

Bylaw 18108

A Bylaw to amend Bylaw 16537,
Mill Woods Station Area Redevelopment Plan

WHEREAS pursuant to the authority granted to it, City Council on September 16, 2013, passed Bylaw 16537, being a bylaw to adopt Mill Woods Station Area Redevelopment Plan; and

WHEREAS from time to time Council finds it desirable to amend Mill Woods Station Area Redevelopment Plan; and

WHEREAS City Council now deems it in the public interest to further amend Mill Woods Station Area Redevelopment Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. That Bylaw 16537, Mill Woods Station Area Redevelopment Plan is hereby amended by the following:
 - a. deleting the Table 2: Land Use Precincts and Table 3: Population Projections and replacing with “Table 2: Land Use Precincts” and “Table 3: Population Projections” as attached hereto as Schedule “A” and forming part of this Bylaw;
 - b. deleting the Map entitled “Bylaw 16537, the Mill Woods Station Area Redevelopment Plan” and substituting therefore the Map entitled “Bylaw 18108, the Mill Woods Station Area Redevelopment Plan” attached hereto as Schedule “B” and forming part of this Bylaw;
 - c. deleting Figure 5: 2013 Zoning and replacing with “Figure 5: Zoning” as attached hereto as Schedule “C” and forming part of this Bylaw;

- d. deleting Figure 8: Balanced Network of Streets and replacing with “Figure 8: Balanced Network of Streets” as attached hereto as Schedule “D” and forming part of this Bylaw;
- e. deleting Figure 9: Potential Public and Private Street Allocation and replacing with “Figure 9: Potential Public and Private Street Allocation” as attached hereto as Schedule “E” and forming part of this Bylaw;
- f. deleting Figure 12: Pedestrian Priority Area / Integrated Transit Block and replacing with “Figure 12: Pedestrian Priority Area / Integrated Transit Block” as attached hereto as Schedule “F” and forming part of this Bylaw;
- g. deleting Figure 13: Active Transportation Network and replacing with “Figure 13: Active Transportation Network” as attached hereto as Schedule “G” and forming part of this Bylaw;
- h. deleting Figure 14: Parks and Open Space and replacing with “Figure 14: Parks and Open Space” as attached hereto as Schedule “H” and forming part of this Bylaw;
- i. deleting Figure 15: Development Concept and replacing with “Figure 15: Development Concept” as attached hereto as Schedule “I” and forming part of this Bylaw;
- j. deleting Figure 16: Precinct Areas and replacing with “Figure 16: Precinct Areas” as attached hereto as Schedule “J” and forming part of this Bylaw;
- k. deleting Figure 23: Building Height Strategy and replacing with “Figure 23: Building Height Strategy” as attached hereto as Schedule “K” and forming part of this Bylaw;
- l. adding the following after Section 4.4.3 Mill Woods Town Centre, Policies 5., and re-numbering accordingly:
 - 1. “The bus Transit Centre facility shall be generally located in Sub Area D as per Figure 6: Conceptual Illustration of the Mill Woods Station Area Redevelopment Plan, Bylaw 18109, in general accordance with the Conceptual Site Plan shown in Appendix 1 of Bylaw 18109. The extent and exact location of the alignment and configuration is to be determined by The City of Edmonton and the owner.
 - 2. Before the City of Edmonton starts constructing the Mill Woods Transit Centre, a public access easement shall be registered for the upgrade and access to the private internal drive aisles as the access roads serving the Transit Centre, as generally illustrated in Appendix 5 of Bylaw 18109. Any costs associated with improving the existing shopping centre driving aisles to facilitate the access to and from the Mill

Woods Transit Centre shall be the City of Edmonton's responsibility. The owner and the City of Edmonton shall enter in to the necessary agreements pertaining to maintenance and other matters pertinent to this access.

3. An opportunity to integrate the Transit Centre main shelter and other amenities within a private development may be explored by the owner and the City of Edmonton.
4. The City of Edmonton shall acquire the area for a Future ETS Walkway Connection, as illustrated in Appendix 1, Bylaw 18109. An interim walkway connection running from the LRT station, along the west edge of the professional building parking lot, to the Transit Centre, shall be constructed at the City of Edmonton's expense."

READ a first time this	day of	, A. D. 2017;
READ a second time this	day of	, A. D. 2017;
READ a third time this	day of	, A. D. 2017;
SIGNED and PASSED this	day of	, A. D. 2017.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

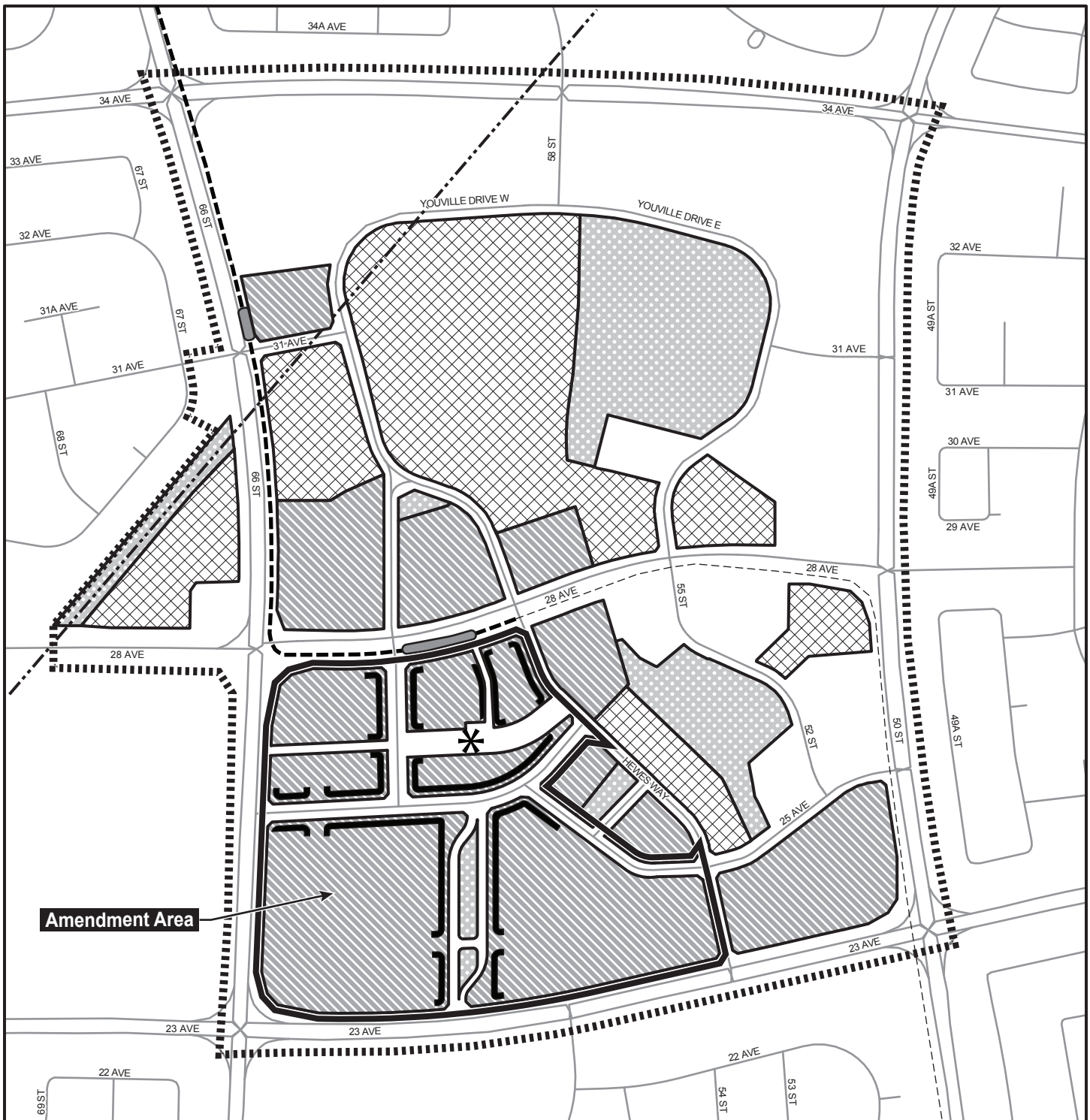
Table 2: Land Use Precincts

Precinct:	Built Form:	Rezone to:	Maximum Height:
Transit	LRT stop and transit centre, low to high rise apartments	Direct Control	18 storeys
28 Avenue	Low to high rise apartments, mixed-use commercial	Direct Control	14 storeys
Mill Woods Town Centre	Low to medium rise apartments, mixed-use commercial	Direct Control	2-18 storeys (Refer to Figure 23)
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
Grey Nuns	Institutional and employment uses, workforce housing	Direct Control; other zone can be used west of Youville Drive	6 storeys
Neighbourhood Infill	Low to medium rise apartments, stacked row housing, rowhousing	Direct Control or other zone	4-14 storeys

Table 3: Population Projections

Based on the development concept, the table below profiles the estimated development potential in each precinct and the associated potential population. The maximum anticipated residential development is just over 4,500 units, with a population increase of about 5,780 persons in these areas over 25 or more years. More likely outcomes with full build out are in the range of 3,700 units and 4,600 people added to the existing population (see *Table 1: 2012 City Census Neighbourhood Profiles*).

Land Use Precinct	Development Parcel Size (ha)	Expected Density (dwelling units/ha)	Maximum New Units	Persons Per Unit (ppu)	Maximum New Population
Grey Nuns Precinct	13.4	n/a	n/a	n/a	n/a
28 Ave. Precinct	8.9	224-325	2,902	1.2	3,483
Transit Precinct	3.1	224-325	301	1.2	362
Hewes Way Precinct	4.1	224	534	1.2-1.5	801
Mill Woods Town Centre	14.4	224-325	669	1.2-1.5	803
Neighbourhood Infill	4.1	50-224	172	1.2-2.5	333
Total	48.0		4,578		5,780



BYLAW 18108
AMENDMENT TO MILL WOODS STATION
 Area Redevelopment Plan



- | | | |
|--|---|-------------------------------|
| Mixed Use (Residential / Commercial / Institutional) | Required Retail | LRT Stop |
| Residential | Plan Boundary | Approved LRT Alignment |
| Institutional / Commercial / Workforce Housing | Transit Centre Configuration to be determined | Possible Future LRT Extension |
| Open Space | | Pipeline Corridor |

Figure 5: Zoning

- Future LRT Stop
- Approved LRT Alignment
- Zone Boundary
- .- Plan Boundary
- .- Amendment Boundary

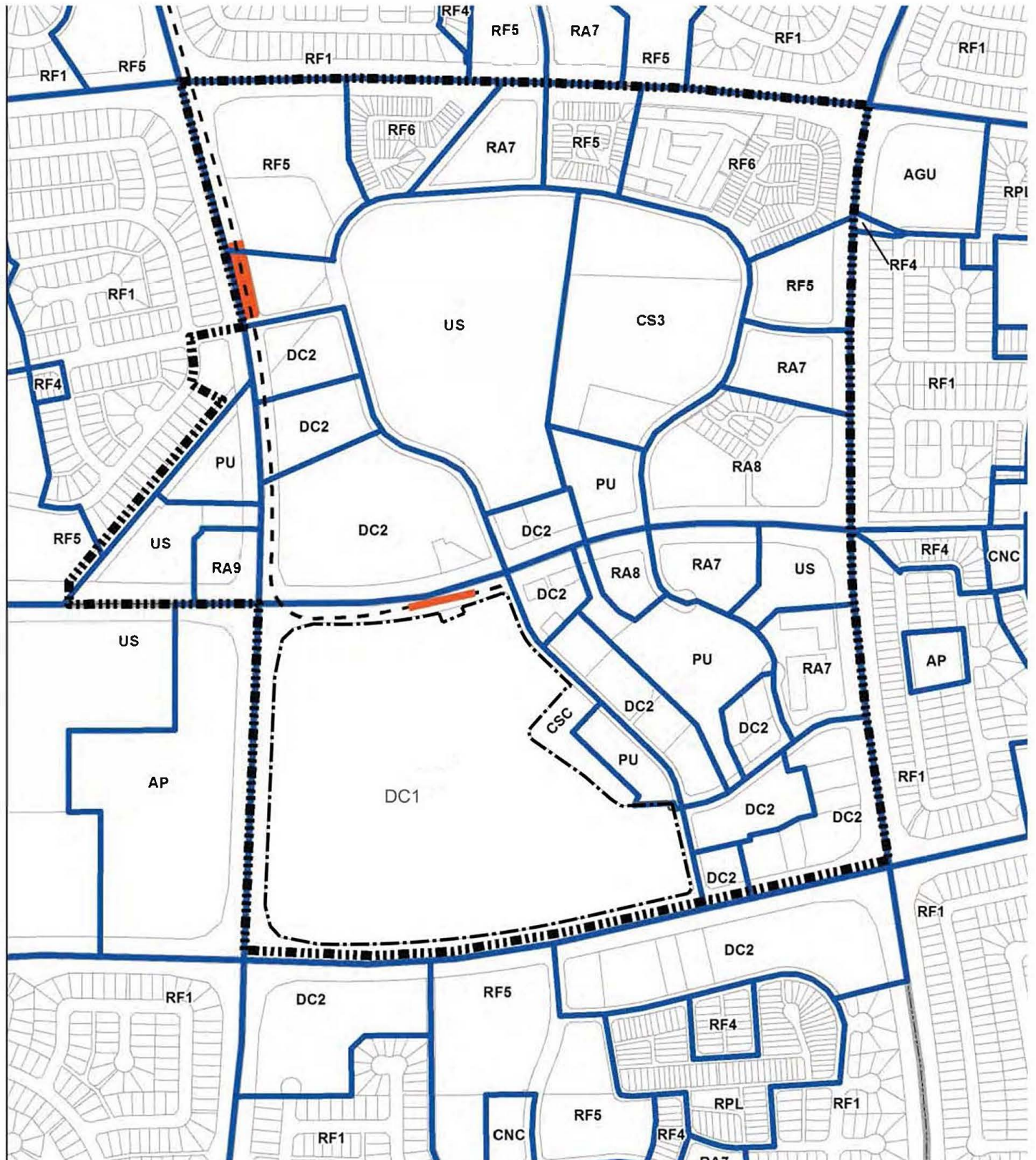
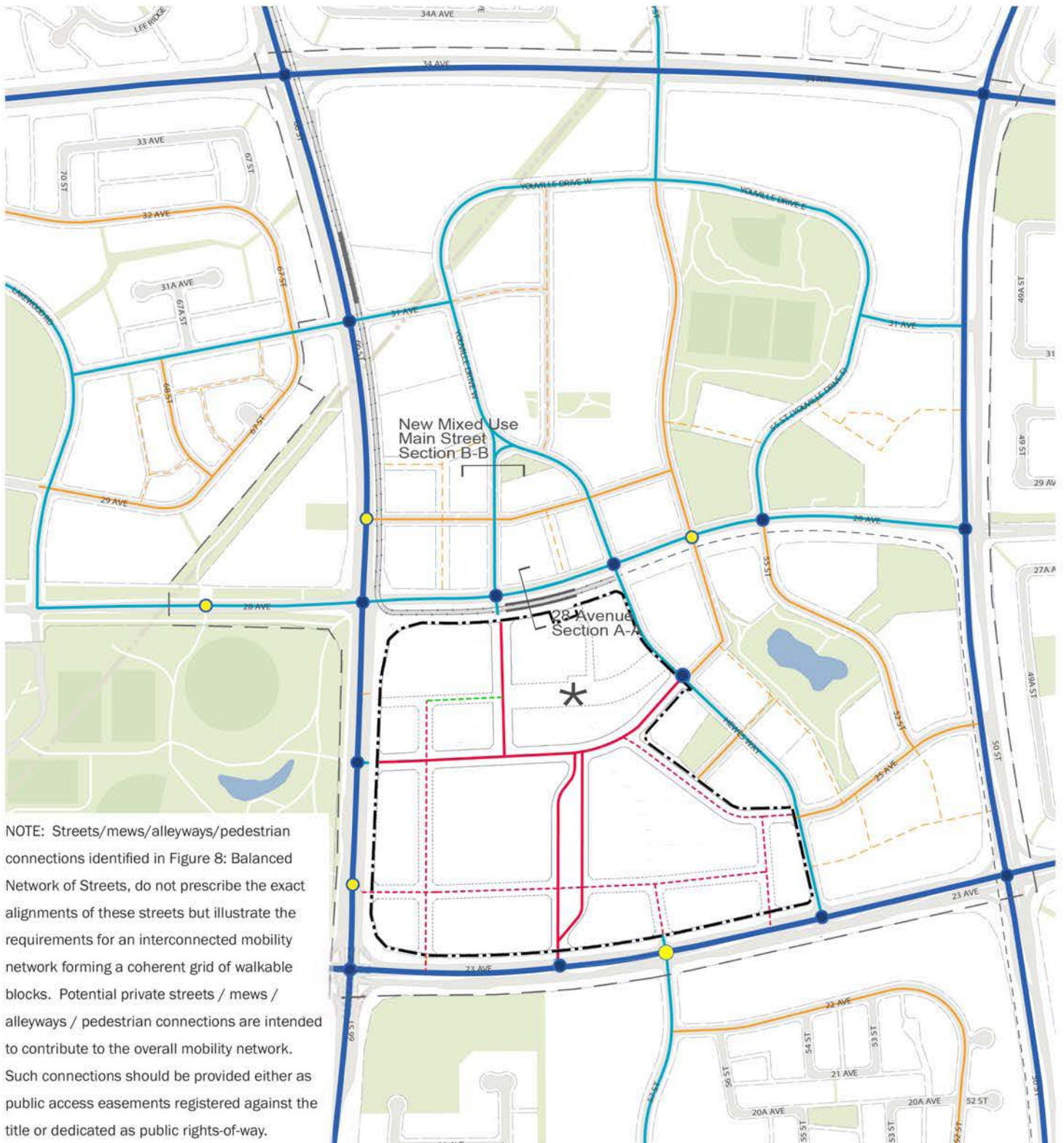
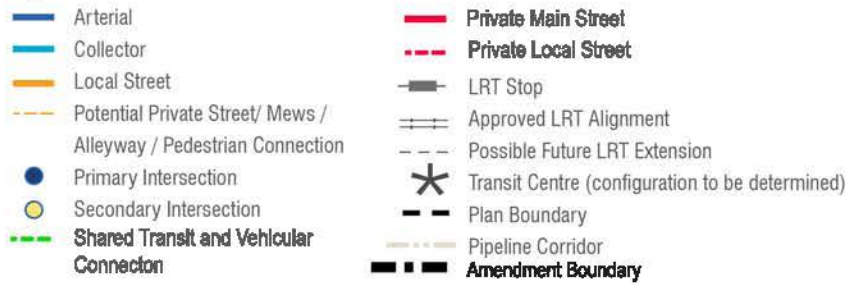


Figure 8: Balanced Network of Streets



NOTE: Streets/mews/alleyways/pedestrian connections identified in Figure 8: Balanced Network of Streets, do not prescribe the exact alignments of these streets but illustrate the requirements for an interconnected mobility network forming a coherent grid of walkable blocks. Potential private streets / mews / alleyways / pedestrian connections are intended to contribute to the overall mobility network. Such connections should be provided either as public access easements registered against the title or dedicated as public rights-of-way.

Figure 9: Potential Public and Private Street Allocation

- | | |
|---|--|
| — Arterial | — Private Main Street |
| — Collector | - - - Private Local Street |
| — Local Street | — LRT Stop |
| - - - Potential Private Street/ Mews / Alleyway / Pedestrian Connection | — Approved LRT Alignment |
| ● Primary Intersection | - - - Possible Future LRT Extension |
| ● Secondary Intersection | ✱ Transit Centre (configuration to be determined) |
| - - - Shared Transit and Vehicular Connection | — Plan Boundary |
| | - - - Pipeline Corridor |
| | - - - Amendment Boundary |

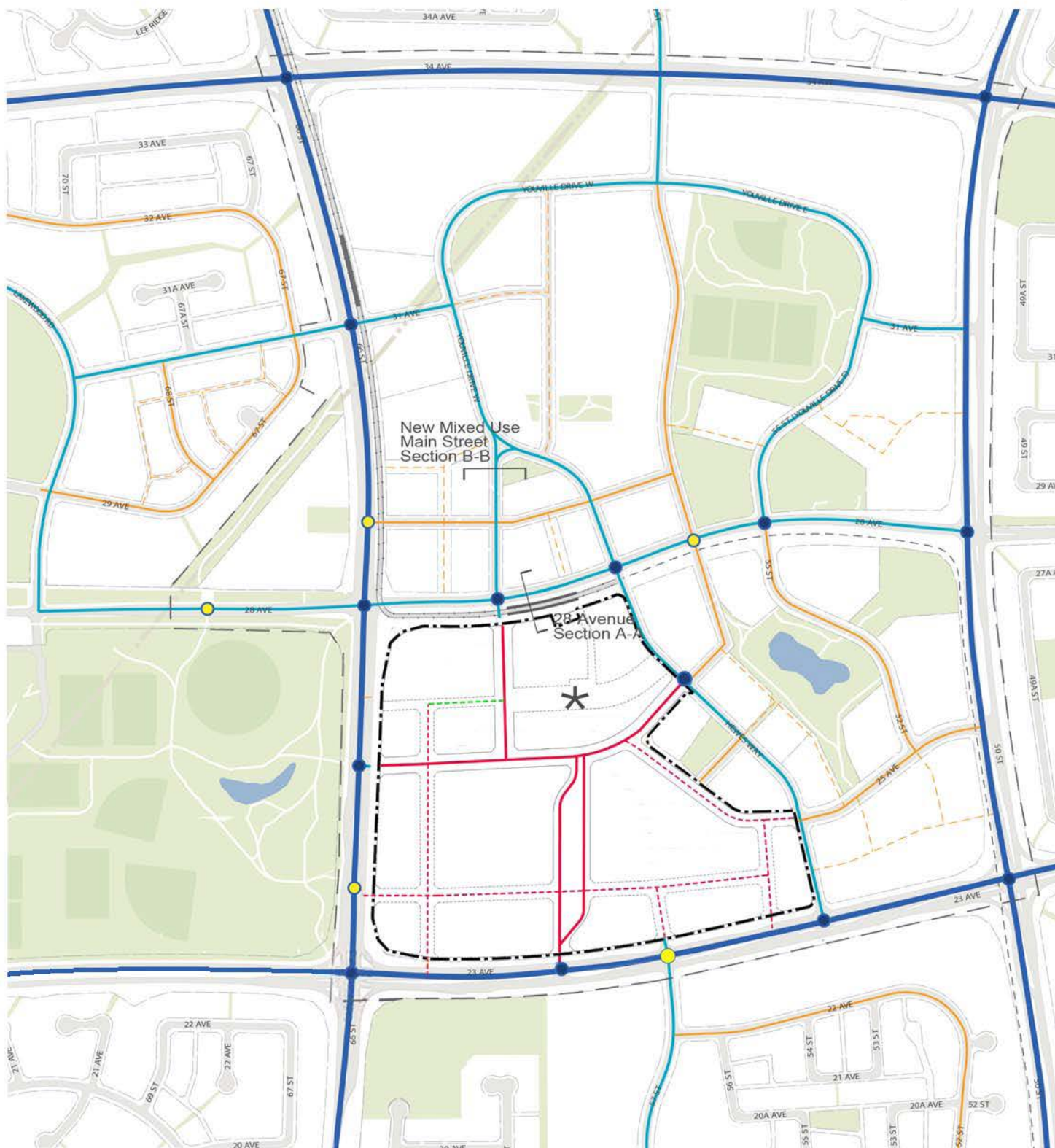


Figure 12: Pedestrian Priority Area / Integrated Transit Block

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|---|-------------------------------|---|------------------------------------|
|  | LRT Line |  | Pedestrian Priority Area |
|  | LRT stop |  | Plan Boundary |
|  | Possible Future LRT Extension |  | Pipeline Corridor |
|  | Bus Route (in 2013) |  | Future Transit Centre Bus Route |
|  | Amendment Boundary |  | Transit Centre (Configuration TBD) |

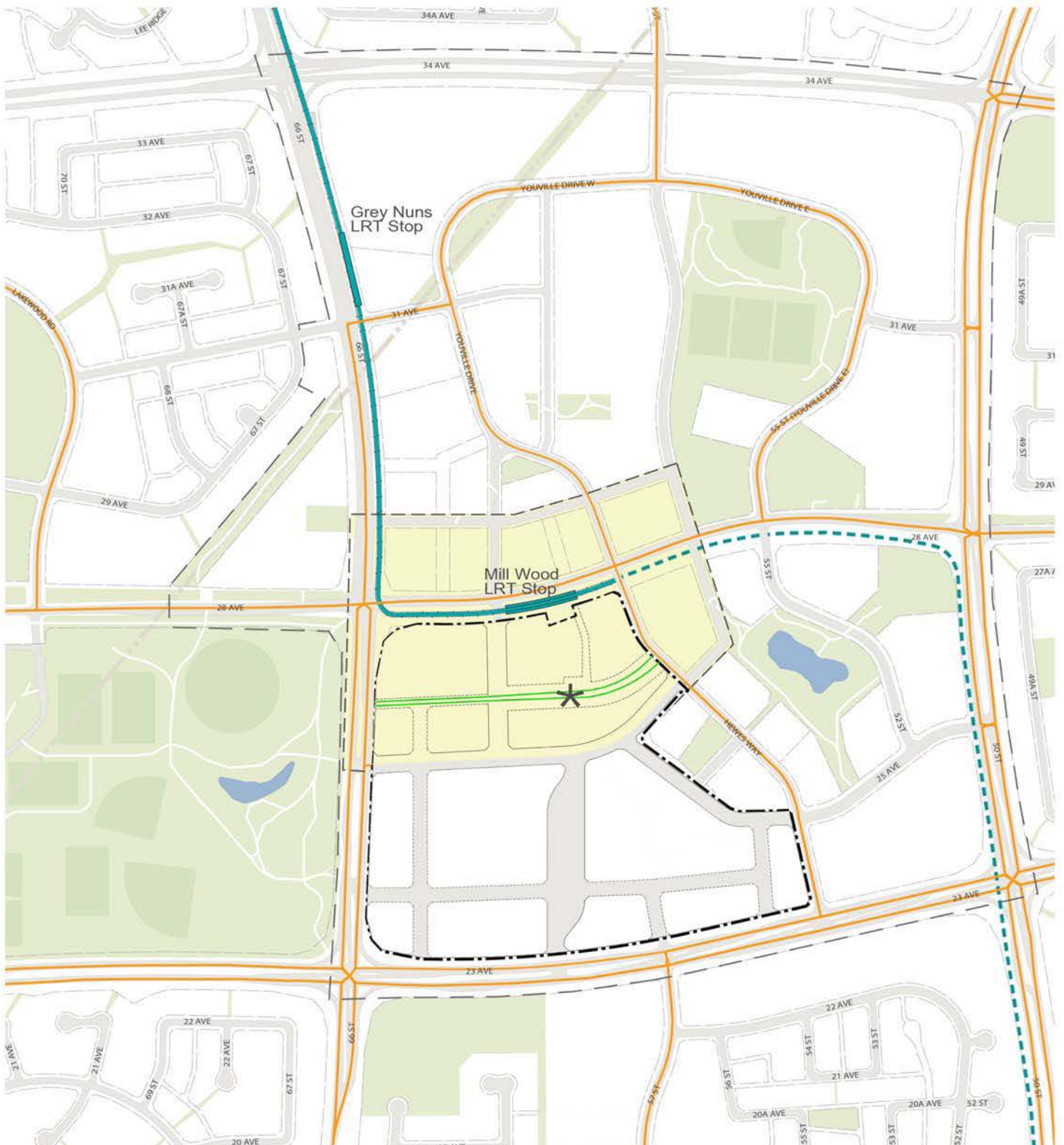


Figure 13: Active Transportation Network

- Bicycle Route
- **Proposed Bicycle Route on Public Road**
- Proposed Bicycle Route Improvements
- Shared-use path
- Proposed/Improved shared-use path
- Primary Intersection
- Secondary Intersection
- - - Potential Publicly Accessible Private Open Space
- - - Potential Private Street/ Mews/ Alleyway/ Pedestrian Connection
- LRT Stop
- Approved LRT Alignment
- - - Possible Future LRT Extension
- - - Plan Boundary
- Pipeline Corridor
- ✱ Transit Centre (configuration TBD)
- - - Amendment Boundary

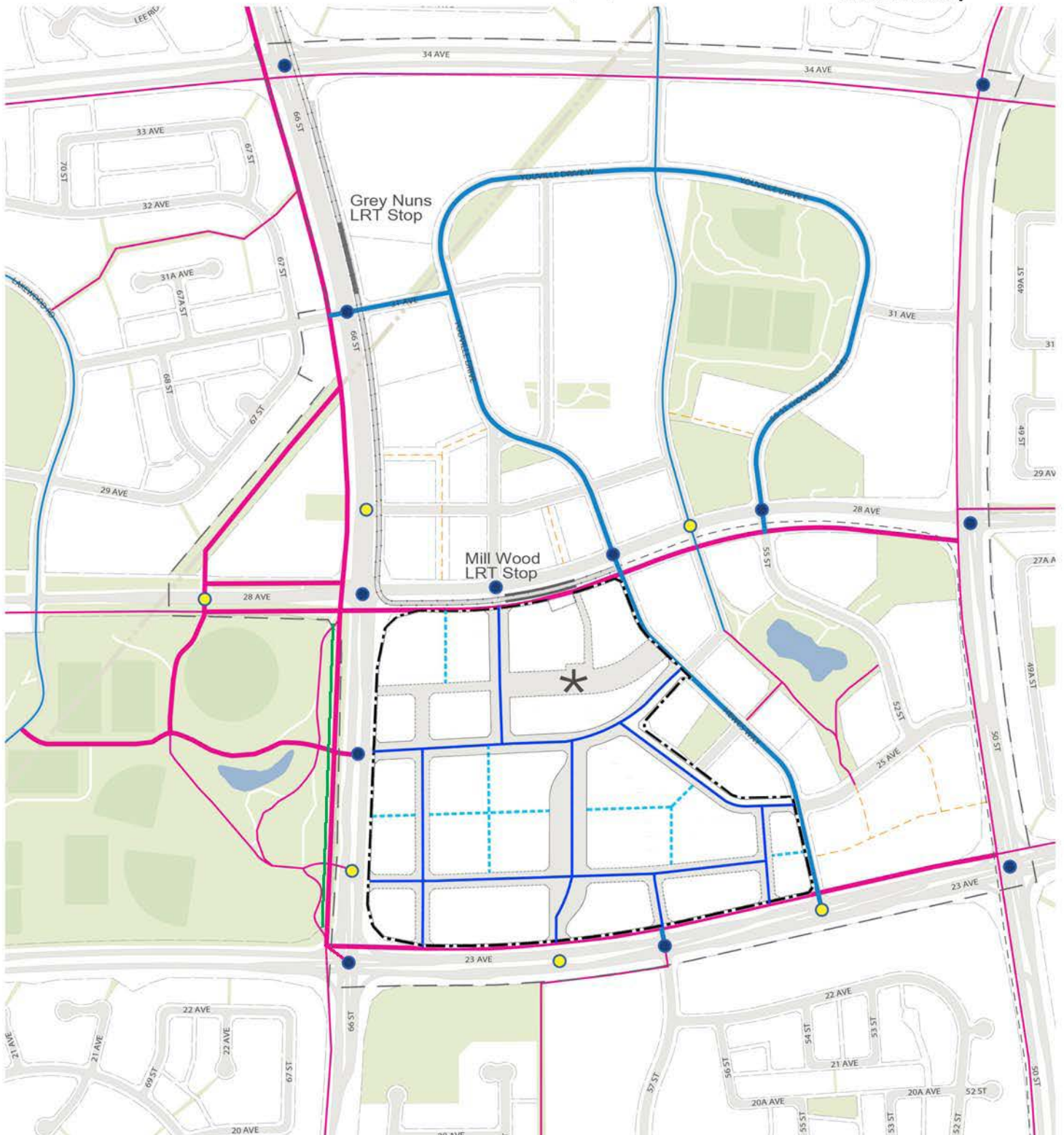


Figure 14: Parks and Open Space


























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|---|--|---|------------------------------------|
|  | Open Spaces |  | LRT Stop |
|  | Plazas / Squares |  | Approved LRT Alignment |
|  | Community Amenities |  | Possible Future LRT Extension |
|  | Trail |  | Plan Boundary |
|  | Viewpoints |  | Pipeline Corridor |
|  | Potential Publicly Accessible Private Open Space |  | Transit Centre (configuration TBD) |
| | |  | Amendment Boundary |



Figure 15: Development Concept

- | | |
|--|---|
|  Institutional/Commercial/Workforce Housing |  Transit Centre (configuration to be determined) |
|  Mixed-use |  Approved LRT Alignment |
|  Residential |  Possible Future LRT Extension |
|  Open Space |  Plan Boundary |
|  Required Retail |  Pipeline Corridor |
|  LRT Stop |  Amendment Boundary |



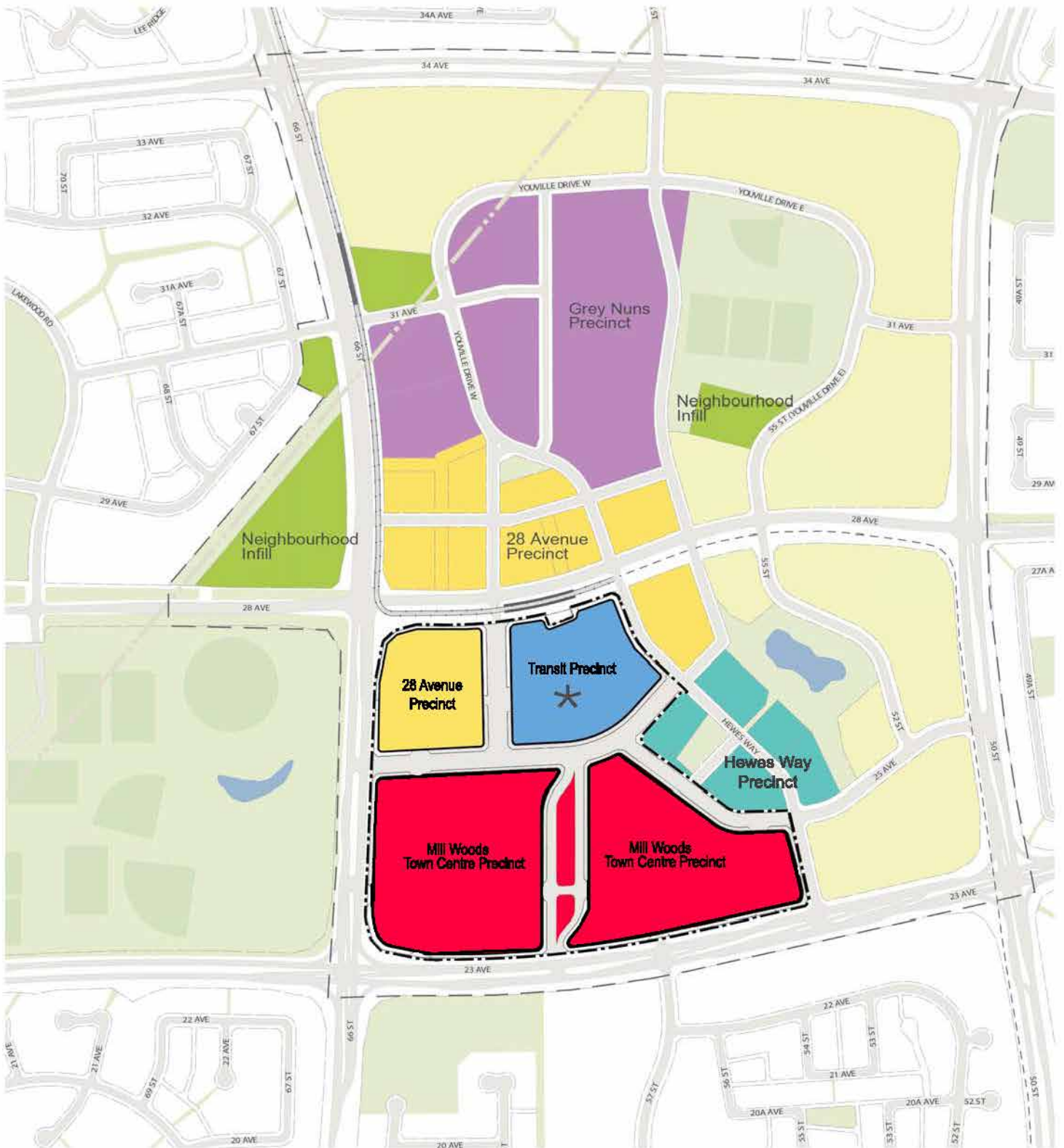


Figure 23: Building Height Strategy

