

Charter Bylaw 20793

A Charter Bylaw to amend Charter Bylaw 20001, as amended,
The Edmonton Zoning Bylaw
Amendment No. 45

WHEREAS Lots 1 and 2, Block 18, Plan 8023087; located at 13743 and 13503 - 115 Avenue NW, Woodcroft, Edmonton, Alberta, are specified on the Zoning Map as Small-Medium Scale Transition Residential Zone (RSM h12) and Medium Scale Residential Zone (RM h16); and

WHEREAS an application was made to rezone the above described property to Direct Control Zone (DC);

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 1.20 to Charter Bylaw 20001 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lots 1 and 2, Block 18, Plan 8023087; located at 13743 and 13503 - 115 Avenue NW, Woodcroft, Edmonton, Alberta, which lands are shown on the sketch plan attached as Schedule "A", from Small-Medium Scale Transition Residential Zone (RSM h12) and Medium Scale Residential Zone (RM h16) to Direct Control Zone (DC).
2. The uses and regulations of the aforementioned DC Zone are annexed hereto as Schedule "B".

3. The sketch plan annexed hereto as Schedule "A" and the uses and regulations of the DC Zone shown on Schedule "B" annexed hereto are hereby incorporated into the Zoning Bylaw, being Part 4 to Charter Bylaw 20001, The Edmonton Zoning Bylaw.

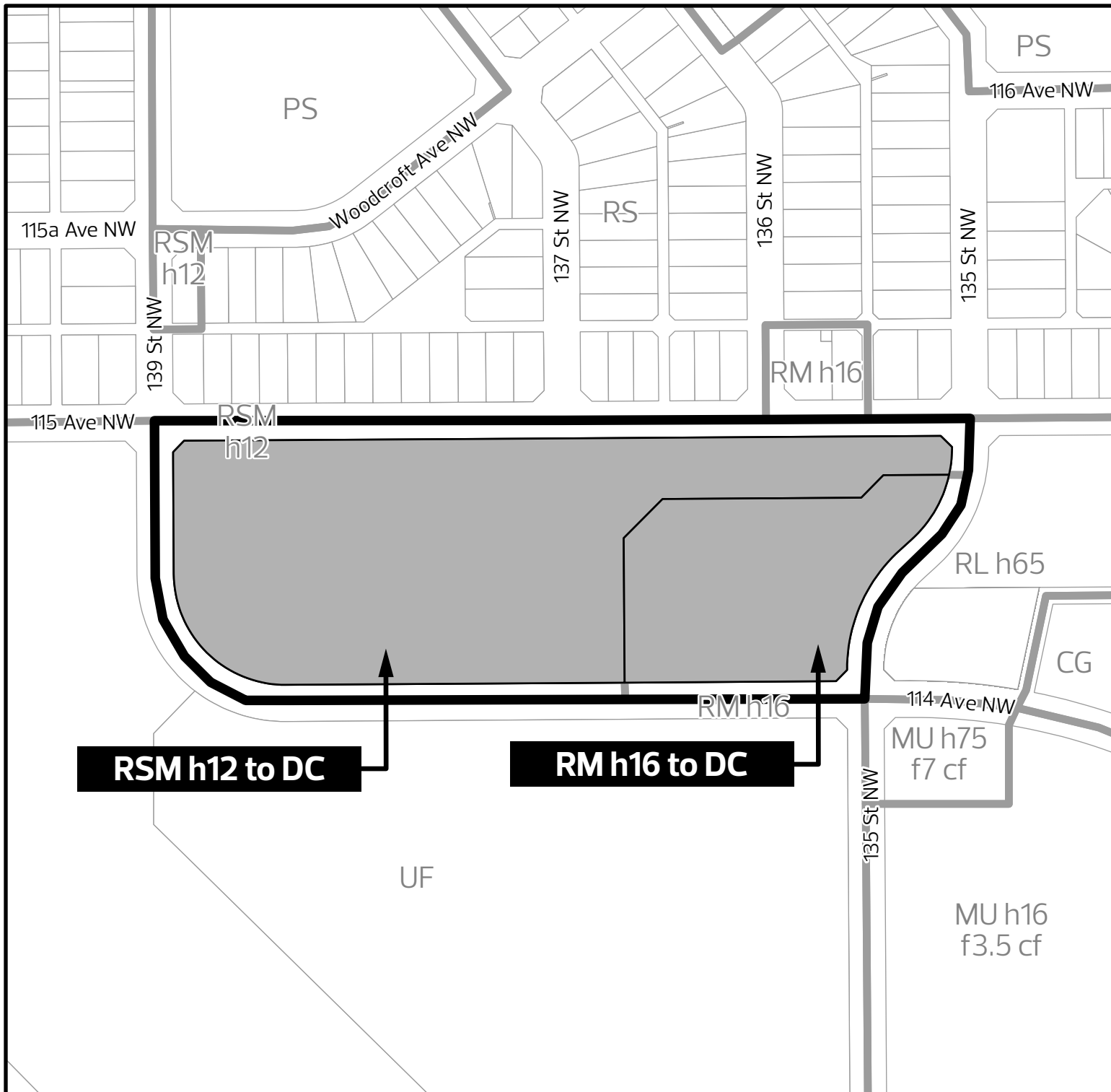
READ a first time this	day of	, A. D. 2024;
READ a second time this	day of	, A. D. 2024;
READ a third time this	day of	, A. D. 2024;
SIGNED and PASSED this	day of	, A. D. 2024.

THE CITY OF EDMONTON

MAYOR


CITY CLERK

CHARTER BYLAW 20793



RSM h12 to DC

RM h16 to DC

 RSM h12, RM h16 to DC



SCHEDULE “B”**(DC) DIRECT CONTROL ZONE****1. Purpose**

To accommodate the phased redevelopment of the existing multi-unit residential site to a medium to high-density development with an interconnected multi-modal street network and opportunities for street-oriented housing, limited commercial opportunities, and enhanced outdoor amenity areas.

2. Area of Application

This DC Zone applies to Lots 1 & 2, Block 18, Plan 8023087; located south of 115 Avenue NW, between 139 Street NW and 135 Street NW, as shown on Schedule “A” of the Charter Bylaw adopting this Zone, Woodcroft.

3. Uses for Sub-Area A

- 3.1 Community Service
- 3.2 Fascia Sign
- 3.3 Freestanding Sign
- 3.4 Home-Based Business
- 3.5 Residential, limited to:
 - 3.5.1 Multi-unit Housing
 - 3.5.2 Supportive Housing
- 3.6 Projecting Sign
- 3.7 Portable Sign
- 3.8 Urban Agriculture

4. Uses for Sub-Area B

- 4.1 Community Service
- 4.2 Indoor Sales and Service
- 4.3 Child Care Service
- 4.4 Fascia Sign
- 4.5 Freestanding Sign
- 4.6 Minor Indoor Entertainment
- 4.7 Home-Based Business
- 4.8 Residential, limited to:
 - 4.8.1 Multi-unit Housing
 - 4.8.2 Supportive Housing
- 4.9 Office

- 4.10 Projecting Sign
- 4.11 Food and Drink Service
- 4.12 Special Event
- 4.13 Portable Sign
- 4.14 Urban Agriculture

5. Development Phasing

- 5.1 Each phase of development must include the portion of public realm that serves the development, such as Abutting Internal Roadways, Walkways, outdoor Common Amenity Areas, and Landscaping.
- 5.2 Redevelopment, including demolition of the existing structures, must be staged in a logical and efficient manner so as not to disrupt the ongoing operation of the remaining parts of the Site while the land within this Zone transitions into the development described in this Zone.

6. Definitions

- 6.1 For the purpose of this Direct Control Zone, the following terms are defined as follows:
 - 6.1.1 “Internal Roadway(s)” means all privately owned and maintained roadways contained within the lands within this Zone.
 - 6.1.2 “Multi-Modal Corridor” means a privately owned and maintained publicly-accessible route through the Site as indicated in Appendix 2 that accommodates a variety of transportation modes, which may include cycling and walking.
 - 6.1.3 “Development Setback(s)” means the distance that a development or a specified portion of it must be from the nearest edge of an Abutting Pathway along an Internal Roadway or the Multi-Modal Corridor, or a Lot Line.

7. Variance and Interpretation

- 7.1 The Development Planner must have regard for a comprehensive phased development program that may have different Floor Area Ratio (FAR) calculations across each phase of development and Sub-Area provided that at full build-out the maximum FAR for the lands within this Zone is not exceeded.
- 7.2 The Development Planner may vary the following regulations, up to a maximum of 10%:
 - 7.2.1 Minimum and maximum Development Setbacks and building separation distance to accommodate additional pedestrian oriented activities or other public realm constraints;

- 7.2.2 Minimum Stepbacks to mitigate sun-shadow or wind-snow impacts, enhanced architectural interest, or accommodate structural engineering requirements;
- 7.2.3 Minimum transparent glazing for non-Residential Uses located in the Ground Floor where architectural features provide increased articulation; and
- 7.2.4 Regulations contained in Section 6.90 in consultation with the City department responsible for transportation.

8. Additional Regulations for Specific Uses

- 8.1 Signs must comply with Section 6.90.
- 8.2 Portable Signs are limited to project advertising and must not include trailer mounted or signs with changeable copy.
- 8.3 Food and Drink Services are limited to 100 occupants and 120 m² of Public Space.
- 8.4 Freestanding Signs shall face Streets, the Multi-Modal Corridor or Internal Roadways.

9. Site and Building Regulations

- 9.1 Development must be in general conformance with the attached Appendices.
- 9.2 The maximum Building Height is:
 - 9.2.1 29.0 m in Sub-Area A as per Appendix 1: Sub-Areas.
 - 9.2.2 38.0 m in Sub-Area B as per Appendix 1: Sub-Areas.
- 9.3 Despite 9.2.1, the maximum Building Height is 14.0 m within 20.0 m of the Lot Line adjacent to 115 Avenue.
- 9.4 The maximum number of Dwellings on the Site is 750.
- 9.5 The maximum Floor Area Ratio for the Site is 1.65.
- 9.6 The minimum Development Setbacks is 4.5 m.
- 9.7 Despite Subsection 9.6, the minimum Development Setbacks is 3.0 m where each Ground Floor Dwelling provides an individual entrance with direct outside access to a sidewalk. Sliding patio doors must not serve as the individual entrance.
- 9.8 Despite Subsection 9.6, the minimum Development Setbacks is 1.0 m where non-Residential Uses are developed on the Ground Floor.
- 9.9 Despite Subsection 9.6, the minimum Development Setbacks along Internal Roadways may be reduced to 2.0 m for a maximum width of 22.0 m within a Façade length.

10. Design Regulations

- 10.1 Development must provide human-scale and pedestrian oriented design fronting Streets and the Multi-modal Corridor as shown in Appendix 2 (see “Residential /

- Amenity Frontage”), through any combination of design elements such as, but not limited to, ground-oriented units, transparent glazing, Private Outdoor Amenity Areas, outdoor Common Amenity Areas, articulation at a minimum interval of 10.0 m, and/or entrances for Residential Uses.
- 10.2 Development must have ground-oriented units fronting 115 Avenue NW as generally illustrated in Appendix 2 (see “Active Residential Frontage”) and are articulated as individual units with individual direct entrances fronting onto adjacent rights-of-way. Sliding patio doors do not serve as these entrances. A minimum of 1 Pathway per 3 individual entrances must be provided to connect entrances to adjacent sidewalks or Pathways, in order to allow for consolidation of Landscaping.
 - 10.3 Where non-Residential Uses are provided on the Ground Floor within the area shown in Appendix 2 (see “Mixed Use Frontage”) Facades must comply with the following:
 - 10.3.1 50% of the Façade area between 1.0 m and 2.0 m above ground level must be windows;
 - 10.3.2 a maximum of 10% of the Facade area windows facing a Street, a Park, or along Facades with a main entrance facing Parking Areas interior to the Site may be covered by non-transparent material. The remainder must be clear, non-reflective and free from obstruction; and,
 - 10.3.3 must provide distinct and separate entrances for non-Residential Uses.
 - 10.4 For any portion of a building exceeding 24.0 m in Height, perceived massing must be minimized through design elements such as, but not limited to:
 - 10.4.1 building variations, building orientation, window placement, awnings where viable, articulation around entranceways, roof treatment, and the choice of exterior materials and colours;
 - 10.4.2 stepping back portions of the Façade a minimum of 2.0 m; and,
 - 10.4.3 locating Landscaping to mitigate the perceived mass of the Street Façade.
 - 10.5 Where a Pathway is provided between two or more buildings, the buildings must be separated by a minimum of 6.0 m.
 - 10.6 Building articulation must provide architectural variety and interest, and to consider balconies and terrace areas where appropriate and in consideration of existing adjacent residential uses.
 - 10.7 The maximum length of any building is 80.0 m.
 - 10.8 Despite 10.7, the maximum building length fronting 115 Avenue is 60.0 m.
 - 10.9 Entrance and exit to underground parking structures must be finished in a material compatible with the base of the building, creating a unified exterior. Any required retaining walls for the parkade entry must be incorporated into the Landscape Plan and be used for decorative landscaping such as planters and railings.
 - 10.10 The primary building entrances must be identifiable, prominent, accessible, and inviting. These entrances must incorporate weather protection features in the form of

a canopy or any other architectural element, and must provide adequate lighting to identify these areas at night, to the satisfaction of the Development Planner.

- 10.11 All exterior building materials must complement and enhance the Site and surrounding area, and may include but not be limited to brick, wood, masonry veneer, acrylic stucco, fibre cement siding, natural and synthetic stone, granite, textured concrete, and glazing. Colour schemes must tie building elements together, enhance the architectural form of the building, and be compatible with buildings in the immediate surrounding area.

11. Parking, Loading, Storage and Access Regulations

- 11.1 Internal Roadways must be constructed and be generally located as shown in Appendix 2, and designed to accommodate both active modes and vehicular traffic. As shown in Appendix 3, design of Internal Roadways must include a minimum of one sidewalk, vehicle travel lanes, and Soft Landscaping. Internal Roadways may also include, but are not limited to, additional sidewalks and public realm amenities, shared pathways, bike lanes, marked crossings, on-street parking, special paving features, bike parking, curb extensions, loading zones, varied curbs, boulevard trees, and limited grade separation.
- 11.2 A Multi-Modal Corridor must be constructed and be generally located as shown in Appendix 2 and designed to accommodate a mix of transportation modes. As shown in Appendix 3, design of the Multi-Modal Corridor must include a bike lane, sidewalk, and Soft Landscaping. The Multi-Modal Corridor may also include, but is not limited to, public realm amenities, marked crossings, special paving features and boulevard trees. Where the Multi-Modal Corridor aligns with an Internal Roadway, the design must be integrated to include at a minimum, but not duplicate, sidewalks, bike lanes, vehicle travel lanes, and Soft Landscaping.
- 11.2.1.1 As a condition of the Development Permit for the construction of a principle building adjacent to the Multi-Modal Corridor which completes the construction along the Multi-Modal Corridor, the owner shall register a 24-hour Public Access Easement for the Multi-Modal Corridor with a minimum width of 8.4 metres as generally shown on Appendix 3.
- 11.3 A Pathway must be constructed and be generally located as shown in Appendix 2 and designed to accommodate pedestrians. The design of the Pathway must include a 1.8 m sidewalk, and may also include, but is not limited to, soft landscaping, public realm amenities, marked crossings, special paving features and boulevard trees.
- 11.3.1.1 As a condition of the Development Permit for the construction of a principle building adjacent to the Pathway which completes the construction along the Pathway, the owner shall register a 24-hour

Public Access Easement for the Pathway with a minimum width of 1.8 metres.

- 11.4 Entrance and exit points to underground parking structures must be accessed from Internal Roadways, to the satisfaction of the Development Planner and the City department responsible for transportation.
- 11.5 The trash collection and loading areas must be accessed from the Internal Roadways, located at-grade, or within an integrated building waste and recycling room. It must be screened from public streets, Common Amenity Areas and on-Site sidewalks using Landscaping, fencing or walls, to the satisfaction of the Development Planner in consultation with the City departments responsible for waste services and transportation.
- 11.6 Parking may be permitted along Internal Roadways in the form of on-street, parallel, angled or perpendicular parking.
- 11.7 Vehicular access must be established to reduce disruption to pedestrian circulation to the satisfaction of the Development Planner in consultation with the City department responsible for transportation.

12. Landscaping, Lighting and Amenity Area Regulations

- 12.1 A detailed Landscape Plan for each phase of development must be prepared by a Landscape Architect registered with the Alberta Association of Landscape Architects (AALA), and include all existing and proposed utilities and off-Site streetscape improvements within the road right-of-way. This must be submitted as part of a Development Permit application for review and approval by the Development Planner. The following applies and must also be shown on the required Landscape Plan:
 - 12.1.1 landscaping must use plant materials that provide colour throughout the year to enhance appearance during winter months; and
 - 12.1.2 landscaping Plans must incorporate native and/or drought-tolerant species into the Landscaping design.
- 12.2 A ground-level outdoor Common Amenity Area with a minimum area of 500 m², must be provided in the northwest area of the site, as generally shown in Appendix 2. This area may include a playground, seating areas or other similar features suitable for this intended Use, to the satisfaction of the Development Planner.
- 12.3 A ground-level outdoor Common Amenity Area with a minimum area of 2,000 m², must be provided in the southeast area of the site, as generally shown in Appendix 2. This area may include a community green, play structures, shade structures, seating areas, and/or other similar features suitable for the intended use as a gathering area for the Development.

- 12.4 Throughout the site, there must be private open spaces, trees, and other landscaped areas to break apart the massing and provide convenient amenities to residents and visitors.
- 12.5 Outdoor Common Amenity Areas must provide pedestrian connections to other Amenity Areas, Internal Roadways, paths, or Streets.
- 12.6 Programming of Amenity Areas such as internal communal courtyards may include but not be limited to, planting, pedestrian connections, exterior lighting and street/walkway furniture, landscape features, community gardens, plazas, play structures, fencing details, and other features designed for people of all ages to the satisfaction of the Development Planner.

13. General Regulations

- 13.1 An arborist report and tree preservation plan to the satisfaction of the Development Planner in consultation with the City department responsible for urban forestry, must be submitted with the Development Permit application to determine the impact of the proposed development, including excavation and construction, on the existing boulevard trees along 115 Avenue NW, 114 Avenue NW, 139 Street NW and 135 Street NW. If required by the Development Planner, an air spading tool must be used to determine the amount and size of roots that may need to be cut for the parkade/foundation wall. If:
 - 13.1.1 the arborist report indicates that the development will unduly compromise the ongoing viability and health of a tree or trees, each tree must be removed as part of the redevelopment of the site. The owner/developer is responsible for the cost of removal as well as for either replacing removed trees with a new tree in an enhanced growing soil medium in the form of soil cells or continuous trenches or compensating the City for the value of the tree being removed; or
 - 13.1.2 the arborist report indicates that the development will not unduly compromise the ongoing viability and health of a tree or trees, each tree must be retained and protected as per the City's Corporate Tree Management Policy C456C.
- 13.2 Prior to the issuance of a Development Permit for any buildings greater than 20.0 m in Height, a Wind Impact Statement must be submitted for review. The development must incorporate design features to minimize adverse microclimatic effects such as wind tunneling, snow drifting, rain sheeting both on and off Site, consistent with the recommendations of the Wind Impact Statement.
- 13.3 To ensure ongoing analysis of transportation related issues throughout the phased development of the lands within this Zone, an updated Transportation Impact Assessment

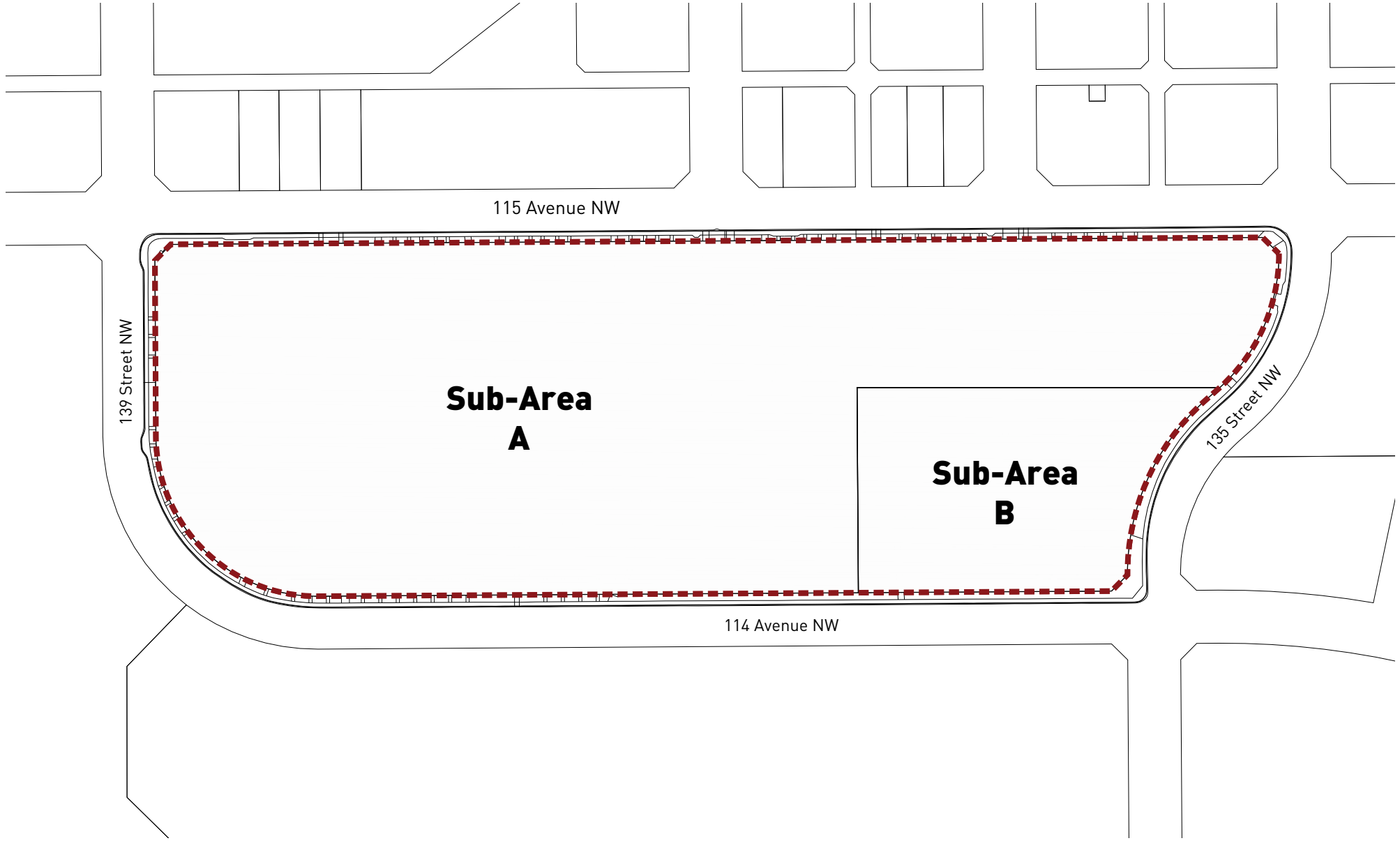
(TIA) is to be submitted with the first development permit that cumulatively takes the development of the lands within this Zone over 50% of the maximum potential Dwelling units. The updated TIA must include:

- 13.3.1 updated traffic counts at 114 Avenue/135 Street intersection;
- 13.3.2 evaluation of the signal requirements at 114 Avenue/135 Street intersection; and,
- 13.3.3 strategies to promote multi-modal transportation.

14. Public Improvements and Contributions

- 14.1 As a condition of a Development Permit for construction of a principal building, the owner must enter into an Agreement with the City of Edmonton for off-site improvements as deemed necessary to serve the development, to the satisfaction of the Development Planner in consultation with the City department responsible for transportation. Such improvements must be constructed at the owner's cost. The Agreement process must include an engineering drawing review and approval. Improvements to address in the Agreement(s) must include:
 - 14.1.1 installation of a pedestrian crossing on 114 Avenue at the proposed mid-block crossing, with consideration for measures to reduce crossing distance, in consultation with the City department responsible for transportation and pedestrian safety;
 - 14.1.2 payment of up to a maximum \$100,000 for signal Installation costs at the 114 Avenue/135 Street intersection as recommended by the updated analysis completed as part of the updated Traffic Impact Assessment as outlined in Section 13.3.; and,
 - 14.1.3 repair of any damage to the abutting roadways, sidewalks, Street furniture, Street trees, and/or boulevards resulting directly from construction of the development.
- 14.2 A minimum of 20 of the total number of Dwellings throughout the site must be developed with 3 or more bedrooms and a minimum of three of the following characteristics:
 - 14.2.1 the Dwellings must be located no higher than the 4th Storey of the building;
 - 14.2.2 the Dwelling must have individual and private access to ground level;
 - 14.2.3 the Dwelling must have dedicated and enhanced bulk storage located within the Dwelling, or on the same Storey as the Dwelling;
 - 14.2.4 the Dwelling must have access to a minimum of 2 Bicycle Parking Spaces in addition to those required for the remainder of the Dwellings in the development;
 - 14.2.5 the Dwelling must have a Private Outdoor Amenity Area of at least 12.0 m²; or

14.2.6 the Dwelling must have access to an outdoor Common Amenity Area at least 50.0 m², designed with play-based structures or amenities.



115 Avenue NW

139 Street NW

**Sub-Area
A**

**Sub-Area
B**

135 Street NW

114 Avenue NW

--- Subject Lands



1:2000





- Subject Lands
- Amenity Area
- Mixed-use Frontage
- Active Residential Frontage
- Multi-modal Corridor
- Internal Roadway
- Residential / Amenity Frontage
- Pathway

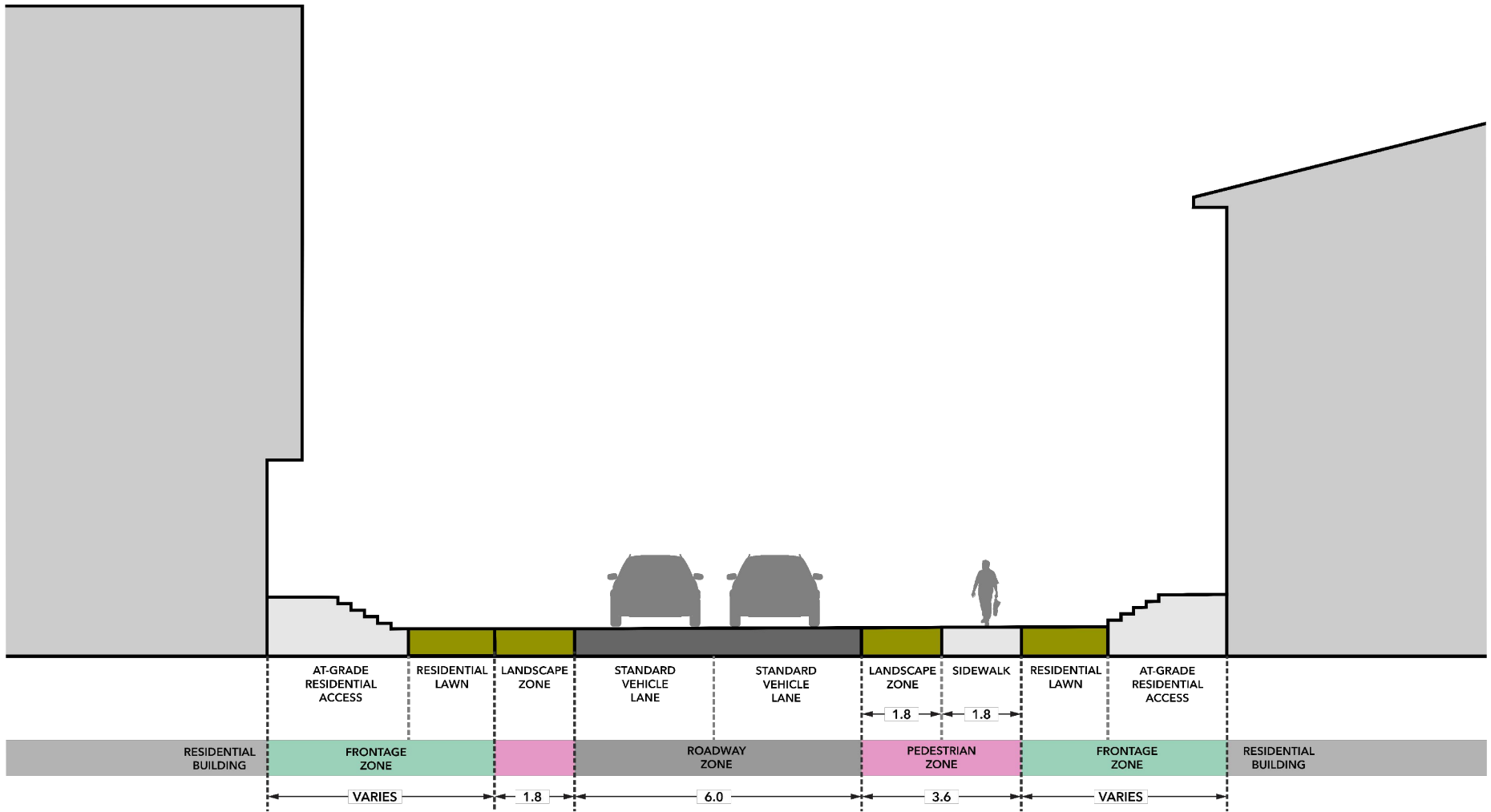


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Brentwood

Appendix 2: Conceptual Site Plan

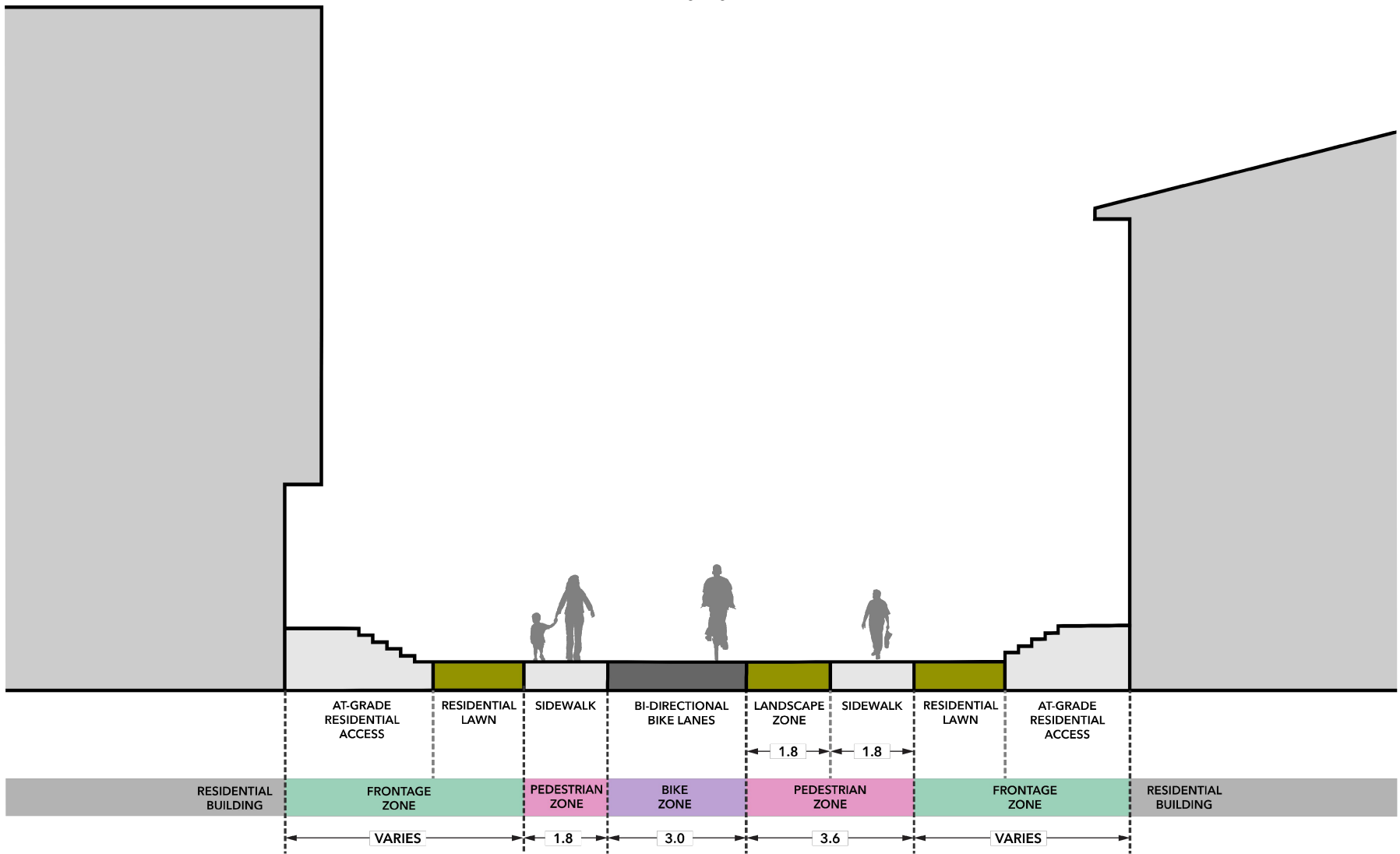


X.X minimum width, in metres

*Cross-sections are provided for illustrative purposes and should not restrict logical and reasonable design



NTS



X.X minimum width, in metres

*Cross-sections are provided for illustrative purposes and should not restrict logical and reasonable design



NTS