



ADMINISTRATION REPORT **REZONING** HOLYROOD

8310 & 8311 - 93 Avenue NW

To allow for mixed use, high density, transit oriented development.



Recommendation: That Charter Bylaw 19681 to amend the Zoning Bylaw from (DC2.1001) Site Specific Development Control Provision to a new (DC2) Site Specific Development Control Provision be **APPROVED**.

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

- does not change the overall intent for the site to build a mixed use, high density, transit oriented development centered around an LRT Stop;
- facilitates a level of development intensity in line with the infill direction of The City Plan; and
- will result in developer paid contributions to improve active modes connections from the Holyrood LRT Stop to the neighbourhood.

Report Summary

This rezoning application was submitted by Der & Associates Architecture Ltd. on August 11, 2020 on behalf of Regency Developments. This application proposes to make adjustments to the previously approved (DC2) Site Specific Development Control Provision for the Holyrood Gardens redevelopment for the purpose of adding an additional 250 dwellings to the site.

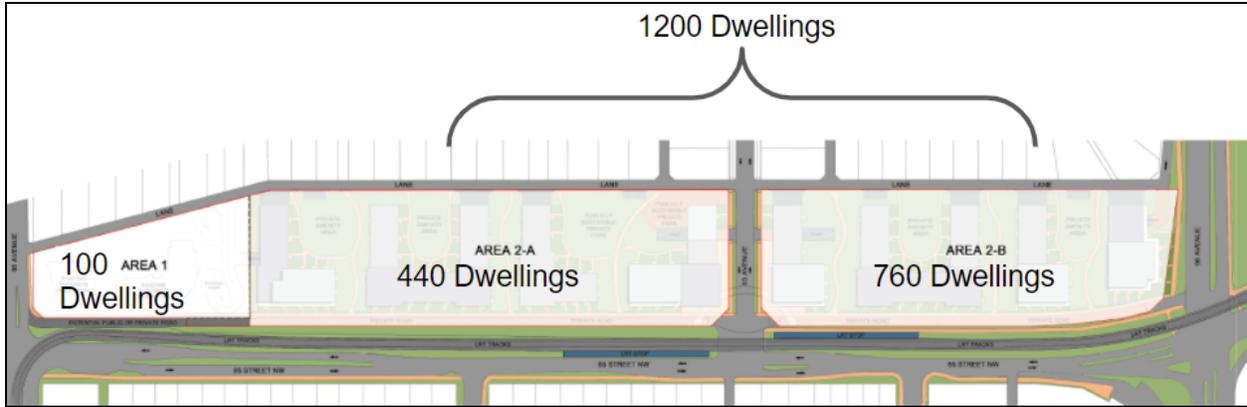
In addition, a requirement for the developer to construct improvements to the 93 Avenue NW Transit Oriented Development (TOD) Corridor has been added to the proposed DC2 Provision. These improvements focus on active mobility modes and work to address technical concerns arising from the City's review of transportation impacts, safety concerns heard from the community through engagement, and help integrate the additional density into the overall development.

The applicant has revised the application in response to a referral motion from City Council on May 11, 2021. Prior to the referral motion, Administration stated that the proposed changes were "...generally not seen as improvements, and in some cases, slightly decrease the quality of the development...". Based on the applicant's response to the referral motion, Administration now believes this application will result in an overall improvement to the quality of this large scale transit oriented development and will therefore be a more positive contribution to residential infill and transit oriented development in accordance with The City Plan.

The Application

1. CHARTER BYLAW 19681 to amend the Zoning Bylaw from a Site-Specific Development Control Provision (DC2.1001) to a new (DC2) Site Specific Development Control Provision.

The existing DC2.1001 Provision was approved on July 9, 2018 and allows for a mixed-use primarily high-density residential development which includes 10 buildings and up to 1300 residential dwellings. Area 1 allows for 100 dwellings (already built), while Area 2 currently allows for 1200 dwellings to be split between Areas 2-A and 2-B. The developer is already constructing Area 2-B with an approved Development Permit for 760 dwellings. This application is mainly to increase the number of dwellings subsequently allowed in Area 2-A from 440 to 690.



CURRENT ZONING DENSITY



PROPOSED ZONING DENSITY

In addition to the density, other main adjustments and changes from the currently approved DC2 Provision are:

- Removal of minimum vehicular parking requirements in line with the Open Option Parking Strategy while providing a maximum total of 1425 spaces for all uses, including any visitor parking. Of these, a maximum of 25 spaces would be allowed as surface parking with the remainder in an underground parkade.
- Increasing the required size of the Publicly Accessible Private Park from 1000 m² to 1150 m².
- An added requirement for the developer to construct improvements to the 93 Avenue NW TOD Corridor between 83 Street NW and 85 Street NW with a focus on improving conditions for pedestrians, cyclists, and transit users, and strengthening the connection between the Transit Plaza and the neighbourhood to the east.
- Adjusting the minimum setback from the west lot line north of 93 Avenue NW to accommodate development in the near future, before completion of LRT construction after which the developer is anticipated to regain some land.

- Other administrative changes to update use names, defined terms and new standard wording for clauses providing direction at the Development Permit stage related to the wind study, drainage servicing, Crime Prevention Through Environmental Design and tree preservation.
- Removing the affordable housing clause from the DC2 Provision associated with City Policy C582 - Developer Sponsored Affordable Housing. This policy was repealed by City Council on July 5, 2021.

When this application was initially submitted, the proposed increase was for a total of 1650 dwellings between Areas 2-A and 2-B, and also included some changes to building shape, including height and tower floor plates in some locations.

At a Public Hearing on May 11, 2021, City Council passed the following motion:

"That Bylaw 19681 be referred back to Administration to revert the appendices to as shown in DC2.1001 and revert the maximum Height, Density, and floor plate size as shown in DC2.1001, and return to the August 17, 2021, City Council Public Hearing."

In response to the motion, the applicant made the following adjustments to the proposal:

- Decreasing the proposed increase in density from an additional 450 to an additional 250 dwellings and adjusting the number of two bedroom dwellings and dwellings designed to be desirable for families to be proportional with the reduced increase;
- Removing all proposed built form changes (building shapes, heights and tower floor plate sizes);
- Adding an overall maximum number of vehicular parking spaces of 1425 for residential parking, visitor parking and parking for commercial uses combined. This is effectively the maximum that is currently allowed for the approved 1200 dwellings;
- Increasing the required size of the Publicly Accessible Private Park from 1000 m² to 1150 m²; and
- Updating the appendices to more accurately reflect requirements in the text of the zone.

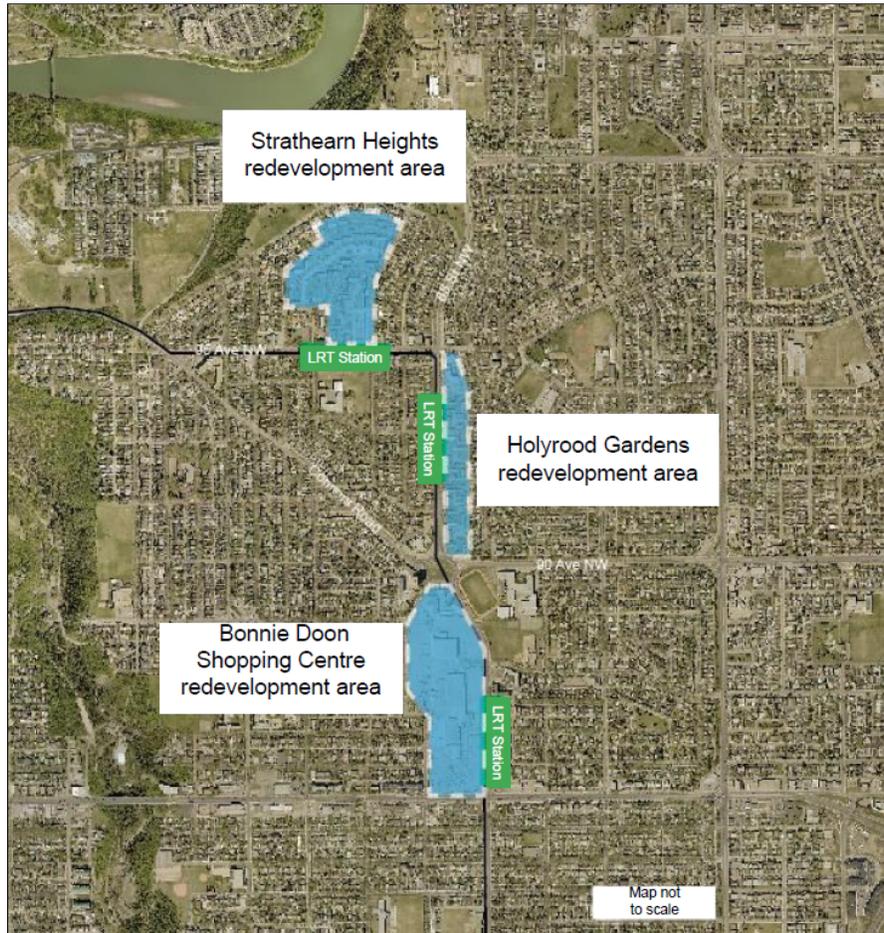
A comparison document showing the changes to the text and appendices of the DC2 Provision in response to the motion is found in Appendix 1 of this report.

Site and Surrounding Area

The land proposed for rezoning is located on the western edge of the Holyrood neighbourhood, adjacent to 85 Street NW and the future Valley Line LRT. The rezoning area takes the form of two long, linear parcels of land. They extend both north and south of 93 Avenue NW towards 95 Avenue NW and 90 Avenue respectively. 93 Avenue NW will serve as the node at the intersection of the future Holyrood LRT stop. The total area proposed for rezoning is 5.33 hectares in size, of which 4.66 hectares is proposed for redevelopment (Area 2 of the DC2

Provision). In 2003, the northern 0.67 hectares was redeveloped into two five-storey apartment buildings (Area 1 of the DC2 Provision).

This site has good access to the river valley, park space, downtown Edmonton and the city's southeast business employment areas. It is also in proximity to two other large transit oriented development sites along the Valley Line LRT route: Strathearn Heights and Bonnie Doon Shopping Centre.



SITE CONTEXT ON FUTURE LRT LINE

The Holyrood neighbourhood is almost entirely residential and, in recent years, there has been an increase in the variety of built forms. Two-thirds of the neighbourhood is comprised of single detached housing, in addition to semi-detached, row housing and apartment housing in certain locations. Originally built out during the 1950s, this community has many features typical of that era, including a modified grid street pattern with several landscaped road islands. Most roadways carry local traffic, with the exception of 95 Avenue NW and 79 Street NW which serve as collector roads. In the City of Edmonton's 2016 municipal census, Holyrood had a population of 3,419 residing in 1,632 dwellings. This is a 36% decrease from its population of 5,391 in 1971.



AERIAL VIEW OF APPLICATION AREA



ZONING CONTEXT

EXISTING ZONING

CURRENT USE

SUBJECT SITE	<ul style="list-style-type: none"> (DC2.1001) Site Specific Development Control Provision 	<ul style="list-style-type: none"> Several row housing developments and two 5-storey apartment buildings Construction site for 4 residential buildings (approximately 4 to 28 storeys) south of 93 Avenue NW
CONTEXT		
North	<ul style="list-style-type: none"> (RA7) Low Rise Apartment Zone (RF1) Single Detached Residential Zone (DC2.1042) Site Specific Development Control Provision 	<ul style="list-style-type: none"> Multi-unit Housing Single detached housing
East	<ul style="list-style-type: none"> (RF1) Single Detached Residential Zone (RF4) Semi-detached Residential Zone (RF5) Row Housing Zone (DC2.994) Site Specific Development Control Provision 	<ul style="list-style-type: none"> Single detached housing Semi-detached housing
South	<ul style="list-style-type: none"> (AP) Public Parks Zone (US) Urban Services Zone (RA8) Medium Rise Apartment Zone 	<ul style="list-style-type: none"> Dermott District Park School facility Ambulance station Low rise apartments and one high-rise apartment building
West	<ul style="list-style-type: none"> (RF1) Single Detached Residential Zone (RF3) Small Scale Infill Development Zone (RA7) Low Rise Apartment Zone 	<ul style="list-style-type: none"> Single detached housing Semi-detached housing Religious assembly



EXISTING NEWER BUILDING IN AREA 1



EXISTING ROW HOUSING IN AREA 2

Planning Analysis

As explored further in the sections below, it is Administration's opinion that with the changes in response to the motion, there are no longer any tangible off site negative land use impacts as a result of the proposed increase in density. Moreover, the application continues to include improvements to the 93 Avenue NW TOD Corridor at the expense of the developer, and the proposed increases in the number of dwellings for families and the size of the Publicly Accessible Private Park are to the public's benefit.

Prior to the referral motion, Administration stated that the proposed changes were "...generally not seen as improvements, and in some cases, slightly decrease the quality of the development...". But, based on the applicant's response to the referral motion, Administration now believes this application will result in an overall improvement to the quality of this large scale transit oriented development.

RESPONSE TO MOTION

The following section outlines the applicant's response to the specifics of Council's motion and Administration's planning analysis of the response. For analysis purposes, Administration has broken down the motion into four pieces that were directed to be reverted back to as shown in DC2.1001 (the currently approved DC2 Provision).

1. Maximum Height

Maximum height has been reverted back to as shown in DC2.1001. It is Administration's opinion that this part of the motion has been fully satisfied.

2. Maximum Density

Prior to the motion, the proposed increase in density was for an additional 450 dwellings. In response to the motion, this has now been reduced to an additional 250 dwellings, a 20% increase from what is currently approved. While not directed by the motion, in response to community feedback, the applicant is also now proposing fully proportional increases in the number of dwellings required to have two bedrooms and the number of dwellings designed to be desirable for families. Prior to the motion, the number of dwellings required to have two bedrooms was increased, but slightly less than proportionally, and the number of dwellings designed to be desirable for families was not increased at all.

It is Administration's opinion that this part of the motion has been partially satisfied.

3. Maximum Floor Plate Size

Maximum floor plate size has been reverted back to as shown in DC2.1001. It is Administration's opinion that this part of the motion has been fully satisfied.

4. Appendices

The DC2 Provision appendices are not proposed to be fully reverted back to the DC2.1001 versions. However, this is mainly to more accurately reflect requirements in the text of the zone such as showing the buildings accurately 14 metres apart (the requirement from the currently approved DC2 Provision carried over into the proposed one). The appendices are also being updated to reflect a proposed increase in the required size of the Publicly Accessible Private Park from 1000 m² to 1150 m² with this application. This increase in size is also associated with correcting an error where land intended to be Private Amenity Area was incorrectly shown as part of the Publicly Accessible Private Park in the current DC2 Provision appendices.

INCREASE IN DENSITY

Dwelling Size

This application proposes to increase the allowable number of dwellings in Area 2 of the proposed DC2 Provision from 1200 to 1450. The number of required dwellings with 2 bedrooms or more is proportionally increased from 450 to 544 (37.5% of dwellings) and the number of dwellings designed to be desirable to families is also proportionally increased from 120 to 145 (10% of dwellings, still with a 2.25 average number of bedrooms). The dwellings designed to be desirable to families are in addition to the 450 2-bedroom or more dwellings.

Overall Density Comparison

Since density maximum's were removed from the RA8 Zone, Administration has typically seen densities of between 400 and 500 dwellings per hectare be proposed, either through Development Permits within the RA8 Zone or through DC2 Provisions that generally maintain the same height and floor area ratio as the RA8 Zone. For context, the Holyrood Gardens Development is approximately 311 du/ha, well below the current RA8 Zone average, a zone that is typically appropriate next to LRT stops.

OPEN OPTION PARKING

The proposed DC2 Provision removes requirements for a minimum amount of vehicle parking in line with the Open Option Parking Strategy approved by City Council in June 2020. Because of the site location next to an LRT Stop, restrictions in the Zoning Bylaw on the maximum number of vehicle parking spaces would normally be applied based on the number of bedrooms each dwelling has. However, through engagement with the community, one of the concerns heard about a potential increase in density is that this would also increase the maximum amount of on site vehicular parking spaces, if the Zoning Bylaw maximum calculations were applied. In response, the proposed DC2 Provision now simply has an overall maximum of 1425 vehicular parking spaces. This includes residential parking, visitor parking and parking for commercial uses combined.

The proposed 1425 maximum reflects the anticipated maximum of the currently approved DC2 Provision based on assumptions and some requirements for dwellings with a certain number of bedrooms. The parking calculations within the currently approved DC2 Provision were based on

the pre-Open Option Parking regulations in the Zoning Bylaw, with some modifications, and are shown in the table below.

	Number of Dwellings	Maximum Number of Spaces Per Dwelling	Maximum Number of Spaces
3+ Bedrooms	30	1.75	52.5
Studio, 1 & 2 Bedrooms	1170	1	1170
Visitor Parking	-	-	171
Commercial Parking	-	-	30
Total	1200	-	1423.5

MAXIMUM PARKING AMOUNTS IN CURRENT DC2 PROVISION

If the Open Option Parking maximums now within the Zoning Bylaw were applied to this proposed increase in density, without modification, there would be an increase of approximately 404 potential parking spaces on the site, as shown in the table below.

	Number of Dwellings	Maximum Number of Spaces Per Dwelling	Maximum Number of Spaces
3+ Bedrooms	37	1.75	64.75
2 Bedrooms	652	1.5	978
Studio & 1 Bedrooms	761	1	761
Visitor Parking	-	-	No maximum
Commercial Parking	-	-	24
Total	1450	-	1827.75

MAXIMUM PARKING AMOUNTS OF PROPOSED DC2 PROVISION, IF ZONING BYLAW FOLLOWED

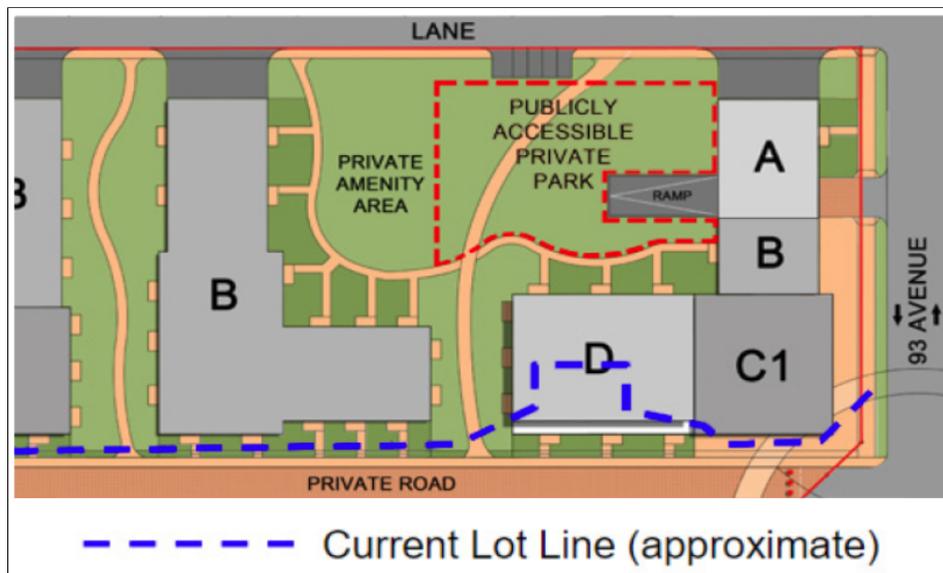
Restricting the vehicular parking amount to what is already approved, despite the increase in number of dwellings, ensures that the traffic generation from the site does not increase with the proposed increase in density. This maximum is also considerably below the maximums that the Zoning Bylaw would require near an LRT station, showing a strong commitment from the applicant to alternative modes of transportation, including bicycles and transit.

It is Administration's opinion that this deviation from the Open Option Parking strategy is acceptable as it was the result of previous public engagement activities and is an adjustment on

a maximum, not a minimum, which would be more problematic relative to the core intent of the strategy.

WEST SETBACK CHANGES

The minimum setback from the west lot line for north of 93 Avenue NW is updated to 0.0 m - 2.0 m based on the current location of the west lot line adjacent to Area 2-A. There is no change to where the buildings are proposed, but the current minimum setback number anticipates a future scenario where the developer will regain some land after LRT construction. This adjustment will allow redevelopment of the site to occur prior to this additional land being obtained from the City if appropriate agreements are executed to allow the construction of the buildings as per the visual provided below. This also leads to adjustments in timing for construction of the walkway and emergency access route along the west side of the site.



EXCERPT OF SITE PLAN SHOWING EXISTING LOT LINE RELATIVE TO THE LOCATION OF FUTURE BUILDINGS

The adjustment to the west Setback and associated regulations does not change the physical location of the buildings, just the reference point prior to shifting of the lot line after LRT construction. As such, after full build out of the redevelopment site, the impacts associated with this setback are identical in both the current and proposed DC2 Provisions. However, it should be noted that the required adjustment in the property line before development could take place north of 93 Avenue NW was an aspect that was seen to provide a guarantee that this development would be phased over time. This was particularly important relative to transportation aspects, where it was known that traffic analysis could be done after the LRT construction was done, and in operation, to inform adjustments to the site north of 93 Avenue NW prior to development commencing there. Because this would now allow development to start north of 93 Avenue NW potentially prior to LRT being in operation, this is now being dealt with in a different way as explained in the Transportation Analysis section later in this report.

SITE LAYOUT AND BUILT FORM CHANGES

After the May 11, 2021 Council motion, all proposed built form changes were removed. This includes the previously proposed changes in building shape as well increases in height and tower floor plate. As such, there are no longer any changes to shadow impacts from this proposal.

CITY PLAN

This 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, 50% of all new residential units are intended to be created at infill locations, focusing on key nodes and corridors.

To this end, the nearby Bonnie Doon Mall is identified as the centre of a District Node and 85 Street NW adjacent to this site is considered a Secondary Corridor. In general, a District Node is described as 800 m to 1 km across. This means this site could arguably be considered a northward extension of the node as the majority of it is within 800 metres and all of it is within 1 km of the centre of the mall site.

As defined by The City Plan, a District Node supports a variety of businesses and community amenities serving multiple neighbourhoods and is well suited for mid rise housing and commercial centres with opportunity for high rise housing near transit stations and along arterial roadways. A Secondary Corridor is defined as a vibrant residential and commercial street that serves as a local destination for surrounding communities, with a focus on residential development. The typical massing/form is identified as low-rise and mid-rise.

Important to note is that The City Plan, as a city-wide document, does not recognize the unique contexts of each node and corridor in providing guidance. But, in general, both the current and proposed DC2 Provisions meet the desired development intensity described above. This redevelopment will consist of mostly low rise and mid rise buildings with one high rise tower at the very south end of the site, closest to the centre of the District Node. In addition, being on an LRT line, the site is connected to the identified Mass Transit Network with 85 Street NW also identified as a District Route for bus service.

From a high level policy perspective, it is concluded that both the current and proposed DC2 Provisions support the infill objectives of The City Plan and contribute to a number of higher level targets, including:

- 50% of net new units added through infill city-wide;
- 600,000 additional residents will be welcomed into the redeveloping area; and
- 50% of trips are made by transit and active transportation.

EDMONTON DESIGN COMMITTEE (EDC)

This application was not reviewed by the EDC. Although the EDC would normally review DC2 rezoning applications on large sites near an LRT station, Administration determined that with no changes proposed to site layout, built form or overall design (after responding to Council's motion), there was no value in having EDC review it relative to EDC's purpose and objectives. Moreover, through two previous reviews by the EDC of the existing DC2 Provision, their concerns with the proposal were made clear and the proposed changes with this application do not attempt to address those concerns.

Both previous reviews by the EDC resulted in letters of non-support, citing a core belief that the project required significant refinement and/or redesign. Most of the critique centered around integration with the community, site access, and public realm components. As mentioned in the report and at the Public Hearing that led to the approval of the current DC2 Provision in July of 2018, Administration believes it is difficult to require commitment, at the zoning stage, to a level of detail that might visually address some of these aspects. The DC2 Provision includes a number of regulations to ensure that, when detailed design occurs at the Development Permit stage, it must achieve particular functions and have certain features. The proposed DC2 Provision continues to include the requirement for all principal buildings as well as the Publicly Accessible Private Park and Transit Plaza to be reviewed by the EDC at the Development Permit stage. This requirement was added by Council through a motion at 2018 public hearing that led to the approval of the current DC2 Provision, in response to concerns about the lack of support from the EDC at the zoning stage.

As well, the proposed developer paid improvements to the 93 Avenue TOD Corridor, which are new since EDC's review do help improve integration with the community, site access, and public realm components, as directed by EDC.

PUBLIC CONTRIBUTIONS

C582 - Developer Sponsored Affordable Housing

This policy was repealed by City Council on July 5, 2021 and while the current DC2 Provision contains the associated clause to facilitate an affordable housing contribution, this is to be removed in the proposed DC2 Provision in response to this repeal.

C599 - Community Amenity Contributions

This policy was not in effect when the current DC2 Provision was approved and because the proposed DC2 Provision is not increasing the floor area ratio at all, is not applicable to this application. However, both the current and proposed DC2 Provisions contain requirements for the following, which are, for the most part, typically considered contributions under the policy:

1. 145 Dwellings with characteristics designed to be desirable to families:
 - At least two bedrooms or more, with an average of 2.25 bedrooms (therefore requiring at least 37 three bedroom dwellings).
 - Located no higher than the fourth storey of a building (to help ensure affordability).

- Must be within 150 metres walking distance of an on-site outdoor play area designed for children.
2. Transit Plaza:
 - 500 square metres in size.
 - Hard and soft landscaping, seating areas, bicycle facilities, and appropriate pedestrian-scaled lighting.
 3. Publicly Accessible Private Park:
 - 1,150 square metres in size.
 - Actively interfaces with adjacent buildings.
 - Promotes the creation of a well-connected pedestrian network.
 - Designed with regard to Crime Prevention Through Environmental Design (CPTED) principles to provide safe and defensible spaces, clear sightlines, adequate lighting, and provision of multiple access points.
 - Must serve as a high quality amenity for people of all ages and during all seasons, incorporating impromptu social gathering area(s) by incorporating features such as seating areas and/or bicycle facilities, decorative light standards, waste bins, bollards, landscaped planting beds, and planters.
 4. Walkways and Shared-Use Paths through the site:
 - Two 3.0 metre wide shared use paths.
 - Four 1.8 metre wide walkways.
 - Includes requirements for trees, shrub planting, ornamental grasses, benches, pedestrian-scaled lighting, and waste bins.
 5. Improvements to the 93 Avenue NW TOD Corridor
 - Focus on active modes connections
 - Potential roundabout at 93 Avenue NW and 83 Street NW

Technical Review

The main purpose of this proposed rezoning is to increase the number of dwellings from 1200 to 1450 for Area 2 of the DC2 Provision. Below are explanations of the technical considerations associated with this increase. There is a particular focus on transportation, which had the most significant change in anticipated impacts, partly as a result of proposing an additional 250 dwellings on the site, but mostly due to changes in the methodology and modelling used for this application compared to the 2017-2018 application.

TRANSPORTATION

Administration reviewed a Traffic Impact Assessment (TIA) in support of the additional dwellings proposed to be added to the previously approved Holyrood Gardens TOD site. The updated TIA incorporated the City's latest travel model for 2050, which contains updated city-wide growth projections, including the current Holyrood Gardens DC2 provision and the recently approved Bonnie Doon Mall redevelopment. Specific to the analysis done previously in 2017 and 2018 with regards to this redevelopment, this newer model more realistically accounts

for the impacts of future vehicle travel delays introduced by the Valley Line LRT and otherwise associated with the population and employment growth in the City as envisaged under The City Plan.

Though the TIA continues the use of a long-term 38% mode split to alternative (walking, bicycling, transit, etc.) travel modes, it is recognized that this falls short of the 50% target identified in the The City Plan. Given that the 50% is a city-wide metric, key areas of the City, including the downtown, nodes and corridors, and future LRT/transit hubs will require mode splits higher than 50% to offset less intensively developed and transit-accessible areas. The realization of this is truly a long-term outcome, and will be influenced by future initiatives such as District Planning (15 minute districts), Mass Transit Strategy, Bike Plan, Growth Management Framework and the Mobility Network Assessment, and more.

The new analysis findings are in general alignment with previous TIAs for the Holyrood Gardens site. At the 2050 study horizon, background traffic volumes are expected to increase. Vehicle delays are anticipated along the Valley Line LRT Corridor at key arterial intersections, including at 90 Avenue NW/Connors Road NW and 95 Avenue NW. Moderate increases in traffic volumes are also expected during peak hours along neighbourhood routes including 93 Avenue NW, 83 Street NW, and 79 Street NW. Administration will continue to monitor these roadways as the LRT becomes operational.

93 Avenue NW TOD Corridor

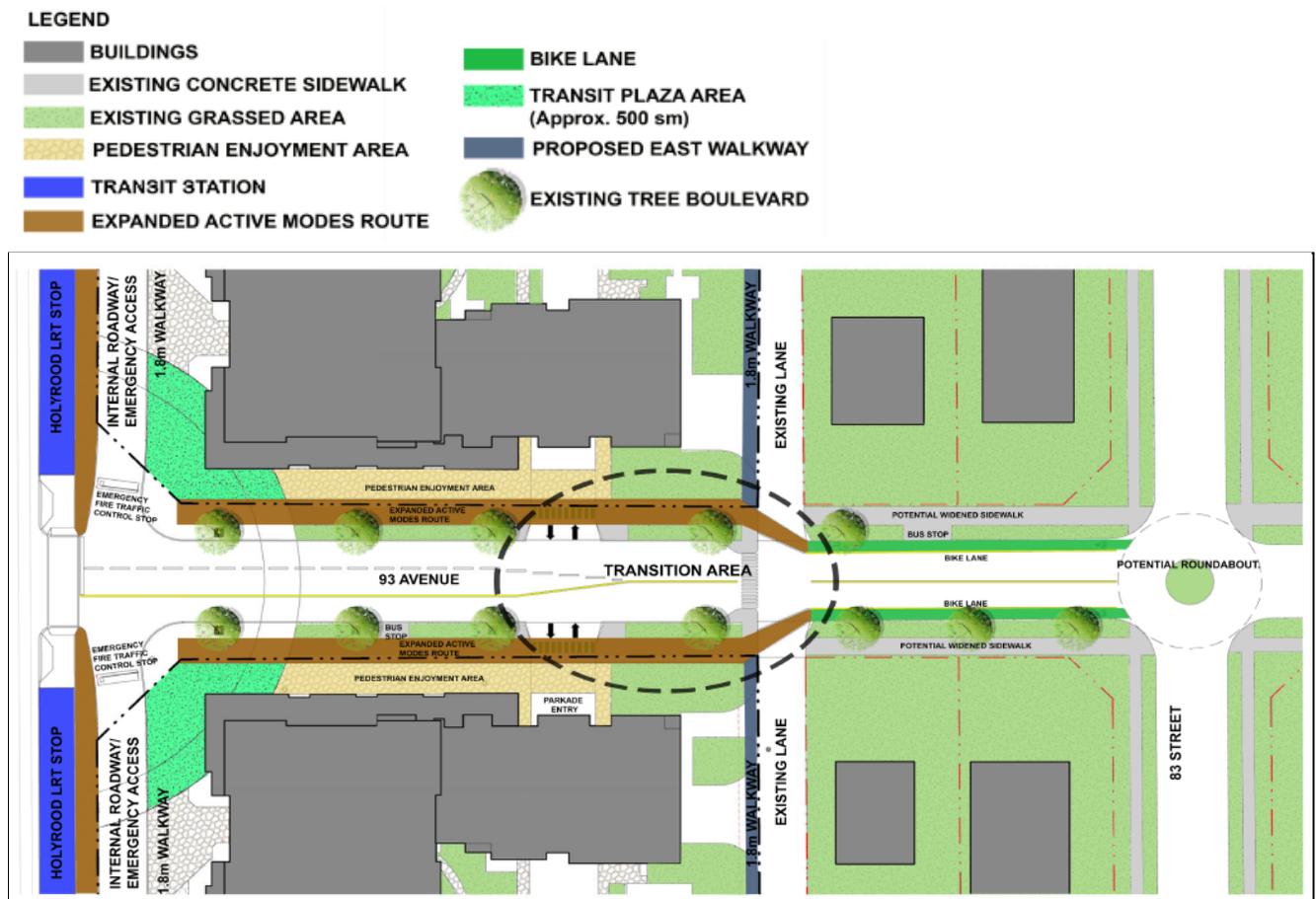
A focus of Transportation's review was on the 93 Avenue NW TOD corridor between 85 Street NW and 83 Street NW (and including the intersection at 83 Street NW), which is the first local road connection east of Holyrood Gardens. Administration is calling this the 93 Avenue NW TOD Corridor. This is a complex corridor, serving a LRT Stop, a transit plaza, on-street bus stops, primary access points to Holyrood Gardens, secondary access via the north-south lanes, active modes desire lines (including from the neighbourhood to the east), and, as it approaches 83 Street NW, a transition from transit-oriented development to the existing lower density Holyrood neighbourhood.

Transportation has accordingly identified the need for reconstructing the 93 Avenue NW TOD Corridor with a focus on improving conditions for pedestrians, cyclists and transit users, as well as addressing concerns expressed by Administration and the Holyrood community. The proposed DC2 Provision regulations include a comprehensive framework for this, including:

- Collecting multi-modal data after the Valley Line LRT has been operating for a minimum of 1 year;
- Analysis of the north-south lanes, including traffic data collection and observations at 90 Avenue NW, 93 Avenue NW, and 95 Avenue NW (see Motions Arising from 2018 Public Hearing discussion below);
- A focus on the 'transition area' generally located between the Holyrood Gardens access points and the north-south lanes to the east (see Motions Arising from 2018 Public Hearing discussion below);
- Inclusion of any future planning initiatives, such as cycle network planning arising from the recently completed Bike Plan, and collaboration with key City stakeholders to ensure compatibility;

- A transition feature such as a roundabout at the intersection of 93 Avenue NW and 83 Street NW aimed at calming vehicle traffic and enhancing multi-modal connectivity to the lower density neighbourhood to the east, north and south; and
- Other improvements that may be constructed include 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, and/or street furniture.

The proposed DC2 Provision requires the developer to commit to additional analysis and construct the resulting improvements as development of Holyrood Gardens proceeds, at their cost. Some consultation with the community is also required. The proposed DC2 Provision includes a conceptual figure of what the resulting improvements may look like, shown below.



The 76 Avenue NW corridor between 114 Street NW and 119 Street NW serves as an example of a collector roadway that has been reconstructed to improve conditions for pedestrians, cyclists and transit users, and help support further growth in the neighbourhood as outlined in the Belgravia and McKernan Area Redevelopment Plan, near an LRT station.



IMPROVEMENTS AT 76 AVENUE NW/115 STREET NW



ROUNDBABOUT AT 76 AVENUE NW/119 STREET NW

The 76 Avenue NW corridor example, which stretches across the entire neighbourhood rather than one block from an LRT Stop, also illustrates the need to consider broader mobility improvements in the Holyrood neighbourhood. While these are beyond the scope of this application, they are within the scope of the City's neighbourhood renewal program, which also incorporates traffic management planning and improvements to active travel modes. Current estimates for Holyrood neighbourhood renewal to occur is late 2020s or early 2030s. This timing will allow for additional bicycle network planning required for this area, and is likely to roughly coincide with full build-out of the development.

Motions Arising from 2018 Public Hearing

With the approval of the current DC2 Provision, City Council directed Administration to consider the following two motions:

- 1. That Administration analyze options for controlling traffic flow near the site located at 8310 and 8311 - 93 Avenue NW by designating the lane at the rear of development southbound only and the two east/west lanes attached to the north/south lane as westbound only until it can be assessed at the time of occupancy of the first building.*
- 2. That Administration analyze options for enhancing public realm and pedestrian safety near the site located at 8310 and 8311 - 93 Avenue NW using features such as parklets/woonerfs on 93 Avenue NW (between 83 Street NW and the Lane between 83 Street NW and 85 Street NW) only until it can be assessed at time of second Traffic Impact Assessment required by the DC2 Provision or the Community Traffic Management Plan process.*

Transportation worked with the developer to ensure both of these motions are incorporated into the proposed DC2 Provision regulations. The first motion, which pertains to traffic flows at the lanes, will be analysed as part of the data collection required to inform the 93 Avenue NW TOD Corridor after LRT has been operational for 1 year. The owner is required to have a transportation consultant collect data and site observations, and outline any improvements, such as one-way conversion or lane resurfacing.

The second motion, pertaining to enhancements to the public realm and pedestrian safety along 93 Avenue NW between the north-south lanes and 83 Street NW, will be a specific outcome of the 93 Avenue NW TOD Corridor analysis. Administration has identified several improvements that may be required, including enhanced pedestrian crossings, curb extensions, physically separated cycling infrastructure, wider sidewalks, a roundabout, and more. The precise elements of improvement will be determined using post-LRT traffic patterns and partial occupancy of the Holyrood Gardens redevelopment currently under construction, and be constructed to the City's satisfaction, as outlined in the DC2 Provision.

Safe Mobility Strategy

Administration recognizes that the Holyrood community has safety concerns regarding increased vehicle traffic and insufficient active modes infrastructure in the neighbourhood.

The TIA shows significant growth in 2050 background traffic on collector roads in Holyrood (79 Street NW, 95 Avenue NW). It should be recognized that traffic volume changes are expected to be gradual within this time frame. As traffic volumes approach typical local and collector roadway design thresholds, additional mitigation measures may need to be taken to accommodate neighbourhood traffic volumes and ensure compatibility with active modes. This may include intersection upgrades, safe crossing improvements, traffic calming, or potential road closures. These measures will need to consider all road users and be designed from a neighbourhood level perspective. The scope and scale of improvements will vary based on their functions. For example, the Bike Plan and The City Plan identify 79 Street NW as a District Connector that links multiple neighbourhoods. Accordingly, a higher order of bicycle facilities may ultimately be required on 79 Street NW.

The Safe Mobility Strategy includes a number of key actions that are intended to improve the safety and livability of neighbourhood streets. In Summer 2021, the Speed Limit Reduction will help create safer, quieter, and calmer residential roads by reducing the default speed limit to 40 km/h. Other initiatives include the Vision Zero Street Labs and Safe Speeds Toolkits that will empower communities to identify and implement customized solutions that address traffic safety concerns outside of Neighbourhood Renewal.

Post-LRT Neighbourhood Monitoring

Currently there is no specific program to analyze traffic circulation changes stemming from the implementation of the SE Valley Line LRT. Neighbourhood traffic calming is currently reviewed and implemented through the existing Neighbourhood Renewal process. Should issues arise as the LRT becomes operational, adjustments to the traffic signal timings will be needed to balance LRT and vehicle delays at the affected intersections.

Public Parking Action Plan

Increasing the site density while maintaining the same maximum on-site vehicle parking allowance as the currently approved DC2 Provision will encourage residents to utilize non-vehicle modes of travel. Administration recognizes that this could also inadvertently lead to added pressure put on the curbside parking supply in the neighbourhood.

The City is currently undertaking a broad review of how on-street parking is managed to ensure it is aligned with the recent removal of on-site parking minimums (Open Option Parking) and the direction in ConnectEdmonton and the City Plan to begin treating on-street parking as a

strategic public asset. While this was initially intended to be brought to Urban Planning Committee in 2021, this has now been delayed to the second quarter of 2022.

One of the actions in the plan will be a review of the City's Residential Parking Program. This will include looking at how these programs compare to, or can work together with, other potential strategies for managing on-street parking in neighbourhoods near future LRT lines.

DRAINAGE

A Drainage Servicing Report was submitted and reviewed with this application. Sanitary sewer servicing is proposed to be provided from the existing combined sewer main within the lane east of 85 Street NW.

Redevelopment of this site will also achieve partial sewer separation. Storm servicing will be provided from the storm sewer main within 93 Avenue NW already constructed by the developer to facilitate the first stage of development.

Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilizing an engineered outflow rate to mitigate its impact on the existing drainage infrastructure.

This sewer separation would help in freeing up the capacity within the combined sewer system that exists within the lane east of 85 Street NW. This development will use only 30% of the available capacity for sanitary servicing, thus leaving room for future redevelopment of properties along 83 Street NW.

EPCOR WATER

Hydrant spacing adjacent to the properties is significantly below the 90 metre spacing required by the City of Edmonton Standards for the proposed zoning. Due to limitations caused by the LRT alignment on 85 Street NW, on-street fire protection upgrades are not feasible. Instead, the applicant must construct private-side fire protection to mitigate the lack of on-street fire protection to the satisfaction of Fire Rescue Services and EPCOR Water Services at the Development Permit Stage. These requirements have not changed from the current to the proposed DC2 Provision.

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

Community Engagement

Throughout all the engagement activities, the most significant piece of feedback received was that many in the community felt that having to deal with the zoning for this redevelopment again was incredibly frustrating. It was noted that significant effort was taken on their part to negotiate to the current DC2 Provision, including "compromising" on certain aspects of the development in recognition of the developer bringing the density down from an initially desired 1500-1600 dwellings to 1200. To now see a request to bring the density back up to the initially proposed 1650 dwellings, but even to only 1450 dwellings, with a perceived lack of any

offsetting community contributions gave the impression that the significant engagement done previously was an example of “bad faith negotiations”.

Administration respects this perspective, but ultimately cannot factor it into the recommendation to Council. The recommendation is based on the analysis of the current and proposed zones, regardless of the path that was taken to get to each.

<p>PRE-APPLICATION NOTIFICATION July 14, 2020</p>	<ul style="list-style-type: none"> ● Number of recipients: 405 <p>As reported by applicant:</p> <ul style="list-style-type: none"> ● 21 Email responses received ● 2 Telephone calls received ● Common topics included: <ul style="list-style-type: none"> ○ Should stick to previously negotiated zoning/should not be allowed to change already ○ Too much density ○ Timing during pandemic and during the summer problematic ○ Increased traffic and parking impacts ○ Supportive of Open Option parking changes but nothing else ○ Don't want changes to requirements for Good Neighbour Agreement and future transportation studies ○ Construction impacts
<p>ADVANCE NOTICE September 11, 2020</p>	<ul style="list-style-type: none"> ● Number of recipients: 405 ● 37 Responses received ● Number of responses in support: 0 ● Number of responses with concerns: 37 ● Common comments included: <ul style="list-style-type: none"> ○ Developer shouldn't be allowed to ask for a change already/should be forced to stick with current zoning (x19) ○ Existing density enough/nothing has changed to justify increase in density/don't want increase in density (x19) ○ Developer operating in bad faith/ignoring previous negotiations/previous consultation should be respected/not following social license (x15) ○ More density means more traffic/previous traffic concerns around safety exacerbated (x9) ○ Not enough parking (x8) ○ Community made compromises last time that need to be respected (x5)

- o More sunlight lost/more shadows with taller buildings (x5)
- o Support Open Option Parking (x3)
- o Requirements for future TIA should remain (x3)
- o TIA shows unacceptable impacts/failed intersections/congestion (x3)
- o Too much parking/TOD maximums still allow for lots (x2)
- o Construction disruptive/already damaging neighbourhood (x2)
- o Developer just being greedy/only focus on their own financial interests (x2)
- o Developer trying to wear down community volunteers (x2)
- o Tower floor plates shouldn't increase (x2)
- o Timing during pandemic and during the summer problematic (x2)
- o Building should be shorter/smaller not taller/bigger (x2)
- o Should wait for LRT to be open before any changes can be considered (x2)
- o Insufficient consultation/not as much as last time (x2)
- o Not enough engagement (x2)
- o Don't want liquor stores (x2)
- o Don't want changes to requirements for Good Neighbour Agreement (x2)
- o More building and less green space (x2)
- o Changes in buildings leads to less variety in built form
- o Building transitions should be maintained
- o Increase in density will increase stress on utility and drainage infrastructure
- o Property value will decrease on nearby properties
- o The number of family units should increase with the total density increasing
- o Will set a precedent for Strathearn Heights developments
- o Do not like changes to wind study and CPTED clauses in DC2
- o Changes to setbacks gets rid of phasing that was previously inherently guaranteed
- o Community contributions should be increased
- o Increased privacy impacts across lane

	<ul style="list-style-type: none"> o Should revisit EDC recommendation and completely redesign the site if asking for more density <ul style="list-style-type: none"> o Lanes and streets already having issues during construction
<p>PUBLIC ENGAGEMENT SESSION November 9 - 30, 2020</p>	<p>https://engaged.edmonton.ca/holyroodgardens</p> <ul style="list-style-type: none"> ● Aware: 264 ● Informed: 84 ● Engaged: 43 <p>(explanation of these categories are in the "What We Heard" Report)</p> <ul style="list-style-type: none"> ● Support: 0 ● Neutral/Mixed: 3 ● Opposed: 40 <ul style="list-style-type: none"> ● Common topics included: <ul style="list-style-type: none"> o Developer Intent/Process Integrity/Consultation o Traffic and Parking Concerns o Safety concerns relative to traffic o Density o Massing, Building & Site Design o Broader Neighbourhood Impacts ● See Appendix 3 for a full "What We Heard" Report
<p>INFORMAL PUBLIC HEARING UPDATE EMAIL June 11, 2021</p>	<ul style="list-style-type: none"> ● Number of recipients: 53 ● 13 Responses received ● Number of responses in support: 0 ● Number of responses with concerns: 13 ● Common comments included: <ul style="list-style-type: none"> o Density is already too much, any increase, even this smaller increase, is still not appropriate (x8). o Nothing should be allowed to change from what is currently approved (x3). o Not enough engagement on the response to the motion (x3). o Being able to fit 250 more units into the same building shapes doesn't make sense. Something isn't adding up (x2). o Developer has not adequately explained why they need an increase in density (x2). o Affordable housing loss is unfortunate, should be replaced by some other benefit (x2).

	<ul style="list-style-type: none"> o Any increase in density should not be pursued without a comprehensive redesign/addressing fundamental design flaws (x2). o Developer should have to follow Council’s motion exactly, without deviation (x2). o Too much other development happening in Holyrood now for this one to also increase in density (x2). o Developer trying to wear down community and Council until they give up and say yes (x2). o Developer looking to get a partial increase now and ask for remainder later with a new Council. o Construction impacts are really bad. o No value added for community with the increase in density. o Unsafe mobility strategy shown through TIA o Developer should not benefit from Open Option Parking since deal for the redevelopment was done before that. o Increase in density will increase traffic and on-street parking pressure x2.
WEBPAGE	<ul style="list-style-type: none"> • https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/8310-93-avenue-nw-and-8311-93-avenue-nw.aspx

The Holyrood Development Committee (HDC) of the Holyrood Community League submitted three letters in opposition to this application. The first was in response to the initial advance notice and spoke to their overall concerns with the proposal, as it existed prior to Council’s referral motion. The second was a specific response to the final version of the Transportation Impact Assessment. The third was with respect to the applicant’s revisions in response to the May 11, 2021 Council motion.

In their first letter, when the proposed density was 1650 and was accompanied by built form changes, the HDC provided a summary of the process that led to the approval of the current DC2 Provision:

"...the current zoning was the result of a massive amount of collaborative effort and resources. Our elected City Council, administration, the developer, the community, as well as the Edmonton Design Committee, all came together in order to create one of Edmonton’s first true Transit Oriented Developments on this long, narrow, atypical site, located among 4 mature neighborhoods. Concessions were made by all parties in order to arrive at a plan that was both tolerable and feasible. Neither side was fully happy with the final results—what many would call the sign of a true compromise."

They expressed the opinion, shared by many others that responded, that this history of compromise needs to be factored into the decision on this latest rezoning application and that the proposed changes now are not in line with the spirit of the previous engagement results. In addition, they noted the following concerns:

- Intermodal transportation safety concerns will be reopened and increased.
- Edmonton Design Committee principles must be applied.
- Wind impact studies and mitigation measures need to remain intact.
- Proposed changes to the west lot line would eliminate the security of a phased build out for the site.
- Additional buildings and an increase to building floorplates will reopen drainage concerns.
- Reduction of tower floorplates and angular planes were key directives of council's 2017 motion to refer the proposal for rework.
- Building transitions need to be maintained in order to address visual appearance from the street and help to mitigate potential impacts of wind, sun/ shadows and loss of privacy for the smaller scale existing developments that surround Holyrood Gardens.
- Community contributions need to be increased.

With regards to the Transportation Impact Assessment (TIA) specifically, the HDC had the following concerns:

- TOD maximums in Open Option Parking still allow for a large number of parking spaces which increase with this application (corresponding traffic and parking impacts)
- The TIA shows that "...street after street, the data points to daily volumes which easily exceed design thresholds, intersections with failing grades for levels of service, and substandard conditions for active transport modes."
- Increase in traffic will have a detrimental impact on vulnerable populations & active modes nearby.

When provided details of the applicant's response to the council motion, the HDC provided the perspective, with reference to the advice from the Edmonton Design Committee, that no additional density should be considered without fundamentally revisiting the entire site layout and design. They also did not see any added value for the community with the increase in density, especially with the perceived loss of any affordable housing contribution with the repeal of City Policy C582, and were puzzled by how 250 more units could be accommodated without any changes to built form. Finally, they felt that the email update from Administration to those that had been involved in providing feedback on the application previously was not sufficient consultation and left many people in Holyrood uninformed about the applicant's response to the motion.

On July 6, 2021, Administration and the applicant met with the HDC to clarify aspects of the response to the motion and the City's engagement requirements and process, as well as to have an open discussion about the nature of their remaining concerns with the application.

The Strathearn Community League also submitted a letter of opposition to this application citing the following concerns:

- Increase in density with no real change in buildings means more smaller units
- Change now would render previous consultation irrelevant
- Removing parking requirements from this large scale development will impact street parking, traffic flow, etc.
- Good Neighbour Agreement and second TIA should still be required in DC2 Zone.

Administration Response to Engagement Concerns

The HDC and some individuals expressed similar concerns with the lack of engagement done by Administration after Council's referral motion. It should be noted that during the time between the motion and returning back with the revisions in response to the motion, the May 4 2021 Public Hearing remained open for this item. As such, if the applicant had fully responded to the motion without deviation, there would have been no requirement prior to the application being brought back for consideration by Council. As there were some deviations from the direction in the motion, Administration was required to both re-notify of these details through mail and through advertisement in the Edmonton Journal. The same mailed recipients that received any previous notifications about this application, received mailed notification with details of the applicant's proposed response to the motion. The timing of this was done, as per normal, 2-3 weeks prior to the Public Hearing date, giving adequate time for people to be informed, read the bylaws and associated documents, and prepare for participation in the public hearing, should they choose to.

Further an email notification was sent to everyone who had provided an email address through the City's formal engagement activities, providing the details of the applicant's response to the motion and providing two weeks to provide feedback, which has been included in this report along with all other feedback provide to-date which, as a whole, results in a robust engagement process and reflective of the proposed changes.

Conclusion

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

APPENDICES

- 1 DC2 Provision Comparison
- 2 "What We Heard" Public Engagement Report
- 3 Application Summary

DC2 Provision Comparison

~~Strikethrough~~: Proposed deletion from DC2 Provision

Underline: Proposed additions to DC2 Provision

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~~Provision, Holyrood.

3. Uses

~~1. Apartment Housing~~

1. Child Care Services

~~2. Group Homes~~

~~3. Limited Group Homes~~

2. Lodging Houses

3. Major Home-Based Business

4. Minor Home-Based Business

5. Multi-unit Housing

~~5.6.~~ Residential Sales Centre

~~4. Row Housing~~

~~6.7.~~ Semi-detached Housing

~~7.8.~~ Stacked Row Supportive Housing

~~8.9.~~ Urban Outdoor Farms

~~9.10.~~ Urban Gardens

~~10.11.~~ Freestanding On-premises Signs

~~11.12.~~ 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-~~IV~~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~~Provision, Holyrood.

3. Uses

~~1. Apartment Housing~~

1. Apartment Hotels
2. Bars and Neighbourhood Pubs
3. Business Support Services
4. Child Care Services
5. Convenience Retail Stores

~~2. Group Homes~~

6. Health Services

~~3. Limited Group Homes~~

~~7. Liquor Stores~~

~~7.8. Live Work Units~~Unit

~~8.9. Lodging Houses~~

~~9.10. Major Home Based Businesses~~Business

~~4. Minor Alcohol Sales~~

11. Market

~~10.12.~~ Minor Home Based ~~Businesses~~Business

13. Multi-unit Housing

~~11.14.~~ Personal Service Shops

~~12.15.~~ Professional, Financial, and Office Support Services

~~13.16.~~ Publicly Accessible Private Park

~~14.17.~~ Residential Sales Centre

~~15.18.~~ Restaurants

19. Special Event

~~16.20.~~ Specialty Food Services

21. Supportive Housing

~~17.22.~~ Urban Outdoor Farms

~~18.23.~~ Urban Gardens

~~19.24.~~ Fascia On-premises Signs

~~20.25.~~ Minor Digital On-premises Signs

~~21.26.~~ 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 ~~1200~~1450.
3. A minimum of ~~450~~544 Dwellings, not including the Dwellings suitable for families as described in Section 9.3 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.

~~1. The minimum building Setback from the west Lot line shall be 7.8 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.

11.12. 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.

~~12.13.~~ 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.

~~13.14.~~ Projections of Platform Structures, including balconies, shall be limited to a maximum of 1.5 m.

~~14.15.~~ The portions of the ~~Parking Garage~~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.

~~15.16.~~ 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.

~~16.17.~~ A minimum Separation Space of 14.0 m shall be provided between buildings.

~~17.18.~~ 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.

~~18.19.~~ 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 ~~below Grade Parking Garages; 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 ~~and 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 ~~within~~ 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 ~~C456A to the satisfaction of the Development Officer in consultation with Urban Forestry~~ 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.
- ~~a.b.~~ With the exception of a maximum of 25 surface visitor parking spaces, all vehicular parking shall be provided within the ~~underground Parking Garages~~Underground Parkade.
- ~~a.~~ A maximum of 25 surface visitor parking spaces shall be provided, to be accessed from the north-south Lane abutting the east Lot line of the Site.
- ~~b.c.~~ Access and egress for ~~underground Parking Garages~~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.
- ~~e.d.~~ The slope for vehicular access ramps to the ~~underground Parking Garages~~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.

- b. ~~The number of Off street vehicular Accessory Parking spaces shall be as follows:~~
- i. ~~Apartment Housing per Dwelling size:~~
 - A. ~~Studio: 0.5 to 1.0 per Dwelling;~~
 - B. ~~1 Bedroom: 0.5 to 1.0 per Dwelling;~~
 - C. ~~2 Bedrooms: 0.75 to 1.0 per Dwelling;~~
 - D. ~~3 Bedrooms or more: 1.0 to 1.75 per Dwelling; and~~
 - E. ~~Visitor parking: 0 visitor parking spaces for the first 7 Dwellings and 1 visitor parking space per 7 Dwellings thereafter.~~
 - ii. ~~Bars and Neighbourhood Pubs, Restaurants and Specialty Food Services:~~
 - A. ~~1 parking space per 30.0 m² of Public Space for establishments with greater than 60.0 m² of Public Space; and~~
 - B. ~~0 parking spaces for establishments with 60.0 m² of Public Space or less.~~
 - iii. ~~Urban Gardens or Publicly Accessible Private Parks: 0~~
 - iv. ~~Major and Minor Home Based Businesses: No additional parking spaces beyond that required for the primary Dwelling.~~
 - v. ~~All other Uses: 1 parking space per 100.0 m² of Floor Area.~~
- c. ~~Variances to the number of Off-street Vehicular parking spaces may be considered by the Development Officer with the submission of a Parking Impact Assessment to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination.~~
- d.e. ~~Notwithstanding the Zoning Bylaw, Bicycle Parking spaces shall be provided in accordance with the Zoning Bylaw but shall be provided at a minimum rate of 0.5 spaces per Dwelling. as follows:~~
- i. ~~50% of the Long term Bicycle Parking spaces on Site shall be provided in a safe and secure location in the underground Parking GaragesUnderground 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.~~

e.f. Off-street loading spaces shall be accessed from the rear Lane.

f.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.

- i. Entrances for Residential and Residential-Related Uses shall be clearly differentiated from entrances for other Uses through distinct architectural treatment to the satisfaction of the Development Officer.

2. Ground Level Access

a. Individual Dwellings at ground level shall:

- i. provide an individual external entrance at Grade, using features such as, but not limited to, porches and staircases, to the satisfaction of the Development Officer;
- ii. when facing a public roadway, other than a Lane, provide a semi-private outdoor area for street facing ground-oriented Dwellings that are provided in a manner that establishes a transition area between the Dwelling and publicly accessible land using landscape features, such as decorative fencing, change in Grade, shrub beds, planters, rock gardens and/or other built elements, to the satisfaction of the Development Officer;
- iii. when facing internal courtyards/Common Amenity Areas, provide Private Amenity Areas for individual Dwellings that establish a transition area between the Dwelling private Amenity Area and the Common Amenity Area using landscape features, such as decorative fencing, change in Grade, shrub beds, planters, rock gardens and/or other built elements, to the satisfaction of the Development Officer;
- iv. have an elevation for the Ground-oriented Dwellings that shall be a maximum 1.0 m above the adjoining and/or abutting ground level; and
- v. where Non-Residential and Non-Residential-Related Uses face a public roadway, publicly accessible space or Amenity Area, they shall be designed to create a pedestrian-friendly environment, which may include such things as entrances, outdoor seating areas, canopies, landscaping, and/or other features that lend visual interest and a human scale to development, to the satisfaction of the Development Officer.

3. Pedestrian Orientation

- a. No solid fences higher than 1.2 m shall be allowed facing 85 Street NW, 90 Avenue NW and 93 Avenue NW. Landscaping, retaining walls or

other low height elements may be utilized to visually separate the semi-private courtyards facing the public streets.

- 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 ~~Parking Garage~~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. A Prior to the issuance of a Development Permit for any buildings greater than 20.0 m in Height, a Wind Impact Study shall be ~~prepared by a qualified, registered Professional Engineer and~~ 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 a

Development Permit application for building types C1, C2, D and E. The the recommendations of the Wind Impact Study.

~~1.2.~~ The storm and sanitary drainage systems required to service the development, including off-site improvements and on-site stormwater management, shall be based on a computer model simulation analysis, prepared to professional standards and be submitted 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 Permit application. Any mitigation measures required to ensure all outside areas on the Site are fit for their intended use shall be designed to the satisfaction of the Developer Officer prior to the issuance of an consultation with Development Permit Services (Drainage)

~~2.3.~~ 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.

~~1.~~ Prior to the issuance of a Development Permit for a principal building, a Crime Prevention through Environmental Design (CPTED) Assessment shall be submitted and recommendations to ensure that the development provides a safe urban environment in accordance with the guidelines and principles established in the Design Guidelines for a Safer City (City of Edmonton 1995) shall be incorporated into the site and building design to the satisfaction of the Development Officer.

~~4.~~ Prior to the issuance of the first 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.

- 3.5. 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 ~~north-TIA~~ 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.
- 4.6. 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 ~~number of parking spaces as well as the location and directional flow of access points to and from the underground Parking Garages~~ 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.
- 5.7. 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 9.4(a) of this Provision and the Transit Plaza described in Section 9.4(b) of this Provision shall be reviewed by the Edmonton Design Committee.

~~6.8.~~ 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.

~~2.~~ 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

~~7.9.~~ 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.

~~1. Prior to the issuance of any Development Permit for a principal building containing 12 or more Dwellings, the Development Officer shall ensure that a signed agreement has been executed between the City and the owner requiring the owner to provide the City, at the time of Development Permit approval, the option to purchase up to 10 percent (exact percentage at the discretion of the City) of the~~

~~proposed number of residential units (rounded to the nearest unit) at 85 percent of market value or provide the equivalent value as cash in lieu (at the option of the owner) to the City.~~

2. A minimum of ~~120~~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 ~~450~~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 ~~1000~~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 9.4 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 9.4 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.
- e.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.
- 4.5. 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 9.5 of this Provision.



CURRENT DC2 PROVISION



PROPOSED DC2 PROVISION



CURRENT DC2 PROVISION



PROPOSED DC2 PROVISION



CURRENT DC2 PROVISION



PROPOSED DC2 PROVISION

LEGEND

GA ENCLOSED WASTE AREA & LOADING AREA

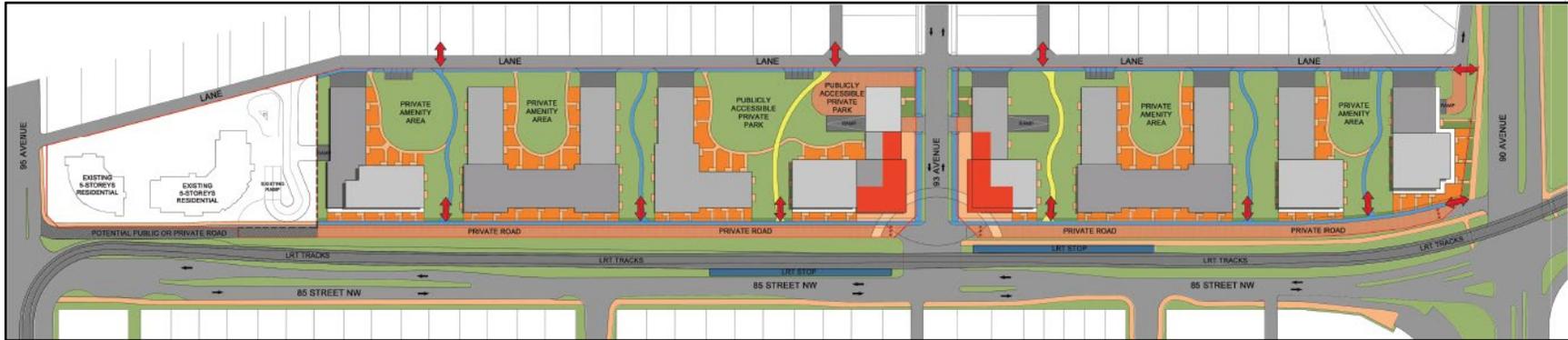
➔ VEHICULAR CIRCULATION

— PROPERTY LINE

•• ACCESS CONTROL - ONLY EMERGENCY VEHICLES ALLOWED

P SURFACE PARKING

Brick Pattern PRIVATE ROAD FOR EMERGENCY ACCESS VEHICLES ONLY (8.0 MIN)



CURRENT DC2 PROVISION



PROPOSED DC2 PROVISION

LEGEND

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

APPENDIX V - POTENTIAL AMENITIES



CURRENT DC2 PROVISION

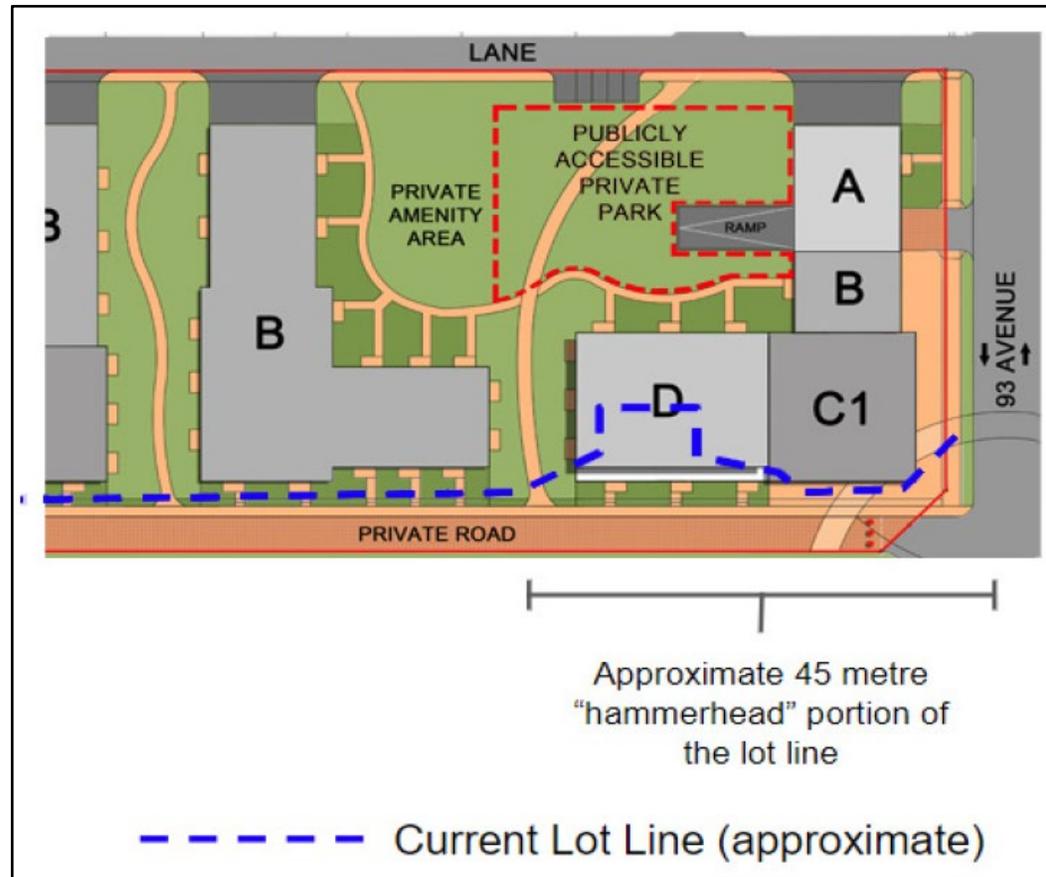


PROPOSED DC2 PROVISION

LEGEND

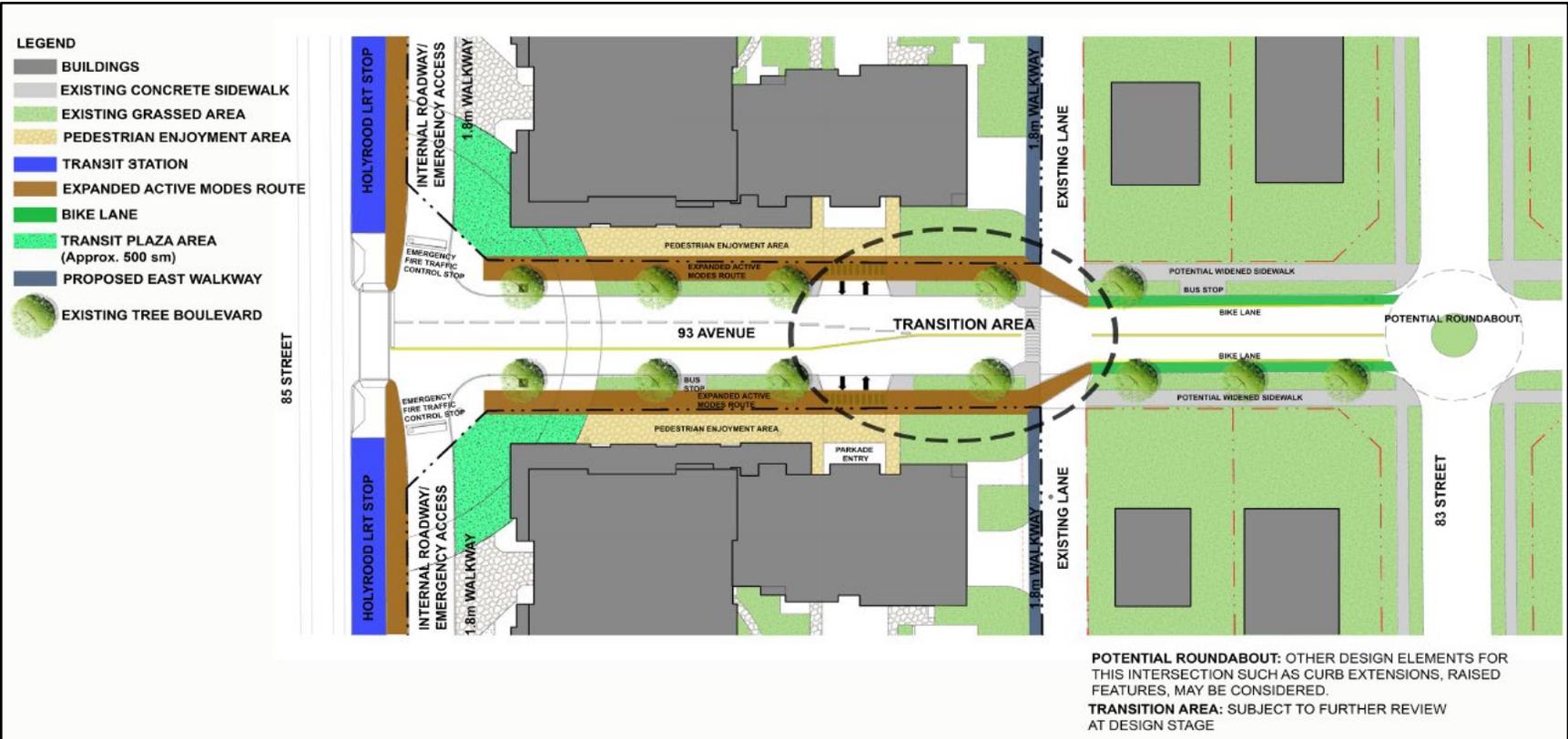
- 1 YOGA & WELLNESS PARK
- 2 PETS' PARK
- 3 SENIORS' PARK
- 4 CHILDRENS' PARK
- 5 AMPHITHEATRE
- 6 ZEN GARDEN
-  PUBLIC AMENITY SPACE

THE CURRENT DC2 PROVISION DOES NOT CONTAIN THIS APPENDIX



PROPOSED DC2 PROVISION

THE CURRENT DC2 PROVISION DOES NOT CONTAIN THIS APPENDIX



PROPOSED DC2 PROVISION



WHAT WE HEARD REPORT

Online Public Engagement Feedback Summary LDA20-0229 - Holyrood Gardens

PROJECT ADDRESS: 8310 93 Avenue NW and 8311 93 Avenue NW

PROJECT DESCRIPTION: This application proposes to make adjustments to a recently approved Site Specific Development Control Provision (DC2.1001). The existing DC2.1001 Provision was approved on July 9, 2018 and allows for a mixed use primarily high density residential development which includes 10 buildings and up to 1300 residential units. The primary change with this rezoning is to increase the total number of allowable units to 1750, an increase of 450 units. Removal of minimum requirements for vehicular parking in accordance with [Open Option Parking](#) is the other main change.

PROJECT WEBSITE: https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/8310-93-avenue-nw-and-8311-93-avenue-nw.aspx

ENGAGEMENT FORMAT: Online engagement webpage - Engaged Edmonton: <https://engaged.edmonton.ca/HolyroodGardens>

ENGAGEMENT DATES: November 9 - 30, 2020

NUMBER OF VISITORS:

- Engaged: 43
- Informed: 84
- Aware: 264

See “Web Page Visitor Definitions” at the end of this report for explanations of the above categories.

ABOUT THIS REPORT

The information in this report includes feedback gathered through the online engagement web page on the Engaged Edmonton platform from November 9 - 30, 2020. Because of public health issues related to COVID-19, the City wasn't able to host an in-person public engagement event to share information and collect feedback, as we normally would have done.

Input from Edmontonians will be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised. Feedback will also be summarized in the report to City Council when the proposed rezoning goes to a future City Council Public Hearing for a decision.

This report is shared with all web page visitors who provided their email address. This summary will also be shared with the applicant and the Ward Councillor.

ENGAGEMENT FORMAT

The Engaged Edmonton webpage included a video, written text and documents available for download. Two tools were available for participants: one to ask questions and one to leave feedback.

The comments are summarized by the main themes below with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

WHAT WE HEARD

Support: 0

Neutral/Mixed: 3

Opposed: 40

Comments

Developer Intent/Process Integrity/Consultation

- Community shouldn't have to go back and look at this again/not fair (x17).
- This re-application must be viewed as bad-faith negotiation after agreement was met (x16).
- This developer has been pushing and pushing all along and is not interested in community needs (x9).
- The developers assertion that it needs the extra units to secure lending seems implausible, not the City's or community's problem (x5).
- The developer does not need to increase the units being built just to satisfy their earning potential (x5).
- The developer is trying to make more money without having to give anything back to the city, such as affordable or family housing (x4).
- COVID has impacted everyone. It shouldn't be used as an excuse for the developer (x4).
- This shouldn't be allowed to happen while the community is distracted by COVID-19 (x3).
- Some of the developer's other sites in the city are not developing and are eyesores.
- The City should consider the previous consultation done in their recommendation.

Transportation

- Traffic and parking will overflow into the community/"parasite parking" (x15).
- There are many small children/seniors that live in this community and safety on neighbourhood streets is critical and this increase in density decreases safety (x9).
- If there is an increase in about 450 units that will just add more congestion (x8).
- It is going to put an even bigger strain on traffic and access for the surrounding houses (x3).
- There is no information about how many parking spaces the developer intends to provide/increase in units without increasing parking doesn't work (x2).
- Walkability concerning (x2).
- Analysis should look at the impact on the community of the combination of the LRT and development. LRT was not fully considered last time.
- The subsequent approval of the future Bonnie Doon development will likely mean existing roads would be further over taxed.
- The rezoning shouldn't go forward until after LRT so that impact can be observed and measured.

- Traffic study shows negative functioning of intersections. This shouldn't be allowed.
- Edmonton does not have a comprehensive transit system to support a walking only development.
- Entrances to the parkade ramp cannot and should not be adjusted at the development permit stage at the whim of the developer.
- Existing maximum number of parking spaces for 2 bedroom units should be maintained and not relaxed slightly to align with Open Option Parking.
- The paths through the site that connect the community to the LRT station cross the lane, which will have increased traffic. These are potential safety issues with all these crossings and traffic.

Density

- This massive increase is absurd and absolutely unacceptable (x5).
- I am against the increase in units because I believe that 1200 units will already make a big impact on the surrounding neighborhood (x4).
- An increase in density should not be considered until the design issues brought forward by the Edmonton Design Committee are better addressed (x2).
- During the time since the initial zoning approval, there have been no changes to the circumstances that would warrant increasing the previously approved unit counts by city council (x4).
- The increase in the number of units is concerning as I assume this means there are less 3 bedroom units and more single or loft units.
- I believe this choice of higher density will overall improve the quality of the project.
- Doubling the number of units does not improve quality of life for those who will live in these properties. History has shown that increased densification of developments can potentially have a detracting, and opposite effect.

Massing, Building & Site Design

- For houses across the lane, there are privacy impacts already and this makes it worse (x6).
- Not enough/loss of green space/should be more with increase in density (x5).
- Sun shadow impacts (x4).
- Tower Floor Plate should not be allowed to increase above 750 m² (x2).
- The DC2 should require the development to follow recommendations from the Edmonton Design Committee (x2).
- The space does not warrant massive sky rises.

- The increase in the height of the buildings is concerning as this was a major concession for the approval when the first approval was given.
- Any building over 4 stories takes away from community interaction.
- Should have to conform with the draft tall building guidelines.
- Buildings should be more energy efficient.
- While the overall size of the public park space isn't decreasing, with the ramp and new building orientation, it is being cut up and less usable compared to the wide open design in the existing zoning.
- The proposed development now looks more and more like an ill fitting wall of similar towers, albeit of somewhat varying heights, on the western edge of our community.
- The shadow studies are incomplete.

Broader Neighbourhood Impacts

- Dangerous precedent if this expansion is approved. Gives the impression that developers can consult with neighbourhoods and then when the project has started, come to Council asking for more (x3).
- Tall, large buildings will change the feel of the neighbourhood (x2).
- There are 3 massive developments within a 10 block zone, Strathearn, Holyrood, and Bonnie Doon. Population will quadruple. Please do not ruin our incredible community with these massive monolithic developments they will destroy the fabric of our streets (x2).
- I question to what degree the impact of other nearby potential developments are being considered.
- The development, current or proposed, has never been truly compatible with the surrounding area.

General/Other

- Construction impacts are already problematic. Want this over as soon as possible (x4).
- There should be more family oriented housing if the total density is going up (x3).
- Crime will increase with increased street and foot traffic.
- There should be more commercial space with the increase in units.
- New units need to be affordable.
- Concerned about storm runoff.

- Wording in the DC2 for drainage requirements has been degraded and does not provide as much of a guarantee that things will be done properly and will be properly looked at.
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Questions & Answers

1. Suppose someone who lives at the site owns a car and uses it for daily commuting, but parks it on a residential street a couple of blocks away because she does not have an assigned parking space on site. Does the Traffic Impact Assessment count trips made using this car as site generated traffic?
 - The transportation study attempts to estimate all vehicle trip activity associated with the site. In this way, the study accounts for this trip. However, the study assumes that development-related vehicle trips start and end at the development. This is standard in transportation studies in that generally the activity with a site is assigned to the site, unless parking is known not to be provided or otherwise significantly constrained. So while the study accounts for this trip's impact on the broader network, the exact travel patterns for it may not be entirely accounted for.
2. In the draft Traffic Impact Assessment, Table 5.1 summarizes daily traffic volumes for selected streets in the vicinity of the proposed development. Why doesn't this table include 85th Street, which is an arterial roadway adjacent to the site? Table 5.1 also indicates that daily site generated traffic volumes in the North-South Alley in 2050 are predicted to be as follows: South of 95 Avenue : 156 vehicles per day North of 93 Avenue : zero vehicles per day South of 93 Avenue: zero vehicles per day North of 91 Avenue: zero vehicles per day In contrast, the same table indicates that in the under the current zoning (2018 TIA), the site generated traffic volumes at these same segments in 2047 are predicted to be 521, 313, 237, and 237 vehicles per day. Can you share some insight as to how the proposed rezoning will facilitate such spectacular reductions of site generated traffic in the North-South alley, even as total site generated traffic is projected to increase in lockstep with the proposed 37.5% percent increase in housing units?
 - This Traffic Impact Assessment submitted by the developer is still under review by the City and has not yet been accepted. The purpose of Table 5.1 is to compare traffic volumes with a previous transportation assessment completed in support of the Holyrood Gardens rezoning. The City will be

requesting that the applicant update the assessment to include comparisons of 85 Street.

- In terms of the alley volumes, the consultant's draft assessment concludes that segments of the alleys will not see an increase in traffic volumes, which is a change from the previous analysis and is currently under review by the City. The City will be requesting the applicant to address the discrepancy in alley traffic volumes before the report is accepted.
3. Why do the sun-shadow studies only go until 4 pm in the March/Sept example (AVG sunset 7/8 pm), show semi-darkness at 6 pm in the June example (AVG sunset 9 pm), and show almost complete darkness at 2 pm in Dec (AVG. sunset after 4 pm)? This is the same issue that took place in the original DC2, where the community had to pay out of pocket for a thorough shadow impact assessment. Will the community be asked to provide this crucial piece of information again?
- Shadows near (1-2 hrs before) sunset are very long, even for a short building like a house, so these times are not very useful for looking at shadow impacts of proposed buildings because most of the area is already covered in shadow from existing buildings. As a result, having our software run images for this time of day is not very effective because it is very difficult to differentiate between the shadows from the proposed buildings and the existing buildings in the image.
 - We certainly do not want residents to feel that they have to pay out of pocket for their own sun shadow impact assessment. If there are specific dates/times for which you wish to see a shadow comparison, please email the file planner at andrew.mclellan@edmonton.ca and we will find a way to produce an image that shows these shadows for your review.
4. Why is Strathearn development not included in the new traffic study you are doing?
- The new Transportation Impact Assessment uses the City's latest 2050 traffic model. Compared to the 2047 traffic model used with the application that created the current DC2 Provision, the 2050 model includes the recent rezoning of Bonnie Doon Mall and the currently proposed rezoning of Strathearn Heights (not currently approved).
5. In terms of the zoning regulations and what is currently noted as "Minor Alcohol Sales" and is being requested to be revised to "Liquor Stores". The current wording sounds more specific and implies a defined scale of business whereas the proposed revised seems to imply a larger scale and multiple stores. I would like to understand

more about these proposed changes as Liquor stores can bring longer business hours that extend well into the evening and therefore more traffic to a very residential neighborhood during later evening hours.

- On June 17, 2019, City Council approved an amendment to the Edmonton Zoning Bylaw that consolidated the Uses of Minor Alcohol Sales and Major Alcohol Sales into one Use: Liquor Stores.
- In short, the rationale for this was that the only distinction between the two was based on Floor Area and analysis of past Development Permits identified that there was no land use impact related rationale to maintain the distinction. Some of the highest volume retailers by sales and traffic, were classified as Minor Alcohol Sales, while some lower volume retailers by sales and traffic were Major Alcohol Sales.
- You can find out more information about this change by reviewing the minutes from the [June 17, 2019 Public Hearing](#). It was dealt with in Item 3.5 on that agenda.
- Because Minor Alcohol Sales and Major Alcohol Sales are no longer Uses within the Zoning Bylaw, Administration cannot bring a DC2 Provision to Council for consideration that contains these Uses. Liquor Stores must be used in this proposed DC2 Provision for Holyrood Gardens.

6. What rental prices are expected for 2 bedroom apartments?

- Zoning regulates the use of land, which includes what types of buildings are allowed on a site (eg. residential or commercial) and the basic size and shape of those buildings. It does not control who can live or work in the buildings, how the buildings are operated, or whether the units are rented or owned. Rental rates will be set by the developer at the time they are built, which is likely still years away for most units.

7. Is there no way to mandate more on-site parking for this project? With the density they are talking about, a small parkade might be an appropriate choice here.

There is no information about how many parking spaces the developer intends to

provide. Zero parking spaces? One thousand parking spaces?

With 1200 already and wanting another 450 where is everyone all 1650 dwellings going to park?

Will homeowners be given street parking passes so that we can have cars towed?

Did I not read that this new policy (Open Option Parking) is scheduled for review by City Council in January 2021?

Open Option Parking

- On June 23, 2020, City Council approved [Open Option Parking](#), which provides developers' flexibility to choose the amount of on-site parking that they feel is appropriate for their projects.
- It's important to note that open option parking doesn't necessarily mean no parking. It is actually more likely to result in the "right amount" of parking as builders know their parking needs best and have an interest in ensuring they are meeting market demand for parking spaces.
- The parking supply for this project will accordingly be determined at the development permit stage while having to stay below defined [maximums for near LRT stations](#).

On-Street Parking Congestion

- The City recognizes that residents living in vibrant, high-demand areas, such as near major LRT stops and commercial shopping districts, have concerns about on-street parking congestion. Some level of parking congestion is to be expected in these high demand areas and is an indicator of their success and popularity among Edmontonians.
- This pressure is not new. Even under the old rules, there were instances where parking for a new development was not sufficient or certain areas experienced a high rate of redevelopment that led to an increase in curbside parking pressure.
- The City will continue to work with neighbourhoods as we do now to apply on-street parking management tools, such as paid parking and restricted parking, to manage on-street parking where needed in these instances.

- In alignment with the Open Option Parking project, the City has embarked on a parallel project to review and modernize the City's public parking management approach.
 - At the June 23, 2020 City Council Public Hearing, Administration was given direction to examine the impacts of how the opportunity of shared parking has affected communities in specific high-demand locations.
 - This shared parking work and the review and modernization of the City's public parking management approach will be presented to the Urban Planning Committee in the first quarter of 2021.
8. Parking is expensive so why would a developer put in anymore than the absolute minimum they can get away with?
- This is one of the key motivations behind the [Open Option Parking](#) strategy. It is a recognition that businesses and homeowners know their parking needs best and have an interest in ensuring they are met, making this approach more likely to result in the "right amount" of parking.
 - Among other things, this will lead to a more efficient use of land helping to keep costs to both the developer and future owners/renters as low as possible.
 - Again, this parking pressure is not new and the City will continue to work with neighbourhoods as we do now to apply on-street parking management tools, such as paid parking and restricted parking, to manage curbside parking where needed.
9. Where will all the traffic go?
- This is being analyzed very closely and a draft Transportation Impact Assessment is available for review on the [Application Webpage](#).
10. Why is this being revisited?

After many years of discussion and finally coming to what was an agreed upon plan, why are we talking about this?

What is the point of zoning regulations and guidelines for building height (and transitions) and storm runoffs and traffic studies if the city of Edmonton doesn't

hold developers to them?

By approving this dramatic increase, does City Council leave an option open for every future developer to consult with neighbourhoods and then when the project has started, come to Council asking for an additional 40% increase in density?

- We can appreciate that it may be frustrating for the community to have to address the redevelopment of this site again so soon after the current zoning was approved. With that said, under the Municipal Government Act and the City's Zoning Bylaw, developers have the right to make a rezoning application and have it considered by City Council and the City is obligated to process such applications.

11. What is being removed to make room for additional units? Public park space. Justification?

The proposed changes reduce the green space and its openness considerably, creating a closed-in appearance and environment. Where will the children of this area play?

- Visually on the site plan appendices, it does appear that the "green space" is getting smaller, but that is simply because it was initially shown at a larger size than what was required by the text.
- There will be no loss to the 1000 m² Publicly Accessible Private Park required under the current zoning.
- Anyone, including children in the area, will be able to use the Publicly Accessible Private Park through a registered Public Access Easement. For children that might live in the proposed development, there are two communal areas required to be designed for children and the DC2 provision requires all 120 dwellings designed for families to be within a 150 m walking distance of these places.
- These are not changes associated with the current zoning adjustments, but are in the existing DC2 Provision already.

12. Why is Holyrood being singled out as the high density development area for Edmonton?

- There is no intention by the City to single out any neighbourhood for more intense forms of development.
- Council has approved [Transit Oriented Development Guidelines](#) and [The City Plan](#) which, generally speaking, support more intense forms of development near LRT and along key nodes and corridors throughout the City.

13. Did Regency Developments fail to secure financing for this project after receiving City Council approval to build. If so, why? And why would they now fail to take advantage of exceptionally low interest rates and available government loans?

- From the Applicant: Phase 1 is well underway with construction of building 1 and the parkade as you have likely seen, which means financing was secured. Current world and market conditions are dictating much stricter requirements for what is needed for Regency to commence the second building for construction, hence the rezoning application we have submitted.

14. Does this rezoning application meet our new City guidelines for tall buildings in residential areas?

- The City is analyzing this application with reference to all applicable policies and guidelines, though the draft [Tall Building Guidelines](#) are not yet approved by Council. The conclusions of this analysis will be publicly available in the Council Report if and when this application proceeds forward to Public Hearing.
- It should be noted that the only proposed change relative to tall building design is the increase in the allowable floor plate of 2 towers from 750 m² to 800 m².

15. What evidence do you have that this new building will meet new energy efficiency guidelines?

- Zoning does not typically regulate the energy efficiency of buildings. That is left to Building and Energy Codes, which are superior legislation.
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Web Page Visitor Definitions

Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

Informed

An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

If you have questions about this application please contact:

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APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19681
Location:	East side of 85 Street NW, between 90 Avenue NW and 95 Avenue NW
Addresses:	8310 - 93 Avenue NW 8311 - 93 Avenue NW
Legal Descriptions:	Lot 31, Block 15, Plan 0325528 Lot 23, Block 26, Plan 1820389
Site Area:	5.33 ha
Neighbourhood:	Holyrood
Notified Community Organizations:	Holyrood Community League Strathearn Community League Bonnie Doon Community League Idylwyld Community League Edmonton Federation of Community Leagues Southeast Area Association of Community Leagues
Applicant:	Der & Associates Architecture Ltd.

PLANNING FRAMEWORK

Current Zone:	(DC2.1001) Site Specific Development Control Provision
Proposed Zone:	(DC2) Site Specific Development Control Provision
Plan in Effect:	None
Historic Status:	None

Written By:	Andrew McLellan
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination