

Bylaw 20163

Bylaw to amend Bylaw 11648, as amended,  
being the Central McDougall/Queen Mary Park  
Area Redevelopment Plan

WHEREAS pursuant to the authority granted to it, City Council on March 5, 1998, passed Bylaw 11648, as amended, being a bylaw to adopt the Central McDougall/Queen Mary Park Area Redevelopment Plan; and

WHEREAS an application was received by Administration to amend Bylaw 11648, as amended, the Central McDougall/Queen Mary Park Area Redevelopment Plan;

WHEREAS City Council considers it desirable to amend Central McDougall/Queen Mary Park Area Redevelopment Plan;

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

1. The Central McDougall/Queen Mary Park Area Redevelopment Plan is hereby further amended by:
  - a. deleting the map entitled "Map 7 - Parks, Open Space and Recreation Facilities" and replacing it with "Map 7 - Parks, Open Space and Recreation Facilities", attached hereto as Schedule "A", and forming a part of this bylaw;
  - b. Within the Action Plan for "THE DOWNTOWN NORTH EDGE REDEVELOPMENT LANDS" under the "THE DOWNTOWN NORTH EDGE DEVELOPMENT CONCEPT" Planning Principle for "PROVIDE FOR TRANSITION OF HEIGHT AND DENSITY", deleting the third sentence and replacing with:

"High rise towers and higher density buildings within Central McDougall shall be located adjacent to the Downtown south of 106 Avenue NW and transition as you move north of 106 Avenue NW. Notwithstanding this, Lot 272, Block 2, Plan 0740621 may be redeveloped with one high rise tower with a maximum height of 76 metres or approximately 23 storeys.";
  - c. Within the Action Plan for "THE DOWNTOWN NORTH EDGE REDEVELOPMENT LANDS" under the "THE DOWNTOWN NORTH EDGE DEVELOPMENT CONCEPT" General Urban Design Principle for "Density", deleting the text of the second bullet and replacing with:

"providing an appropriate height and density transition as you move north from the Downtown and Oliver neighbourhoods. High rise towers and higher density

buildings within Central McDougall shall be located adjacent to the Downtown and transition to lower densities and heights as you move north towards 106 Avenue NW. Notwithstanding this, Lot 272, Block 2, Plan 0740621 may be redeveloped with one high rise tower with a maximum height of 76 metres or approximately 23 storeys.”;

- d. Within the Action Plan for “THE DOWNTOWN NORTH EDGE REDEVELOPMENT LANDS” under the “THE DOWNTOWN NORTH EDGE DEVELOPMENT CONCEPT” General Urban Design Principle for “Building and Site Design”, deleting the “and” at the end of the 10<sup>th</sup> bullet;
- e. Within the Action Plan for “THE DOWNTOWN NORTH EDGE REDEVELOPMENT LANDS” under the “THE DOWNTOWN NORTH EDGE DEVELOPMENT CONCEPT” General Urban Design Principle for “Building and Site Design”, adding a bullet with the following text after the 10<sup>th</sup> bullet in the list:
 

“high rise towers in Precinct ‘H’, whether in the form of point towers, multiple developments or a complex, shall be designed and oriented to maximize views of the Downtown and allow adequate sunlight into surrounding areas; and”;
- f. Within the Action Plan for “THE DOWNTOWN NORTH EDGE REDEVELOPMENT LANDS” under the “THE DOWNTOWN NORTH EDGE DEVELOPMENT CONCEPT” section for “THE DEVELOPMENT CONCEPT” Objectives for “Precinct C: Transit-Oriented Development/High Density Residential Mixed Use”, deleting the third bullet and replacing with “Streetscaping and improved lighting on 105 Street NW;”;
- g. Within the Action Plan for “THE DOWNTOWN NORTH EDGE REDEVELOPMENT LANDS” under the “THE DOWNTOWN NORTH EDGE DEVELOPMENT CONCEPT” section for “THE DEVELOPMENT CONCEPT” Objectives for “Precinct C: Transit-Oriented Development/High Density Residential Mixed Use”, deleting the fifth bullet and replacing with:
 

“Provide for a transition of height and density from the Downtown core area. High rise towers and higher density buildings within Central McDougall shall be located adjacent to the Downtown and transition to lower densities and heights as you move north towards 106 Avenue NW. Notwithstanding this, Lot 272, Block 2, Plan 0740621 may be redeveloped with one high rise tower with a maximum height of 76 metres or approximately 23 storeys.; and”;
- h. Within the Action Plan for “THE DOWNTOWN NORTH EDGE REDEVELOPMENT LANDS” under the “THE DOWNTOWN NORTH EDGE DEVELOPMENT CONCEPT” section for “THE DEVELOPMENT CONCEPT” Requirements for Implementation for “Precinct C: Transit-Oriented Development/High Density Residential Mixed Use”, deleting the second sentence of the second bullet;
- i. Within the Action Plan for “THE DOWNTOWN NORTH EDGE REDEVELOPMENT LANDS” under the “THE DOWNTOWN NORTH EDGE DEVELOPMENT CONCEPT” section for “THE DEVELOPMENT CONCEPT” Requirements for Implementation for “Precinct C: Transit-Oriented Development/High Density Residential Mixed Use”

Discussion, deleting the fourth bullet;

- j. Add a new section called “Precinct H: Urban Village” after “Precinct G: Low Rise Apartments” within the Action Plan for “THE DOWNTOWN NORTH EDGE REDEVELOPMENT LANDS” under the “THE DOWNTOWN NORTH EDGE DEVELOPMENT CONCEPT” section for “THE DEVELOPMENT CONCEPT”, attached hereto as Schedule “B”, and forming a part of this bylaw;
- k. deleting the map entitled “Map 8 - Downtown North Edge Development Concept” and replacing it with “Map 8 - Downtown North Edge Development Concept”, attached hereto as Schedule “C”, and forming a part of this bylaw;
- l. Within the Action Plan for “THE DOWNTOWN NORTH EDGE REDEVELOPMENT LANDS” under the “THE DOWNTOWN NORTH EDGE DEVELOPMENT CONCEPT” section for “IMPLEMENTATION”, adding the following after the fifth sentence under the heading for “Future Zoning”:

“For Precinct H, this will be achieved through the use of Special Area Zone(s), to accommodate the mixed use development and unique character of this precinct.”;

- m. Within the Action Plan for “THE DOWNTOWN NORTH EDGE REDEVELOPMENT LANDS” under the “THE DOWNTOWN NORTH EDGE DEVELOPMENT CONCEPT” section for “IMPLEMENTATION”, deleting the last paragraph under the heading for “Parkland Acquisition” and replacing with:

“There are two general instances where the redevelopment levy will not be required as a result of the submission of a Development Permit for any site identified on Map 10:

- 1. If, in an existing building, any cumulative expansion to the building is less than 25% of the gross floor area of the original building; or
- 2. For any demolition permits.

In addition, sites may be exempt from the redevelopment levy if, prior to development, 10% of the site is dedicated to the City as land or a combination of land and cash-in-lieu. Provision of land or combination of land and cash-in-lieu shall be subject to the discretion of the City of Edmonton. The City will only consider land which is suitable for use as a public park and a suitable size for programming at the discretion of the City of Edmonton. Any funds collected as cash-in-lieu shall be used towards future acquisition or enhancement of public parks within the area identified on Map 10.

The Central McDougall / Queen Mary Park Area Redevelopment Plan identifies a need for open space within the boundary of the redevelopment levy and that there are limited options to obtain land for open space. The above provision provides an option for the City of Edmonton to obtain and program land for public park use while also benefiting the communities in the immediate vicinity of redevelopment.”;

- n. Within the Action Plan for “THE DOWNTOWN NORTH EDGE REDEVELOPMENT


LANDS”, adding a note to the flowchart at the end of this Action Plan that describes the implementation of the Redevelopment Levy that reads:


“Note: Sites may be exempt from the redevelopment levy if, prior to development, 10% of the site is dedicated to the City as land or a combination of land and cash-in-lieu, as described in the section above for Parkland Acquisition”;

- o. Under “ZONING”, deleting the second paragraph and replacing with “Additionally, Special Area Zone(s) will be used as the zoning tool to implement the vision and principles established for Precinct H – Urban Village.”;
- p. deleting the map entitled “Map 11 - Central McDougall - DC1 Locations” and replacing it with “Map 11 - Central McDougall - DC1 Locations”, attached hereto as Schedule “D”, and forming a part of this bylaw;
- q. deleting “(DC1) DIRECT DEVELOPMENT CONTROL PROVISION (AREA 1 - PRECINCT ‘C’)” in its entirety and replacing with “(DC1) DIRECTION DEVELOPMENT CONTROL PROVISION (AREA 1 - PRECINCT C)”, attached hereto as Schedule “E”, and forming a part of this bylaw; and
- r. deleting “(DC1) DIRECT DEVELOPMENT CONTROL PROVISION (AREA 5 – PRECINCT ‘C’)” in its entirety and replacing with “(DC1) DIRECTION DEVELOPMENT CONTROL PROVISION (AREA 5 - PRECINCT C)”, attached hereto as Schedule “F”, and forming a part of this bylaw.

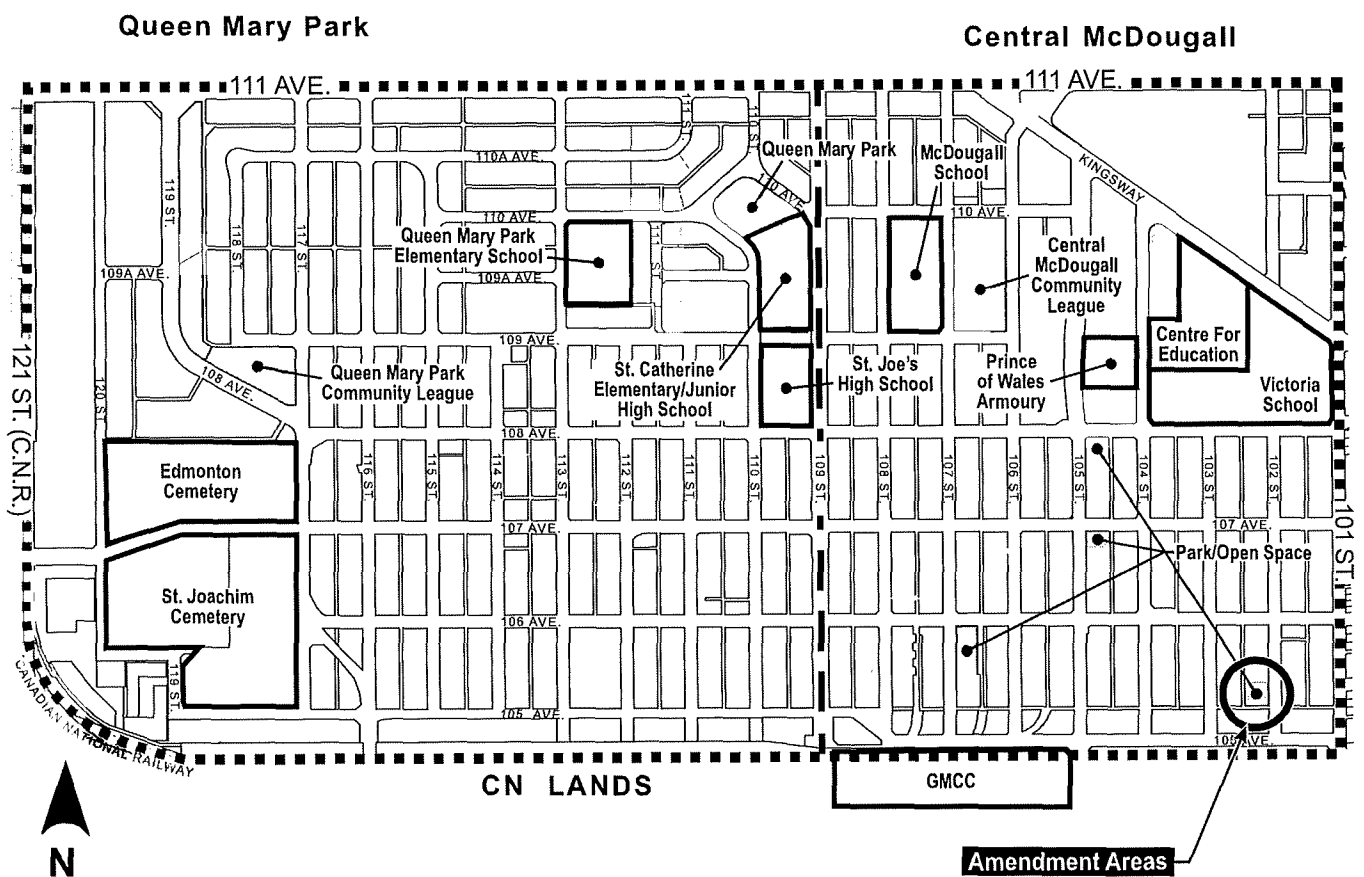
READ a first time this	16th day of August	, A. D. 2022;
READ a second time this	16th day of August	, A. D. 2022;
READ a third time this	16th day of August	, A. D. 2022;
SIGNED and PASSED this	16th day of August	, A. D. 2022.

THE CITY OF EDMONTON

  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
CITY CLERK

## Map 7 – Parks, Open Space and Recreation Facilities



## **Precinct H: Urban Village**

### **Vision and Purpose**

To create a livable “urban village” environment and generate an improved sense of place through the introduction of mixed use buildings with high density residential and commercial uses at grade, adjacent to the Downtown area and the MacEwan LRT Station.

### **Objectives**

- Permit high and medium density, medium and high rise residential development;
- Connections to existing active modes network in the area;
- Improved Public Realm on 102 Street NW, 103 Street NW, and 104 Street NW;
- Construction of a shared street between 102 Street NW and 104 Street NW;
- Sidewalks will need to be provided where they currently do not exist;
- Provide for a transition in height and density from the Downtown core; and
- Allow the opportunity for commercial uses and/or individual residential entrances at grade to maintain active street fronts.

### **Principles**

#### *People*

- Provide a mix of uses, including new residential development to bring more people to the area and help improve safety and security.
- This place is for, and will accommodate, a diverse mix of people and the housing and services to support this.
- Accommodation suitable for all age groups and income levels should be provided.
- Prioritize safety and security by integrating CPTED design principles.
- Create a space which integrates with the surrounding neighbourhood, which welcomes both residents of the development and the public from the existing community.
- Create opportunities for people to congregate and interact by providing both passive and active recreation areas and streets which are inviting and pedestrian friendly.

#### *Public Realm*

- The development will create a high quality public realm.
- Create streetscapes with a distinct and special sense of place with features such as enhanced sidewalk treatments, lighting, landscaping and street furniture.

- Streets are to provide a space that is safe, comfortable, visually interesting and act as a unifying element of a quality public realm.
- Create a welcoming entrance into the district through elements such as but not limited to enhanced landscaping, signage, architectural features, lighting, etc..
- The public realm will achieve a high standard of form and function for the public utilizing features such as treed boulevards, additional pedestrian space, and places for people to congregate.

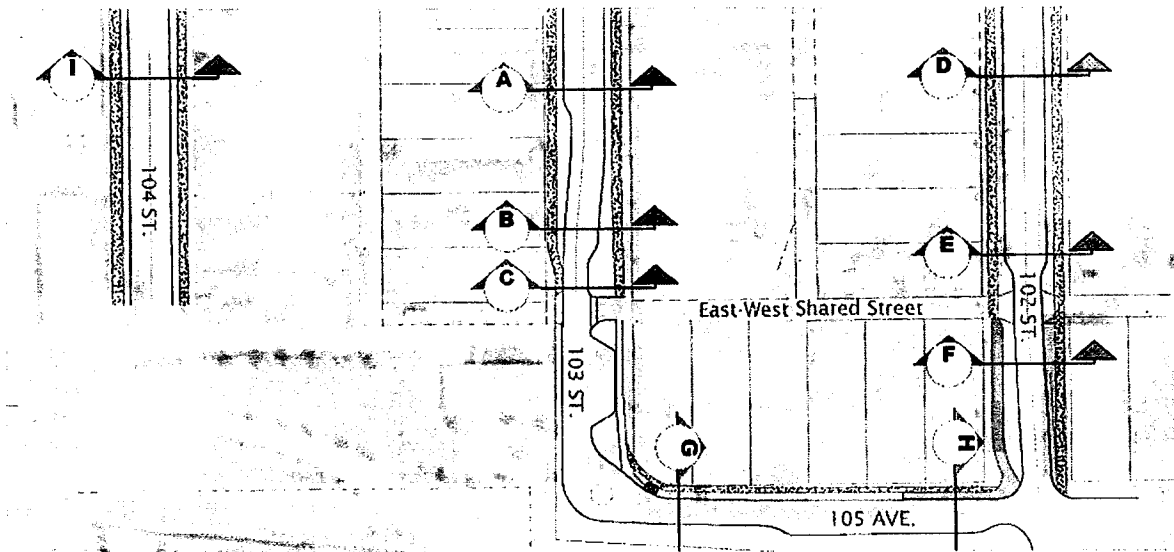
### *Transportation*

Streets in Precinct H will align with the following policies, as well as reflect the general intent of the cross sections provided subsequently.

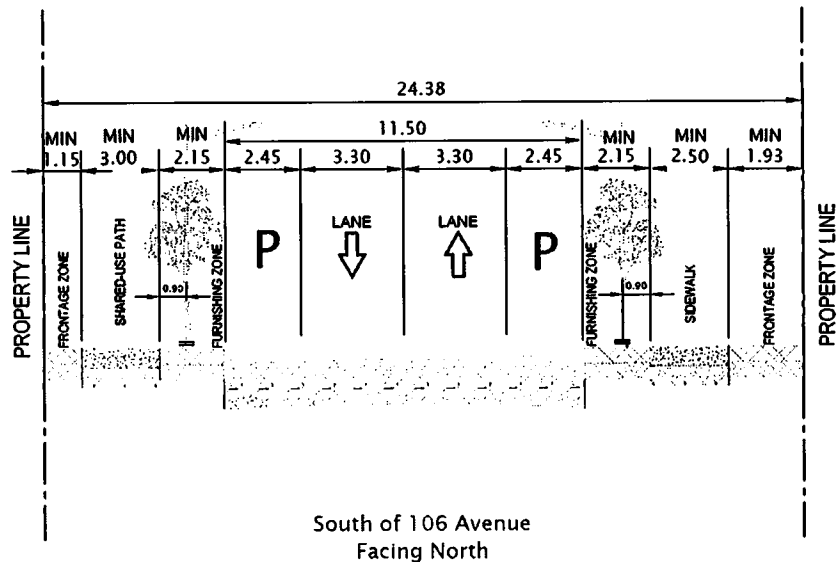
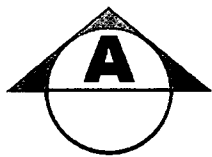
- The street and pedestrian grid is the fundamental organizing pattern for the site.
- Design streets to reduce vehicular speed and promote a walkable urban environment.
- Where lanes are provided, access of service vehicles and parkades should be taken from the lane. Access off of streets shall be minimized. However, where access is taken off of a street consideration shall be given to ensure minimal conflict between vehicles and pedestrians.
- Design and placement of vehicle access to buildings minimizes conflict with pedestrians, prioritizes pedestrian crossings, and is designed to minimize the visual and physical impact of the access or entrances.
- Design streets to accommodate different modes of transportation.
- All streets will be designed as universally accessible Complete Streets in accordance with Complete Streets Design and Construction Standards.
- Design public streets to support transportation options for people and encourage reduced dependence on the private vehicle.
- Strengthen and improve pedestrian, cycling, and transit linkages to surrounding areas. This may include improvements to the 106 Avenue pedestrian crossings at 102 Street, 103 Street, and 104 Street. Improvements may include curb extensions, pavement markings, additional signage, pedestrian crossing control, etc.
- Provide connections to adjacent services and amenities such as the MacEwan LRT Station, the Downtown Core and the North Edge.
- Consideration for limited or shared off-street vehicular parking is encouraged to promote active modes of travel and transit.

## Cross Sections

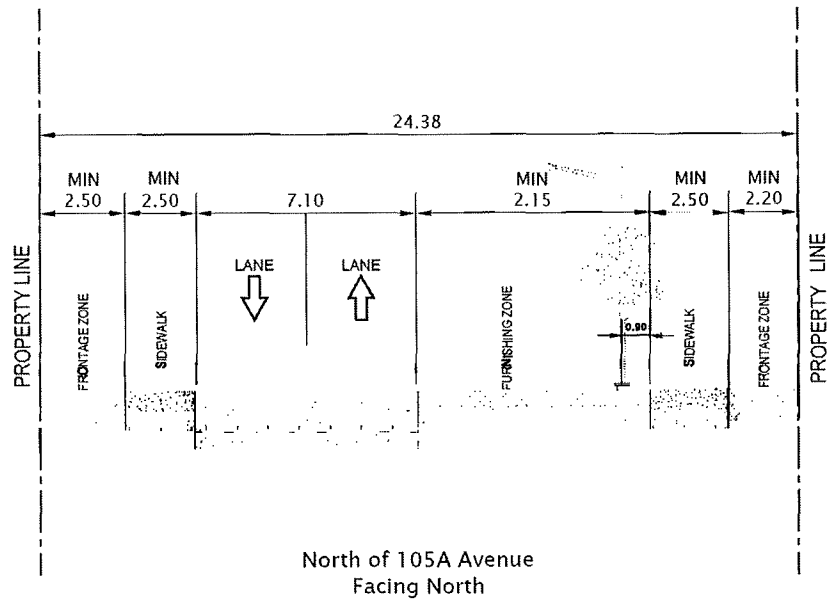
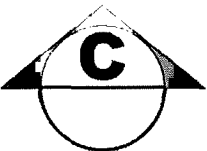
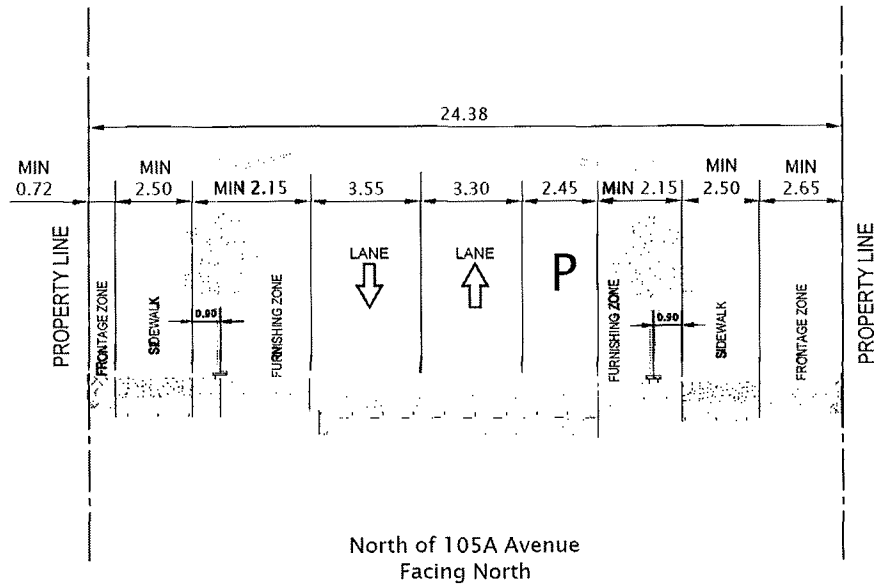
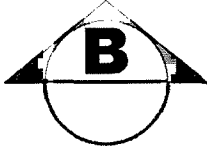
Roadways within Precinct H shall be developed in general conformance with the cross sections below, providing the different components of the street and public realm – Furnishing Zone, Sidewalk (or Shared Use Path), and Frontage Zone. The dimensions shown are conceptual and may be adjusted through detailed design.



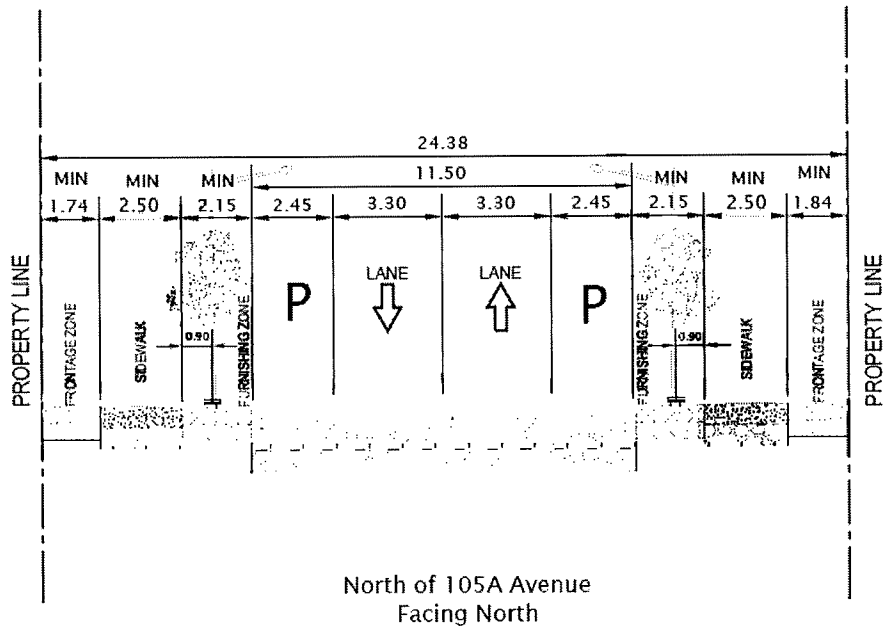
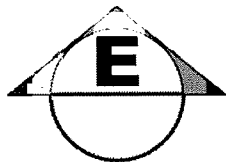
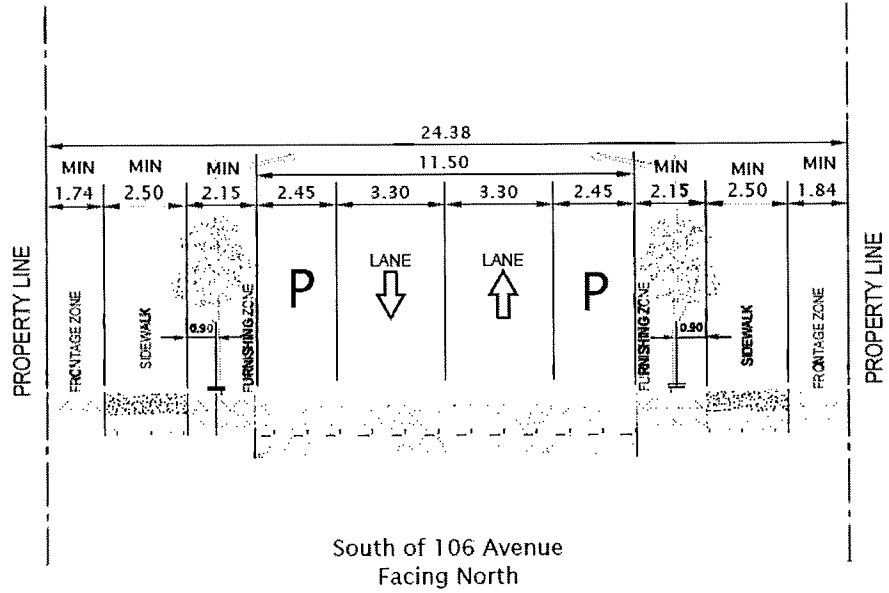
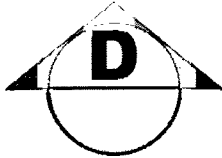
## 103 Street

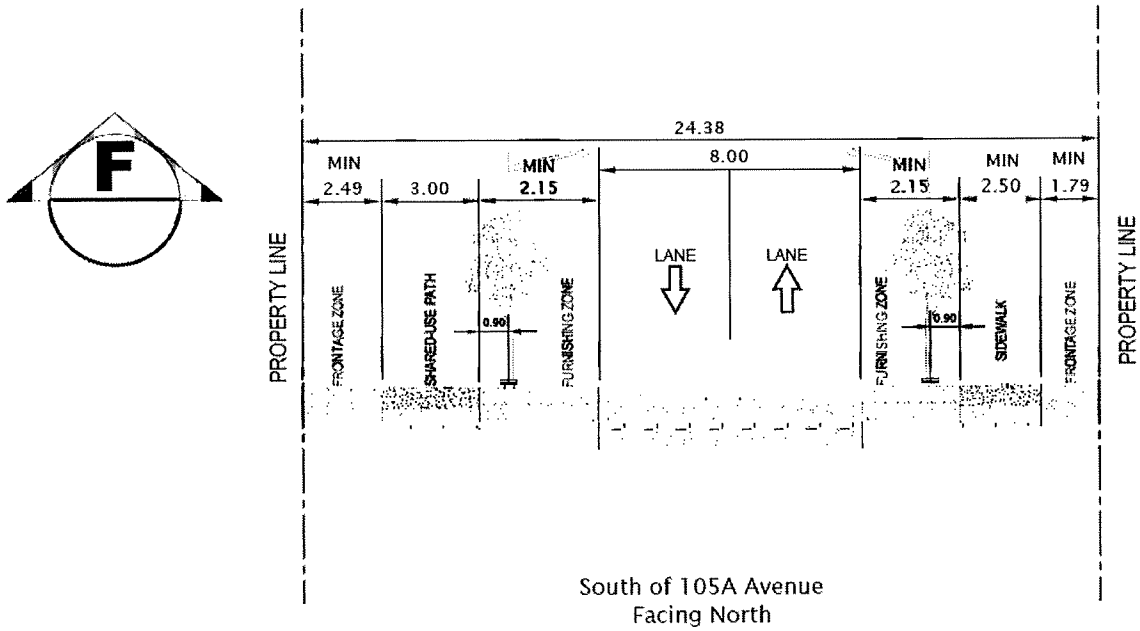






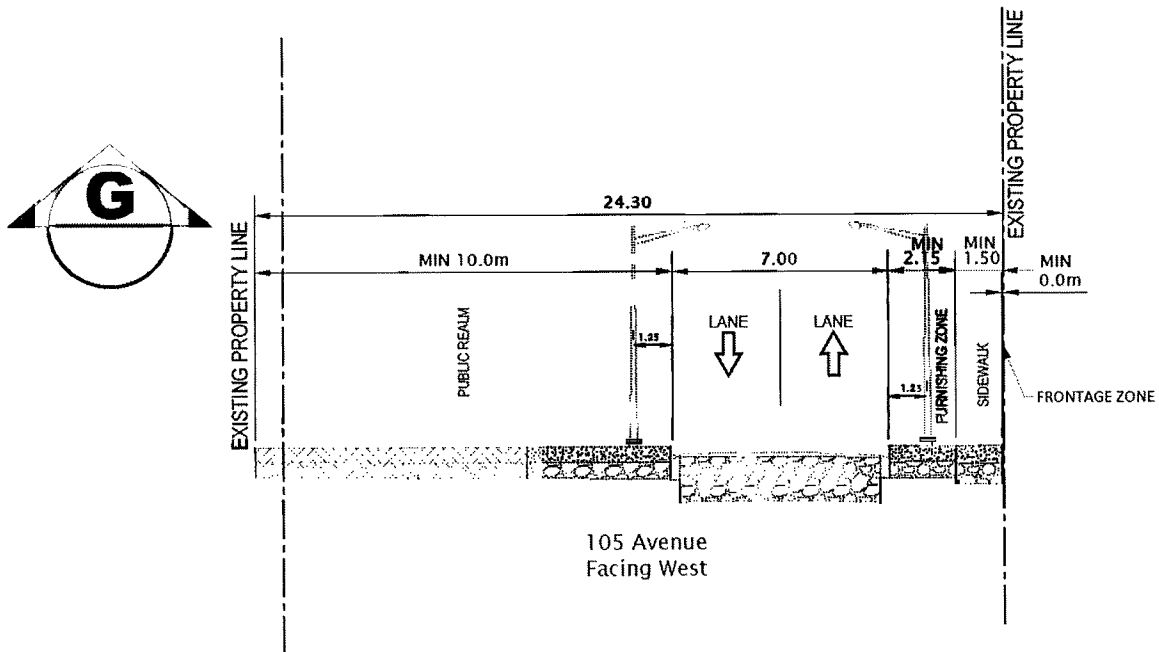
# 102 Street

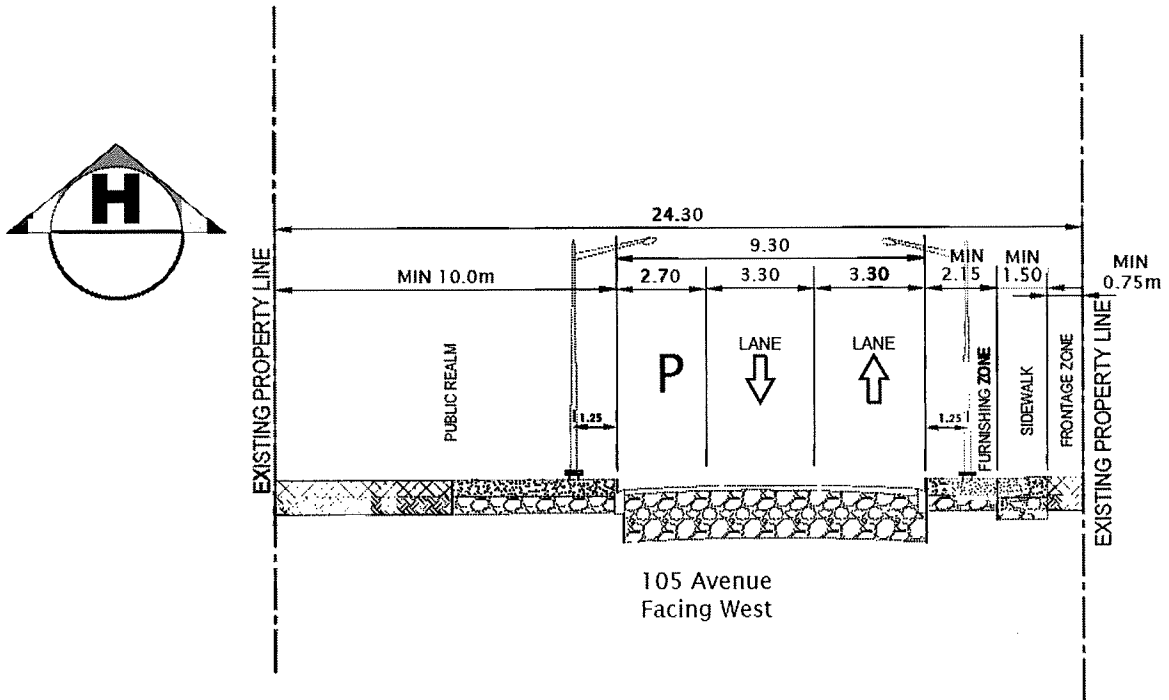




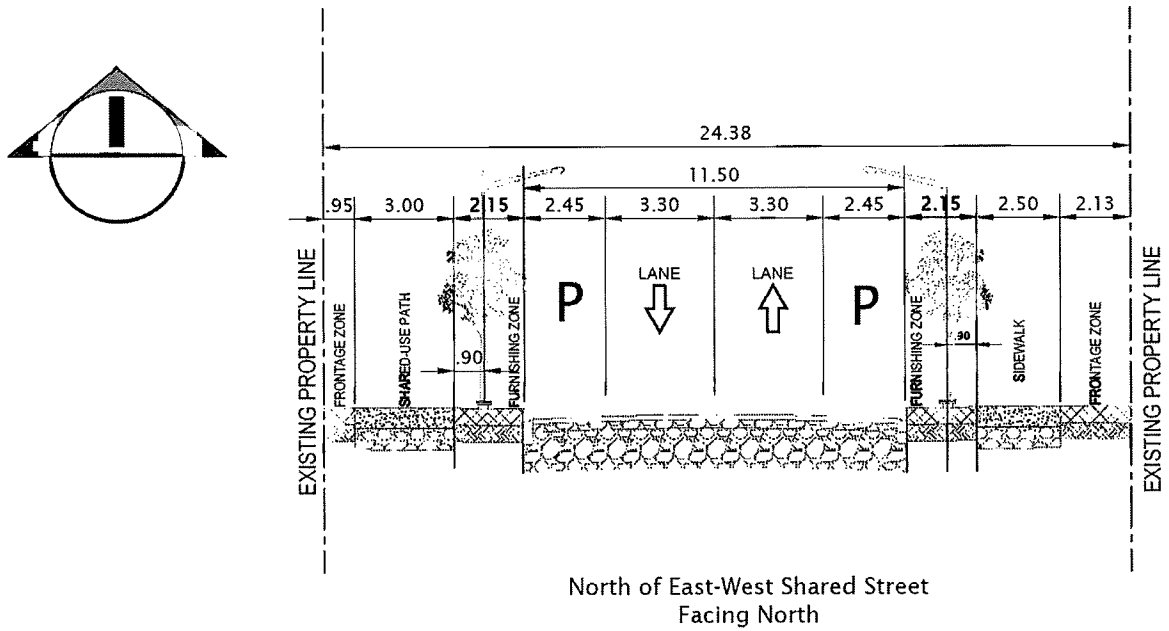
### 105 Avenue

The south side of 105 Avenue was redeveloped with the construction of Rogers Place. No changes are proposed to the south side of 105 Avenue. Any adjustments would be for the north side of 105 Avenue.



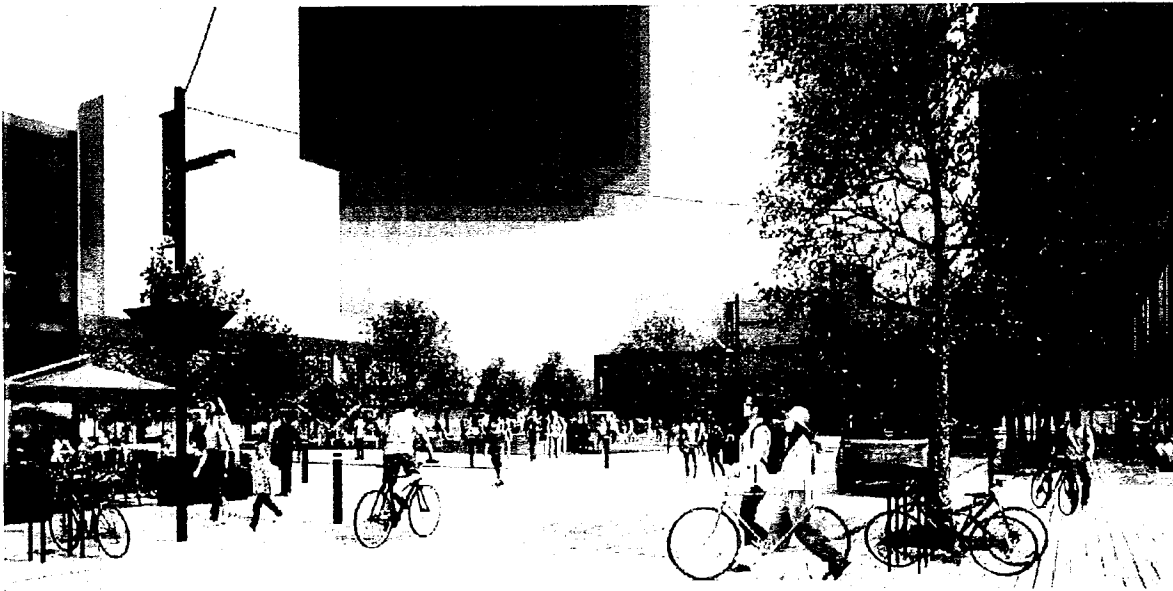


## 104 Street



## Shared Street

The shared street is intended to accommodate vehicles, pedestrians, cyclists and other modes of transport, however with priority given to the pedestrian. Below are two conceptual illustrations of what the shared street could be developed as. Final design to be determined through consultation with City Transportation.



### *Design Excellence*

- Ensure site design and building relationships and arrangements foster an active public realm.
- Provide buildings that feature high quality architecture and materials to create focal points within the neighbourhood.
- Provide opportunities for public art to be incorporated into streetscapes and architecture. Where feasible, public art should be interactive or provide opportunities for informal play.
- Development shall provide high standards of design and sustainability.
- Tall buildings and Towers will be designed to achieve design excellence and ensure negative impacts are mitigated and development offers a positive contribution to the neighbourhood.
- All buildings achieve active and human-scale ground level interfaces.
- Buildings shall be designed to provide active frontages for both residential and non-residential uses and be oriented towards public roadways or open spaces.
- On residential streets, residential units are organized to maintain the character of the streetface through the provision of private and semi-private yards and/or courtyards set back from the public street.
- Parking structures are not perceptible from the public realm.
- All parking shall be provided underground or be screened from view by incorporating into the podium of buildings. Where incorporated into podiums, parking shall be screened with active commercial or residential uses. However, Special Area Zoning may allow for some temporary surface parking lots until December 31, 2025.
- Scale and transition of building size is sensitive to the neighbourhood to the north of 106 Avenue.
- Utilize a range of massing techniques such as changes in height, floor plates, etc. to create a human scaled environment while accommodating the desired intensification.
- The development will create its own distinct branding, to create a character / identity suitable for a mixed-use community.
- The development will employ a Winter City lens in design, and will consider Winter City principles and the Winter City Guidelines.

- The preservation and celebration of Heritage Resources are incorporated and respected.
- Explore opportunities in district energy and to meet or exceed sustainability best practices in terms of health and community, changing climate, waste and water conservation, and equity.
- Where feasible, opportunities for Low Impact Development (LID) and multi-functional infrastructure shall be explored.
- Explore opportunities for alternative energy systems.
- Explore opportunities to upgrade the existing sanitary and storm system to a separate system.

#### *Integration*

- Integrate a diversity of uses to allow people to live, work and play.
- Integration through street pattern, land uses, and built form should be prioritized.
- Provide a variety of formal and informal gathering spaces in the form of parks, wider sidewalks, bumpouts, etc. to connect existing neighbourhoods to the new development.
- A variety of residential units and sizes, supporting different living and lifestyle needs, are provided.
- The development provides services and amenities for new residents and existing residents of the community.
- The development connects and presents a welcoming edge to surrounding development.
- Establish a Gateway to the development that provides distinctive architecture of adjacent buildings.
- Ensure compatibility in scale and design with adjacent areas.

#### *Residential*

- Provide a range of housing options and increase housing choices in the core of our city.
- Development will seek opportunities to provide affordable units.
- Utilize maximum height and minimized building tower footprints, where possible to increase opportunities for open space and to promote privacy.

#### *Commercial*

- Provide commercial/retail opportunities to accommodate daily needs as well as create employment.

- Provide opportunities for restaurants, cafes, and other specialty food services to spill out into the public realm to activate the space.
- Provide opportunities for office space to provide employment and accommodate the needs of residents.

#### *Open Space*

- The area will provide for a variety of informal and formal open spaces that are appropriately sized and connected to provide enjoyment for public and residents.
- The design, siting, and programming of open space will serve to reactivate the public realm through the development.
- Provide opportunities to create focal points and gathering spaces through the provision of open space to give the area a sense of place.
- A specifically designed and developed public realm will cater to both active and passive recreational needs of residents and the community and will contain features such as, but not limited to play areas for children, dog parks, and exercise opportunities for adults and seniors.
- Open space may be incorporated with the mobility network through design features such as linear boulevards, public art, or areas for gathering and sitting.
- Support initiatives that promote urban agriculture, such as community gardens and edible landscaping.

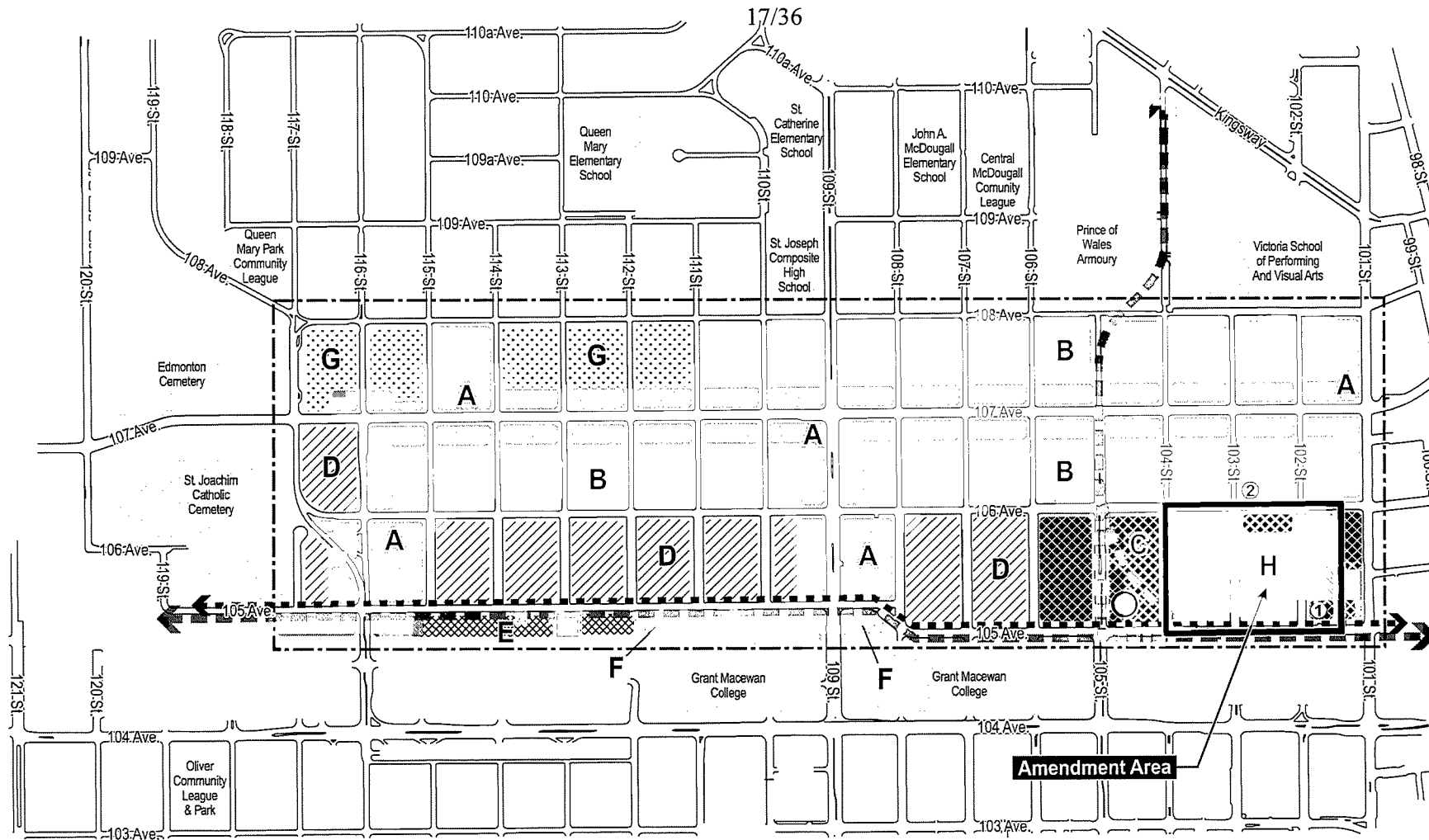
#### **Implementation**

Precinct H outlines a vision for an Urban Village and establishes policies to help achieve this vision. Through Special Area Zoning, the principles provided for this precinct will become regulation. The zone(s) will be prepared to implement the high quality, mixed use urban character envisioned for this area.

In addition to standard development regulations, the zone provides urban design regulations that outline the desired urban form suitable for the area within its context. The urban design regulations are based on the principles provided in this ARP, with further detailed regulations to control height, FAR, building design, public realm improvements, and more.

As development occurs, improvements to roads and infrastructure will be completed in a phased manner. Development is projected to begin in the northwest and move south and east as development occurs. Infrastructure will be upgraded as development abutting each street moves forward.





## Legend

- Existing Park
- Multi Use Trail Corridor
- Study Area Boundary
- Potential High Speed Transit Corridor
- Potential Transit Station

## Historical/Architectural Significant Site

- ① A. MacDonald Building
- ② Carter Residence

## Precincts

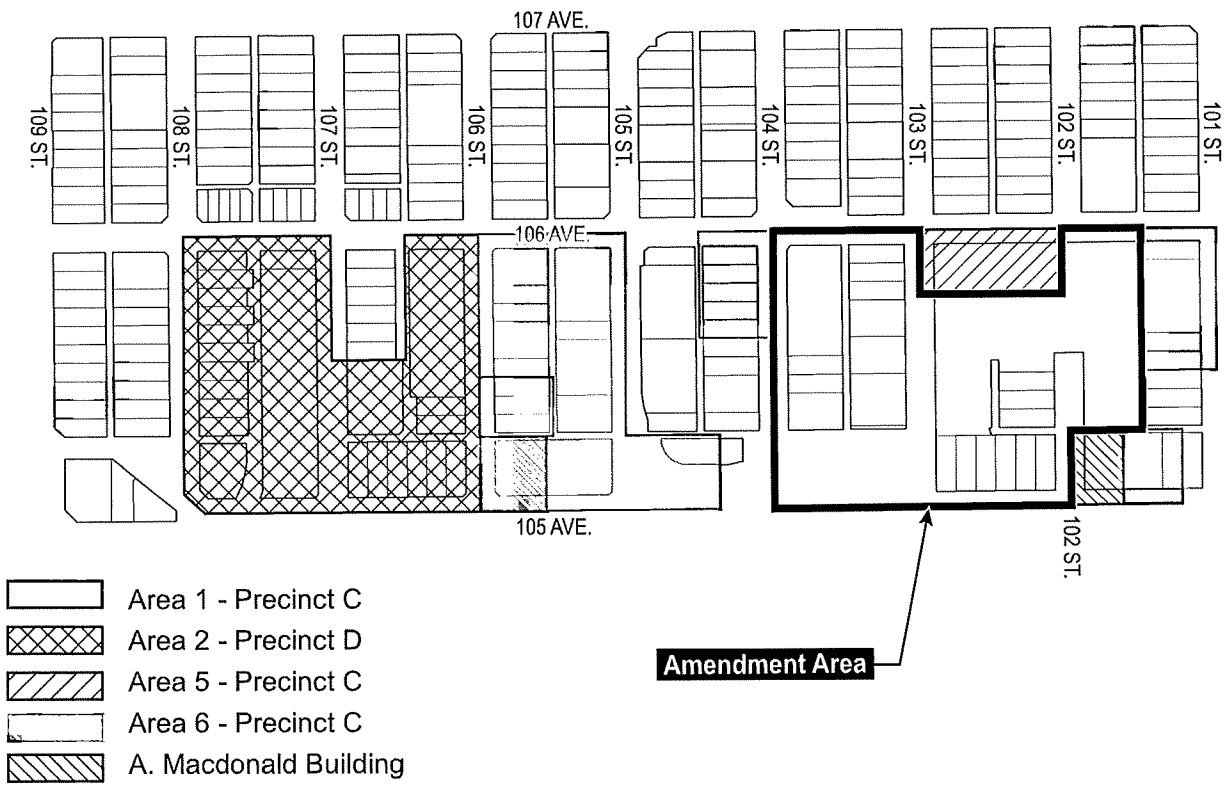
- A** Mainstreet Commercial
- B** Medium Rise Apartments
- C** Transit-Oriented Development / High Density Residential
- D** Business Residential Mixed Use

- E** High Rise Apartments
- F** Urban Institutional
- G** Low Rise Apartments
- H** Urban Village

**MAP 8**  
Downtown North Edge  
Development Concept



Map 11 - Central McDougall - DC1 Locations



**SCHEDULE "E"**

**(DC1) DIRECTION DEVELOPMENT CONTROL PROVISION  
(AREA 1 - PRECINCT C)**

**1. Area of Application**

Lands located generally between 105 Avenue NW and 106 Avenue NW, and between 101 Street NW and 106 Street NW, designated as Area 1 – Precinct C on Map 11.

**2. Rationale**

To accommodate a transit-oriented development/high density residential mixed use node that creates a liveable “urban village” environment and generates an improved sense of place and quality development through the use of urban design regulations and the introduction of high density apartment housing adjacent to the Downtown area and future high speed transit corridors. Minor local commercial uses will be encouraged, but not required on the ground floor of buildings in this area.

**3. Uses**

- a. Child Care Services
- b. General Retail Stores
- c. Health Services
- d. Lodging Houses
- e. Minor Home Based Business
- f. Multi-unit Housing
- g. Personal Service Shops
- h. Professional, Financial, and Office Support Services
- i. Religious Assembly, where lawfully existing at the time of the passage of this Bylaw
- j. Residential Sales Centre
- k. Restaurants, for less than 100 occupants and 120 m<sup>2</sup> of Public Space
- l. Specialty Food Services, for less than 40 occupants and 48 m<sup>2</sup> of Public Space
- m. Supportive Housing
- n. Vehicle Parking
- o. Fascia On-premises Signs
- p. Freestanding On-premises Signs
- q. Projecting On-premises Signs
- r. Temporary On-premises Signs, not including portable Signs

**4. Development Regulations**

- a. The overall Site development shall be in accordance with the urban design criteria established herein and in the Central McDougall/Queen Mary Park Area Redevelopment Plan for this Precinct.

- b. Prior to the issuance of any Development Permit, excluding a development permit for demolition or signage, Environmental Site Assessment (ESA) work such as, but not limited to, Phase II ESAs, Remedial Action Plan(s), Final Remediation Report, and/or a Risk Management Plan(s), may be required at the discretion of the Development Officer in consultation with the Environmental Planner to be submitted and, reviewed, and approved to the satisfaction of the Development Officer. The Development Officer shall impose any Development Permit conditions necessary, prior to the release of the drawings for Building Permit review, to ensure that the Site is suitable for the full range of uses contemplated in the Development Permit application
- c. The maximum Floor Area Ratio of any development shall be 5.0, except that the Development Officer may use variance power to increase this maximum to 6.0 for developments with larger individual unit floor plates, and which comply with the Density provisions of this Provision.
- d. The maximum Density shall be 500 Dwellings/ha.
- e. The maximum Height shall be 45.0 m.
- f. No Front, Rear, or Side Yards are required.
- g. A 2.0 m building Setback shall be provided at the rear of a building. Landscaping shall be provided within the 2.0 m building Setback to provide an improved appearance of the Lane.
- h. No Amenity Area or Private Outdoor Amenity Area is required for any development subject to this Provision.
- i. Multi-unit Housing with Commercial Uses on the ground floor shall have access at Grade that is separate from the commercial premises.
- j. Access to Parking Areas shall only be from an Abutting Lane. If no Lane is present, access may be taken from an Abutting public roadway, to the satisfaction of Subdivision and Development Coordination (Transportation). However, in no instance shall access be taken from 105 Avenue or 105 Street.
- k. Loading, storage, and trash collection areas shall be located in such a manner to be screened from view from adjacent sites, public roadways, and Light Rail Transit lines in accordance with the provisions of Section 55 of the Zoning Bylaw.
- l. No surface vehicular parking areas are permitted Abutting any public roadway, other than a Lane.
- m. Bicycle Parking shall be provided at a minimum rate of one (1) bicycle parking per dwelling unit.
- n. If requested by the Development Officer as a means of implementing direction of a Redevelopment Levy for Parkland Acquisition from the Central McDougall/Queen Mary Park Area Redevelopment Plan, the owner shall submit a market value appraisal for the subject Site at the time of the submission of a Development Permit application for the purposes of determining the amount of the redevelopment levy that applies to the Site. The appraisal will estimate the market value of the subject Site, based on the highest and best use of the land, as if vacant, and with the effective date of valuation being within 30 days of

Development Permit application. The appraisal report must be reviewed and accepted by the Real Estate Branch of the Financial and Corporate Services Department, and the Community Services Department. The redevelopment levy shall be an amount representing 8% of the estimated market value of the Site, as if vacant, and shall be paid to the City of Edmonton as a condition of the approval of a Development Permit. All redevelopment levies collected will be used to fund the acquisition of public parks space as identified in the Central McDougall/Queen Mary Park Area Redevelopment Plan.

- o. The owner shall be responsible for the costs of the required streetscape improvements to the portion(s) of road right(s)-of-way Abutting a Site (from private property line to the new curb) that are identified by the 105 Avenue corridor Study, and/or identified by Community Services, Planning and Development, or Subdivision and Development Coordination (Transportation) as part of the development. These costs shall be paid to the City of Edmonton as a condition of the approval of a Development Permit. These streetscaping improvements may include, but are not limited to, new sidewalks, streetlights, boulevard landscaping, boulevard trees, street furniture, and/or the relocation of utilities underground.
- p. Where applicable, the Site plan submitted with a Development Permit application must indicate the coordination between development on the subject Site and the adjacent 105 Avenue corridor, in accordance with the 105 Avenue Corridor Study.
- q. The owner, when deemed necessary, shall be responsible for analyzing a portion of the sewer system affected by the development Site to determine sewer servicing and upgrading requirements to the satisfaction of the Drainage Services Branch of the Asset Management and Public Works Department. In addition, costs for relocating/abandoning sewer lines as a result of street/lane closures will be the responsibility of the owner.
- r. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
- s. The owner shall submit a Crime Prevention Through Environmental Design (CPTED) Assessment that shall be reviewed and accepted by the Development Officer prior to the issuance of a Development Permit to ensure that development on the Site provides a safe urban environment in accordance with the guidelines and principles established in the Design Guide for a Safer City.
- t. Child Care Services; General Retail Stores; Health Services; Personal Service Shops; Professional, Financial, and Office Support Services; Restaurants; and Specialty Food Services shall only be permitted when designed as an integral and secondary component of a residential development, and shall not be developed above the lowest Storey of a building.
  - i. Notwithstanding Clause 4(t), non-Residential Uses shall be permitted in buildings that existed prior to August 31, 2021.
- u. Signs shall comply with the regulations in Schedule 59B of the Zoning Bylaw. Portable Signs shall not be permitted on any Site.

y. **Passenger Drop-off**

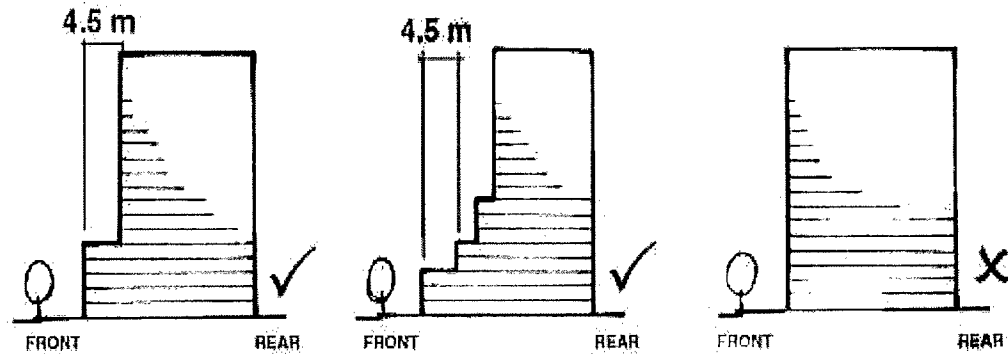
- i. Passenger Drop-off Spaces located on-site shall be located so as to provide for safe and efficient movement of vehicles onto and from the site and within the site.
- ii. Passenger Drop-off Spaces shall be a minimum of 7.0 m in length and a minimum of 2.6 m in width when oriented parallel to the flow of traffic and shall be a minimum of 5.5 m deep and a minimum of 2.6 m in width when oriented perpendicular to the flow of traffic. Where the flow of traffic is perpendicular to the flow of traffic, circulation drive aisles shall be a minimum of 7.0 m wide.
- iii. At the time of Development Permit application, provision must be made, to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation), for pedestrians that are being dropped off or picked up to safely enter and exit the site.

**5. Urban Design Regulations**

- a. Where the ground (first) floor of any development is designed for Commercial Uses, the building shall be constructed to the Front Lot Line. The Development Officer may allow a building Setback from the Front Lot Line of up to 2.5 m, only to accommodate street related activities such as sidewalk cafés, colonnades, arcades, or plazas. The 2.5 m building Setback shall not be used exclusively for Landscaping.
- b. Where the ground (first) floor of any development is designed for Residential Uses, the building shall be constructed to the Front Lot Line. The Development Officer may allow a building Setback from the Front Lot Line of up to 4.5 m, only to provide physical separation from the abutting street for the Dwelling units provided this Setback accommodates patios, courtyards, terraces, or other private amenity space directly associated with the abutting Dwelling unit. The 4.5 m building Setback for Residential Uses shall not be used exclusively for Landscaping.
- c. There shall be a minimum of 3 and a maximum of 5 Storeys of a building immediately Abutting a public roadway, other than a Lane. Any portion of a building exceeding a Height of 5 Storeys or 17.5 m shall be set back a minimum of 4.5 m from the lower portion of the building adjacent to a public roadway, other than a Lane.

**Explanatory Note**

A 4.5 m setback between the front of the building and upper building storeys is intended to reduce the perceived mass of a building and promote the pedestrian scale of the street. The following graphic representation provides a possible conceptual application of this regulation for interpretive purposes.

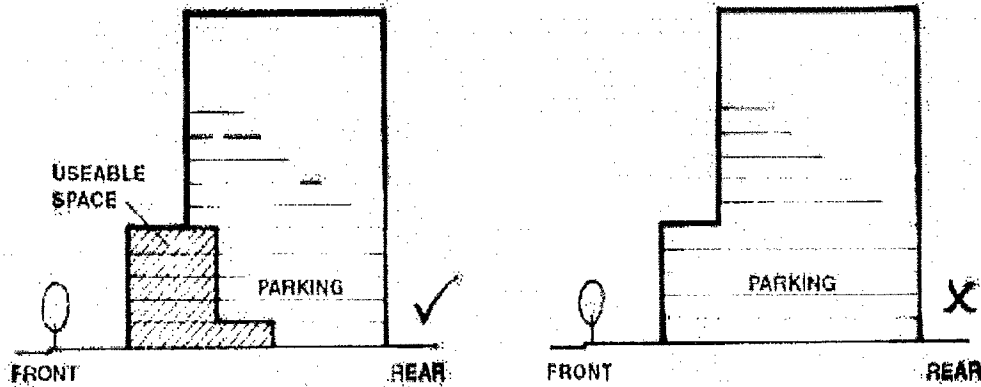


- d. All developments shall provide a minimum 7.5 m building Setback from the Rear Lot Line above the podium level of the building.
- e. All developments shall provide a minimum 2.0 m building Setback from the Side Lot Lines above the podium level of the building.
- f. No portion of an Above Ground Parking Garage on the ground (first) floor shall be allowed for a minimum depth of 10.0 m from any building Façade facing a public roadway, other than a Lane.
- g. No portion of an Above Ground Parkade above the ground (first) floor of the podium portion of a building shall be allowed for a minimum depth of 6.0 m from any building Façade facing a public roadway, other than a Lane.

### Explanatory Note

Community identity, stability of ownership, and residential character all require that a relationship be developed between residents, businesses, and the neighbourhood.

Minimum setbacks for useable space, separating above ground parking from the front of a building, provides an opportunity for a range of building uses that bind people more fully to the community and thereby contribute to the character and identity of an area. The following graphic representation provides a possible conceptual application of these regulations ((f) and (g)) for interpretive purposes.



- h. Buildings shall address all adjacent public roadways, other than Lanes, with individual entrances that are clearly visible to lend a sense of occupancy to the street. Buildings on corner Sites shall address both the street and avenue and shall distinguish the street intersection to give it prominence.
- i. Where a Dwelling unit is provided at ground level Abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk.
- j. Where a Commercial Use is provided at ground level Abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk. A minimum of 50% of the ground (first) floor level portion of the Façade abutting a public roadway, other than a Lane, shall be comprised of clear, non-reflective glazing to promote pedestrian interaction and safety.
- k. At least 80% of the floor elevation of the ground (first) floor shall be no higher than 1.0 m above the mean Grade of the adjacent public sidewalk, at the property line.
- l. Any building with a single wall length greater than 15.0 m abutting or visible from a public roadway shall comply with the following:
  - i. The building Façade shall include design elements, materials, and articulation that reduce the perceived mass of the building Façade and add architectural interest.
  - ii. Blank walls (with or without windows) of an Above Ground Parkade shall not be developed adjacent to, or visible from, any public roadway.
- m. To ensure a high standard of development, building design plans shall be submitted with a Development Permit application. Such plans shall be to the satisfaction of the Development Officer and shall include details of overall site layout, exterior building treatment and colour scheme, perimeter and internal landscaping, fencing and screening, and surface vehicular parking layout.
- n. The finishing of the podium portion of any development shall consist of materials such as glass and glazed window wall systems, brick, stone, architectural concrete, and/or precast coloured concrete.



- o. The use of stucco as a finishing material is not permitted on the podium portion of any development. The use of stucco on the tower portion of any development shall be limited to a maximum of 15% of the exterior surface area of the tower.
- p. Development on a Site shall incorporate functional and decorative lighting to enhance the appearance of the building during the winter months, and, if applicable, to provide additional lighting for the 105 Avenue corridor.
- q. Where Commercial Uses are developed on the ground (first) floor of a building that is built to the Front Lot Line, weather protection in the form of a canopy at least 2.0 m wide or any other method suitable to the architectural style of the building or street theme, shall be provided one Storey above sidewalk level to provide a comfortable environment for pedestrians.
- r. The Development Officer, in consultation with the Heritage Planner, shall ensure that development within the podium portion of any development immediately adjacent to the A. MacDonald Building or the Carter Residence complements the colour and materials of these historic buildings, which are both designated Municipal Historic Resources.
- s. Buildings shall be designed through their massing and location, to avoid adverse microclimatic effects such as wind tunnelling, snow drifting, rain sheeting, shadowing, and loss of sunlight, both on and off-site. The Development Officer may require the submission of a Wind Impact Statement or Study, and/or a Sun Shadow Impact Study to determine that proposed development achieves these objectives.
- t. Main building entrances for any Use shall be designed for universal accessibility. Level changes from the sidewalk to entrances of buildings shall be minimized. Sidewalk furniture and other elements shall be located out of the travel path to ensure they are not obstacles to building access.
- u. The upper two to four Storeys of high rise buildings shall step back from the lower levels of the tower portion of the building and provide distinctive shaping or sculpting of the roof line to contribute to a unique and interesting skyline.

## **6. Development Guidelines**

- a. Multi-Unit Housing developments in this Precinct should incorporate 100 percent visitability and 10 percent adaptable suites to ensure universal accessibility.
- b. The maximum Height opportunity presented in this Provision should be utilized to develop high rise buildings that reduce the impact of the upper levels of the building above the podium portion of the building to maintain view corridors of the Downtown, maximize solar penetration, and reduce adverse microclimatic effects related to wind and shadowing.
- c. Where feasible, developments should provide gardens or patios on the top of the podium level and building rooftops to improve rooftop aesthetics and provide additional amenity space.
- d. Development in this Precinct should utilize infrastructure practices and site designs that reduce the consumption of water, energy, and materials consistent with Leadership in Energy and Environmental Design (LEED) accreditation.

- e. Landscaping of Sites in this Precinct should consider the use of plant materials that provide colour throughout the year to enhance their appearance during the winter months.
- f. A variety of residential housing forms should be encouraged throughout this Precinct to support an enhanced pedestrian environment.
- g. The redevelopment and/or renovation of existing buildings in this Precinct should address the adjacent street with frontage that improves the pedestrian environment.

**SCHEDULE “F”**

**(DC1) DIRECTION DEVELOPMENT CONTROL PROVISION  
(AREA 5 - PRECINCT C)**

**1. Area of Application**

This Provision shall apply to Lot 272, Block 2, Plan 0740621, generally located south of 106 Avenue NW and between 102 Street NW and 103 street NW, as shown in Schedule “A” of the Charter Bylaw adopting this Provision, Central McDougall.

**2. Rationale**

To accommodate a transit-oriented development/high density residential mixed use development that supports a liveable “urban village” environment and an improved sense of place and quality development through the use of urban design regulations and the introduction of high density Multi-unit Housing near the Downtown area and high speed transit corridors. Minor local commercial uses may be developed on the ground floor.

**3. Uses**

- a. Child Care Services
- b. General Retail Stores
- c. Health Services
- d. Lodging Houses
- e. Minor Home Based Business
- f. Multi-unit Housing
- g. Personal Service Shops
- h. Professional, Financial, and Office Support Services
- i. Residential Sales Centre
- j. Restaurants
- k. Specialty Food Services
- l. Supportive Housing
- m. Vehicle Parking
- n. Fascia On-premises Signs
- o. Freestanding On-premises Signs
- p. Projecting On-premises Signs
- q. Temporary On-premises Signs, not including portable Signs

**4. Development Regulations**

- a. The development shall be in general conformance with the attached appendices.
- b. The overall Site development shall be in general conformance with the urban design criteria established in the Central McDougall/Queen Mary Park Area Redevelopment Plan for this Precinct.

- c. Prior to issuance of any Development Permit, the owner shall provide proof satisfactory to the Development Officer in consultation with Development Services (Environmental Planner) that, if necessary, the lands have been remediated to allow the intended uses.
- d. The maximum Floor Area Ratio shall be 5.0, except that the Development Officer shall allow a higher Floor Area Ratio if the development has larger Dwellings but still complies with the Density and Height regulations of this Provision.
- e. The maximum number of Dwellings shall be 320.
- f. The maximum Height shall be 76.0 m or 23 Storeys for the western building and 5 Storeys for the eastern building.
- g. Setbacks shall be provided in accordance with Appendix 1.
- h. A 2.0 m building Setback shall be provided at the Rear of a building. Landscaping shall be provided within the 2.0 m building Setback to provide an improved appearance of the Lane.
- i. No Amenity Area or Private Outdoor Amenity Area is required for any development subject to this Provision.
- j. Residential Uses with Commercial Uses on the ground floor shall have access at Grade that is separate from the Commercial premises.
- k. Access to vehicular Parking Garages or parking areas shall only be from an abutting Lane. If no Lane is present, access may be taken from an abutting public roadway, to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation).
- l. Loading, storage, and trash collection areas shall be located in such a manner to be screened from view from adjacent sites, public roadways, and Light Rail Transit lines in accordance with the provisions of Section 55 of the Zoning Bylaw. If the Rear or Sides of a Site are used for surface vehicular parking, it shall be screened in accordance with the provisions of Section 55 of the Zoning Bylaw.
- m. Underground driveway ramps for Multi-unit Housing developments shall not exceed a slope of 6% for the first 4.5 m from the property line and the ramp must be at Grade at the property line, to the satisfaction of the Development Officer in Consultation with Subdivision and Development Coordination (Transportation).
- n. No surface vehicular parking areas are permitted abutting any public roadway, other than a Lane.
- o. Notwithstanding Section 54 of the Zoning Bylaw, Residential Uses shall provide a minimum of one (1) vehicular parking stall for each Dwelling.
- p. If requested by the Development Officer as a means of implementing direction of a Redevelopment Levy for Parkland Acquisition from the Central McDougall/Queen Mary Park Area Redevelopment Plan, the owner shall submit a market value appraisal for the subject Site at the time of the submission of a

Development Permit application for the purposes of determining the amount of the redevelopment levy that applies to the Site. The appraisal will estimate the market value of the subject Site, based on the highest and best use of the land, as if vacant, and with the effective date of valuation being within 30 days of Development Permit application. The appraisal report must be reviewed and accepted by the Real Estate Branch of the Financial and Corporate Services Department, and the Community Services Department. The redevelopment levy shall be an amount representing 8% of the estimated market value of the Site, as if vacant, and shall be paid to the City of Edmonton as a condition of the approval of a Development Permit. All redevelopment levies collected will be used to fund the acquisition of public park space as identified in the Central McDougall/Queen Mary Park Area Redevelopment Plan.

- q. The owner, when deemed necessary, shall be responsible for analyzing a portion of the sewer system affected by the development Site to determine sewer servicing and upgrading requirements to the satisfaction of the Development Officer in consultation with Development Services (Drainage). In addition, costs for relocating/abandoning sewer lines as a result of street/lane closures will be the responsibility of the owner.
- r. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
- s. The owner shall submit a Crime Prevention Through Environmental Design (CPTED) Assessment that shall be reviewed and accepted by the Development Officer prior to the issuance of a Development Permit to ensure that development on the Site provides a safe urban environment.
- t. The owner shall register a 24-hour Public Access Easement for the Walkway along the west side of 102 Street NW that passes through the Site. Under this Easement, the owner shall be responsible for maintenance and liability and the Walkway shall be accessible to the public at all times.
- u. Passenger Drop-off
  - i. Passenger Drop-off Spaces located on-site shall be located so as to provide for safe and efficient movement of vehicles onto and from the site and within the site.
  - ii. Passenger Drop-off Spaces shall be a minimum of 7.0 m in length and a minimum of 2.6 m in width when oriented parallel to the flow of traffic and shall be a minimum of 5.5 m deep and a minimum of 2.6 m in width when oriented perpendicular to the flow of traffic. Where the flow of traffic is perpendicular to the flow of traffic, circulation drive aisles shall be a minimum of 7.0 m wide.

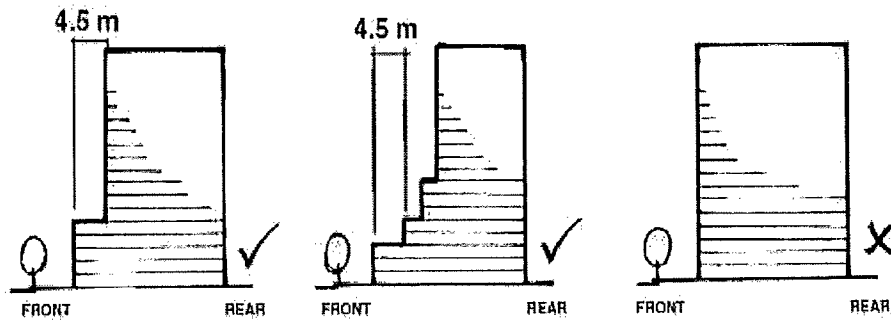
- iii. At the time of development permit approval, provisions must be made, to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation), for pedestrians that are being dropped off or picked up to safely enter and exit the site.
- v. Child Care Services, General Retail Stores, Health Services, Personal Service Shops, Professional, Financial and Office Support Services, Restaurants and Specialty Food Services shall only be permitted when designed as an integral and secondary component of a residential development consisting of 50 Dwellings or more, and shall not be developed above the lowest Storey of a building.
- w. Each Restaurants Use shall be limited to 120 m<sup>2</sup> of Public Space.
- x. Each Specialty Food Services Use shall be limited to 48 m<sup>2</sup> of Public Space.
- y. Signs shall comply with the regulations in Schedule 59B of the Zoning Bylaw. Portable Signs shall not be permitted on any Site.

## **5. Urban Design Regulations**

- a. The ground (first) floor of buildings abutting a public roadway, other than a Lane, may be set back from 0.0 m to a maximum of 4.5 m. The setback shall be designed to accommodate sidewalk cafes, colonnades, arcades, or plazas for commercial uses and/or patios, courtyards, terraces, or other amenity space directly associated with an abutting Dwelling. In either case, the building Setback shall not be used exclusively for Landscaping.
- b. There shall be a minimum of 3 and a maximum of 5 Storeys of a building immediately abutting a public roadway, other than a Lane. Any portion of a building exceeding a Height of 5 Storeys or 17.5 m shall be set back a minimum of 4.5 m from the lower portion of the building adjacent to a public roadway, other than a Lane, except for portions of the western building as indicated in Appendix 2.

### **Explanatory Note**

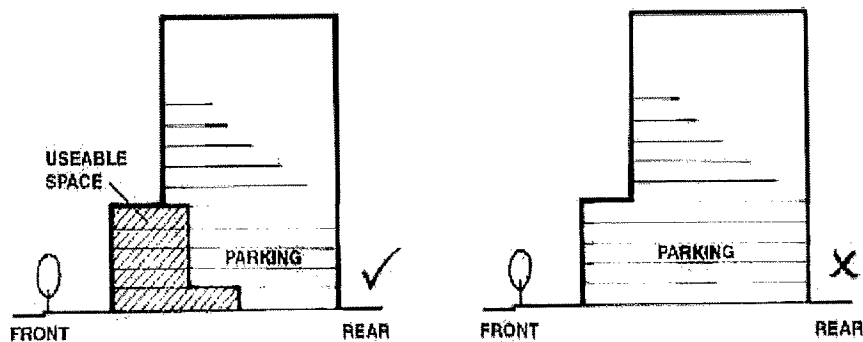
A 4.5 m setback between the front of the building and upper building storeys is intended to reduce the perceived mass of a building and promote the pedestrian scale of the street. The following graphic representation provides a possible conceptual application of this regulation for interpretive purposes.



- c. All developments shall provide a minimum 7.5 m building Setback from the Rear property line above the podium level of the building.
- d. All developments shall provide a minimum 2.0 m building Setback from the Side property lines above the podium level of the building.
- e. No portion of an above Grade Parking Garage on the ground (first) floor shall be allowed for a minimum depth of 10.0 m from any building façade facing a public roadway, other than a Lane.
- f. No portion of an above Grade Parking Garage above the ground (first) floor of the podium portion of a building shall be allowed for a minimum depth of 6.0 m from any building façade facing a public roadway, other than a Lane.

### Explanatory Note

Community identity, stability of ownership, and residential character all require that a relationship be developed between residents, businesses, and the neighbourhood. Minimum setbacks for useable space, separating aboveground parking from the front of a building, provides an opportunity for a range of building uses that bind people more fully to the community and thereby contribute to the character and identity of an area. The following graphic representation provides a possible conceptual application of these regulations for interpretive purposes.



- g. Buildings shall address all adjacent public roadways, other than Lanes, with individual entrances that are clearly visible to lend a sense of occupancy to the street. Buildings on corner Sites shall address both the street and avenue and shall distinguish the street intersection to give it prominence.
- h. Where a Dwelling is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk.
- i. Where a Commercial Use is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk. A minimum of 50% of the ground (first) floor level portion of the façade abutting a public roadway, other than a Lane, shall be comprised of clear, non-reflective glazing to promote pedestrian interaction and safety.
- j. At least 80% of the floor elevation of the ground (first) floor shall be no higher than 1.0 m above the mean Grade of the adjacent public sidewalk, at the property line.
- k. Any building with a single wall length greater than 15.0 m abutting or visible from a public roadway shall comply with the following:
  - i. the building façade shall include design elements, materials, and articulation that reduce the perceived mass of the building façade and add architectural interest.
- l. Blank walls (with or without windows) of vehicular Parking Garages shall not be developed adjacent to, or visible from, any public roadway.
- m. To ensure a high standard of development, building design plans shall be submitted with a Development Permit application. Such plans shall be to the satisfaction of the Development Officer and shall include details of overall site layout, exterior building treatment and colour scheme, perimeter and internal landscaping, fencing and screening, and surface vehicular parking layout.
- n. The finishing of the podium portion of any development shall consist of materials such as glass and glazed window wall systems, brick, stone, architectural concrete, and/or precast coloured concrete.
- o. The use of stucco as a finishing material is not permitted on the podium portion of any development. The use of stucco on the tower portion of any development shall be limited to a maximum of 15% of the exterior surface area of the tower.
- p. Development on a Site shall incorporate functional and decorative lighting to enhance the appearance of the building during the winter months.
- q. Where Commercial Uses are developed on the ground (first) floor of a building that is built to the Front property line, weather protection in the form of a canopy at least 2.0 m wide or any other method suitable to the architectural style of the



building or street theme, shall be provided one Storey above sidewalk level to provide a comfortable environment for pedestrians.

- r. Buildings shall be designed through their massing and location, to avoid adverse microclimatic effects such as wind tunnelling, snow drifting, rain sheeting, shadowing, and loss of sunlight, both on and off-site. The Development Officer may require the submission of a Wind Impact Statement or Study, and/or a Sun Shadow Impact Study to determine that proposed development achieves these objectives.
- s. Main building entrances for any Use shall be designed for universal accessibility. Level changes from the sidewalk to entrances of buildings shall be minimized. Sidewalk furniture and other elements shall be located out of the travel path to ensure they are not obstacles to building access.
- t. The upper two to four Storeys of high rise buildings shall step back from the lower levels of the tower portion of the building and provide distinctive shaping or sculpting of the roof line to contribute to a unique and interesting skyline.

#### **6. Development Guidelines**

- a. Multi-unit Housing developments in this Precinct should incorporate 100 percent visitability and 10 percent adaptable suites to ensure universal accessibility.
- b. The maximum Height opportunity presented in this Provision should be utilized to develop high rise buildings that reduce the impact of the upper levels of the building above the podium portion of the building to maintain view corridors of the Downtown, maximize solar penetration, and reduce adverse microclimatic effects related to wind and shadowing.
- c. Where feasible, developments should provide gardens or patios on the top of the podium level and building rooftops to improve rooftop aesthetics and provide additional amenity space.
- d. Development in this Precinct should utilize infrastructure practices and site designs that reduce the consumption of water, energy, and materials consistent with Leadership in Energy and Environmental Design (LEED) accreditation.
- e. Landscaping of Sites in this Precinct should consider the use of plant materials that provide colour throughout the year to enhance their appearance during the winter months.
- f. A variety of residential housing forms should be encouraged throughout this Precinct to support an enhanced pedestrian environment.
- g. The redevelopment and/or renovation of existing buildings in this Precinct should address the adjacent street with frontage that improves the pedestrian environment.
- h. The storm and sanitary drainage systems required to service the development, including drainage infrastructure extensions and on-site stormwater management,

shall be in general conformance with the Drainage Servicing Report or alternatives to the satisfaction of the Development Officer in consultation with Development Services (drainage). Such improvements are to be constructed at the owner's cost.

106 Avenue  
35/36

4.5m min. setback  
tower from podium

2.5m min. to  
4.5m max. setback

4.5m min.  
setback  
tower from  
podium

103 Street

Recessed  
tower entry  
area

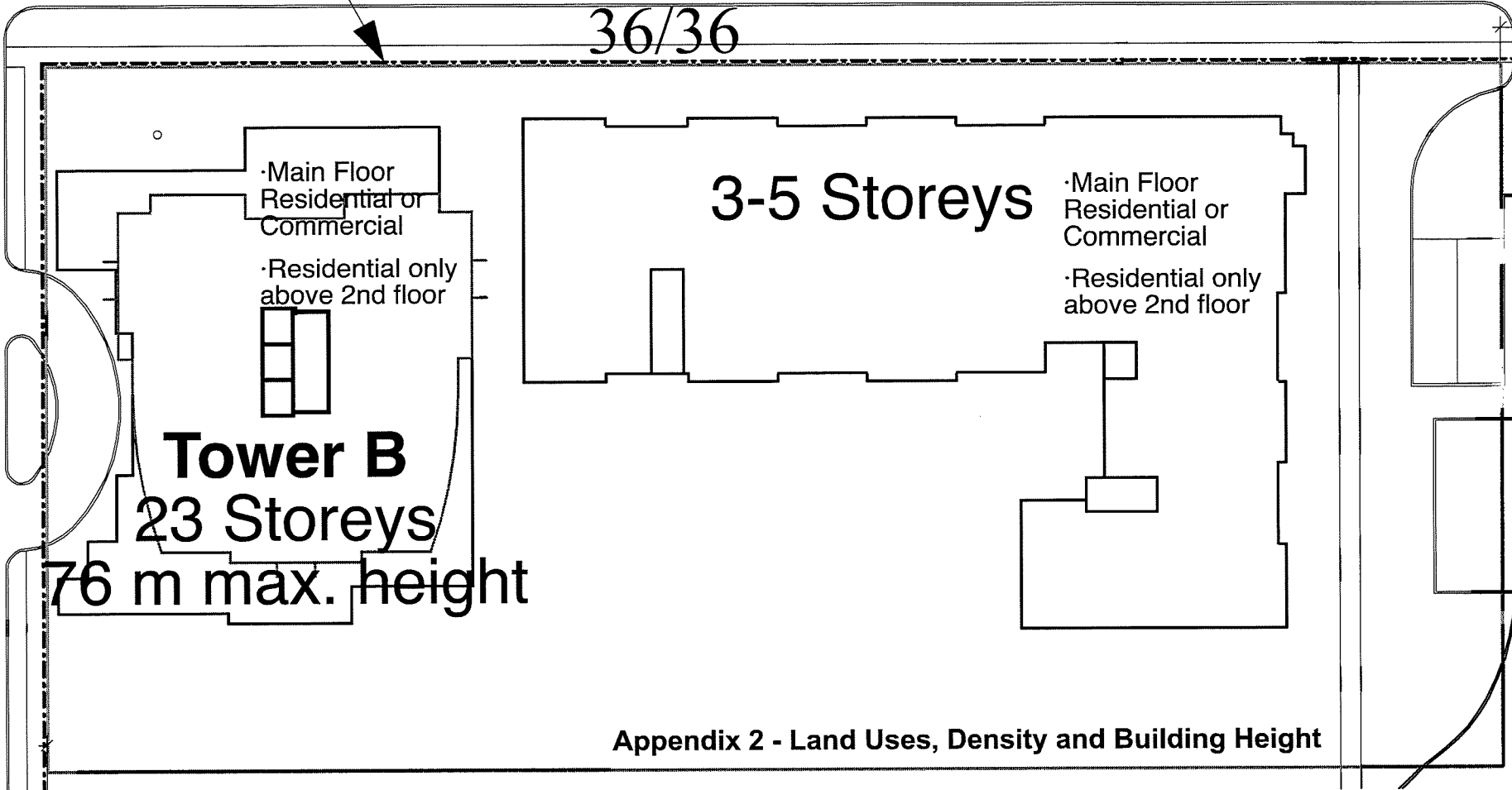
0m to 2.5m  
setback

Appendix 1 - Building Foot Prints and Setbacks

Property Line 106 Avenue

103 Street

36/36



·Main Floor Residential or Commercial  
·Residential only above 2nd floor  
**Tower B**  
**23 Storeys**  
**76 m max. height**

**3-5 Storeys**

·Main Floor Residential or Commercial  
·Residential only above 2nd floor