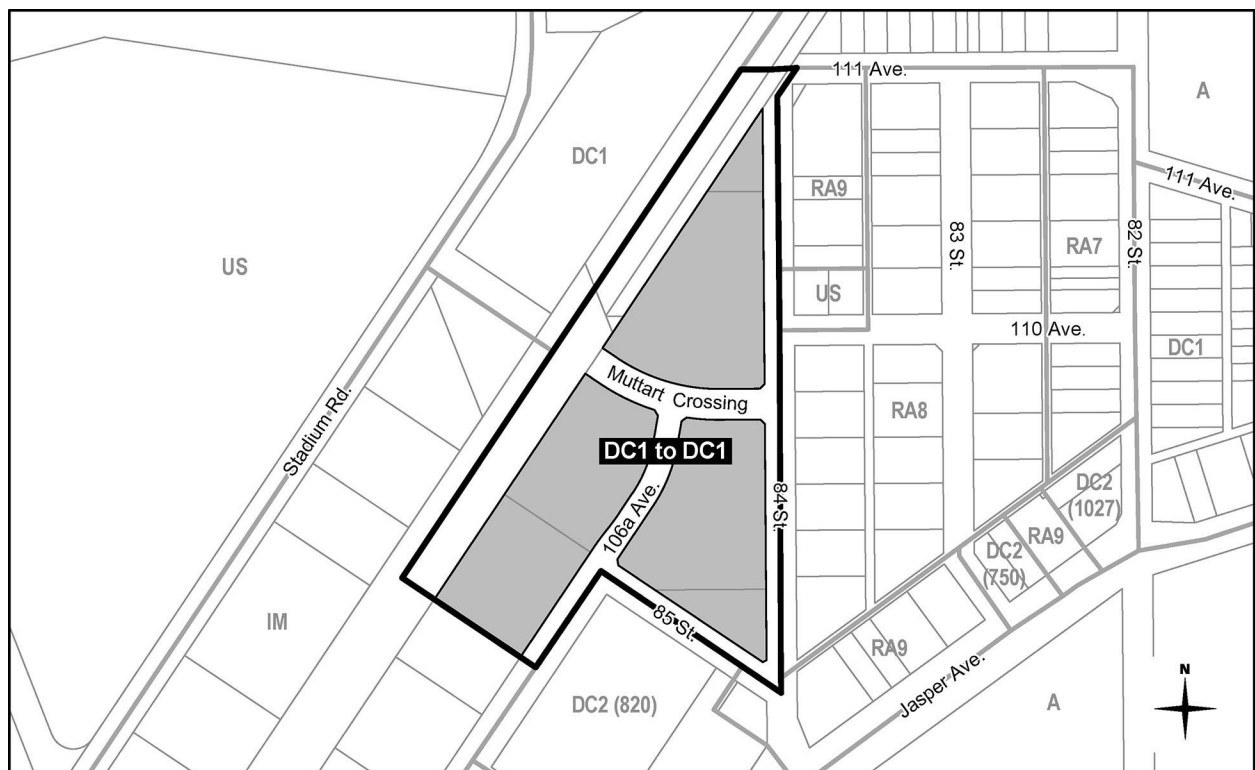




ADMINISTRATION REPORT **REZONING** BOYLE STREET

10619 MUTTART CROSSING NW; 10920,10954 & 11030 84 STREET NW; and 8450 & 8490 106a AVENUE NW

To allow additional commercial opportunities and appropriate signage regulations to support a high density, mixed-use transit oriented development.



Recommendation: That Charter Bylaw 19819 to amend the Zoning Bylaw from (DC1) Direct Development Control Provision to (DC1) Direct Development Control Provision be APPROVED.

Administration is in **SUPPORT** of this application because it:

- supports the City Plan initiatives for District Nodes by supporting a variety of businesses types and forms that activate adjacent public parks and Muttart Crossing; and
- allows for innovative and creative signage opportunities for wayfinding and placemaking of the site.

Report Summary

This land use amendment application was submitted by B&A Planning Group on March 18, 2021 on behalf of landowners, Rohit Communities Muttart Ltd. Sid and Carma Ltd. This application proposes to make revisions to an existing (DC1) Direct Development Control Provision to align with current Zoning Bylaw standards, to update allowed uses and regulations, and to revise the sign regulations for on-site signage.

This application is in conformance with the Stadium Station Area Redevelopment Plan.

The Application

CHARTER BYLAW 19819 to amend the Zoning Bylaw by rezoning the subject site from the current (DC1) Direct Development Control Provision to a new (DC1) Direct Development Control Provision to align with current Zoning Bylaw standards, to update allowed uses and regulations, and to revise the sign regulations for on-site signage within the subject properties. A summary of proposed changes include the following:

- Allowing stand-alone commercial buildings fronting Muttart Crossing NW and the two public parks;
- Adding *Breweries, Wineries, and Distilleries* to the list of allowed uses;
- Updating signage regulations and allows Freestanding On-Premises signs to the list of allowed sign types; and
- Administrative updates and formatting throughout.

According to the applicant, the purpose of this application is to allow for the continued development and provide additional opportunities to provide for a vibrant setting to serve its residents and surrounding areas. This is intended to be accomplished through innovative and creative signage placed at key locations throughout the site to help orient people to the redevelopment project and the commercial amenities found throughout the site. Other changes to the DC1 provision include the ability to place complimentary Breweries, Wineries and Distillers among other permitted commercial activities and provide the ability to locate stand-alone commercial buildings at strategic locations that is well integrated with the high density residential and pedestrian friendly context this sector of the city has to offer.

Site and Surrounding Area

The 3.7 hectare site is generally bounded by 84 Street to the east, Stadium Station LRT to the north, and the Capital Line LRT Right-of-Way to the west. The site is located approximately 60 metres north of Jasper Avenue. The site is currently zoned DC1 divided into areas as per the DC1 appendices. The purpose of the zone is intended for a high density mixed use urban village which currently contains vacant parcels to the north of Muttart Crossing (Area 1) and west of 106a Avenue NW (Areas 3 and 4). Two recently constructed mid-rise apartments are found within the southeast area of the site south of Muttart Crossing between 84 Street and 106a Avenue (Area 2). A commercial building located and intended to be attached to a mid-rise building faces south towards a public park at the corner of 84 Street and 85 Street. Another public park is located at the most northern tip of the site adjacent to the Stadium Station LRT.



DC1 Site Boundary and Areas

The properties to the east across 84 Street are 3 and 13 storey Apartment Housing buildings Zoned RA8 and RA9. Also to the east, on the northeast corner of 110 Avenue and 84 Street is an existing Private Club zoned (US) Urban Services. To the south, across 85 Street between Jasper Avenue and 106a Avenue are four apartment housing buildings totalling 697 Dwelling Units ranging between 14.0 m – 93.4 m in height (two 4 storey buildings; one 26 Storey building; one 30 storey building). To the southwest along 106a Avenue are existing General Industrial Uses zoned (IM) Medium Industrial. Further northwest and west across the LRT right-of-way are additional industrial use buildings, the ETs Stadium Transit Centre, Commonwealth Stadium and Commonwealth Community Recreation Centre.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(DC1) Direct Development Control Provision	<ul style="list-style-type: none"> • Mid Rise Apartments • Vacant commercial use building • Vacant Parcels
CONTEXT		
North	DC1 Direct Development Control Provision	Stadium LRT Stop
Northwest and west across LRT ROW	<ul style="list-style-type: none"> • DC1 Direct Development Control Provision • (IM) Medium Industrial Zone 	<ul style="list-style-type: none"> • Stadium Transit Centre and parking lot • Industrial use buildings
East	<ul style="list-style-type: none"> • (RA9) High Rise Apartment Zone • (RA8) Medium Rise Apartment Zone • (US) Urban Services 	<ul style="list-style-type: none"> • Apartment Housing • Private club
South		<ul style="list-style-type: none"> • Apartment Housing

	<ul style="list-style-type: none">• (DC2)Site Specific Development Control Provision• (IM)Medium Industrial Zone	<ul style="list-style-type: none">• Industrial use buildings
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VIEW OF THE SOUTH PARK AND SITE
LOOKING NORTHWEST FROM THE CORNER OF 84 STREET NW AND 85 STREET NW



VIEW OF THE NORTH PARK AND SITE
LOOKING SOUTHWEST FROM THE CORNER OF 84 STREET NW AND 111 AVENUE NW



VIEW OF THE SITE LOOKING NORTH
ALONG 106A AVENUE NW



VIEW OF THE MUTTART CROSSING NW
LOOKING EAST FROM THE LRT TRACKS



VIEW OF THE AREA 1 - LOOKING NORTHEAST
FROM LRT TRACKS AND MUTTART CROSSING NW



VIEW OF VIEW OF AREA 2 LOOKING SOUTHEAST
FROM THE CORNER OF MUTTART CROSSING NW
AND 106A AVENUE NW



VIEW OF THE AREA 3 - LOOKING SOUTHWEST
FROM THE CORNER OF MUTTART CROSSING NW
AND 106A AVENUE



VIEW OF VIEW OF AREA 4 - LOOKING EAST
FROM THE CORNER OF 106A AVENUE NW
AND 85 STREET NW

Planning Analysis

LAND USE COMPATIBILITY

The proposed DC1 provisions include original regulations that ensure an appropriate integration is achieved with surrounding properties. The proposed signage regulation updates allow for the balanced placement of on-site advertising to help support local businesses and provide wayfinding techniques to help navigate towards and through the site. The proposed stand-alone commercial buildings are intended to help activate the pedestrian commercial shopping experience along Muttart Crossing and the two public parks along 84 Street. Overall, the proposed DC1 provisions have identical intent and complementary uses to the existing zoning and the site is expected to continue to develop as the envisioned high density mixed use urban village and transit oriented development adjacent to the Stadium LRT Station.

PLANS IN EFFECT

City Plan

The City Plan, Edmonton's Municipal Development Plan, is a high level policy document describing the strategic goals, values and intentions that direct how Edmonton will grow from 1 million to 2 million people over the next several decades. One key piece of this plan is to accommodate all of this future growth within Edmonton's existing boundaries, with no further annexations or expansions. To do this, development is within key areas such as the Commonwealth Stadium area identified as a District Node intended to enhance the Central and nearby 118 Avenue Districts.

District Nodes are planned to support a variety of businesses and community amenities serving multiple neighbourhoods. According to the City Plan, District Nodes should be designed to support community gathering and provide for a diversity of housing, employment options, amenities. The proposed application does this by adding new commercial regulations that promote different activities and opportunity for stand alone built forms up to 2 stories in height that integrate well with the mix-use urban village context this District is trying to achieve. The signage regulations removes a Zoning Bylaw signage Schedule B typically affiliated with apartment housing and replaces it with a Schedule E to better integrate with pedestrian shopping street setting as Muttart Crossing functions as the area's "main street". These regulations are intended to help aid the commercial businesses' on-site sign needs while allowing for the attraction of individuals to this node.

Stadium Station Area Redevelopment Plan

The subject site is located in the 'Muttart Site Redevelopment Area' as referenced in the Stadium Station Area Redevelopment Plan (ARP). The policies label future land uses as Transit Oriented Development providing predominantly transit-supportive residential with the inclusion of neighbourhood servicing ground floor commercial and retail services. The ARP dictates specific location where optional ground floor retail and commercial shall be located, specifically along both sides of Muttart Crossing and generally fronting 84 Street abutting the two public park sites within the north and southeast tips of the site. This aligns with current policy provisions of the ARP where commercial uses are allowed to front. The proposed changes to commercial uses to allow stand-alone commercial developments are to be located in the same areas and include provisions that maintain the pedestrian friendly setting this ARP is seeking for.

The ARP is silent on signage design and regulations.

EDMONTON DESIGN COMMITTEE

On October 6, 2015, the Edmonton Design Committee (EDC) provided a recommendation of support with conditions for the current DC1 zoning. A subsequent review by the EDC was deemed unnecessary for the purposes of this rezoning application to a new DC1 as the design elements from the approved rezoning in 2015 have been preserved in the proposed provisions.

As part of the Development Permit review process for new buildings, the proponent is advised that further review by the EDC shall be required at that time.

PUBLIC CONTRIBUTIONS

The DC1 Provisions maintains the original public amenities by providing the contributions:

- Public art contributions valued at \$9.15 per m² of Floor Area of the development.

The following contributions as required by the DC1 have been accomplished through the development permitting review for Area 2 containing the midrise apartments and the overall subdivision process for the site:

- Two public pocket parks/plazas are provided measuring 1,000 m² for the northern park and 1800 m² for the southern edge which have already been constructed;
- commitment to construct a pedestrian crossing at the south end of the Stadium LRT Station.
- Off-site streetscape improvements along 106A Avenue, 85 Street, and provides new road connections through proposed Muttart Crossing main street and the 106a Avenue extension towards the mainstreet from 85 Street NW.

Affordable housing choices were incorporated through the previous zoning requirements of the Owner to provide the City the option to purchase 5% of the proposed number of residential units for each stage of the development at 85% of the market value. This requirement has since been removed due to the repeal of City Policy C582 - Developer Sponsored Affordable Housing Policy on July 5, 2021.

Technical Review

Transportation and Transit

Administration supports the application from a transportation and transit perspective and advises that signs shall not interfere with the surrounding transportation network to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation) unit, and that signage of any kind shall not be within 2 metres from the LRT right-of-way and shared use path. Any signage encroachments over road right-of-way is expected to be reviewed at the development permit stage and that encroachments agreements shall be executed prior to the installation of such signs.

Due to the Zoning Bylaw updates on parking requirements, the new DC1 provisions have been revised to align with the City's Open option parking regulations.

Drainage

Planning Coordination (Drainage) provides support towards the application based on the accepted Storm and Sanitary Servicing Feasibility Study submitted on March 3, 2017.

EPCOR Water

EPCOR Water advises that the development must meet Edmonton Design and Construction Standards to the satisfaction of EPCOR Water and that the municipal fire protection is limited to portions directly fronting the road right of ways. Additional or alternative methods of

supplementing or meeting on-site fire protection requirements shall be addressed at the Development Permit stage.

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

Community Engagement

ADVANCE NOTICE April 30, 2021	<ul style="list-style-type: none">• Number of recipients: 213• Number of responses with concerns: 2• Number of responses in support: 1• Common comments included: Concerns for major digital signs and freestanding signs used for billboards
WEBPAGE	<ul style="list-style-type: none">• https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/boyle-street-planning-applications

Two emails of non-support were received following the receipt of the rezoning submission and mailout of the application's advanced notices. Concerns indicated the fear of freestanding billboard signs cluttering surrounding the site and impacts to digital signage. Clarification was provided that the freestanding signage shall be limited to on-site advertising with limited heights and signage area. The component for major digital signage has since been removed from the application and while minor digital signs have been retained as per the current DC1 regulations and are to be considered discretionary signs to be considered as part of the development permit processing. One email in support was also received following the mailout of the advanced notices stating the proposed signage, commercial interface with park spaces and the addition of breweries to the area are welcomed in this context.

No formalized written feedback or position was received from the Boyle Street, McCauley or Parkdale-Cromdale Community Leagues at the time this report was written.

Conclusion

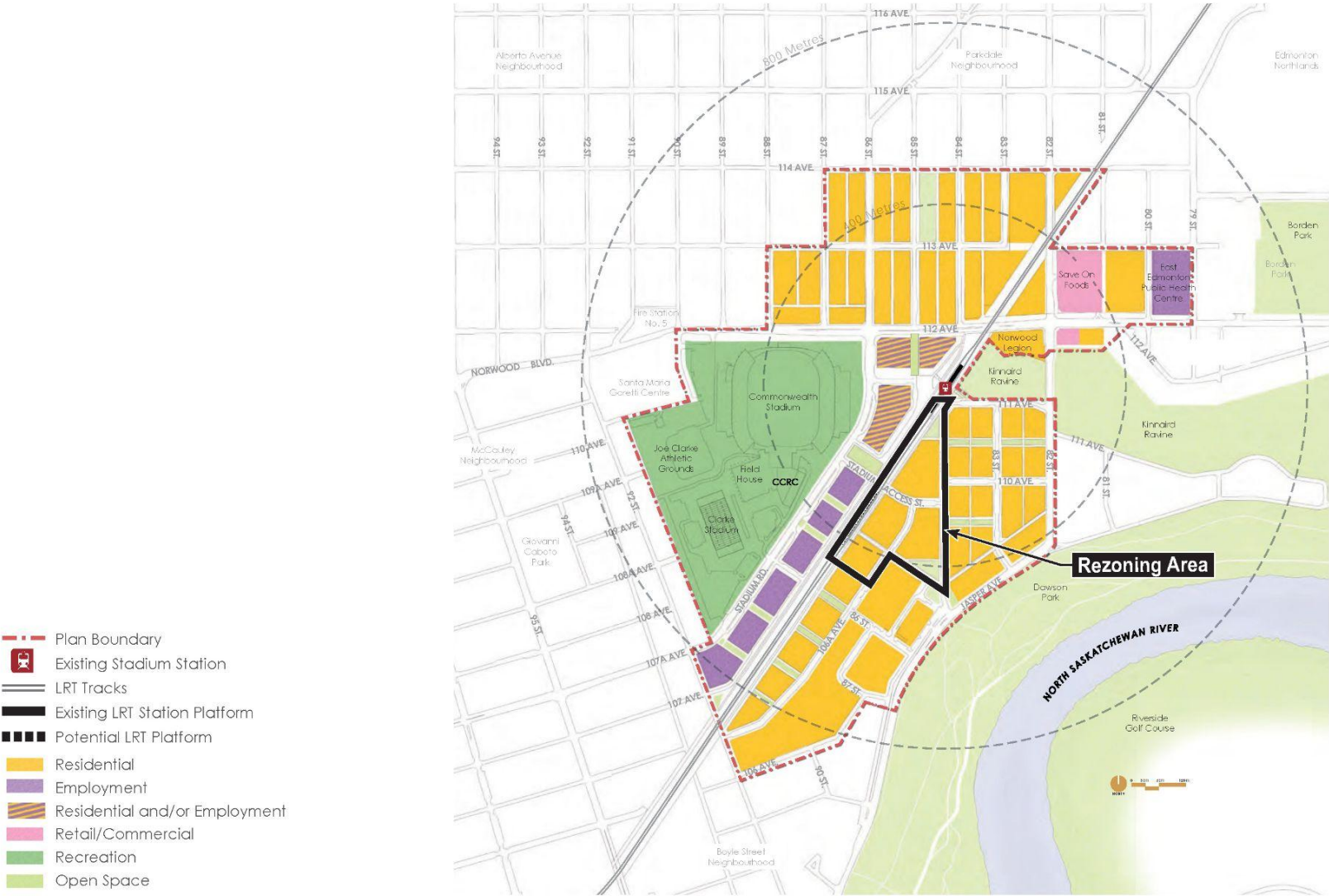
Administration recommends that City Council **APPROVE** this application.

APPENDICES

- 1 Context Plan Map
- 2 DC1 Summary of changes
- 3 Application Summary

CONTEXT MAP

Figure 51: Predominant Land Use Framework



DC1 Summary of Changes

Proposed DC1 Amendments	Summary of Changes
<p>(DC1) DIRECT DEVELOPMENT CONTROL PROVISION – Stadium East (Muttart Site - Area 7)</p> <p>1. General Purpose</p> <p>To he purpose of this Zone is to facilitate the creation of a high density, mixed-use, urban village development adjacent to the Stadium LRT Station. This Zone allows for low, medium and high-rise residential development with high-rise Towers set back on podiums, integrated with limited commercial, office and service Uses in appropriate areas. The development will feature two Pocket Parks/Plazas at the north and south interface, a commercial main street to enhance the pedestrian environment and aesthetic quality, and strong pedestrian connections to the LRT Station via pedestrian-friendly streets and paths.</p> <p>2. Area of Application</p> <p>This Provision shall apply to Lot 2, Block 7, Plan 1723564, Lots 1MR & Lot 2, Block 6, Plan 1723564, Lot 1MR, Block 7, Plan 1723564, Lots 9 & 10, Block 8, Plan 1723564, located between 84 Street and the LRT right-of-way, north of 85 Street, as shown in Schedule “A” of the Charter Bylaw adopting this Provision, Boyle Street.</p> <p>3. Uses</p> <ol style="list-style-type: none"> 1. Apartment Hotels 2. Bars and Neighbourhood Pubs 3. Breweries, Wineries, and Distilleries 4. Child Care Services 5. Commercial Schools 6. Convenience Retail Stores 7. General Retail Stores 8. Health Services 9. Liquor Stores (Previously Minor Alcohol Sales) 10. Live Work Unit 	<p>1.0 Minor administrative updates only.</p> <p>2.0 Updated legal description and formatting</p> <p>3.0 Updated uses based on current Zoning Bylaw definitions;</p> <p>New uses include: 1) Breweries, Wineries, Distilleries; and 2) Freestanding On-premises Signs.</p>

<p>11. Minor Home Based Business</p> <p>12. Multi-unit Housing (<i>Previously Apartment Housing</i>)</p> <p>13. Personal Service Shops</p> <p>14. Professional, Financial and Office Support Services</p> <p>15. Public Park</p> <p>16. Specialty Food Services</p> <p>17. Residential Sales Centre</p> <p>18. Restaurants</p> <p>19. Fascia On-premises Signs</p> <p>20. Freestanding On-premises Signs</p> <p>21. Minor Digital On-premises Signs</p> <p>22. Projecting On-premises Signs</p> <p>23. Temporary On-premises Signs</p> <p>4. Development Regulations for Uses</p> <p>1. A minimum of 700 m² of non-residential uses shall be provided on the Site in general accordance with Appendix 2.</p> <p>2. Non-residential uses shall not be developed above the second Storey and may be in a freestanding building located in accordance with Appendix 2. Freestanding non-residential use buildings shall be designed to encourage and strengthen the pedestrian-oriented character of Muttart Crossing to the satisfaction of the Development Officer.</p> <p>3. Where Use Classes that may, in the opinion of the Development Officer, create negative impacts such as noise, light or odours which may be noticeable on adjacent properties or within the same building, and where the Site containing such Use Classes is directly adjacent to Sites used or zoned for residential activities, the Development Officer may, at the Development Officer's discretion, require that these potential impacts be minimized or negated. This may be achieved through a variety of measures including: Landscaping, screening, which may exceed the requirements of Section 55 of the Zoning Bylaw; noise attenuation measures such as structural soundproofing; downward direction of all exterior lighting on to the proposed development; and any other measures as the Development Officer may deem appropriate.</p> <p>4. No vehicular-oriented Uses shall be permitted.</p>	<p>4.1 Existing regulation</p> <p>4.2 New regulation to allow freestanding non-residential buildings.</p> <p>4.3 Existing regulation</p> <p>4.4 and 4.5 Existing Regulations</p> <p>4.6 New Regulation to limit impacts on Breweries, Wineries and Distilleries use.</p> <p>4.7 and 4.8 Existing regulations</p> <p>4.9 updated discretionary</p>
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<p>5. Bars and Neighbourhood Pubs, Restaurants or Specialty Food Services shall be limited to 100 Occupants and a maximum of 120m2 of Public Space for each establishment.</p> <p>6. Notwithstanding Section 99 of the Zoning Bylaw, Breweries, Wineries, and Distilleries may contain an outdoor Public Space next to an Abutting Residential Use as long as it can be demonstrated that noise impacts will be mitigated to the satisfaction of the Development Officer.</p> <p>7. Notwithstanding Section 92 of the Zoning Bylaw, Live Work Units shall only be permitted where they front onto a public roadway or a Public Park as shown in Appendix 2.</p> <p>8. Personal Service Shops shall not be developed as Body Rub Centres.</p> <p>9. Notwithstanding Section 12.3.1 of the Zoning Bylaw, Minor Digital On-premises Signs shall be a Class B Discretionary Development.</p> <p>10. Signs shall complement the pedestrian-oriented commercial environment and shall be provided in accordance with Schedule 59E except that:</p> <ul style="list-style-type: none"> a. Notwithstanding Section 59E.2(1)(a) of the Zoning Bylaw Fascia On-premises Signs shall also be permitted to face an internal roadway, Public Park, and the LRT right-of-way; b. Notwithstanding Section 59E.2(1)(b) of the Zoning Bylaw, Fascia On-premises Signs that consist only of a company Logogram and / or an Identification Sign formed of individual letters shall be allowed above the floor of the third Storey. Not more than one such Sign shall be allowed per building face and the Sign shall only be used to identify the building name or the principal tenant of the building; c. Notwithstanding Section 59E.2(2)(b) of the Zoning Bylaw, the top of any Projecting On-premises Sign on a building three Storeys or taller shall not extend more than 75 cm above the floor of the third Storey; d. Freestanding On-premises Signs may be illuminated; 	<p>development limited only to Minor Digital Signs</p> <p>4.10 updates sign schedule from Schedule B to E. *Schedule E is used typically for "Main Street" developments and deemed appropriate for this context</p> <p>4.10.a allows for additional placement of fascia signs at appropriate edge locations.</p> <p>4.10.c allows for placement of Projecting signs above the 2nd storey.</p> <p>4.10.d clarifies that Freestanding signs may be illuminated.</p> <p>4.10.e limits Freestanding signs to 6.0 m in height</p> <p>4.10.f allows for Identification Signs in the format of Freestanding signs at various location with limited height and area.</p> <p>4.10.11 allows for window signs up to a maximum area to promote pedestrian activation.</p> <p>4.10.12 clarifies permitted Temporary On-premises signs.</p> <p>4.13 Existing regulations</p>
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<p>e. Notwithstanding Section 59E.2(3)(a) of the Zoning Bylaw, the maximum Height of a Freestanding On-premises Sign shall be 6.0 m;</p> <p>f. Notwithstanding Section 59E.2(3)(d) of the Zoning Bylaw and Section 5.5 of this Provision, Freestanding On-premises Signs for the purposes Identification Signs shall be allowed within 2.0 m of a public roadway, internal roadway and public park, and a minimum Setback of 2.5 m from and LRT right-of way (ROW) and shared use path, subject to the following regulations:</p> <ul style="list-style-type: none"> i. Signs shall be located wholly within the boundary of the Area of application that it identifies; ii. Signs shall not exceed a Height of 1.8 m and shall have a maximum of 4.0 m² <p>11. Window Signs may be permanently affixed to the interior or exterior of a window up to a maximum Sign Area of 20% window coverage, to the satisfaction of the Development Officer.</p> <p>12. Temporary On-premises Signs shall be limited to project advertising and residential sales purposes only, and excluding trailer mounted Signs and/or Signs with changeable Copy.</p> <p>13. Public Parks</p> <ul style="list-style-type: none"> a. Two public Parks with a minimum size of 1,000 m² each shall be provided and located in General Accordance with Appendix 1. b. Public Parks shall be designed with the following considerations: <ul style="list-style-type: none"> i. As a high-quality civic plaza that creates a vibrant pedestrian node that promotes year-round public passive recreation and enhances the setting of abutting building(s); ii. To provide flexible programming space; iii. To actively interface with the adjacent buildings and public roadways; iv. To allow visibility into the Public Park from the adjacent public roadways and buildings; v. To take advantage of view corridors where possible; vi. To provide connections to other surrounding open spaces (i.e. courtyards, patios), as well as interior spaces such as lobbies to create a well-connected pedestrian network; vii. To provide safe and defensible space, clear sightlines, adequate lighting and provision of alternate "escape" paths in accordance 	<p>5.1 updated reference to the appendices</p> <p>5.2 existing regulations</p> <p>5.3 maximum height of freestanding non-residential inserted.</p> <p>5.4 existing regulations with updated section reference.</p>
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<p>with CPTED principles;</p> <p>viii. To provide easy and direct access particularly for elderly, people with disabilities, and young children;</p> <p>ix. Public Parks shall incorporate public seating and impromptu social gathering areas and include features such as decorative light standards, trash receptacles, bollards, landscaped planting beds, planters or tree grates, and a mixture of hard and soft pavement surfacing; and</p> <p>x. The Public Parks shall be designed as per the principles of City of Edmonton's Winter Design Guidelines to promote vibrant use during winter months.</p>						5.5 existing regulations
						5.6 existing regulations
<p>5. Development Regulations for Site Layout and Built Form</p> <p>1. The Site shall be developed in general accordance with Appendix 2 and Appendix 3 the attached appendices.</p> <p>2. The Floor Area Ratio, Density and Height for each Area (as identified in Appendix 2) shall be as follows:</p>						5.7 existing regulations
						5.8 & 5.9 existing regulations with updated section references
	Maximum FAR	Minimum No. of Dwelling Units	Maximum No. of Dwelling Units	Minimum Height	Maximum Height	5.10 & 5.11 Existing regulations
Area 1	7.0	216	576	14 m	120 m	
Area 2	7.0	187	498	14 m	120 m	
Area 3	5.5	138	366	14 m	100 m	
Area 4	5.5	138	366	14 m	100 m	
<p>3. Notwithstanding Section 5.2, the maximum Height for a freestanding non-residential building shall be 12.0 m.</p> <p>4. The development will be allowed to be phased with varying densities within each Area. and the Development Officer shall ensure that the total number of Dwelling Units for each Area meets the density requirements of subsection 5.2.</p> <p>5. The maximum Floor Area Ratio for non-residential Use classes shall be 0.5 for each Area.</p>						

6. Setbacks shall be provided as follows:

	Minimum	Maximum
a. Main Street	0.0 m	0.0 m
b. Public Roadways other than a Lane	2.0 m	3.0 m
c. Public Park	2.0 m	3.0 m
d. LRT Right-of-Way	5.0 m	7.5 m
e. Other Lot Line	1.0 m per 4.0 m increment of building Height or portion thereof	4.0 m

6.1 through 6.8
Existing
regulations

9. The maximum Floor Plate Area for any portion of a building taller than 25.0 m shall be 750.0 m².
8. Notwithstanding subsections 5.5.a, 5.5.b, and 5.5.c of this Provision, the Setback may be increased up to a maximum of 4.0 m to accommodate street related activities, such as sidewalk cafes, communal outdoor Amenity Area or a Public Amenity Space that contributes to the pedestrian-oriented character of the area.
9. Notwithstanding Section 5.5.d of this Provision, the minimum Building Setback adjacent to the LRT ROW may be reduced to 2.0 m where a landscaped buffer including a 3.0m wide shared use path is provided within the LRT ROW abutting the west Lot Line of the Site. Once established, this setback shall be applied consistently along the entire length of the Site abutting the LRT ROW.
10. Minimum Side Setbacks shall be 1.0 m per 4.0 m increment of building Height or portion thereof, up to a maximum of 4.0 m.
11. Separation Space shall be provided in accordance with Section 48 of the Zoning Bylaw except that:
 - a. One Storey features, such as bay windows, front porches, platform structures, verandas, and/or entrance features, shall be allowed to project into a Setback or Side Setback abutting a flanking roadway to a maximum of 2.0 m. In all cases, a minimum distance of 0.6 m from the property line to

the outside wall of such projection and all other portions of a Dwelling, including eaves, shall be maintained.

- b. In the case of buildings on separate Sites, Separation Spaces may be reduced to the Setbacks provided and that habitable windows are not located directly opposite each other, such that privacy is not impacted; or
- c. In the case of buildings on the same Site, the separation distance between buildings is at least equal to the total minimum Side Setback requirements for both buildings.

6. Development Regulations for Building and Design Features

1. Building Massing and Articulation

- a. All buildings greater than 25.0 m in Height shall be allowed in the form of a podium plus Tower composition or other configuration that ensures design treatments are compatible with the façades of adjacent buildings in the immediate area.
- b. The mid-level of Towers shall employ building Stepback, Tower spacing and sculpting to reduce building mass and augment views, light and privacy.
- c. Towers shall Stepback from the podium wall a minimum of 2.5 m on all sides abutting a Public Park or a public roadway other than a Lane.
- d. The minimum space between Towers shall be 25.0 m.
- e. The Development Officer may vary Tower spacing in consideration of the following:
 - i. The visual, sun/shadowing, and other microclimatic impacts on adjacent residential development; and
 - ii. The recommendations and mitigation measures specified in any required technical studies.
- f. Tower Floor Plates shall be permitted to a maximum area of 750.0 m², but in no case shall exceed 85% of the podium Floor Plate.
- g. The top level(s) of Towers shall contribute to the 'signature' of the building and the City's skyline through sculpting of the upper floors and roofs.
- h. The Tower Floor Plate(s) of the top 4 floors shall be reduced a further 10% to 15%, to the satisfaction of the development officer, through Stepbacks to create the articulation, visual interest, and reduced massing effects.
- i. Buildings 25.0 m in Height or less are not required to provide Stepbacks.
- j. The design of a roof or podium roof may include a green roofs, solar panels, patios, and open spaces.
- k. All mechanical equipment on a roof of any building shall be concealed by

<p>screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.</p> <p>2. Building Façade, Materials, and Exterior Finishing</p> <ul style="list-style-type: none"> a. For buildings located at the intersection of public roadways the Façade treatment shall wrap around the side of the building to provide a consistent profile facing both public roadways. b. Building Façade(s) abutting a public roadway or Public Park shall be designed with detail and articulation to a maximum of 12.0 m intervals to create attractive streetscapes and interfaces. Building Façades shall be articulated by a combination of recesses, entrances, windows, projections, change in building materials, colours, and/or physical breaks in building mass. c. All exposed building faces shall have consistent and harmonious exterior finishing materials such as stone, masonry, metal, wood panels, cement panels, and/or glass. d. Exterior finishing materials must be durable sustainable, high quality and appropriate for the development within the context of the block face. <p>3. Building Relationship to Streets</p> <ul style="list-style-type: none"> a. Weather protection in the form of a canopy or other architectural element shall be provided above ground floor commercial entrances to create a comfortable environment for pedestrians. b. Residential entrances at grade shall be clearly differentiated from non-residential entrances through distinct architectural treatment and address the street in a prominent manner. c. Parkade entrances shall maintain the architectural harmony with the building façade. d. The ground floor residential units shall provide individual entrances and other features such as a porch, stoop, landscaped terrace, pedestrian lighting, and/or patio that are clearly visible from the adjacent sidewalk. e. The elevation of the ground floor shall not exceed the elevation of the abutting public sidewalk by more than 1.0 m, except at the discretion of the Development Officer where the Grade or other Site conditions require a greater separation. <p>4. Building Relationship to Public Parks</p> <ul style="list-style-type: none"> a. Where non-residential uses are provided abutting a Public Park, they shall be 	<p>7.0 minimum and maximum parking requirements are removed to align with current Zoning Bylaw regulations.</p> <p>7.1 existing regulation with updated City department naming</p>
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<p>designed to create a pedestrian-friendly environment, which may include such things as entrances, outdoor seating areas, canopies, landscaping and other features that lend visual interest and a human scale to development.</p> <ul style="list-style-type: none"> b. All ground floor residential units shall provide features such as a porch, stoop, landscaped terrace, pedestrian lighting, and/or patio that are clearly visible from the Public Park. c. The elevation of the ground floor shall not exceed the Grade elevation of the abutting a Public Park by more than 1.0 m, except at the discretion of the Development Officer where the Grade or other Site conditions require a greater separation. <p>5. Building Relationship to LRT Right-of-Way</p> <ul style="list-style-type: none"> a. Ground floor residential units shall address the LRT ROW with individual front or rear entrances and other features such as a porch, stoop, landscaped terrace, pedestrian lighting, and/or patio that are clearly visible from the LRT ROW. <p>6. Main Street Regulations</p> <ul style="list-style-type: none"> a. Buildings shall provide multiple points of interaction in the form of stoops, porches, doorways, windows, and/or large display windows to facilitate pedestrian interaction. b. All street level Uses that about a public roadway shall provide a primary direct access to the street. c. Providing continuous ground floor Uses using a pattern of small frontages no more than 12.0 m in width at street level shall be required. d. Where residential uses are provided on the ground floor: <ul style="list-style-type: none"> i. All units shall provide separate, individual access at Grade and feature identifiable doorways, landscaped terraces, pedestrian lighting, and patios. To ensure adequate privacy, screening shall be provided to indicate separate individual access to each unit. ii. The geodetic elevation of the floor that is directly above Grade shall be greater than the geodetic elevation of the abutting public sidewalk by at least 0.75 m. e. Where non-residential uses are provided on the ground floor: f. The first Storey shall have a minimum Height of 3.5 m. g. The geodetic elevation of the top of the floor on the level that is directly above Grade shall not exceed the geodetic elevation of the abutting public sidewalk by more than 0.3 m. 	<p>7.2 through 7.5 existing regulations.</p> <p>7.6 update to align with current zoning bylaw regulations for bicycle parking.</p>
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<p>h. At least 70% of each individual store frontage and the flanking side of a store located on a corner shall have clear non-reflective glazing on the exterior on the first Storey. Transparency is calculated as a percent of linear metres at 1.5 m above the finished Grade.</p> <p>7. Street Wall Design</p> <p>a. The portion of the building façade that comprises the Street Wall shall range in Height from 9.0 m to 25.0 m. This Height may be reduced at the discretion of the Development Officer to respect building Height proportionality or to accommodate podium gardens, restaurants/cafes, or natural slope of the site.</p> <p>b. The architectural treatment of the building up to the first 25.0 m shall adhere to the general alignment of the horizontal and vertical elements of the abutting and adjacent buildings along the same block face.</p> <p>c. Notwithstanding Section 6.7(a) of this provision, the maximum Height of any Street Wall abutting the south boundary of Main Street shall be 18.0 m.</p> <p>8. Entrances and Corners</p> <p>a. Where provided, ground floor commercial uses shall open to the public roadway rather than an internal atrium.</p> <p>b. Where commercial buildings are provided at corners they shall provide courtyards, major entry ways or distinctive architectural features.</p> <p>c. Entrances for residential uses and residential-related uses shall be differentiated from non-residential entrances and provide access at Grade. The entrances will feature identifiable doorways, landscaped terraces, and pedestrian lighting to ensure adequate privacy and distinct architectural treatment.</p> <p>7. Development Regulations for Parking, Loading, Storage, and Access</p> <p>1. Vehicular access to all areas from public roadways shall be restricted to one shared access per block face, except that:</p> <p>a. The Development Officer may consider a variance to allow additional vehicular access where adequate sight lines are maintained for vehicles entering and exiting the Site, and designed to minimize conflicts with non-vehicular traffic and pedestrians, to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation); and</p> <p>b. Only one vehicular access shall be permitted on Main Street. This access</p>	<p>Loading and servicing requirements shall be in accordance with Section 54 of the Zoning Bylaw 7.8 and 7.9 are existing regulations.</p> <p>8.1 through 8.6 existing regulations with updated City department naming.</p>
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<p>shall be limited to Area 1 on the north side of Main Street and shall be designed with an emphasis on the pedestrian movement.</p> <ol style="list-style-type: none"> 2. Vehicular Access shall be located and designed in a manner that provides a clearly defined, safe, efficient and convenient circulation pattern for both on-site and off-site vehicular traffic and pedestrian movements. 3. Off-street Parking shall be permitted only in underground parking structures. 4. Notwithstanding Section 7.3 of this provision, the Development Officer may consider variances to allow for at-Grade parking provided that the following criteria is met: <ol style="list-style-type: none"> a. A maximum of 10% of the Site area is provided as at-Grade parking; b. Location of at-Grade parking shall be such that it will not have a negative impact on abutting uses or development; and c. Appropriate level of landscaping or other form of screening is provided to mitigate negative visual impacts. 5. Temporary at-Grade parking shall be permitted within all areas until December 31, 2022. The purpose of this parking is to facilitate initial stages of development without requiring underground parking. Temporary at-Grade parking shall comply with the following: <ol style="list-style-type: none"> a. Notwithstanding section 54.6 of the Zoning Bylaw, the area being used for parking may be surfaced with road crush gravel. The access to the parking area from the public roadway must be hard surfaced in a manner satisfactory to Subdivision and Development Coordination (Transportation) to ensure that gravel does not get drawn on to the public roadway by vehicles exiting the Site. Parking shall be demarcated with curb stops at each stall. Stormwater drainage and storage facilities shall be provided for the entire Site, including the parking area. b. Notwithstanding section 54.2 of the Zoning Bylaw, there shall be no requirement for landscaped islands within the parking area. c. The storage of materials inclusive of accumulated snow shall be in a location away from the public roadway to improve safety and visibility. d. Lighting for the parking area shall be a minimum of 6 LUX and designed to provide a safe lit environment using full cut-off lighting and satisfy principles of Crime Prevention Through Environmental Design (CPTED) and Section 58 of the Zoning Bylaw. All wiring required for these 	<p>9.1 through 9.12 Existing regulations</p>
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facilities shall be underground and no overhead cables shall be strung between poles.

- e. The requirements of Section 7.4 shall not apply to temporary at-Grade parking.

Bicycle Parking

- 6. Notwithstanding the Zoning Bylaw, long-term Bicycle Parking for Residential Uses shall be provided at a minimum rate of one Bicycle Parking space per two Dwellings in a safe and secure location in the Underground Parkade and/or in another secure location on the first Storey of the building that is easily accessible to cyclists via access ramps or a route through the building which facilitates easy and efficient transportation of bicycles, to the satisfaction of the Development Officer.
- 7. Short-term Bicycle Parking spaces for non-residential Uses may be provided within the road right-of-way and shall require the review and approval of the Development Officer in consultation with Subdivision and Development Coordination (Transportation) and may require an Encroachment Agreement.

Loading and Servicing

- 8. No parking, loading, storage, or trash collection area shall be permitted within any Setback areas.
- 9. Any trash collection area or storage area shall be screened and located within the principal building such that it is not directly adjacent to and visible from a public roadway.

8. Development Regulations for Landscaping, Lighting, and Amenity Areas

- 1. Landscaping shall comply with Section 55 of this Bylaw. In addition to Section 55, landscaping shall be as follows:
 - a. Landscaping on the Site shall utilize plant materials and architectural features that provide colour, texture and visual interest throughout the year to enhance the appearance of the development and create comfortable, attractive and sustainable environments for the benefit and enjoyment of its many stakeholders.
 - b. The Landscape Plan must be completed by a registered landscape architect

10.1 & 10.2
Existing
Regulations

<p>registered to practice in the Province of Alberta.</p> <ul style="list-style-type: none"> c. All Sites shall be fully landscaped to provide canopy coverage for 30% of the Site (excluding the building footprint), to be established by an analysis figure prepared by the landscape architect or horticulturalist. Landscape design shall consider appropriate plant material for horticultural zone 3a. d. For any building that abuts a Site zoned to allow industrial Uses, appropriate Landscaping and screening shall be provided within the required Setback areas on the Site. e. For buildings abutting the LRT ROW where the required minimum setback is 5m, the setback area space shall be landscaped to define a transition area between the LRT ROW and the Site through the following techniques: <ul style="list-style-type: none"> i. Provision of a naturalized landscaped edge and visual buffer within the Setback between the buildings and the LRT ROW through the use of evergreen trees, deciduous trees, columnar form trees and/or shrubs; ii. Landscaping within the Setback areas shall include a minimum of one tree per 25 m² and one shrub per 6 m². <p>2. Notwithstanding Section 8.1(e) of this provision, the requirement for a landscaping buffer along the LRT Right-of-way shall be 2.0 m in compliance with Section 55 of this Bylaw provided a minimum of 5.0 m wide landscaping buffer with appropriate visual mitigating is provided within the LRT Right-of-way to the satisfaction of the Development Officer in consultation with Parks Planning and Subdivision and Development Coordination (Transportation).</p> <p>3. Landscaping is not required within any Setback area abutting the Main Street.</p> <p>4. Decorative and security lighting shall be designed and finished in a manner consistent with the architectural theme of the development and will be provided to ensure a well-lit environment for pedestrians, and to accentuate architectural elements and public art.</p> <p>5. Exterior lighting associated with the development shall be designed, located or screened so as to reduce impacts on adjacent off-site residential units.</p> <p>6. Amenity Areas</p> <ul style="list-style-type: none"> a. A minimum Amenity Area of 7.5 m² per Dwelling shall be provided for all Dwellings located on the ground floor. 	
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- b. Notwithstanding Section 46.3(a) of the Zoning Bylaw, Amenity Area may include balconies with a minimum depth of 1.8 m.

9. Other Regulations

Sustainability Targets

1. Development of the Site shall meet the environmental standards equivalent to the LEED-ND Silver certification level, although the developer is not required to seek LEED certification.
2. As per the requirements of the Certified Green Buildings credit, a minimum of one building shall be designed to meet the requirements of the LEEDTM Green Building Rating System, Canada NC 1.0, 2009, as amended, to achieve a LEED Silver standard, although the developer is not required to seek LEED certification. The Owner may choose which supplementary green sustainable targets will be implemented, and, at his/her discretion, may indicate additional targets in excess of the Silver standard score to provide for flexibility at the implementation stage. Upon submission of a Development Permit application, the applicant must submit a detailed report, endorsed by a registered professional engineer or architect, indicating how the LEED Silver points will be achieved upon construction completion. This report must be approved by the Development Officer prior to the issuance of the Development Permit.
3. Upon completion of the building, the Owner shall provide a report by a professional Architect or Engineer that demonstrates, to the satisfaction of the Development Officer, that the design and construction of the building meets the target LEED Silver points described in Section 11.2.
4. No building encroachment shall be permitted on an existing utility ROW (Registration Number 1905FK) for the deep sanitary sewer tunnel.
5. Notwithstanding Section 9.4 of this provision, for any building(s) that may need to encroach on the said utility ROW for site planning efficiency and site geometry reasons, the Development Officer shall ensure that a Geotechnical Stress and Interaction Analysis is submitted, and the encroachment approved prior to issuance of the Development Permit in consultation with Financial Services and Utilities, Drainage Services. The applicant may also be required to

<p>undertake inspection of the sewer tunnel prior to start of construction.</p> <ol style="list-style-type: none"> 6. Prior to the issuance of a development permit for any building(s) the applicant/owner shall submit a Storm and Sanitary Servicing Feasibility Study to the Satisfaction of the Development Officer in consultation with Financial Services and Utilities, Drainage Services. 7. Prior to the issuance of any Development Permit, the owner shall provide proof satisfactory to Alberta Environment, Alberta Health Services, and the Transportation Department that the lands have been remediated to allow the intended uses in consultation with the Environmental and Energy Coordination Unit. 8. Prior to the issuance of any Development Permit, a Crime Prevention through Environmental Design Assessment shall be provided to the satisfaction of the Development Officer to ensure that the development provides a safe urban environment in accordance with the guidelines and principles established in the Design Guide for a Safer City (City of Edmonton, 1995). 9. For each stage of the development and prior to the release of drawings for building permit review, the Development Officer shall ensure that a signed agreement has been executed between the City and the Owner, requiring the Owner to provide to the City at the time of Development Permit approval, the option to purchase 5% of the proposed number of residential units of the subject stage of the development, at 85% of the market price or the ability to acquire units on the basis of a future approved Council policy on Affordable Housing. 10. A detailed Wind Impact Study shall be prepared by a qualified, registered Professional Engineer, and shall be based on a computer model simulation analysis, prepared to professional standards. The Wind Impact Study shall be submitted with the Development Permit application for any new development over 20.0 m in Height. 11. A Sun Shadow Study shall be submitted with the Development Permit application for any new development over 20.0 m in Height. 12. The development shall incorporate design features to minimize adverse microclimatic effects such as wind tunneling, snow drifting, rain sheeting, 	<p>9.9 Provision removed due to Council repeal of Policy C582 (July 5, 2021)</p>
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shadowing, and loss of sunlight, both on and off-site, consistent with recommendations of appropriate studies to the satisfaction of the Development Officer.

10. Public Improvements and Contributions

1. Prior to the issuance of any development permit, the owner shall contribute \$9.15 per m² of Floor Area of the development to the City of Edmonton in trust for the commission of public art. Public art shall be subject to the following:
 - a. Public art shall be located on-site and visible from public roadway or Public Park.
 - b. Purchased Art shall include artwork acquired through a juried art procurement process administered by the Edmonton Arts Council.
 - c. The owner in consultation with the Edmonton Arts Council shall work cooperatively with the Public Art Program.
 - d. If a development application has not been made within five (5) years of the date of passage of this Bylaw, the Public Art contribution shall be increased from that point forward according to the annual rate of national inflation as determined by Statistics Canada.
2. The Owner shall enter into an Agreement(s) with the City of Edmonton for all off-site improvements necessary to serve the development the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation). The Agreement(s) shall include an engineering drawing review and approval process. Improvements to be addressed in the Agreement include but are not limited to the following:
 - a. Construction of the portion of Main Street between 84 Street NW and LRT ROW with the first stage of development.
 - b. Construction of the portion of Main Street between the eastern boundary of the LRT ROW and Stadium Road, including all roadway modifications and signalization at the intersection of Main Street and

<p>Stadium Road.</p> <ul style="list-style-type: none">c. Construction of an extension of 106a Avenue NW between 85 Street NW and Main Street.d. Improvements to the western portion of 106a Avenue NW south of 85 Street NW and up to a distance of approximately 70.0 m. These improvements may include a provision of new curb, sidewalk, street lighting, and street trees.e. Improvements to the northern portion of 85 Street NW between 106a Avenue NW and 84 Street NW. These improvements may include a provision of new curb, sidewalk, street lighting, and street trees.f. Improvements to the western portion of 84 Street NW between 85 Street NW and 111 Avenue NW. These improvements may include a provision of new curb, sidewalk, street lighting, and street trees.g. Construction of two Public Parks adjacent to the Site as per the approved Landscape Plan.h. Construction of a pedestrian access to the south end of the Stadium LRT station.i. Construction of shared use path within the LRT right-of-way adjacent to the site.j. Construction of modifications to the intersection of Jasper Avenue and 84 Street, including a contribution toward the installation of traffic signals.	
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APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19819
Location:	South of 111 Avenue between 84 Street and the Capital Line LRT Right-of-Way.
Addresses:	10619 Muttart Crossing NW; 10920, 10954 & 11030 84 Street NW; and 8450 & 8490 106a Avenue NW
Legal Descriptions:	Lot 2, Block 7, Plan 1723564, Lots 1MR & Lot 2, Block 6, Plan 1723564, Lot 1MR, Block 7, Plan 1723564, Lots 9 & 10, Block 8, Plan 1723564
Site Area:	3.3 ha
Neighbourhood:	Boyle Street
Notified Community Organizations:	Boyle Street, McCauley and Parkdale-Cromdale Community Leagues
Applicant:	B&A Planning Group

PLANNING FRAMEWORK

Current Zone	(DC1) Direct Development Control Provision
Proposed Zone	(DC1) Direct Development Control Provision
Plan in Effect:	Stadium Station Area Redevelopment Plan
Historic Status:	None

Written By:	Marty Vasquez
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination