

WELCOME



WELCOME

Please sign in
and fill out the
Open House Questionnaire





Where do
you Live?

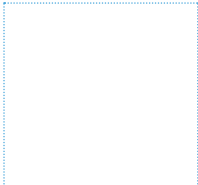
Please place a
Green Sticker

Where do
you Work?

Please place
an Orange
Sticker

Live / Work
Elsewhere?

Please place
your sticker
here



AGENDA & CONTACT INFO

Tonight's Agenda

Registration

4:30 – 8:30 Tour of display panels where
Planners will answer questions

City of Edmonton
File Planner Information

Sean Lee, Planner

Planning Coordination
City Planning

Phone: 780.496.6121

Email: Sean.Lee@edmonton.ca



PROJECT STAFF

City of Edmonton staff in attendance

City Planning:

Sean Lee, Planner (File Lead)

Sean Conway, Planner

Madeleine Baldwin, Planner

Mark Harrison, Planner

Michelle Ouellette, Senior Planner - Southeast

Jesse Snider, Planning Technician

Hamad Amirie, Senior Planning Technician

Darbi Kinee, Planning Co-op Student

Transportation Planning:

Faisal Saeed, General Supervisor

Greg Ablett, Senior Engineer

On Street Parking:

Brian Murphy, Supervisor

Brian Waddell, Parking Technician

Edmonton Transit Service (ETS):

Darren Proulx, Transit Planning Engineer

LRT Delivery:

Leslie Symon, Engineer

Neighbourhood Empowerment Team:

Nicole Nunes, Community Safety Liaison

Transportation Strategies:

Anika Muhammed, Project Engineer

Applicant and consultants in attendance

ParioPlan Inc:

Armin A. Preiksaitis, Principle

Marcelo Figueroa, Senior Planner/Urban Designer

Dana Bao, Planner/Urban Designer

Madisen Killingsworth, Assistant Planner

RioCan:

Stuart Craig, Vice President of Planning & Development

Heidi Green, Senior Development Manager

Vaughn Peters, Site Manager

Bayfield Advisors:

Steve Campbell, Vice President

Counterpoint Engineering:

Patrick Turner, Senior Project Manager

Bunt & Associates Ltd.:

Mark Huberman, Principal

Nicole Farn, Engineer

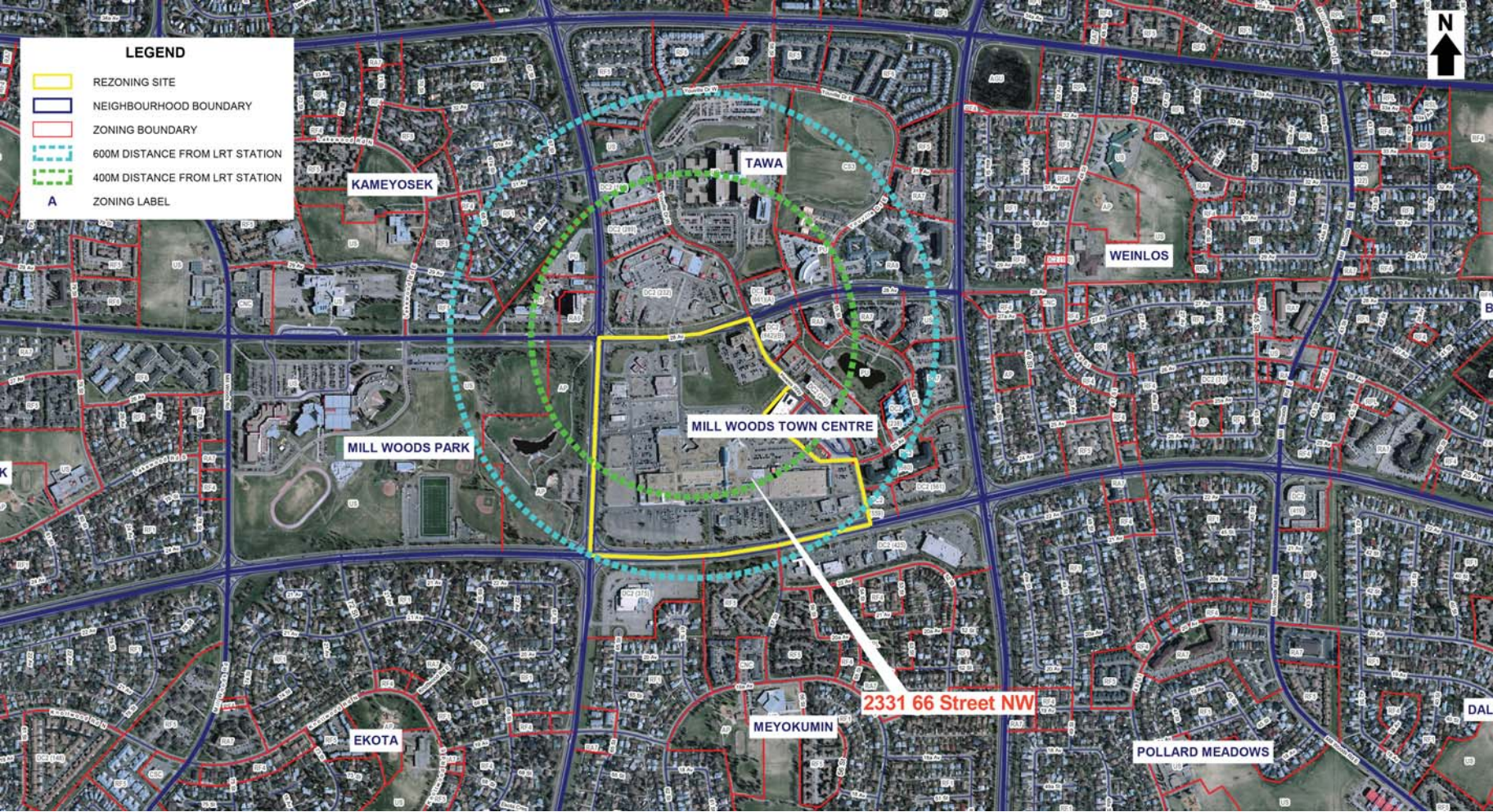
Humphreys & Partners Architects Canada Inc.:

Robert H.R. Labonte, Principal





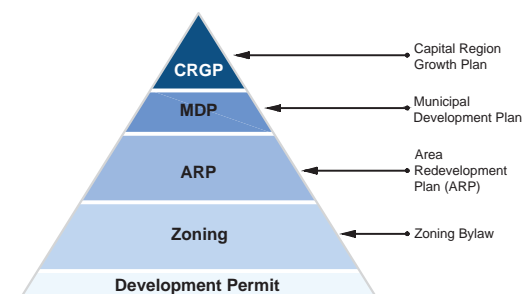
SITE CONTEXT



PLANNING PROCESS

* OPPORTUNITY FOR PUBLIC PARTICIPATION & INPUT

HIERARCHY OF PLANNING POLICIES:





MILL WOODS STATION ARP - PRECINCTS





Figure 16: Precinct Areas



- Transit Precinct
- 28 Avenue Precinct
- Mill Woods Town Centre
- Hewes Way Precinct
- Grey Nuns Precinct
- Neighbourhood Infill
- Developed Neighbourhood
- LRT Stop
- Approved LRT Alignment
- Possible Future LRT Extension
- Plan Boundary
- Pipeline Corridor



Table 2: Land Use Precincts



Precinct:	Built Form:	Rezone to:	Maximum Height:
<div></div> Transit	LRT stop and transit centre, low to high rise apartments	Direct Control	18 Storeys
<div></div> 28 Avenue	Low to high rise apartments, mixed-use commercial	Direct Control	14 Storeys
<div></div> Mill Woods Town Centre	Low to medium rise apartments, mixed-use commercial	Direct Control	6 Storeys
<div></div> Hewes Way	Institutional and employment uses, low to medium rise apartments, mixed-use commercial	Direct Control; other zone can be used east of Hewes Way	6 Storeys
<div></div> Grey Nuns	Institutional and employment uses, workforce housing	Direct Control; other zone can be used west of Youville Drive	6 Storeys
<div></div> Neighbourhood Infill	Low to medium rise apartments, stacked row housing, rowhousing	Direct Control or other zone	4-14 Storeys






 Institutional/Commercial/Workforce Housing
  Transit Centre (configuration to be determined)

 Mixed-use (residential, commercial, institutional)
  Approved LRT Alignment

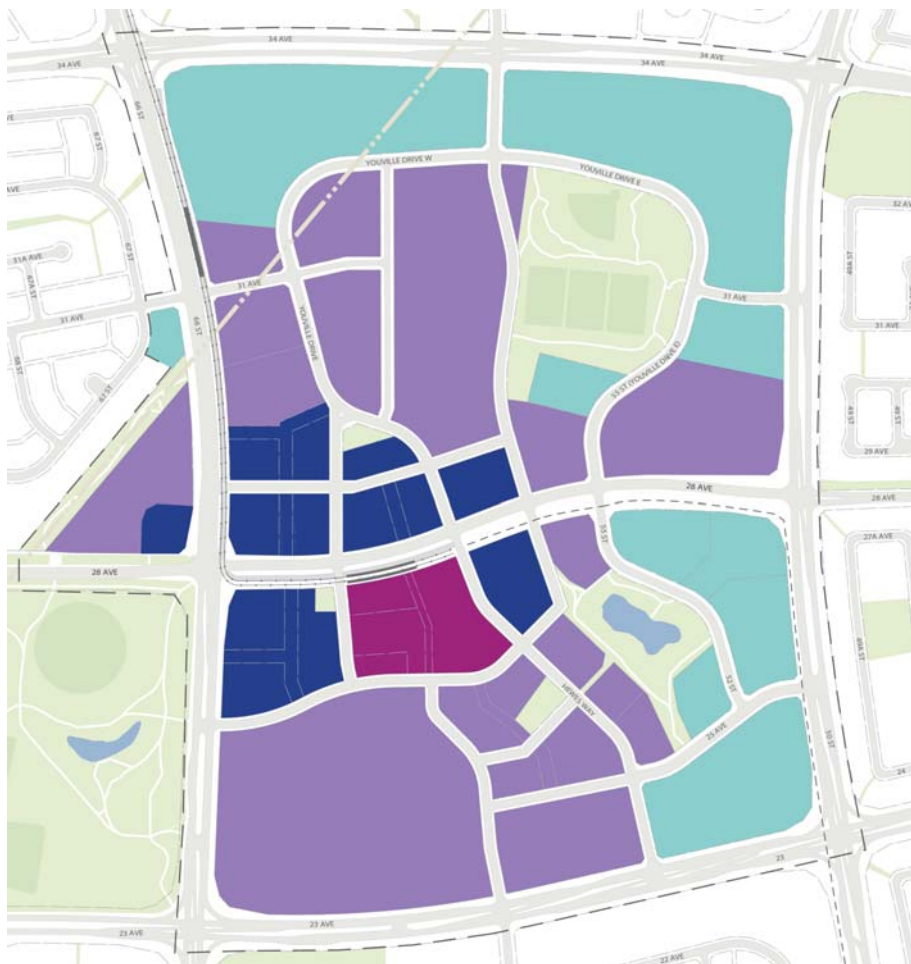
 Residential
  Possible Future LRT Extension

 Open Space
  Plan Boundary

 Required Retail
  Pipeline Corridor

 LRT Stop

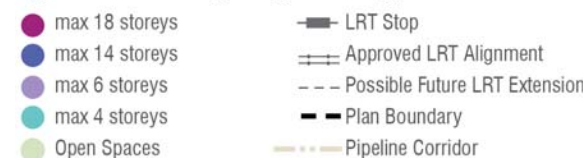
MILL WOODS STATION ARP: HEIGHTS



Objectives:

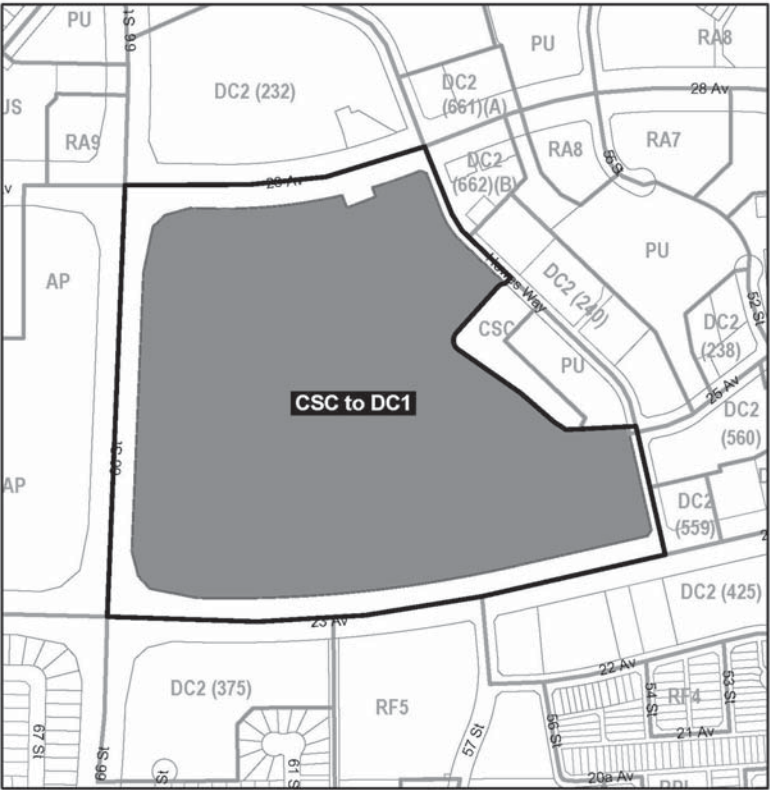
- Create a high quality, attractive and comfortable built environment.
- Encourage a variation in height, density and site coverage to maximize the development potential and create a dynamic and liveable urban neighbourhood.
- Provide appropriate height and density transition from the Transit Precinct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

Figure 23: Building Height Strategy



REZONING SITE OVERVIEW

Mill Woods Town Center Overall



Location of Proposed Rezoning from CSC (Shopping Centre Zone) to
DC1 (Site Specific Development Control Provision)

Mill Woods Town Center Site Context

The site of the proposed development is the Mill Woods Town Centre mall property, which includes several separate commercial buildings, a three-storey office building, and some undeveloped areas. The site is bordered by 28 Avenue NW on the north, Hewes Way to the east, 23 Avenue NW on the south, and 66 Street NW on the west.

The Mill Woods Library and transit centre are not part of the site.

This site is currently zoned (CSC) Shopping Centre Zone, which allows for a variety of commercial and retail uses.

To the north of the site is a shopping centre zoned (DC2) Site Specific Development Control Provision, and a site zoned (RA9) High Rise Apartment Zone with a 15-storey residential tower. To the east, land is zoned (DC2) and (PU) Public Utility Zone, and contains retail and office developments, a library, a transit centre, and residential apartments. To the south, across 23 Avenue, land is zoned for (DC2) and (RF5) Row Housing Zone; this area contains a church, row housing, and commercial retail. Across 66 Street to the west, land is zoned (AP) Public Parks zone, for the Mill Woods Park.



WHAT HAS CHANGED

The proposal to rezone the Mill Woods Town Centre Mall site was first received in December, 2015. The first Open House was held on May 5, 2016. This Open House introduced the application to the community, and explained the findings of the technical review of the first drafts of the rezoning and associated reports.

Since that time, work has progressed. The applicant and their consultant team has responded to concerns and issues with the first draft raised by the City and reviewing agencies. The City has undertaken work to relocate the existing bus Transit Centre to the north of the existing terminal, to offer a closer connection with the Mill Woods Station LRT platform. The Development Concept for the site has been refined, to ensure a compatible, active pedestrian interface with the LRT station, the new Transit Centre, and the future urban-standard development on the site.

The second submission of the application has been received and is under review. The documents being reviewed by the City and its partner agencies are:

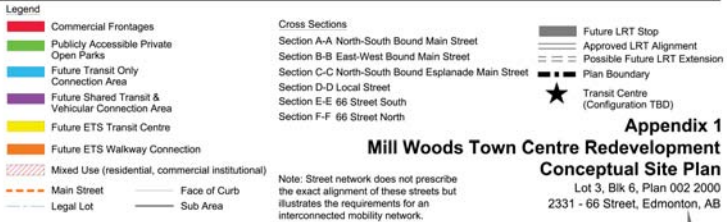
- Draft Mill Woods Station Area Redevelopment Plan Amendment
- Draft DC1 zoning regulation
- Revised Transportation Impact Assessment

Documents which accompanied the first submission and have already been reviewed and deemed acceptable and complete by the City include:

- Environmental Site Assessment: the site is suitable for the proposed development. The gas station and service centre will require further examination if those parcels are developed.
- Municipal Servicing Report: confirms that water and sewer utilities can accommodate the proposed development. On-site servicing will be required to meet City standards, and any upgrades will be at the developer's expense.



DEVELOPMENT CONCEPT



PRECINCT "A": The proposal for Precinct A is mixed use buildings with heights of approximately 18 storeys. Primary uses will include apartment housing with commercial uses at the base of mixed use buildings.

PRECINCT "B": The proposal for Precinct B is residential uses of up to approximately 6 storeys. Primary uses will include low rise apartments, mid-rise apartments, row housing and/or stacked row housing with potential commercial uses or active residential uses at grade. Commercial uses can occupy more within the ground floor.

PRECINCT "C": The proposal for Precinct C is mixed use residential commercial buildings with heights of approximately 18 storeys. Primary uses will include apartment housing with commercial uses at the base of mixed use buildings. The future transit only and shared transit and vehicular connection areas divide this precinct into two parcels.

PRECINCT "D": The proposal for Precinct D is mixed use residential commercial buildings with heights of approximately 18 storeys. Primary uses will include apartment housing with commercial uses at the base of mixed use buildings. Precinct D accommodates a transit centre and a walkway connecting the transit centre to the LRT station located north of the site.

PRECINCT "E": The proposal for Precinct E is commercial and residential uses up to approximately 6 storeys. Primary uses will include commercial, low rise apartment, mid-rise apartments, housing and/or stacked row housing. Commercial uses may take the form of stand-alone commercial pads or commercial uses at the base of mixed use buildings.

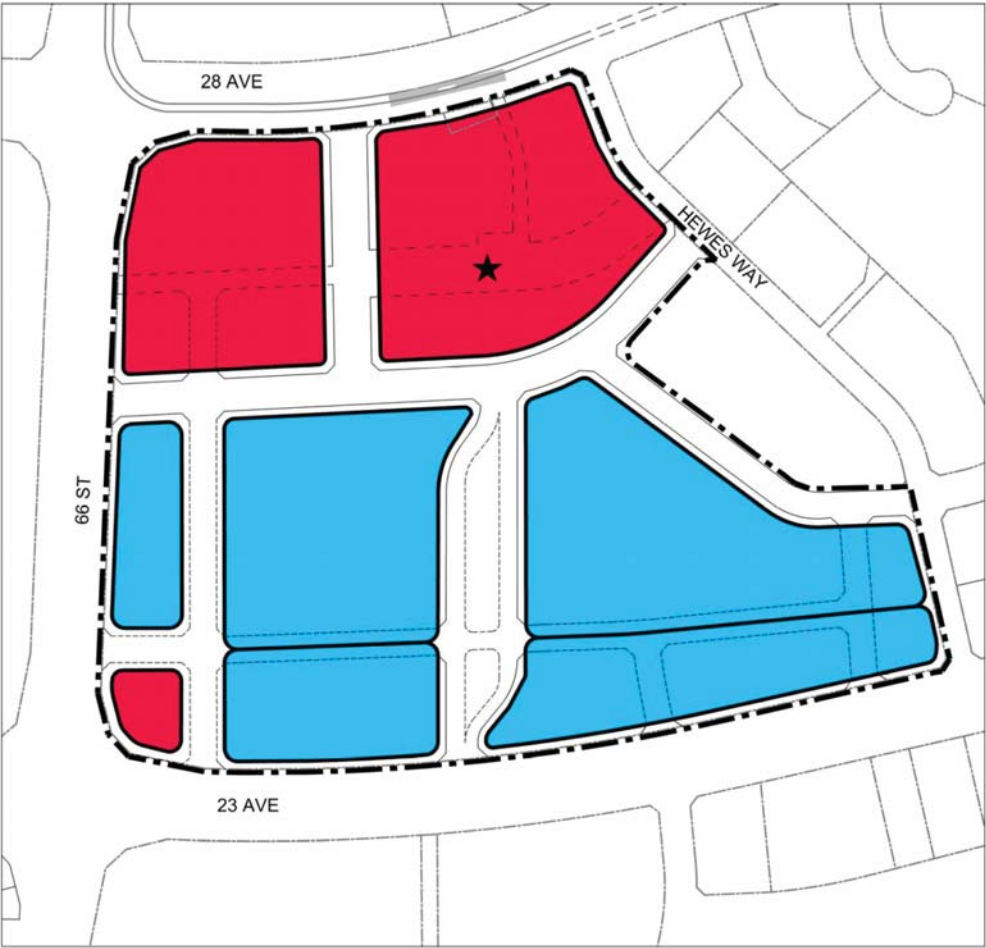
PRECINCT "F": The proposal for Precinct F is primarily commercial with the potential for residential uses up to approximately 6 storeys. Primary uses will include commercial, low rise apartment, mid-rise apartments, row housing and/or stacked row housing. Commercial uses may take the form of free standing commercial pads / buildings or commercial uses at the base of mixed use buildings. The uses in this area are proposed to be more auto-oriented in nature and drive-throughs would be permitted.

PRECINCT "G": The proposal for Precinct G is a publicly accessible private park or esplanade. The esplanade will be owned, managed and programmed by the developer to provide year-round active and passive recreational opportunities. In order to make it a safe, attractive and active open space, it would allow for uses such as cafes and outdoor patio space, farmers markets, flea markets, greenhouses, mobile catering food services, publicly accessible private park, restaurants, specialty food services, urban gardens, urban indoor and outdoor farms.





BUILDING HEIGHTS



Legend

- Maximum Height 60 m
- Maximum Height 23 m

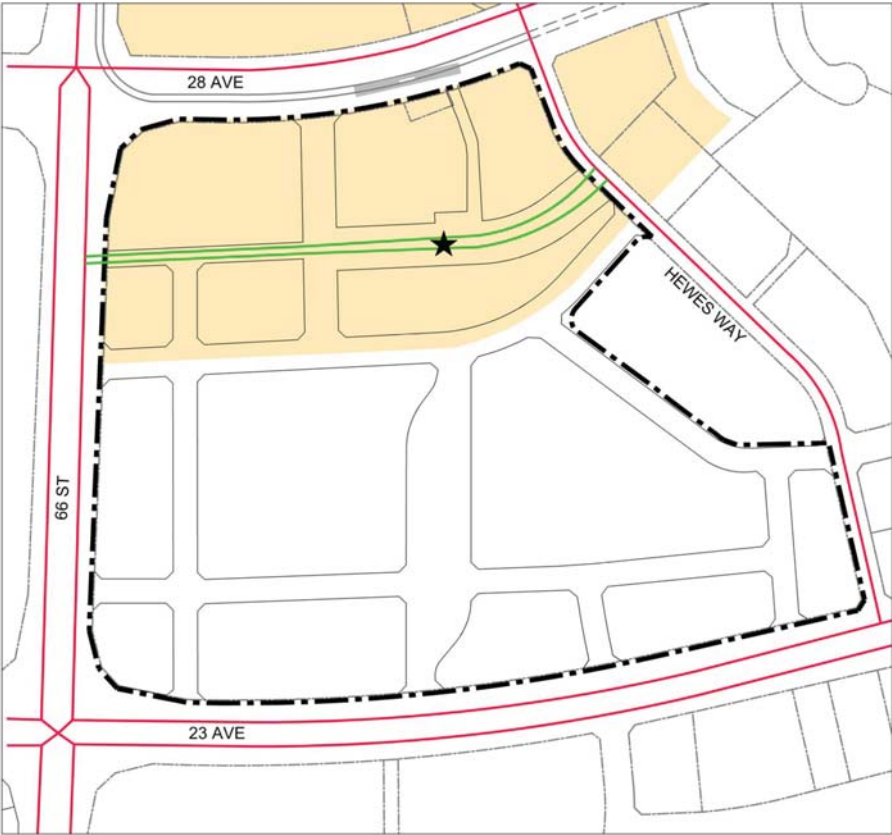
Note: Street and Mews and Pedestrian Connection does not prescribe the exact alignment but illustrates the requirements for an interconnected mobility and pedestrian network.

- Future LRT Stop
- Approved LRT Alignment
- Possible Future LRT Extension
- Plan Boundary
- Transit Centre (Configuration TBD)



PEDESTRIAN PRIORITY ZONE

All areas near the future Transit Centre and LRT Station require enhanced pedestrian infrastructure, including improved crosswalks, curb extensions, signals, and wide sidewalks.

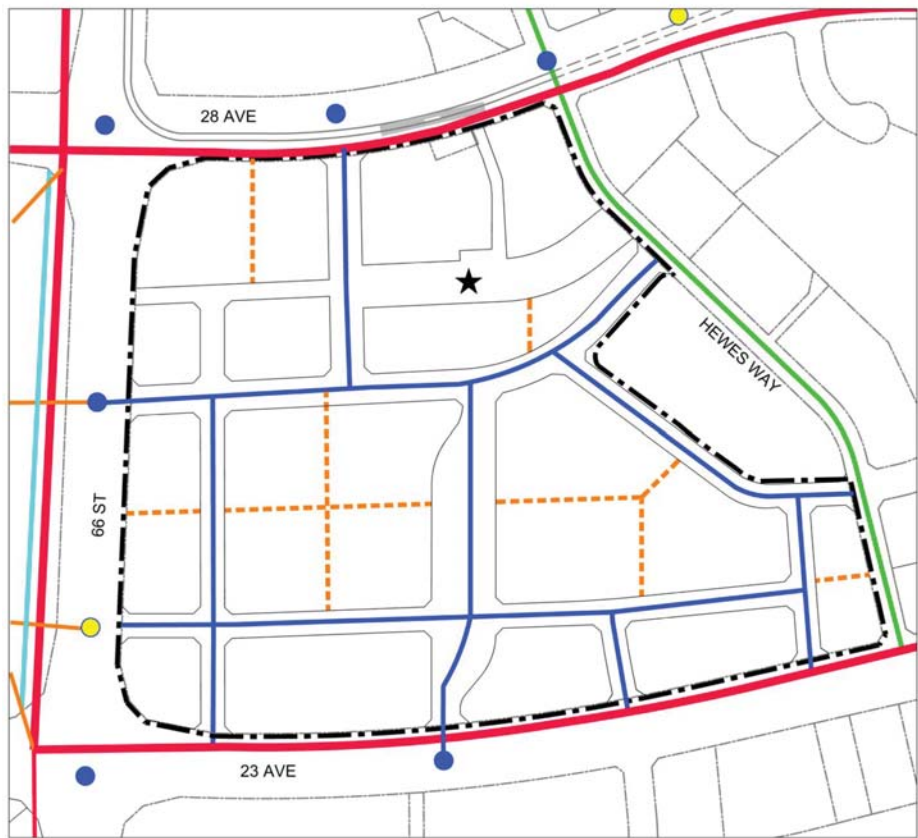


Note: Street network does not prescribe the exact alignment of these streets but illustrates the requirements for an interconnected mobility network.



ACTIVE TRANSPORTATION NETWORK

Major streets on-site will require designated bicycle lanes. Pedestrians are prioritized with wider sidewalks, and some upgraded facilities off-site as a requirement of development.



Legend

- Bicycle Route on private road
- Proposed Bicycle Route on public road
- Proposed / Improved Shared-use Path
- Shared-use Path
- Proposed Bicycle Route Improvements
- Pedestrian Mews / Alleyway / Pedestrian Connection on Private Land
- Primary Intersection
- Secondary Intersection

- Future LRT Stop
- Approved LRT Alignment
- Possible Future LRT Extension
- Plan Boundary
- Transit Centre (Configuration TBD)

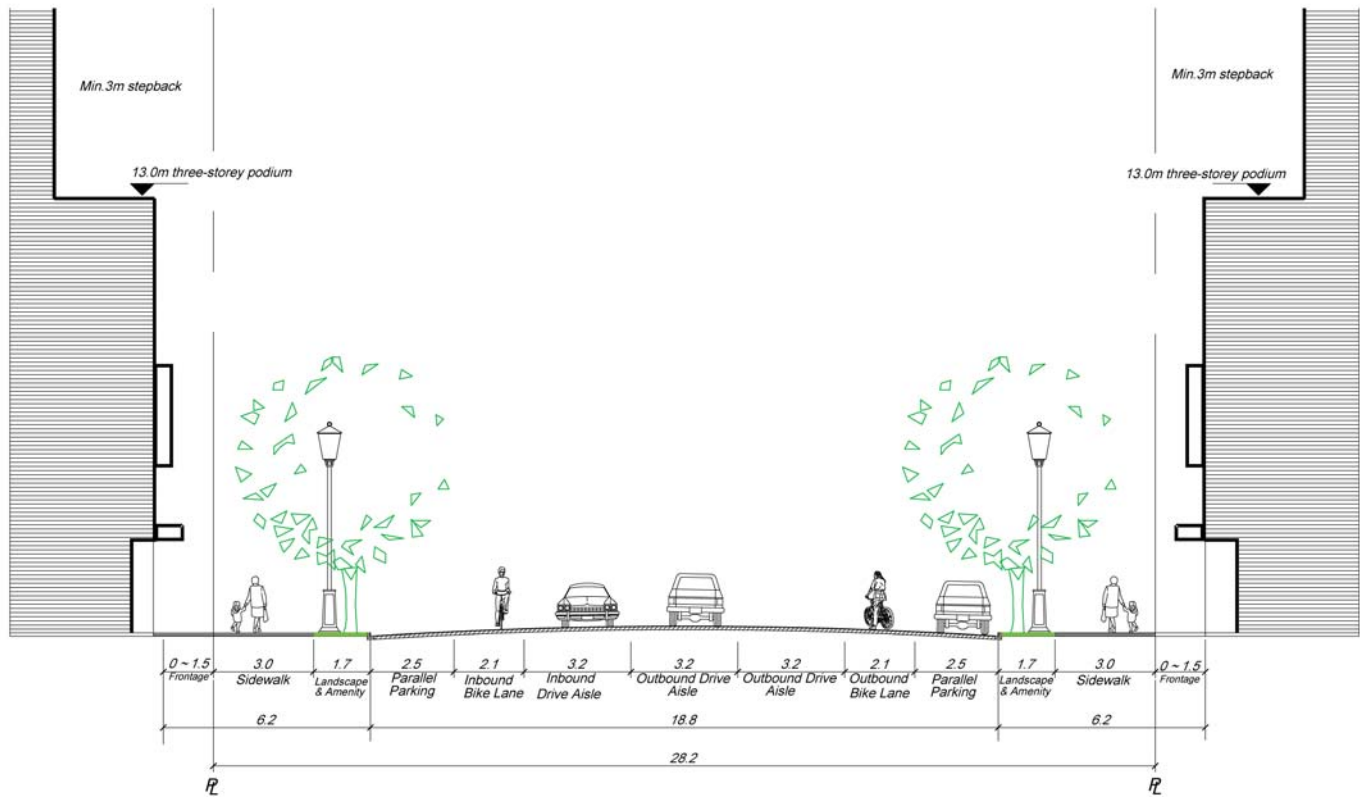
Note: Street and Mews and Pedestrian Connection does not prescribe the exact alignment but illustrates the requirements for an interconnected mobility and pedestrian network.





MAIN STREET

The Main Street running North – South from 28 Avenue



SECTION A-A: North-South Bound MAIN STREET



MAIN EAST - WEST STREET

The main street running East - West across the site, from 66 Street to Hewes Way



SECTION B-B: East-West Bound MAIN STREET



THE CENTRAL NORTH - SOUTH “ESPLANADE”

A Central boulevard running North – South, from 23 Avenue to the Transit Centre



SECTION C-C: North-South Bound Esplanade Main Street

TYPICAL LOCAL STREET

The Local Streets shown on the plan will have this format

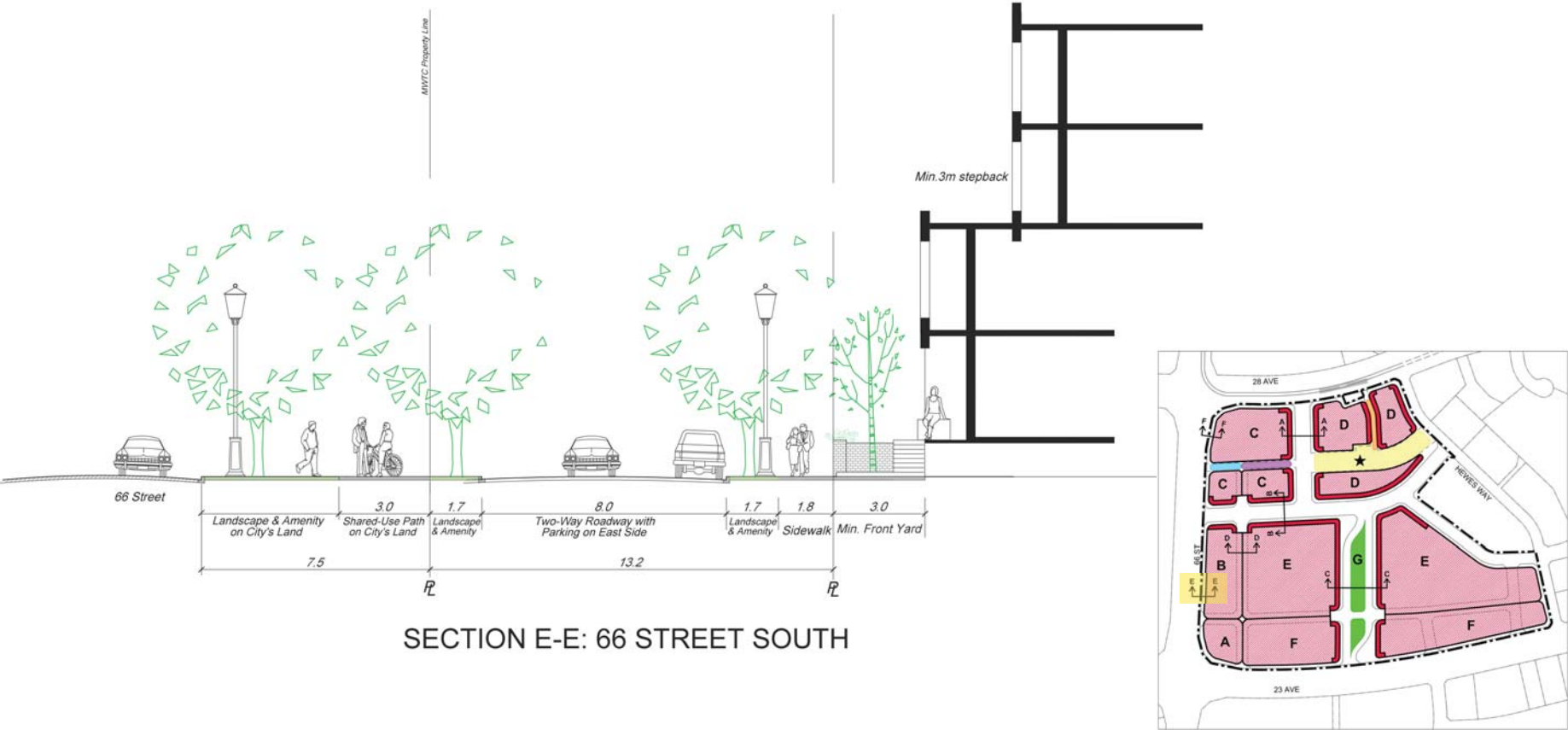


SECTION D-D: LOCAL STREETS



INTERFACE OF THE SITE WITH 66 STREET - SOUTH

Improved pedestrian infrastructure and landscaping, along with a Local road, will transition the site from 66 Street to residential frontages on the site.



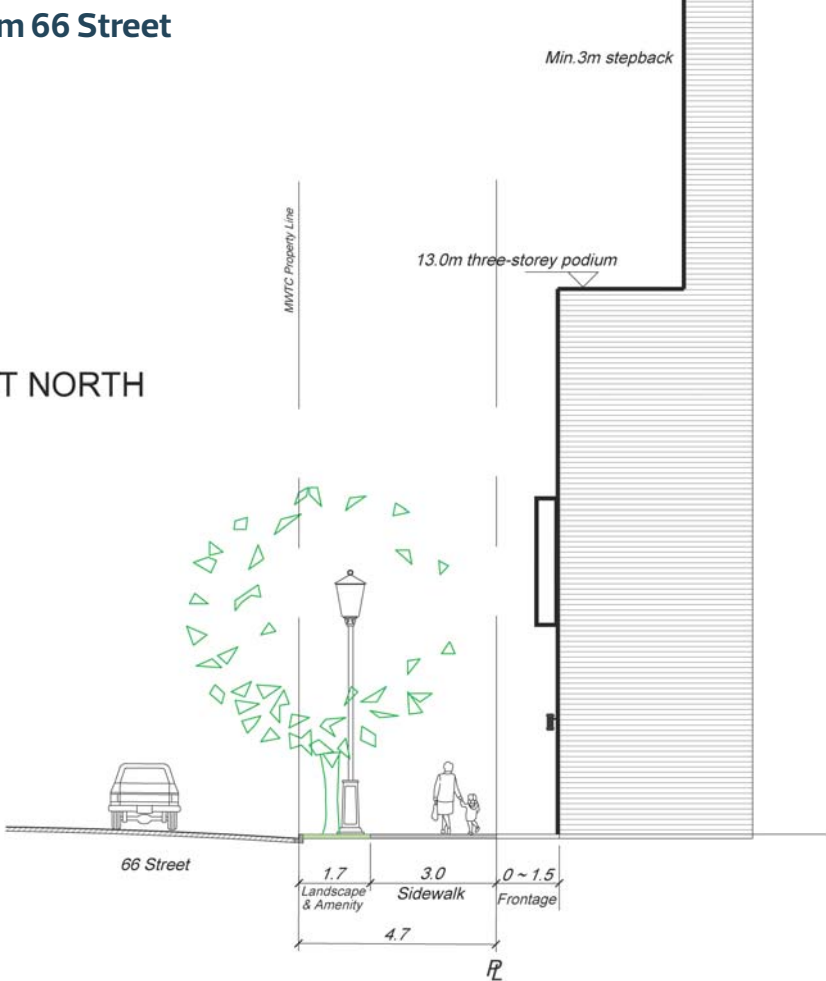
SECTION E-E: 66 STREET SOUTH

INTERFACE OF THE SITE WITH 66 STREET - NORTH

Pedestrian-scale mixed-use development will transition the site from 66 Street to the commercial and high-density residential part of the site.

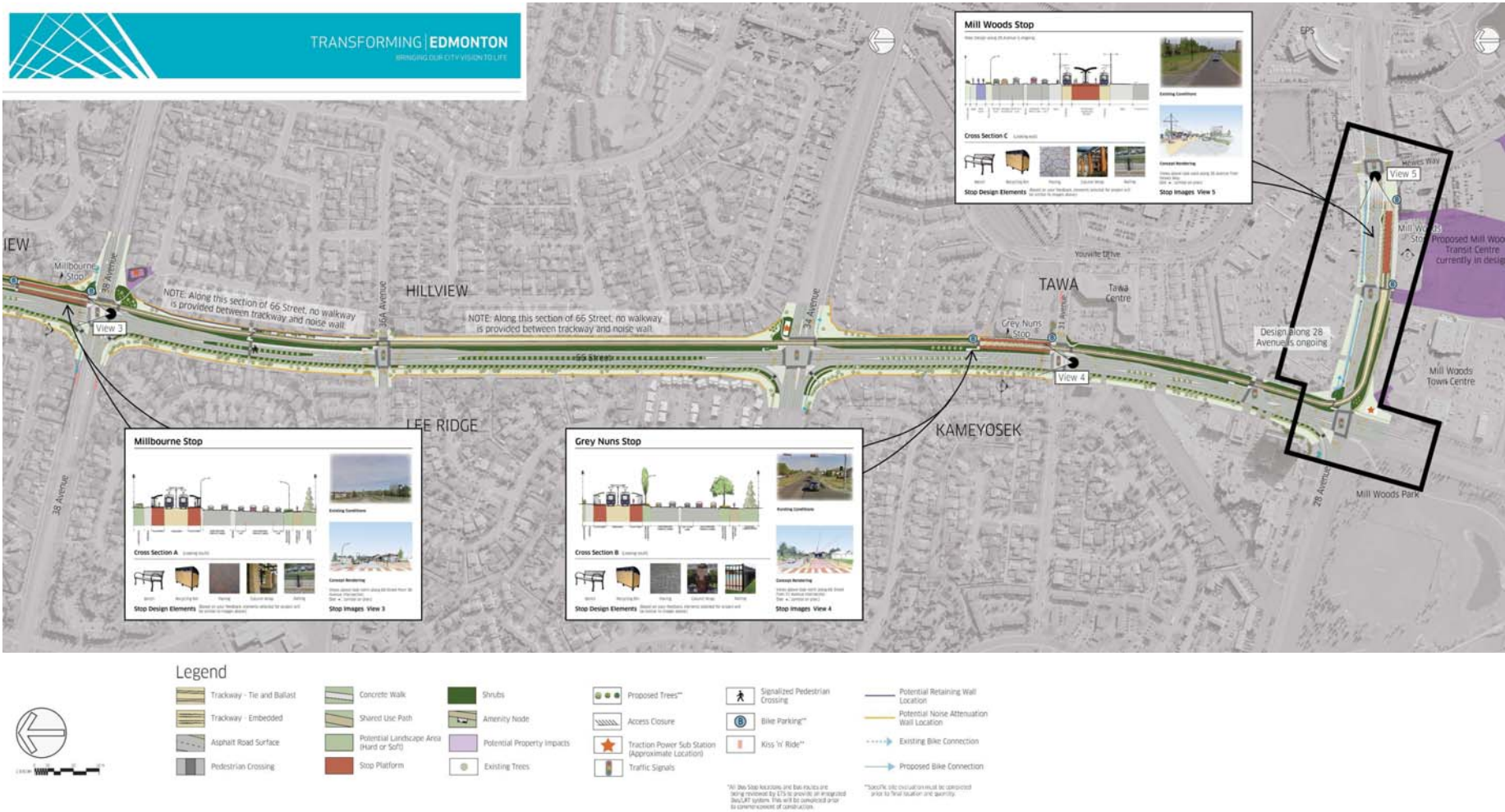


SECTION F-F: 66 STREET NORTH



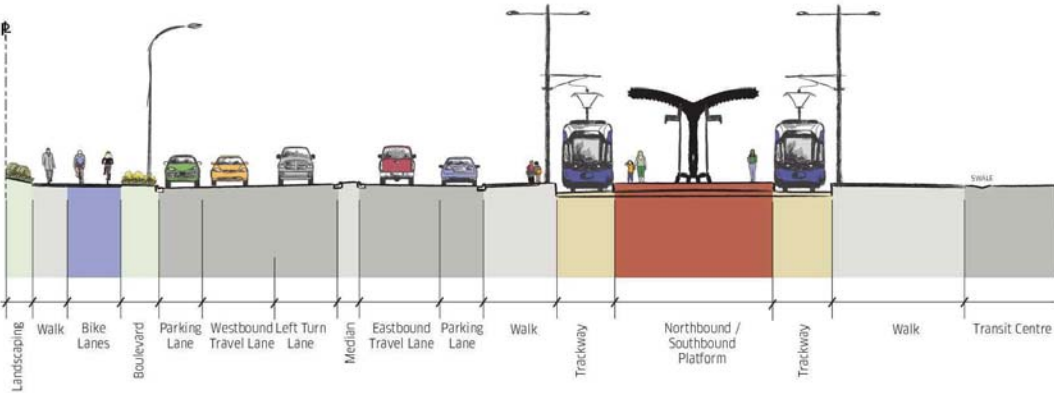


LRT CORRIDOR & ACCESS PLAN - AREA 1



PROPOSED LRT/TRANSIT CENTRE STATION

Note: Design along 28 Avenue is ongoing.



Cross Section C (Looking east)



Bench



Recycling Bin



Paving



Column Wrap



Railing

Stop Design Elements (Based on your feedback, elements selected for project will be similar to images above.)



Existing Conditions



Concept Rendering

Views above look west along 28 Avenue from Hewes Way.
(See ◀ symbol on plan.)

Stop Images View 5



TRANSIT CENTRE - NEW LOCATION

The bus Transit Centre, currently located by the Mill Woods Library on the east side of the shopping mall, will be relocated closer to the future Mill Woods LRT station. This is necessary to reduce the distance passengers must walk to transfer from the LRT to buses.

The Transit Centre will be approximately a 1-2 minute walk (100 m) from the LRT platform. It has been located in this way to provide space for a future development which would provide pedestrian-oriented amenities, some of which may face and serve the Transit Centre.

The new Transit Centre will provide:

- A large heated shelter
- Public Washrooms
- Opportunities for small kiosks
- Smaller heated shelters located along the length of the platforms

The City and the property owner are exploring the possibility of integrating the transit centre main shelter with the podium of a private development, which could provide better passenger amenities, shops, and services. In either case, a main transit shelter will be in place for opening day of the Transit Centre. Both the LRT and Transit Centre will be in operation by December 2020.



NEW TRANSIT CENTRE - CONCEPT

A new Transit Centre will be built south of the Mill Woods LRT station. This will feature 20 bus bays, a large main heated shelter, public washrooms, opportunities for kiosks, and smaller heated shelters along the length of the platforms.

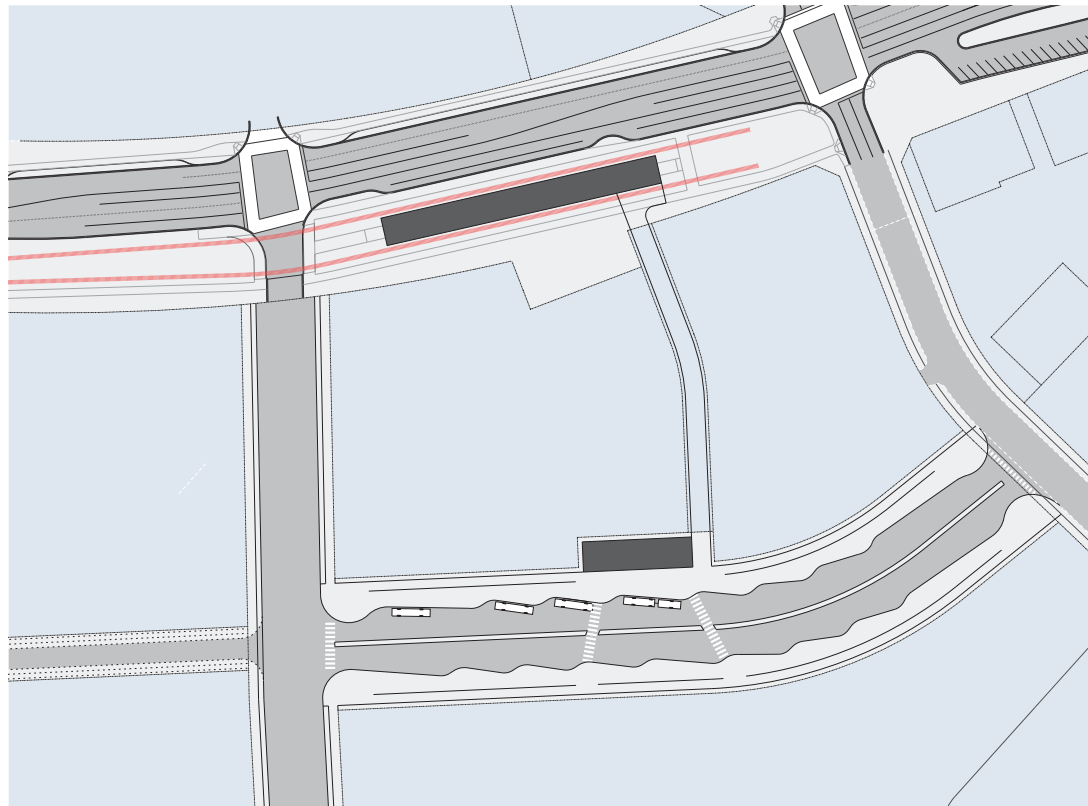
A covered walkway will connect the Transit Centre with the LRT station. The Transit Centre is approximately a 1-2 minute walk from the LRT, and a 1 minute walk to the current shopping mall.

In the future there will be a dedicated bus lane for access to 66 Street.

There is a possibility to integrate bus shelters and amenities with future private development next to the Transit Centre.

Shops and services may front the Transit Centre.

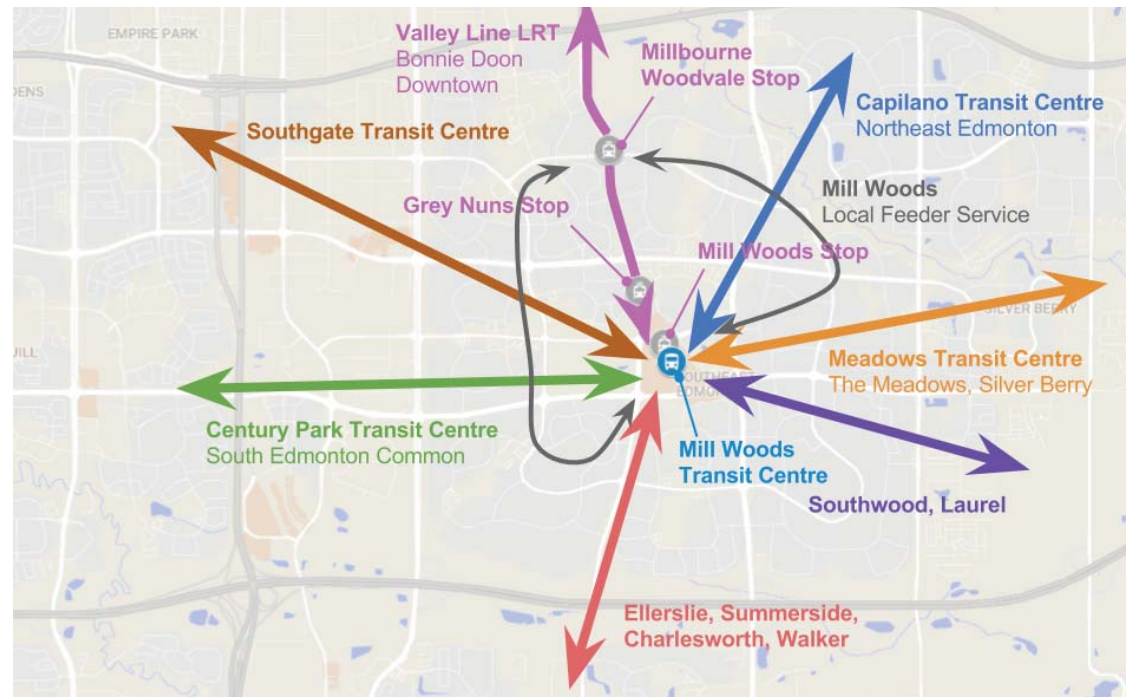
The Transit Centre will be open for service at the same time, or before, the LRT station in 2020. It is not dependent upon the private development occurring.



PROPOSED BUS SERVICE TO VALLEY LINE LRT MILL WOODS TRANSIT CENTRE

- Improved bus service will provide more convenient access to the Valley Line LRT.
- Kiss and Ride on 28 Avenue will provide the opportunity for drop offs and pick ups.
- Direct service will be provided to:

- Mill Woods neighbourhoods
- Meadows Transit Centre, The Meadows and Silver Berry neighbourhoods
- Southwood and Laurel neighbourhoods
- Ellerslie, Summerside, Charlesworth and Walker neighbourhoods
- Century Park Transit Centre and South Edmonton Common
- Southgate Transit Centre
- Capilano and Northeast Edmonton



COMMUNITY SAFETY LIAISON SOUTHEAST DIVISION






Nicole Nunes

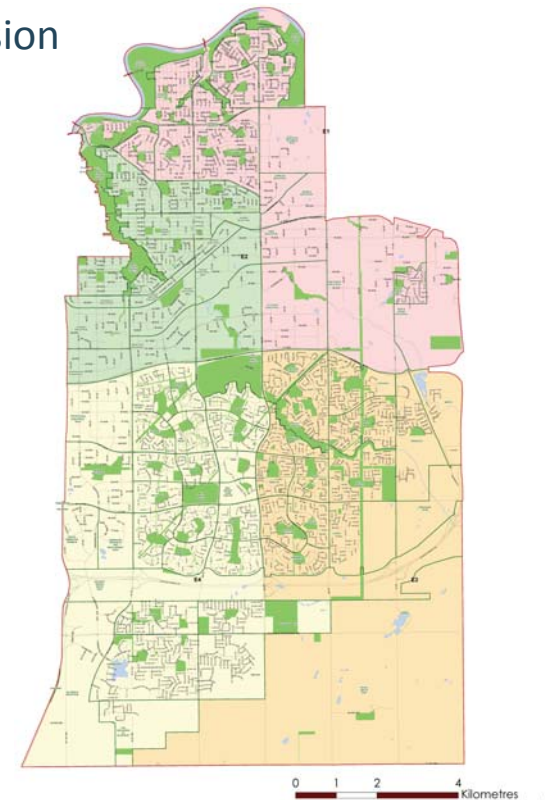
Community Safety Liaison
Neighbourhood Empowerment Team

Phone: 780.288.2317

Email: nicole.nunes@edmonton.ca

EPS Southeast Division

-  Division Boundary
-  Neighbourhoods
-  E1
-  E2
-  E3
-  E4



PUBLIC MEETING FEEDBACK

Edmonton



THANK YOU

Thank you for attending!

