

Bylaw 20919

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

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

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

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

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

1. That Bylaw 16537, Mill Woods Station Area Redevelopment Plan is hereby amended by the following:
 - a. deleting the words “Pario Plan”, “Urban Strategies”, “Bunt & Associates”, “Colliers International” and “Associated Engineering” from the cover page;
 - b. deleting the page titled “Acknowledgements” and renumbering the pages accordingly;
 - c. deleting the map entitled “Bylaw 18108, the Mill Woods Station Area Redevelopment Plan” and replacing it with the map entitled “Bylaw 20919, the Mill Woods Station Area Redevelopment Plan” attached hereto as Schedule “A” and forming part of this Bylaw;
 - d. deleting the word “Investement” in item 5.3.2 of the Table of Contents and replacing it with “Investment”;
 - e. deleting the word “develoment” in the second paragraph of Section 1.1 Purpose and replacing it with “development”;

- f. deleting the word “atuomobile” in the fourth bullet adjacent to the image showing the City Policy for the Transit Oriented Guidelines in Section 1.3 and replacing it with “automobile”;
- g. deleting “Figure 5: Zoning” and replacing with “Figure 5: Zoning” as attached hereto as Schedule “B” and forming part of this Bylaw;
- h. deleting “Figure 8: Balanced Network of Streets” and replacing with “Figure 8: Balanced Network of Streets” as attached hereto as Schedule “C” and forming part of this Bylaw;
- i. deleting the wording of Policy 9 in Section 4.2.2 and replacing it with:
“Design and reconstruct 28 Avenue as a complete mixed use main street concurrent with development of the LRT stop and transit centre.”
- j. deleting the wording of Policy 10 in Section 4.2.2 and replacing it with:
“Design and construct a new north-south mixed use pedestrian-oriented “main street” on the west side of the plan area between 66 Street and Youville Drive linking the existing Mill Woods Town Centre mall in the south with the Grey Nun’s Hospital in the north (see Figure 8: Balanced Network of Streets”
- k. deleting the images and street cross sections on pages 34 and 35, following Figure 9 and before Section 4.2.3.
- l. deleting “Figure 9: Potential Public and Private Street Allocation” and replacing with “Figure 9: Potential Public and Private Street Allocation” as attached hereto as Schedule “D” and forming part of this Bylaw;
- m. deleting “Figure 12: Pedestrian Priority Area / Integrated Transit Block” and replacing with “Figure 12: Pedestrian Priority Area / Integrated Transit Block” as attached hereto as Schedule “E” and forming part of this Bylaw;
- n. deleting the words “shared use paths” and replacing them with “shared pathways” in Section 4.2.4, and Section 4.3.1;
- o. deleting the wording of Policy 5 in Section 4.2.4 and replacing it with:

“Require the street furnishings, shelters, planting zone / pedestrian zone / private setback, south of the shared pathway south of the LRT tracks be provided as a condition of development of the adjacent property.”

- p. deleting “Figure 13: Active Transportation Network” and replacing with “Figure 13: Active Transportation Network” as attached hereto as Schedule “F” and forming part of this Bylaw;
- q. deleting “Figure 14: Parks and Open Space” and replacing with “Figure 14: Parks and Open Space” as attached hereto as Schedule “G” and forming part of this Bylaw;
- r. adding new policies to the end of Section 4.3.2 as follows:
 - 13. Calm traffic using infrastructure to slow vehicles and enhance the safety of active users at high traffic areas.
 - 14. Restrict the number of vehicle interactions crossing active mode infrastructure (accesses, parking, intersections, etc.).
 - 15. Integrate new active mode infrastructure with the existing active network adjacent to the development.
 - 16. Design pedestrian crossings to minimise crossing distances and maximise visibility.
 - 17. Provide walkway connections to break up blocks at intervals of approximately 125 m to 250 m spacing, or less to ensure pedestrian accessibility to transit routes, amenities and active modes network.
- s. deleting “Figure 15: Development Concept” and replacing with “Figure 15: Development Concept” as attached hereto as Schedule “H” and forming part of this Bylaw;
- t. deleting the words “18 storeys” from the Maximum Height of the Transit Precinct in Table 2: Land Use Precincts and replacing it with “22 storeys”;
- u. deleting the table entitled “Table 3: Population Projections” and replacing it with “Table 3: Population Projections” as attached hereto as Schedule “I” and forming part of this Bylaw;

- v. deleting “Figure 16: Precinct Areas” and replacing with “Figure 16: Precinct Areas” as attached hereto as Schedule “J” and forming part of this Bylaw;
- w. deleting the words “18 storeys” from Policy 2 in Section 4.4.1 and replacing it with “22 storeys”;
- x. Deleting the words “as illustrated in the Figure 13: 28 Avenue Cross Section” from the first sentence of the second paragraph in Section 4.4.2;
- y. deleting “Figure 23: Building Height Strategy” and replacing with “Figure 23: Building Height Strategy” as attached hereto as Schedule “K” and forming part of this Bylaw;
- z. deleting the word “Acommodate” from Policy 16 in Section 4.5 and replacing it with “Accommodate”;
- aa. deleting the wording of Policy 5 in Section 4.5.2 and replacing it with:

“Develop a maximum three storey podium with step back of the upper levels in higher density precincts, notwithstanding podiums of up to six storeys may be developed in the area north of the Transit Centre, south of 28 Avenue, west of the Transit Centre pedway, and east of the north south roadway connection to 23 Avenue.”
- bb. deleting the wording of Policy 1 of Section 4.5.2 and replacing it with:

“Strongly encourage shared parking facilities to reduce the total number of spaces required, reduce development costs and to reduce the amount of space required to facilitate parking.”
- cc. deleting Policy 1 of Section 4.5.3 and renumbering the section accordingly;
- dd. deleting the words “See policy 4.5.3.4” from policy 16 in Section 4.5.1 and replacing with “See policy 4.5.3.3”;;
- ee. adding “Protected Bike Lane” alphabetically as a new defined term in Section 6 with the following definition:

A type of AAA bikeway that is on-street, separated and protected from adjacent motor vehicle traffic by a horizontal and/or vertical delineator designed to minimise or prevent encroachment by motor vehicles.

ff. deleting the term and definition for “shared use path” in Section 6 and replace it with:

Shared Pathway: A type of AAA bikeway that is off-street and shared with pedestrians (either within the same pathway, or segregated in adjoining pathways). (Sometimes referred to as: shared-use path or multi-use path)

gg. deleting the words “shared use path” from the definition for Transportation Corridor in Section 6 and replacing it with “shared pathway”

READ a first time this day of , A. D. 2024;

READ a second time this day of , A. D. 2024;

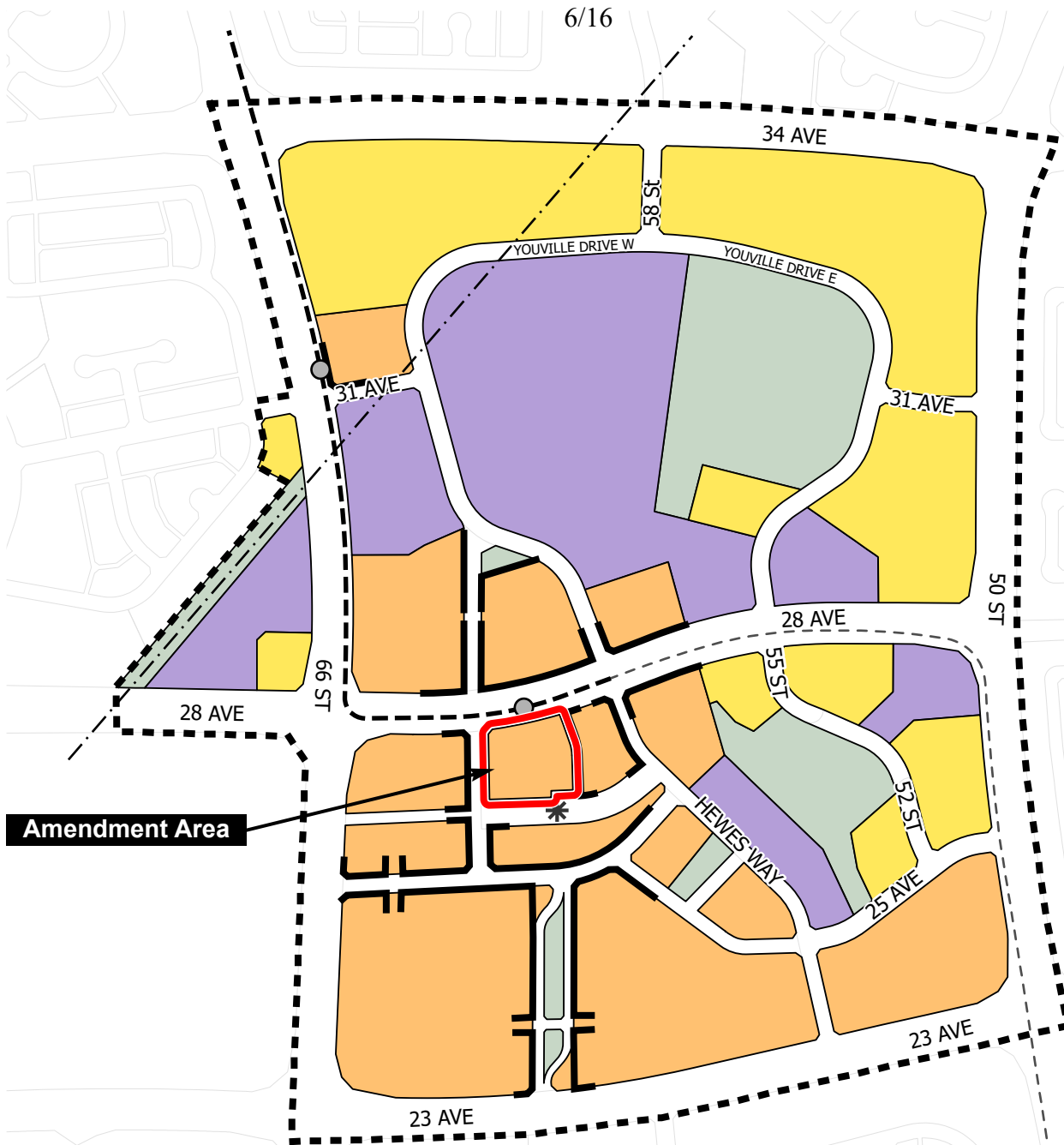
READ a third time this day of , A. D. 2024;

SIGNED and PASSED this day of , A. D. 2024.

THE CITY OF EDMONTON












MAYOR

CITY CLERK



Amendment Area

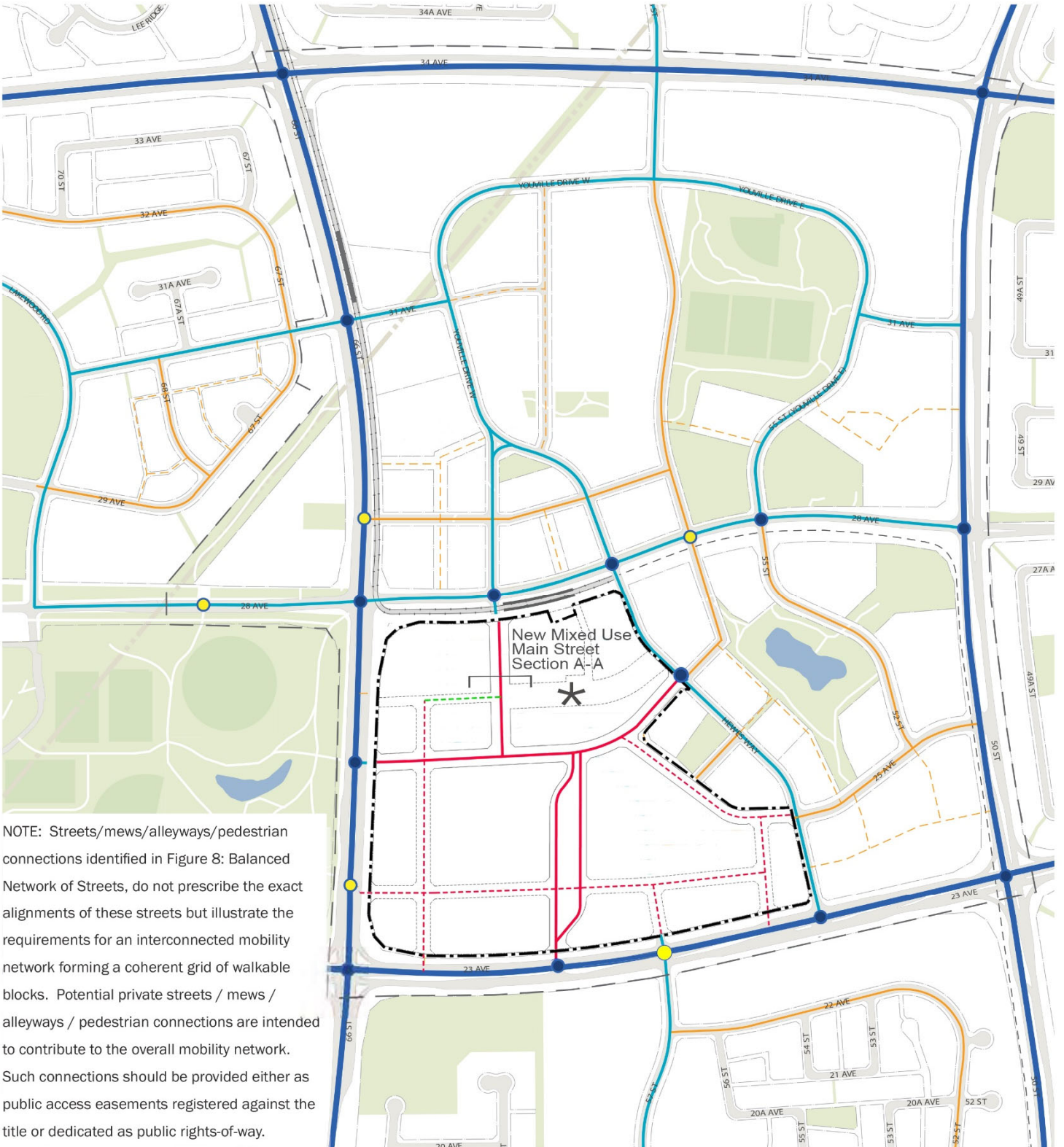
**BYLAW 20919
AMENDMENT TO
MILL WOODS STATION
Area Redevelopment Plan
(as amended)**

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

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

Figure 8: Balanced Network of Streets

- Arterial
- Collector
- Local Street
- - - Potential Private Street/ Mews / Alleyway / Pedestrian Connection
- Primary Intersection
- Secondary Intersection
- - - Shared Transit and Vehicular Connector
- Private Main Street
- - - Private Local Street
- LRT Stop
- - - LRT Alignment
- - - Possible Future LRT Extension
- ✱ Transit Centre
- - - Plan Boundary
- - - Pipeline Corridor



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

Figure 9: Potential Public and Private Street Allocation

- Arterial
- Collector
- Local Street
- - - Potential Private Street/ Mews / Alleyway / Pedestrian Connection
- Primary Intersection
- Secondary Intersection
- - - Shared Transit and Vehicular Connector
- Private Main Street
- - - Private Local Street
- LRT Stop
- LRT Alignment
- - - Possible Future LRT Extension
- ✱ Transit Centre
- - - Plan Boundary
- - - Pipeline Corridor

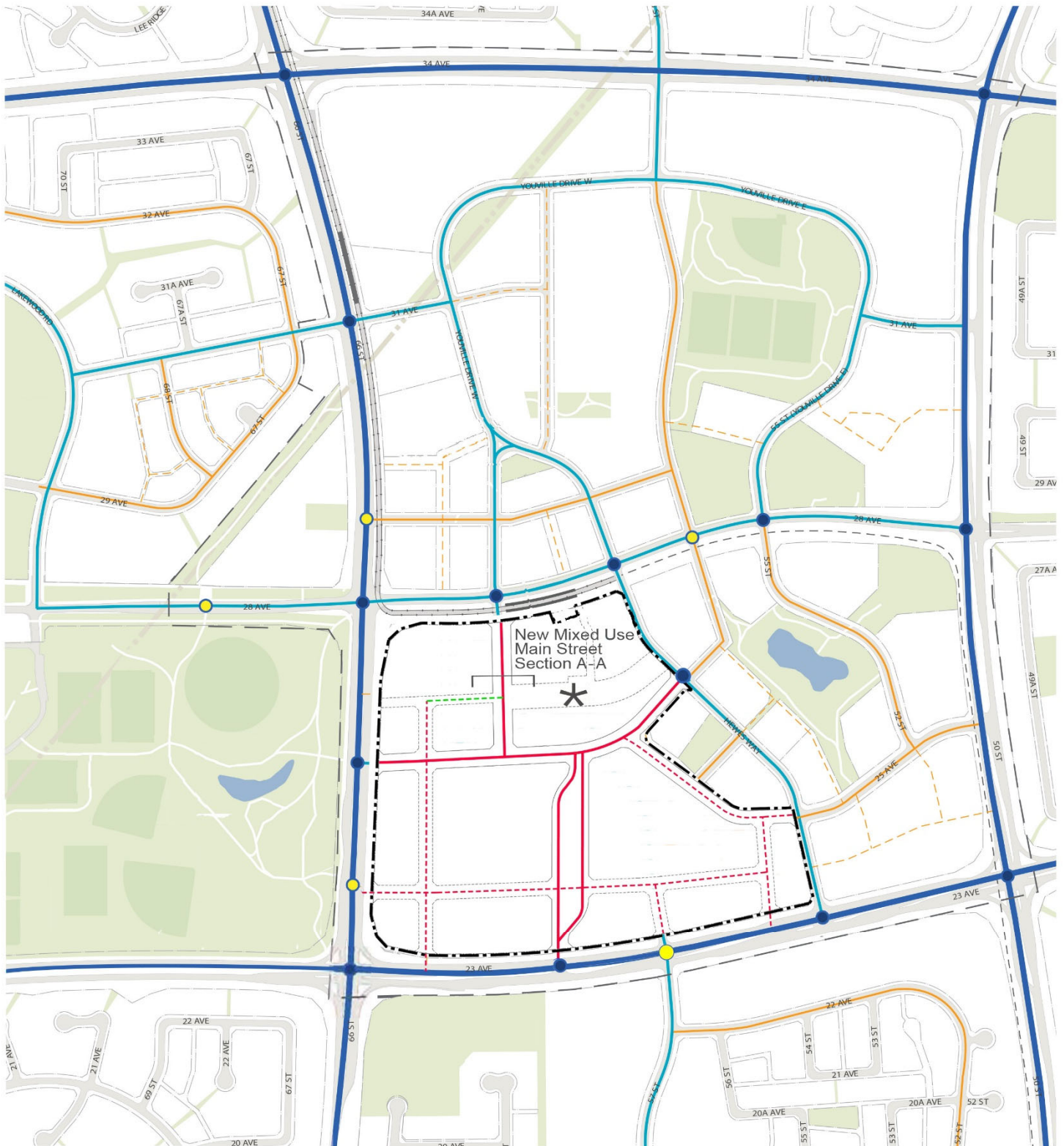


Figure 12: Pedestrian Priority Area / Integrated Transit Block

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

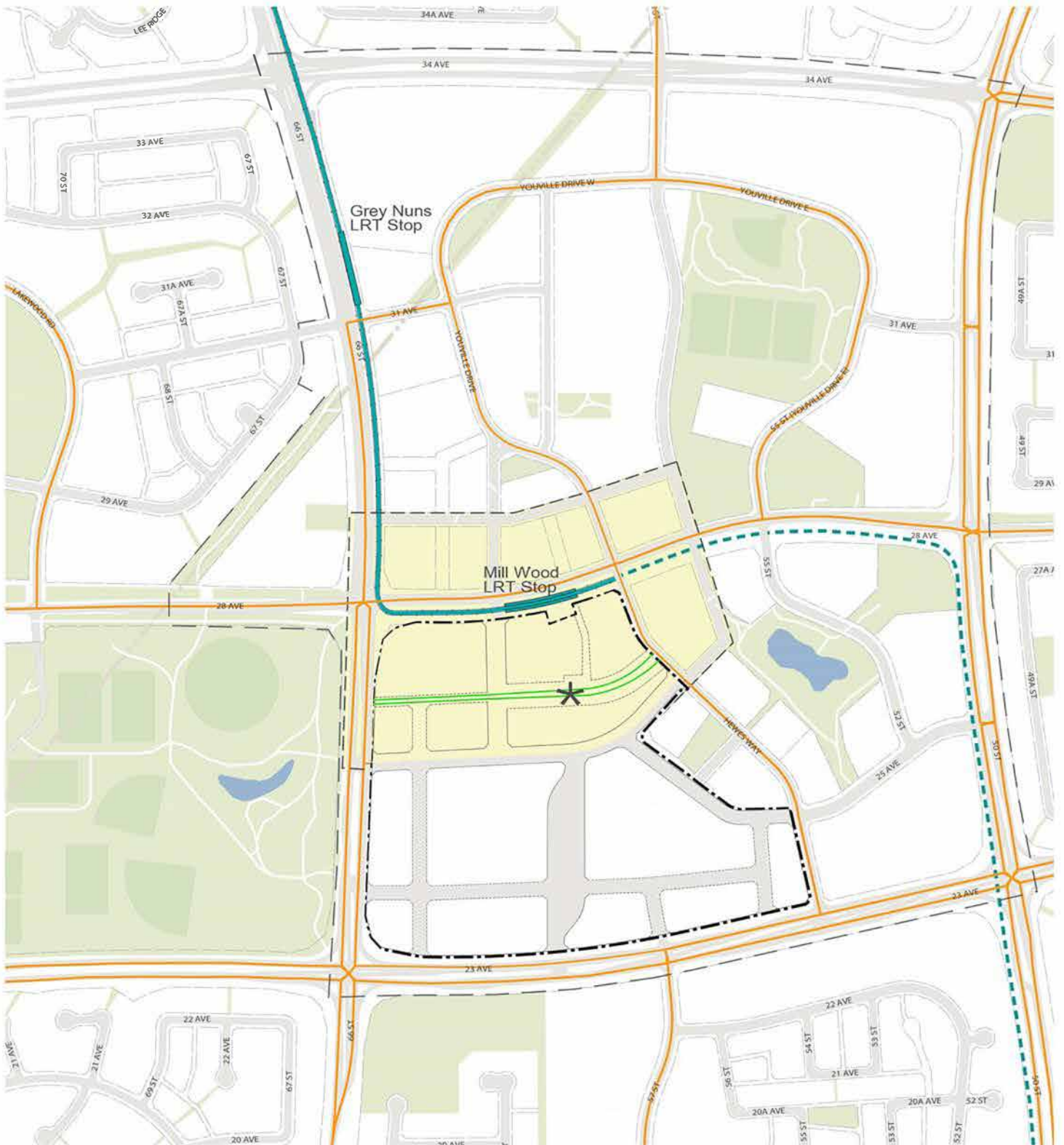


Figure 13: Active Transportation Network

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

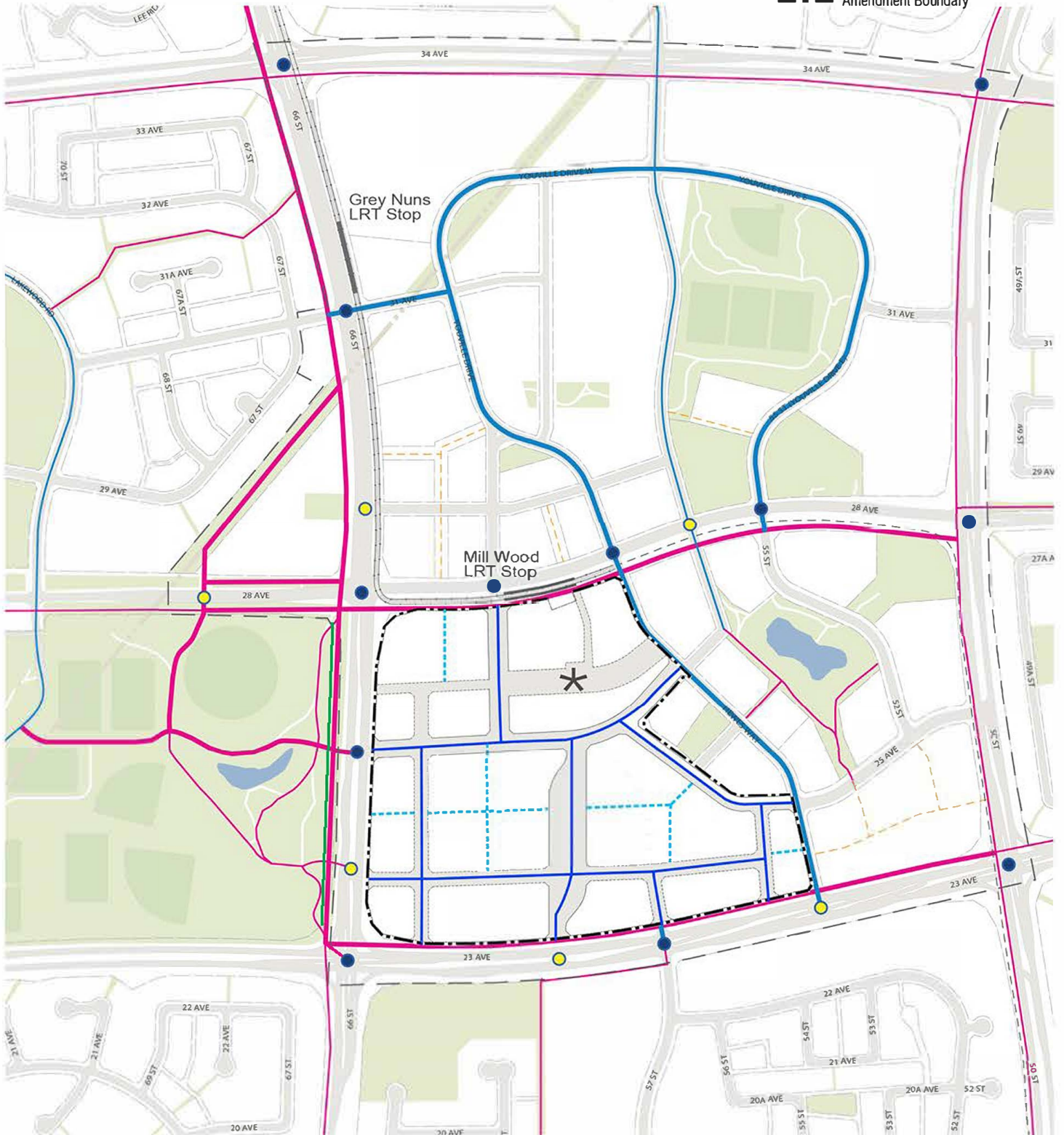


Figure 14: Parks and Open Space

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

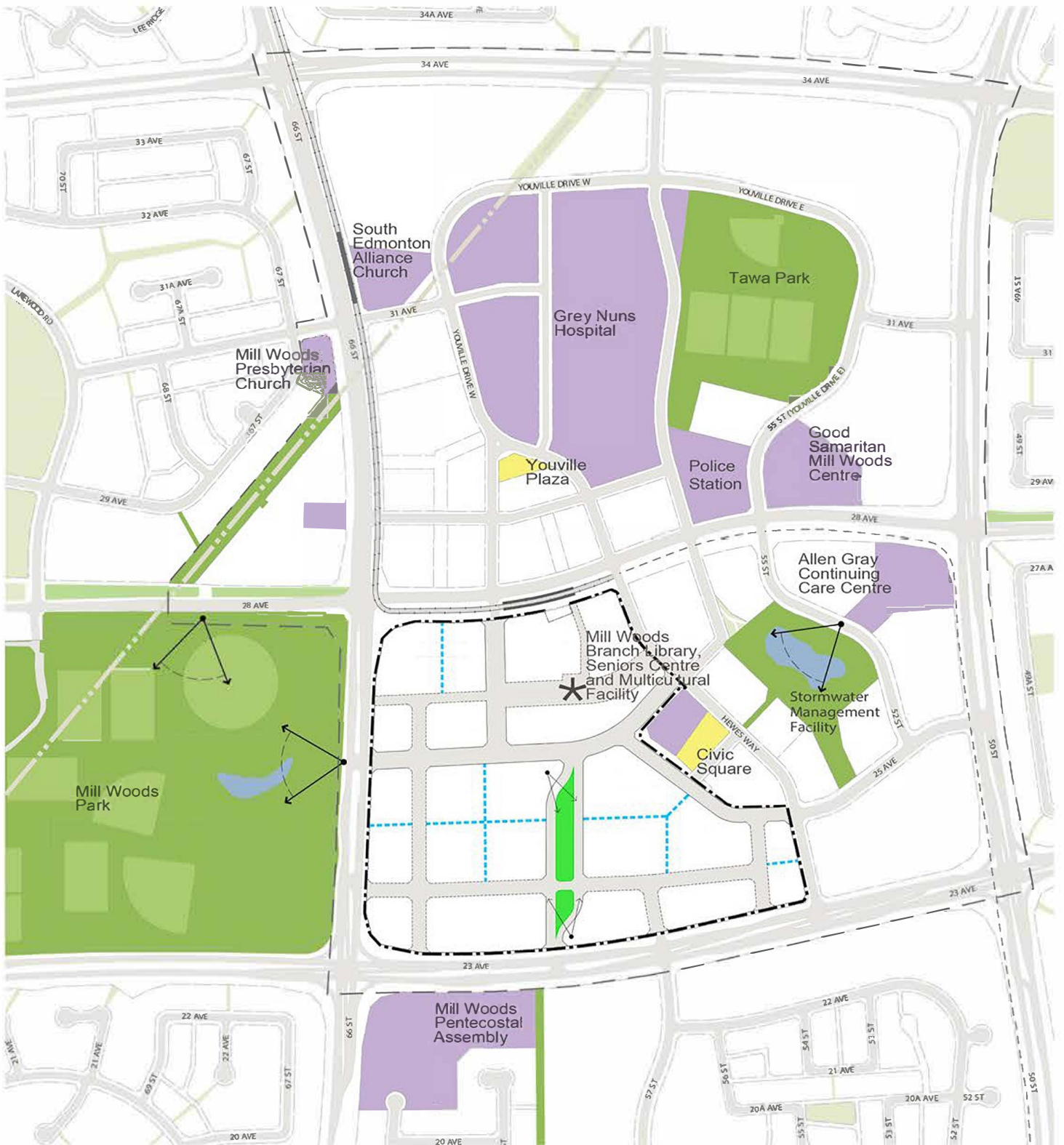


Figure 15: Development Concept

- Institutional/Commercial/Workforce Housing
- Mixed-use (residential, commercial, institutional)
- Residential
- Open Space
- Required Retail
- LRT Stop
- Transit Centre
- Approved LRT Alignment Possible
- Future LRT Extension
- Plan Boundary
- Pipeline Corridor



SCHEDULE "I"

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	325	2,902	1.2	3,483
Transit Precinct	3.1	325	1,007	1.2	1,209
Hewes Way Precinct	4.1	224	534	1.5	801
Mill Woods Town Centre	14.4	325	669	1.5	903
Neighbourhood	4.1	50-224	172	2.5	333
Total	48.0		5,284		6,729

Figure 16: Precinct Areas

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

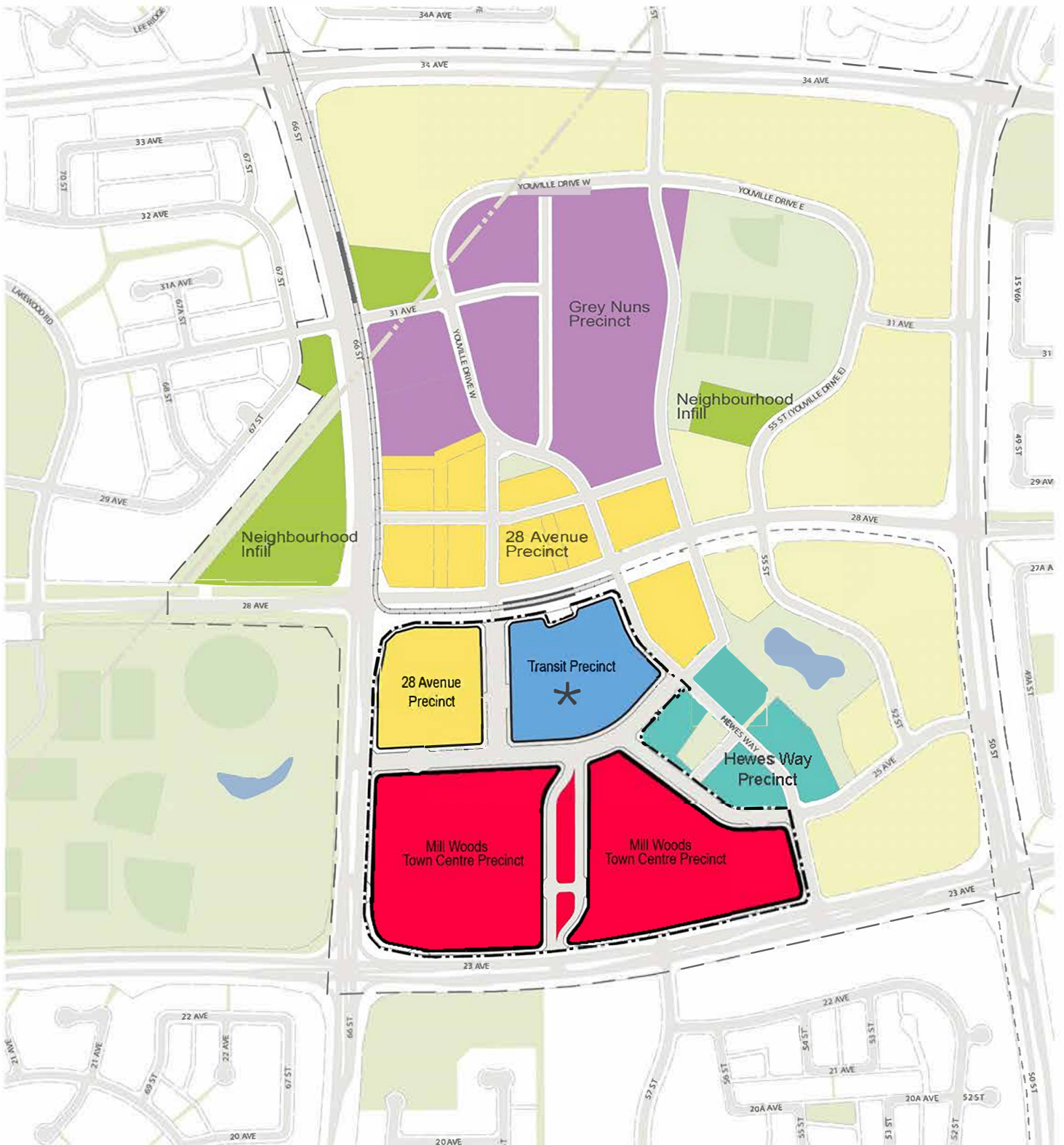

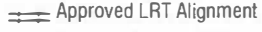

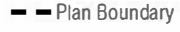

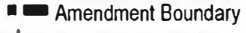



Figure 23: Building Height Strategy

- max 18 storeys
- max 14 storeys
- max 8 storeys
- max 6 storeys
- max 4 storeys
- Open Spaces
-  LRT Stop
-  Approved LRT Alignment
-  Possible Future LRT Extensior
-  Plan Boundary
-  Pipeline Corridor
-  Amendment Boundary
-  Transit Centre

