

PLAN AMENDMENT AND REZONING MILL WOODS TOWN CENTRE

2331 - 66 STREET NW

To allow for a mixed-use, higher density, transit-oriented development around the future Mill Woods LRT station and Transit Centre.



RECOMMENDATION AND JUSTIFICATION

Sustainable Development is in SUPPORT of this application because it:

- Provides for development which fulfills the objectives and vision of the Mill Woods Station Area Redevelopment Plan;
- Provides for an urban, mixed-use development which takes advantage of a major transit hub;
- Provides for a variety of housing options and local services;
- Provides for high-quality urban design and streetscapes according to an interconnected grid, with priority for active modes of transportation; and
- Allows for the site to transition over time to higher and better uses of the land.

THE APPLICATION

1. BYLAW 18108 to amend the Mill Woods Station Area Redevelopment Plan (ARP) to reflect the proposed Direct Development Control Provision.
2. BYLAW 18109 to amend the Zoning Bylaw from (CSC) Shopping Centre Zone to (DC1) Direct Development Control Provision to allow for a mixed-use, higher density transit-oriented development.

Bylaw 18108 is an amendment to the Mill Woods Station Area Redevelopment Plan. The amendment updates the description of land use Precincts affected by the DC1 to reflect the continued application of ARP policies across the site, while recognizing variations in mix of uses and heights as described in detail by the DC1. The Amendment also updates population projections to account for development on the Mill Woods Town Centre site, which the original ARP did not describe. Figures depicting the development concept, street grids, and mobility connections are also updated to reflect the detail determined by the DC1 for the site.

Bylaw 18109 is the application of a (DC1) Direct Development Control Provision to the entirety of the Mill Woods Town Centre site. The use of a Direct Control zone is prescribed for any rezoning in this area by the ARP, in order to ensure that future development conforms with the explicit policies of the ARP and takes advantage of the future major transit hub. The DC1 divides the site into seven Sub Areas for the purpose of controlling height, density, uses, character, and built form.

The DC1 applies a maximum number of residential dwellings for the site, with the flexibility to develop these throughout in a variety of configurations from mid-rise to high-rise, as stand-alone residential or in mixed-use buildings. Likewise, a maximum size of non-residential floor area is applied to the site as a whole, with the ability to develop this in varying configurations throughout the Sub Areas, and accommodating retail, office, and other commercial uses.

Rather than regulating the design of each individual building on this large site, this DC1 adopts a “form-based” approach to controlling the built form and publicly-accessible urban spaces. Sub Areas are accessed and divided by new streets and are described visually in cross-sections, according to the City of Edmonton “Complete Streets Guidelines”. In turn, there are relationships between the width of streets and the required minimum and maximum heights of buildings facing the streets, which ensures a comfortable pedestrian realm at ground level. The ‘superblocks’ created by the original street patterns in Mill Woods Town Centre are divided up by a finer-grained hierarchy of streets, lanes, and pedestrian walkways and mews, while being connected through an on- and off-street bicycle network.

The development of a new LRT station and the relocation of the Mill Woods Transit Centre bus terminal to be proximate with the LRT offer key opportunities for this development. The DC1 recognizes the importance of this integrated transit hub as an important place for people to live, visit, and move seamlessly through. To maximize this potential the greatest height and density is located next to this focal point, with a gradient of declining height and density across the site further from this area. Flexibility to arrange and share parking between uses is provided, while prohibiting the sterilization of land near the transit hub by surface parking.

SITE AND SURROUNDING AREA

The Mill Woods Town Centre site encompasses a large area of land, 23.8 hectares (approximately 59 acres) in size. Most of the site has been developed for low-density suburban commercial uses, including the Mill Woods Town Centre shopping mall, a Canadian Tire store, and various commercial pads. A significant portion of the site along 28 Avenue NW has never been developed and is in a greenfield state, framed by parking lots which provide for overflow. There is a three-storey professional and medical office building at the northeast corner of the site on 28 Avenue and Hewes Way, and several commercial pads with drive-through restaurants at the northwest corner of the site.

The areas immediately north and east of the site are developed with commercial shopping centres, and several professional and medical office buildings along Hewes Way. The Mill Woods Library and Senior and Multicultural Centre is also located along Hewes Way, next to the existing Mill Woods Transit Centre. The Grey Nuns Hospital is about 300 m to the north. The residential areas surrounding the hospital are primarily medium-density rowhousing and apartment developments. To the northwest of the site is a 15-storey apartment building, and several 3 to 5 storey buildings for senior's housing and extended care facilities, within the Kameyosek neighbourhood. South of the site beyond 23 Avenue is a commercial strip, and the Mill Woods Pentecostal Assembly church at the corner of 23 Avenue and 66 Street. To the west, across 66 Street NW, is Mill Woods Park, which hosts a variety of recreation fields and facilities.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> • (CSC) Shopping Centre Zone 	<ul style="list-style-type: none"> • Mill Woods Town centre shopping mall • Commercial pads • Small office building
CONTEXT		
North	<ul style="list-style-type: none"> • (US) Urban Services Zone • (RA9) High Rise Apartment Zone • (DC2 232) Site Specific Development Control Provision • (US) Urban Services Zone • (DC2 661 A) 	<ul style="list-style-type: none"> • 3-5 storey buildings • 15 storey apartment building • Shopping centre • Grey Nuns Hospital • Shopping Centre
East	<ul style="list-style-type: none"> • (DC2 661 B) • (DC2 240) • (PU) Public Utility Zone • (DC2 560) • (DC2 559) 	<ul style="list-style-type: none"> • Shopping Centre • Medical and professional office buildings • Mill Woods Transit Centre • Apartment buildings • Commercial pad
South	<ul style="list-style-type: none"> • (DC2 425) • (RF5) Row Housing Zone • (DC2 375) • (RF1) Single Detached Residential Zone 	<ul style="list-style-type: none"> • Shopping centre • Row housing • Church • Low density residential housing
West	<ul style="list-style-type: none"> • (AP) Public Parks Zone • (US) Urban Services Zone) 	<ul style="list-style-type: none"> • Mill Woods Park



VIEW OF THE SOUTH MAIN SHOPPING MALL ENTRANCE

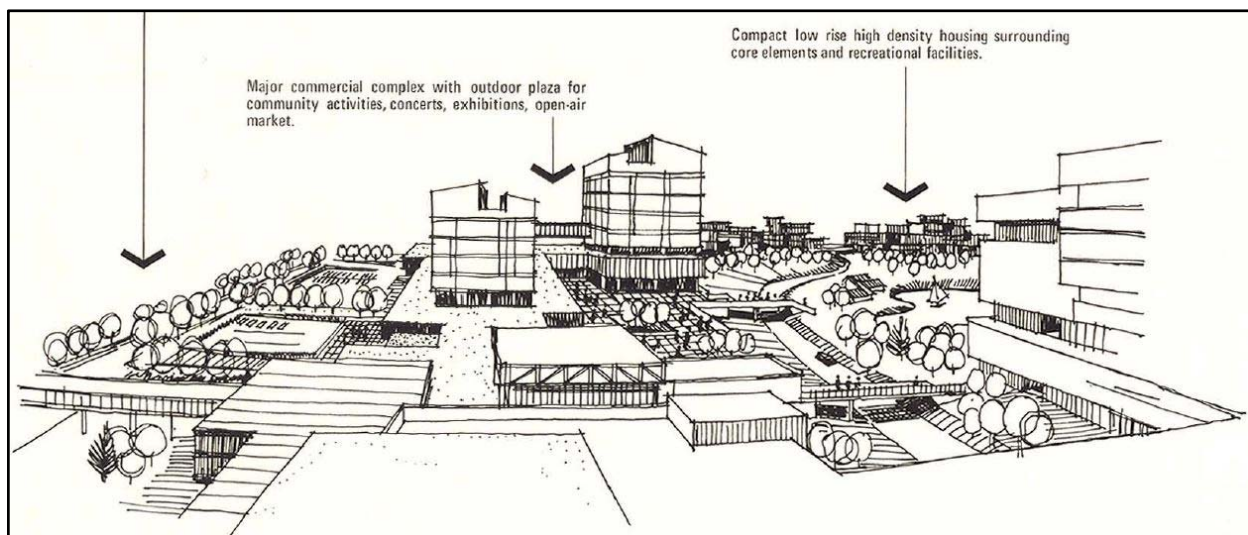


VIEW FACING THE NORTHWEST CORNER OF THE SITE

PLANNING ANALYSIS

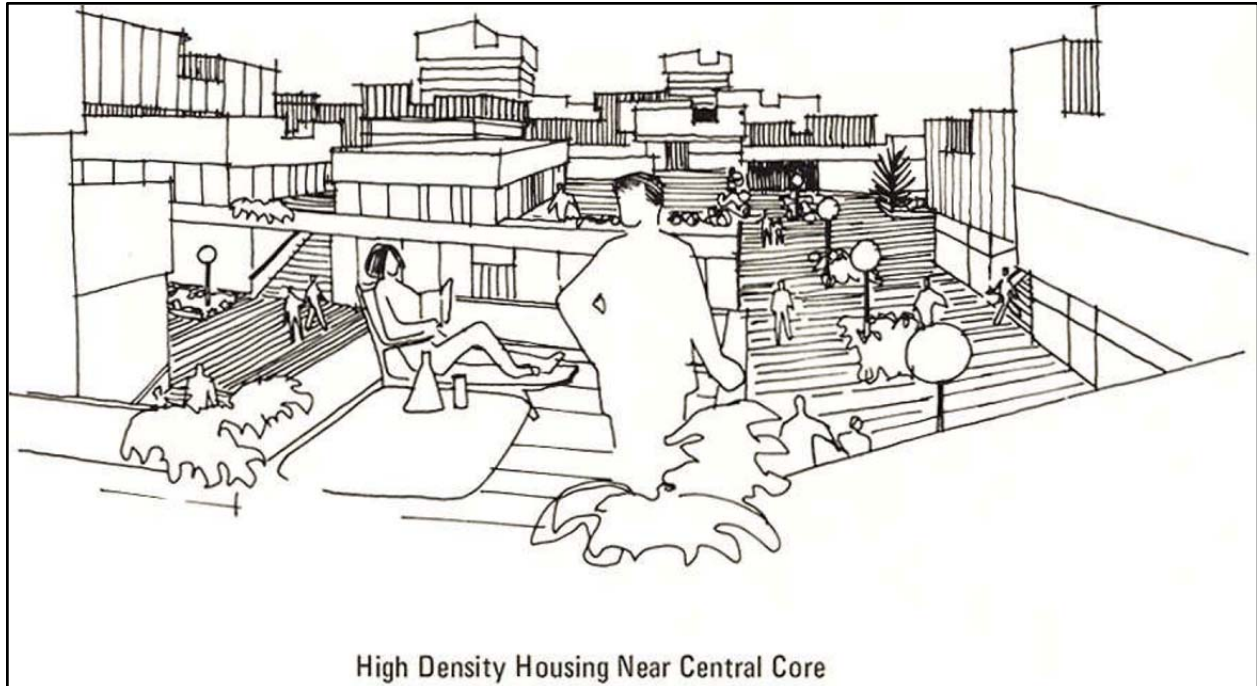
BACKGROUND AND HISTORY OF THE SITE

In the late 1960's Edmonton was booming, riding the upswell in oil and gas activity in the province. With many newcomers moving to Edmonton to serve these rapidly expanding industries, housing was in short supply. Seeking to respond to this demand, the Province and the City began a land assembly process for a new, master-planned community south-east of the established city. This community plan would become Mill Woods- a suburban town within the City, composed of a number of individual neighbourhood units with their own schools and local stores. At the centre of the community would be the high-density, mixed-use commercial and entertainment core, served by a new rapid-transit line entering from the west and connecting to downtown.



THE ORIGINAL VISION FOR THE TOWN CENTRE (1971)

By 1971, the Mill Woods Development Concept was approved which enabled development to begin. Rapid homebuilding occurred beginning with the communities of Tweddle Place, Michaels Park, Richfield, and Lee Ridge. Homes went up swiftly, with development advancing south along the west of the Mill Woods area. Local services and schools were not always available to serve the burgeoning communities, but over time these pieces of the community would fill in. Following the economic patterns of boom and bust in the region, new neighbourhoods would quickly expand, grow more slowly for a time, then rapidly again. Mill Woods would develop south from the original neighbourhoods, then east and north, largely counter-clockwise, circumnavigating the town centre core. New neighbourhood development would continue into the 1990s as the north-east corner filled in.



THE ORIGINAL VISION FOR TOWN CENTRE HIGH DENSITY RESIDENTIAL (1971)

The anticipated rapid transit line to Mill Woods, identified as part of the city-wide transportation network in Edmonton's 1981 General Municipal Plan, never arrived. The extra-wide right-of-way along 28 Avenue belies the plan to accommodate a train; over time, landscaping has grown in and fills some of the space, while a few daycares use the area for play yards. A shared-use path is the most recent improvement, connecting a gulf between the town centre, high schools, and the recreation centre. Without the terminus of a rapid transit system to support the planned density of 10,000 people within the Town Centre area, the core area never developed to its anticipated potential. The Grey Nuns Hospital opened in 1988, a major development for the southeast. In the same year the Mill Woods Town Centre shopping mall would open, partially realizing that grand vision for this community core.

Move ahead a generation - today, the Valley Line LRT is under construction to Mill Woods Town Centre. Mill Woods is no longer the frontier of suburban development and its neighbourhoods are considered established communities within the city, which are now experiencing some infill redevelopment. The commercial centre serves not only Mill Woods but also The Meadows, and even the Ellerslie and Decoteau areas south of the Anthony Henday Drive. With the arrival of the LRT comes an opportunity for the centre of Mill Woods to continue to grow towards the lively hub envisioned back in 1971.

LAND USE COMPATIBILITY

The proposed DC1 is aligned with the Mill Woods Station ARP and is appropriate to the context of the site and surrounding areas. The highest density and height are permitted adjacent to the Mill Woods LRT stop and the site of the relocated bus Transit Centre, following guidance from the Municipal Development Plan (MDP) and the TOD Guidelines to locate high density at major transit nodes. The majority of the site is restricted to a maximum of six storeys (23.0 m), in scale with surrounding residential developments which are three to five storeys in height.

The Town Centre area has been identified through subsequent plans as the local hub for Mill Woods, offering higher-density residential and mixed-use developments to provide local retail and employment to this area of the city. The existing area adjacent to the site is primarily commercial, consisting of offices and large shopping complexes. Major institutional uses including the Grey Nuns Hospital and various supportive living and seniors facilities are also proximate to the site.

Residential areas in proximity to the site are separated by distance and intervening uses. To the east, there is one four-storey residential building across Hewes Way at the south end of the site. The other residential areas to the east are about 150 m away from the site, with commercial developments and park space in between. The Meyokumin neighbourhood to the south has one row housing development directly across from the site, with the rest of the neighbourhood separated from the site by a commercial strip and a large church site. The south area of the site, designated Sub Area F, is intended for primarily auto-oriented uses and suburban style commercial, as presently exists today. Mill Woods Park extends for approximately one kilometer to the west, providing large areas of park space and recreational facilities to the area.

The area is served by abundant park space. To the north of the site about 250 m is Tawa Park/Sister Mary Ann Casey Park, which offers multiple sports fields and walking paths. Within 100 m of the site to the east is the Mill Woods Town Centre storm pond, which is bordered by green space, walking paths, and look-out points. To the south 350 m is Meyokumin Elementary school and park. Directly to the west across 66 Street is Mill Woods Park, providing over 31 hectares of open area, developed sports fields, paths, ponds, and trails, as well as two high schools, and the Mill Woods Recreation Centre.

PLANS IN EFFECT

Mill Woods Station Area Redevelopment Plan (ARP)

The Mill Woods Station ARP was adopted in September of 2013 in anticipation of the LRT extension to Mill Woods, for which planning began in earnest in 2011. The ARP provides a framework and policies to support increased density near the LRT line and stops in order to support the transit network, provide increased housing stock choices, as well as expanded commercial and employment opportunities at key nodes. This ARP replaced the former Mill Woods Town Centre Area Structure Plan (ASP), which had been adopted in 1987. This in turn had replaced the generalized concept from the Mill Woods Development Concept, 1971.

The ARP confirms the designation of the Mill Woods Town Centre neighbourhood as an “Enhanced Neighbourhood” in the Transit Oriented Development (TOD) Guidelines, which are explained further below. The ARP reflects the intent of “The Way We Grow” and “The Way We Move” plans to integrate higher density development with transit, and provide opportunity for increased infill development which can utilize existing infrastructure and services. The ARP covers the entire area of the Mill Woods Town Centre shopping mall site, as well as the rest of the Mill Woods Town Centre and Tawa neighbourhoods.

The ARP describes the Mill Woods Town Centre site as suitable for residential, commercial, and mixed-use development (4.1 Development Concept; 4.4 Land Use). The ARP defines Precincts within the area for the purpose of applying specific policies to areas with different character or potential. The subject site comprises all of the Mill Woods Town Centre Precinct and the Transit Precinct, most of the Hewes Way Precinct, and a portion of the 28 Avenue Precinct. The use of Direct Control zoning is mandated by the ARP to ensure the policies are directly applied and that the intent for density and urban form are achieved.

The proposed DC1 reflects most of the policies for these Precincts. No amendment for heights are proposed in the Transit Precinct area, which designates up to 18 storeys (interpreted per the Zoning Bylaw to approximate 60 m). The 28 Avenue Precinct prescribes up to 14 storeys; this is amended for the subject site to match the 18 storeys in the adjacent Transit Precinct and considered appropriate given its adjacency to the transit hub and major roadways. The height permitted on the southwest corner of the Mill Woods Town Centre Precinct has been amended to allow for a development also up to 18 storeys, with consideration to the separation distance from low density residential areas and shadows falling away from residential areas. The rest of the Precinct remains limited to 6 storeys. This is detailed later in the report.

Population projections are provided in the ARP. As of 2016, the population of Mill Woods Town Centre neighbourhood was 1,180 and Tawa was 2,032 for a total of 3,212. A projected population for the Mill Woods Town Centre Precinct was not provided in the ARP, as development plans and potential for the mall site were not assessed at the time. This application provides dwelling unit maximums of 1,750 for the Precinct and the equivalent projected population of 2,275 people.

Fundamental to the objectives and intent of the Mill Woods Station ARP is the deconstruction of the suburban superblock pattern by the introduction of smaller streets, lanes, and walkways, to create the fine-grained grid which supports and encourages walking and bicycling. These objectives are fulfilled by the DC1 which premises the application of a hierarchy of Main Streets, Local Roads, Accessways, and pedestrian Mews through the blocks and Precincts. Along with generous pedestrian spaces on these streets, a bicycle network of designated bicycle lanes and shared-use paths which connect to the city bicycle network are integral in the proposed development. Guaranteed public access to all of these routes has been secured in the proposed DC1.

As the intent of the ARP is to encourage the development of greater height and density, and promote active mobility and transit use, the physical location of parking has been carefully controlled in the proposed DC1. The proposed regulation prohibits the development of surface

parking lots in the vicinity of the transit facilities and densest areas at the north of the site, while allowing for underground parking. Any parking in structures above grade must be developed as part of buildings with active uses and frontage at ground level, and the parking structures must be architecturally screened. The use of reduced parking requirements, shared parking arrangements, or other alternative mobility programs are to be permitted subject to review at development stage. In order to fulfill the ARP mandates for pedestrian priority near to the LRT stop and Transit Centre, enhanced crossings, curb extensions, bollards, signage, and other features beyond regular street standards are required throughout the site.

The requirement for active frontages and street-facing development is implemented through the proposed DC1. The regulation includes required active frontage edges, and incentive setback allowances for uses such as patios. The incorporation of the new Transit Centre within the Transit Precinct is confirmed, and active commercial frontages facing onto the Transit Centre and connecting walkway to the LRT platform are provided. This ensures pedestrian activity through and around the Transit Centre, and passive observation of the area.



CONCEPTUAL RENDER OF MID-RISE, MIXED USE DEVELOPMENT ACROSS THE SITE

APPLICABLE GUIDELINES

Transit Oriented Development (TOD) Guidelines

The City of Edmonton's TOD Guidelines were approved in 2012, and are duly referenced and supported by the Mill Woods Station ARP. The TOD Guidelines apply to the preparation or amendment of Statutory Plans within 800 m of an LRT station, and for Rezoning within 400 m of an LRT station or Transit Centre. For the purposes of this site, the proposed DC1 confirms that the TOD Guidelines shall apply to the entirety of the site, to be referenced should the DC1 or ARP not provide specific guidance on an element of design or development.

The Guidelines designate Mill Woods Town Centre as an "Enhanced Neighbourhood" station area type. This confers higher density residential, street-oriented retail, local employment, and an interconnected street grid supporting active modes transport to the area. The proposed DC1 and ARP amendment follow this guidance as prescribed through the Mill Woods Station ARP. The application of a finer-grained street grid and pedestrian connections improves access to the future Transit Centre and LRT stop, both from future on-site development and from adjacent neighbourhoods.

Complete Streets Guidelines

Adopted in 2013, the Complete Streets Guidelines provide the basis for the structure of the site and the framework for built form as proposed through the DC1. The intent of these Guidelines is to ensure that street design accommodates the needs of all users to create safe, attractive, and comfortable streets, achieved through holistic design sensitive to context. These were used to design the different street cross-sections which are employed in the DC1 to control for safe, multimodal street design. These cross-sections provide distinct pedestrian space, active frontage space, designated cycling facilities, safe road area, and space for boulevard trees. The minimum and maximum heights of buildings fronting the streets on site are related to the prescribed width of each street.

Winter City Design Guidelines

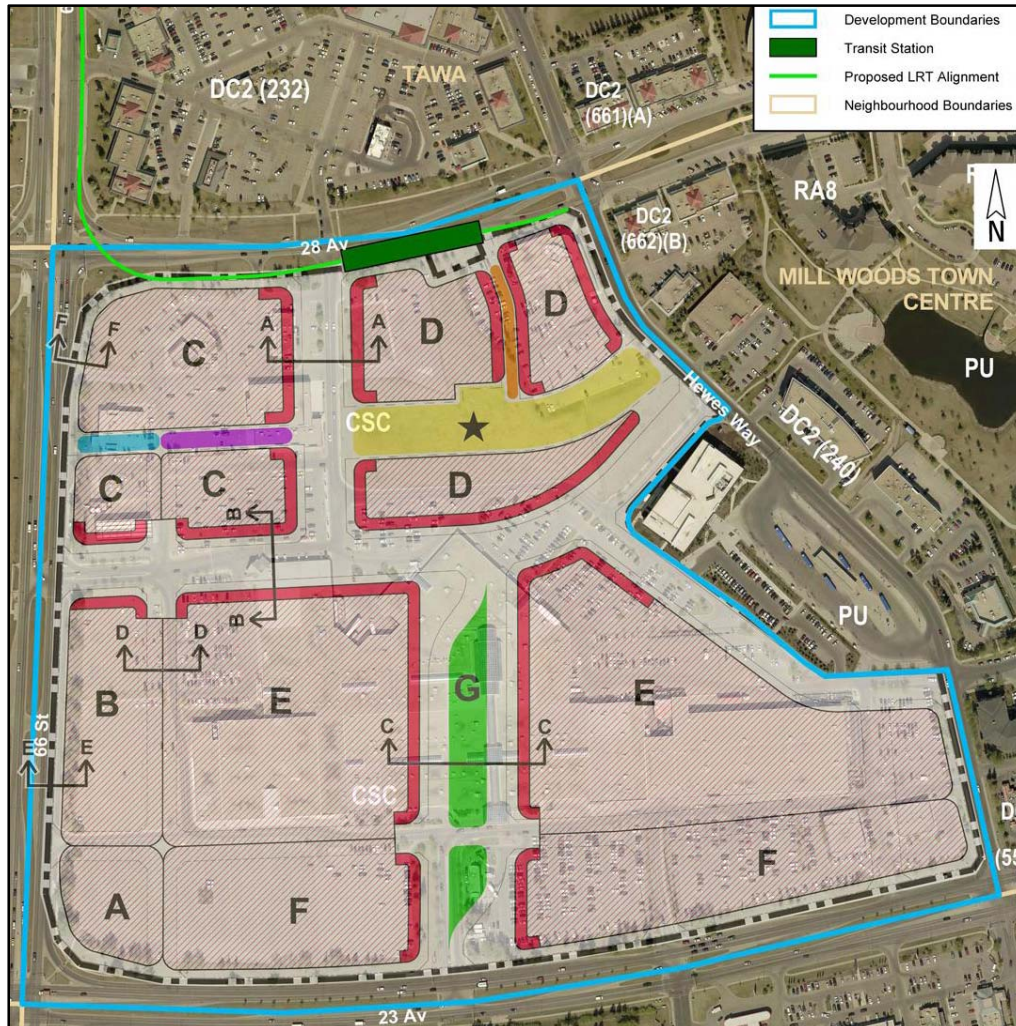
Recognizing that Edmonton is a Winter City, the proposed DC1 looks to the Winter City Design Guidelines to ensure that outdoor spaces and streets accommodate people year-round. The proposed zone incorporates elements such as colour in landscaping and materials, the siting of landscaping and buildings, wind effects, and solar exposure to mitigate the extremes of winter weather. The Guidelines are cited as references for consideration at development stage. The application of good design according to these Guidelines is recognized as necessary as many people will use the site, or travel through the site to transit and services. If the shopping mall is replaced by an open-air development, publicly accessible spaces will continue to provide gathering places year-round.

Design Guide for a Safer City

Attention to Crime Prevention Through Environmental Design (CPTED) is achieved in the DC1 through reference to the Design Guide, as well as enhanced requirements for providing CPTED assessments and responding to concerns at development stage.

APPROACH OF THE DC1

The approach to the development and application of this proposed zoning follows the “form-based” regulation approach. A broad variety of uses is provided for in most of the Sub Areas, with the greatest detail and regulation given to the urban design impacting the public realm and publicly-accessible spaces and streets. The imposition of a street grid is accompanied by defined cross-sections which provide for active, multi-modal streets and small urban plaza and park spaces. Depending on the particular street, adjacent minimum and maximum street wall heights are required. Sub Areas allow for flexibility in employing height and density, allowing for varying amounts of residential units and non-residential floor area across the site up to total site maximums.



THE PROPOSED SUB AREAS OF THE SITE, AS THEY WOULD GENERALLY BE APPLIED

DENSITY

The maximum number of Residential Dwelling Units across the site is 1,750. These may be deployed in configurations from row housing and stacked row housing, through mid-rise, to high-rise developments, and may be integrated with other uses in mixed-use buildings and sites. The average overall gross site density would be 74 du/ha, which is approximately three-fifths the maximum density permitted under the (RA7) Low Rise Apartment Zone. It is likely that more of this density will be deployed in Sub areas C and D, where proximity to transit and higher allowances for height and Floor Area Ratio (FAR) would exist.

The anticipated population under this proposal would be approximately 2,275 people accommodated on the Town Centre site. As the site spans four of the Precincts identified in the Mill Woods Station ARP, some of this population is already accounted for in the ARP population projections. The total projected population for the ARP area would be 5,880, an increase of 752 residents over the original ARP projections.

For context, this is lower than previous plans have allocated for the Town Centre area. The Mill Woods Town Centre Area Structure Plan (1987) provided for a population of 6,249. The original Mill Woods Development Concept (1971) identified a population of 10,000 for the Town Centre area (covering Mill Woods Town Centre and Tawa neighbourhoods). The current population of these areas is 3,212.

BUILDING HEIGHTS

The majority of the site would be restricted to mid-rise development of approximately 6 storeys (23 m), with Sub Areas A, C, and D permitting towers up to 18 storeys (60 m). Towers would require podiums to a maximum of 20 m, with the tower portion stepped back. Sub Area A is considered appropriate for a tower as it is north of residential areas, with shadows being cast to the north away from the residential area. This Sub Area is also separated from the Ekota neighbourhood by approximately 100 m of road right-of-way (66 Street and 23 Avenue intersection), and from the residential portion of the Meyokumin neighbourhood directly south by approximately 130 m of the 23 Avenue right-of-way and the church site.

Sub areas C and D provide for greater height, and density, in line with the ARP objectives to load height and density to the transit node. Both Sub areas are also adjacent to major arterial and collector roads with wide rights-of-way separating them from adjacent sites, which are primarily commercial. There is an existing 15-storey apartment building at the northwest corner of 66 Street and 28 Avenue.

SUN SHADOW IMPACTS

The specific location of tall buildings is not provided in this proposed DC1, so comprehensive shadow modelling has not been undertaken at this point. Sun Shadow Studies are required for all buildings over 23 m at the time of development, prior to approval of the Development Permit. The allowance for heights over 23 m in specific Sub Areas only as described in the previous section is designed to mitigate off-site impacts of shadowing. A tall building located in

Sub Area A would not cast shadow into residential area; shadows in the early morning would fall in Mill Woods Park, and through the day and evening would fall within the site.

Tall buildings located in Sub areas C and D may cast some shadow across 66 Street in the morning, across 28 avenue onto commercial areas during the day, and across Hewes Way on to commercial areas in the early evening. Later in the evening they may touch some of the medium-density residential located further east.

URBAN DESIGN

The publicly-accessible areas of the site are carefully controlled through the DC1, which requires high standards of development for parks, plazas, open spaces, streets, and the buildings facing and framing them. The requirements for detailed landscape plans with development will ensure that appropriate street furniture and fixtures are provided, along with pedestrian-scale lighting throughout.

Buildings must meet minimum heights to provide for consistent street walls. These are prescribed by specific angular planes by Sub Area, which relate the width of the street to the minimum height of the buildings which abut the street. Mid-rise buildings up to six storeys do not require stepbacks, but must articulate the facades and vary materials to break up the perceived mass of the building. Buildings which are over six storeys will require stepbacks to create a distinct podium, rising to a tower with distinct middle and top.

PARKS AND OPEN SPACE

The Mill Woods Town Centre and Tawa neighbourhoods are well-served with existing parks and open space, including the large Mill Woods Park directly west of 66 Street. The proposed DC1 would add to open space with the following:

- Sub Area G, a publicly-accessible private space to be developed as an 'esplanade', and providing both passive and active recreation spaces, along with a Shared Use Path connecting north-south. The area may be programmed with farmers' markets, patios, and other uses.
- Requirement for a minimum of 500 m² of developed open space in each of Sub Areas E and F.
- Requirements for additional small plazas, linear park spaces, and pocket parks to be developed in suitable areas throughout the development.

PUBLIC CONTRIBUTIONS

The proposed development meets the intent and general parameters of the Mill Woods Station ARP and other applicable City Guidelines for site design and density. The contributions provided are those provided as standard requirements, and those required to serve the site:

- Affordable Housing: The development is subject to the standard Developer Sponsored Affordable Housing policy, whereby at time of development the City of Edmonton may procure 5% of residential units at 85% of market value, or accept cash-in-lieu.
- A 3.0 m shared use path connection is required with the first development on the site, to connect the west side of the existing signalized intersection on 66 Street midway down the site, with the pathways in Mill Woods Park.
- A 3.0 m shared use path is required at the time of any development in either of Sub Areas A or B, on the east side of 66 Street, to connect from 23 Avenue along 66 Street, to the existing signalized intersection on 66 Street midway down the site.

TECHNICAL REVIEW

All comments from affected City Departments and utility agencies have been addressed.

SITE SERVICING

A Municipal Servicing Report was submitted for the site and proposed development describing impacts to storm and sanitary sewers, and site servicing capabilities including water supply.

The proposed rezoning, plan amendment, and resulting development is supported by drainage engineering analysis. The development is required to manage stormwater on-site; capacity exists in the storm sewers in the area to accommodate the managed stormwater flows from the site. Existing sanitary sewers also have capacity to accommodate the proposed development. Low Impact Development (LID) is encouraged on-site to assist with stormwater management, and may be used in place of hard servicing to manage some stormwater.

EPCOR Water supports the proposed development, and indicates that existing capacity is available to service the site. Any upgrades to municipal services required to service the site are the responsibility of the site owner.

ENVIRONMENTAL REVIEW

A Phase I Environmental Site Assessment (ESA) was submitted in support of the rezoning. The ESA indicated that the majority of the site is suitable for the intended uses under the proposed DC1 regulation. Two sites- the existing Canadian Tire automotive service bays, and the Co-op gas bar- will require further investigation to confirm the state of the land should development occur on those sites in the future. The DC1 triggers further investigative work when development is proposed within 50 m of either site.

TRANSPORTATION

Transportation Assessment

A transportation assessment was provided in support of the proposed amendment: the transition from an auto-centric suburban shopping centre to a higher density, compact mixed-use Transit Oriented Development (TOD) site. The redevelopment plan achieves this vision by introducing a finer-grain transportation network that caters to all modes of travel, and integrating this network and accompanying land uses with the significant transit improvements that are planned in the area.

The proposed transportation network builds on the significant roadway infrastructure that surrounds the site by introducing a more human-scale network of Main Streets - bisecting the site north/south and east/west - local streets, lanes and mews. These streets are designed with Complete Street principles, which include dedicated and priority facilities for pedestrians, cyclists and transit. The development will also connect to the wider active transportation network, including a new shared use path within Mill Woods Park, and along the east side of 66 Street south of the east-west Main Street.

The development will be anchored by two major transit facilities: the interim terminus of the Valley Line LRT on the south side of 28 Avenue west of Hewes Way, and the integrated bus transit centre approximately 100 m south of it. These facilities will better realize an initial vision of the Mill Woods Town Centre as a hub connecting the residential neighbourhoods surrounding it with the City's newly expanding LRT system. TOD residential parking rates will accordingly apply throughout the site. Together with the proposed accompanying complete street grid network, and an integrated mix of residential and commercial uses connected to open space, the development is positioned to give people choice in their travel modes.

The transportation assessment considers two time frames: a short-term horizon which represents an operational Valley Line LRT, a relocated, expanded, and integrated bus transit centre, and limited (re)development of the site; and a long-term horizon, which represents full build-out of the plan area.

In the short-term, the existing roadway network is anticipated to accommodate additional site traffic within acceptable levels of service. Certain movements at the 66 Street / 28 Avenue intersection will be impacted by the Valley Line LRT, though this is anticipated to be mitigated somewhat by real-time adjustment to signal timing associated with the LRT technology. With full development of the site, the assessment identifies continuing congestion at the 66 Street / 28 Avenue intersection, as well as at 66 Street / 23 Avenue. Peak hour traffic volumes on the arterial roadways adjacent to the site are anticipated to be in excess of the City's long-term travel model volumes, but remain at appropriate levels of service within the design range for four-lane divided arterial roadways. Additional transportation assessments will be required as development within the amendment area progresses, with upgrades required to surrounding roadways conditioned as necessary.

Active Transportation

In order to accommodate increased density and to ensure safe access to the site and transit stations, the proposed DC1 requires a system of designated cycle lanes and pedestrian/cycling facilities, which connect with the city bicycle network. The Main Streets provide marked bicycle lanes through the main north-south and east-west axis' of the site. Lanes are designed for mixed-modes with low speeds and priority to pedestrians and cyclists, similar to the woonerf concept. Mews are designed for pedestrians and cyclists only. Together, the system of Streets, Lanes, and Mews provide safe and direct access to and across the site for pedestrians and cyclists.

The proposed cycle network will connect with existing shared use paths that run along the south side of 28 Avenue, and the shared use path being built along the west side of 66 Street with the Valley Line LRT project. The development will also provide shared use path connections between the site and sidewalk and pathways within Mill Woods Park, and along the east side of 66 Street south of the east-west Main Street.

Areas adjacent to the LRT stop and future Transit Centre are designated Pedestrian Priority Areas by the Valley Line plans, the Mill Woods Station ARP, and the proposed DC1. Pedestrian crossings will be required to provide higher levels of protection and differentiation to ensure pedestrian safety given the high volumes of pedestrians expected, and the mix of vehicles, buses, and LRT trains moving through the area.

STREET OWNERSHIP AND ACCESS

The streets and lanes developed within the site will remain privately owned, with the exception of a future transit access lane running from the new Transit Centre to 66 Street to be acquired and developed by the City, once land in Sub Area C becomes available. All streets, lanes, parks, and other publicly-accessible private areas on the site will be covered by a public access easement, which guarantees 24-hour public access.

PARK AND RIDE

The ability of the site to provide for Park and Ride was considered by the City and discussed with the site owners. Currently, there is no City policy which would direct or require a private land owner or developer to provide for public Park and Ride. The site owners, RioCan Real Estate Investment Trust and Bayfield Realty Advisors, have advised that they object to any Park and Ride requirements being introduced through Zoning. However, the zone does enable future non-accessory parking opportunities. It is understood that the introduction of a major transit hub - in this case, the Mill Woods LRT stop and Mill Woods Transit Centre - is expected to generate some demand for Park and Ride.

The City of Edmonton's Transportation Master Plan, "The Way We Move", and Municipal Development Plan, "The Way We Grow", both support the prioritization of active transportation and transit as means to mitigate traffic impacts, and improve the quality of life of residents. In order to achieve these objectives, trade-offs may need to be made. While some accommodation

of people who choose to drive to transit may be required, prioritizing Park and Ride can sterilize otherwise valuable TOD sites- indeed, Edmonton has first-hand experience with this situation.

To understand requirements for future demand of Park and Ride within the development areas as well as the demand within the broader station catchment areas, analysis was completed using the Regional Travel Model. The results of the analysis were compared with projected transit ridership generated by the proposed developments, an assessment of on-street parking availability, and identification of potential partners within the broader catchment area.

Regarding Mill Woods Town Centre, there are existing pressures on parking within the future Valley Line station catchment area due to current uses in the area that are unrelated to transit. The introduction of the Valley Line LRT will increase the demand for parking in this area. Analysis for this station catchment area, however, indicated that demand generated by the LRT will be significantly lower at this location than at Century Park. This is due to different operating parameters for low-floor LRT, differences in accessibility from major roadways, and the connection of the Capital Line to the University of Alberta campus.

The analysis suggests that the long term demand for Park and Ride at Mill Woods Town Centre may be in the order of 200-300 stalls which is reflected through the Valley Line extension south and a future park and ride located at Ellerslie Road and 50 Street. Long term demand may be met through potential third-party partners within the broader station catchment area. It is important to note that opening day demand for park and ride is anticipated to be higher than long term demand because, among a number of factors, the broader LRT network will not be fully built out. Interim strategies must be developed to manage the demand for park and ride. To address concerns related to existing and future impacts to on-street parking in neighbourhoods, the Park and Ride Strategy will recommend that consideration be given to parking management techniques to on-street parking in neighbourhoods surrounding LRT stations and major transit centres.

Park and Ride Options for Mill Woods Town Centre

While at the present time there is no requirement for the provision of public Park and Ride, options exist to accommodate those who wish to drive, park, and connect to transit. The proposed DC1 zoning will permit Non-Accessory Parking throughout the Mill Woods Town Centre site, as well as the use of Shared Parking between developments and uses on-site or within the area. These permissions would allow for the property owner to provide private Park and Ride within their own parking areas, and as parkades are developed that are integrated with and serve higher-density buildings and towers. Stipulations in the zoning would prohibit the development of surface Park and Ride within 200 m of any transit facility, to prevent the development of parking from sterilizing land with the highest TOD potential.

The City is currently working towards a partnerships program whereby interested private landowners with underutilized parking lots could provide properly managed Park and Ride to serve the LRT and Transit Centre. Examples of these could include large church parking lots which are normally unused during the weekday, and large shopping centre parking lots which have excess parking not used by the current businesses. The site owners have indicated it is

their preference to explore any opportunities for Park and Ride through this partnership program. The transportation assessment identified sufficient roadway capacity on the network surrounding the Mill Woods Town Centre site to accommodate a small (200-250 stall) Park and Ride facility. Additional traffic analysis may be required depending on the ultimate size and location of such a facility.

PARKING MANAGEMENT

City Planning has been coordinating closely with Parking Services on this proposed rezoning. Parking Services has conducted a high-level scan of the Mill Woods Town Centre and Tawa areas to determine what parking issues exist. At present, it is noted that the Grey Nuns Hospital is a major generator of parking demand in the area, with staff and visitors using much of the on-street parking in the area. Opportunities for on-street parking are limited in the area; streets with parking are primarily some distance from the Mill Woods Town Centre, including Youville Drive, segments of 28 Avenue, 55 Street, and 52 Street. Some of these segments are already time-limited or otherwise restricted.

Parking Services will continue to monitor the situation in the area, and may implement parking management programs in the Mill Woods Town Centre, Tawa, and other adjacent neighbourhoods prior to the Valley Line LRT and new Transit Centre becoming operational. A city-wide Parking Strategy is being developed, which may propose new approaches to managing on-street parking in a more coordinated approach. It is recognized that parasitic parking will be an issue for the private shopping centre parking lots in the area. Owners of these privately owned sites will need to decide how and when to manage and enforce parking on-site.

PARKING, LOADING AND VEHICULAR ACCESS

The Mill Woods Town Centre site will be required to meet the on-site parking requirements of the Zoning Bylaw, under the rates applicable to TOD, which will apply across the site. Each development on the site may be required to submit updated Traffic Impact Assessments and Parking Impact Assessments to determine the suitability of the proposal, and ensure that appropriate parking for the development is provided. Parking reductions may be further provided recognizing unique characteristics of a development, demographics, evidence of travel behaviour, provision for car sharing programs, or transportation demand management programs for the development.

Recognizing the desired urban character of the development, loading areas and waste storage and collection areas must be contained within buildings and located to the rear in secured locations. Access to these areas will be from Lanes, with no access permitted from Main Streets. Access to parkades or other parking areas is not permitted from the North-South Bound Esplanade Main street, in order to preserve the character of this central axis and for the safety of pedestrians. Accesses to parking garages from Local Streets and other areas will be required to minimize the physical dimensions, and integrate the entrances within the architecture of the building and the street.

TRANSIT CENTRE RELOCATION

The existing Mill Woods Transit Centre is to be relocated in order to provide better access to the new Mill Woods LRT stop on 28 Avenue. The new Transit Centre will feature 20 bus bays, and shelters and amenities along the length of the transit Centre, including possible individual heated shelters. A central main shelter located on the north side of the Transit Centre will provide an indoor heated waiting area, transit information, kiosks, and public washrooms.



A RENDERING OF HOW THE TRANSIT CENTRE WILL INTEGRATE WITH DEVELOPMENT

The Transit Centre will be located approximately 100 m south from the LRT platform. The Transit Centre will be designed in a linear fashion running east-west from the existing internal site access from 28 Avenue, to Hewes Way. This design is different from the standard approach which has normally been used for Transit Centres in Edmonton, which tend to use large centre-island arrangements with large circulations areas for buses that pedestrians must cross to access the Transit Centre or LRT stations.

This particular arrangement of the Transit Centre was selected in order to minimize the land occupied by transit facilities, and allow for the Transit Centre to be integrated with future development in this area. This offers several advantages. As the site is at present privately owned, this configuration reduces the amount of land the City must purchase. It also preserves a maximum amount of land for mixed-use development adjacent to transit, which can also offer amenities and services to transit passengers once developed. The area of conflict between pedestrian crossings and bus movements are reduced, improving pedestrian safety. Once development proceeds within this area (Sub Area D in the DC1 Zone), there is the possibility of the private development integrating transit shelters and amenities within a building podium.

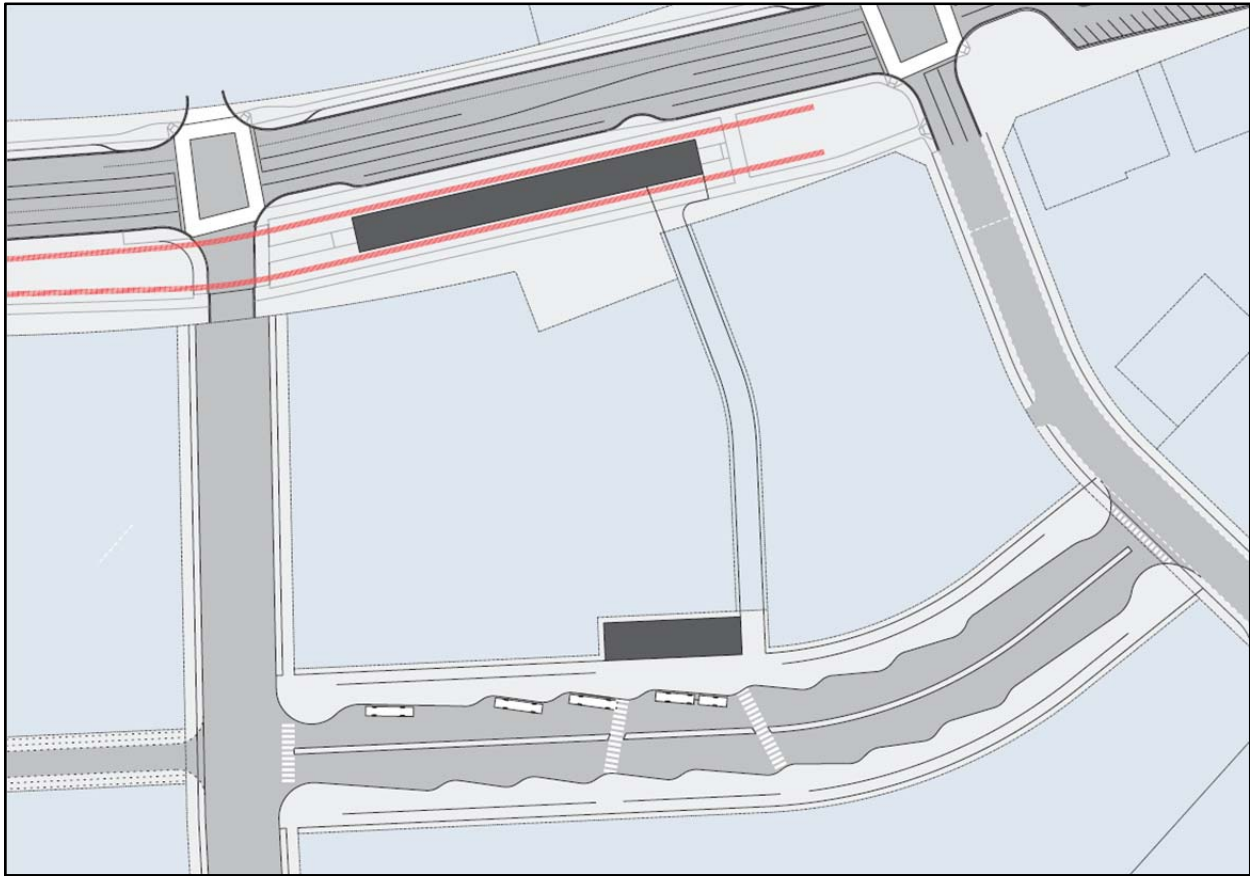


DIAGRAM OF THE LRT STOP AND TRANSIT CENTRE. THE LRT IS AT THE TOP, AND THE TRANSIT CENTRE IS AT THE BOTTOM OF THE DIAGRAM; THE FUTURE TRANSIT LANE TO 66 STREET IS SHOWN IN THE LOWER LEFT CORNER, AND THE PERMANENT WALKWAY CONNECTING THE LRT AND TRANSIT CENTRE IS SHOWN BETWEEN THEM.

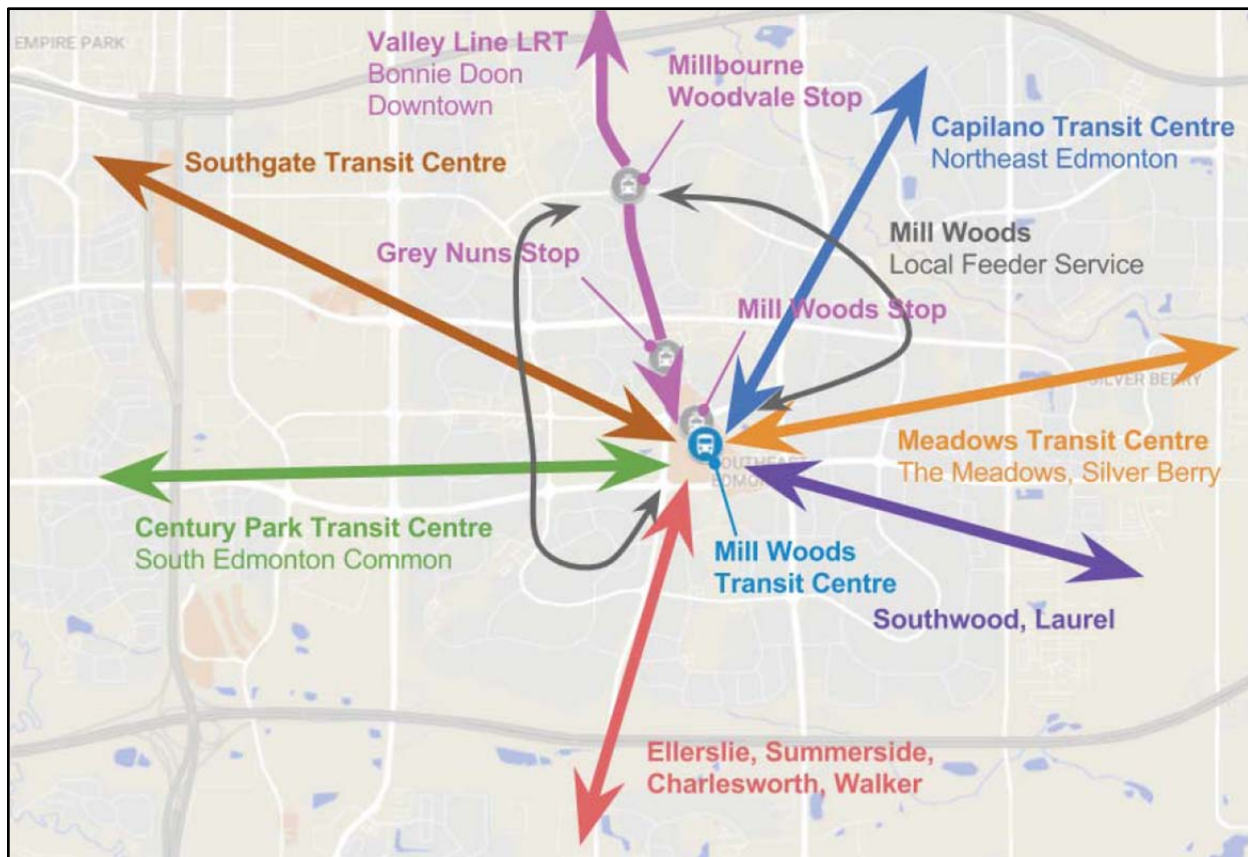
Access for passengers connecting from the Transit Centre to the LRT stop will be provided by the existing north-south sidewalk at the west end of the LRT platform, and by a new walkway to be developed through the site at the east end of the LRT platform. On opening day, this will be an interim walkway which is 6 m wide and hardsurfaced, maintained by the City. It will run north-south along the edge of the existing surface parking lot for the three-storey office building which is at the northeast corner of the site. Once development commences in Sub Area D, the City will acquire land and build the permanent walkway, which will run more directly north-south from the east end of the LRT platform to the Transit Centre. It will be 6 m wide and hardsurfaced, with overhead weather protection for the entire length. Buildings developed along it will provide active frontages opening to the walkway, including retail units. An extension of a pedestrian connection south from the Transit Centre to the East-West Bound Main Street will be determined at development stage.

Interim access from the west for transit vehicles will primarily be from 66 Street, using the internal driving lanes of the shopping mall. Auxiliary access from the west will be via the lane from 28 Avenue. The City will be upgrading these lanes to support transit vehicles and provide safe, basic pedestrian access, under access easements and agreements with the landowner.

When development commences in the northwest corner of the site, Sub Area C, the City will acquire land for a dedicated transit lane connecting directly from 66 Street to the Transit Centre, and will no longer require the use of the private drive aisles.

TRANSIT

The City is currently undertaking a Transit Strategy, "What Moves You?", to examine how the bus network can be improved to better serve the city as it grows. Implementation of this Strategy may propose changes to local and feeder bus services, and introduction of new higher-order bus lines. Bus routes will be reconfigured to tie in with the Valley Line LRT when it opens in December 2020.



GENERAL SERVICE DIRECTIONS USING THE MILL WOODS LRT STOP AND TRANSIT CENTRE

PUBLIC ENGAGEMENT

ADVANCE NOTICE March 8, 2016	<ul style="list-style-type: none"> • Number of recipients: 542 • 2 responses received • Number of responses in support: 0 • Number of responses with concerns: 2 • Common comments included: Concerns about crime and safety at transit centres/LRT, concerns about loss of the shopping mall, concerns about parking and traffic congestion
PUBLIC MEETING Open House 1 - May 5, 2016	<ul style="list-style-type: none"> • Number of recipients for notice: 6,353 • Number of attendees: 500 • Number of feedback forms with Written Comments: 139 • Common comments included: see What We Heard Report
Open House 2 - March 16, 2017	<ul style="list-style-type: none"> • Number of recipients for notice: 8,956 • Number of attendees: 407 • Number of feedback forms with Written Comments: 66 • Common comments included: see What We Heard Report
WEB PAGE February 2016	<ul style="list-style-type: none"> • www.edmonton.ca/MillWoodsTownCentreRedevelopment • 8,470 unique visitors since February 2016

A comprehensive public engagement program was carried out as part of this Rezoning and Plan Amendment application. The Mill Woods Station ARP program previously carried out community consultation from 2011-2013 with the development of the ARP. As this rezoning fills in the vision, objectives, and regulations for a large portion of the ARP area, and could have a significant impact on what is a community hub, Planning Coordination reached out to the neighbourhoods adjacent to Mill Woods Town Centre. During the course of the program, contact was made or attempted with all 13 Community Leagues which represent neighbourhoods in Mill Woods, The Meadows, and the communities to the south of Anthony Henday Drive to inform them of the public Open Houses.

Two Open Houses were held in order to inform the community. The first was held May 5, 2016, in order to introduce the proposal to the community, and understand what major concerns the community would identify. This was well attended, with approximately 500 individuals attending. The City provided staff and information from Planning Coordination, Transportation, Edmonton Transit, Edmonton Police Service, and the Valley Line LRT project. The site owners and the consultants proposing the application were also in attendance.

A second Open House was held March 16, 2017, to report back to the community the progress on the application and the outcome of the City's review. Again, the City provided staff and information from Planning Coordination, Transportation, Edmonton Transit, Edmonton Police Service, and the Valley Line LRT project, as well as Parking Services, and Transit Strategy. The site owners and the consultants were also in attendance. In addition to reporting the results of technical review of the application, this served as a first opportunity to inform the public of the concept and new location for the ETS bus Transit Centre, and how this design will differ from most other transit centres.

CONCLUSION

Sustainable Development recommends that City Council APPROVE this application.

APPENDICES

- 1 Approved ASP Land Use and Population Statistics – Bylaw #16537
- 2 Proposed ASP Land Use and Population Statistics – Bylaw #18108
- 3 “What We Heard” Public Engagement Report 1
- 4 “What We Heard” Public Engagement Report 2
- 5 Site Context Map
- 6 Frequently Asked Questions
- 7 Park and Ride Report: CR_4054
- 8 Application Summary

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	6 storeys
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 4,000 units, with a population increase of about 5,100 persons in these areas over 25 or more years. More likely outcomes with full build out are in the range of 3,200 units and 4,100 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	6.8	224	712	1.2-1.5	950
Mill Woods Town Centre	11.7	n/a	n/a	n/a	n/a
Neighbourhood Infill	4.1	50-224	172	1.2-2.5	333
Total	48.0		4,087		5,128

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

OPEN HOUSE FEEDBACK SUMMARY

WHAT WE HEARD REPORT

(Mill Woods Town Centre Redevelopment Application) (LDA15-0649)

PROJECT ADDRESS: 2331 66 Street NW, Edmonton, AB T6K 4B5

PROJECT DESCRIPTION:

- Amendment to the Mill Woods Station Area Redevelopment Plan (ARP).
- Rezoning from (CSC) Shopping Centre Zone to (DC1) Direct Development Control Provision to allow for the development of high-density mixed use residential and commercial developments.

EVENT TYPE: Open House

MEETING DATE: Thursday May 5, 2016

NUMBER OF ATTENDEES: 500

ABOUT THIS REPORT

The information in this report includes feedback gathered during the May 5th, 2016 open house. Feedback notes were collected during the open house after the attendees had viewed all the stations and spoken to the planner in charge of each. This report is shared with all attendees who provided their email address during the event on May 5th, 2016. This summary will also be shared with the applicant and the Ward Councillor. If/when the proposed rezoning advances to Public Hearing these comments will be summarized in the Report to Council.

MEETING FORMAT

The meeting format was a station-based open house where attendees were able to view display boards with project information and ask questions of City Staff and the applicant. Planners were made available to answer questions throughout the open house and the attendees were also encouraged and provided feedback. Attendees had the option of either handing in their feedback at the open house or sending it to the email and office address provided in the information pamphlet handed out. Below is the summary of all the comments we received and the main themes that emerged.



OPEN HOUSE FEEDBACK SUMMARY

WHAT WE HEARD

Parking

- Concerned about inadequate parking. Residents are worried about competing for already limited parking spots at the senior center / library with LRT commuters from other neighbourhoods.
- Concerned about proposed curb side parking. Street parking is currently insufficient and many residents have deemed the 2.5m angled parking proposed with the new development to not be practical.
- Resident would like the city to consider and provide adequate parking for residents, businesses and visitors in the proposed development in order to prevent overflow into surrounding neighbourhoods.

Traffic

- The absence of any plan to include a park and ride facility at the LRT station is a big issue for residents and poses as a health and safety issue for elders.
- Concerned about traffic backlogs that have been caused by existing LRT stations and how the city plans to address this issue in Millwoods with an increased population.
- Concerned about the ability of the roads currently servicing Mill Woods Town Centre to perform efficiently with an increase in population.
- Concerned about the reduction of 28 Avenue from 2 to 1 lanes.

Connectivity

- Concerned about how far apart the Proposed LRT station from the transit station since majority of Mill Woods demography is senior citizens and households with children.
- Concerned about the walkway connecting the walkway from the condos to Allen Grey will be interrupted by a busy roadway.
- Provision of van service from Grey Nuns to LRT station.
- The proposed development should be accessible to seniors and people with disabilities.
- Residents would like a glass ceiling or breezeway to be provided at the pedestrian walkway as well as heated sidewalks.
- Green space connectivity should be ensured by providing trails and green space to the bike path currently behind the church. Future bicycle/cycling overpass could be included to increase pedestrian movement.
- Provision of a footbridge from the proposed development to Mill Woods Park.

Social & Economic

- Concerned about the need for increased police surveillance and medical and roads service for the increase in population with the LRT expansion.

OPEN HOUSE FEEDBACK SUMMARY

- Concerned about the absence of stores during construction to entertain residents run errands.
- Concerned for low income affordable housing, residents would like to know if there are plans for any in the proposed development.
- Residents would like the retail the proposed development to include local business, big box stores and to retain some retail from the existing mall.
- Many comments were received acknowledging the benefits of the developments to the community e.g. improved community involvement, increased walkability and livability etc.
- Concerned about the new social services e.g. schools that will be provided to meet the increase in population and how it will be funded.

Use of Property and Community

- Concerned about the impacts of congestion and density on the surrounding areas.
- Concerned about privacy issues from high rise building overlooking surrounding suburban neighbourhoods.
- Concerned that existing Mill Woods Town Center infrastructure cannot sustain an increase in population e.g drainage.
- Concerned about the impact of the development on the property value in surrounding neighborhoods.
- Concerned about development altering the skyline of Mill Woods.
- Concerned about the development casting a shadow on surrounding properties.
- Concerned about the impact of increased population on the quality of service at Grey Nuns.
- The Mill Woods Assembly is worried about the development's impacts on their site's access as they currently only have 66 Street which is regularly congested.
- Residents would like a community garden to be provided on the property.
- A mandated medical development should be provided at the proposed development to supplement the services provided at Grey Nuns.
- Residents would like indoor areas for family programming purposes included in the development.
- Residents would like to have more certainty on the type of retail that will be included in the development.
- Concerned about the environmental degradation of nearby parks as a result of overuse with the increase in population.

Design and Environment

- Concerned about the impact of the development on wildlife (birds and hares) in the adjacent parkland.
- Leasable office space and non grade level commercial space should be included in the proposed development.
- A child's play area should be included in the proposed development.

OPEN HOUSE FEEDBACK SUMMARY

- Regulation should be put in place to ensure that community space in the development is not abused.
- Concerned about the preservation of natural history not being included in the design.
- Resident would like certain historical importance of the building to be preserved i.e. plaque showing the dinosaur bones have been dug up on the property.
- Concerned about the amount of green space provided on the proposed development. Residents are upset about the absence of natural area visible.
- Residents would like the developers to understand that Edmonton is a winter city and the development should be planned accordingly to the environment i.e outdoor malls and sidewalk cafes are not reasonable.

Approval Process

- Many residents are hesitant of the rezoning application being approved and would like the City of Edmonton to reconsider it.
- Many residents are pleased with the rezoning application and thanked the City of Edmonton for taking this step towards making Mill Woods a better living area.
- Residents would like the developers to be more engaging at the next open house.
- Open house attendees would prefer a public meeting format with a microphone and a presentation speaker so they can hear other opinions and questions from other attendees during a Q&A and debate upon them with the group.
- Concerned about the developer not keeping open communication during the building process.
- Many attendees expressed difficulty understanding the planning terminology.
- Many attendees would like to be provided more information of the development's timeline i.e. specific dates.
- Many attendees would like to see a map of the existing space next to the proposed development during the open house in order to properly visualize how the space would change.
- Attendees would like more information to be provided on the handout sheets.

If you have questions about this application please contact:

Sean Lee, Planner
780.496.6121
Sean.Lee@edmonton.ca



OPEN HOUSE FEEDBACK SUMMARY

Proposed rezoning: (CSC) Shopping Centre Zone to (DC1) Direct Development Control Provision

Associated Addresses: 2331 – 66 Street NW

File #: LDA15-0649

Open House and Public Meeting Date: Thursday, March 16, 2017 from 4:30 to 8:30 p.m.

Number of attendees:

Signed in: 311

Did not sign in: 96

Total attendees: 407

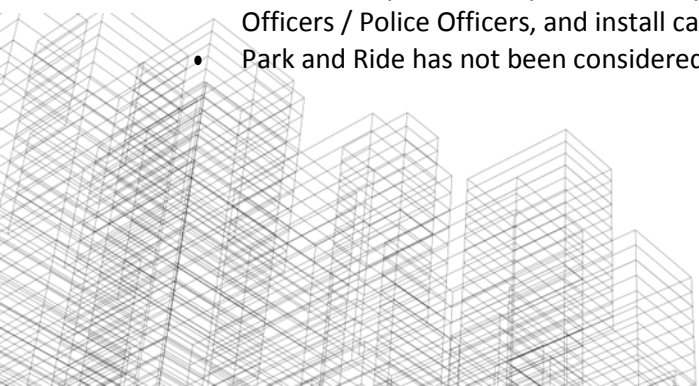
Returned number of feedback forms: 196; 66 with written comments.

Follow the status of this application at: www.edmonton.ca/MillWoodsTownCentreRedevelopment

All comments from the Open House public meeting are summarized anonymously below into broad topic categories, as they reflect several comments with the same theme. Edits have been made for clarity where needed. If you have any questions about this document or the rezoning application please contact the file planner Sean Lee at sean.lee@edmonton.ca or 780-496-6121.

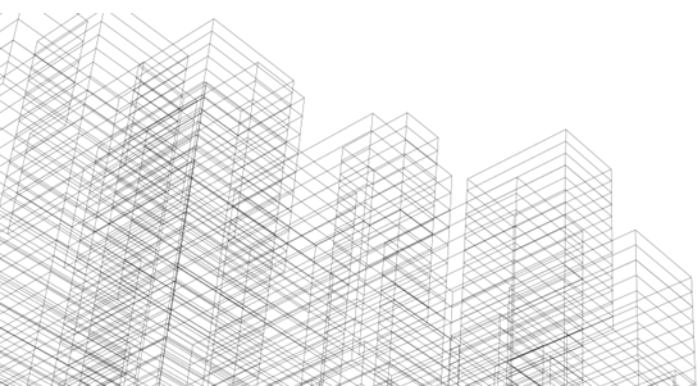
TRANSPORTATION

- The segment of 66 Street south of 23 Avenue needs to be widened as there is currently a bottleneck.
- 66th Street and 50th Street need to be widened.
- Covered walkway from the LRT to bus terminal, and heated shelters for the bus terminal, are necessary.
- The proposed bus terminal is too far away from the LRT station. These should be located directly next to each other.
- Both ETS and LRT projects need to consider barrier-free and universal design; it is not apparent whether this has been addressed.
- Parking is major concern, for users of the mall and for the transit system.
- There must be provision for Park and Ride on site.
- City parking requirements are too low for condominiums and high density. Need more than 1 stall per unit and more than 1 visitor stall per 7 units.
- There does not seem to be a plan to address parking issues.
- Prevent Park and Ride from becoming sprawling surface parking lots as happened at Century Park
- Ensure handicapped parking is provided.
- Need to improve safety and security on LRT routes and at LRT/transit stations. Add more Peace Officers / Police Officers, and install call boxes.
- Park and Ride has not been considered for this site, but it needs to be.



OPEN HOUSE FEEDBACK SUMMARY

- Park and Ride should be free.
- Parasitic parking will be an issue in neighbourhoods around LRT stations, including Mill Woods and Grey Nuns/Tawa stations.
- The City should introduce shuttle busses to access the LRT during peak hours.
- People will always have cars and always drive, so there needs to be lots of parking.
- A faster and direct transit route from Mill Woods Town Centre to Century Park would help, and would better connect people to the Route 747 (Edmonton International Airport route).
- Increased density will cause parking to spill over in to neighbourhoods.
- Some people will take LRT or bus, but many will still drive, and this will cause traffic congestion and parking problems.
- The Library and Seniors Centre requires parking close by.
- Providing Park and Ride will encourage some people to take the LRT.
- Excellent LRT information from City employee.
- Will Park and Ride for Edmonton Eskimos football games still be provided from the mall by ETS?
- Allowing vehicles to use excess and underused parking lots might breathe new life in a dying mall.
- ETS bus service is poor and does not offer convenience or choice for those who might ride it. This prevents some people from using the LRT as well.
- If local bus service was improved more people might take the bus to the LRT; if it remains poor, people will want to drive and park in order to take the LRT.
- Park and Ride should be provided, even if it is paid.
- Seniors need to drive and park.
- ETS bus drivers are not people- and service-oriented; this makes taking the bus unpleasant, and driving more attractive.
- Parking must be provided by the City as a private developer will not provide this.
- Transit is not competitive with driving- it can take 30-40 minutes to take a trip on transit that takes 10 minutes to drive in a personal vehicle.
- People will not purchase condos as investments because there is not enough parking.
- It is too cold in Edmonton to walk or take the bus, so we need lots of parking.
- Overall, I am in support of this re-development. My biggest concern is parking, Park and Ride, as well as traffic flow. Provided these concerns are addressed with sufficient planning, this project will be great for Mill Woods and Edmonton.
- The lack of sufficient parking at Century Park on weekdays makes transit use very difficult.
- Providing parking only at Davies LRT station doesn't make sense- it's too far to drive all that way from Mill Woods, and then transfer to LRT.
- It would be so much more helpful if the route numbers printed on the transit terminal bus stops were much larger. It is difficult to see what bus stops where from one end of the terminal to the other.
- Suggest that when ETS comes to an info meeting such as this, they label the maps presented with the street numbers and names.
- Parking is a big issue- people hate public transit and refuse to use it.



OPEN HOUSE FEEDBACK SUMMARY

IMPACT ON ADJACENT PROPERTIES

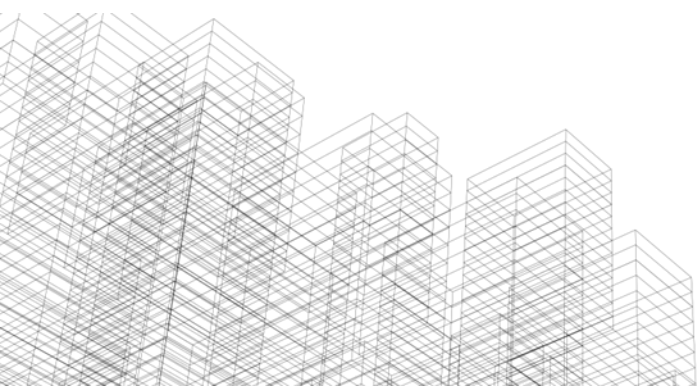
- This project is going to end up being a disaster for all of us living in the Mill Woods and surrounding areas.
- On street parking in neighbourhoods is a major concern.

PROPOSED USE

- Edmonton is a winter city and needs to keep indoor shopping malls for people to shop, visit with each other, and exercise by walking.
- The mall is a community gathering space.
- I liked a lot of the proposals for land development.
- Would like to see more parks and recreation space.
- The scale and heights proposed by this development do not fit with Mill Woods. They are more suitable for Downtown. We don't want to live near that type of development.
- Do not want to lose the open space on the site.
- Will there be low-income housing, and if so how much? Where will it be located?
- The mall should be renovated but not torn down.
- Concerned about increases in crime.
- Support high-rise development with shops on the bottom.

DESIGN

- High-rise buildings up to 18 stories are too tall, and do not fit the character of this area.
- The City needs to consider barrier-free design.
- Really like the mixed-use, walkable, dense design proposed. Looking forward to seeing it come to fruition.
- Like that the area is being redeveloped and the land being used in a better manner.
- Would like for there to be more green space.
- Enjoyed discussion with architect. Like the plan.
- This does not look like Winter City design
- The proposed density is too high, and there should be a mix of housing.
- The stores which will be here will not have customers as they will only be accessible by transit.
- This area will not provide anything for anyone else, except the residents that live here. Anyone that is taking the LRT will only be transferring to another bus to get to their destination and won't be exploring the shops.
- There need to be covered walkways to enable seniors to walk in winter.
- Century Park turned out to be a disaster and this is a similar location that will not attract people or investment.
- Finish the Century Park and City Centre Airport first.
- High density housing causes problems, including too much shade/lack of sunshine, and wind tunnels. Sun access is important during our long winters.



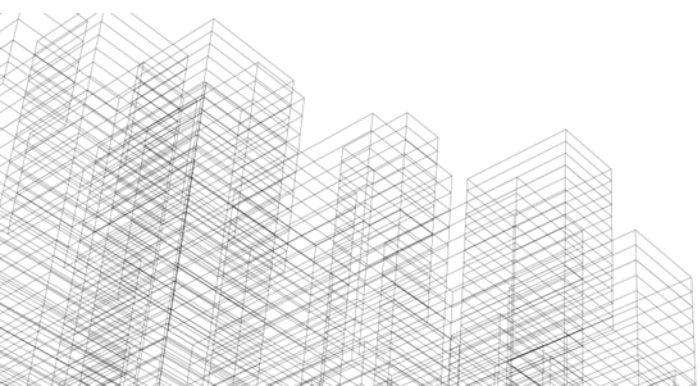
OPEN HOUSE FEEDBACK SUMMARY

GENERAL

- Very excited about the prospect of revitalization and redevelopment in the area. We look forward to receiving more information about the changes to our neighbourhood.
- Concerned that the City ensures that infrastructure and services support the growing population in the area.
- The development presenters need to be accessible and not be talking to one another. They also need to be open and not just try to convince me of their viewpoint.
- Thank you for having this session.
- City transit posters are difficult to read: use plain English, shorten paragraphs to point form.
- Well-run event, well organized, clear and good flow in the space. I found the speakers' ability to handle questions from almost every angle impressive.
- One problem is as a group forms around one speaker, maintain sequential order to answer questions to not reward cutting in line. I was impressed with the clarity of answers, effectively communicated to all the people I heard.
- Will police and bylaw officers be increased in the area?
- There was an impression of disconnection between the stations for discussion.
- Awesome event. Very knowledgeable people to answer our questions. Very well presented.
- Very fragmented with each department knowing only their area of responsibility but not how and why the whole makes sense. I also got the feeling that everything was reactive and not very strategic from a long-term perspective.

PROCESS

- We need to know the next steps; how can we be heard- will this feedback be listened to and followed up? Is there going to be a follow-up from this Open House?
- Questions I had from the May 2016 meeting were partially answered.
- This meeting is for show not about what the people want. If so it would be a vote. I am sure my feedback will go in the garbage.
- I'm very disappointed in the City making these decisions before asking the residents. My solution is to move.
- I feel the City of Edmonton management and City Council has been listening to what we want in Mill Woods.
- It seems to me this whole development is being pushed by the developer and the city is not in charge.
- I understand that this is an open house but it was hard to follow the process. The information boards were quite small- what about large print? I would recommend a slide show that would be running all the time so people could sit and read/view the information in a relaxed environment.





LDA15-0649 - Mill Woods Town Centre

Proposed Rezoning and Amendment to the Mill Woods Station Area Redevelopment Plan (ARP)

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. These are no plans to dismantle or redevelop the existing covered mall in the immediate future and out to 10 years.
- Is this proposed redevelopment already a certainty? Does public input matter?
 - This application was reviewed through two submissions, including 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. This involved several dozen City reviewing groups, as well as outside technical and utility agencies, the school boards, and other key stakeholders. Deficiencies or further studies required were identified following submission.
 - City Administration would then report with their recommendation to City Council. The final decision on the proposal rests with City Council.
 - 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 Houses was collected in post-meeting reports which were made publicly available.
 - All public feedback is summarized and reported to City Council with the Administration's report when the proposal proceeds to a Public Hearing.
 - The following website was periodically updated:

www.edmonton.ca/MillWoodsTownCentreRedevelopment

- 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 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 applicant was required to submit a Transportation Impact Assessment (TIA) with this rezoning application. The 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.
- 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 have been 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 Services 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).
- 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.
 - 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.

Park and Ride Strategy and Initiatives Update

Transit Oriented Development and New Approaches to Non-Accessory Parking

Recommendation:

That the June 7, 2017, Sustainable Development report CR_4402, be received for information.

Report Summary

This report includes updates on pursuing partnerships with private landowners for the provision of Park and Ride, progress of the Park and Ride Strategy, and an overview of the alignment of the strategy with current rezoning applications and other Park and Ride initiatives.

Previous Council/Committee Action

At the January 18, 2017, Urban Planning Committee meeting, the following motion was passed:

That the revised due date of First Quarter 2018, be approved, and an interim report be provided in Second Quarter 2017.

Report

At the September 20, 2016, City Council meeting, the following motion was passed:

That Administration seek expression(s) of interest in the construction, operating and maintenance for the provision of mixed-use development, including paid park and ride facilities (including possible joint ventures on City and/or private lands) at the following locations:

1. Clareview
2. both ends of the currently approved line for the Valley Line LRT

At the September 14, 2016, Urban Planning Committee, the following motion was passed:

1. That Administration develop a comprehensive parking strategy that considers the built form and functional integration of non-accessory parking facilities at Transit Oriented Developments.

Park and Ride Partnerships and Future Park and Ride Provisions:

In response to the city's rapid growth in recent years and expansion of the LRT network, Council has recognized the need for additional Park and Ride facilities that are aligned with proposed LRT expansion and other City initiatives. Council also

recognized an opportunity to engage the private sector in providing these facilities and directed Administration to explore this consideration.

Subsequently, Sustainable Development report CR_3520, “Park and Ride Management Options - Feasibility and Implications”, was accepted for information by Urban Planning Committee on December 7, 2016. This report outlined a framework for partnering with third parties for the provision of future Park and Ride. Council also directed Administration to seek expression(s) of interest in the construction, operation, and maintenance of mixed-use development, including paid Park and Ride facilities for three sites — at Clareview, and at both ends of the currently-approved line for the Valley Line LRT (Lewis Farms and Mill Woods Town Centre).

In examining these three sites, Administration identified that a unique approach is required for each station as described below.

- **Lewis Farms** currently has surplus Park and Ride and therefore would not require supplemental parking provided by third parties at this time. As design work advances for the west leg of the Valley Line, Administration will assess the future demand and supply for Park and Ride at this location and consider opportunities for a future partnership approach.
- **Clareview** is dominated by a few large landholders, one being the City. Administration is evaluating opportunities with other landowners to assess the possibility of leveraging City-owned lands as part of an integrated Transit Oriented Development that would include provision of Park and Ride facilities as part of a comprehensive development.
- **Mill Woods Town Centre** represents a potential area to engage private landowners in order to provide additional Park and Ride facilities. Administration has initiated a work program to implement the partnership program, and will begin testing program implementation in 2018 through a pilot at Mill Woods Town Centre and Century Park.

A pilot of the park and ride partnerships program at Mill Woods Town Centre and Century Park will seek expressions of interest from landowners to focus on enabling provision and operation of private Park and Ride services. Subsequent to the pilot, if it is determined that the City should take a more active role in partnerships to lease and operate Park and Ride facilities, more detailed consideration will be needed on the costs and benefits of these arrangements. A further update on the status of park and ride provisions at Lewis Farms, Clareview and Mill Woods Town Centre will be provided to Council in the first quarter of 2018.

Park and Ride Strategy Update:

The Park and Ride Strategy was initiated in the fourth quarter of 2016, in recognition of demand pressures on existing Park and Ride, active development applications related to Transit Oriented Development at some stations, and interest from private landowners in the provision of Park and Ride.

The Park and Ride Strategy is being developed through five phases, grounded in an evidenced-based approach, and informed by public input. The project schedule for the Park and Ride Strategy is outlined below:

- Phase 1 (Q4 2016 - 2017): Park and Ride State of Practice Research
- Phase 2 (Q2 2017): Initial Public Engagement
- Phase 3 (Q3 2017): Analysis and Engagement to confirm Strategic Direction
- Phase 4 (Q4 2017): Release of Draft Strategy
- Phase 5 (Q1 2018): Council presentation of Park and Ride Strategy and revised policy

The first two phases of the project have been completed, including a best practice review, jurisdictional scan, analysis of current and future conditions, and initial public engagement.

Based on the review completed in Phase 1, gaps and opportunities were identified within the current Park and Ride Policy C554A. The results of Phase 1 analysis defined the scope of the strategy as outlined in Attachment 1.

The Transit Strategy is being presented to Urban Planning Committee on July 5, 2017. The Park and Ride Strategy will build on the recommended direction from the Transit Strategy, and will provide more focused direction specific to park and ride. In keeping with preferences expressed by Edmontonians, the draft Transit Strategy provides strategic direction for City-owned Park and Ride facilities to be provided primarily in outer areas, and that the supply of these facilities be balanced with local bus access and Transit Oriented Development initiatives. The draft Transit Strategy also includes an action to undertake a Station Access Strategy which would expand on the Park and Ride Strategy to consider variations in levels of modal priority for different station types. Subject to Council's approval of the Transit Strategy, it is expected that work on the Park and Ride Strategy will be expanded to address station access by bus, park and ride, kiss and ride, and active modes.

Park and Ride Initiatives Update

A number of initiatives related to Park and Ride have been completed in the past year or are currently in development. The current status of these reports is included in Attachment 2.

Rezoning Applications:

Rezoning applications are currently under review for Mill Woods Town Centre and Century Park. Initial findings in the development of the Park and Ride strategy informed understanding of the demand for Park and Ride at these locations.

To understand future demand of Park and Ride within the broader station catchment areas and requirements within the development areas, analysis was completed using

the Regional Travel Model. The results of the analysis were compared with projected transit ridership generated by the proposed developments, an assessment of on-street parking availability, and identification of potential partners within the broader catchment area.

Regarding Mill Woods Town Centre, there are existing pressures on parking within the future Valley Line station catchment area due to current uses in the area that are unrelated to transit. The introduction of the Valley Line LRT will increase the demand for parking in this area. Analysis for this station catchment area, however, indicated that demand generated by the LRT will be significantly lower at this location than at Century Park, due to different operating parameters for low-floor LRT, accessibility from major roadways, and the connection of the Capital Line to the University of Alberta campus.

The analysis suggests that the future demand for Park and Ride at Mill Woods Town Centre could potentially be met through potential third-party partners within the broader station catchment area. To address concerns related to existing and future impacts to on-street parking in neighbourhoods, parking management techniques will be assessed and implemented for on-street parking in neighbourhoods surrounding LRT stations and major transit centres.

For the Century Park station catchment area, analysis indicated that the long-term provision of Park and Ride can be achieved through a balance of permanent shared-use parking within the Century Park development, the future Heritage Valley and Ambleside park and ride facilities, partner sites in the broader station catchment area, and on-street parking on wide collector roadways.

The work completed through the Park and Ride Strategy and the proposed regulations within these rezoning applications will guide future transitions of Park and Ride to Transit Oriented Development. Techniques such as periodic assessments of parking operations (demand, provision, and utilization) with each stage of development, recovery clauses that move surface parking to structured parking, and sunset clauses on surface Park and Ride are being considered within these applications and can be incorporated with the Park and Ride Strategy. The Park and Ride Strategy will also reflect learnings from these rezoning applications related to site design for privately-owned and operated Park and Ride.

Non-Accessory Parking at Transit Oriented Developments:

In addition to an ongoing review of park and ride at Clareview, Mill Woods and Century Park, Administration is reviewing how standard (non-Direct Control) zones can incorporate non-accessory parking for the purpose of shared parking. This approach could allow parking spaces to be shared by a number of complementary land uses rather than dedicated parking for each specific land use. This would contribute to more efficient use of land and improve the viability of development. Outside of direct control areas, opportunities for shared parking at Transit Oriented Development can currently

be limited by existing zoning regulations, including separate parking rates for each use and a limited number of zones where non-accessory parking is allowed. Approaches to enable shared parking in Zoning Bylaw 12800 will be considered as part of the comprehensive review of parking regulations proposed for 2017/2018.

Non-accessory or shared parking facilities should be carefully considered with transit oriented site design to ensure high-quality built form and functional integration. A well-designed transit oriented development should focus first on the movement of people, then the movement of goods and services, and finally of private vehicles.

The Park and Ride Strategy will establish principles to guide the provision of Park and Ride with transit oriented development through design guidelines such as: context, design quality, external elements, vehicle movement and parking, and universal design.

Next Steps

Administration will continue developing strategy concurrently with addressing current pressures at specific locations. These next steps include:

- initiating the process to seek expressions of interest to advance the park and ride partnerships program in the second quarter of 2018 through a pilot program at Century Park and Mill Woods Town Centre. Resources to develop and manage the partnership program could potentially be made available through efficiencies realized in the implementation of new parking technology. Fundamental practices for the partnerships program would also have application in the management and operations of parking supply in the downtown and other commercial areas and business districts throughout the City
- assessing and implementing parking management techniques to address on-street parking within residential neighbourhoods in areas surrounding LRT stations and transit centres to be initiated in the fall of 2018. Residential parking program guidelines are under review and will be updated and brought forward to Council in the second quarter of 2018
- completing additional technical analysis and public engagement to develop the Park and Ride Strategy, for presentation to Council in the first quarter of 2018
- conducting a comprehensive review of Zoning Bylaw parking regulations.

Policy

The Park and Ride Strategy and initiatives elaborates and builds off the content provided in *The Way We Move*, Edmonton's Master Transportation Plan.

- section 5.4: The City will develop Park and Ride facilities located towards the extremities of LRT lines or at key transit centres where land cannot be used for more intensive transit oriented development
- strategic action 5.4.a: Developing a Park and Ride Strategy
- strategic action 5.4.b: Developing Park and Ride facilities in conjunction with

- LRT extension to attract regional commuter trips in locations where the land cannot be used for TOD, particularly within the TUC
- strategic action 5.4.c: Considering Park and Ride facilities at key transit centres where direct service to LRT or major destinations is provided
- strategic action 5.4.d: Redeveloping selected Park and Ride Lots into TOD sites over time as LRT lines are extended, as supported by market demand
- Strategic action 5.4.e: Considering fees for parking at Park and Ride facilities where demand exceeds supply, ancillary services are provided, and/or parking demand management is implemented.

The Park and Ride Strategy will build off City Policy C554A, Park and Ride, and may recommend modifications to the policy in the future:

Park and ride will be provided to:

- a. Improve travel options with the primary objective of increasing transit ridership by providing attractive accessibility to transit;
- b. Target trips associated with land uses that have high trip generation, such as Edmonton's Downtown, University, and other post-secondary areas; and
- c. Accommodate travel necessary to support major special events.

Corporate Outcomes

This report supports the following corporate outcomes:

- Edmonton is attractive and compact as site design principles related to transit oriented development and Park and Ride ensures quality built form and integration with stations
- Edmontonians use public transit and active modes of transportation as Park and Ride promotes access to transit.

Public Engagement

A survey to inform the Park and Ride strategy was conducted with the Insight Community and general public in March 2017. The survey asked respondents to provide input on the purpose of Park and Ride, desired locations for future Park and Ride, satisfaction with current Park and Ride services, and desired qualities for future Park and Ride.

The survey was promoted through road signs, social media, public service announcements, and distribution of flyers at City facilities. The Park and Ride Strategy team also attended a series of open houses, including Century Park Rezoning, Mill Woods Town Centre Rezoning, and Clareview to promote the survey and respond to questions about the Strategy. A total of 2034 surveys were completed. The information gathered from this engagement will be shared with the public on the City website.

Metrics, Targets and Outcomes

The Park and Ride Strategy will identify metrics with respect to monitoring and measuring the effectiveness of our park and ride system.

Metrics	Targets	Outcomes
Review best practices, assess available data and verify policy or program applications (completed 1 of 3)	Confirmed measures of effectiveness for Park and Ride	Clear, repeatable metrics to inform future approaches for park and ride
<ul style="list-style-type: none"> • Transit Ridership - 96.9 rides/capita (2016) • Journey to work mode (sum of percent survey respondents who select: auto passenger, transit, walk, cycle, or other, as commute to work mode) - 24.7% (2016) 	<ul style="list-style-type: none"> • 105 rides/capita for 2018 • 25.9 percent for 2018 	Transit network is well integrated
<ul style="list-style-type: none"> • 2,034 online surveys completed • 3 open house engagement opportunities 	Not applicable	<ul style="list-style-type: none"> • Edmontonians had an opportunity to provide input into the process • Obtained a variety of perspectives

Attachments

1. Scope of Park and Ride Strategy
2. Update on Council Reports Related to Park and Ride

Others Reviewing this Report

- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services
- C. Campbell, Deputy City Manager, Communications and Engagement
- D. Jones, Deputy City Manager, City Operations

Scope of the Park and Ride Strategy

Table 1. Scope of the Park and Ride Strategy

Number	Section	Content
1	The Role of Park and Ride	<ul style="list-style-type: none"> Identify why the City provides park and ride, how park and ride fits in with the modal priorities of the broader transportation network and who park and ride is intended to serve.
2	The Supply of Park and Ride	<ul style="list-style-type: none"> Location and scale for future on-street designated, city built, private partnership, and developer-built park and ride. Methodology to assess whether Park and Ride is warranted.
3	The Relationship between Park and Ride and Transit Oriented Development	<ul style="list-style-type: none"> Direction on where transitory park and rides are expected with future Transit Oriented Development. Methods for transitioning temporary park and ride to Transit Oriented Development (Development Regulations). Site design guidance where there is the desire to provide park and ride within transit oriented developments.
4	Site Design of Park and Ride	<ul style="list-style-type: none"> Site design guidance of Park and Ride based on land use context and consideration of all modes of access.
5	Managing the demand of Park and Ride	<ul style="list-style-type: none"> Strategies for managing the demand of park and ride. Pricing principles. Potential application of variable pricing and time restrictive stalls. Effects of residential parking management strategies in neighbourhoods immediately adjacent to Park and Ride and LRT. Transition from private operator contracted lots to City of Edmonton EPark system in pre-existing Park and Ride lots, and establishment of EPark in future lots (if required).

Attachment 1

6	Action Plan	<ul style="list-style-type: none">• Identify targeted actions with timelines for implementation and areas responsible to meet park and ride strategy objectives.
7	Measuring Success: Metrics, Targets, Outcomes and Monitoring Plan	<ul style="list-style-type: none">• Identify metrics, targets and monitoring plan to confirm effectiveness of park and ride actions.

Update on Council Reports Related to Park and Ride

Table 1. Update on council reports related to Park and Ride

Report Number	Report Name	Motion	Update
CR_4054	Future Park and Ride Provisions	<p>At the September 20, 2016, City Council meeting, the following motion was passed:</p> <p>That Administration seek expression(s) of interest in the construction, operating and maintenance for the provision of mixed-use development, including paid park and ride facilities (including possible joint ventures on City and/or private lands) at the following locations:</p> <ol style="list-style-type: none"> 1. Clareview 2. both ends of the currently approved line for the Valley Line LRT 	<p>Report deferred to Q1 2018 with status report required in Q2 2017.</p> <p>Request For Proposal in development to support Park and Ride Partnerships Program implementation.</p>
CR_3520	Park and Ride Management Options - Feasibility and Implications	<p>At the March 9, 2016, Transportation Committee meeting, the following motion was passed:</p> <p>That Administration provide a report on the feasibility, implications and details of implementing the following Park and Ride management option:</p> <p>Identifying alternatives to increase the supply of Park and Ride stalls using existing, conveniently-located, parking facilities (private or public).</p>	<p>Report accepted for information December 7, 2016.</p> <p>Working group has been gathered to begin piloting the program.</p>
TBD	Mill Woods Town Centre Rezoning Application	Public Hearing will be required with the rezoning application	Application under review. Estimated end Q2 or early Q3 to Council.

TBD	Century Park Development Application	Public Hearing will be required with rezoning application	Application under review. Estimated Q2 to Council.
CR_3820	Amendments to Zoning Bylaw 12800 - Expanding Area Around Transit to Qualify for Parking Reductions	<p>At the June 21, 2016, Executive Committee meeting, the following motion was passed:</p> <p>That Administration prepare amendments to Zoning Bylaw 12800 as generally outlined in Option 2 of the June 21, 2016, Sustainable Development report CR_2982, and including an analysis of residential uses, commercial uses and mixed uses, and return to Committee in the second quarter of 2017.</p>	Report is anticipated to be presented at the June 23, 2017, Urban Planning Committee meeting.
CR_2856	Enhanced Express Bus Strategy - Century Park and Heritage Valley Park and Ride	<p>At the August 19, 2015, Transportation Committee meeting, the following motion was passed:</p> <p>That Administration provide a report to include an enhanced express bus strategy between neighbouring communities and Century Park LRT, and between the future Heritage Valley Park and Ride and Century Park.</p>	Deferred to occur after the Transit Strategy.
CR_3315	Regional Cost Sharing Strategy - Heritage Valley Park and Ride	<p>The Century Park Park and Ride options report CR_1986 was heard at the August 19, 2015 Transportation Committee resulting in the motion: Regional Cost Sharing Strategy - Heritage Valley Park and Ride</p> <p>That Administration work with relevant regional partners to provide a report on a regional cost sharing strategy for full design, construction and use of the Heritage Valley Park and Ride.</p>	Report accepted for information at December 7, 2016 Urban Planning Committee.

APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning, Plan Amendment
Bylaws:	18108, 18109
Location:	South of 28 Avenue NW, West of Hewes Way NW, North of 23 Avenue NW, East of 66 Street NW
Address:	2331 - 66 Street NW
Legal Description:	Plan 0022000, Block 6, Lot 3
Site Area:	23.8 Ha
Neighbourhood:	Mill Woods Town Centre
Ward - Councillor:	#11 - Councillor Nickel
Notified Community Organization:	The Woodvale Community League
Applicant:	ParioPlan

PLANNING FRAMEWORK

Current Zone:	(CSC) Shopping Centre Zone
Proposed Zone:	(DC1) Direct Development Control Provision
Plan in Effect:	Mill Woods Station Area Redevelopment Plan
Historic Status:	None

Written By:	Sean Lee
Approved By:	Tim Ford
Department:	Sustainable Development
Section:	Planning Coordination