

Bylaw 18057

A Bylaw to amend Bylaw 12800, as amended,  
The Edmonton Zoning Bylaw  
Amendment No. 2388

WHEREAS Lot 5A, Block 32, Plan 0022925; Lot 12, Block 32, Plan 0523447; Lot 15A, Block 32, Plan 0929835; Lot 16, Block 32, Plan 1324273; Units 1 – 409, Condominium Plan 0923263; and Units 1 – 500, Condominium Plan 0940297; located at 2303 and 2423 - 111 Street NW and 2504, 2606, 2608, and 2610 - 109 Street NW, Ermineskin, Edmonton, Alberta, are specified on the Zoning Map as (DC2) Site Specific Development Control Provision; and

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

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

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lot 5A, Block 32, Plan 0022925; Lot 12, Block 32, Plan 0523447; Lot 15A, Block 32, Plan 0929835; Lot 16, Block 32, Plan 1324273; Units 1 – 409, Condominium Plan 0923263; and Units 1 – 500, Condominium Plan 0940297; located at 2303 and 2423 - 111 Street NW and 2504, 2606, 2608, and 2610 - 109 Street NW, Ermineskin, Edmonton, Alberta, which lands are shown on the sketch plan attached as Schedule “A”, from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision.

2. The uses and regulations of the aforementioned DC2 Provisions are attached as Schedules "B" and "C".

3. The sketch plan attached as Schedule "A" and the uses and regulations of the DC2 Provision shown on Schedule "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 12th day of June , A. D. 2017;

READ a second time this 12th day of June , A. D. 2017;

READ a third time this 12th day of June , A. D. 2017;

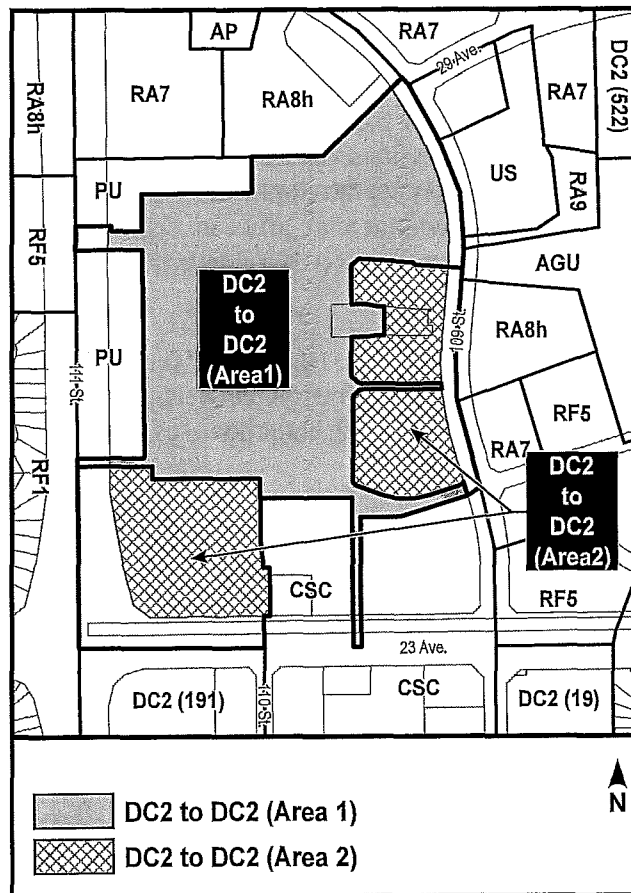
SIGNED and PASSED this 12th day of June , A. D. 2017.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

## BYLAW 18057



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

To accommodate comprehensive redevelopment of a former district shopping centre into a high density, mixed-use urban village adjacent to the Century Park LRT Station. This Provision promotes transit-oriented development in low, medium, and high-rise built forms, integrated with ground floor commercial, office and community service Uses in appropriate areas to create a walkable, human-scaled development.

**2. Area of Application**

This Provision shall apply to Lot 5A, Block 32, Plan 0022925; and Lot 16, Block 32, Plan 1324273 – a site bounded by 111 Street on the west, 23 Avenue on the south and 109 Street on the east within the Ermineskin neighbourhood, as shown on Schedule “A” of this Bylaw, adopting this Provision.

**3. Uses**

- a. Apartment Housing
- b. Apartment Hotels
- c. Bars and Neighbourhood Pubs
- d. Business Support Services
- e. Child Care Services
- f. Commercial Schools
- g. Community Recreation Services
- h. Convenience Retail Stores
- i. Creation and Production Establishments
- j. Extended Medical Treatment Services
- k. Flea Market
- l. General Retail Stores
- m. Government Services
- n. Group Homes
- o. Health Services
- p. Hotels
- q. Indoor Participant Recreation Services
- r. Live Work Units
- s. Limited Group Home

- t. Lodging Houses
- u. Major Amusement Establishments
- v. Major Home Based Business
- w. Minor Amusement Establishments
- x. Minor Alcohol Sales
- y. Minor Home Based Business
- z. Minor Impact Utility Services
- aa. Non-accessory Parking
- bb. Personal Service Shops
- cc. Professional, Financial and Office Support Services
- dd. Public Library and Cultural Exhibits
- ee. Publicly Accessible Private Park
- ff. Residential Sales Centre
- gg. Restaurants
- hh. Row Housing
- ii. Specialty Food Services
- jj. Spectator Entertainment Establishment
- kk. Stacked Row Housing
- ll. Urban Gardens
- mm. Urban Indoor Farms
- nn. Urban Outdoor Farms
- oo. Fascia On-premises Signs
- pp. Fascia Off-premises Signs
- qq. Freestanding On-premises Signs
- rr. Minor Digital On-premises Signs
- ss. Minor Digital Off-premises signs
- tt. Projecting On-premises Signs
- uu. Temporary On-premises Signs

**4. Development Regulations**

- a. For the purpose of this Provision, the following terms shall apply:
  - i. “Block” means the area of land that is formed by surrounding private streets or public roadways on all sides or a combination of streets or roadways and previously subdivided Lots. These Blocks shall be developed in general

accordance with Appendix 1: Street Network. A Block may be subdivided into smaller Lots provided they meet the requirements of this Bylaw.

- ii. “Joint Use Parking” means parking spaces that are shared by two or more individual Uses and one of which includes Non-accessory Parking.
- b. The Site shall be developed in general accordance with the following appendices:
  - Appendix 1: Street Network
  - Appendix 2: Street Cross Sections
  - Appendix 3: Movement Network & Open Space
  - Appendix 4: Active Edges
  - Appendix 6: Generalized Phasing Plan
- c. All streets within the Site shall be permitted as private roadways. For the purposes of this Bylaw, the following street classifications shall apply, as shown on Appendix 1 and Appendix 2.
  - i. Main Street: The Main Street will serve as the preeminent public open space for this development and will be designed as a pedestrian-priority space. It will support the highest concentration of non-Residential Uses and will be carefully designed for low vehicle speed, to encourage pedestrian movement, and allow for retail and entertainment activities to extend onto the sidewalk and integrate with adjacent plaza spaces. The Main Street may be fully or partially closed to traffic to allow programming for activities such as flea markets, concerts, or other events focused on pedestrians.
  - ii. Primary Street: This Street will connect to major Streets at the periphery of the neighbourhood i.e. 109 Street and 23 Avenue NW. They will generally be the access points to the neighbourhood for those arriving by private automobile, and therefore will be expected to establish a sense of arrival to the Site through distinctive landscape design treatment.
  - iii. Secondary Streets: The Secondary Streets will primarily support Residential Use Classes and assumed to carry a lower intensity of pedestrian traffic. They will be the preferred Street frontages for locating parking and service entrances. A portion of 28 Avenue will be designed with capacity enhancements.
- d. Density:
  - i. The minimum Density for every Block shall be 225 Dwellings/ha.
  - ii. The number of Dwellings for the Site shall not exceed 3,995.
- e. Floor Area Ratio:
  - i. The maximum Floor Area Ratio for the overall Site shall be 4.0.
  - ii. Notwithstanding sub section 4.e.i, development will be allowed to be phased

with varying FAR for each Block, provided that a minimum FAR of 2.0 is achieved for each Block.

f. Height:

- i. Height shall be in accordance with Appendix 5: Building Heights & Tower Locations.
- ii. Tower locations shall be in general accordance with Appendix 5: Building Heights & Tower Locations.
- iii. Notwithstanding Section 4.f.ii of this Provision, the location of any 75.0 m Buildings may vary within the same Block, provided that spacing between the Towers is 25.0 m as per Section 6.a(i)(F) of this Provision, and to the satisfaction of the Development Officer.
- iv. Notwithstanding Section 4.f.i. and 4.f.iii. of this Provision, the maximum Height of any portion of a Building Abutting the south boundary of the Main Street shall be 18.0 m.

g. Floor Plate Area

- i. The maximum Floor Plate Area for any portion of a building greater than 25.0 m in Height shall be 800.0 m<sup>2</sup>.
- ii. Towers greater than 75.0 m at locations in accordance with Appendix 5 shall have a maximum Floor Plate Area of 605 m<sup>2</sup> to a maximum Height of 90 m.

h. Setbacks shall be provided as per Table 1.

Table 1: Setbacks by Street Type

	Minimum	Maximum
i. Main Street	0.0 m	2.0 m
ii. Primary Street	2.0 m	4.0 m
iii. Secondary Street	2.0 m	4.0 m
iv. Public Roadways other than a Lane	2.0 m	6.0 m
v. Other Lot Line	1.0 m per 4.0 m increment of building Height or portion thereof	4.0 m

- i. Notwithstanding subsection 4.h.i, the Setback along the Main Street may be increased up to a maximum of 4.5 m to accommodate street related activities, such as sidewalk cafes, communal outdoor Amenity Area or a public open space that contributes to the pedestrian-oriented character of the area.
- j. Notwithstanding subsection 4.h.ii and iii, the Setback on a Primary Street or Secondary Street may be reduced to 0.0 m if non-residential uses are developed.
- k. Notwithstanding 4.h.v, the Setback from the west lot line of Block D shall be a minimum of 2.0 m.

- l. Notwithstanding 4.h.ii and iii, the Setback from the lot lines of Block K shall be a maximum of 15.0 m
- m. Amenity Areas:
  - i. A minimum Amenity Area of 7.5 m<sup>2</sup> per Dwelling shall be provided.
  - ii. Notwithstanding Section 46 of the Zoning Bylaw, balconies, or private terraces with a minimum depth of 1.5 m shall be included in Amenity Area calculations.
  - iii. Amenity Area may be located within a required Separation Space, but only if it is intended for the private use of the Dwelling for which the Separation Space is provided.
  - iv. Notwithstanding 4.e, indoor Amenity Areas shall be exempt from Floor Area Ratio calculations.
  - v. Outdoor Amenity Area:
    - A. of the total required Amenity Area, a minimum of 2.0 m<sup>2</sup> per Dwelling shall be provided as at-grade outdoor-Amenity Area, except for Block E where outdoor Amenity Areas may be provided on the roof of Buildings.
    - B. outdoor Amenity Areas shall be provided as squares, plazas, courtyards, forecourts, linear parks, pocket parks, community gardens, and/or seating areas, and be aggregated into areas that are minimum 300 m<sup>2</sup> and maximum 1,000 m<sup>2</sup>.
    - C. outdoor Amenity Areas of up to two adjacent Blocks may be combined to create a larger outdoor Amenity Area within a single phase of development, in general accordance with Appendix 6.
    - D. With each major Development Permit, a plan shall be submitted, to the satisfaction of the Development Officer, detailing how outdoor Amenity Area requirements will be satisfied (size and location) within the applicable phase of development in general accordance with Appendix 6.
- n. Public Amenity Space:
  - i. The Main Street shall provide a minimum area totaling 1,200 m<sup>2</sup> as Public Amenity Space.
  - ii. The Main Street shall be developed in accordance with the following, to the satisfaction of the Development Officer, in consultation with Transportation, Parks and Biodiversity, and the Urban Design Unit:
    - A. To place a design priority on pedestrian movement and activities by eliminating the requirement for raised sidewalk curb and incorporating various traffic-calming design features;
    - B. To allow for a limited amount on-street parking in a dispersed manner



so as not to block pedestrian movement across the street;

- C. To incorporate distinctive entrance features that distinguish the Main Street as a shared street;
- D. Incorporating public seating and multi-use spaces and include features such as decorative light standards, trash receptacles, bollards, landscaped planting beds, planters or tree grates, and a mixture of hard and soft pavement surfacing; and
- E. The main street design shall provide a minimum 6.0 m width free of any obstructions to accommodate fire rescue access and staging, to the satisfaction of the Development Officer in consultation with Fire Rescue Services and Transportation.

o. Publicly Accessible Private Park:

- i. A ground-level Publicly Accessible Private Park with a minimum area of 600 m<sup>2</sup>, shall be provided on Block C, in general accordance with Appendix 3: Movement Network & Open Space. This area shall be developed as a pocket park, and may include a playground, seating areas and/or other features suitable for this intended Use, to the satisfaction of the Development Officer.
- ii. The Publicly Accessible Private Park shall be developed in accordance with the following, to the satisfaction of the Development Officer in consultation with Parks and Biodiversity and the Urban Design Unit:
  - A. To be visible from the street, and include clear signage that it is publicly accessible but privately owned and maintained;
  - B. To actively interface with the adjacent buildings;
  - C. To provide connections to other surrounding open spaces as well as interior spaces such as lobbies, to create a well-connected pedestrian network;
  - D. Use Crime Prevention Through Environmental Design (CPTED) principles to provide safe and defensible space, clear sightlines, adequate lighting, and provision of alternate escape paths;
  - E. To provide easy and direct access particularly for the elderly, disabled and young children;
  - F. Incorporating public seating and impromptu social gathering areas and include features such as decorative light standards, trash receptacles, bollards, landscaped planting beds, planters, tree grates, and a mixture of hard and soft pavement surfacing; and
  - G. Follow the principles of City of Edmonton's Winter Design Guidelines to promote vibrant use during winter months.

p. In addition to Section 92 of the Zoning Bylaw, Live Work Units shall comply with the following:

- i. Live Work Units shall have individual front entrances to the street.
- ii. Live Work Units shall only be permitted where they face a street as shown in Appendix 1.
- q. Non-Residential Uses
  - i. A minimum total of 2,000 m<sup>2</sup> non-Residential Use Floor Area shall be required for each Block directly abutting the Main Street.
  - ii. Non-Residential Uses within Blocks E, F, H, and I shall not be developed above the second floor.
  - iii. A minimum total 15,000 m<sup>2</sup> to a maximum 28,000 m<sup>2</sup> of Floor Area of non-Residential Uses shall be permitted on the Site.
    - A. Notwithstanding 4.q.iii., Floor Area for Hotel Uses shall not be count toward the total Floor Area for non-Residential Uses and the number of Sleeping Units shall count toward total Dwellings for the Site.
  - iv. Where a Use creates negative impacts (such as noise, light or odours) that could affect adjacent properties zoned for residential or other Uses within the same building and site, adequate mitigation measures to reduce any negative impacts shall be provided to the satisfaction of the Development Officer. This may include: modification to site plans to situate such Uses or activities in an acceptable location; increased setbacks; additional Landscaping and screening; noise attenuation measures; directional lighting; and any other measures as the Development Officer may deem appropriate.
  - v. Convenience Retail Stores, Residential Sales Centre, Specialty Food Services, and associated Signs may be permitted as Temporary Development on undeveloped Blocks D, E, H, and J for a maximum of two years and to the satisfaction of the Development Officer.
- r. Parking, Access, Loading, and Servicing
  - i. Parking:
    - A. Vehicular Parking Requirements for Residential and Residential-related Uses shall be in accordance with Section 54 of the Zoning Bylaw, except the number of spaces provided shall be as shown in Table 2.

Table 2: Residential 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

- B. Vehicular Parking Requirements for Non-residential Uses shall be in accordance with Section 54 of the Zoning Bylaw, except that the number of spaces provided shall be as shown in Table 3.

Table 3: Non-Residential Uses Parking Requirements

	Minimum Number of Required Parking Spaces	Maximum Number of Required Parking
Development of any Non-residential Use not listed separately in this table	1 parking space per 44 m <sup>2</sup> of Floor Area	1 parking space per 25 m <sup>2</sup> of Floor Area
Convenience Retail Stores and Specialty Food Services	No spaces required	1 parking space per 80.0 m <sup>2</sup> of Floor Area
Hotels	0.7 per Sleeping Unit	1 per Sleeping Unit

- C. Vehicular parking shall be provided in underground or above ground Parking Garages and may be provided on an adjacent block;
- D. Vehicular parking for non-Residential Uses shall be permitted as on-street parking to the satisfaction of the Development Officer in consultation with Transportation. The remainder of the vehicular parking shall be provided within Parking Garages and may be provided on an adjacent Block.
- E. Above Grade Parking Garages that are part of the building podium shall be screened in a way that does not disrupt the continuity of the Street Wall. Screens may include, but are not limited to, public art, and street fronting Residential or Non-residential Uses.
- F. No portion of an above Grade Parking Garage shall be allowed for a minimum depth of 8.0 m from any front Façade facing Main Street or from any main floor Façade facing any other street requiring active edges as generally shown on Appendix 4: Active Edges.
- G. Non-accessory Parking above Grade in Parking Garages is not permitted adjacent to Main Street.
- H. Surface vehicular parking is prohibited to limit the impact on the pedestrian environment except where:
- It is provided as on-Street parking;

- ii. It is located to the interior of a Block and screened from view from the Streets and Public Roadways by buildings; and
  - ii. Allowed under the provisions of sub-section 4.s Temporary Surface Parking.
- A. A minimum 15 parking spaces shall be provided for car-share parking on the Site. With each major Development Permit, a plan shall be submitted to the satisfaction of the Development Officer, detailing how the car-share parking spaces will be provided within each phase of development. Should this program prove not to be implementable, the stalls shall be used for visitor parking.
- iii. Joint Use Parking and Parking Demand Studies:
  - A. All required parking on the Site shall qualify as Joint Use Parking. A Parking Demand Study shall be required in conjunction with each major Development Permit application. This study shall evaluate the parking generated by the development and demonstrate that Joint Use Parking spaces adequately meet the demand of different uses.
  - B. If the results of the Parking Demand Study find that the parking demand is not being adequately met through the Joint Use Parking program, prior to Development Permit approval, the applicant shall reallocate parking to one Residential, Residential-related, or Non-residential Use in order to accommodate the shortfall, to the satisfaction of the Development Officer in consultation with Transportation.
  - C. Notwithstanding 4.r.ii.A, the requirement for a parking demand study may be waived for a Development Permit for a change of use at the discretion of the Development Officer, in consultation with Transportation.
  - D. Access to parking spaces shall be monitored and controlled to ensure appropriate parking management to the satisfaction of the Development Officer, in consultation with Transportation.
- iv. Vehicular Access:
  - A. vehicular access to Parking Garages on Blocks E, F, H, and I shall not be permitted from Main Street;
  - B. one vehicular access to the Site from 111 Street, 109 Street and 23 Avenue shall be provided at all times through all phases of development.
  - C. The internal roadway network shall be phased as shown on Appendix 6: Generalized Phasing Plan to the satisfaction of the Development Officer, in consultation with Transportation.
  - D. The maximum number of vehicular accesses per block face shall be two and vehicular accesses shall not interfere with pedestrian movement through the site, to the satisfaction of the

Development Officer.

- v. Non-accessory Parking:
  - A. Non-accessory parking shall be permitted on all Blocks to a Site maximum of 1,125 parking spaces and shall be located in above Grade or underground Parking Garages.
  - B. Non-accessory parking may be provided in the form of Joint Use parking.
  - C. For developments with two or more Towers on one Block, a Development Permit for a Temporary Development for a Parking Garage use for Non-Accessory Parking shall be permitted and limited to a maximum of three (3) years and may be extended for one (1) year increments to a maximum of an additional two (2) years if construction of the second Tower has commenced.
- s. Temporary Surface Parking:
  - i. Temporary at-Grade Non-accessory Parking shall be permitted on Blocks A, B, and C from the date of passage of this Bylaw until March 31, 2020 subject to the following:
    - A. The number of at-Grade stalls shall be limited to the amount of stalls within a valid Building Permit issued for a Block, to a Site maximum of 700 total stalls;
    - B. The Development Officer shall ensure, upon submission of the first Development Permit for Temporary Non-accessory Parking, that a signed agreement has been executed between the owner and the City of Edmonton detailing the location and transition plan for turning stalls over to the owner.
  - ii. Temporary at-Grade Non-accessory Parking shall be permitted on Blocks A, B, and C from April 1, 2020 until December 31, 2025 subject to the following:
    - A. The number of at-Grade stalls shall be limited to a maximum of 1,125 total stalls; and
    - B. If an occupancy permit is issued for Parking Garage stalls, the number of at-Grade stalls shall be reduced by an equivalent amount.
  - iii. Temporary at-Grade Non-accessory Parking on Blocks E, H, and J shall only be permitted after March 31, 2020 if roads, services (demonstrated through a signed servicing agreement), or Blocks A, B, and C (demonstrated through a valid Building Permit) are under construction, subject to the following:
    - A. Temporary at-Grade Non-Accessory Parking on Blocks E, H, and J shall be limited to a maximum of three (3) years or

December 31, 2025, whichever is sooner.

- iv. Notwithstanding section 54.6 of the Zoning Bylaw, the area being used for temporary surface 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 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 or painted lines at each stall. Storm water drainage and storage facilities shall be provided for the parking area.
- vi. Notwithstanding section 54.2 of the Zoning Bylaw, there shall be no requirement for landscaped islands within the parking area.
- vii. The storage of materials inclusive of accumulated snow shall be in a location away from the public roadway to improve safety and visibility.
- viii. 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 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.
- ix. Safe, direct, contiguous and accessible pedestrian connections through the Site from the temporary at-Grade Non-accessory Parking area to the Transit Centre shall be maintained at all times to the satisfaction of the Development Officer, in consultation with Transportation.
- t. **Bicycle Parking:**
  - i. The minimum number of bicycle parking spaces provided for Residential Uses shall be 50% of the number of Dwellings, Sleeping Units and Live Work Units proposed by a Development Permit application, and shall be provided within the Building;
  - ii. The minimum number of visitor bicycle parking space provided for Residential Uses shall be 10% of the number of Dwellings with a minimum of 5 bicycle parking spaces provided for each building;
  - iii. Non-Residential Uses shall provide a minimum of 3 bicycle parking spaces for every individual premise up to 275 m<sup>2</sup> of Floor Area. For every additional 275 m<sup>2</sup> or fraction thereof, 1 additional bicycle parking space shall be provided;
  - iv. Bicycle parking spaces for non-Residential Uses shall be permitted on all streets within the Site to the satisfaction of the Development Officer, in consultation with Transportation.
- u. **Loading and Servicing:**
  - i. No parking, loading, storage, or trash collection area shall be permitted within any required Setbacks. Loading, storage, and trash collection

areas shall be located to the rear or sides of the principal building, with the exception that loading areas may be shared with on-street parking.

- ii. Any trash collection area or storage area shall be screened and located within the principal building such that it is not visible from a public roadway.
- iii. The minimum required number of off- street vehicular loading spaces shall be 1 per building.

v. Landscaping:

- i. In addition to Section 55 of the Zoning Bylaw, Landscaping shall comply with the following:
  - A. A Landscape Plan shall be required;
  - B. The Landscape Plan shall be prepared by a registered Landscape Architect;
  - C. The Landscape Plan shall include pavement materials, exterior lighting, street furniture elements, pedestrian seating areas, plant materials and other detailed Landscaping elements. The Landscape Plan shall include design of the adjacent street and public realm where applicable;
  - D. Landscaping shall be developed to provide an enhanced pedestrian experience and a public realm;
  - E. Landscaping on the Site shall consider the use of plant materials that provide colour, texture and visual interest throughout the year to enhance the appearance of the development and create comfortable, attractive and sustainable environments;
  - F. All Blocks shall be fully landscaped to provide tree canopy coverage of 25% (excluding the building footprint), to be established by an analysis figure prepared by the Landscape Architect or horticulturalist;
  - G. All plant materials shall be hardy to the Edmonton area and the Site conditions;
  - H. Landscaping in any Setback area Abutting the Main Street shall use hardscaping to provide a seamless and continuous transition from the adjacent sidewalk; and
  - I. Enhanced landscaping or decorative fencing shall provide separation between the Site and the transit centre with breaks to allow access at crosswalk locations.

w. Streets, Easements, and Pedestrian Circulation:

- i. Pedestrian circulation shall be provided throughout the Site in general accordance with Appendix 2: Street Cross Sections and Appendix 3:

Movement Network. The following regulations shall apply:

- A. The pedestrian connection shall logically connect to public sidewalks adjacent to the Site in accordance with Appendix 3: Movement Network & Open Space;
  - B. Pedestrian Sidewalks shall be provided on both sides of the street and shall be a minimum 1.8 m;
  - C. A 3.0 m shared use path shall be provided as shown on Appendix 3: Movement Network and Open Space; and
  - D. The Main Street shall incorporate minimum 2.5 m sidewalk on both sides and minimum 10.0 m central median. The landscaping for Main Street shall include, but not limited to, street trees, shrub planting, ornamental grasses, benches, public art and pedestrian scaled lighting.
- ii. Access, including, emergency access shall be provided to all Blocks to the satisfaction of the Development Officer in consultation with Fire Rescue Services and Transportation.
- A. The owner(s) shall register a Public Access Easement and Emergency Access Easement aligned with all the streets within the Site. Easements shall make the private property owner(s) responsible for maintenance and liability. The areas having Public Access Easements shall be accessible to the public at all times. Such easements shall be a required condition of a Development Permit.
  - B. Prior to issuance of a development permit, the owner(s) shall enter into an agreement with the City of Edmonton for a Cross Lot Access Easement to facilitate public access to Lot 9, Block 32, Plan 002 2004, to the satisfaction of the Development Officer in consultation with Transportation.
- x. Interface with the Transit Centre:
- i. The Site's interface with the Transit Centre shall be developed in general accordance with Appendix 3: Movement Network & Open Space, and as per the following:
    - A. 3.0 m shared use path shall be provided Abutting the north-south and east-west lot lines between the Transit Centre and the Site as shown on Appendix 3. A transition shall be provided through decorative features, separation or landscaping shall be provided between the shared use path and the Transit Centre.
    - B. The shared use path shall logically connect with the pedestrian crosswalks in the Transit Centre, and with sidewalks at its north and south ends to the satisfaction of the Development Officer.
    - C. Pedestrian and visual access shall be provided through Block D



to the Transit Centre through the use of outdoor walkways or arcades, or interior ground floor walkway(s) through the Building.

- D. The shared use path along the north boundary of the transit centre shall not interfere with transit centre access and operations, to the satisfaction of the Development Officer, in consultation with Transportation and ETS.

y. **Signs:**

- i. Signs shall comply with the General Provisions of Schedule 59 and the regulations found in Schedule 59F of the Zoning Bylaw,
- ii. Notwithstanding the General Provisions of Section 59 and the regulations found in Schedule 59F of the Zoning Bylaw:
  - A. Fascia On-premises Signs shall be allowed to face Main Street, Primary Street, and Secondary Street in addition to the public roadway;
  - B. One Freestanding On-premises Sign shall be permitted on the Site with a maximum Sign Area of 90 m<sup>2</sup> and maximum Height of 10 m;
  - C. Any application for a Minor Digital Sign Use may require the submission of a Traffic Safety Study prepared by a qualified engineer and shall be to the satisfaction of Development Officer in consultation with Transportation prior to the issuance of a Development Permit;
  - D. Minor Digital Signs shall only be affixed to a building façade; and
  - E. Temporary On-premises Signs shall be limited to marketing and sales signs for the development.
- iii. A Comprehensive Sign Design Plan in accordance with the Section 59.3 of the Zoning Bylaw shall be required.
  - A. The Development Officer shall have regard for visual harmony and the compatibility of the proposed sign with the architectural character and finish of the development and with the design, location and appearance of other signs on the development.

**5. Additional Development Regulations**

- a. Minor Amusement Establishments shall be permitted only as an Accessory Use to a Restaurant.
- b. Spectator Entertainment Establishments and Major Amusement Establishments shall not be located fronting on Main Street unless above the first storey and shall not be allowed as a standalone building.

- c. Row Housing shall be permitted only within Blocks B, C and K.
- d. A minimum of 5% of the total Dwellings within each Block shall be Family Oriented Dwellings except for Block D.
- e. Family Oriented Dwellings shall conform to Section 6.1(36) of the Zoning Bylaw except that:
  - i. the lowest Storey of the Dwelling is no higher than the third Storey of the building;
  - ii. the Dwelling has two bedrooms or more, and the average number of bedrooms per Dwelling is not less than 2.25 for all such Dwellings in a development;
  - iii. the Dwelling has individual and private access to Grade, except that in the case of Stacked Row Housing access to Dwellings above the first Storey may be shared by two Dwellings and in the case of Apartment Housing, access to Dwellings above the first Storey may be shared; and
  - iv. the Dwelling has direct access to an Outdoor Amenity Area, including balconies or patios.

## **6. Urban Design Regulations**

- a. Building Massing and Articulation shall be in accordance with the following:
  - i. All buildings greater than 25.0 m in Height shall be developed in the form of a podium plus Tower composition. The following regulations apply to such Buildings:
    - A. The Height of the podium shall be a minimum of 6.0 m and a maximum of 25.0 m;
    - B. The mid-level of Towers shall employ building Stepbacks, Tower spacing and sculpting to reduce building mass and augment views, light and privacy;
    - C. Towers shall Stepback from the podium Façade a minimum of 2.5 m on all sides facing a street, public roadway, or an outdoor communal Amenity Area;
      - I. Notwithstanding Section 6.a.i.C, a reduction in the Stepback may be permitted to allow for architectural expression for an entrance or lobby.
    - D. The Tower shall be differentiated from the podium, but shall reinforce some of the design details, materials, and architectural expression from the podium;
    - E. 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; and

- F. The minimum space between Towers on same or separate Blocks shall be 25.0 m. The Development Officer may vary Tower spacing in consideration of the following:
  - I. The visual, sun/shadowing, and other microclimatic impacts on adjacent residential development; and
  - II. The recommendations and mitigation measures specified in any required technical studies.
- ii. Buildings 25.0 m in Height or less are not required to provide Stepbacks.
- iii. The design of a roof or podium roof may include a green roofs, solar panels, patios, and/or Amenity spaces.
- iv. 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 Facade, Materials, and Exterior Finishing
  - i. For buildings located at the intersection of streets the corner Facade treatment shall wrap around the side of the building to provide a consistent profile facing both streets.
  - ii. Building Facade(s) facing a street shall be designed with detail and articulation to a maximum of 10.06 m intervals to create attractive streetscapes and interfaces. Building Facades 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 Facades 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 high quality and appropriate for the development within the context of the block face.
- c. Building Relationship to Streets, and Amenity Areas
  - i. All commercial and residential building Facades shall have active commercial or residential frontages as generally shown on Appendix 4: Active Edges.
  - ii. Weather protection in the form of a canopy or other architectural element shall be provided above ground floor entrances of non-Residential Uses to create a comfortable environment for pedestrians.
  - iii. Residential Use entrances at-Grade shall be clearly differentiated from non-Residential Use entrances through distinct architectural treatment and address the street in a prominent manner.
  - iv. Parking Garage entrances shall maintain the architectural harmony with

the building Facade.

- v. Where non-Residential Uses face a street or Amenity Area (i.e. plaza, seating area or courtyard), they shall be designed to create a pedestrian-friendly environment, which may include such things as entrances, outdoor seating areas, canopies, landscaping, transparent windows and other features that lend visual interest and a human scale to development.
- vi. 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 shall be provided for ground floor Residential Dwellings. CPTED principles shall be applied to these entrances to clearly differentiate between public and private spaces.
- vii. For Commercial Uses, 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, except at the discretion of the Development Officer where the Grade and other site conditions require a greater separation.
- viii. For Residential Uses, the geodetic elevation of the top of the floor on the level that is directly above Grade shall be greater than the geodetic elevation of the abutting sidewalk by at least 0.6 m.

d. 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 and provide security in publicly accessible areas.

## 7. 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 ground floor Uses shall provide a primary direct access to the street.
- iii. All ground floor Uses shall provide a continuous pattern of small frontages no more than 10.06 m in width.
- iv. A minimum of 70% of the ground floor portion of the building Facade's area facing Main Street shall have clear, non-reflective glazing to promote pedestrian interaction and safety.
- v. Residential and Residential-Related Uses shall be restricted to above the ground Storey and shall have access at Grade, which is separate and distinct from the access for Commercial Uses.

- b. Street Wall Design
  - i. The architectural treatment of the building up to the first 25.0 m shall adhere to the general alignment of the horizontal and vertical elements of the adjacent buildings along the same block face.
- c. Entrances and Corners
  - i. Ground floor Commercial Uses shall have direct access from the street.
  - ii. Courtyards, major entry ways or distinctive architectural features shall be provided for buildings at corners.
  - iii. Entrances for Residential and Residential-Related Uses shall be differentiated from non-Residential Use 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.

## 8. Special Information Requirements

- a. Upon submission of a Development Permit application, the Development Officer, in consultation with Transportation and ETS, may request a Transportation Impact Assessment to be prepared to evaluate the impacts of the proposed development on Transit Centre operations and the adjacent roadway network.
- b. A detailed Wind Impact Statement or 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 Statement or Study shall be submitted with the Development Permit for any new development over 25.0 m.
- c. A Sun Shadow Study shall be submitted with the Development Permit application for any new development with a proposed Height over 25.0 m in accordance with Section 14 of the Zoning Bylaw. The study shall be reviewed by the Development Officer and required mitigation measures to minimize the shadow impacts on Main Street, open spaces and adjacent residential uses to the satisfaction of the Development Officer shall be determined prior to the issuance of the Development Permit.
- d. Prior to the issuance of any Development Permit, a Crime Prevention through Environmental Design Assessment shall be completed to the satisfaction of the Development Officer, in consultation with Edmonton Police Service 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).
- e. As part of the submission for a Development Permit, the owner shall submit a report, that is to the satisfaction of the Development Officer, on how the applicable development aligns with the following winter design principles:

- i. Incorporate design strategies to block wind;
- ii. Maximize exposure to sunshine through orientation and design;
- iii. Use color to enliven the cityscape;
- iv. Create visual interest with strategic use of creative lighting; and
- v. Provide infrastructure that supports the desired winter life.

## **9. Other Regulations**

- a. At the time of first Development Permit submission, the applicant shall demonstrate to the satisfaction of the Development Officer that the applicant has carried out in good faith discussion with the Ermineskin Community League regarding entering into a good neighbour agreement, which shall include, but not be limited to, the following:
  - i. Location and use of amenity spaces and publicly accessible open spaces;
  - ii. Use and recognition of financial contributions by the applicant to the community league;
  - iii. Information regarding Development Permit applications prior to submission;
  - iv. Initiatives to provide opportunities to integrate existing and new residents within the community;
  - v. Construction schedules, operations and noise protocol;
  - vi. Commitment to provide regular updates to the community; and
  - vii. Owner contact for inquiries.
- b. In the event that the owner/developer does not obtain a Building Permit and commence construction of a building or buildings above ground level to include at least 400 Dwellings, under a valid Development Permit, within five years of the passage of the Bylaw adopting this Provision, development shall be in accordance with this Provision, except that the maximum number of Dwelling units shall be reduced to 3,595.
  - i. Notwithstanding 9.b, in the event that the owner/developer does not obtain a Building Permit and commence construction of a building or buildings above ground level to include at least 600 Dwellings, under a valid Development Permit, within ten years of the passage of the Bylaw adopting this Provision, development shall be in accordance with this Provision, except that the maximum number of Dwelling units shall be reduced to 3,195.

## **10. Contributions**

- a. Prior to the issuance of the first Development Permit, the Development Officer shall ensure that a signed agreement has been executed between the City and the owner,

requiring the owner to provide the City, at the time of Development Permit approval, the option to purchase five percent of the proposed number of residential units (rounded to the nearest unit) at 85 percent of market value or the equivalent value as cash-in-lieu to the City.

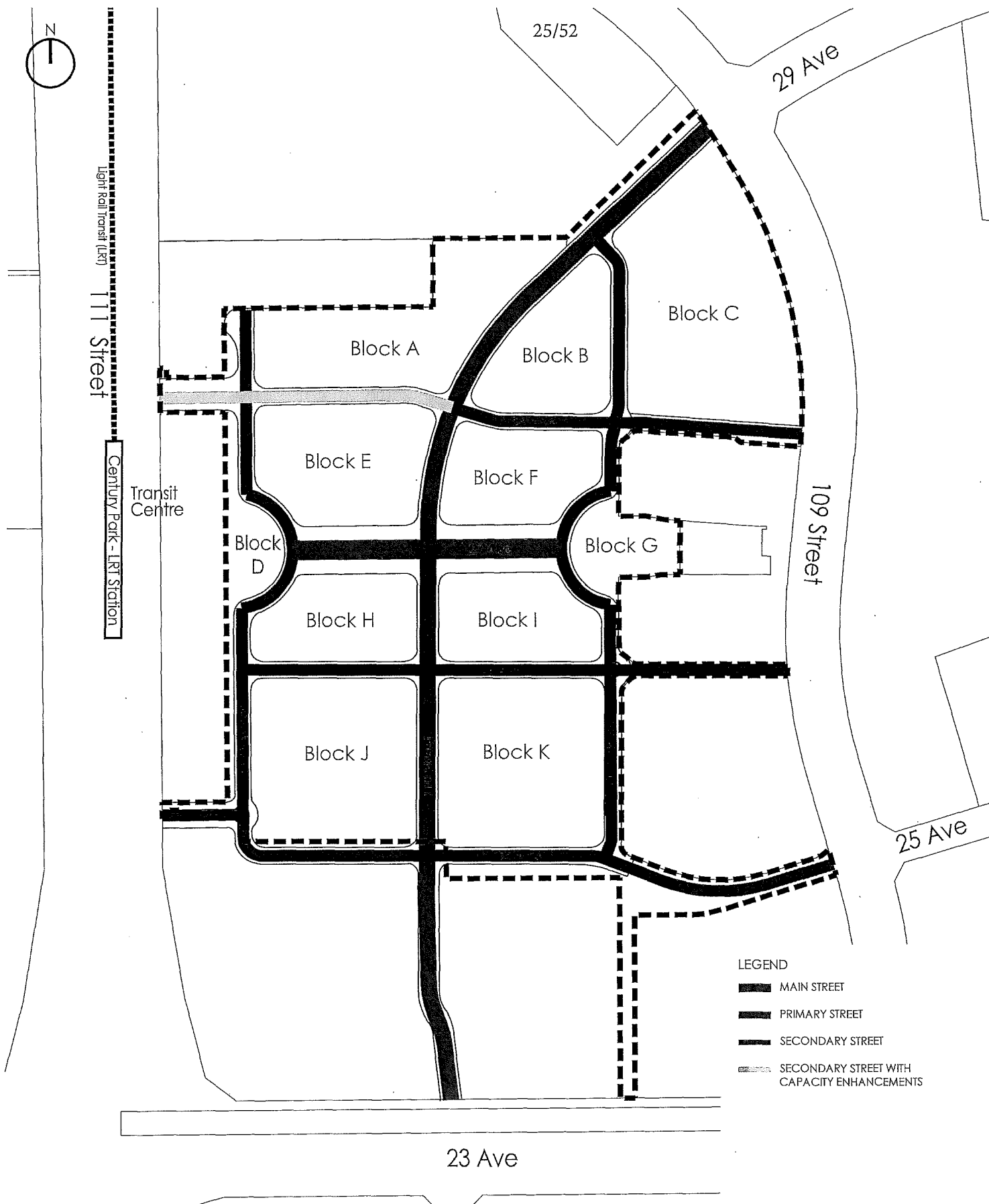
- b. Prior to each development permit issuance, details shall be provided to the satisfaction of the Development Officer that artworks in the amount of \$6.80 per m<sup>2</sup> of Floor Area (excluding any underground parking facility) up to a maximum total of \$2,000,000 toward the acquisition of public art shall be provided. The following shall apply to this contribution:
  - i. The owner shall enter into an agreement with the City of Edmonton detailing the requirements of this provision of artwork, in a form approved by the City.
  - ii. Artworks may be located on or within private property and shall be in locations that are publicly viewable to the satisfaction of the Development Officer.
  - iii. Artworks may be created by an artist or be in the form of structural art and/or the artistic application of hard and soft landscaping to the satisfaction of the Development Officer. These applications may include, but are not limited to, artistic play structures, benches, feature canopy, decorative gates, decorative lighting, decorative fencing, murals and artistic paving material and designs that are unique and distinct from landscaping provided to satisfy regulations of Section 55 of the Zoning Bylaw and other regulations of this Provision.
  - iv. Artworks shall be commissioned or purchased by the owner(s) and all costs and procedures related to the procurement of the artworks, operation and future maintenance shall be the responsibility of the owner(s).
  - v. If a Development Permit 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.
- c. Additional recreational space shall be provided within a minimum 2,300 m<sup>2</sup> facility and may include but not limited to Community Recreation Services, Indoor Participant Recreation Services, Health Services, Personal Service Shops, Urban Gardens and other associated supporting uses to create a club house amenity to the satisfaction of the Development Officer at the completion of phase 2 as identified in Appendix 6: Generalized Phasing Plan.
  - i. Notwithstanding 10.c, a minimum of 400 m<sup>2</sup> of Floor Area shall be contributed to a charitable or community organization(s) for common community space or a Child Care facility of the owner's choice that is to the satisfaction of the Development Officer at the completion of phase

- 2 as identified in Appendix 6: Generalized Phasing Plan.
- ii. All Development Permits within Phase 2 will require a location plan for both the 2,300 m<sup>2</sup> facility and the 400 m<sup>2</sup> facility and both facilities must be located within Phase 2.
  - iii. Notwithstanding 4.t.iii, a minimum of 20 additional bicycle parking spaces shall be provided for the recreation space (club house amenity) in a secure space that is publicly accessible.
- d. Prior to release of the first Development Permit, the Development Officer shall ensure that a signed contribution agreement has been executed between the City and the owner. The agreement shall require that funds be contributed to the Ermineskin Community League for an offsite public amenity, with specific details to be determined by the Development Officer in consultation with the Ermineskin Community League. These funds shall be submitted to the City of Edmonton and disbursed accordingly to the Ermineskin Community League. These funds shall be provided prior to the issuance of the first major Development Permit for each Block within the Site in the amount of \$30,750 and the total contribution for the Site shall not exceed \$278,000.
- i. If a development application for Residential Uses has not been made within five (5) years of the date of this Bylaw approval, this contribution shall be increased from that point forward according to the annual rate of national inflations as determined by Statistics Canada.

#### **11. Off-Site Improvements**

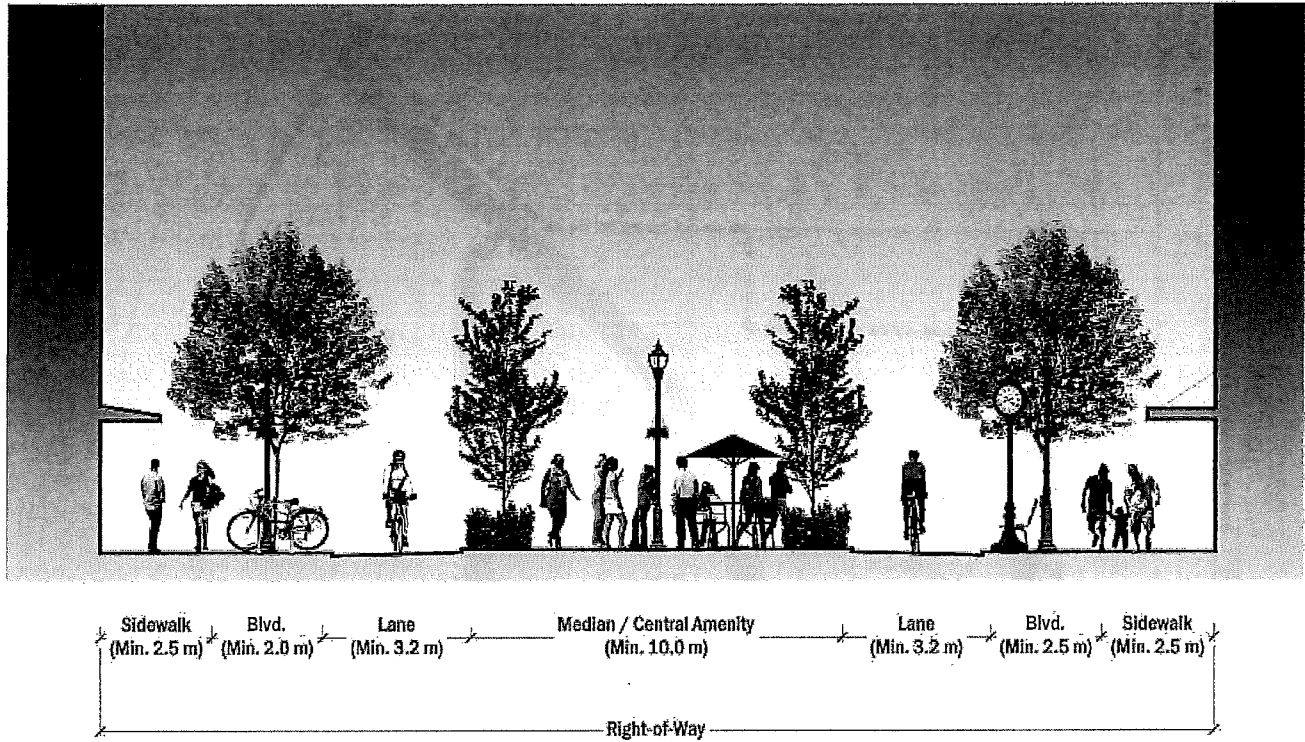
- a. The Owner shall enter into an Agreement(s) with the City of Edmonton for all off-site improvements necessary to serve the development. Such improvements shall be implemented at the Development Permit stage and be tied to the development of Block(s) either adjacent to the subject improvement area or individual Blocks. 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. Improvements to the intersection of Primary Street (110 Street) and 109 Street/ 29 Avenue to the satisfaction of Transportation and may include provision of new curb, sidewalk, street lighting, traffic signals, and street trees.
  - ii. Consolidating and improving the access at 109 Street with the adjacent property to provide one direct access to 109 Street/ 29 Avenue.
  - iii. Reconfigure the access at 111 Street from 25 Avenue to a right in/ right out. This shall be determined as development of the area advances and in consultation with Transportation.



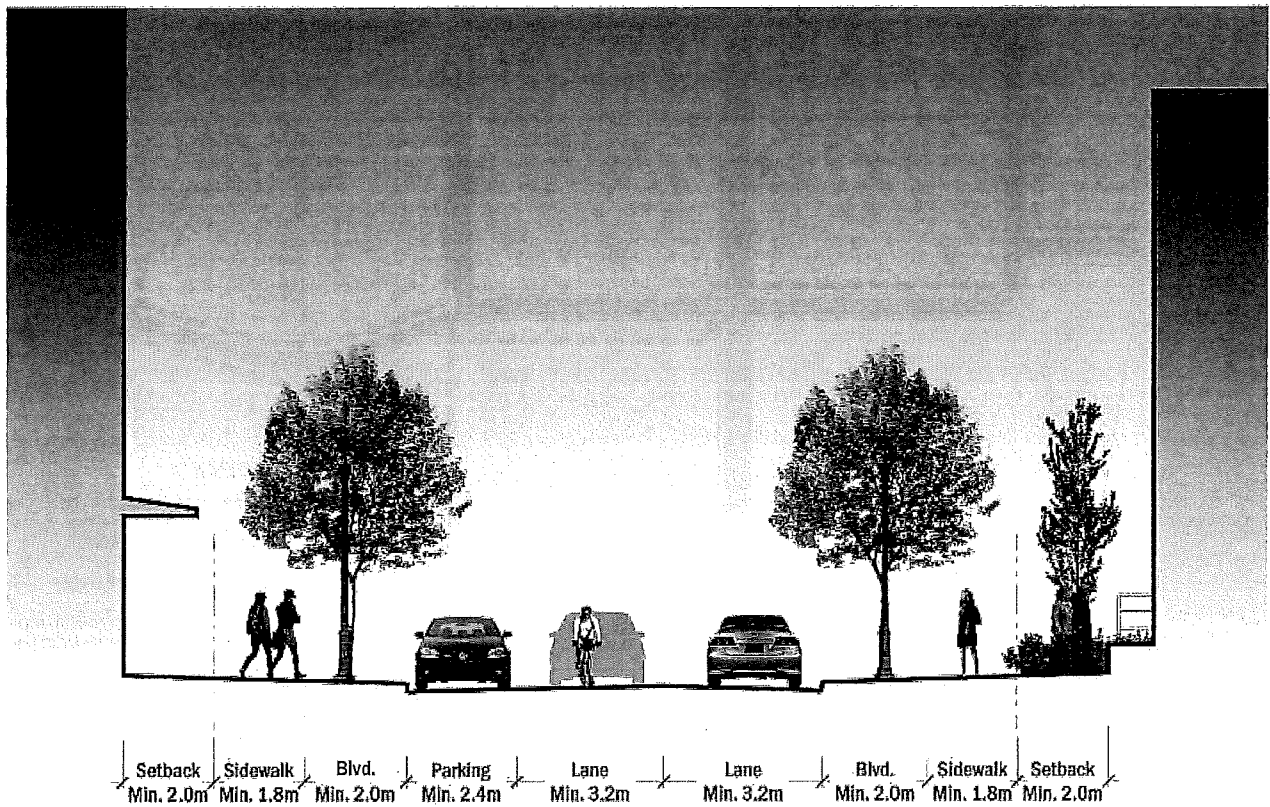


## Appendix 1

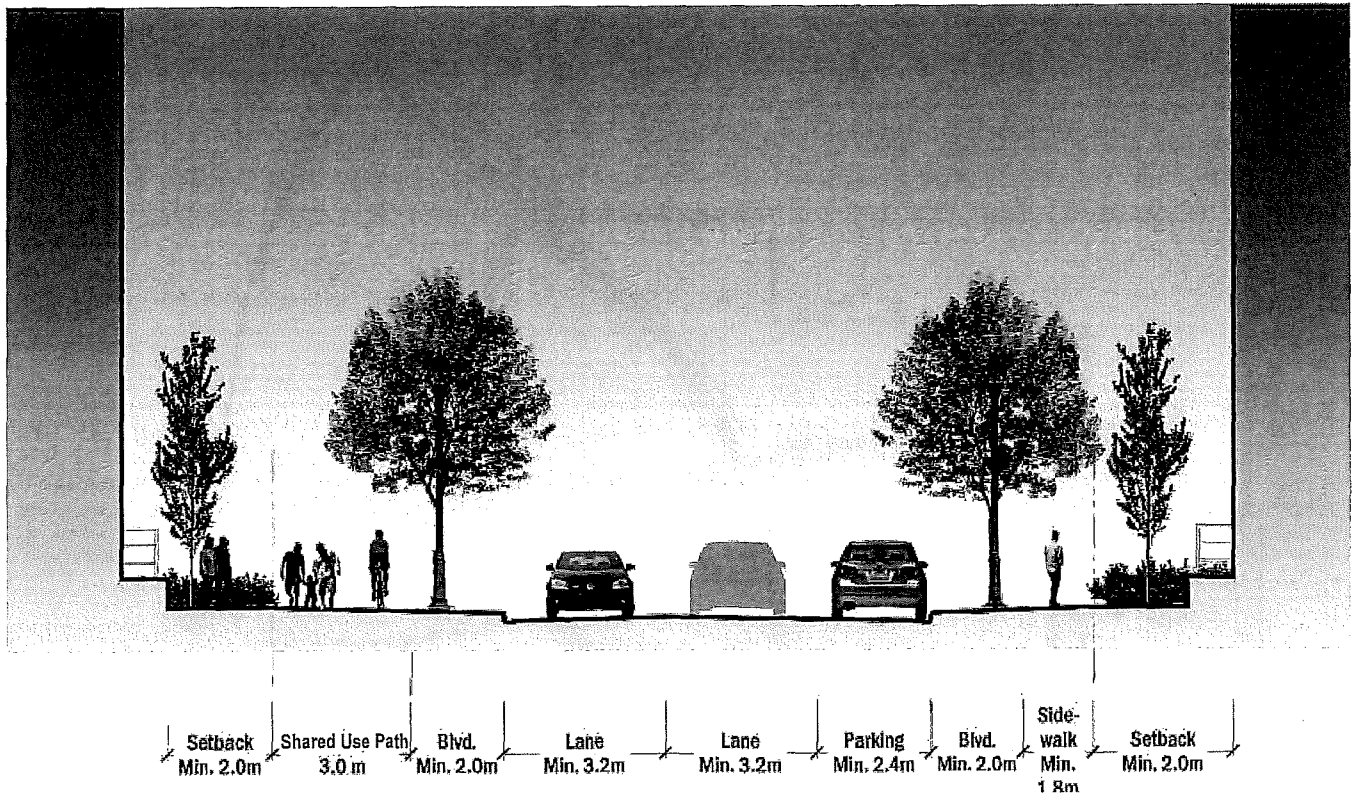
Street Network



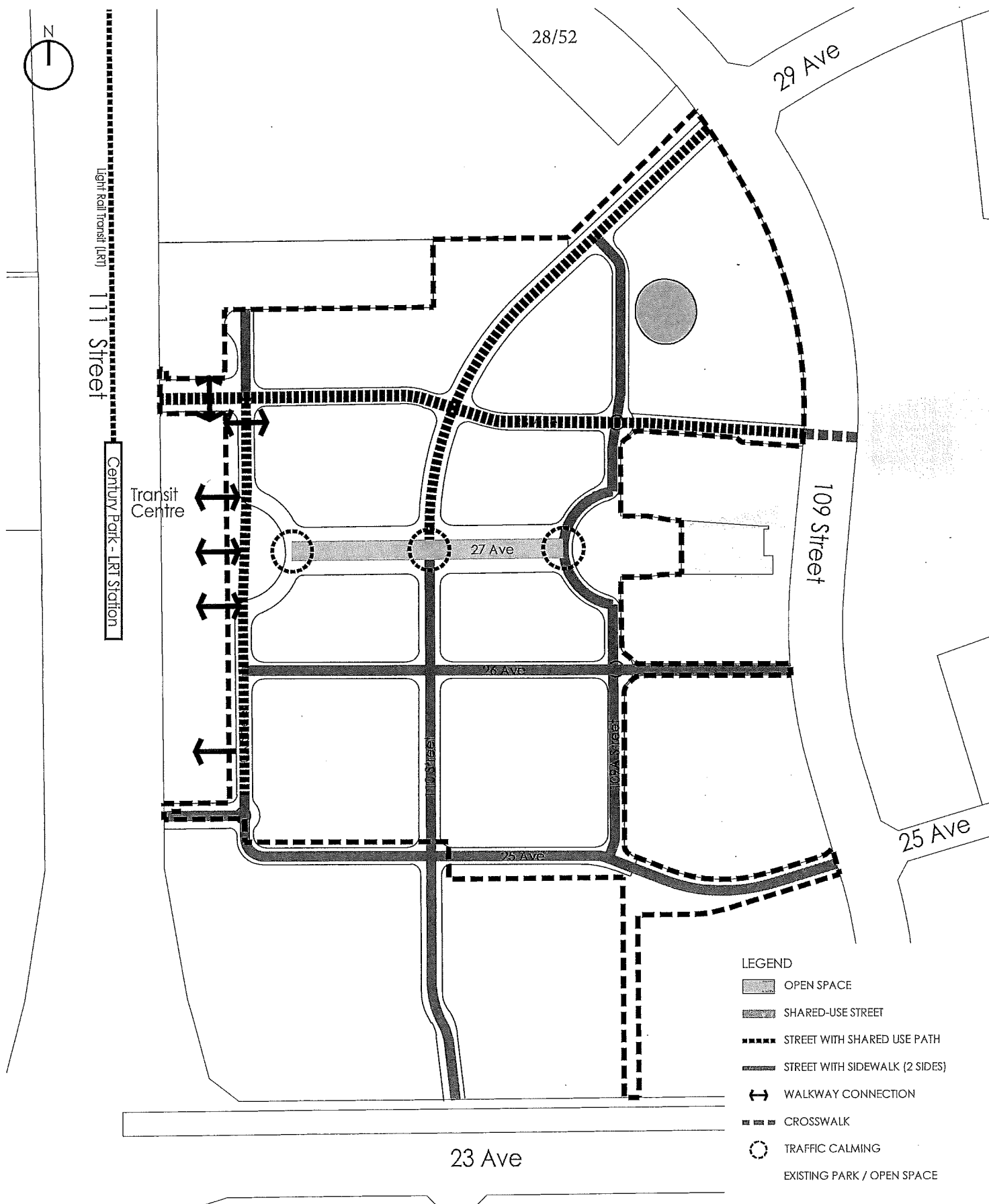
Main Street



Primary and Secondary Street

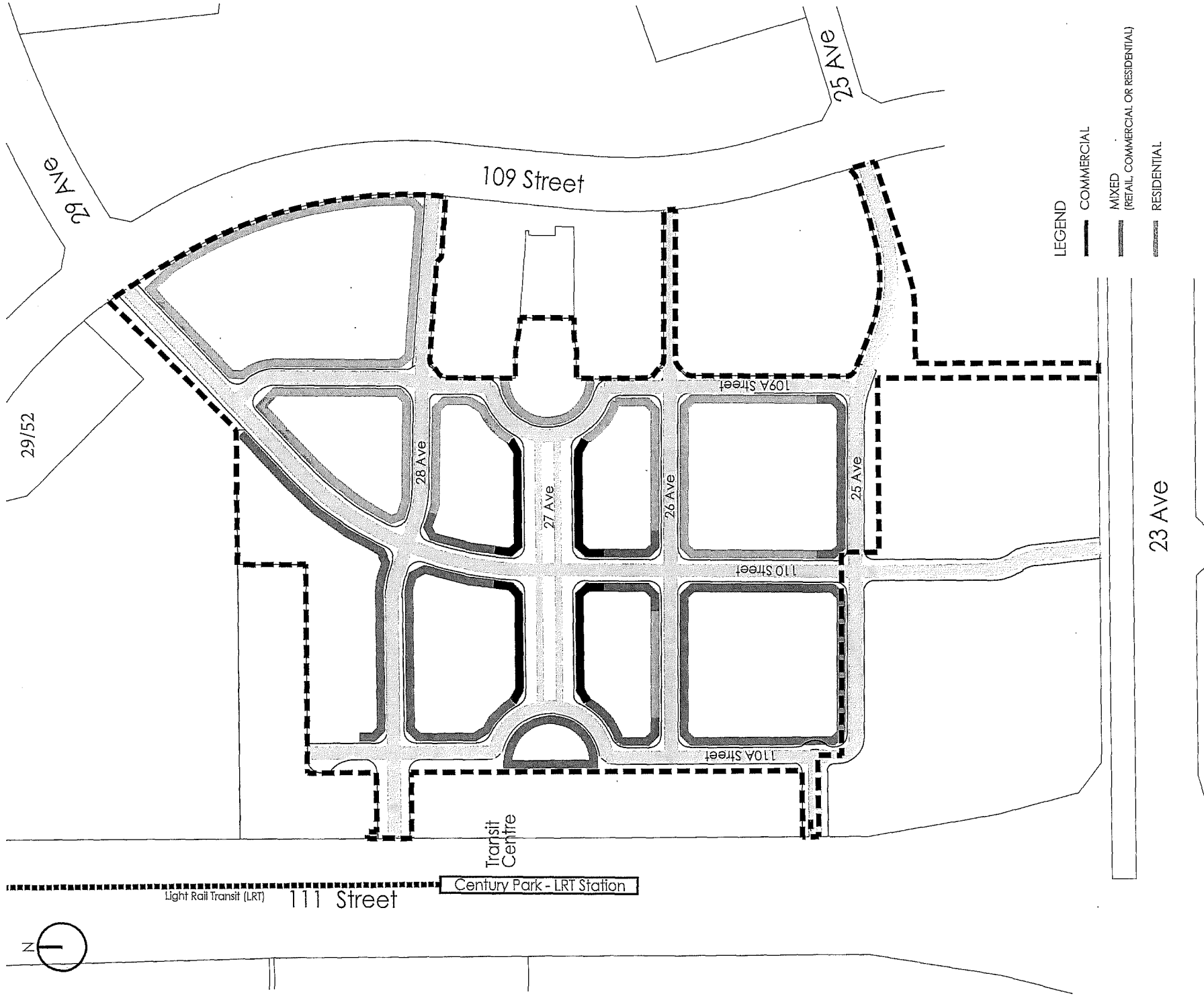


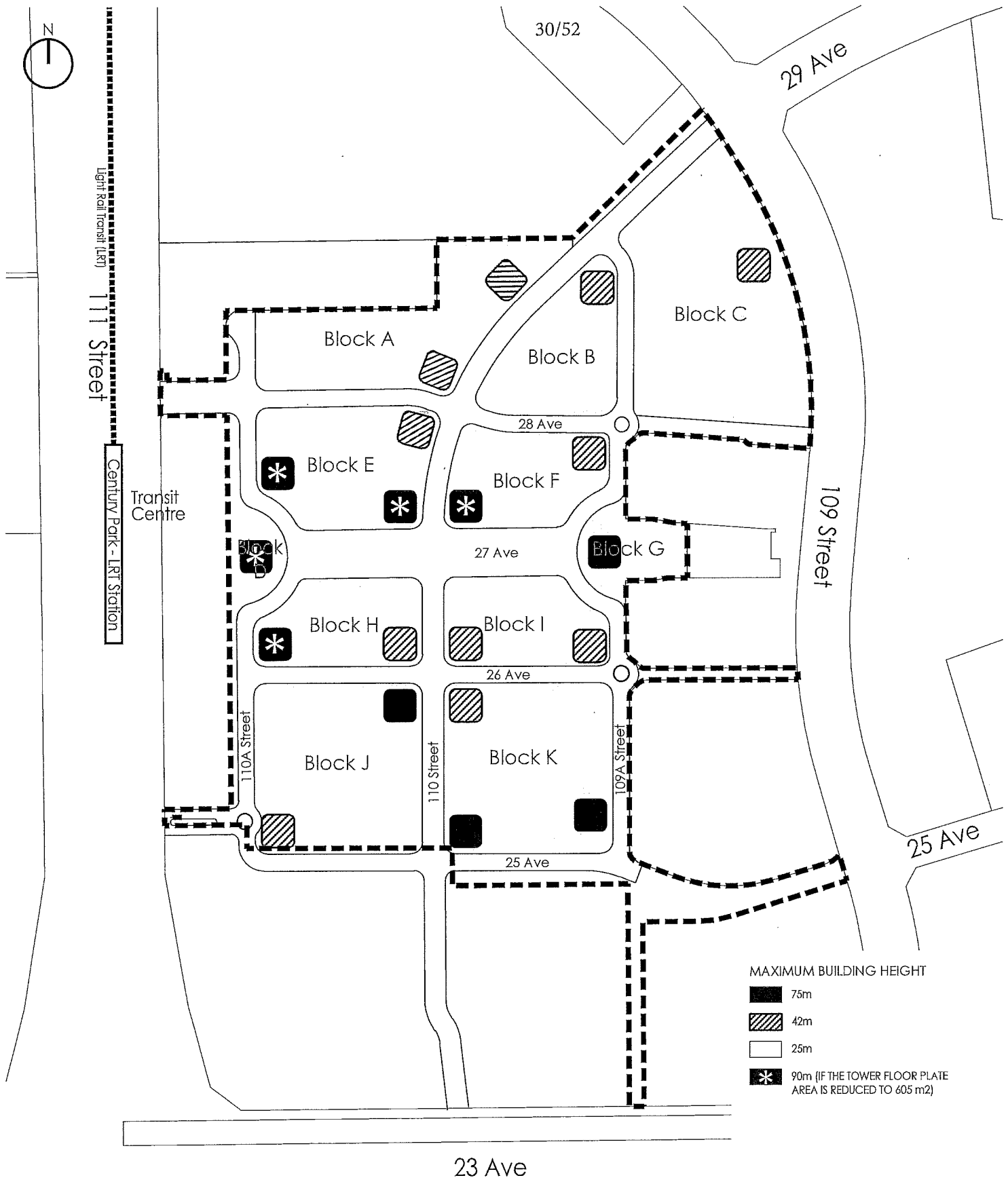
**Primary and Secondary Street with Shared Use Path**



## Appendix 3

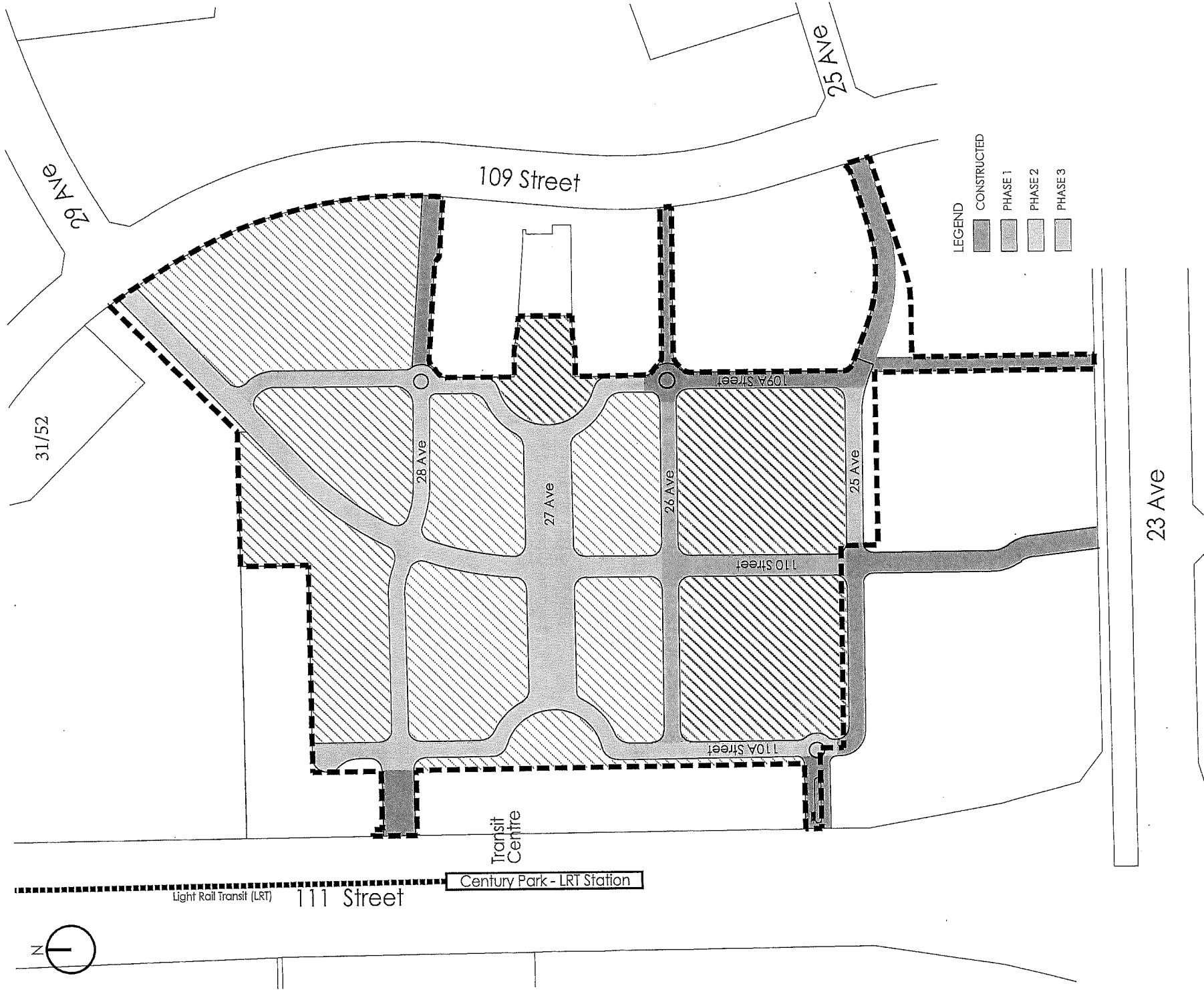
### Movement Network & Open Space





## Appendix 5

### Building Heights & Tower Locations



## Appendix 6

Generalized Phasing Plan

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

To accommodate a commercial node and residential and commercial uses in a pedestrian-friendly environment that supports higher intensity Transit Oriented Development.

**2. Area of Application**

This Provision shall apply to Lot 12, Block 32, Plan 0523447, Lot 15A, Block 32, Plan 0929835, Condominium Plan 0923263, Units 1-409 and Condominium Plan 0940297, Units 1-500 within the Ermineskin neighbourhood, as shown on Schedule “A” of this Bylaw, adopting this Provision.

For general purposes the site area will consist of the following two areas, generally as shown in Figure 1:

**Area A** - row housing, low to mid rise apartment housing

**Area B** - street-oriented, low scale commercial buildings

**3. Uses**

Uses with access at grade level are shown in Figure 2 and uses above grade level are shown in Figure 3.



Figure 1 - Sub-Areas

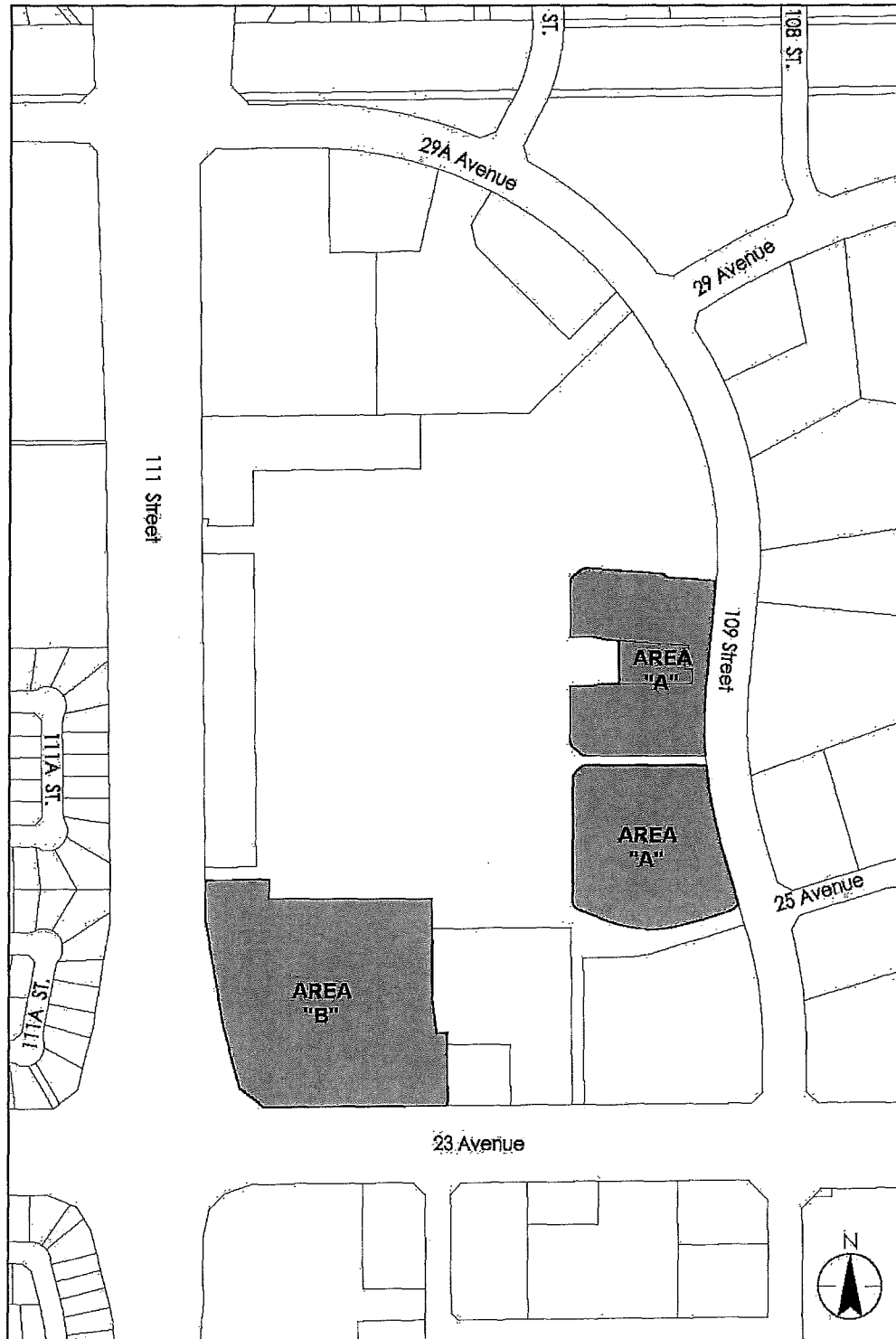


Figure 2 – Uses With Access At Grade Level

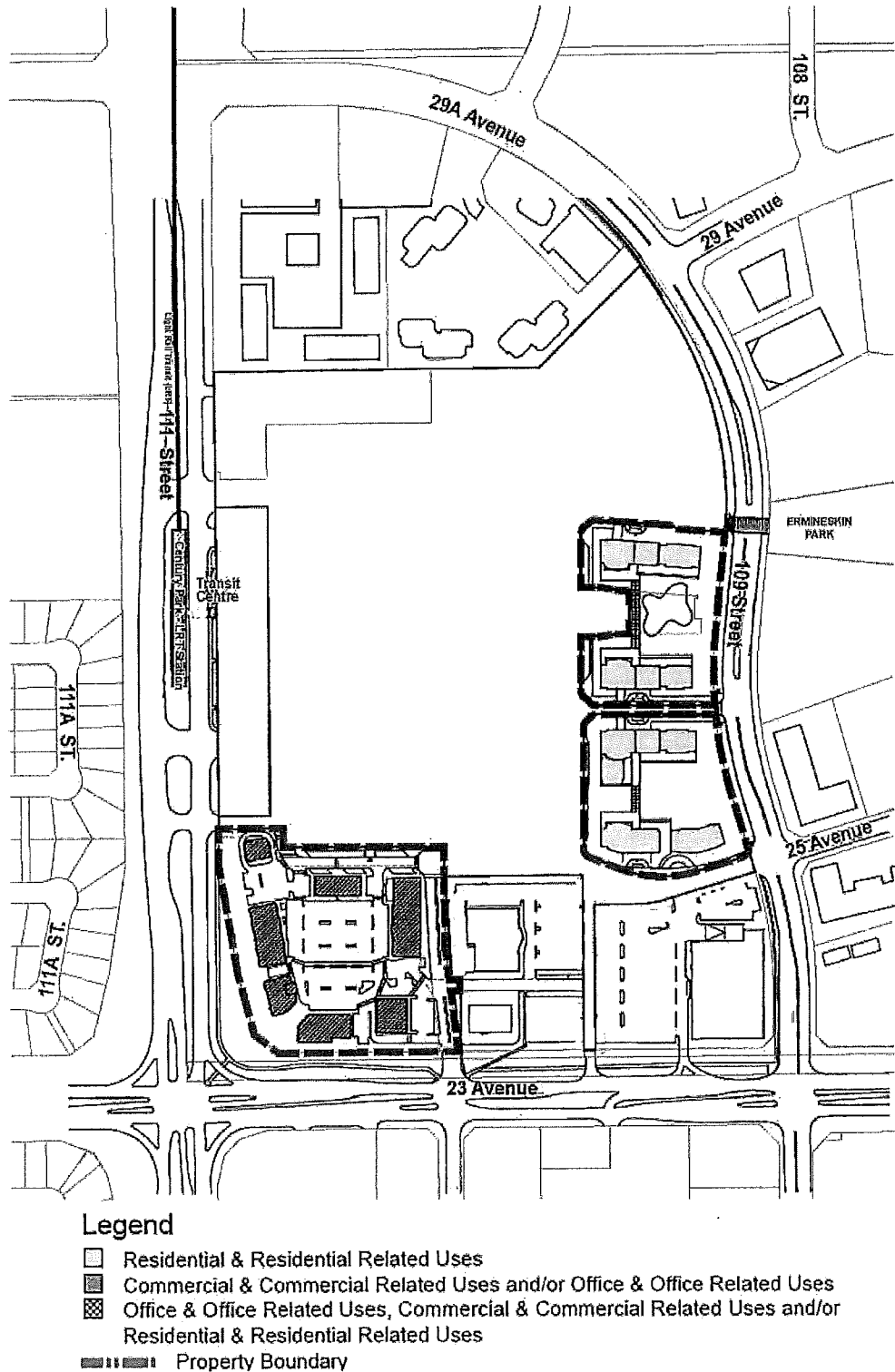
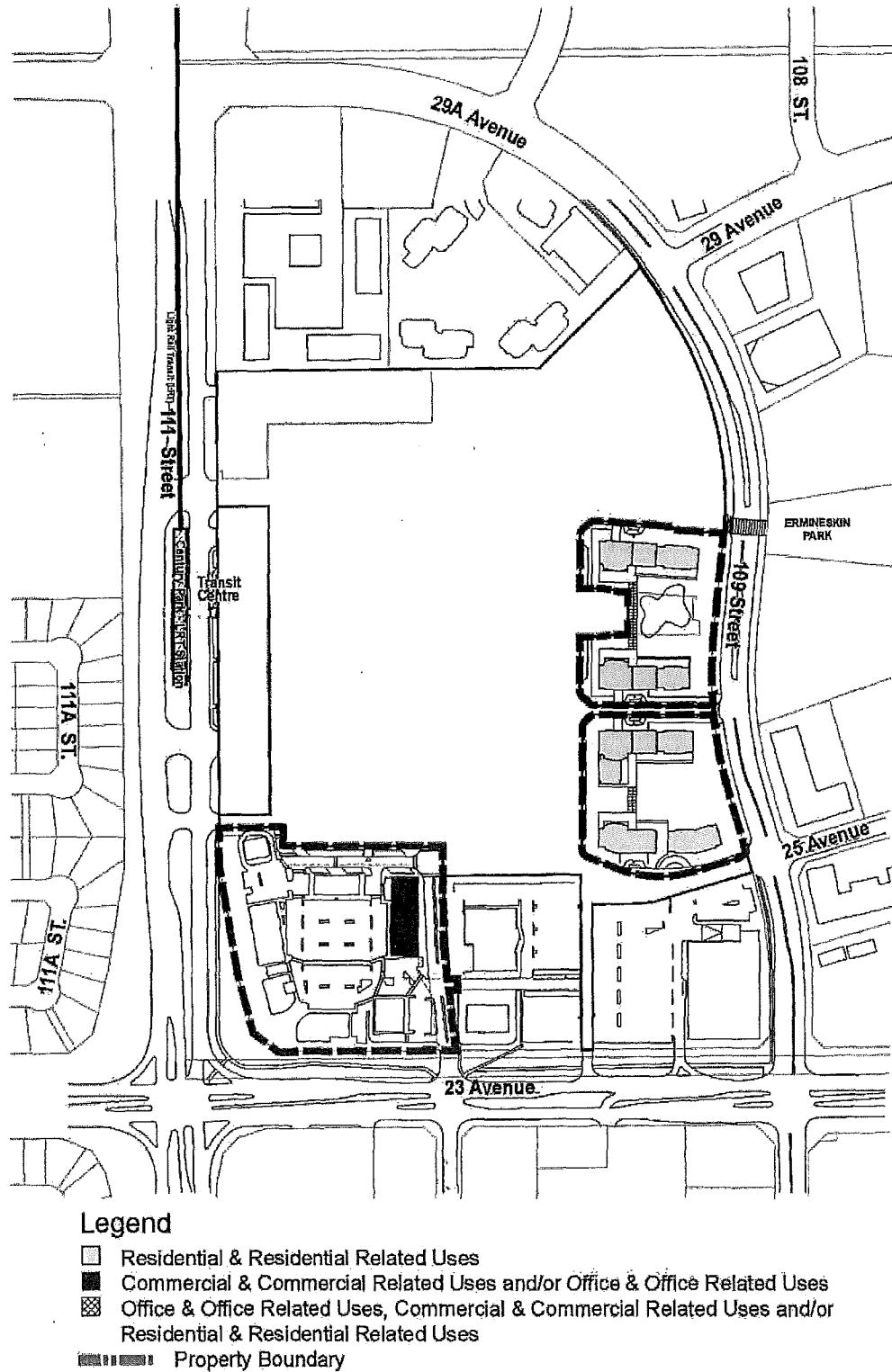


Figure 3 - Uses Above Grade Level



**Within Area A**

**Residential and Residential Related Uses**

- a. Apartment Housing
- b. Lodging Houses
- c. Child Care Services
- d. Extended Medical Treatment Services, limited to nursing homes
- e. Group Home
- f. Major Home Based Businesses
- g. Minor Home Based Businesses
- h. Residential Sales Centre
- i. Row Housing
- j. Stacked Row Housing
- k. Fascia On-premises Signs
- l. Projecting On-premises Signs
- m. Freestanding On-premises Signs, limited to project identification, building construction identification and real estate advertising signs of a limited duration

**Commercial and Commercial Related Uses**

- a. Minor Impact Utility Services

**Within Area B**

**Commercial and Commercial Related Uses**

- a. Automotive and Equipment Repair Shops
- b. Bars and Neighbourhood Pubs
- c. Broadcasting and Motion Picture Studios
- d. Business Support Services
- e. Child Care Services
- f. Commercial Schools
- g. Community Recreation Services
- h. Convenience Retail Stores
- i. Convenience Vehicle Rentals
- j. Creation and Production Establishments
- k. Drive-in Food Services
- l. General Retail Stores
- m. Government Services
- n. Health Services
- o. Household Repair Shops
- p. Indoor Participant Recreation Services
- q. Major and Minor Alcohol Sales
- r. Major and Minor Amusement Establishments, as an accessory use to a restaurant
- s. Minor Service Stations
- t. Personal Service Shops

- u. Private Clubs
- v. Private Education Services
- w. Professional, Financial and Office Support Services, including drive-through banks
- x. Public Education Services
- y. Rapid Drive Through Vehicle Services
- z. Residential Sales Centre
- aa. Restaurants
- bb. Specialty Food Services
- cc. Veterinary Services
- dd. Fascia On-premises Signs
- ee. Freestanding On-premises Signs
- ff. Projecting On-premises Signs

#### **4. Design Guidelines for Comprehensive Site Development**

In order to achieve the General Purpose of this Direct Control Provision, objectives and related design guidelines for the comprehensive development of the entire site are provided, in addition to development regulations. The Development Officer shall have regard for these objectives and design guidelines in order to ensure that development is compact, transit-oriented, of a high quality and integrates with surrounding neighbourhoods. The illustrative site plan is shown in Appendix I. Notwithstanding any of these objectives or design guidelines, the Development Regulations and the Appendices to this Provision shall take precedence.

##### **4.1 Built Form**

###### ***Objectives***

- a. Ensure that buildings and streetscapes are of a high quality design.
- b. Maximize solar penetration and avoid adverse microclimatic effects related to wind and shadowing on and off-site.
- c. Enliven the street by providing attractive streetscaping, active storefronts, and multiple doorways and windows.

###### ***Guidelines***

###### **1. Building Height and Massing**

- a. The development should provide a transition in building height and massing in relation to the surrounding neighbourhoods.
- b. The taller buildings should be located near the centre of the site.
- c. Perceived height and massing should be minimized through such things as building setback variations at the upper levels, building orientation, roof treatment, and the choice of exterior materials and colours.

**2. *Architectural Treatment of Buildings***

- a. All building façades should use compatible and harmonious exterior finishing materials.
- b. Building colors should provide visual interest.
- c. Mechanical equipment on the roof of any building should be concealed by incorporating it within the building roof, or by screening it in a way that is consistent with the character and finishing of the building.
- d. The design at rooftops visible from higher buildings should be carefully considered. Where feasible, rooftop gardens and patios should be provided to improve rooftop aesthetics and provide additional amenity space.
- e. Dwellings and other elements of the development should be sited and oriented to minimize their impact on other dwellings, considering such things as daylight, sunlight, ventilation, quiet, visual privacy and views.

**3. *Building Relationship to the Street***

- a. To provide active and inviting streetscapes at ground level, buildings should feature doorways, porches and windows at ground level, as well as weather protection features such as awnings, canopies and arcades, as shown in Figure 4.
- b. Larger buildings with long street fronts should be designed with detail and articulation to create an attractive streetscape.
- c. Blank walls should be avoided by wrapping active retail or residential uses around above-grade parking structures to maintain an active and attractive streetscape

**Figure 4 – Active Residential and Commercial Streetscapes**



*Active residential streetscape*



*Active commercial streetscape*

## 4.2 Open Space

### *Objectives*

- a. Provide a safe and pleasing pedestrian environment that encourages walking.
- b. Create strong linkages within the site and connecting the site to City transit facilities, parks and other community amenities, and to surrounding communities.
- c. Provide a variety of open spaces and amenity areas.
- d. Ensure that many of the open spaces are accessible to people who do not live or work on the site.
- e. Ensure high quality open space design and landscaping.
- f. Minimize the ground surface area necessary for vehicular circulation, access and parking in order to increase the area devoted to open spaces and amenities.

### *Guidelines*

#### **1. Pedestrian Circulation**

- a. Safe and attractive pedestrian linkages should be provided between various land uses within the site, surrounding neighbourhoods and transit facilities.

- b. The internal street system and pedestrian linkages should foster connectivity from various parts of the site and surrounding neighbourhoods to the transit terminal and LRT station.
- c. Pedestrian linkages should include both pedestrian mews access limited to emergency and service vehicles only and sidewalks included as part of the road right-of-ways
- d. Crime Prevention Through Environmental Design should be considered in the design of open spaces. Pedestrian spaces should be well lit at night and the gridded street pattern should avoid dead ends.

## 2. *Open Space*

- a. Development should include a variety of open spaces such as plazas, courtyards, pedestrian mews, greens and community gardens.
- b. Secure interior courtyards should serve as focal points for residents of a series of buildings.
- c. Open spaces should feature high quality landscape architecture intended to make them comfortable and enjoyable, including such features as trees, abundant street furniture, public art and water features.
- d. Site entrances and edges should receive special design attention to help ensure that the development presents an attractive and inviting face to surrounding areas.
- e. Internal streets should have tree-lined boulevards and should be lit at night with pedestrian-level lighting.
- f. Open spaces and parking areas should be designed to discourage criminal activity.
- g. Open spaces should be designed with consideration to winter city design principles.

## 4.3 **Roadways, Parking and Transit**

### *Objectives*

- a. Provide a high degree of connectivity within the site and between it, transit facilities and surrounding areas.
- b. Provide a safe and pleasing pedestrian environment that encourages walking.
- c. Design the site to be conducive to movement by bicycle.
- d. Provide effective access and egress for automobiles and service and emergency response vehicles.



- e. Provide parking necessary for a transit-oriented development and an adjacent low-scale commercial area.

### ***Guidelines***

#### ***1. Roadways and Parking***

- a. Traffic calming measures and pedestrian mews (access limited to service and emergency vehicles only) should be provided in the design to create a safe and attractive pedestrian environment.
- b. Streets should be designed to accommodate bicycles and bicycle parking should be abundant.
- c. The majority of parking should be provided in underground and concealed above grade parking structures providing for a more attractive pedestrian and living environment and reducing pedestrian / vehicle conflicts.
- d. Some short-term surface parking should be provided on internal streets and in Area B to serve commercial uses.
- e. Where possible, parking should be shared by users with staggered peak hours of demand.
- f. Service and emergency response vehicles should have clear and effective access to the buildings on the site.
- g. Parking, loading and passenger drop-off areas should be easily accessible and designed to minimize pedestrian-vehicle conflicts.
- h. Potential traffic impacts on adjacent roadways resulting from the development should be mitigated.

## **4.4 Sustainability**

### ***Objectives***

- a. Integrate sustainable development principles in the planning and design of the development.
- b. Contribute to a socially sustainable community by providing housing for a range of household types, ages and physical abilities.
- c. Design the site to facilitate walking, cycling and transit use.

### ***Guidelines***

- a. The site should be a walkable mixed-use development with opportunities to live, work, shop and recreate.
- b. A mix of housing types should be provided on the site, including row houses; stacked row houses; and low and mid-rise apartments.
- c. Universally accessible design should be considered in the architecture of buildings and the design of open spaces.

- d. Where possible, buildings should be designed to include on-site alternative energy sources such as solar heat, solar electricity and geothermal energy.
- e. The incorporation of features such as daylighting, recycling, reuse of water, low-water landscaping and energy-efficient lighting and other devices should be considered in building and site designs to reduce the consumption of energy and materials.
- f. On-site infiltration of stormwater should be considered in the design of open spaces.
- g. To encourage alternatives to the automobile, the development should be walkable, conducive to bicycles and integrated with transit facilities. Locations for car-sharing vehicles should be planned for residential parking facilities.

## **5. Development Regulations**

- a. The Site development shall be in general accordance with the Illustrative Site Plan attached as Appendix I and buildings shall be located in general accordance with Appendix II.
- i. The Development Officer, in consultation with the Planning Coordination and Urban Design Sections, may allow for variance in location of individual buildings provided that consideration has been given to the objectives and design guidelines of this Provision and to visual, shadowing, and other microclimatic impacts on adjacent residential development.
- b. In the event that a variance is granted, the Development Officer shall specify the nature of the approved variance in the development permit approval.
- c. The maximum Floor Area Ratio for Area A shall be 0.5 and Area B shall be 1.2.
- d. To add character and interest and to conceal mechanical equipment located at the top of a building, the use of two storey high space within a residential dwelling unit shall be permitted. Adding an additional floor to the massing to conceal mechanical equipment shall not be counted as a storey if it: occurs at the top of the building; occurs within a residential dwelling unit; the building does not exceed the maximum height limit; the area of the upper level within the residential dwelling unit is smaller than the floor below; and the upper level within the residential dwelling unit is not serviced by an elevator.
- e. The maximum Height for Area A shall be 29 m. The maximum Height for Area B shall be 19 m.
- f. Notwithstanding 5(e), the maximum Height for Stacked Row Housing shall be 15 m.
- g. A maximum of 400 Dwellings is permitted.

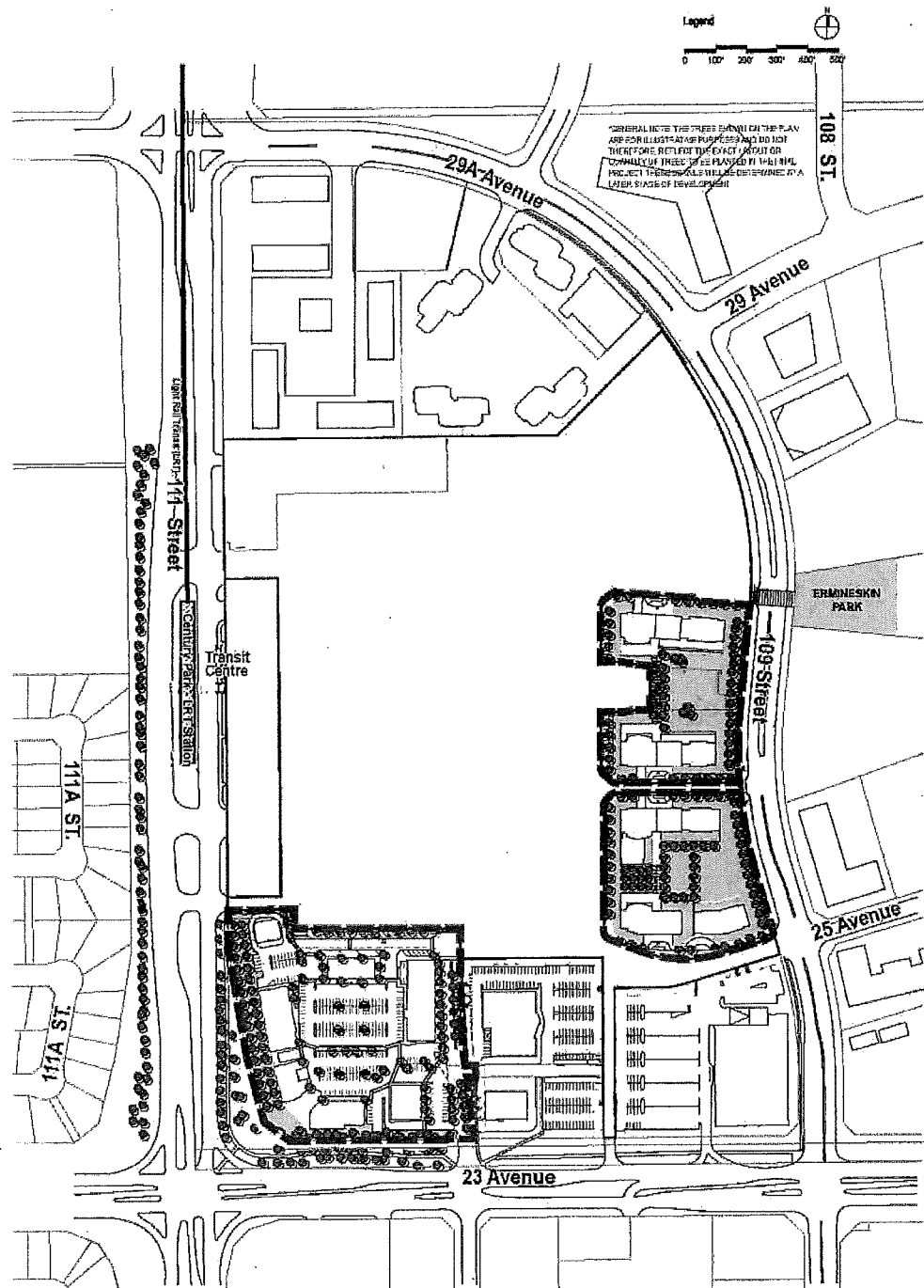
- h. The finishing material for all development shall be of high quality, consisting of glass and glazed window wall systems, brick, stone, architectural concrete, pre-cast coloured concrete, stucco panels (to a maximum of 15% of the buildings' exterior surface areas), or pre-finished metal.
- i. Mechanical equipment on the roof of any building shall be concealed by incorporating it within the building roof, or by screening it in a way that is consistent with the character and finishing of the building.
- j. Minimum building Setbacks from the edge of the Site and the edge of the internal road rights-of way shall be as shown in Appendix III.
- k. As a condition of issuing a development permit for a Major Home Based Business the Development Officer may impose any condition that will help to ensure that the residential character of the development is maintained including, but not limited to the following:
  - i. Conditions limiting the types of business that may be conducted under the permit;
  - ii. Conditions limiting the number of business visits per day;
  - iii. Conditions limiting the number of business visitors at any one time;
  - iv. Conditions limiting the hours or days of operation of the business;
  - v. Conditions prescribing the manner of operation of the business that are intended to reduce noise or other off-site impacts; and
  - vi. Conditions limiting the location, within the Dwelling, where the business may be conducted.
- l. Active commercial frontages as shown in Appendix IV shall be developed with regard to Section 4.1 of this Direct Control Provision and according to the following regulations:
  - i. There shall be outward facing building entrances, and windows in addition to any openings onto internal courtyards or parking areas;
  - ii. At least 50% of ground floor building façades shall be glazed to the exterior, except ground floor building façades facing the west, east and south perimeters of Area B which shall have at least 20% glazing; and
  - iii. Horizontal stretches of uninterrupted façade shall not exceed 12 m in length.
- m. Parking and circulation areas within and surrounding Area B shall be developed with regard to Section 4.3 of this Direct Control Provision and according to the following regulations:
  - i. The layout of parking areas shall specifically address the interrelation of pedestrian, vehicular and bicycle circulation in order to provide continuous, direct pedestrian access with a minimum of driveway and drive aisle crossings. Remedial treatments such as raised pedestrian crossings, forecourts and landings, special paving, lights and bollards shall be provided at significant points of conflict;

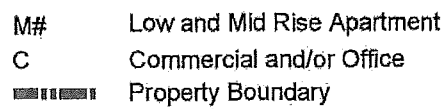
- ii. Landscaped islands with raised curbs shall be used to define parking lot entrances, the ends of all parking aisles and the location and pattern of primary internal access drives, and to provide pedestrian refuge areas and walkways; and
  - iii. Internal streets to the north and east of Areas B shall have numerous safe pedestrian crossings to Area B where dictated by expected pedestrian traffic.
- n. Active residential frontages as shown in Appendix IV shall be developed with regard to Section 4.1 of this Direct Control Provision and feature ground level units with individual external accesses and terraces or other landscaped open space, and common residential entrances.
- o. Notwithstanding regulations 5(l) and 5(n) and Appendix IV, active commercial and residential frontages shall not be required where building lobby and parking entrances are located.
- p. Open space shall be provided with regard to Section 4.2 of this Direct Control Provision and in general accordance with Appendix V. The minimum amount of publicly accessible open space shall be 27, 000 m2.
- q. The landscape plan required through Section 55.3 of the Zoning Bylaw shall include the design of the adjacent internal streetscapes with regard to Sections 4.2 and 4.3 of this Direct Control Provision and to the satisfaction of the Development Officer. In addition to the planting requirements of Section 55.4 of the Zoning Bylaw, the developer shall provide, on each side of all internal roadways, a minimum of one street tree for every ten meters of internal roadway and pedestrian mews.
- r. Barrier Free Design
  - i. All buildings shall comply with the requirements of Section 3.8 Barrier-Free Design of the Alberta Building Code.
  - ii. Any barrier-free design features over and above the requirements of the Alberta Building Code, such as at grade accessible washrooms in private apartment buildings, should be incorporated into buildings where practicable.
- s. Apartment Housing and Group Homes intended to facilitate the provision of housing in which care is provided on site to residents on a permanent basis shall be developed in accordance with Section 94 of the Zoning Bylaw.
- t. Pedestrian linkages shall be developed with regard to Sections 4.2 and 4.3 of this Direct Control Provision and generally in accordance with Appendix VI to this Provision.
- u. Vehicular access and circulation shall be developed with regard to Section 4.3 of this Direct Control Provision and generally in accordance with Appendix VII to this Provision.
- v. Vehicular Parking on the site shall be developed in accordance with Schedule 1 of Section 54.2 of the Edmonton Zoning Bylaw.

- w. Notwithstanding 5(v), at such time as a Shared Use Parking Impact Assessment is submitted, the applicant for a development permit may apply for a reduction to the minimum number of parking spaces, to the satisfaction of the Development Officer, in consultation with Transportation Planning & Engineering. The applicant must demonstrate through a Shared Use Parking Impact Assessment that by virtue of the use, character, or location of the proposed development, and its relationship to public transit facilities and any other available parking facilities, the parking required for the proposed development may be less than any minimum set out in Schedule 1(A) of Section 54 of the Zoning Bylaw.
- x. Bicycle Parking spaces shall be no less than 10% of the number of vehicular parking spaces required.
- y. Public access easements shall be provided as a condition of subdivision for internal roadway areas and the central oval open space designated as publicly accessible open space. Easements shall make the private property owner(s) responsible for maintenance and liability.
- z. All vehicular loading and garbage collection for residential buildings shall be conducted within parking structures.
- aa. Signs shall comply with the regulations found in Schedule 59E.
- bb. Portable Signs shall be prohibited on this site.
- cc. No construction noise shall be generated on the site before 10 a.m. on Sundays.

## Illustrative Site Plan

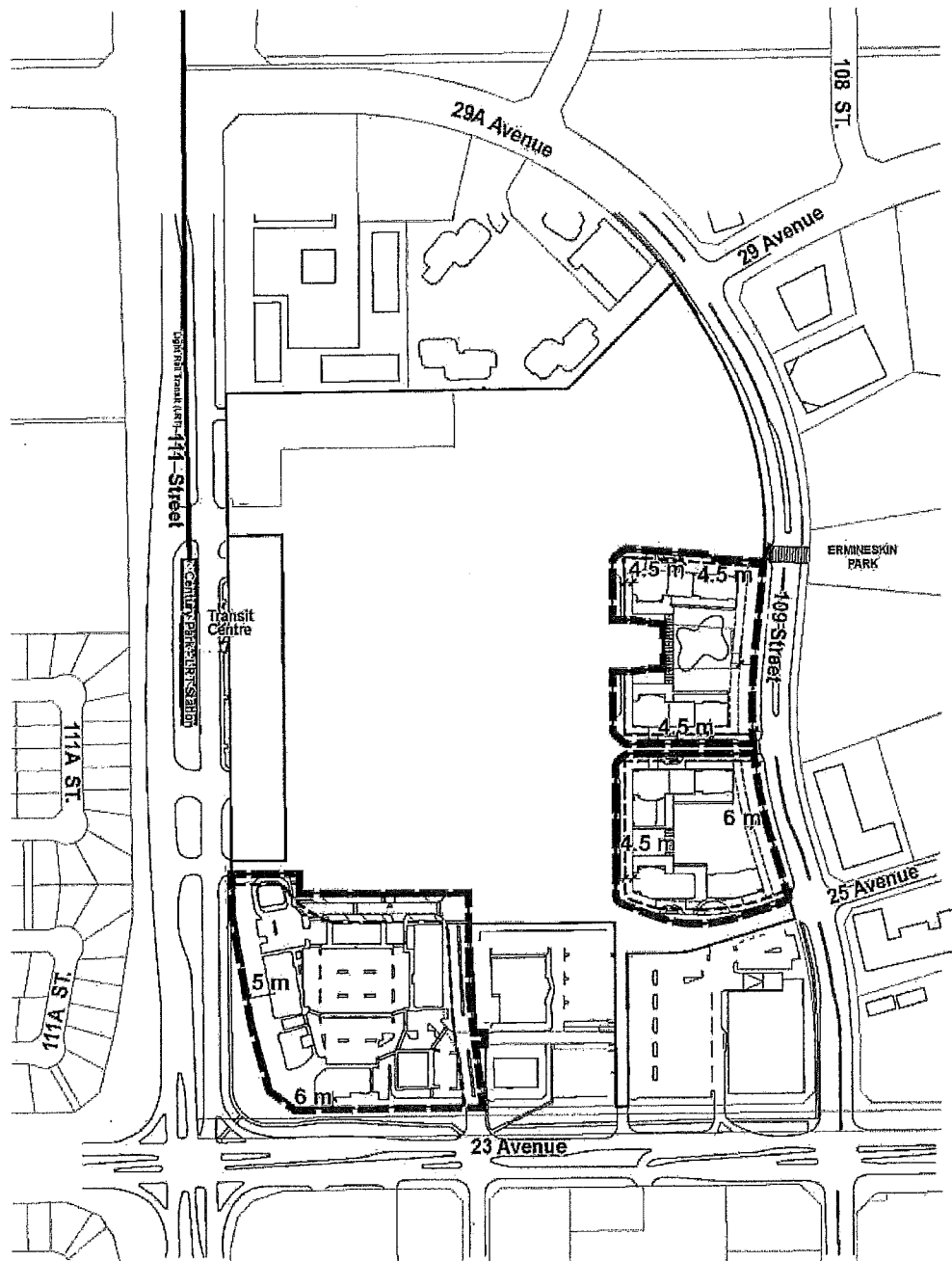
## APPENDIX I





## Minimum Building Setbacks

## APPENDIX III



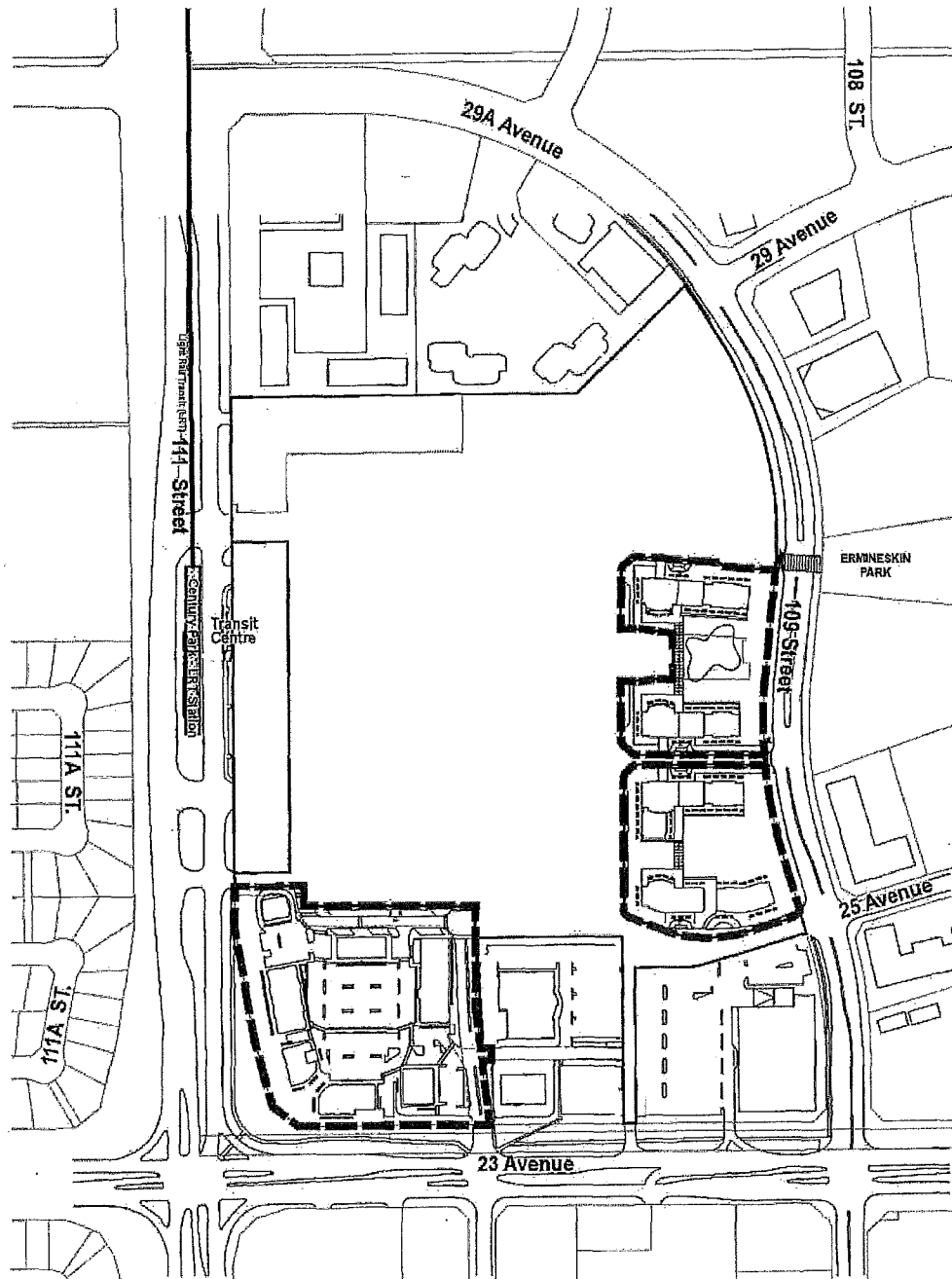
## Legend

- Property Boundary
- Edge of Internal Road Right-of-Way
- Setbacks
- # m - Minimum Setback Distance



## Active Residential and Commercial Frontages

## APPENDIX IV

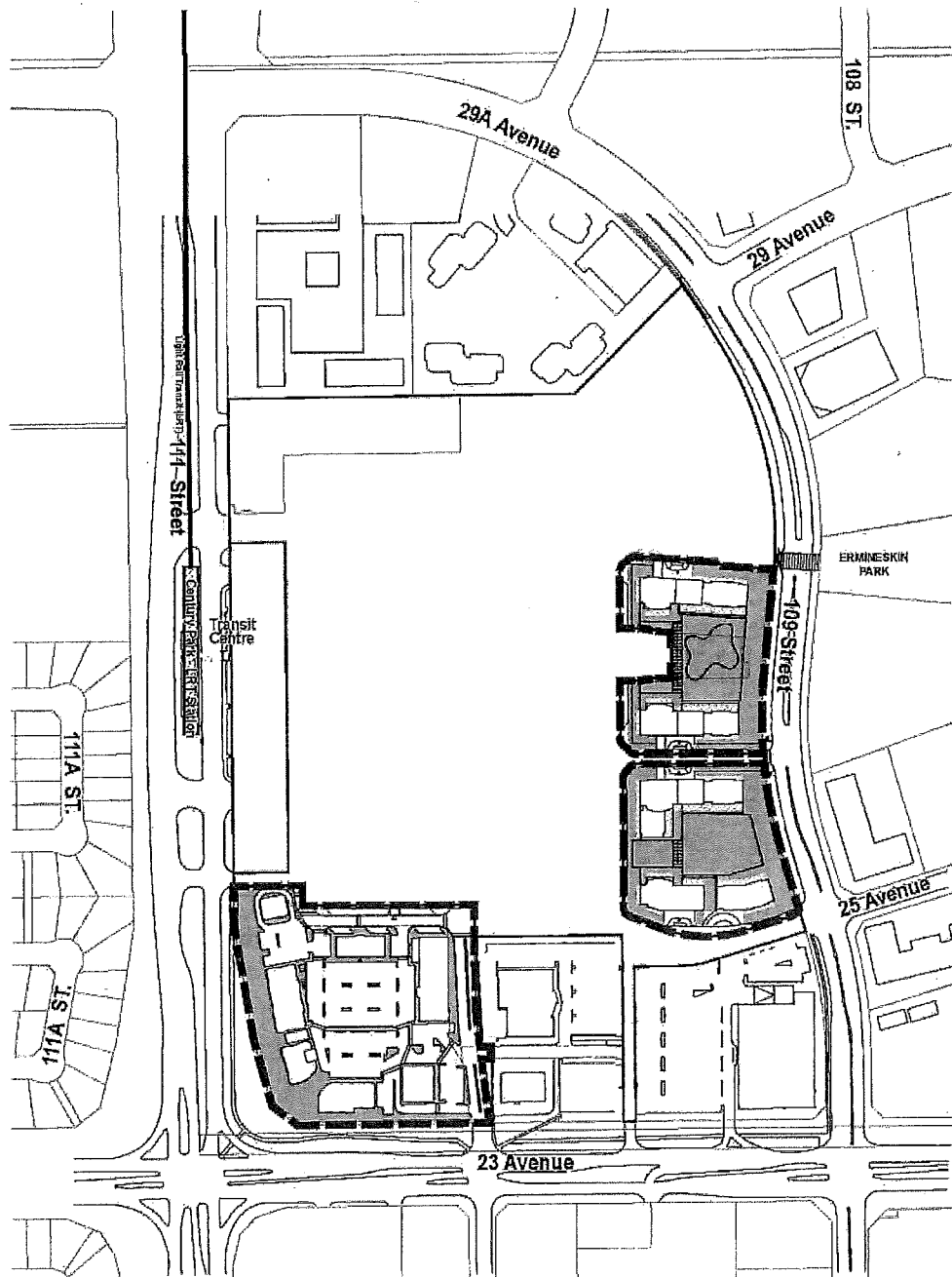


## Legend

- Active Residential Frontages
- ===== Active Commercial Frontages
- Property Boundary

## Open Space

## APPENDIX V

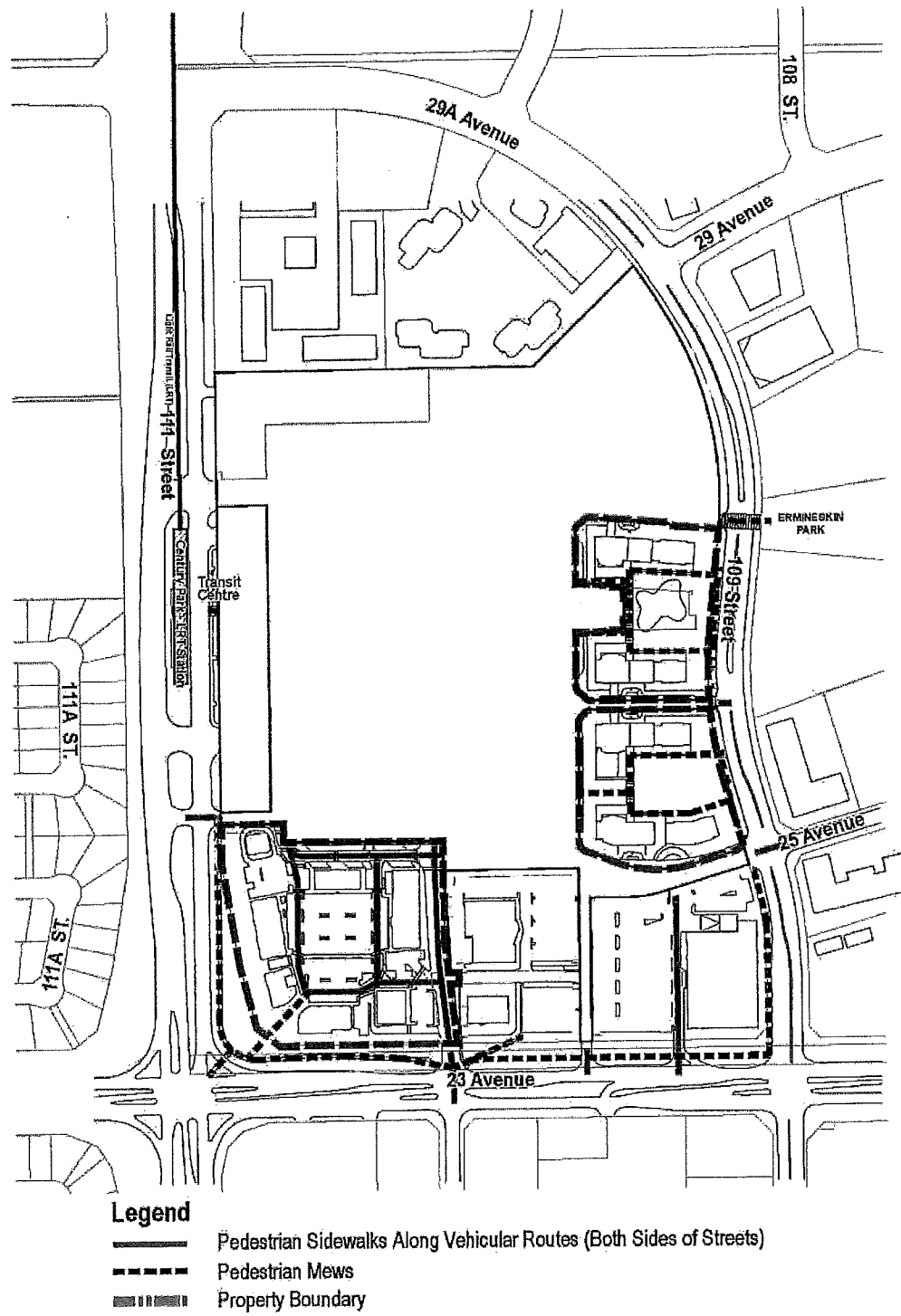


## Legend

- Publicly Accessible Open Space
- Private Open Space
- Property Boundary

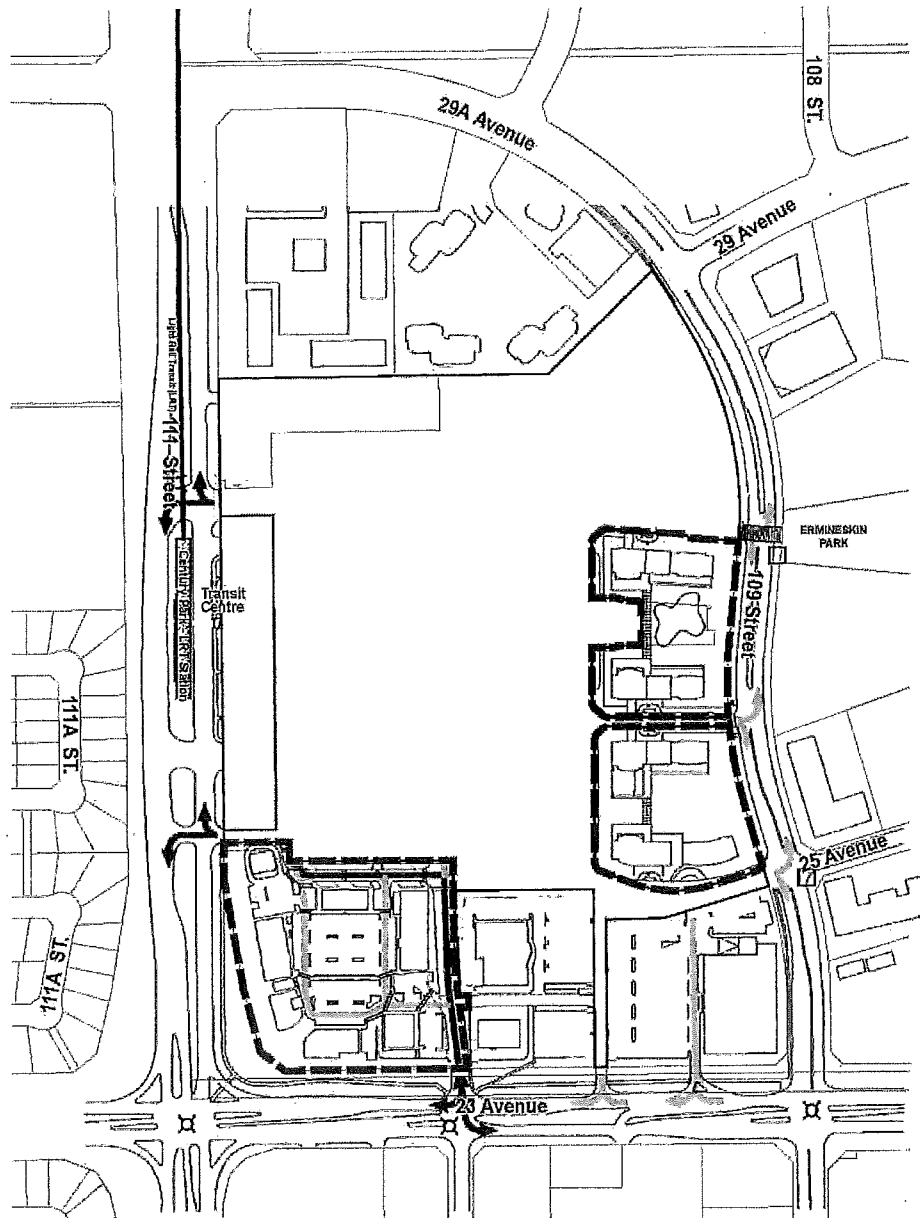
## Pedestrian Linkages

## APPENDIX VI











## Access and Circulation

## APPENDIX VII



## Legend

-  Main Vehicular Circulation
-  Secondary Vehicular Circulation
-  All Directional
-  Right Only
-  Traffic Circles
-  Existing Traffic Signal
-  Proposed Pedestrian Flasher
-  Property Boundary