

Bylaw 18179

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 2462

WHEREAS Block 11, Plan 155HW; Lot 13, Block 6, Plan RN61; Lot 12A, Block 6, Plan 9920751; Lot B, Block 7, Plan 8622802; Lots 1 and OT, Block 7, Plan RN61; Lots 4 – 8, Block 8, Plan 278NY; Lot 1, Block 96, Plan 231KS; Lots 2 – 10, Block 96, Plan RN50; Lots 1– 7, Block 97, Plan RN50, Block 110, Plan RN50; Block A, Plan 2123KS; Block F, Plan 4512BF; Block E, Plan 1970CL and Lot 1A, Block 96, Plan 231KS; located between Stadium Road and 84 Street NW, south of 112 Avenue NW, McCauley, Edmonton, Alberta, is specified on the Zoning Map as (DC1) Direct Development Control Provision; and

WHEREAS an application was made to rezone the above described property to (DC1) Direct Development Control Provision;

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

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Block 11, Plan 155HW; Lot 13, Block 6, Plan RN61; Lot 12A, Block 6, Plan 9920751; Lot B, Block 7, Plan 8622802; Lots 1 and OT, Block 7, Plan RN61; Lots 4 – 8, Block 8, Plan 278NY; Lot 1, Block 96, Plan 231KS; Lots 2 – 10, Block 96, Plan RN50; Lots 1– 7, Block 97, Plan RN50, Block 110, Plan RN50; Block A, Plan 2123KS; Block F, Plan 4512BF; Block E, Plan 1970CL and Lot 1A, Block 96, Plan 231KS; located between Stadium Road and 84 Street NW, south of 112 Avenue NW, McCauley Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule “A”, from (DC1) Direct Development Control Provision to (DC1) Direct Development Control Provision.

2. The uses and regulations of the aforementioned DC1 Provision are attached as Schedules "B" and "C".

3. The sketch plan attached as Schedule "A" and the uses and regulations of the DC1 Provision shown on Schedules "B" and "C" attached are hereby incorporated into the Zoning Bylaw, being Part IV to Bylaw 12800, The Edmonton Zoning Bylaw.

READ a first time this 26th day of February , A. D. 2018;

READ a second time this 26th day of February , A. D. 2018;

READ a third time this 26th day of February , A. D. 2018;

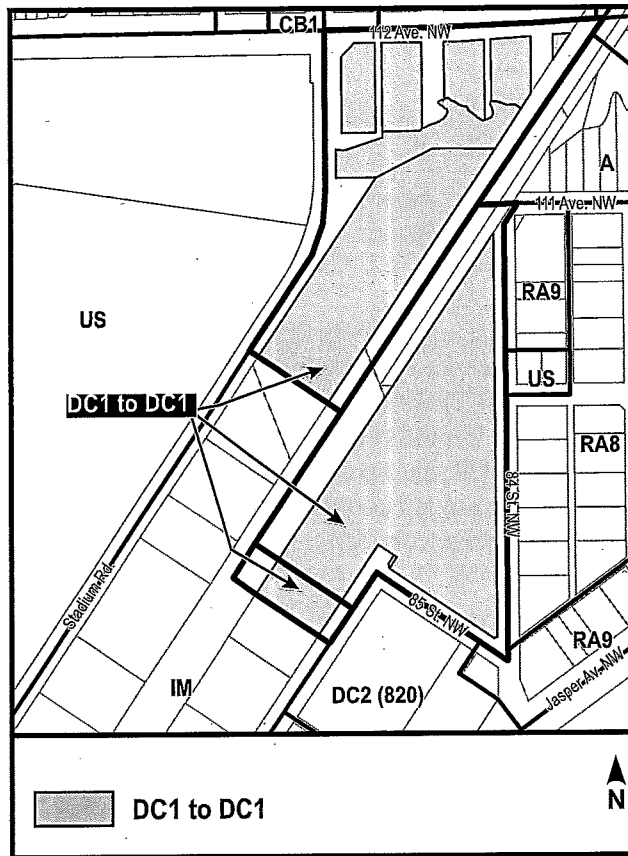
SIGNED and PASSED this 26th day of February , A. D. 2018.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

BYLAW 18179



SCHEDULE "B"

(DC1)DIRECT DEVELOPMENT CONTROL PROVISION
Stadium East (Muttart Site – Area 7)

1. Area of Application

This Provision shall apply to the area located between 84 Street and the LRT right-of-way, north of 85 Street, as shown on Appendix 1 of this Provision.

2. Rationale

The purpose of this Zone is to facilitate the creation of a high density, mixed-use, urban village development adjacent to the Stadium LRT Station. This Zone allows for low, medium and high-rise residential development with high-rise Towers set back on podiums, integrated with limited commercial, office and service Uses in appropriate areas. The development will feature two Pocket Parks/Plazas at the north and south interface, a commercial main street to enhance the pedestrian environment and aesthetic quality, and strong pedestrian connections to the LRT Station via pedestrian-friendly streets and paths.

3. Uses

- a. Apartment Housing
- b. Apartment Hotels
- c. Bars and Neighbourhood Pubs
- d. Child Care Services
- e. Commercial Schools
- f. Convenience Retail Stores
- g. General Retail Stores
- h. Health Services
- i. Live Work Units
- j. Minor Alcohol Sales
- k. Minor Home Based Business
- l. Personal Service Shops, excluding Body Rub Centres
- m. Professional, Financial and Office Support Services
- n. Public Park
- o. Specialty Food Services
- p. Residential Sales Centre
- q. Restaurants
- r. Fascia On-premises Signs
- s. Minor Digital On-premises Signs

- t. Projecting On-premises Signs
- u. Temporary On-premises Signs, limited to project advertising and residential sale purposes only, and excluding trailer mounted signs and/or signs with changeable copy

4. Development Criteria

- a. The Site shall be developed in general accordance with Appendix 2 and Appendix 3.
- b. The Floor Area Ratio, Density and Height for each Area (as identified in Appendix 2) shall be as follows:

	Maximum FAR	Minimum No. of Dwelling Units	Maximum No. of Dwelling Units	Minimum Height	Maximum Height
Area 1	7.0	216	576	14 m	120 m
Area 2	7.0	187	498	14 m	120 m
Area 3	5.5	138	366	14 m	100 m
Area 4	5.5	138	366	14 m	100 m

- c. The development will be allowed to be phased with varying densities within each Area and the Development Officer shall ensure that the total number of Dwelling Units for each Area meets the density requirements of subsection 4.2.
- d. The maximum Floor Area Ratio for non-residential Use classes shall be 0.5 for each Area.
- e. The maximum Floor Plate Area for any portion of a building taller than 25 m shall be 750 m².
- f. Building Setbacks shall be provided as follows:

	Minimum	Maximum
i. Main Street	0 m	0 m
ii. Public Roadways other than a Lane	2 m	3 m
iii. Public Park	2 m	3 m
iv. LRT Right-of-Way	5 m	7.5 m
v. Other Lot Line	1 m per 4 m increment of building Height or portion thereof	4 m

- g. Notwithstanding subsections 4.6.i, 4.6.ii, and 4.6.iii of this Provision, the Setback may be increased up to a maximum of 4 m to accommodate street related activities, such as sidewalk cafes, communal outdoor Amenity Area or a Public Amenity Space that contributes to the pedestrian-oriented character of the area.

- h. Notwithstanding Section 4.6.iv of this Provision, the minimum Building Setback adjacent to the LRT ROW may be reduced to 2 m where a landscaped buffer including a 3m wide shared use path is provided within the LRT ROW abutting the west Lot Line of the Site. Once established, this setback shall be applied consistently along the entire length of the Site abutting the LRT ROW.
- i. Minimum Side Setbacks shall be 1 m per 4 m increment of building Height or portion thereof, up to a maximum of 4 m.
- j. Separation Space shall be provided in accordance with Section 48 of the Zoning Bylaw except that:
 - i. One Storey features, such as bay windows, front porches, platform structures, verandas, and/or entrance features, shall be allowed to project into a Setback or Side Setback abutting a flanking roadway to a maximum of 2.0 m. In all cases, a minimum distance of 0.6 m from the property line to the outside wall of such projection and all other portions of a Dwelling, including eaves, shall be maintained.
 - ii. In the case of buildings on separate Sites, Separation Spaces may be reduced to the Setbacks provided and that habitable windows are not located directly opposite each other, such that privacy is not impacted; or
 - iii. In the case of buildings on the same Site, the separation distance between buildings is at least equal to the total minimum Side Setback requirements for both buildings.
- k. Amenity Areas
 - i. A minimum Amenity Area of 7.5 m² per Dwelling shall be provided for all Dwellings located on the ground floor.
 - ii. Notwithstanding Section 46.3(a) of the Zoning Bylaw, Amenity Area may include balconies with a minimum depth of 1.8 m.
- l. Notwithstanding Section 92 of the Zoning Bylaw, Live Work Units shall comply with the following:
 - i. Live Work Units shall have individual front entrances at Grade.
 - ii. Live Work Units shall only be permitted where they front onto public roadways or a Park as shown in Appendix 2.
- m. Non-residential Uses
 - i. A minimum of 700 m² of non-residential uses shall be provided on the Site in general accordance with Appendix 2.
 - ii. Non-residential Uses shall not be in any free-standing building and shall not be developed above the first Storey.
 - iii. Where Use Classes, that may in the opinion of the Development Officer, create negative impacts such as noise, light or odours which may be noticeable on adjacent properties or within the same building, and where the Site containing such Use Classes is directly adjacent to Sites used or zoned for residential activities, the Development Officer may, at the Development Officer's discretion,

require that these potential impacts be minimized or negated. This may be achieved through a variety of measures including: Landscaping, screening, which may exceed the requirements of Section 55 of the Zoning Bylaw; noise attenuation measures such as structural soundproofing; downward direction of all exterior lighting on to the proposed development; and any other measures as the Development Officer may deem appropriate.

- iv. No vehicular-oriented Uses shall be permitted.
- v. Notwithstanding Section 4.m.ii, non-residential Uses shall be permitted in a free-standing building abutting the Main Street within Area 3 as shown on Appendix 2, provided that the subject building makes adaptive reuse of components of buildings existing on the Site prior to December 14, 2015 and that the subject building is repurposed and integrated with the overall development to the satisfaction of the Development Officer.
 - A. Notwithstanding Section 4.f. and 4.i. of this Provision, the Development Officer may grant variances to these sections provided that it can be demonstrated that the subject building is located close to, and generally aligned with the Main Street.
- vi. Restaurants, Specialty Food Services, or Bars and Neighbourhood Pubs shall be limited to less than 100 Occupants and a maximum of 120 m² of Public Space for each establishment.
- n. Parking, Access, Loading, and Servicing
 - i. Residential and residential-related Uses Vehicular Parking Requirements
 - A. Parking for residential and residential-related Uses shall be in accordance with Schedule 1 in Section 54.2 of the Zoning Bylaw, except that the minimum number of Apartment Housing parking spaces shall be as stipulated in Table 1: Apartment Housing Parking Requirements.

Table 1: Apartment Housing Parking Requirements

	Minimum	Maximum
Bed Sitting Room	0.7	1
Bachelor Suite	0.7	1
1 Bedroom Dwelling	0.8	1
2 Bedroom Dwelling	1	1.5
3 or more Bedroom Dwelling	1.25	1.75
Visitor Parking	1 per 10 Dwellings	1 per 7 Dwellings

ii. Non-residential Uses Vehicular Parking Requirements

- A. Notwithstanding Schedule A in Section 54 of the Zoning Bylaw, the minimum number of non-residential Uses parking spaces shall be as stipulated in Table 2:

Table 2: Non-residential Uses Parking Requirements

	Minimum Number of Required Parking Spaces	Maximum Number of Required Parking Spaces
Any development within a non-residential Use Class not listed separately in this table	1.0 per 400 m ² (space/sq. m of GFA)	1.0 per 200 m ² (space/sq. m of Floor Area)
Convenience Retail Stores	No parking is required	1.0 per 80.0 m ² (space/sq. m of Floor Area)
Restaurants, Bars and Neighbourhood Pubs, Specialty Food Services	No parking is required.	1.0 per 7.0 m ² of Public Space

- iii. Where the applicant for a Development Permit can demonstrate through a vehicular parking demand study that by virtue of the use, character, or location of the proposed development, and its relationship to public transit facilities and other available parking facilities or car share opportunities, the parking requirement for the proposed development is less than any minimum or more than any maximum set out in the Parking Schedule, the Development Officer may allow a reduction from the minimum or an increase to the maximum number of parking spaces. The Development Officer shall submit the demand study to Transportation Services for analysis, and the proposed reduction or increase may be approved by the Development Officer with the advice of Transportation Services.
- iv. Vehicular Access and Egress and Off-street Parking
- A. Vehicular access to all areas from public roadways shall be restricted to one shared access per block face, except that
- The Development Officer may consider a variance to allow additional vehicular access where adequate sight lines are maintained for vehicles entering and exiting the Site, and designed to minimize conflicts with non-vehicular traffic and pedestrians, to the satisfaction of the Development Officer in consultation with Transportation Services; and
 - Only one vehicular access shall be permitted on Main Street. This access shall be limited to Area 1 on the north side of Main Street and shall be designed with an emphasis on the pedestrian movement.
- B. Vehicular Access shall be located and designed in a manner that provides a clearly defined, safe, efficient and convenient circulation pattern for both on-site and off-site vehicular traffic and pedestrian movements.
- C. Off-street Parking shall be permitted only in underground parking structures.

- D. Notwithstanding the above, the Development Officer may consider variances to allow for at-Grade parking provided that the following criteria is met:
 - I. A maximum of 10% of the Site area is provided as at-Grade parking;
 - II. Location of at-Grade parking shall be such that it will not have a negative impact on abutting uses or development; and
 - III. Appropriate level of landscaping or other form of screening is provided to mitigate negative visual impacts.
- E. Temporary at-Grade parking shall be permitted within all areas until December 31, 2022. The purpose of this parking is to facilitate initial stages of development without requiring underground parking. Temporary at-Grade parking shall comply with the following:
 - I. Notwithstanding section 54.6 of the Zoning Bylaw, the area being used for parking may be surfaced with road crush gravel. The access to the parking area from the public roadway must be hard surfaced in a manner satisfactory to Transportation Services to ensure that gravel does not get drawn on to the public roadway by vehicles exiting the Site. Parking shall be demarcated with curb stops at each stall. Storm water drainage and storage facilities shall be provided for the entire Site, including the parking area.
 - II. Notwithstanding section 54.2 of the Zoning Bylaw, there shall be no requirement for landscaped islands within the parking area.
 - III. The storage of materials inclusive of accumulated snow shall be in a location away from the public roadway to improve safety and visibility.
 - IV. Lighting for the parking area shall be a minimum of 6 LUX and designed to provide a safe lit environment using full cut-off lighting and satisfy principles of Crime Prevention Through Environmental Design (CPTED) and Section 58 of the Zoning Bylaw. All wiring required for these facilities shall be underground and no overhead cables shall be strung between poles.
 - V. The requirements of subsection 4.n.iv.D shall not apply to temporary at-Grade parking.
- v. Bicycle Parking
 - A. Notwithstanding Section 54.3 Schedule 2 of the Zoning Bylaw, all Use Classes shall comply with the following:
 - I. Resident Bicycle Parking spaces for Apartment Housing shall be provided in an amount equal to at least 50% of the number of Dwelling units located within the first Storey of a building;
 - II. Visitor Bicycle Parking for Residential and Residential-Related Use Classes shall be provided in an amount equal to at least 10% of the number of Dwelling units located on the Site, to a maximum of 50 Bicycle

Parking spaces, with 5 Bicycle Parking spaces being the minimum to be provided. Visitor Bicycle Parking shall be located at Grade, adjacent to a high-traffic area such as a building entrance;

III. Non-residential Uses Classes shall provide a minimum of 3 Bicycle Parking spaces for every individual premise up to 275 m² of Floor Area. For every additional 275 m² or fraction thereof, 1 additional Bicycle Parking space shall be provided and shall comply with Section 54.3 of the Zoning Bylaw; and

IV. Bicycle Parking spaces for non-residential Uses may be provided within the road right-of-way and shall require the review and approval of the Development Officer in consultation with Transportation Services and may require an Encroachment Agreement.

vi. Loading and Servicing

- A. No parking, loading, storage, or trash collection area shall be permitted within any Setback areas.
- B. Any trash collection area or storage area shall be screened and located within the principal building such that it is not directly adjacent to and visible from a public roadway.
- C. Notwithstanding Section 54.4 Schedule 3, a minimum of 1 off-street vehicular loading space shall be required for any building.

o. Landscaping

- i. Landscaping shall comply with Section 55 of this Bylaw. In addition to Section 55, Landscaping shall be as follows:
 - A. Landscaping on the Site shall utilize plant materials and architectural features that provide colour, texture and visual interest throughout the year to enhance the appearance of the development and create comfortable, attractive and sustainable environments for the benefit and enjoyment of its many stakeholders.
 - B. The Landscape Plan must be completed by a registered landscape architect registered to practice in the Province of Alberta.
 - C. All Sites shall be fully landscaped to provide canopy coverage for 30% of the Site (excluding the building footprint), to be established by an analysis figure prepared by the landscape architect or horticulturalist. Landscape design shall consider appropriate plant material for horticultural zone 3a.
 - D. For any building that abuts a Site zoned to allow industrial Uses, appropriate Landscaping and screening shall be provided within the required Setback areas on the Site.
 - E. For buildings abutting the LRT ROW where the required minimum setback is 5m, the setback area space shall be landscaped to define a transition area between the LRT ROW and the Site through the following techniques:
 - I. Provision of a naturalized landscaped edge and visual buffer within the Setback between the buildings and the LRT ROW through the use of evergreen trees, deciduous trees, columnar form trees and/or shrubs;
 - II. Landscaping within the Setback areas shall include a minimum of one tree per 25 m² and one shrub per 6 m².
 - F. Notwithstanding 4.15o.i.e, the requirement for a landscaping buffer along the LRT Right-of-way shall be 2.0 m in compliance with Section 55 of this Bylaw provided a minimum of 5.0 m wide landscaping buffer with appropriate visual mitigating is provided within the LRT Right-of-way to

the satisfaction of the Development Officer in consultation with Parks Planning and Transportation Services.

G. Landscaping is not required within any Setback area abutting the Main Street.

p. Signs

- i. Signs shall comply with Schedule 59B of the Zoning Bylaw.
- ii. Notwithstanding Schedule 59B of the Zoning Bylaw, there shall be no exterior display or advertisement for Live Work Units other than an identification sign or plaque.
- iii. The Development Officer shall have regard for visual harmony and the compatibility of any proposed sign with the architectural character and finish of the development and with the design, location and appearance of other signs on the development.
- iv. A Comprehensive Sign Design Plan in accordance with the Provisions of Section 59.3 may be required at the discretion of the Development Officer.

5. Urban Design Regulations

a. Building Massing and Articulation

- i. All buildings greater than 25 m in Height shall be allowed in the form of a podium plus Tower composition or other configuration that ensures design treatments are compatible with the façades of adjacent buildings in the immediate area.
- ii. The mid-level of Towers shall employ building Stepback, Tower spacing and sculpting to reduce building mass and augment views, light and privacy.
- iii. Towers shall Stepback from the podium wall a minimum of 2.5 m on all sides abutting a Public Park or a public roadway other than a Lane.
- iv. The minimum space between Towers shall be 25m.
- v. The Development Officer may vary Tower spacing in consideration of the following:
 - a. The visual, sun/shadowing, and other microclimatic impacts on adjacent residential development; and
 - b. The recommendations and mitigation measures specified in any required technical studies.
- vi. Tower Floor Plates shall be permitted to a maximum area of 750 m², but in no case shall exceed 85% of the podium Floor Plate.
- vii. The top level(s) of Towers shall contribute to the 'signature' of the building and the City's skyline through sculpting of the upper floors and roofs.
- viii. The Tower Floor Plate(s) of the top 4 floors shall be reduced a further 10% to 15%, to the satisfaction of the development officer, through Stepbacks to create the articulation, visual interest, and reduced massing effects.
- ix. Buildings 25 m in Height or less are not required to provide Stepbacks.
- x. The design of a roof or podium roof may include a green roofs, solar panels, patios, and open spaces.

All mechanical equipment on a roof of any building shall be concealed by screening in a manner compatible with the architectural character of the building, or concealed by incorporating it within the building.

b. Building Façade, Materials, and Exterior Finishing

- i. For buildings located at the intersection of public roadways the Façade treatment shall wrap around the side of the building to provide a consistent profile facing both public roadways.
- ii. Building Façade(s) abutting a public roadway or Public Park shall be designed with detail and articulation to a maximum of 12 m intervals to create attractive streetscapes and interfaces. Building Façades shall be articulated by a combination of recesses, entrances, windows, projections, change in building materials, colours, and/or physical breaks in building mass.
- iii. All exposed building faces shall have consistent and harmonious exterior finishing materials such as stone, masonry, metal, wood panels, cement panels, and/or glass.
- iv. Exterior finishing materials must be durable sustainable, high quality and appropriate for the development within the context of the block face.

c. Building Relationship to Streets

- i. Weather protection in the form of a canopy or other architectural element shall be provided above ground floor commercial entrances to create a comfortable environment for pedestrians.
- ii. Residential entrances at grade shall be clearly differentiated from non-residential entrances through distinct architectural treatment and address the street in a prominent manner.
- iii. Parkade entrances shall maintain the architectural harmony with the building façade.
- iv. The ground floor residential units shall provide individual entrances and other features such as a porch, stoop, landscaped terrace, pedestrian lighting, and/or patio that are clearly visible from the adjacent sidewalk.
- v. The elevation of the ground floor shall not exceed the elevation of the abutting public sidewalk by more than 1.0 m, except at the discretion of the Development Officer where the Grade or other Site conditions require a greater separation.

d. Building Relationship to Public Parks

- i. Where non-residential uses are provided abutting a Public Park, they shall be designed to create a pedestrian-friendly environment, which may include such things as entrances, outdoor seating areas, canopies, landscaping and other features that lend visual interest and a human scale to development.
- ii. All ground floor residential units shall provide features such as a porch, stoop, landscaped terrace, pedestrian lighting, and/or patio that are clearly visible from the Public Park.
- iii. The elevation of the ground floor shall not exceed the Grade elevation of the abutting a Public Park by more than 1.0 m, except at the discretion of the

Development Officer where the Grade or other Site conditions require a greater separation.

- e. Building Relationship to LRT Right-of-Way
 - i. Ground floor residential units shall address the LRT ROW with individual front or rear entrances and other features such as a porch, stoop, landscaped terrace, pedestrian lighting, and/or patio that are clearly visible from the LRT ROW.
- f. Lighting
 - i. Decorative and security lighting shall be designed and finished in a manner consistent with the architectural theme of the development and will be provided to ensure a well-lit environment for pedestrians, and to accentuate architectural elements and public art.
 - ii. Exterior lighting associated with the development shall be designed, located or screened so as to reduce impacts on adjacent off-site residential units.

6. Main Street Regulations

- a. Street Interface
 - i. Buildings shall provide multiple points of interaction in the form of stoops, porches, doorways, windows, and/or large display windows to facilitate pedestrian interaction.
 - ii. All street level Uses that abut a public roadway shall provide a primary direct access to the street
 - iii. Providing continuous ground floor Uses using a pattern of small frontages no more than 12 m in width at street level shall be required.
 - iv. Where residential uses are provided on the ground floor:
 - A. All units shall provide separate, individual access at Grade and feature identifiable doorways, landscaped terraces, pedestrian lighting, and patios. To ensure adequate privacy, screening shall be provided to indicate separate individual access to each unit.
 - B. The geodetic elevation of the floor that is directly above Grade shall be greater than the geodetic elevation of the abutting public sidewalk by at least 0.75 m.
 - v. Where non-residential uses are provided on the ground floor:
 - A. The first Storey shall have a minimum Height of 3.5m.
 - B. The geodetic elevation of the top of the floor on the level that is directly above Grade shall not exceed the geodetic elevation of the abutting public sidewalk by more than 0.3 m.
 - C. At least 70% of each individual store frontage and the flanking side of a store located on a corner shall have clear non-reflective glazing on the exterior on the first Storey. Transparency is calculated as a percent of linear metres at 1.5 m above the finished Grade.
- b. Street Wall Design
 - i. The portion of the building façade that comprises the Street Wall shall range in Height from 9 m to 25 m. This Height may be reduced at the discretion of the Development Officer to respect building Height proportionality or to accommodate podium gardens, restaurants/cafes or natural slope of the site.

- ii. The architectural treatment of the building up to the first 25 m shall adhere to the general alignment of the horizontal and vertical elements of the abutting and adjacent buildings along the same block face.
 - iii. Notwithstanding Section 6(2)(i), the maximum Height of any Street Wall abutting the south boundary of Main Street shall be 18 m.
- c. Entrances and Corners
 - i. Where provided, ground floor commercial uses shall open to the public roadway rather than an internal atrium.
 - ii. Where commercial buildings are provided at corners they shall provide courtyards, major entry ways or distinctive architectural features.
 - iii. Entrances for Apartment Housing shall be differentiated from non-residential entrances and provide access at Grade. The entrances will feature identifiable doorways, landscaped terraces and pedestrian lighting to ensure adequate privacy and distinct architectural treatment.

7. Sustainability Targets

- a. Development of the Site shall meet the environmental standards equivalent to the LEED-ND Silver certification level, although the developer is not required to seek LEED certification.
- b. As per the requirements of the Certified Green Buildings credit, a minimum of one building shall be designed to meet the requirements of the LEEDTM Green Building Rating System, Canada NC 1.0, 2009, as amended, to achieve a LEED Silver standard, although the developer is not required to seek LEED certification. The Owner may choose which supplementary green sustainable targets will be implemented, and, at his/her discretion, may indicate additional targets in excess of the Silver standard score to provide for flexibility at the implementation stage. Upon submission of a Development Permit application, the applicant must submit a detailed report, endorsed by a registered professional engineer or architect, indicating how the LEED Silver points will be achieved upon construction completion. This report must be approved by the Development Officer prior to the issuance of the Development Permit.
- c. Upon completion of the building, the Owner shall provide a report by a professional Architect or Engineer that demonstrates, to the satisfaction of the Development Officer, that the design and construction of the building meets the target LEED Silver points described in 7.2.

8. Other Regulations

- a. No building encroachment shall be permitted on an existing utility ROW (Registration Number 1905FK) for the deep sanitary sewer tunnel.
- b. Notwithstanding 8(1) above, for any building(s) that may need to encroach on the said utility ROW for site planning efficiency and site geometry reasons, the Development Officer shall ensure that a Geotechnical Stress and Interaction Analysis is submitted and the encroachment approved prior to issuance of the Development Permit in consultation with Financial Services and Utilities, Drainage Services. The applicant may also be required to undertake inspection of the sewer tunnel prior to start of construction.

- c. Prior to the issuance of a development permit for any building(s) the applicant/owner shall submit a Storm and Sanitary Servicing Feasibility Study to the Satisfaction of the Development Officer in consultation with Financial Services and Utilities, Drainage Services.
- d. Prior to the issuance of any Development Permit, the owner shall provide proof satisfactory to Alberta Environment, Alberta Health Services, and the Transportation Department that the lands have been remediated to allow the intended uses in consultation with the Environmental and Energy Coordination Unit.
- e. Prior to the issuance of any Development Permit, a Crime Prevention through Environmental Design Assessment shall be provided to the satisfaction of the Development Officer to ensure that the development provides a safe urban environment in accordance with the guidelines and principles established in the Design Guide for a Safer City (City of Edmonton, 1995).
- f. For each stage of the development and prior to the release of drawings for building permit review, the Development Officer shall ensure that a signed agreement has been executed between the City and the Owner, requiring the Owner to provide to the City at the time of Development Permit approval, the option to purchase 5% of the proposed number of residential units of the subject stage of the development, at 85% of the market price or the ability to acquire units on the basis of a future approved Council policy on Affordable Housing.

A detailed Wind Impact Study shall be prepared by a qualified, registered Professional Engineer, and shall be based on a computer model simulation analysis, prepared to professional standards. The Wind Impact Study shall be submitted with the Development Permit application for any new development over 20 m in Height.

- g. A Sun Shadow Study shall be submitted with the Development Permit application for any new development over 20 m in Height.
- h. The development shall incorporate design features to minimize adverse microclimatic effects such as wind tunneling, snow drifting, rain sheeting, shadowing, and loss of sunlight, both on and off-site, consistent with recommendations of appropriate studies to the satisfaction of the Development Officer.

9. Public Park Regulations

- a. Two public Parks with a minimum size of 1,000 m² each shall be provided and located in General Accordance with Appendix 2.
- b. Public Parks shall be designed as per the following:
 - i. As a high quality civic plaza whose principal function is to act as a vibrant pedestrian node that promotes year-round public passive recreation and enhances the setting of abutting building(s).
 - ii. To provide flexible programming space.
 - iii. To actively interface with the adjacent buildings and public roadways.
 - iv. To allow visibility into the Public Park from the adjacent public roadways and buildings.
 - v. To take advantage of view corridors where possible.

- vi. To provide connections to other surrounding open spaces (i.e. courtyards, patios), as well as interior spaces such as lobbies, to create a well-connected pedestrian network.
- vii. Giving regard to CPTED principles to provide safe and defensible space, clear sightlines, adequate lighting and provision of alternate "escape" paths.
- viii. To provide easy and direct access particularly for the elderly, disabled and young children.
- ix. Public Parks shall incorporate public seating and impromptu social gathering areas and include features such as decorative light standards, trash receptacles, bollards, landscaped planting beds, planters or tree grates, and a mixture of hard and soft pavement surfacing.
- x. The Public Parks shall be designed as per the principles of City of Edmonton's Winter Design Guidelines to promote vibrant use during winter months.

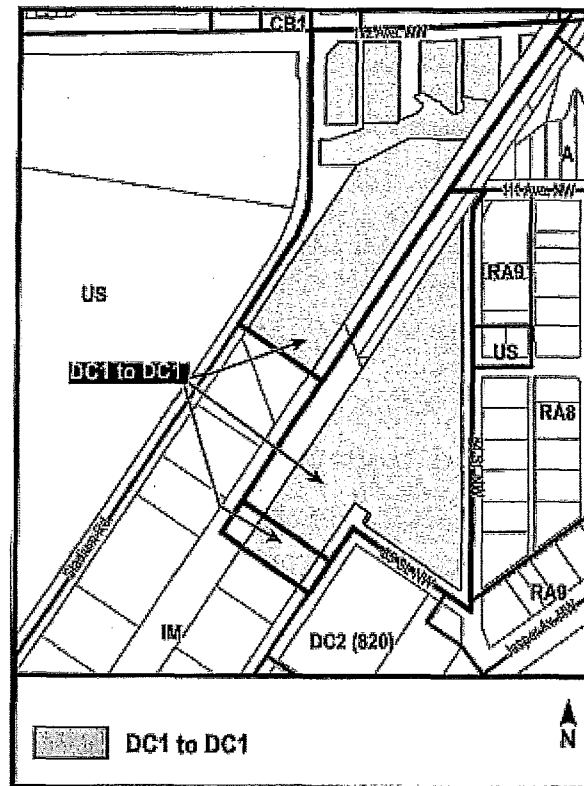
10. Contributions

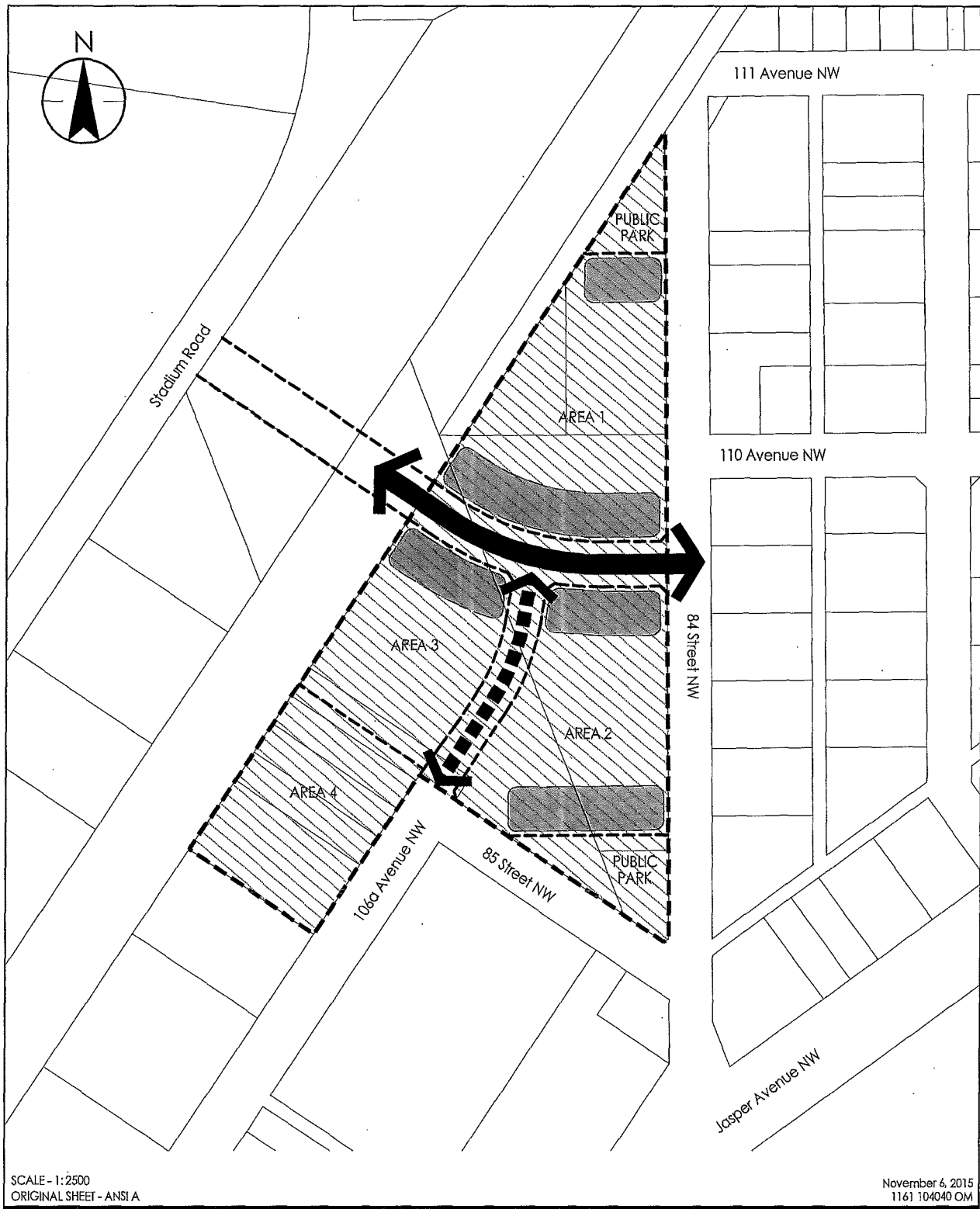
- a. Prior to the issuance of any development permit, the owner shall contribute \$9.15 per m² of Floor Area of the development to the City of Edmonton in trust for the commission of public art.
 - i. Public art shall be located on-site and visible from public roadway or Public Park.
 - ii. Purchased Art shall include artwork acquired through a juried art procurement process administered by the Edmonton Arts Council.
 - iii. The owner in consultation with the Edmonton Arts Council shall work cooperatively with the Public Art Program.
 - iv. If a development application has not been made within five (5) years of the date of passage of this Bylaw, the Public Art contribution shall be increased from that point forward according to the annual rate of national inflation as determined by Statistics Canada.

11. Off-Site Improvements

- a. The Owner shall enter into an Agreement(s) with the City of Edmonton for all off-site improvements necessary to serve the development. The Agreement(s) shall include an engineering drawing review and approval process. Improvements to be addressed in the Agreement include but are not limited to the following:
 - i. Main Street:
 - A. Construction of the portion of Main Street between 84 Street NW and LRT ROW, to the Satisfaction of Transportation Services, with the first stage of development.
 - B. Construction of the portion of Main Street between the eastern boundary of the LRT ROW and Stadium Road, to the satisfaction of Transportation Services, including all roadway modifications and signalization at the intersection of Main Street and Stadium Road.
 - i. Construction of an extension of 106a Avenue NW between 85 Street NW and Main Street, to the satisfaction of Transportation Services.

- ii. Improvements to the western portion of 106a Avenue NW south of 85 Street NW and up to a distance of approximately 70 m. These improvements shall be constructed to the satisfaction of Transportation services and may include a provision of new curb, sidewalk, street lighting, and street trees.
- iii. Improvements to the northern portion of 85 Street NW between 106a Avenue NW and 84 St NW. These improvements shall be constructed to the satisfaction of Transportation services and may include a provision of new curb, sidewalk, street lighting, and street trees.
- iv. Improvements to the western portion of 84 Street NW between 85 Street NW and 111 Avenue NW. These improvements shall be constructed to the satisfaction of Transportation services and may include a provision of new curb, sidewalk, street lighting, and street trees.
- v. Construction of two Public Parks adjacent to the Site as per the approved Landscape Plan.
- vii. Construction of a pedestrian access to the south end of the Stadium LRT station to the satisfaction of Transportation Services.
- viii. Construction of shared use path within the LRT right-of-way adjacent to the site, to the satisfaction of Transportation Services.
- ix. Construction of modifications to the intersection of Jasper Avenue and 84 Street, to the satisfaction of Transportation Services, including a contribution toward the installation of traffic signals.





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10160-112 Street
Edmonton, AB T5K 2L6
www.stantec.com

	Main Street		Potential Mixed Use (Residential & Non-residential including Use Work Units)
	Public Roadway		Site Boundary
	Residential		

Client/Project

BROOKFIELD RESIDENTIAL (ALBERTA) LP
MUTTART LANDS
DIRECT CONTROL PROVISION

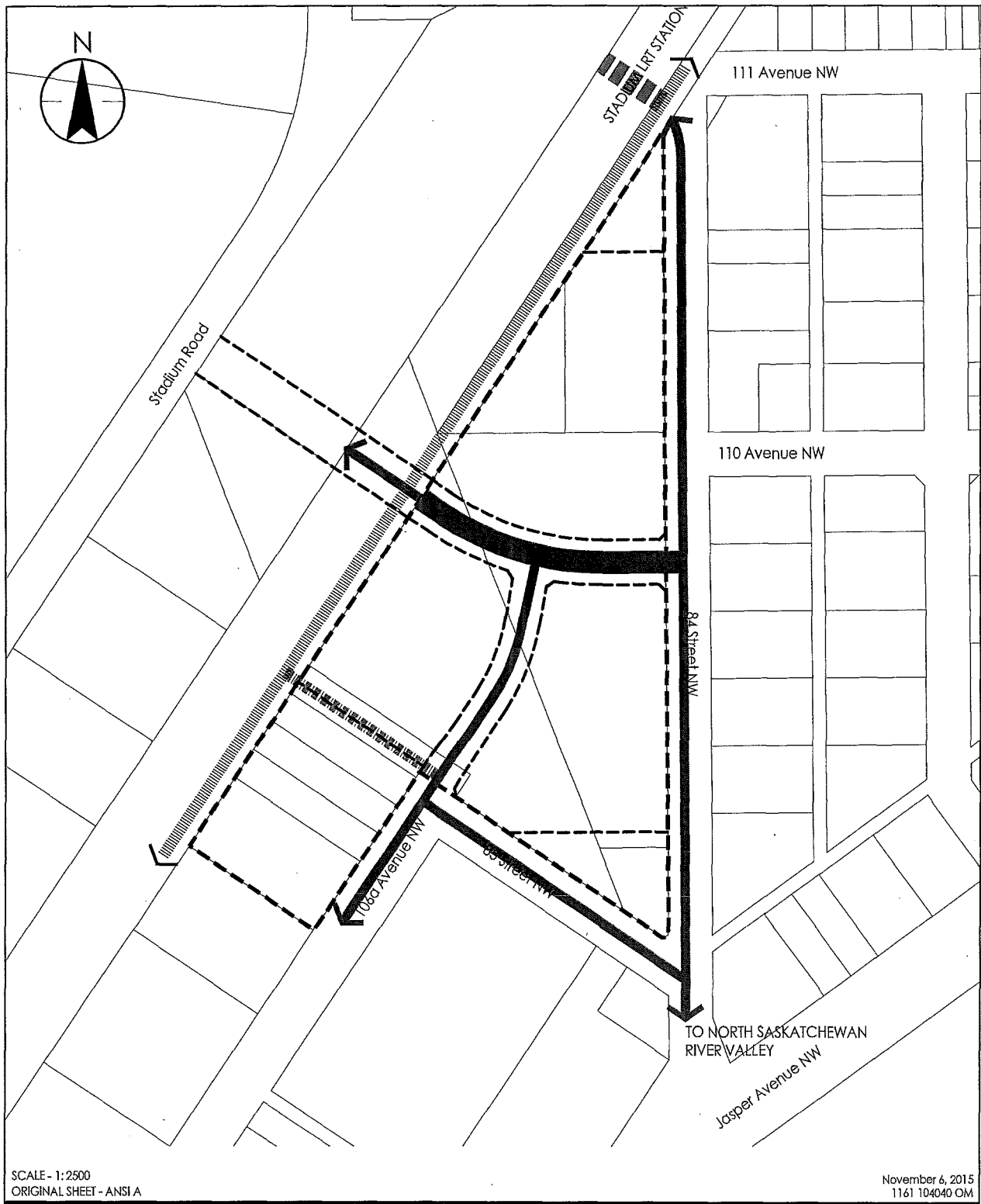
Figure No.

1.0




Title




APPENDIX 2

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10160-112 Street
Edmonton, AB T5K 2L6
www.stantec.com

-  Pedestrian Sidewalk
(min 1.5 m wide)
-  Enhanced Pedestrian Sidewalk
(min 2.0 m wide)
-  Pedestrian Walkway
(min 1.5 m wide)

-  Pedestrian Access to
LRT Station
-  Potential Shared Use Path
-  Site Boundary

Client/Project

BROOKFIELD RESIDENTIAL (ALBERTA) LP
MUTTART LANDS
DIRECT CONTROL PROVISION

Figure No.

1.0

Title

APPENDIX 3

SCHEDULE "C"

(DC1) DIRECT DEVELOPMENT CONTROL PROVISION
Stadium West (Park and Ride – Area 8)

1. Area of Application

Properties between Stadium Road and the LRT right-of-way, south of 112 Avenue, as shown on Appendix "T" of this Provision.

2. Rationale

To provide for the sensitive integration of high density residential uses, Park'n'Ride facilities, major event parking and bus transfer facilities. The Provision is intended to take advantage of the area's close proximity to the Stadium Light Rail Transit Station, and to promote use of the Light Rail Transit system. The Provision also includes design criteria and features to promote a high quality residential environment.

3. Uses

- a. Apartment Housing
- b. Minor Home Based Business
- c. Major Home Based Business
- d. Minor Amusement Establishments
- e. Business Support Services
- f. Community Recreational Services
- g. Child Care Services
- h. Restaurants
- i. Bars and Neighbourhood Pubs
- j. Health Services
- k. Indoor Participant Recreation Services
- l. Non-accessory Parking
- m. Personal Service Shops
- n. Professional, Financial and Office Support Services
- o. Public Park
- p. Convenience Retail Stores
- q. General Retail Stores
- r. Minor Alcohol Sales

- s. Major Alcohol Sales
- t. Spectator Entertainment Establishments

4. Development Criteria

- a. The maximum floor area ratio shall be 4.5.
- b. Of the total maximum floor area ratio, a total floor area ratio of 1.5 may be used for non-residential use classes. Such uses shall be limited to the lowest two floors above grade, with those of a general retail or service nature located on the ground floor, and office space on the second floor. This does not preclude residential development from the lowest two floors above grade. This clause does not apply to Non-accessory Parking.
- c. The maximum building height shall not exceed 45 m (147.6 ft.) or 15 storeys, except as modified by subsection 8.
- d. The maximum residential density shall not exceed 500 dwellings/ha (202.4 dwellings/acre).
- e. The minimum yard requirements shall be as follows:
 - i. minimum front yard- 6.0 m (19.7ft.).
 - ii. minimum rear yard - 7.5 m (24.6 ft.).
 - iii. minimum side yard - 7.5 m (24.6 ft.).
 - iv. in this Provision, the front yard is deemed to be that yardage abutting 112 Avenue. The rear yard is deemed to be that yardage abutting the LRT right-of-way.
- f. A minimum Amenity Area of 7.5 m² (80.76 sq. ft.) per dwelling shall be provided in accordance with Section 46 of the Zoning Bylaw.
- g. Required off-street parking shall be provided in accordance with Section 54 of the Zoning Bylaw. Parking for off-site Spectator Sports Establishments and for Park'n'Ride facilities shall be provided within a parkade structure only. Surface parking for non-accessory uses shall not be permitted in this provision.
- h. Specific regulations applicable to the proposed Parkade are as follows:
 - i. The Parkade shall be used for Park'n'Ride and for Spectator Sports Establishment parking only, except as stipulated in subsection 4.h.iii.
 - ii. The Parkade shall be designed in a way which minimizes conflict with traffic turning movements at the Stadium Road/112 Avenue intersection.
 - iii. Parking which is accessory to residential or commercial uses in this Provision may be located in the Parkade, provided that access to those spaces is completely separated from the non-accessory parking function and those accessory spaces are not available to Park'n'Ride or major facility

users. Parking which is accessory to uses in this Provision shall be underground if integrated with the Parkade.

- iv. The Parkade should be designed to contain non-accessory parking for approximately 600 cars. The number of full above-grade levels should be not less than two, nor greater than six, accommodating between 100 and 200 cars per level.
- v. The Parkade should be designed in a way which integrates its other uses on the site, such as the bus parking facility presently situated in the south portion of this Provision. Exterior walls of the parkade visible from adjacent streets should be clad in materials compatible with that used in other on-site development. Construction of the Parkade should not occur until a site plan for the entirety of this Provision has been approved by the Development Officer.
- i. No parking, loading, storage, trash collection, outdoor service or display area shall be permitted within a required yard. Loading, storage and trash collection areas shall be located to the rear or sides of the principal buildings and shall be screened from view of any adjacent sites, public roadways or Light Rail transit lines in accordance with the provisions of Section 55.5(6) of the Zoning Bylaw.
- j. Notwithstanding other regulations of this Provision:
 - i. A Minor Home Based Business shall be developed in accordance with the provisions of Section 74 of the Zoning Bylaw;
 - ii. A Major Home Base Business shall be developed in accordance with the provisions of Section 75 of the Zoning Bylaw;
 - iii. Minor and Major Alcohol Sales shall be developed in accordance with the provisions of Section 85 of the Zoning Bylaw;
 - iv. Child Care Services shall be developed in accordance with Section 80 of the Zoning Bylaw.
- k. Buildings within this Provision containing residential and commercial uses should be designed so that some commercial uses on the lower two levels above grade (if any) are oriented towards the Stadium Road frontage (front yard). Such buildings should be designed to have direct access from this frontage, as well as access from an interior mall if desired. Such buildings should also have direct weather-protected pedestrian access to the Stadium LRT Station.
- l. The present bus transfer facility should be maintained on the southern portion of the Provision, and may be integrated with the other development proposed for the site.
- m. Service access and loading requirements shall conform to the regulations of Section 54 of the Zoning Bylaw.