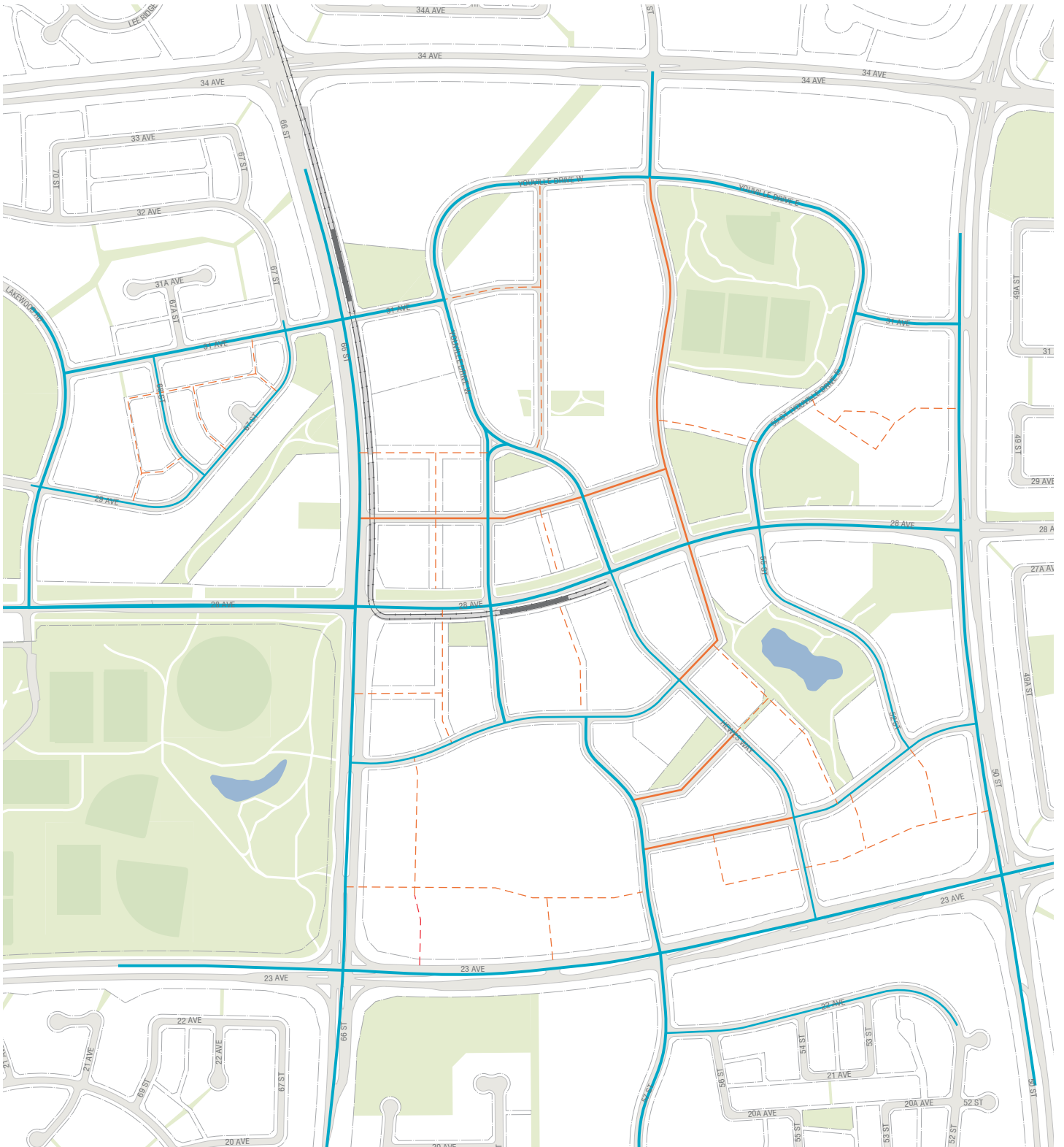
Integrating Bus and LRT

9. The existing Transit Centre should be relocated to the location shown on *Figure 4: Development Concept* and function as an extension of the street network.
10. Streets that provide access to the LRT Station and Transit Centre should be designed and developed as public streets for pedestrians, cyclists, transit buses and motorists.



Figure 7: Potential Public and Private Street Allocation

- Public Street
- Potential Private Street
- Potential Private Street/ Mews/ Laneway / Pedestrian Connection
- LRT Stop



4.1.2 Pedestrian Priority Area

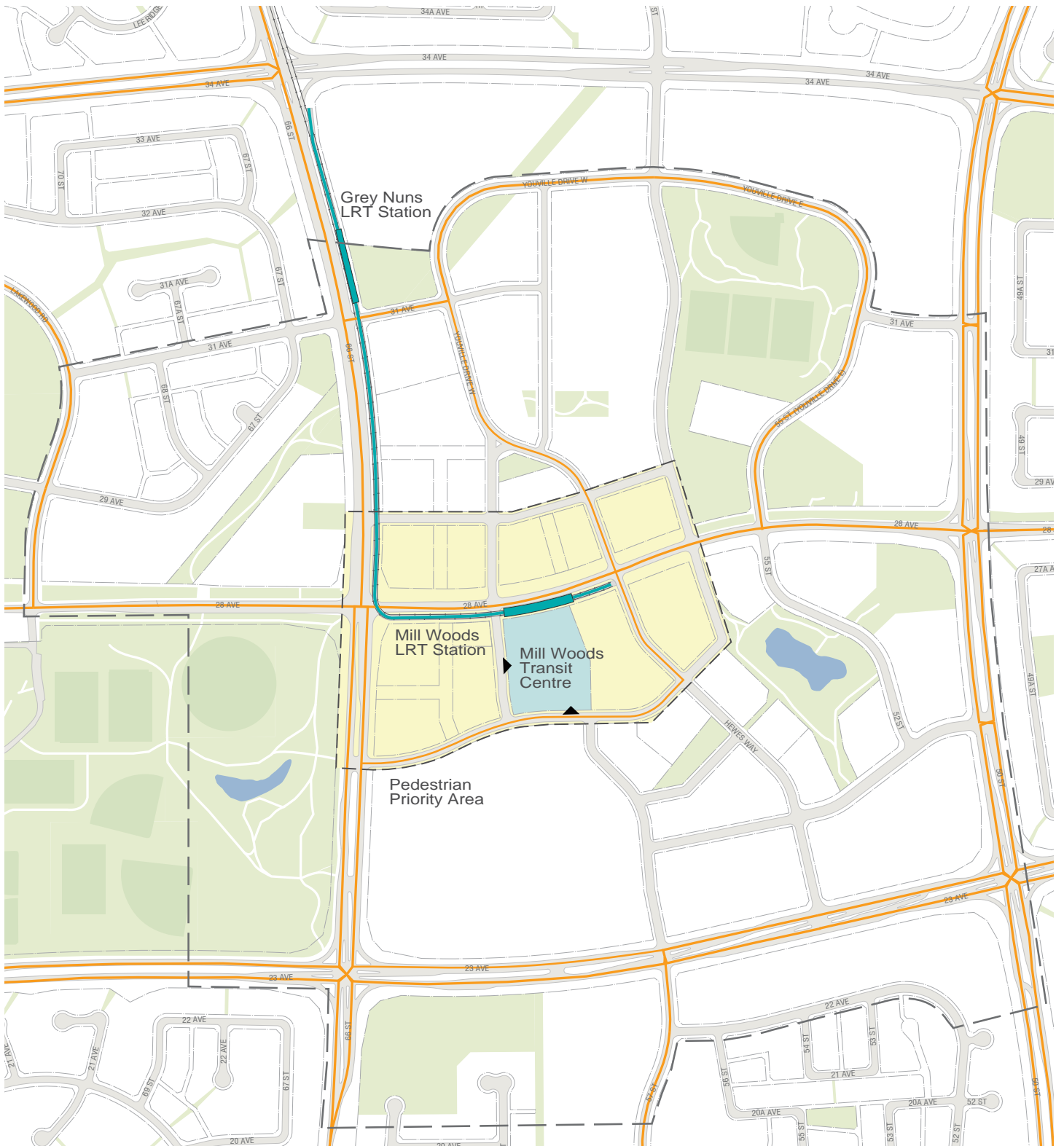
A pedestrian priority area should be established within 200 metres of the Mill Woods LRT Station and Transit Centre, as shown on *Figure 8: Pedestrian Priority Area/Integrated Transit Block*. The intent of the pedestrian priority area is to develop a safe, comfortable and attractive place for pedestrian and cyclist to access the LRT Station 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 wayfinding.
2. Implement traffic calming measures in the pedestrian priority zone that may include, but are not limited to, narrowing roadway widths, bumping out corners, introducing texture paving materials and creating buffers such as on street parking between moving traffic and the pedestrian realm.
3. Construct curb cuts at all intersections to ensure universal access through pedestrian priority area.
4. Pedestrian priority areas will include active street frontages with a significant proportion of windows for retail displays, high quality shop fronts, interesting front entrances facing onto the street and uncluttered pedestrian pathway to create interesting streetscapes that facilitate easy pedestrian movement and visibility.
5. Priority shall be given to keeping pedestrian connections to the LRT Station and Transit Centre clear of snow and ice.
6. Design the LRT Station, 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, and small parks/plazas.
Integrating Bus and LRT
7. Develop the pedestrian routes connecting the LRT platform and Transit Centre to be direct, clearly marked and accessible.
8. Design the LRT Station and Transit Centre to allow for the easy and safe movement of transit riders between the LRT train and buses.
9. As a community mobility hub, Mill Woods LRT Station and Transit Centre should be designed 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.
10. Explore the potential of developing air rights at the LRT Station and Transit Centre to provide development opportunities and amenities for transit patrons.

Figure 8: Pedestrian Priority Area / Integrated Transit Block

- LRT Line
- LRT Station
- Bus Route
- Bus Stop
- Transit Centre
- Pedestrian Priority Area



4.1.3 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 transit stations. For cyclists and pedestrians, well connected and continuous pedestrian and cycling network that includes continuous sidewalks, shared use paths, bicycle station(s), pedestrian and cyclist amenities should be created. Cycling amenities such as a bike stations which could include covered bicycle parking and an air compressor to service bicycles at the LRT Station and Transit Centre are encouraged.

Developing new 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 streets as complete streets to accommodate walking, cycling, transit and automobiles.
2. Proposed street networks should allow for easily navigable routes for users including pedestrians, cyclists and motorists.
3. Construct missing sidewalk connections on the south side of 28 Avenue at time of LRT and Transit Centre construction.
4. Proposed street network plans shall include sidewalks on both sides of the streets.

5. Construct curb cuts at all intersections to ensure universal access through pedestrian priority area.
6. Develop shared use paths along the pipeline corridor west of 66 Street, along 28 Avenue, 23 Avenue and 50 Street, as identified in *Figure 9: Formalized Active Transportation*.
7. Redevelop 28 Avenue as shown in *Figure 11: 28 Avenue Cross Section* to include a shared use path on the north side of the roadway.
8. Develop a publically accessible bicycle station at or near the Mill Woods LRT Station or Transit Centre. If feasible, this bicycle station should include covered bicycle parking and an air compressor to service bicycles.
9. All new buildings should include provisions for bicycle parking and are encouraged to provide additional cyclist amenities (e.g. change rooms, showers).
10. All street designs should include provisions for bicycle parking posts or racks.

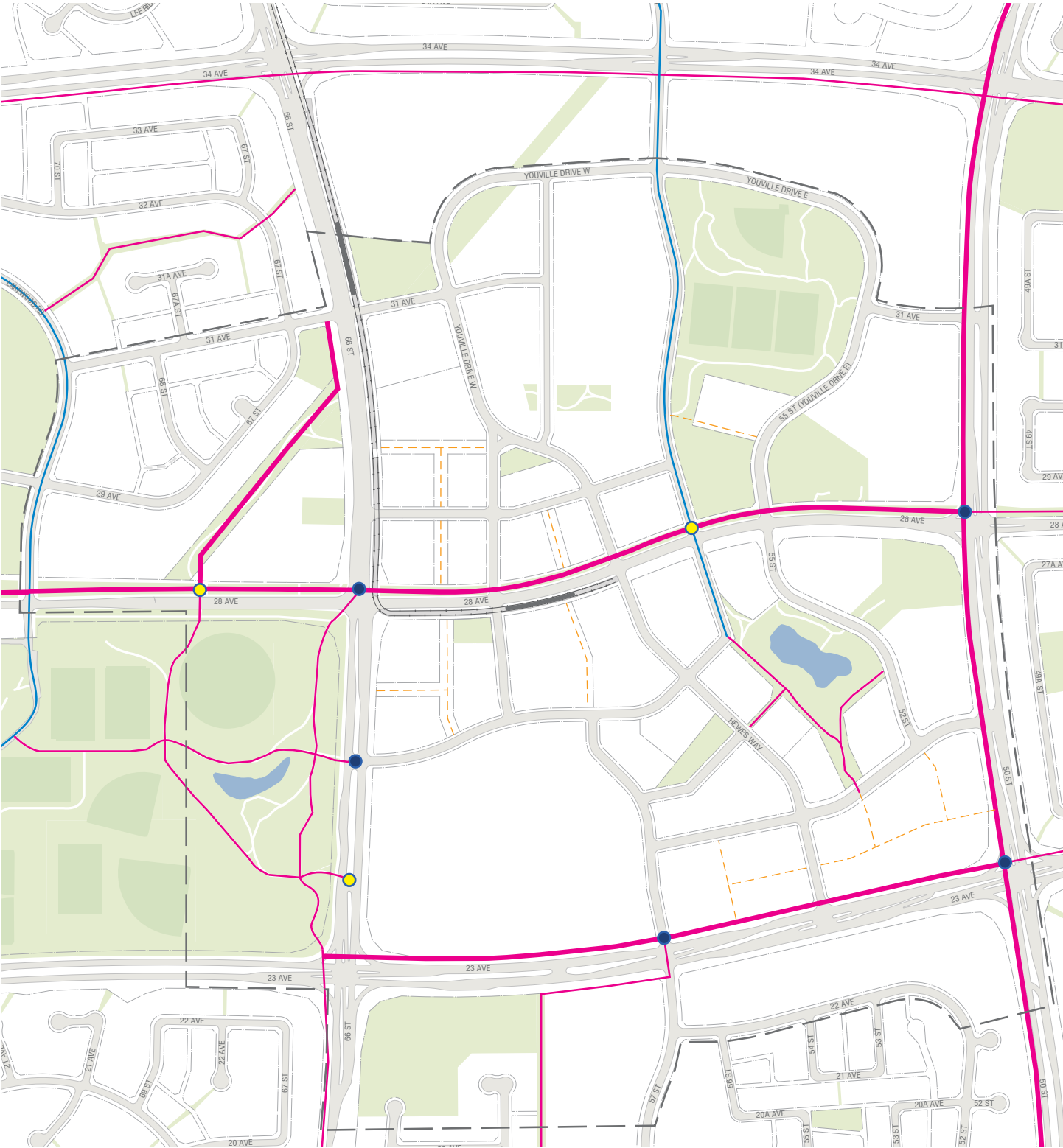
Transportation Demand Management

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



Figure 9: Formalizing Active Transportation

- Bicycle Route
- Proposed Bicycle Route Improvements
- Multi-use path
- Proposed/Improved Multi-use path
- Primary Intersection
- Secondary Intersection
- - - Potential Private Street/ Mews/ Laneway/ Pedestrian Connector
- LRT Stop



4.2 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 participants identified a lack of smaller parks and public spaces within the plan area. The existing parks within the plan area primarily accommodate active recreational use, largely include sporting fields and generally serve as regional destinations. This plan recommends new urban-style parks and open spaces be strategically placed throughout the plan area to provide the social gather spaces and amenity areas for residents, employees and patrons. As the area is already been subdivided and Municipal Reserve dedication provided it is envisioned that additional parks and open spaces could be obtained through a system of density bonus whereby developers will be provided with additional density and height in return for providing privately owned but publicly accessible parks and open spaces.

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 and incentive zoning.
- Incorporate sustainable development features on public and private lands.
- Design and program parks and open space for year round use.



Figure 10: Diversifying the Public Space / Cultural Facilities



4.2.1 Diversifying Parks and Open Spaces

Opportunities for increases in the amount of public space and amenities are identified in *Figure 10: Diversify the Public Space/Cultural Facilities*. These opportunities have been strategically located to enhance the 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, opens spaces and 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 Centre/Multicultural Facility, a second square adjacent to the Transit Centre and a 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 plantings and low impact development options could increase the ecological functions within the plan area and provide an enhanced recreational function.

Policies

1. Develop and implement a system of incentive zoning whereby landowners/developers will be given density bonuses in the form of additional height and floor area ratio (FAR) for providing privately owned but publically accessible streets and parks and open spaces.
2. Development within the plan area shall ensure the design of the pedestrian environment is comfortable, convenient, visually attractive and safe for human activity.
3. CPTED principles shall be used to design all public and private spaces and facilities, focusing on natural surveillance and access control to less the likelihood of crime within the plan area.
4. All buildings and public facilities shall be designed to be accessible to persons in wheelchairs, motorized scooters and strollers.
5. Utilize sustainable approaches for greenways, parks, open space preservation, development, management and operations.
6. Enhance the ecological value of park space by incorporating native plant species in the design of all new parks and landscaping improvements.
7. Select streetscape plantings, other than trees, to provide colour throughout the year.



8. 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.
9. Incorporate Low Impact Development (LID) solutions in the design of open spaces. Specific design solutions 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.

Existing Park Spaces

10. Retain the Tawa Park and public utility lot as park spaces in the plan area. Support the Parks Department Masterplan for the Tawa Park site.
11. 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.



Civic Square

12. 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. Include infrastructure such as plug-ins and public washrooms to ensure the flexibility of this square.
13. 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.
14. Development and programming of the Civic Square will be by the City in collaboration with the Library/Seniors Centre/Multicultural Facility.

Transit Square

15. Negotiate the design and development of the Transit Square with the private property owner through density transfer and the incentive zoning system outlined in the Implementation section of this Plan. This square may remain privately owned, however is should be publically accessible.

Youville Plaza

16. Work with developers and landowners 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 publically accessible private space.



4.2.2 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

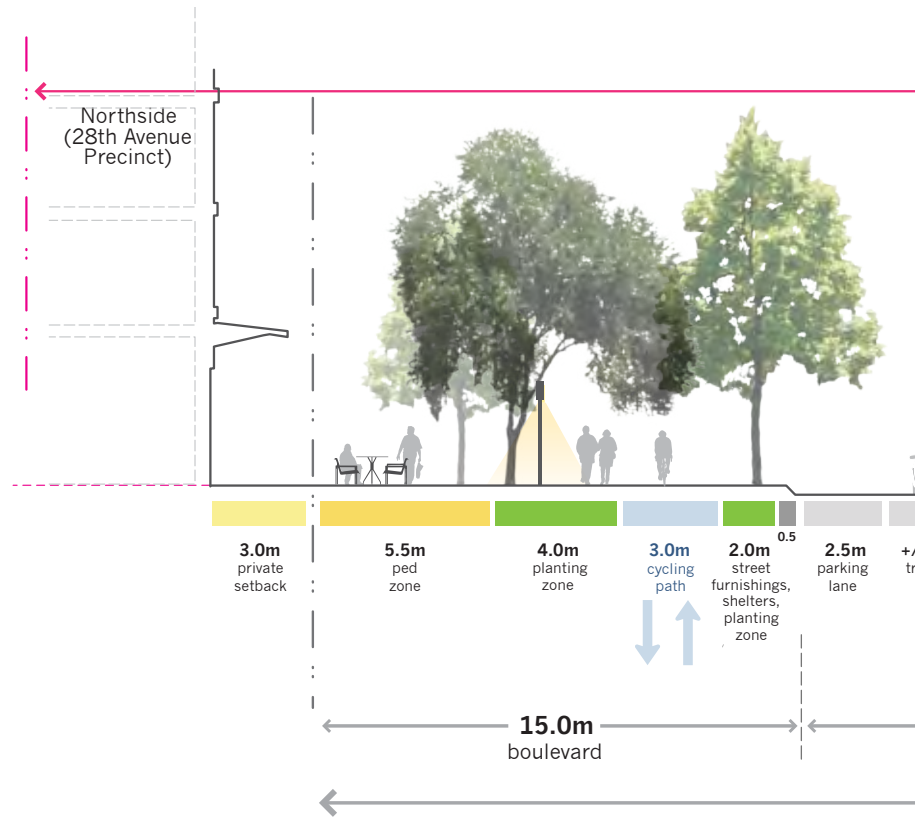
1. Ensure any new or reconstructed roadway includes sidewalks on both sides of the streets, boulevards and street trees.
2. Developers shall be responsible for street and sidewalk improvements adjacent to their property.
3. Along streets where retail is required, as identified in *Figure 13: Land Use Strategy*, the ground floor of all new development should include street oriented retail, restaurants and/or service uses.
4. Streetscapes should be designed with generous sidewalks and space for street related 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 vehicular traffic.
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. Planting of deciduous street trees is encouraged, wherever possible, to provide shade in the summer and allow sunlight in the winter.
8. Lighting should be oriented towards the pedestrian 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. Public art should be incorporated throughout the pedestrian realm as part of the streetscape design.
12. A coherent design theme specific to the plan area should be applied to all streetscape elements along all streets.

28 Avenue Redesign

13. Design and reconstruct 28 Avenue as a complete mixed use main street as shown on *Figure 11: 28 Avenue Cross Section* concurrent with the development of the LRT Station and Transit Centre.
14. Transform the north side of 28 Avenue into a multi purpose greenway to include a shared use path, rain gardens or bio-swale and natural landscaping.
15. Pursue opportunities to improve the pedestrian crossings along 28 Avenue, including at grade connections across the LRT tracks, where feasible.
16. Where feasible, incorporate rain gardens and trench drains adjacent to the shared use paths along 28 Avenue incorporating native grasses, sedges, rushes, shrubs and ground covers to reduce sedimentation, pollutants and flow to reduce operations and maintenance, and regulating microclimate.

New North-South Main Street

17. 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 6: Balanced Network of Streets*). This new main street should be developed as shown in *Figure 12: New Main Street Cross Section*.



varies
Youville Plaza

Figure 11: 28 Avenue Cross Section

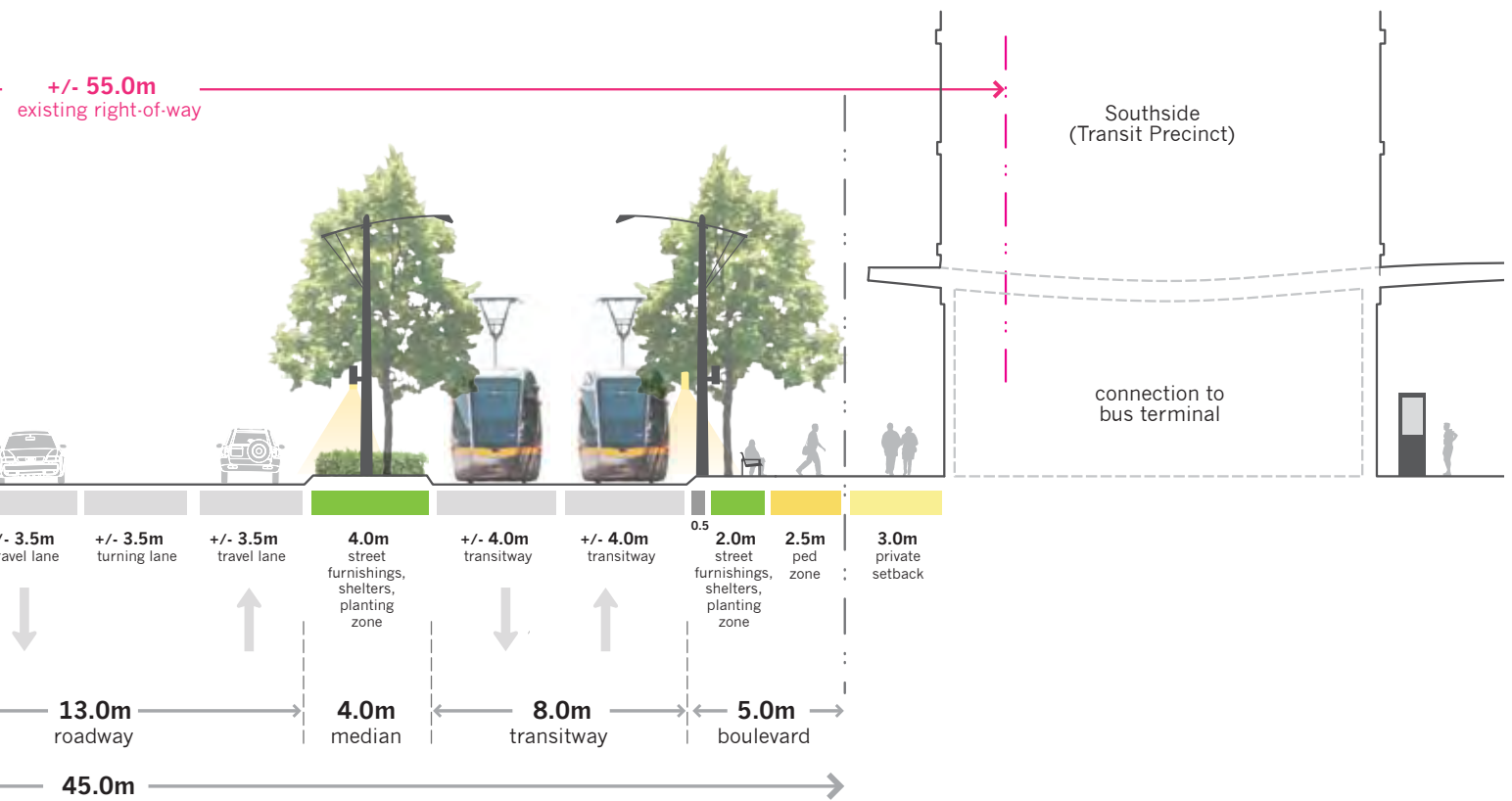


Figure 12: New Main Street Cross Section



4.3

Land Use Precincts

This section set out the proposed land use framework for the Mill Woods Station Area 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 that 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.

Figure 14: Land Use Strategy depicts future land use patterns within the Mill Woods SAP. 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 intensified to mix of uses including vertically stacked uses resulting in 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 SAP more pedestrian friendly is the creation of new commercial main streets with active retail frontages at grade.

Two main streets are proposed: a new north-south main street and 28 Avenue. The land use strategy requires the development of grade related 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 Plan also provides for greater housing choice with increased heights and

densities proposed closest to the LRT Station.

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

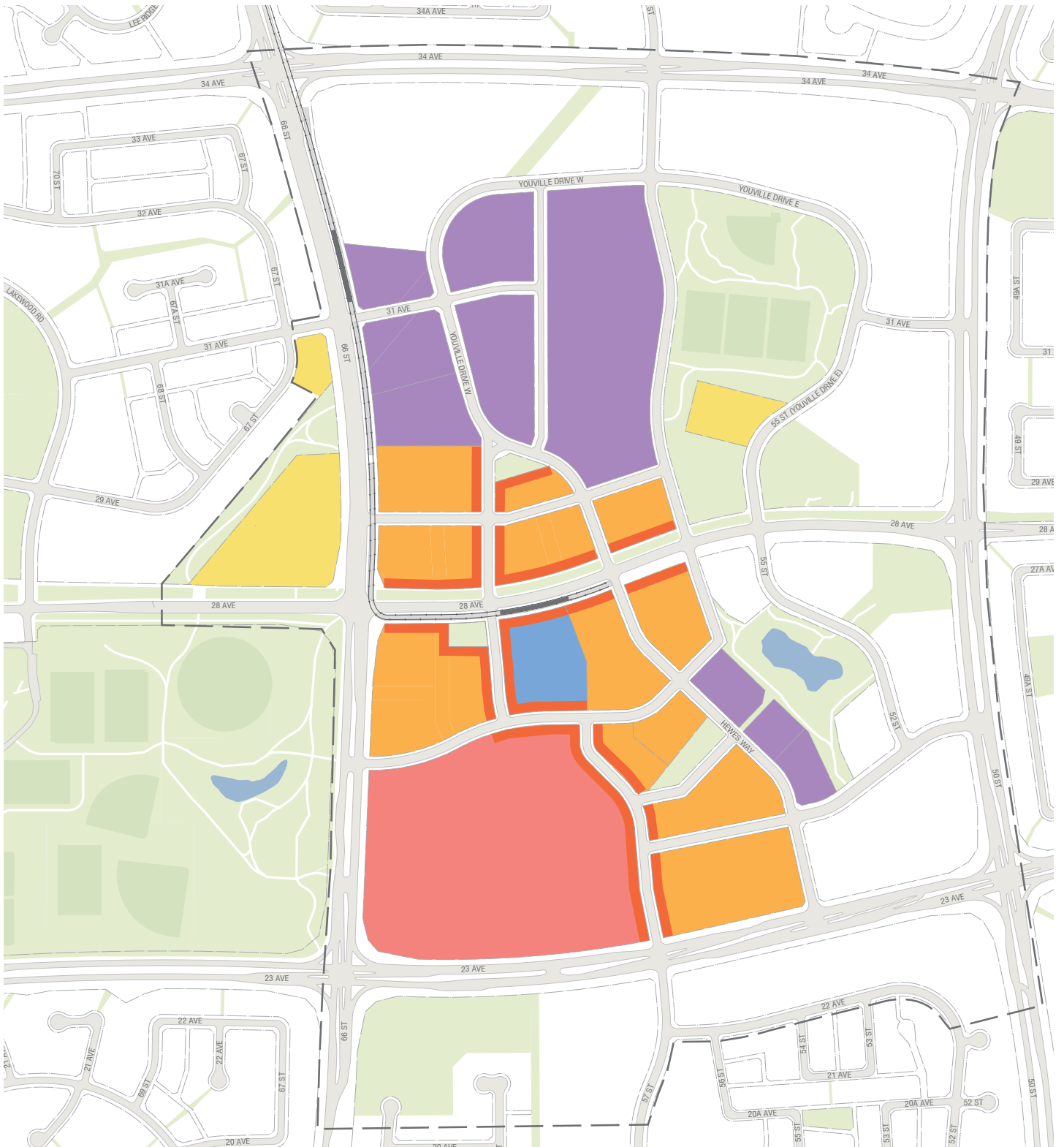
Objectives

- 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 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.



Figure 13: Land Use Strategy

- Institutional/Employment/ Employment Housing
- Mixed-use (residential, office, institutional, commercial)
- Transit Centre
- Residential
- Retail
- Required Retail



precinct	land use	proposed zoning	maximum height*	minimum FAR	maximum FAR
Transit	LRT Station and Transit Centre High rise apartments Mixed-use commercial	DC (new) CB3	18 storeys (68m)	1.0	7.0
28th Avenue	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	Institutional and employment uses High rise and mid rise apartments Mixed-use commercial	C0 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)	0.5	2.5

Maximum Height* = maximum height with incentive zoning

Population Target

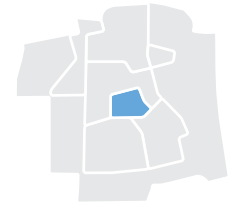
Based on the development concept, the table below profiles the estimated development potential in each precinct and the associated potential population. The maximum anticipated increase in residential development is approximately 4,300 units, with a population increase of almost 5,400 persons in this area.

	Development Parcel Size (ha)	Target Density (du / ha)	Proposed Units	Persons / Unit	Population Increase
Grey Nuns Precinct	13.4	n/a	n/a	n/a	n/a
28 Ave. Precinct	8.9	325	2,902	1.2	3,483
Transit Precinct	3.1	325	301	1.2	362
Hewes Way Precinct	6.8	224-325	1,045	1.2-1.5	1,350
Mill Woods Town Centre	11.7	n/a	n/a	n/a	n/a
Neighbourhood Infill	4.1	50	73	2.5	183
<i>Total</i>	<i>48.0</i>		<i>4,322</i>		<i>5,378</i>

Figure 13: Precinct Areas

- Transit Precinct
- 28th Avenue Precinct
- Mill Woods Centre
- Hewes Way Precinct
- Grey Nuns Precinct
- Neighbourhood Infill





4.3.1 Transit Precinct

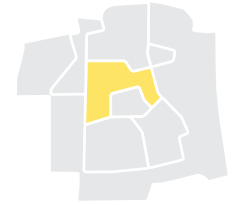
The planned LRT Station and Transit Centre will become part of the Transit Precinct. This precinct is where the greatest height and density will be located. An important aspect of effective TOD planning and development is to make the Transit Station a focal point for the community through a strong sense of place. Mixed use development is an essential part of this whereby 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 the Civic Square.

Policies

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

Figure 14: Transit Development Precinct (concept)





4.3.2 28 Avenue Corridor

The 28 Avenue Precinct is centered on a 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 as illustrated on *Figure 11: 28 Avenue Cross Section*. 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.

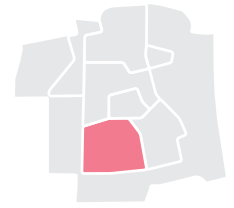
A significant portion of the new north-south main street is part of this precinct. This new main street and 28 Avenue will be developed as pedestrian oriented commercial streets linking the LRT Station, Transit Centre, new Library/Seniors Centre/ Multicultural Facility and other amenities within the plan area.

Policies

1. The maximum FAR permitted in this precinct will be 7.0.
2. The maximum height permitted in this precinct will be 14 storeys.
3. 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.
4. Design and construct a new north-south pedestrian oriented, mixed use "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. 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.
5. Residential development shall take the form of high rise apartments over a commercial base.
6. Incorporate a public 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 publically accessible streets, parks and open spaces proposed for this precinct through the incentive zoning system.

Figure 15: 28 Avenue Corridor Development Precinct (concept)





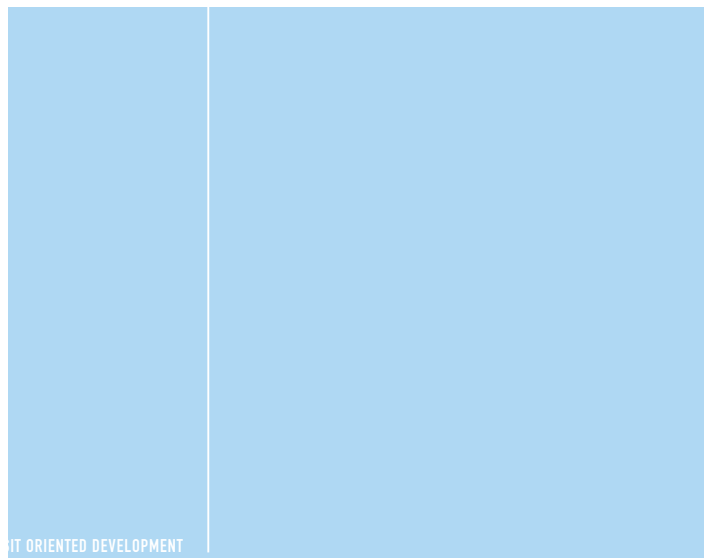
4.3.3 Mill Woods Town Centre

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 overtime, 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.

Policies

1. The maximum FAR permitted in this precinct will be 3.0.
2. The maximum height permitted in this precinct will be 6 storeys.
3. Residential development shall take the form of mid-rise apartments over a commercial base.
4. Along streets where retail is required, as identified in *Figure 13: Land Use Strategy*, the ground floor of all new development should include street oriented retail, restaurants and/or service uses.
5. Parking shall be provided in structured or underground garages.
6. Parking structure should be wrapped in residential or commercial uses to screen parking from the public realm, where feasible.
7. Negotiate with private landowners/developers to provide publically accessible streets, parks and open spaces proposed for this precinct through the incentive zoning system.

Figure 16: Mill Woods Town Centre Development Precinct (concept)





4.3.4 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 has opportunities to expand employment, commercial and residential uses development as well as opportunities for additional employment uses to be developed along Hewes Way and the 25 Avenue extension.

Policies

1. The maximum FAR permitted in this precinct will be 6.0.
2. The maximum height permitted in this precinct will be 6-14 storeys.
3. Residential development may take the form of mid-rise or high-rise apartments.
4. Freestanding commercial buildings are allowed east of Hewes Way.
5. Along streets where retail is required, as identified in *Figure 13: Land Use Strategy*, the ground floor of all new development should include street oriented retail, restaurants and/or service uses.
6. 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.
7. 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.
8. Development and programming of the Civic Square will be by the City in collaboration with the Library/Seniors Centre/Multicultural Facility.
9. Surface parking shall be located to the rear or side of buildings. Structured or underground parking is preferred.
10. Negotiate with private landowners/developers to provide publically accessible streets, parks and open spaces proposed for this precinct through the incentive zoning system.

Figure 17: Hewes Way Development Precinct (concept)

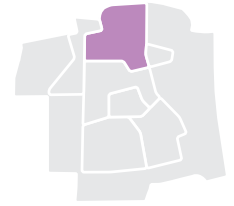


view looking north

Mill Woods Town Centre

Mixed use development





4.3.5 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 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.

Policies

1. The maximum FAR permitted in this precinct will be 3.0.
2. The maximum height permitted in this precinct will be 6 storeys.
3. Maintain the (US) Urban Services Zone on the hospital site.
4. 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.
5. The City should work with the Grey Nuns Hospital to implement TDM measures such as group purchases of transit passes, car pool programs, car-share programs and/or installation of a bicycle station.
6. 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.
7. Work with the Grey Nuns Hospital to explore the potential for the development of housing on underutilized portions of the Hospital site.
8. Encourage the development of structured parking to free up land for expansion and new development on the Grey Nun's Site.
9. Encourage the intensification of the DC2 (101) and DC2(289) by rezoning to CB2.
10. Minimize the adverse effects of the pipeline by restricting development on or adjacent to the pipeline.

Figure 18: Grey Nuns Development Precinct (concept)

Grey Nuns Expansion

Grey Nuns Hospital



view looking north

Youville Plaza

Grey Nuns lawn





4.3.6 Neighbourhood Infill

There are two underutilized land parcels within the plan area that provide good opportunity to introduce new residential development. The eastern site adjacent to Tawa Park and is currently being developed as part of the Edmonton First Place Homebuyers program as row housing. The second site is already home to a high rise residential tower. A residual piece exists 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. These may present opportunities for additional development and intensification over time.

Policies

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

Figure 19: Neighbourhood Infill Development Precinct (concept)



Neighbourhood Infill

Mill Woods Park



4.4

Built Form

This section identifies the physical characteristics of new development in the Mill Woods Station Area Plan. Redevelopment within the plan area is expected to take a higher density form that what currently exists today, with the greatest height and density concentrated in close proximity to the LRT Station and Transit Centre. 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 types, 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 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.
- Encourage urban designs that reflects Edmonton as a Winter City.
- Incorporate universally accessible and age friendly design.

4.4.1 Site Design

Many of the City of Edmonton's policy documents highlight sustainability, safety and urban design important objective in TOD. 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 SAP, the Council approved Transit Oriented Development Guidelines recommends that Crime Prevention Through Environmental Design (CPTED) principles be applied. New development within the Mill Woods SAP 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.

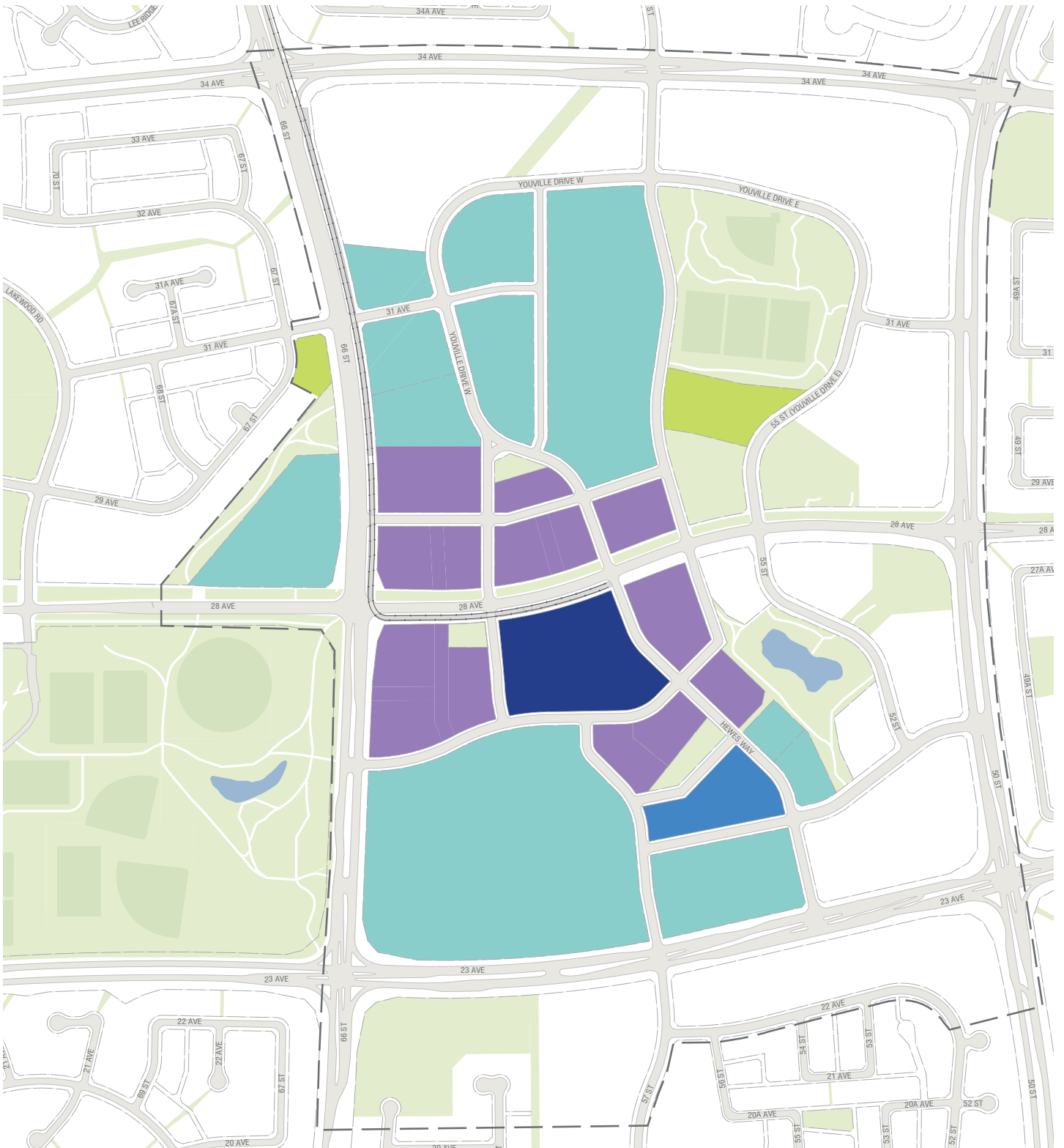
While the design of the Mill Woods SAP is generally interior facing, with most of the activity occurring along local, internal roads. Once the plan begins to build out, and market demands and trends are more accessible, the City should revisit how the plan addresses the arterial roads of this community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

Policies

1. Negotiate with private landowners/developers to provide publically accessible streets, parks and open spaces through the incentive zoning system which will permit the development heights indicated in *Figure 21: Building Height Strategy*.
2. Develop sites and buildings in accordance with light, air and privacy requirements in accordance with the City of Edmonton Zoning Bylaw.
3. Planting of deciduous street trees is encouraged, wherever possible, to provide shade in the summer and allow sunlight in the winter.
4. Lighting should be oriented towards the pedestrian to create a sense of safety.
5. Incorporate street furniture, including benches, garbage and recycling bins as part of the streetscape design.
6. Incorporate pedestrian oriented signage and landscaping as part of the streetscape design.
7. Public art should be incorporated throughout the pedestrian realm as part of the streetscape design.
8. A coherent design theme specific to the Mill Woods SAP should be applied to all streetscape elements along all streets.

Figure 20: Building Height Strategy

- max 18 storey
- max 14 storey
- max 6 storey
- max 4 storey

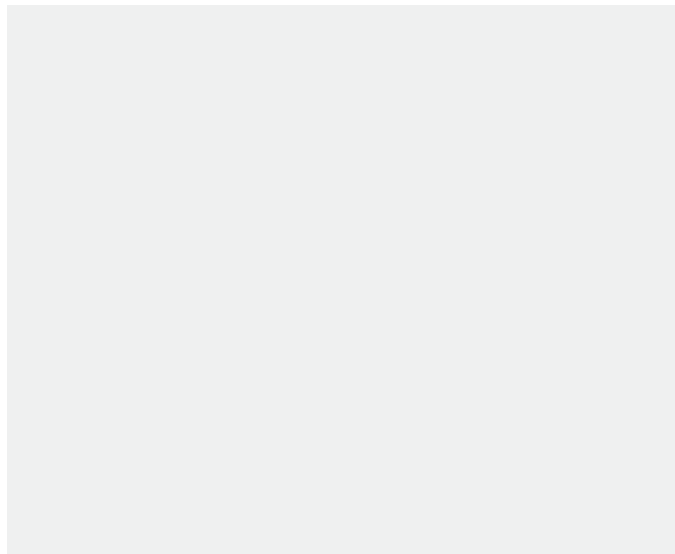


Active Frontages

9. Building facades should have pedestrian friendly features including transparency, decorative windows, wall niches, seating areas and entrances to complement an interesting streetscape.
10. Along streets where retail is required, as identified in *Figure 13: Land Use Strategy*, the ground floor of all new development should include street oriented retail, restaurants and/or service uses.
11. 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 sidewalk or street.
12. Permit awnings, over public sidewalks along retail street frontages offering offer shelter from rain, snow and wind.
13. Services and loading should be accommodated off of the main street frontage from a rear or side lane.
14. No surface parking is permitted between buildings and a street.

Crime Prevention through Environmental Design

15. CPTED principles shall be used to design all public and private spaces and facilities, focusing on natural surveillance and access control to less the likelihood of crime within the plan area.
16. The following factors should be considered 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; and
 - 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 designing entrances, exits, fencing, landscaping and lighting to subtly define spaces and to distinguish the appropriate type and time of use of spaces and supporting the definition of a “hierarchy of space”.
 - f) Utilize a variety 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

17. 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.
18. Where possible, design buildings to include on-site alternative energy sources such as solar heat, solar electricity and solar energy.
19. Incorporate features such as daylighting, recycling, reuse of water, low-water landscaping, energy efficient lighting and other devices should be considered in the building and site designs to reduce the consumption of energy and materials.
20. Where feasible, incorporate Low Impact Development (LID) solutions in the design of building sites. Specific design solutions may include:
 - a) rain gardens
 - b) bioswales
 - c) rain water harvesting
 - d) permeable paving
 - e) green roofs
 - f) subsurface integrated tree and storm water systems reused and local materials for roadway construction
 - g) use of native plant material to establish a more sustainable street cross-section and community

Winter City Design

21. 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.
22. Design private developments and public spaces to accommodate snow removal and storage.
23. Select exterior building materials and colours to be attractive year-round.

Elder Friendly Design / Universal Design

24. New development within the Mill Woods SAP should incorporate universally accessible and age friendly design in public and private developments.

4.4.2 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 Mill Woods SAP, 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. 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.
2. Development shall be oriented and built to face the street.
3. Building facades should have pedestrian friendly features including transparency, decorative windows, wall niches, seating areas and entrances to complement an interesting streetscape.
4. Permit awnings, over public sidewalks along retail street frontages offering offer shelter from rain, snow and wind.
5. All residential development located on the main floor of a building should feature individual private entrances from the street and incorporate porches and windows at ground level.
6. Buildings on corner site must provide attractive facades on both sides of the street and avenue.
7. New buildings should generally be 2-3 storeys .
8. Step-backs on higher floors are encouraged to reduce visual impact of tall buildings.
9. Develop a maximum three (3) storey podium with step back of the upper levels in higher density precincts.
10. The podium shall include design elements that create a pedestrian oriented built form.

11. Avoid adverse micro-climatic effects such as wind tunneling, shadowing and loss of sunlight on and off site through massing and location of buildings.
12. All buildings and public facilities shall be designed to be accessible to persons in wheelchairs, motorized scooters and strollers.
13. Develop sites and buildings in accordance with light, air and privacy requirements in accordance with the City of Edmonton Zoning Bylaw.
14. Utilize maximum height and minimize building footprint to reduce the perceived mass of the building, increase open space and promote privacy.
15. 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.
16. 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

Currently the plan area for the Mill Woods SAP 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. 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.
2. 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.
3. 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.
4. Loading, storage and trash collection areas shall be located at the rear or side of the principles building and shall be screened from view of any adjacent sites, public roadways or LRT lines.
5. Parking structure should be wrapped in residential or commercial uses to screen parking from the public realm, where feasible.
6. Parking garage entrances should be designed at street level to minimize the size of the entrances to maintain an attractive pedestrian environment.
7. All new buildings should include provisions for bicycle parking and are encouraged to provide additional cyclist amenities (e.g. change rooms, showers).

Section 5 Implementation

5.0

Implementation

Preparation and adoption of the Mill Woods Station Area Plan is only the first step in implementing Transit Oriented Development within the plan area. Amendments have to be made to the Zoning Bylaw in order to reflect the land uses and recommended built form for the six (6) precincts described in the Plan. A density bonusing system or public/private partnership is also necessary to develop the urban grid street pattern and public realm improvements that will support TOD redevelopment in the plan area.

5.1

Staging

At the time this Station Area Plan was being written, plans for the development of the new Library/Seniors Centre/Multicultural Facility and the First Place Homebuyers Program site in Tawa Park were underway. The redevelopment of the balance of the plan area will be dependent on the arrival of the LRT and subsequent market demand and developer interest. Staging of development in the plan area will be dependent on market demand, however the Transit Precinct would likely be the first precinct to undergo redevelopment. Redevelopment will occur as applications for new development are brought forward by the individual landowners/developers.

Short Term (0 - 5 years)

- Tawa Park First Place Homebuyers Site
- Library/Seniors Centre/Multicultural Facility (Hewes Way Precinct)

Mid Term (5 - 10 years)

- LRT tracks and LRT Station
- Transit Centre
- Portion of Transit Precinct

Long Term (10 - 20 years)

- Balance of Transit Precinct
- Mill Woods Centre Precinct
- Hewes Way Precinct
- Neighbourhood Infill on west side of 66 Street, adjacent to 28 Avenue
- 28 Avenue Precinct south of 28 Avenue and east of Youville Drive

Very Long Term (20+ years)

- Grey Nun's Precinct
- Neighbourhood Infill site (Presbyterian Church and South Edmonton Alliance Church)
- 28 Avenue Precinct north of 28 Avenue and west of Youville Drive (Anthem's lands)

Figure 21: Existing Streets and Buildings Overlay

- Existing buidings to remain
- Existing buildings planned to change
- Existing street network
- LRT Stop



5.2

Infrastructure Upgrades

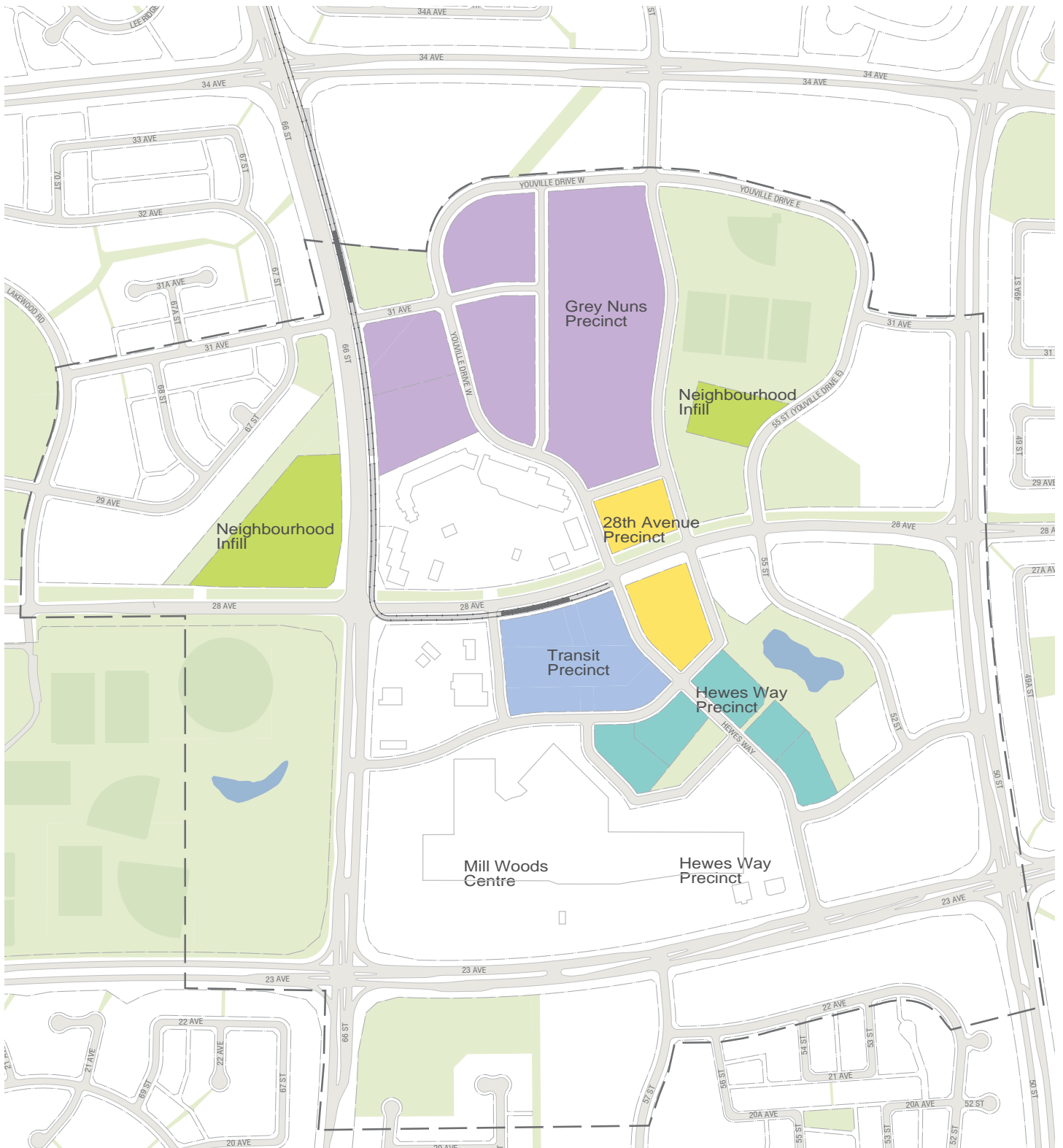
5.3

Amendments to the Zoning Bylaw

1. Where feasible, existing conventional zoning already established in the City of Edmonton Zoning Bylaw 12800 will be used to implement the Plan.

Figure 22: Interim Plan and Short Term Development/Intensification Opportunities

- Transit Precinct
- 28th Avenue Precinct
- Mill Woods Centre
- Hewes Way Precinct
- Grey Nuns Precinct
- Neighbourhood Infill



5.4

Incentive Zoning

1. Encourage the provision of public amenities through an incentive system of zoning.
2. Maintain the existing zoning on sites in the Transit Precinct, 28 Avenue Precinct and Grey Nuns Precinct with regard to uses, floor area ratio and height as summarized in the table below.
3. A combination of items can be used to achieve increased density and height in precincts. These may include:
 - a) Construction of publically accessible private roadways to achieve the urban grid as show on *Figure 6: Balanced Network of Streets*.
 - b) Provision of publically accessible parks and open spaces as showing in *Figure 10: Diversifying the Public Space / Cultural Facilities*.
 - c) Provision of affordable housing units, public art, pedestrian connections and sustainable development features.

Base Case (Existing Zoning):

precinct	existing zoning	maximum density	maximum height	maximum FAR
Transit	CSC	n/a	14m	1.0
28th Avenue	CSC	n/a	14m	1.0
	DC2 (232)	n/a	2.5 Storeys (10m)	0.6
	DC2 (240)	n/a	3 Storeys (12m)	0.6
	DC2 (661)	n/a	1 Storey (8m/12m)	0.5
	DC2 (662)	n/a	1 Storey (8m/12m)	0.5
Mill Woods Centre	CSC	n/a	14m	1.0
Hewes Way	CSC	n/a	14m	1.0
	PU	n/a	18m	n/a
	DC2 (240)	n/a	3 Storeys (12m)	0.6
Grey Nuns Hospital	US	n/a	2.5 Storeys (10m)	n/a
	DC2 (101)	n/a	2.5 Storeys (10m)	1.0
	DC2 (289)	n/a	2.5 Storeys (10m)	0.4
Neighbourhood Infill)	CS3	54 du/ha	2.5 Storeys (10m)	
	US	n/a	2.5 Storeys (10m)	n/a

Floor Area Ratio:

precinct	minimum	FAR		bonus	maximum (total)
		commercial/ office only	with residential		
Transit	1.0	2.5	4.0	3.0	7.0
28th Avenue	1.0	2.5	4.0	3.0	7.0
Mill Woods Centre	0.5	1.0	2.0	1.0	3.0
Hewes Way	1.0	2.5	4.0	2.0	6.0
Grey Nuns Hospital	1.0	n/a	2.0	1.0	3.0
Neighbourhood Infill	n/a	n/a	2.5	n/a	2.5

Height:

precinct	minimum	FAR		bonus	maximum (total)
		commercial/ office only	with residential		
Transit	2 Storeys 10m	3 Storeys 14m	6 Storeys 23m	12 Storeys 46m	18 Storeys 68m
28th Avenue	2 Storeys 10m	3 Storeys 14m	6 Storeys 23m	8 Storeys 30m	14 Storeys 53m
Mill Woods Centre	2 Storeys 10m	2 Storeys 10m	3 Storeys 12m	3 Storeys 11m	6 Storeys 23m
Hewes Way	2 Storeys 10m	3 Storeys 14m	6 Storeys 23m	8 Storeys 30m	6 - 14 Storeys 23m - 53m
Grey Nuns Hospital	n/a	3 Storeys 12m	3 Storeys 12m	3 Storeys 11m	6 Storeys 23m
Neighbourhood Infill	2.5 Storeys	n/a	6 Storeys	n/a	6 Storeys 23m

5.5

Compliance of Development Permit Applications

1. All development permit applications within the boundaries of the Mill Woods SAP boundaries are subject to the provisions of this plan.
2. To ensure urban design characteristics in the effectively applied, major development permits should be reviewed by the Edmonton Design Committee.

5.4

Affordable Housing

- 1.

5.6

Outline Plans and Subdivision

1. To ensure redevelopment within the plan area occurs in a comprehensive fashion, an Outline Plan shall be submitted prior to any subdivision or with any development proposal on parcels over 0.5 ha.2.

5.8

Capital Improvements and Action Plans

5.8.1 Publically Funded Improvements

Improvement	Responsibility	Potential Funding Source	Estimated Cost
Short Term (0-5 years)			
Mid Term (5-10 years)			
Long Term (10+ years)			
Very Long Term (20+ years)			

to be updated

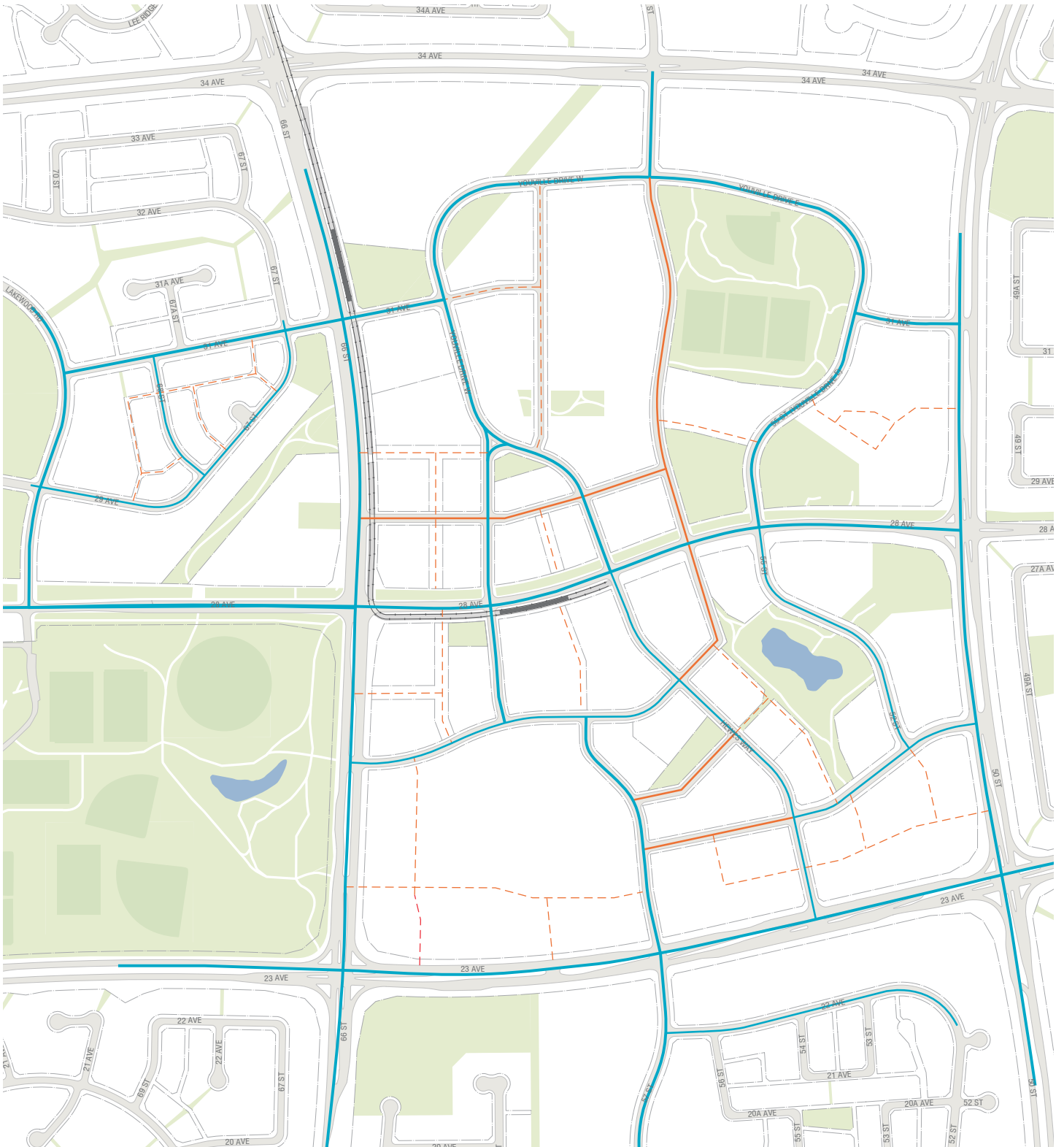
5.8.2 Development Funded Improvements

Improvement	Responsibility	Potential Funding Source	Estimated Cost
Short Term (0-5 years)			
Mid Term (5-10 years)			
Long Term (10+ years)			
Very Long Term (20+ years)			

to be updated

Figure 23: Potential Public and Private Street Allocation

- Public Street
- Potential Private Street
- Potential Private Street/ Mews/
- Laneway / Pedestrian Connection
- LRT Stop



5.9

Monitoring and Updating the Plan

1. The policies of this Plan will be monitored for their effectiveness and adaptation to changing conditions. Amendments arising from the monitoring program will be brought forward for City Council consideration where appropriate.
2. Establish a list of sustainability indicators, such as LEEDND to monitor the effectiveness of implementation of the Mill Woods SAP over time.

5.10

Plan Amendments

1. Amendments to the Mill Woods SAP initiated by the City, property owners or their representatives, or other parties, in accordance with procedures outlined in the Municipal Government Act, will be considered.
2. In all but exceptional circumstances, amendments should be consistent with the vision, goals and objectives of the Mill Woods SAP. 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 technical information on how it conforms with the Plan's goals and objectives.

Section 6

Glossary

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 a manual wheelchair.	-
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 traffic between areas (“through” traffic) with fewer access opportunities to adjacent developments and are defined by the Transportation System Bylaw.	-
Bicycle Station	A covered or enclosed facility where bike lockers, bike storage, changing rooms and/or repair facilities are located.	-
Bike Lane	A designated roadway lane for cyclists only including ‘contra-flow lanes’.	-
Biodiversity	The number and variability of organisms found within a specified geographic region; this includes diversity within species, between species and of ecosystems.	-
Built Environment	Artificially created fixed 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	Streets designed to enable safe and efficient access for people using a variety of transportation modes (automobile, truck, transit, walking, wheelchair, jogging, cycling) and for users with varying levels of physical and cognitive abilities.	-

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 meters of floor 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 defined 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 defined 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.
Greyfield Redevelopment	The redevelopment of a former and/or underutilized regional shopping mall or large commercial centre. Greyfields can be redeveloped as enhanced commercial spaces, or used for a combination of residential, institutional or recreational purposes.
Infill Development	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, buildings, fleet vehicles, LRT and transit facilities, buildings, traffic control infrastructure, recreation facilities, computer networks, affordable housing and library resources.
Intensification	The development of a site at a higher density than currently exists. Intensification can be achieved through: redevelopment (including brownfield and greyfield sites), development of vacant /underutilized lots, the conversion of existing buildings or through infill development in previously developed areas.

Key Pedestrian Street	A focal street that is specifically designed to accommodate foot traffic, to 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.
Large Residential Infill Site	Sites in mature neighbourhoods that are generally over one hectare in size and are proposed for residential infill development.
Large Scale Retail Development	Large scale retail development is development for the purpose of retail sales that: <ol style="list-style-type: none"> 1. Is intended to attract business and satisfy consumer retail demand for a wide area encompassing several residential neighbourhoods and may include trade areas beyond Edmonton's municipal boundaries; 2. Provides higher order goods and services that are not required on a day to day basis, to a large geographic area.
Leadership in Energy and Environmental Design (LEED)	A third-party certification program 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 health (traffic safety, 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 and finer grained mix of uses and is the focal point of an area. Properties should front directly onto a generous public sidewalk designed to create an enjoyable pedestrian environment.
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 lower floors 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 officials.	-
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.	-
Off-Site Parking	Vehicle parking stalls that are used to meet the Zoning Bylaw vehicle parking requirements for a proposed development but are not located within the development. These stalls are usually within 120 metres of the development and can include on-street stalls or stalls located in a parking facility.	-
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 and Ride	Parking facilities that are built to formalize and make readily available the option of multimodal travel (particularly automobile and transit) and allows the transfer to a high-occupancy mode. Park and Ride facilities are typically located at transit centres or rail transit stations and can range from surface lots to multi-storey parking structures.	-
Parkland	Any property, developed or not, that is owned, controlled or maintained by the City and that is: <ol style="list-style-type: none"> 3. intended to be used by members of the public for recreation as a natural area 4. preserved as a natural area 5. used as a cemetery 6. zoned AP (public parks), A (metropolitan recreation), AN (River Valley activity node) or US (urban services) 7. contained in the North Saskatchewan River Valley and Ravine System Protection Overlay as described in the City bylaw governing land use 8. designated as municipal reserve, environmental reserve or a public utility lot pursuant to the Municipal Government Act 9. that portion of any boulevard contiguous with, partially within, or fully within any property described above 	-
Pedestrian Friendly	See: Walkability	-
Pedestrian Oriented	See: Walkability	-

Planned Neighbourhood	Areas that are identified for future residential development and have an approved area structure plan or an approved servicing concept design brief, but no approved neighbourhood structure plan.	-
Policy Statement	A statement describing a preferred course of action regarding a particular issue or situation.	-
Power Centre	A shopping centre featuring a collection of big box retail stores with very large floor areas (9000 square metres and more), large parking areas and some ancillary tenants with smaller floor areas. A power centre does not feature interior malls and is a car oriented style of retailing.	-
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-street traffic lanes shared by motorists and bicycles that are marked to indicate either side by side or single file travel. Shared-use lanes are identified 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.	-
Statutory Plan	A plan adopted by municipal bylaw under the authority of the Municipal Government Act. Examples of a statutory plan are: an Intermunicipal Development Plan, a Municipal Development Plan, Area Structure Plans and Area Redevelopment Plans.	-
Streetscape	All the elements that make up the physical environment of a street and define 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	(MDP) 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. Urban planning takes an integrated, holistic view of urban environments and defines sustainability in the context of interrelated ecosystems encompassing economic, social, environmental and cultural sustainability. The principle of sustainability also includes financial sustainability, ensuring urban planning recognizes and addresses resource constraints and capacities.	-

Transit Centre	A major focal point or activity centre specifically designed 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 traffic, depending on the transit service provided.	-
Transit Node	Areas located at transit centres, LRT stations, or in Downtown Edmonton where multiple transit routes and services converge, providing high levels of transit service to multiple destinations.	-
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.	-
Transparency	DEFINE	-
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: <ol style="list-style-type: none"> 1. Arterial roads and highways 2. Railways 3. Transit right of ways for buses and light rail 4. Multi-use Trail corridors along utility rights-of-way 	-
Transportation Demand Management (TDM)	TDM includes a variety of strategies to reduce automobile trips and parking requirements. These include providing subsidized transit passes to employees or residents (in place of subsidized parking spaces), rideshare or car pool programs, car co-op programs, flextime and telecommuting programs for local businesses.	-
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.	-
Universally Accessible	Design of the built environment in a way that increases the accessibility, safety, mobility, and independence for people of all ages and abilities.	-
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 development fields. 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.	-
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.	-

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2.5

Areas of Stability and Change

Figure X: Area of Stability / Minimal Change

- recent or higher density development / significant investment
- residential area
- parks
- institutions

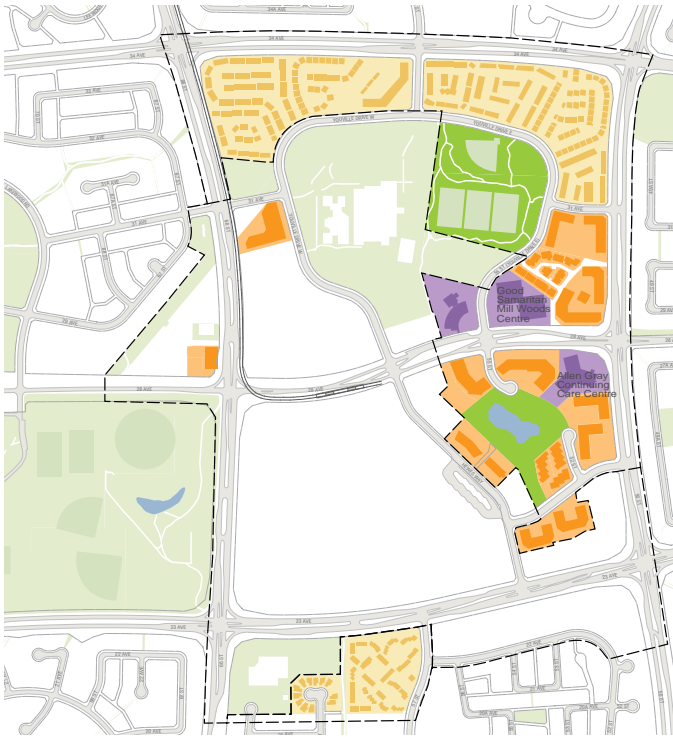
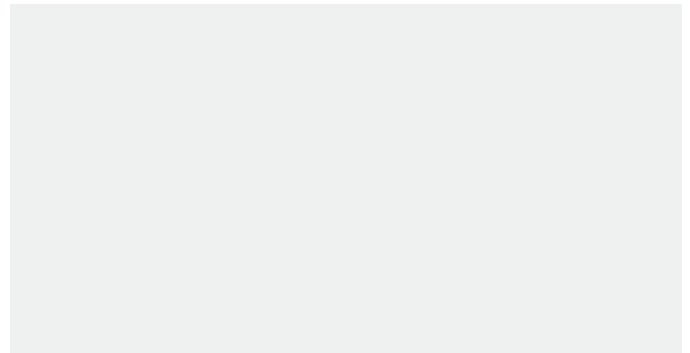
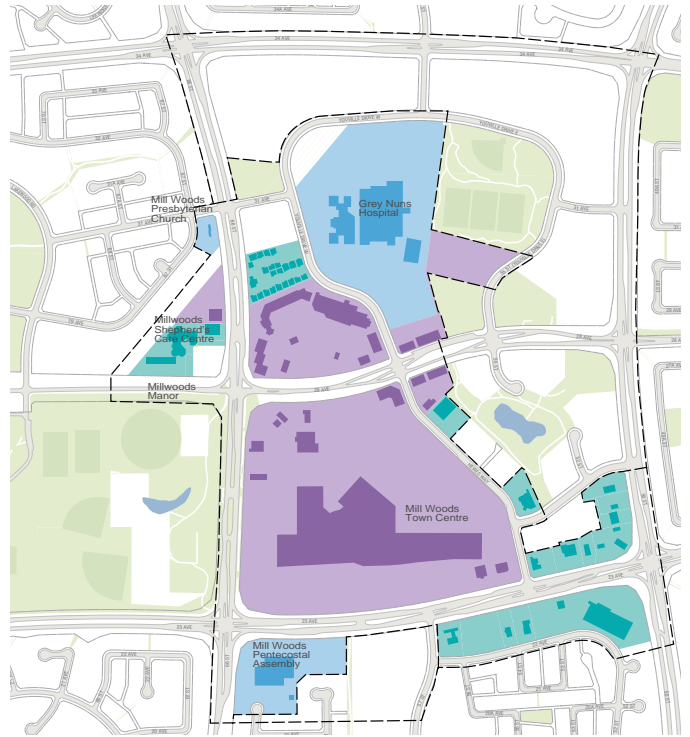


Figure X: Area of Change / Potential to Change Over Time

- short and long term redev.potential: currently vacant or underdeveloped
- long term redevelopment potential: land assembly required or leases to be considered
- potential for intensification and infill overtime



5.8

Capital Improvements and Action Plans

5.8.1 Publically Funded Improvements

Improvement	Responsibility	Potential Funding Source	Estimated Cost
Short Term (0-5 years)			
New Library/Seniors Centre/Multicultural Facility	City of Edmonton	Funding already assigned	n/a
Mid Term (5-10 years)			
Construction of LRT and Mill Woods LRT Station	LRT	Funding to be obtained through LRT/Transit	n/a
Construction of Transit Centre	ETS?	Funding to be obtained through LRT/Transit	n/a
Reconstruction of 66 Street north of 28 Avenue	LRT	Funding to be obtained through LRT/Transit	n/a
Reconstruction of 28 Avenue between 66 Street and Hews Way	LRT	Funding to be obtained through LRT/Transit	n/a
Civic Square	City	City Funded Local Improvement Assessment	\$1.56 -1.76 million
Long Term (10+ years)			
New North-South Main Street	City/Developer		\$3,856,545* All public roads (not including 28 Avenue)
Connecting 52 Street and 55 Street	City		
Upgrades to the water distribution system (under new public roadway)	EPCOR	Development Levies Local Improvement Assessment	
Upgrades to sanitary sewer mains / services (under new public roadway)	Drainage Branch	Development Charges	\$1,080,750
Upgrades to storm sewer mains / services (under new public roadway)	Drainage Branch	Development Charges	\$595,750
Very Long Term (20+ years)			
			\$1,086,500

5.8.2 Development Funded Improvements

Improvement	Responsibility	Potential Funding Source	Estimated Cost
Short Term (0-5 years)			
First Place Home Owners (Tawa Site)	Developer		
Mid Term (5-10 years)			
Long Term (10+ years)			
Youville Plaza	Developer	Incentive Zoning System	\$710,000 - 799,000
Transit Square	Developer	Incentive Zoning System	\$778,750 - 876,000
Development of Local Grid-Street Network	Developer	Incentive Zoning System	\$6,160,455
Upgrades to the water distribution system (under local/private roadways)	EPCOR	Development Levies Local Improvement Assessment	\$3,242,250
Upgrades to sanitary sewer mains / services (under local/private roadways)	Drainage Branch	Development Charges	\$1,787,250
Upgrades to storm sewer mains / services (under local/private roadways)	Drainage Branch	Development Charges	\$3,259,500
Very Long Term (20+ years)			