

Charter Bylaw 19681

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3212

WHEREAS Lot 31, Block 15, Plan 0325528, Lot 23, Block 26, Plan 1820389 and road closed by Bylaw 19701; located at 8310 and 8311 - 93 Avenue NW, Holyrood, Edmonton, Alberta, are specified on the Zoning Map as (DC2) Site Specific Development Control Provision; and

WHEREAS an application was made to rezone the above described properties to (DC2) Site Specific Development Control Provision;

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. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lot 31, Block 15, Plan 0325528, Lot 23, Block 26, Plan 1820389 and road closed by Bylaw 19701; located at 8310 and 8311 - 93 Avenue NW, Holyrood, Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule "A", from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision.
2. The uses and regulations of the aforementioned DC2 Provision are annexed hereto as Schedules "B" and "C".

3. The sketch plan annexed hereto as Schedule "A" and the uses and regulations of the DC2 Provision shown on Schedules "B" and "C" annexed hereto are hereby incorporated into the Zoning Bylaw, being Part IV to Bylaw 12800, The Edmonton Zoning Bylaw.

READ a first time this	day of	, A. D. 2021;
READ a second time this	day of	, A. D. 2021;
READ a third time this	day of	, A. D. 2021;
SIGNED and PASSED this	day of	, A. D. 2021.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

SCHEDULE “B”**(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION****(Area 1)****1. General Purpose**

To accommodate an existing medium density residential development with site specific development controls designed to ensure that development is compatible with the adjacent development in Area 2.

2. Area of Application

This Provision shall apply to a portion of Lot 31, Block 15, Plan 0325528 located on the corner of 95 Avenue NW and 85 Street NW as shown in Schedule “A” of the Charter Bylaw adopting this Provision, Holyrood.

3. Uses

1. Child Care Services
2. Lodging Houses
3. Major Home-Based Business
4. Minor Home-Based Business
5. Multi-unit Housing
6. Residential Sales Centre
7. Semi-detached Housing
8. Supportive Housing
9. Urban Outdoor Farms
10. Urban Gardens
11. Freestanding On-premises Signs
12. Temporary On-premises Signs

4. Development Regulations

1. The maximum number of Dwellings shall be 100.
2. The maximum number of Dwellings to be enclosed within a single building shall be 70.
3. The maximum Floor Area Ratio shall be 2.0.
4. The maximum Height shall be 17.0 m.

5. A minimum 3.0 m Setback shall be provided adjacent to the Lot line abutting 95 Avenue NW.
6. A minimum 3.0 m Setback shall be provided along the east Lot line abutting the Lane.
7. A minimum 3.0 m Setback shall be provided along the south boundary of the Site adjacent to Area 2 of this Provision.
8. Notwithstanding Sections 4.5 4.6, and 4.7 of this Provision, underground Parking Garage access ramps and vehicular circulation shall be permitted within Setbacks.
9. A minimum Separation Space of 3.0 m shall be provided between buildings located on the Site.
10. A Landscape Plan shall be completed by a registered Landscape Architect to the satisfaction of the Development Officer, prior to the issuance of any Development Permit. The Landscaping plan shall include details of any pavement materials, fencing, street/Walkways lighting, pedestrian seating areas, sidewalk improvements, aggregated open spaces and pedestrian linkages, number, sizes and species of new and existing plantings and any special grading for the entire Site.
11. Location of buildings shall be in general conformance with Appendices II-V to the satisfaction of the Development Officer.
12. Roof lines and building Facades shall include design elements and variations that will reduce the perceived mass and linearity of the buildings and will add architectural interest.
13. All exterior finishing materials must be of a high quality, durable and attractive in appearance. All exposed sides of the buildings shall be finished in a consistent, harmonious manner.
14. The final locations and geometric details of the on-Site vehicular access roads, driveways, curb returns and curb drops shall be to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination.
15. A maximum of 30 vehicular parking spaces may be provided as surface parking.
16. Signs shall comply with the General Regulations of Section 59 and Schedule 59B of the Zoning Bylaw.

SCHEDULE “C”**(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION****(Area 2)****1. General Purpose**

To allow for a mixed use, high density, transit oriented development adjacent to the Holyrood LRT stop that is compatible with the surrounding area and incorporates a mixture of built forms and housing options, limited commercial opportunities and a pedestrian-friendly environment.

2. Area of Application

This Provision shall apply to Lot 23, Block 26, Plan 1820389 and a portion of Lot 31, Block 15, Plan 0325528, located to the north and south of 93 Avenue NW, and east of 85 Street NW as shown in Schedule “A” of the Charter Bylaw adopting this Provision, Holyrood.

3. Uses

1. Apartment Hotels
2. Bars and Neighbourhood Pubs
3. Business Support Services
4. Child Care Services
5. Convenience Retail Stores
6. Health Services
7. Liquor Stores
8. Live Work Unit
9. Lodging Houses
10. Major Home Based Business
11. Market
12. Minor Home Based Business
13. Multi-unit Housing
14. Personal Service Shops
15. Professional, Financial, and Office Support Services

16. Publicly Accessible Private Park
17. Residential Sales Centre
18. Restaurants
19. Special Event
20. Specialty Food Services
21. Supportive Housing
22. Urban Outdoor Farms
23. Urban Gardens
24. Fascia On-premises Signs
25. Minor Digital On-premises Signs
26. Projecting On-premises Signs

4. Development Regulations for Uses

1. Non-Residential and Non-Residential-Related Uses shall:
 - a. only be developed on the first Storey of a building also containing Residential Uses and shall not be developed within a freestanding structure; and
 - b. have a maximum combined total Floor Area of 1,200 m².
2. The maximum Public Space for each Bars and Neighbourhood Pubs or Restaurants Use shall not exceed 120 m².
3. Residential Sales Centres shall be limited to the sale and/or leasing of Dwellings located on Site.
4. Signs shall comply with the General Provisions of Section 59 of the Zoning Bylaw and the regulations found in Schedule 59B of the Zoning Bylaw, except that Minor Digital Signs shall be developed in accordance with Schedule 59E.3 of the Zoning Bylaw and shall only be permitted when affixed to a building and located and associated with Non-Residential and Non-Residential-Related Uses.

5. Development Regulations For Site Layout and Built Form

1. The Site shall be in general conformance with the attached Appendices to the satisfaction of the Development Officer.
2. The maximum number of Dwellings shall be 1450.
3. A minimum of 544 Dwellings, not including the Dwellings suitable for families as described in Section 9.2 of this Provision shall have two or more bedrooms.

4. The maximum Floor Area Ratio shall be 4.0.
5. The location of all building types shall be in general conformance with Appendix II and the maximum Height for each building type shall be as per the below table:

Building Type	Maximum Height
A	7.0 m
B	15.0 m
C-1	22.0 m
C-2	22.0 m
D	43.0 m
E	86.0 m

6. Notwithstanding Section 5.5 of this Provision, for building types A, B, C-1 and D no portion of the floor of any Storey of the buildings shall extend to a Height greater than a 35-degree angle from the west Lot line of the properties abutting the north-south Lane to the east of the Site.
7. Notwithstanding Section 5.5 of this Provision, for building type C-2, no portion of the floor of any Storey of any building shall extend to a Height greater than a 48-degree angle from the west Lot line of the properties abutting the north-south Lane to the east of the Site.
8. A minimum 2.5 m Stepback shall be provided at a Height no greater than 16.0 m for Facades of building types D and E facing the internal roadway adjacent to 85 Street NW, facing 90 Avenue NW and facing 93 Avenue NW.
9. Storeys of building types D and E above 22.0 m in Height shall have a maximum Floor Plate of 750 m².
10. The minimum building Setback from the east Lot line shall be 10.0 m.
11. For Area 2-A, the Setback along the west Lot line abutting 85 Street NW shall be a minimum of 2.0 m from the location the lot line exists at the time of 3rd reading of the Charter Bylaw adopting this Provision, except for the southern approximately 45 metres from the south Lot line where there is currently a “hammerhead” shape to the Lot line (See Appendix VI), no Setback shall be required and development can extend onto City owned lands with the execution, prior to the issuance of the Development Permit, of any necessary agreements, in a form and content acceptable to the City of Edmonton.

- a. In the event that the location of the west Lot line is altered, as a result of future right-of-way narrowing and removal of the “hammerhead” shape of the Lot line, after 3rd reading of the Charter Bylaw adopting this Provision and before Development Permit application, the minimum Setback from the west Lot line shall be 7.8 m. This shall also be the required Setback for any future Development Permits after the Lot line is altered.
 - b. In the event that the location of the portion of the west Lot line that is generally oriented north-south is altered, as a result of future right-of-way narrowing but the “hammerhead” shape of the Lot line is maintained, after 3rd reading of the Charter Bylaw adopting this Provision and before Development Permit application, the minimum Setback from the west Lot line shall be 7.8 m except that for the southern approximately 45 metres from the south Lot line where there is currently a “hammerhead” shape to the Lot line, no Setback shall be required and development can extend onto City owned lands with the execution, prior to the issuance of the Development Permit, of any necessary agreements, in a form and content acceptable to the City of Edmonton.
 - c. In the event that the “hammerhead” shape of the Lot line is removed but the location of the portion of the west Lot line that is generally oriented north-south is not altered, after 3rd reading of the Charter Bylaw adopting this Provision and before Development Permit application, the minimum Setback from the west Lot line shall be 2.0 m.
 - d. A variance to this Setback may be considered by the Development Officer in order to facilitate the development of the site in general conformance with the appendices of this Provision, should a future land sale and right-of-way narrowing result in a change in the location of the west Lot line.
12. The minimum north and south building Setbacks for Area 2-A shall be:
- a. 3.0 m from the north Lot line;
 - b. 7.0 m from the south Lot line for buildings or portions of buildings where Residential and Residential-Related Uses are at ground level; and
 - c. 5.0 m from the south Lot line for buildings or portions of buildings where Non-Residential and Non-Residential-Related Uses are at ground level.
13. The minimum north and south building Setbacks for Area 2-B shall be:
- a. 3.0 m from the south Lot line;
 - b. 7.0 m from the north Lot line for buildings or portions of buildings where Residential and Residential-Related Uses are at ground level; and

- c. 5.0 m from the north Lot line for buildings or portions of buildings where Non-Residential and Non-Residential-Related Uses are at ground level.
- 14. Projections of Platform Structures, including balconies, shall be limited to a maximum of 1.5 m.
- 15. The portions of the Underground Parkade below Grade shall not be subject to required Setbacks and can extend to all Lot lines provided there is sufficient soil depth maintained to support any required Landscaping above.
- 16. Setbacks in front of Non-Residential and Non-Residential Related Uses shall be Hard Surfaced and visually incorporated into the public Walkway to the satisfaction of the Development Officer.
- 17. A minimum Separation Space of 14.0 m shall be provided between buildings.
- 18. The minimum space between buildings greater than 22.0 m in Height shall be 35.0 m except that the minimum distance between building type E and the most southern building type D in Area 2-B shall be 20.0 m.
- 19. Outdoor Common Amenity Areas for residents shall be provided throughout the Site in general conformance with Appendix V. The exact nature of each outdoor Common Amenity Area shall be determined at the Development Permit stage but shall serve a similar function to those identified in the Appendix to the satisfaction of the Development Officer.

6. Development Regulations for Landscaping, Lighting and Parking

- 1. Landscaping
 - a. In addition to the Landscaping requirements of the Zoning Bylaw, Landscaping shall comply with the following to the satisfaction of the Development Officer:
 - i. The Landscape Plan for a Development Permit for a principal building shall include pavement materials, exterior lighting, street furniture elements, pedestrian seating areas and plant materials, as applicable;
 - ii. Landscaping on the Site shall consider the use of plant materials that provide colour, texture, and visual interest throughout the year to enhance the appearance of the development and to create comfortable and attractive environments, to the satisfaction of the Development Officer;
 - iii. Variations in Landscaping design shall be used to define and differentiate between the different types of Common Amenity Areas identified in Appendix V to the satisfaction of the Development Officer. Raised planters, changes in soil depth or

other like features shall be used to accommodate Landscaping that is above the Underground Parkade;

- iv. The Landscape Plan for a Development Permit for a principal building shall show details of off-site improvements, if applicable, including enhancements to the public realm to the satisfaction of the Development Officer; and
 - v. The Landscape Plan shall be prepared by a registered AALA Landscape Architect.
- b. An arborist report and tree preservation plan, to the satisfaction of the Development Officer in consultation with Urban Forestry, shall be submitted with a Development Permit application to determine the impact of the proposed development, including excavation and construction, on any existing City owned boulevard trees within 15.0 m of the proposed excavation/construction. If required by the Development Officer, an air spading tool shall be used to determine the amount and size of roots that may need to be cut for the parkade/foundation wall. If:
- i. the arborist report indicates that the development will unduly compromise the ongoing viability and health of a tree or trees, each tree shall be removed as part of the redevelopment of the site. The owner shall be responsible for the cost of removal as well as for compensating the City for the value of the tree being removed. If required by the Development Officer, each tree removed shall be replaced by a new tree in an enhanced growing soil medium in the form of soil cells or continuous trenches, at the cost of the owner; or
 - ii. the arborist report indicates that the development will not unduly compromise the ongoing viability and health of a tree or trees, each tree shall be retained and protected as per the City's Corporate Tree Management Policy C456B.
2. Lighting
- a. A detailed exterior lighting plan shall be provided with Development Permit applications to the satisfaction of the Development Officer.
 - b. Decorative and security lighting shall be designed and finished in a manner consistent with the design and finishing of the development and shall be provided to accentuate building elements, to highlight the development at night time and in winter months and to ensure a well-lit and safe environment for pedestrians.

- c. Exterior lighting associated with the development shall be designed such that it has no negative impact on an adjacent property.
 - d. Pedestrian scaled lighting shall be provided along all publicly accessible and private internal Walkways, shared use paths and the internal roadway running generally parallel with 85 Street NW to ensure a safe well-lit environment to the satisfaction of the Development Officer.
3. Parking, Loading and Access Regulations
- a. Notwithstanding On-Site Vehicle Parking Quantities in the Zoning Bylaw, there shall be a maximum total of 1425 spaces provided for all Uses, including any visitor parking.
 - b. With the exception of a maximum of 25 surface visitor parking spaces, all vehicular parking shall be provided within the Underground Parkade.
 - c. Access and egress for the Underground Parkade shall be provided in the locations generally indicated on Appendix III to the satisfaction of the Development Officer.
 - i. The Development Officer may reduce the number of access and egress points to the Underground Parkade if the size or extent of the Underground Parkade is reduced and some are no longer required. The Development Officer shall request any information necessary to determine potential impacts of these changes and any changes shall be to satisfaction of the Development Officer in consultation with Subdivision and Development Coordination.
 - d. The slope for vehicular access ramps to the Underground Parkade from 93 Avenue NW shall not start for a minimum distance of 10.0 m from the Lot line abutting 93 Avenue NW, with the first 7.0 m of this distance having unobstructed views of the pedestrian Walkways.
 - e. Notwithstanding the Zoning Bylaw, Bicycle Parking spaces shall be provided as follows:
 - i. Long term Bicycle Parking shall be provided 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.
 - f. Off-street loading spaces shall be accessed from the rear Lane.
 - g. All waste collection and storage areas shall be located within a building, not visible from a public roadway, and be designed to the satisfaction of

the Development Officer in consultation with Subdivision and Development Coordination and City Operations.

7. Development Regulations for Building Design and Features

1. Building Facades and Entrances

- a. Buildings shall be designed to include the use of different architectural elements and treatments, articulated façades, materials, and colours to add variety, rhythm, break up the massing and provide a sense of human scale.
- b. Building type E shall contribute to the 'signature' of the overall development and the City's skyline using articulation and features that provide visual interest and reduce the massing effects such as a combination of sculpting of the building, variation of materials/color or other means to the satisfaction of the Development Officer.
- c. Building Facades facing a public roadway shall be designed with detail and articulation to a maximum of 15.0 m intervals to create attractive streetscapes and interfaces, to the satisfaction of the Development Officer.
- d. For buildings located at the intersection of public roadways, the corner Facade treatment shall wrap around the corner of the building to provide a consistent profile facing both public roadways.
- e. A minimum of 70% of the linear frontage of Non-Residential and Non-Residential-Related Uses shall consist of transparent and unobstructed glazing that allows viewing in and out of the Use to the satisfaction of the Development Officer. Linear frontage shall be measured as the horizontal plane at 1.5 m above ground level.
- f. All building Facades shall have consistent and harmonious exterior finishing including materials such as, but not limited to, stone, masonry, metal, wood panels, cement panels, acrylic stucco, and/or glass, to the satisfaction of the Development Officer. Vinyl siding and masonry stucco as a finishing material shall not be permitted.
- g. Exterior finishing materials must be durable, high quality and appropriate for the development within the context of the surrounding area.
- h. All mechanical equipment, including roof mechanical units, surface level venting systems, and transformers shall be concealed by screening in a manner compatible with the architectural character of the buildings, to the satisfaction of the Development Officer.

- b. Weather protection in the form of a canopy or other architectural element with a minimum projection of 1.5 m from the building Facade shall be provided above any ground floor entrance for Non-Residential or Non-Residential-Related Uses to create a comfortable environment for pedestrians.
- c. Walkways and shared use paths on the Site shall logically connect to any current or future City Walkways or shared use paths and match or exceed the quality of pavement of the City infrastructure in road right-of-way to the satisfaction of the Development Officer.
- d. Shared use paths on the Site shall have accompanying aesthetic and amenity features for users such as, but not limited to, trees, shrub planting, ornamental grasses, benches and waste bins to the satisfaction of the Development Officer.
- e. Along 93 Avenue NW, street Walkways shall continue level over any vehicular Underground Parkade accesses connecting to 93 Avenue NW.
- f. Built form, public realm interfaces, streetscape elements and pedestrian connections shall consider the City of Edmonton's Winter Design Guidelines in their design and implementation, A report outlining how the development conforms to the these guidelines shall be submitted with each Development Permit for a principal building to the satisfaction of the Development Officer.
- g. Prior to the issuance of each Development Permit for a principal building, a pedestrian circulation plan shall be submitted detailing how the proposed pedestrian circulation for the principal building will generally connect with and contribute to completing the future overall pedestrian network as generally shown in Appendix IV to the satisfaction of the Development Officer.

8. Other Regulations

- 1. Prior to the issuance of a Development Permit for any buildings greater than 20.0 m in Height, a Wind Impact Study shall be submitted for review. The development shall incorporate design features to minimize adverse microclimatic effects such as wind tunneling, snow drifting, rain sheeting both on and off Site, consistent with the recommendations of the Wind Impact Study.
- 2. The storm and sanitary drainage systems required to service the development, including off-site improvements and on-site stormwater management, shall be in general conformance with the concepts outlined in the Drainage Servicing Report. Such improvements are to be constructed at the owner's cost. Any proposal to

modify the storm and sanitary servicing concepts outlined in the Drainage Servicing Report must be approved by the Development Officer in consultation with Development Services (Drainage)

3. A Sun Shadow Study prepared by a qualified, registered Professional Engineer or Architect, to professional standards to the satisfaction of the Development Officer, shall be submitted with a Development Permit application for building types D and E.
4. Site and building layouts shall include design elements that take the principles of Crime Prevention Through Environmental Design (CPTED) into consideration, particularly for commercial, industrial, multi-unit residential Uses and Vehicle Parking Uses. These elements may include, but are not limited to: elements that allow for natural surveillance, increase sightlines and activity; and high quality interior and exterior lighting. The physical layout and landscaping shall reduce the vulnerability of pedestrians by avoiding areas of concealment or entrapment such as: long public corridor spaces, stairwells, or other movement predictors); avoiding landscaping hazards such as: unpruned trees, rocks that can be thrown, or blind corners; and by locating Vehicle Parking areas close to building access points and by using wayfinding mechanisms. The Development Officer shall require a Crime Prevention Through Environmental Design assessment prepared by a qualified security consultant, or similar professional, and shall apply any conditions deemed necessary to the approval of the Development Permit based on the recommendations of the CPTED assessment to promote a safe physical environment.
5. Prior to the issuance of each Development Permit for construction of a new building, the applicant shall demonstrate to the satisfaction of the Development Officer that the owner has carried out good faith discussions with the Holyrood Community League and the Strathearn Community League regarding entering into a Good Neighbour Agreement, which shall include, but not be limited to:
 - a. Review of any conceptual development proposals;
 - b. Reasonable notice of an application for a development permit;
 - c. Initiatives to provide opportunities to integrate existing and new residents with the community;
 - d. Communication protocols during construction, including owner contact for inquiries;
 - e. Review of any transportation analysis and resulting decisions related to parking and traffic flow;

- f. Review of the sun shadow/wind impact studies and potential mitigation measures; and
 - g. Review of landscape plans.
6. To ensure ongoing analysis of transportation related issues throughout the phased development of the lands within this Provision, a Transportation Impact Assessment shall be submitted with the first Development Permit application for a principal building in Area 2-A, as shown on Appendix I, north of 93 Avenue NW to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination and including consultation with the Holyrood Community League. The Development Officer shall have regard for existing Transportation Impact Assessments available at the time of Development Permit review and only request additional information, as required, in response to changes in conditions since the analysis for existing assessments was done. Notwithstanding the other Development Regulations and Appendices of this Provision or the Zoning Bylaw, the location and directional flow of access points to and from the Underground Parkade shall be adjusted based on the review of this Transportation Impact Assessment, if required, to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination.
7. Notwithstanding the Edmonton Design Committee Bylaw 14054, Development Permits within this Provision for all principal buildings as well as the Publicly Accessible Private Park described in Section 9.3(a) of this Provision and the Transit Plaza described in Section 9.3(b) of this Provision shall be reviewed by the Edmonton Design Committee.
8. Notwithstanding the other Development Regulations of this Provision, the Appendices of this Provision and Section 720.3(2) of the Zoning Bylaw, in the event that the owner does not obtain a Development Permit and commence construction of a minimum of one principal building in Area 2-B under a valid Development Permit within 10 years of the passage of the Bylaw adopting this Provision, development within Area 2-B shall be in accordance with this Provision, except that:
- a. the maximum Height of any building within Area 2-B shall be 20.0 m; and
 - b. the maximum number of Dwellings shall be 420.
9. Notwithstanding the other Development Regulations of this Provision, the Appendices of this Provision and Section 720.3(2) of the Zoning Bylaw, in the event that the owner does not obtain a Development Permit and commence construction of a minimum of one principal building in Area 2-A under a valid Development Permit within 15 years of the passage of the Bylaw adopting this

Provision, development within Area 2-A shall be in accordance with this Provision, except that:

- a. the maximum Height of any building within Area 2-A shall be 20.0 m; and
- b. the maximum number of Dwellings shall be 420.

9. Public Improvements and Contributions

1. The owner shall enter into an Agreement with the City of Edmonton for off-site improvements prior to the issuance of a Development Permit for a principal building in Area 2-A. Required off-site improvements shall include, but not be limited to the widening of the Lane to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination, to a standard 6.0 m paved width, where possible, adjacent to Area 1, with the potential to encroach on the Site in constrained areas. The City shall not request relocation of dedicated infrastructure such as utility transformers and powerline poles.
2. A minimum of 145 Dwellings, provided in part in both Area 2-A and Area 2-B, shall be suitable for families by conforming to the following:
 - a. The Dwelling shall have at least 2 bedrooms and the average number of bedrooms shall be 2.25 or greater;
 - b. The Dwellings shall be located no higher than the 4th Storey of any building;
 - c. The Dwellings shall be within a 150.0 m walking distance of an outdoor Common Amenity Area of at least 50.0 m² in size designed for children to the satisfaction of the Development Officer, using features such as, but not limited to, play structures, splash parks and/or sand boxes;
 - d. At least 20% of such units shall be provided in Area 2-B; and
 - e. The Dwellings suitable for families described above shall be in addition to the requirement for 544 dwellings with two bedrooms or more as described in Section 5.3 of this Provision.
3. The following features on Site shall be constructed in conjunction with any Development Permit for a principal building within 15.0 m of the identified feature and be openly accessible to the Public at all times through the registration of a 24-hour Public Access Easement in favour of the City of Edmonton which shall be a condition of said Development Permit. For features spanning large areas or the entire site, the feature may be developed in phases with each Development Permit to the satisfaction of the Development Officer. If developed in phases, the first Development Permit that triggers the requirement for starting

construction of the feature shall include a phasing plan for the remaining construction of the feature:

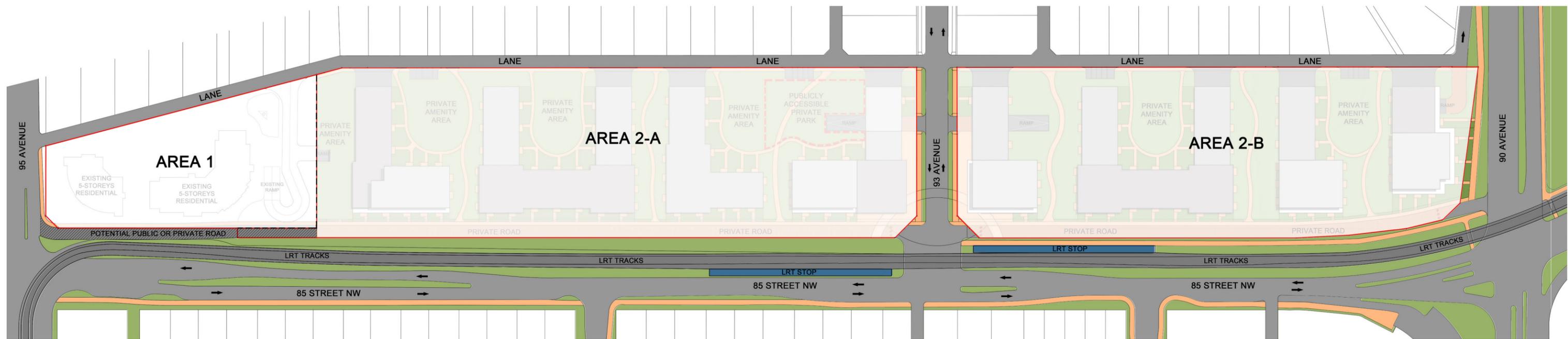
- a. A Publicly Accessible Private Park shall be provided in general conformance with Appendices III and V to the satisfaction of the Development Officer, with a minimum area of 1150 m². This Park shall, to the satisfaction of the Development Officer, be designed to:
 - i. actively interface with the adjacent buildings;
 - ii. promote creation of a well-connected pedestrian network;
 - iii. give regard to CPTED principles to provide safe and defensible space, clear sightlines, adequate lighting, and provision of multiple access points;
 - iv. serve as a high quality amenity for people of all ages and during all seasons by incorporating features such as, but not limited to, hard and/or soft Landscaping, seating areas and/or bicycle facilities; and
 - v. Incorporate public seating and impromptu social gathering area(s) and include features, which may include but not be limited to, decorative light standards, waste bins, bollards, landscaped planting beds, planters, tree grates, and/or hard surfacing.
 - vi. The first Development Permit for construction of a principal building in Area 2-A shall include at least 50% of the Publicly Accessible Private Park.
- b. A Transit Plaza using a minimum area of 500 m² of land on Site at the intersection of 85 Street NW and 93 Avenue NW which shall include features such as, but not limited to, hard and soft Landscaping, seating areas, Bicycle Parking Facilities and appropriate pedestrian scaled lighting to ensure a comfortable environment for all users.
 - i. The first Development Permit for construction of a principal building in Area 2-A shall include at least 50% of the Transit Plaza.
- c. An internal roadway, with vehicular access restricted to emergency vehicles only, a minimum of 6.0 m in width, running generally parallel with 85 Street NW on the west side of the Site extending generally from 90 Avenue NW to 95 Avenue NW or to an alternative extent to the satisfaction of the Development Officer in consultation with Edmonton Fire Rescue Services;
 - i. This roadway shall have an Emergency Access Easement that ensures it is accessible to Fire Rescue Services (from north and

south) at all times and makes the owner responsible for maintenance and liability. All access and bollard treatments, including ongoing safe operations and maintenance agreements, will be completed to the satisfaction of the Development Officer in consultation with Edmonton Fire Rescue Services.

- ii. Notwithstanding Section 9.3 of this Provision, a Development Permit application to construct the most southerly building in Area 2-A shall not trigger the need to construct the full length of this internal roadway with emergency vehicle access. However, building size and location of principal entrance(s) may require construction of a portion of this internal roadway with emergency vehicle access to the satisfaction of the Development Officer in consultation with Fire Rescue Services.
 - d. A 1.8 m wide Walkway generally adjacent to the north-south Lane abutting the east Lot line of the Site generally extending from 90 Avenue NW to 95 Avenue NW;
 - e. A 1.8 m wide Walkway adjacent to the internal roadway on the west of the Site generally extending from 90 Avenue NW to 95 Avenue NW;
 - i. Notwithstanding Section 9.3 of this Provision, a Development Permit for construction of the most southerly building in Area 2-A shall not trigger the need to construct this Walkway.
 - f. A minimum of four 1.8 m wide Walkways connecting the Walkway along the internal roadway on the west of the Site with the Walkway along north-south Lane abutting the east Lot line of the Site provided through the Site in a generally east-west direction; and
 - g. A minimum of two 3.0 m wide, unobstructed shared use paths connecting the Walkway along the internal roadway on the west of the Site, with the Walkway abutting the north-south Lane abutting the east Lot line of the Site, provided through the Site in a generally east-west direction at locations that generally connect to the access points to the east-west Lane from 83 Street NW to the satisfaction of the Development Officer.
4. As a condition of, and prior to the release of drawings for Building Permit review, the Development Permit for the second building adjacent to 93 Avenue NW, or any Development Permit for residential Dwellings that bring the total number of residential Dwellings with valid Development Permits in Area 2-A and Area 2-B to greater than 1000, the owner shall enter into an agreement with the City to construct improvements to the 93 Avenue NW TOD Corridor in general conformance with Appendix VII and in accordance with the following:

- a. The 93 Avenue NW TOD Corridor shall be defined as between 83 Street NW and 85 Street NW, and include the intersection of 93 Avenue NW and 83 Street NW but not include the north and south legs of the intersection of 93 Avenue NW and 85 Street NW;
- b. The owner may also construct the corridor improvements on land within this DC2 provision, so long as such improvements are for public use. In such cases, these improvements shall be openly accessible to the Public at all times through the registration of a 24-hour Public Access Easement in favour of the City of Edmonton;
- c. The agreement shall require the owner, in coordination with the City, to do a multi-modal traffic circulation study of the 93 Avenue NW TOD Corridor, after the adjacent Valley Line LRT line has been in operation for a minimum of 1 year. The study shall be prepared by a registered professional engineer. This analysis shall be used to inform decisions on the exact nature of the improvements and the agreement shall detail the owner's obligation to design and construct improvements in accordance with the results of such analysis. The scope of the study shall be determined by Subdivision and Development Coordination (Transportation) and shall include, but is not limited to, the following:
 - i. A minimum of 24 hour weekday traffic counts along the north-south lane directly adjacent to the development, including at the east-west alley intersections, and intersections with 90 Avenue NW, 93 Avenue NW, and 95 Avenue NW;
 - ii. Operational observations at all of the above locations during peak hours;
 - iii. Analysis of conversion of segments of lanes from two-way to one-way operations;
 - iv. Recommendations on improving lane operations; and
 - v. Shall incorporate transportation analysis and/or findings from previous transportation analysis relating to traffic operations on the corridor and adjacent lanes, including the analysis required in Section 8 of this Provision;
- d. Improvements shall focus on improving conditions for pedestrians, cyclists, and transit users, and strengthening the connection between the Transit Plaza and the neighbourhood to the east. Improvements that could be implemented include, but are not limited to: traffic calming elements, curb extensions, enhanced pedestrian crossings, widened sidewalks and/or

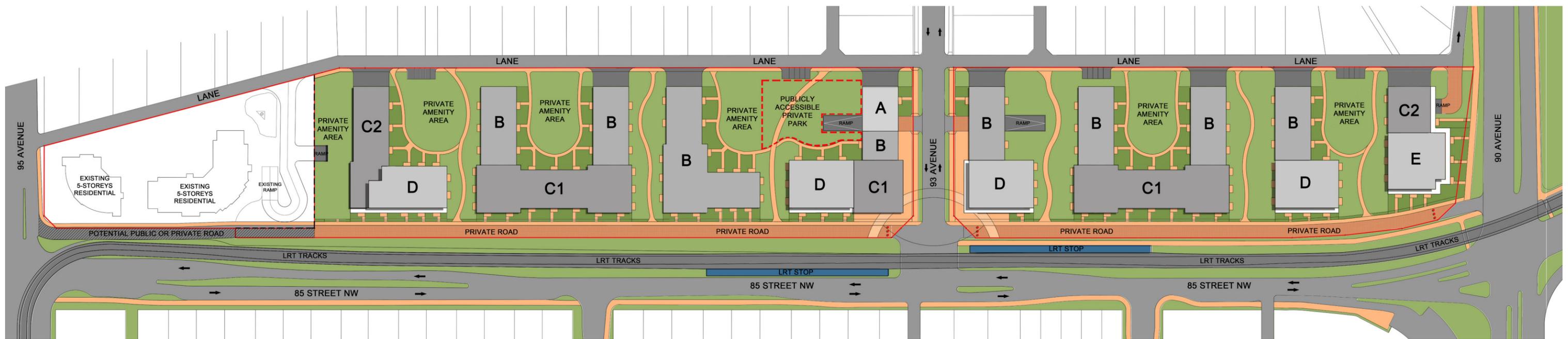
- expanded hard-surfaced areas to accommodate pedestrians and cyclists, on and off-street bike lanes, enhanced landscaping, street furniture, a roundabout and any changes related to the foregoing. All improvements shall be to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation), Integrated Infrastructure Services, and Building Great Neighbourhoods;
- e. The scope of the improvements shall be limited to those that would reasonably be expected through the City's standard Neighbourhood Renewal process;
 - f. Before final decisions are made on the specific improvements, the City, in coordination with the owner, shall carry out limited public engagement about potential features and options, particularly the potential roundabout;
 - g. Decisions on the exact nature of the improvements shall incorporate transportation analysis and/or findings from previous transportation analysis relating to multi-modal traffic operations on the corridor and adjacent lanes, and shall include multi-modal data that is collected with the Valley Line LRT in operation; and
 - h. The improvements shall be constructed within 2 years of receiving the Occupancy Permit for the second building to be built adjacent to 93 Avenue NW, or any Occupancy Permit for residential Dwellings that bring the total number of residential Dwellings with valid Occupancy Permits in Area 2-A and Area 2-B to greater than 800.
5. As a condition of the development permit for the second building adjacent to 93 Avenue NW, or any Development Permit for residential Dwellings that bring the total number of residential Dwellings with valid Development Permits in Area 2-A and Area 2-B to greater than 1000, the owner shall construct improvements to the 93 Avenue NW TOD Corridor in accordance with the terms of the agreement described in Section 9.4 of this Provision.



SITE PLAN

0m 10m 25m 50m 100m





SITE PLAN

0m 10m 25m 50m 100m

LEGEND

- A 7.0m
- B 15.0m
- C1 22.0m
- C2 22.0m
- D 43.0m
- E 86.0m

● ● ACCESS CONTROL





SITE PLAN

LEGEND

-  ENCLOSED WASTE AREA & LOADING AREA
-  VEHICULAR CIRCULATION
-  PROPERTY LINE
-  ACCESS CONTROL - ONLY EMERGENCY VEHICLES ALLOWED
-  SURFACE PARKING
-  PRIVATE ROAD FOR EMERGENCY ACCESS VEHICLES ONLY (6.0 MIN)





SITE PLAN



LEGEND

- RETAIL
- ON-SITE WALKWAY
- PRIVATE YARD SPACE FOR GROUND UNITS
- PUBLIC SHARED USE PATHWAY
- THRU ACCESS FOR COMMUNITY





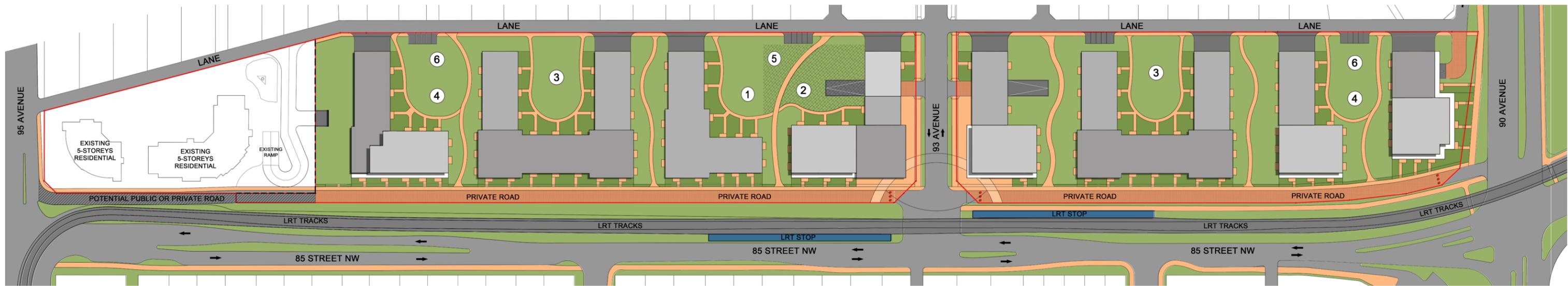
YOGA & WELLNESS PARK ①



PET'S PARK ②



SENIORS' PARK ③



SITE PLAN



CHILDRENS' PARK ④



AMPHITHEATRE ⑤

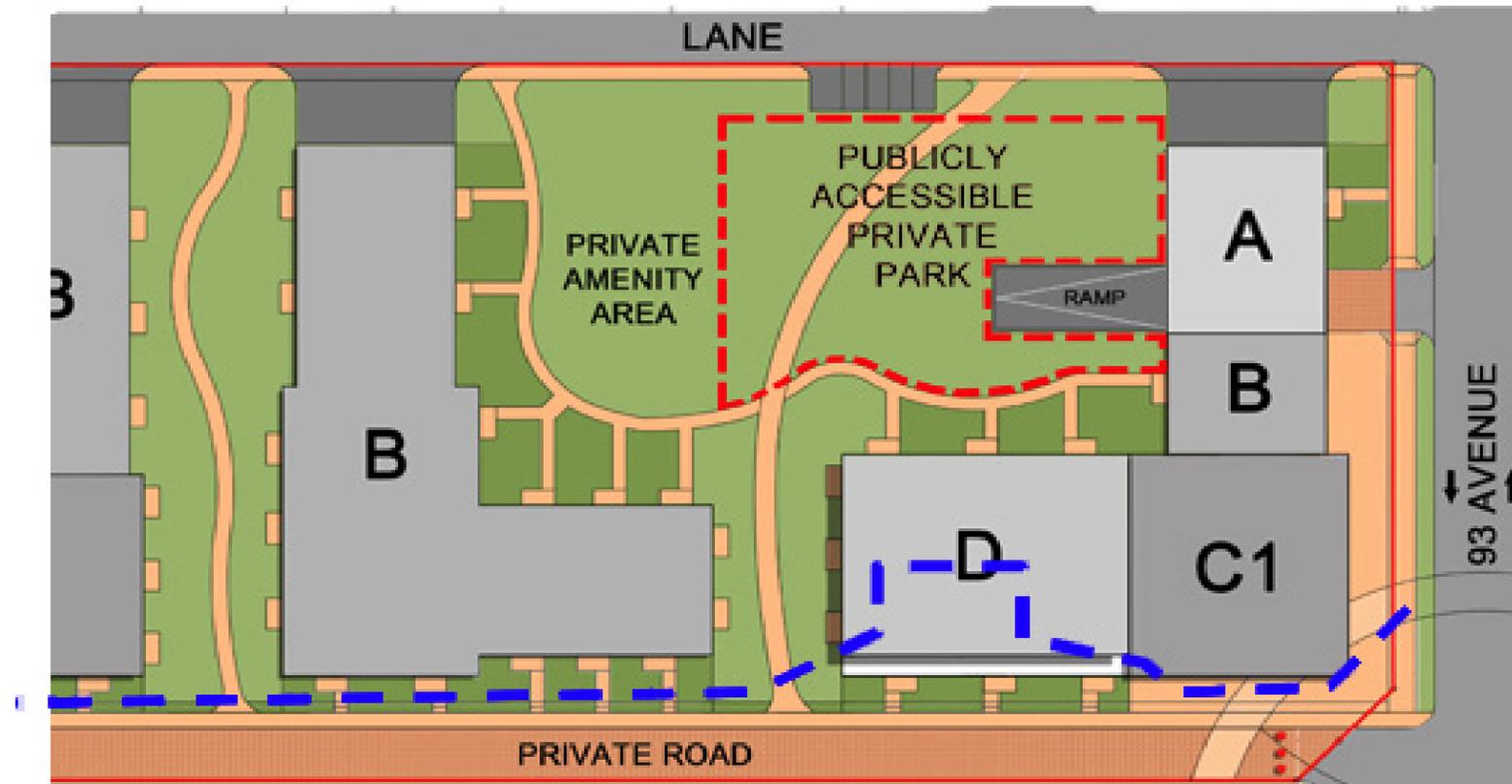


ZEN GARDEN ⑥

- LEGEND**
- 1 YOGA & WELLNESS PARK
 - 2 PETS' PARK
 - 3 SENIORS' PARK
 - 4 CHILDRENS' PARK
 - 5 AMPHITHEATRE
 - 6 ZEN GARDEN
 -  PUBLIC AMENITY SPACE



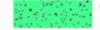
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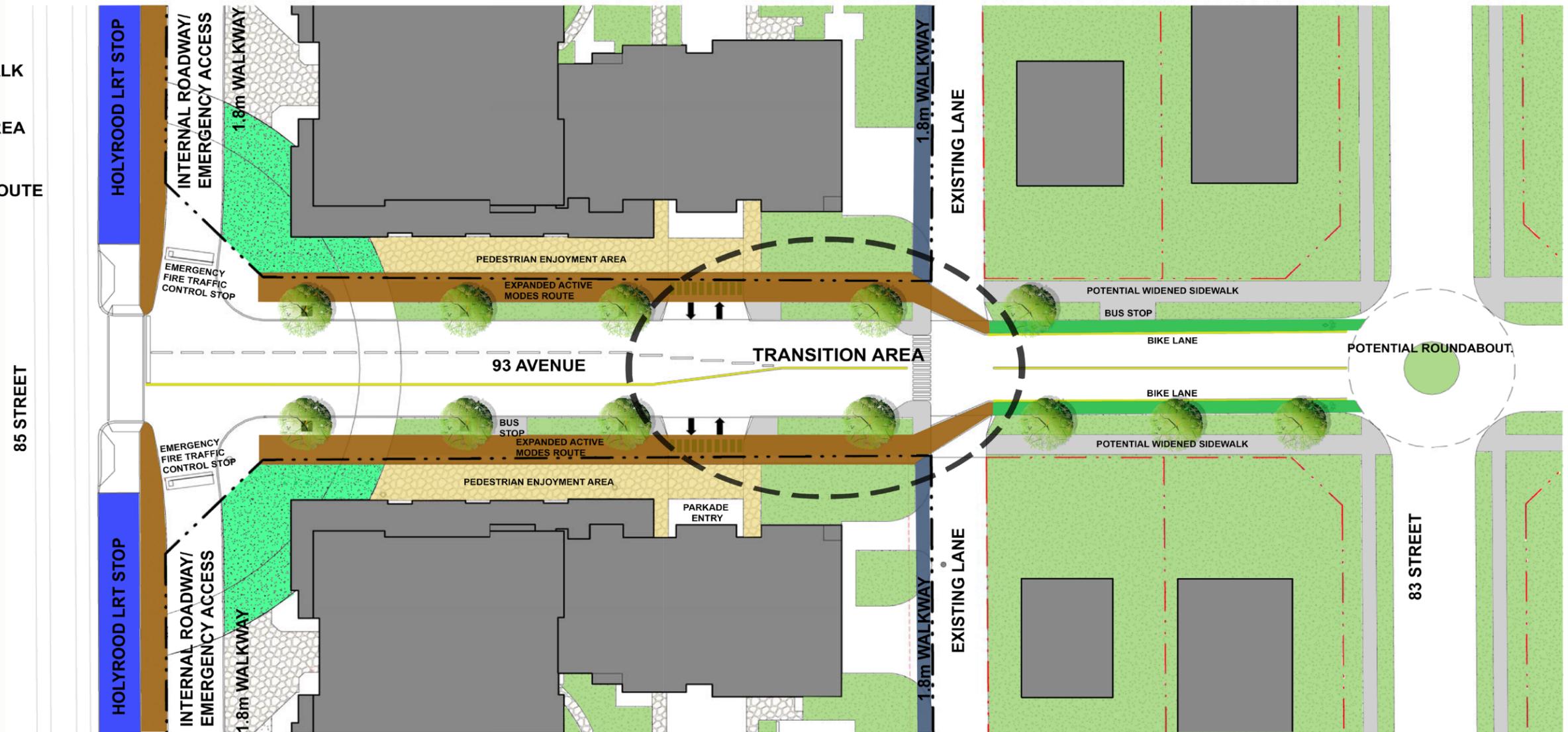


Approximate 45 metre
"hammerhead" portion of
the lot line

----- Current Lot Line (approximate)



- LEGEND**
-  BUILDINGS
 -  EXISTING CONCRETE SIDEWALK
 -  EXISTING GRASSED AREA
 -  PEDESTRIAN ENJOYMENT AREA
 -  TRANSIT STATION
 -  EXPANDED ACTIVE MODES ROUTE
 -  BIKE LANE
 -  TRANSIT PLAZA AREA (Approx. 500 sm)
 -  PROPOSED EAST WALKWAY
 -  EXISTING TREE BOULEVARD



POTENTIAL ROUNDABOUT: OTHER DESIGN ELEMENTS FOR THIS INTERSECTION SUCH AS CURB EXTENSIONS, RAISED FEATURES, MAY BE CONSIDERED.

TRANSITION AREA: SUBJECT TO FURTHER REVIEW AT DESIGN STAGE

