

Bylaw 18109

To allow for a higher-density, mixed-use, transit oriented development, Mill Woods Town Centre

Purpose

Rezoning from CSC to DC1, located at 2331 - 66 Street NW, Mill Woods Town Centre.

Readings

Bylaw 18109 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree "That Bylaw 18109 be considered for third reading."

Advertising and Signing

This Bylaw has been advertised in the Edmonton Journal on Friday, June 23, 2017, and Saturday, July 1, 2017. The Bylaw can be passed following third reading.

Position of Administration

Administration supports this Bylaw.

Report

This proposed rezoning from (CSC) Shopping Centre Zone to (DC1) Direct Development Control Provision is accompanied by a concurrent, supporting amendment to the Mill Woods Station Area Redevelopment Plan under Bylaw 18108. The proposed (DC1) zone would allow for redevelopment of the Mill Woods Town Centre shopping mall and the surrounding site from a low-density, suburban-standard shopping centre, into a higher-density, urban-style transit oriented development. The highest density and heights would be located adjacent to the Mill Woods LRT stop and the relocated Mill Woods Transit Centre, both to be operational by December 2020. The site will be connected by a fine-grained grid of streets, lanes, mews, and bicycle lanes and paths. A large central green space and retail street will run north-south through the main portion of the site. Small open spaces, parks, and plazas will be provided within the site. A high standard of design and architecture will be required throughout the site; automotive-oriented uses will only be permitted at the south end of the site, along 23 Avenue NW. The site development is controlled through the use of seven Sub Areas within the (DC1) zone, each prescribing maximum and minimum heights and Floor Area Ratio (FAR) depending on the context of each area.

The built form is controlled through regulation which relates to the width and standard of publicly-accessible streets, lanes, and pedestrian mews. An active transportation network throughout the site would consist of designated bicycle lanes, pathways, and pedestrian- and cyclist-priority lanes and mews. A maximum of 1,750 residential units are permitted across the site, in various configurations including rowhousing, stacked rowhousing, mid-rise and high-rise buildings. Up to 70,000m² of non-residential floor

area may be developed, and may be incorporated with residential developments as mixed-use buildings.

Policy

This proposed rezoning is in line with the overall intent and the objectives of the Mill Woods Station Area Redevelopment Plan. The rezoning reflects the City's Transit Oriented Development Guidelines for sites proximate to LRT stations and bus Transit Centres. The proposed (DC1) zone follows the direction of the Municipal Development Plan, *The Way We Grow*, to concentrate height and density at major nodes served by higher-order transit, and provides for increased choice in the local housing stock.

Corporate Outcomes

- Edmonton is attractive and compact
- Edmontonians use public transit and active modes of transportation

Public Consultation

Advance notice was sent on March 8, 2016, to property owners in the area and the Woodvale Community League. A public open house was held on May 5, 2016, which 500 people attended. A second public open house was held on March 16, 2017, which 407 people attended. *What We Heard* reports were completed for each open house. A web page was set up in February 2016, and has been periodically updated with new information and material from the public engagements. It received 8,470 unique visitors.

Attachments

1. Bylaw 18109
2. Sustainable Development report (attached to Bylaw 18108 – Item 7.1)