

Frequently Asked Questions

- What is happening to the Mill Woods Town Centre mall?
 - The applicants are seeking new and increased development permissions, and have identified any redevelopment of the mall and site as a long-term process. The proposed zoning regulation would accommodate additions, reconfigurations, or other changes to the mall. The property owner may or may not alter or demise the mall over time. That would be their prerogative even under the existing zoning. The City is not proposing the removal of the mall.
 - The redevelopment of the Mill Woods Town Centre site will take place on a staged, incremental base depending upon market conditions and expiration of the existing leases. There are no plans to dismantle or redevelop the existing covered mall in the immediate future and out to 10 years.
- Where are we in this process? Is this proposed redevelopment already a certainty? Does public input matter?
 - This application has been fully reviewed once, and a second submission is under review which includes updated technical reports as requested by the City. The City received the application in late December, 2015. Technical review of the application began in March 2016, and is ongoing. This involves several dozen City reviewing groups, as well as outside technical and utility agencies, the school boards, and other key stakeholders. This second review will last as long as necessary to thoroughly ensure the development would be appropriate and feasible. Deficiencies or further studies required were identified following submission.

The second review is underway; this iterative process may occur as required until the City is satisfied. City Administration would then report with their recommendation to City Council. The final decision on the proposal rests with City Council.
 - This is the second public meeting / open house to be held prior to the proposal proceeding to City Council. An initial Open House to introduce the application was held May 5, 2016.

- Based upon public feedback from the last Open House, citizen contact with City Planning, and conversations with key stakeholders, the need for a more expansive public engagement process was not identified.
- All public feedback is noted and recorded, and feedback from the open House will be collected in a post-meeting report which will be made publicly available.
- All public feedback is summarized and reported to City Council with the Administration's report should the proposal proceed to a Public Hearing.
- We will periodically update the project website:

www.edmonton.ca/MillWoodsTownCentreRedevelopment
- City Planning welcomes your feedback at any time- please contact the file planner. You may also contact your Councillor at any time.
- How does high-density fit with the suburban character of Mill Woods?
 - The site was originally designated for high-density residential and commercial uses with the Mill Woods Development Concept in 1971. The Town Centre area did not fully develop to that potential. In 2013, City Council approved the Mill Woods Station Area Redevelopment Plan (ARP), which designates the area for higher-density uses to take advantage of the major investment in LRT, which will run to the site by December, 2020. Likewise, the extension of the LRT to the site will support higher-density development, which was the original intent from 1971 onwards.
- Will the bus Transit Centre be moved closer to the future LRT station?
 - Yes. The existing ETS bus terminal will be moved approximately 100 m north of its current location. It will be a new design, different from most Transit Centres in Edmonton. The terminal will use a more linear concept, oriented east-west. There will be a main shelter, and several other smaller heated shelters along the platforms. Future development next to the Transit Centre may provide amenities such as cafes, kiosks, restaurants, and other stores and services.
 - There is a possibility of developing the Transit Centre main shelter integrated within a private commercial development. An interim main shelter could be built if this configuration was not feasible for opening day of the LRT and Transit Centre in 2020.
 - The Transit Centre will not be directly next to the the LRT station. There will be a covered walkway connecting the two, running about 100 m (about

1-2 minutes walking time). Frequent LRT service means it will not be necessary to time LRT trains with bus route schedules.

- Placing the Transit Centre away from the LRT station allows for the development of high-density, mixed-use development which can take advantage of, and support, these transit hubs. It also places the bus Transit Centre close to the existing shopping mall, which for the near future will remain in place and offer passengers access to a grocery store, shops, and services.
- What are the impacts to the transportation network?
 - Traffic concerns on 66 Street and 50 Street, particularly at Whitemud Drive at peak hours, are known. The growth of suburban areas to the east (The Meadows) and to the south (Ellerslie, Charlesworth, Walker, and future Decoteau area) contribute to increasing traffic volumes on arterial roads. The completion of Northeast Anthony Henday and Whitemud Drive widening to six lanes may provide some relief.
 - The Mill Woods Station ARP, 2013, examined the road network and transportation infrastructure in the area and determined that a new population up to approximately 5,000 persons can be accommodated in the Town Centre/Tawa area by existing infrastructure and the LRT. The proposed redevelopment envisions up to 1750 residential units as well as commercial uses.
 - The applicant was required to submit a Transportation Impact Assessment (TIA) with this rezoning application, and the second revised version is now under review by City staff. The initial TIA found that the proposed redevelopment would not have significant adverse impacts on the existing roads, similar to that of the 2013 ARP study.
 - Individual developments will require further TIAs at the Development Permit/subdivision stage. The owner will be expected to fund any improvements to the transportation network required to support the redevelopment.
 - The City has future plans to provide grade separation of rail crossings on 50 Street and 75 Street north of Mill Woods and has applied for provincial/federal funding. These projects are currently unfunded. Concept plans also exist for widening of 66 Street south of 23 Avenue. This segment may be widened in stages, with the segment between 23 Avenue and Mill Woods Road anticipated first. There is no funding or timelines for this widening.

- How will Park & Ride be provided?
 - The City currently has no plan or funds to develop Park & Ride on this site.
 - City Planning is aware that new parking demands due to the transit terminal and LRT must be considered. Parking management and supply options will be explored with the site owner.
 - City Policy C554A “Park and Ride” was adopted by City Council in March 2016, and provides criteria for the City to consider select sites for new Park & Ride facilities.
 - A city-wide Park and Ride Strategy is currently in progress. Data collection, modelling, and other background research is underway.
 - The proposed rezoning would allow the owner to provide private Park and Ride if they desired, subject to certain requirements.
 - Development of surface parking lots for Park and Ride will not be permitted in proximity to the LRT Station or Transit Centre.

- How will parking be managed?
 - A city-wide Parking Strategy is currently in progress. Data collection, modelling, and other background research is underway.
 - Parking Management has surveyed the current conditions in Mill Woods Town Centre and Tawa neighbourhoods. Present conditions do not demand immediate measures. Based on the outcome of the city-wide Parking Strategy, measures could be deployed if identified.
 - The majority of parking in these areas is on private property- shopping malls, the hospital, and businesses. There are few public streets where on-street parking is permitted. For those few streets, some already have restricted time parking. Dealing with overflow from properties such as the hospital will require direction from the Parking Strategy.

- How will parking be provided as the site develops and intensifies? Will the Library/Senior and Multicultural Centre have enough parking?
 - All development, including City facilities such as the Library, must meet the Zoning Bylaw requirements for parking provision.
 - The Library/Senior and Multicultural Centre has some of its required parking on site (next to the bus terminal), and has a shared parking agreement with the mall. Should the mall parking lot be developed, the

parking requirement would have to be maintained through a new shared parking agreement or other arrangement to develop parking.

- The Zoning Bylaw includes provisions for reductions in parking requirements for Transit-Oriented Development (TOD), in proximity to LRT and transit bus stations. This recognizes that properly designed developments close to major transit facilities will be accessible to many people via transit.
- At the time of development, individual buildings are assessed as to their specific requirements, and may be required to provide a further Parking Impact Assessment (PIA).
- Any parking required and developed in the area close to the LRT station and bus terminal would be required to be underground, or above grade in a structure wrapped with active frontages.
- Does medium- or high-density housing mean low-income housing? Does this mean rental housing?
 - The proposed residential housing could be configured as a mix of rowhousing, mid-rise buildings (approximately 6-8 storeys), and high-rise buildings (up to 18 storeys).
 - The City does not have the authority to control tenure- that is, the City cannot dictate whether housing is developed as owner-occupied or purpose-built rental. Any private dwelling could be rented by its owner.
 - There are currently no plans for the City to develop housing. All proposed development is private development.
 - The City usually reserves the right in Direct Control zones to exercise an option to purchase units at a reduced price at the time of development. This is not determined until the time of the Development Permit for an individual building, and is at the City's discretion to whether it would meet the City's housing supply needs. The City may take cash-in-lieu for this requirement to develop specific affordable housing projects.