

Bylaw 20920

A Bylaw to amend Charter Bylaw 20001, as amended,  
The Edmonton Zoning Bylaw  
Amendment No. 113

WHEREAS Lot 3, Block 6, Plan 0022000; located at 2331 - 66 Street NW, Mill Woods Town Centre, Edmonton, Alberta, are specified on the Zoning Map as Direct Control Zone (DC1.18109); and

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

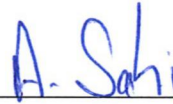
NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

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 Lot 3, Block 6, Plan 0022000; located at 2331 - 66 Street NW, Mill Woods Town Centre, Edmonton, Alberta, which lands are shown on the sketch plan attached as Schedule "A", from Direct Control Zone (DC1.18109) 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.
4. Despite Subsection 3 of Section 7.80 of Charter Bylaw 20001, The Edmonton Zoning Bylaw, Pre-Application Notification Requirements do not apply in respect of the rezoning outlined in this Charter Bylaw.

5. Despite Sections 7.50.4.9.1 and 7.50.4.7 of Charter Bylaw 20001, The Edmonton Zoning Bylaw, Rezoning Amendment Application Information Signs shall be placed in accordance with Schedule "C".

READ a first time this	9th day of September	, A. D. 2024;
READ a second time this	9th day of September	, A. D. 2024;
READ a third time this	9th day of September	, A. D. 2024;
SIGNED and PASSED this	9th day of September	, A. D. 2024.

THE CITY OF EDMONTON

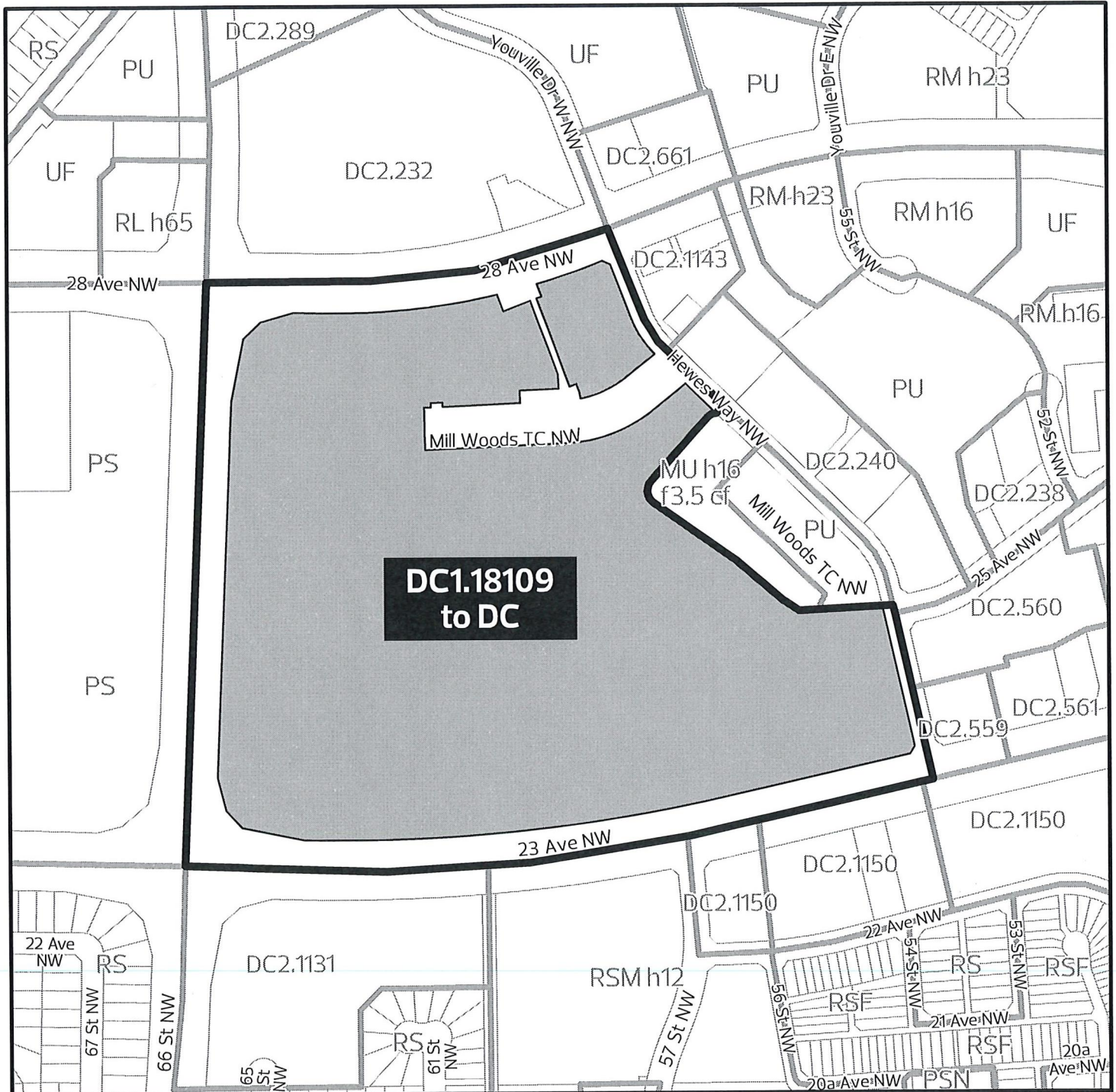


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MAYOR



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s / CITY CLERK

# BYLAW 20920



 DC1.8109 to DC



**SCHEDULE "B"****DIRECT CONTROL ZONE (DC)****1. General Purpose**

- 1.1. To accommodate the comprehensive, mixed-use, transit oriented urban village redevelopment of the Mill Woods Town Centre site around the Mill Woods LRT Stop and Transit Centre.

**2. Development Objectives**

- 2.1. In order to achieve the General Purpose of this Direct Control Zone, the following objectives for the comprehensive development of the entire site are provided in addition to development regulations:
  - 2.1.1. Create a higher density, compact, mixed-use Transit Oriented Development (TOD) town centre.
  - 2.1.2. Provide for a wide range of housing choice, shopping and employment opportunities, and public amenities.
  - 2.1.3. Ensure TOD is appropriately located and scaled to fit the surrounding community while allowing for continuous functionality and transition of the existing facilities.
  - 2.1.4. Improve the public realm and focus on enhanced place making.
  - 2.1.5. Provide high quality open spaces that actively interface with adjacent buildings and roadways, and support and encourage pedestrian activity by enabling year-round use.
  - 2.1.6. Safely and effectively integrate the on and off-site active mode network.
- 2.2. The Development Planner must have regard for the objectives outlined in Section 2.1 of this Direct Control Zone in order to ensure that development is compact, transit-oriented, of a high quality, and integrates with the surrounding neighbourhood. Despite any of these objectives, the Development Regulations and the Appendices to this Zone must take precedence.

**3. Area of Application**

- 3.1. This Zone applies to Lot 3, Block 6, in Plan 0022000. The area is bounded by 28 Avenue NW to the north, Hewes Way NW to the east, 23 Avenue NW to the south, and 66 Street NW to the west, as shown in Schedule "A" of the Bylaw adopting this Zone.
- 3.2. This Zone establishes seven (7) Sub Areas (A - G) identified in Appendix 1: Mill Woods Town Centre Redevelopment Conceptual Site Plan.

#### **4. Uses**

##### **4.1. Uses for Sub Areas A, B, C, D, E, F**

- 4.1.1. Bar
- 4.1.2. Child Care Service
- 4.1.3. Community Service
- 4.1.4. Food and Drink Service
- 4.1.5. Health Service
- 4.1.6. Home-Based Business
- 4.1.7. Hotel
- 4.1.8. Indoor Sales and Service
- 4.1.9. Liquor Store
- 4.1.10. Major Indoor Entertainment
- 4.1.11. Minor Indoor Entertainment
- 4.1.12. Minor Industrial
- 4.1.13. Office
- 4.1.14. Parking Facility
- 4.1.15. Residential
- 4.1.16. Residential Sales Centre
- 4.1.17. School
- 4.1.18. Urban Agriculture
- 4.1.19. Fascia Sign
- 4.1.20. Projecting Sign
- 4.1.21. Portable Sign

##### **4.2. Additional Uses for Sub Area C**

- 4.2.1. Vehicle Support Service, existing with a valid development permit at the time of adoption of this Zone.

##### **4.3. Additional Uses for Sub Area D**

- 4.3.1. Minor Utility

4.3.2. Freestanding Sign

**4.4. Additional Uses for Sub Areas E and F**

- 4.4.1. Agriculture, limited to greenhouses and garden centres
- 4.4.2. Health Care Facility
- 4.4.3. Hotel
- 4.4.4. Library
- 4.4.5. Minor Utility
- 4.4.6. Outdoor Sales and Service
- 4.4.7. Special Event
- 4.4.8. Freestanding Sign

**4.5. Additional Uses for Sub Area F**

- 4.5.1. Major Digital Sign
- 4.5.2. Minor Digital Sign
- 4.5.3. Minor Industrial
- 4.5.4. Vehicle Support Service

**4.6. Uses for Sub Area G**

- 4.6.1. Bar, limited to 240 m<sup>2</sup> of Public Space per establishment
- 4.6.2. Food and Drink Service
- 4.6.3. Indoor Sales and Service
- 4.6.4. Outdoor Recreation Service
- 4.6.5. Outdoor Sales and Service
- 4.6.6. Park
- 4.6.7. Special Event
- 4.6.8. Urban Agriculture
- 4.6.9. Fascia Sign
- 4.6.10. Portable Sign
- 4.6.11. Projecting Sign

## 5. Definitions

- 5.1. For the purpose of this Direct Control Zone, the following terms must apply:
- 5.1.1. **East-West Bound Main Street:** A privately owned publicly accessible road connecting the existing site accesses on 66 Street and Hewes Way.
  - 5.1.2. **North-South Bound Main Street:** A privately owned publicly accessible road connecting the existing site accesses on 28 Avenue and the East-West Bound Main Street.
  - 5.1.3. **North-South Bound Esplanade Main Street:** A privately owned publicly accessible road connecting the existing site accesses on 23 Avenue and the East-West Bound Main Street, and containing Sub Area G.
  - 5.1.4. **Local Street:** A privately owned publicly accessible road connecting spaces and places across the Mill Woods Town Centre Site and to the public roads beyond.
  - 5.1.5. **Private Internal Roadways:** means the East-West Bound Main Street, North-South Bound Main Street, North-South Bound Esplanade Main Street, and Local Streets.
  - 5.1.6. **Sub Area:** means the area of land that is formed by surrounding Private Internal Roadways or public roadways on all sides in general conformance with Appendix 1. A Sub Area may be broken up into Blocks in general accordance with this Direct Control Zone.
  - 5.1.7. **Block:** means the area of land that is formed by surrounding Private Internal Roadways or public roadways, Mid-Block Accessways, or Mews.
  - 5.1.8. **Mews:** A privately owned publicly accessible linkage that is provided to break up large Block areas and that is shared among pedestrians, bicyclists, and motor vehicles designed without a clear division between pedestrian and auto space, but where pedestrians have priority over vehicles and that provides a direct pathway between focal points and/or activities, or can service land uses oriented towards the interior of a Sub Area or Block. A Mews may include limited vehicle access for vehicle loading, drop-off and deliveries, on-site private parking facilities, and trash storage and collection, and must be a minimum of 6 m wide to a maximum width of 10 m.
  - 5.1.9. **Mid-Block Accessway:** A 4 m wide and free of vehicular access privately owned publicly accessible linkage that is provided to break up large Block areas and provide pedestrian/bike circulation between two streets.
  - 5.1.10. **Mixed Use:** development that includes a mixture of different land uses such as: residential, commercial, community, recreational, and public spaces. In this Direct Control Zone, it generally refers to development

where different uses are not only combined on the same site, area, or building, but also within a Sub Area.

- 5.1.11. **Publicly Accessible Private Open Spaces:** means the: pocket parks, linear parks, plazas, Mid-Block Accessways, and Mews.
- 5.1.12. Despite the Zoning Bylaw, if no Subdivision Plan is provided at the time of a Development Permit application, Setbacks are defined as follows in this Direct Control Zone:
  - 5.1.12.1. **Front Setback:** the distance that a development or a specified portion of it, must be set back from:
    - 5.1.12.1.1. where an abutting sidewalk of a publicly accessible private roadway begins (external edge of the frontage zone of the abutting sidewalk) as per Appendix 3, or
    - 5.1.12.1.2. in the case of a corner development, where an abutting sidewalk of a publicly accessible private roadway begins (external edge of the frontage zone of the abutting sidewalk) as per Appendix 3, or where an abutting Publicly Accessible Private Open Space (as defined in a future easement agreement) begins as per Appendix 3.
  - 5.1.12.2. **Rear Setback:** the distance that a development or a specified portion of it, must be set back from:
    - 5.1.12.2.1. where an abutting Publicly Accessible Private Open Space (as defined in a future easement agreement) begins, or
    - 5.1.12.2.2. in the case of a double fronting development, where an abutting sidewalk of a publicly accessible private roadway begins (external edge of the frontage zone of the abutting sidewalk).
  - 5.1.12.3. **Side Setback:** the distance that a development or a specified portion of it, must be set back from the outermost side line of the Sub Area where the development is located.
- 5.1.13. All names of City of Edmonton departments shall refer to those existing at the time of adoption of this Zone, or their successor groups.
- 5.1.14. All City of Edmonton documents and Guidelines referred to in this Zone shall also refer to their successor documents

## 6. Variance and Interpretation



- 6.1. The Development Planner may vary building Setbacks and building Stepbacks, built form, Podium design, and the minimum distance between individual high rise developments, provided consideration is given to:
  - 6.1.1. the character of the built form:
  - 6.1.2. the building's visual, shadow and other microclimatic impacts on adjacent development:
  - 6.1.3. the General Purpose of this Direct Control Zone; and
  - 6.1.4. principles of Crime Prevention Through Environmental Design (CPTED).

## **7. Mill Woods Transit Centre**

- 7.1. Private Internal Roadways used on a temporary basis for bus routes and/or pedestrian connections by Edmonton Transit Service must remain privately owned. As a condition of Development Permit issuance, a public access easement agreement must be registered to permit transit vehicles, and pedestrian usage until such time as the permanent Transit Centre access is provided.
- 7.2. Development which fronts, Abuts, backs, or is otherwise adjacent to the Transit Centre requires a minimum 40% of the building face towards the Transit Centre to be Active Non-Residential frontage, as described in Section 9.12.6.4. in addition to those edges as described as Active Frontages in Appendix 1. Despite this, development on the northwest site in Sub Area D may be permitted to not front the Transit Centre provided public art is provided in accordance with Section 9.5.4.

## **8. Existing Uses and Transition Regulations**

- 8.1. Existing auto oriented Uses such as Drive through services and Rapid Drive through Vehicle Services, existing with a valid development permit in Sub Area C at the time of adoption of this Zone may continue as developed. Redevelopment to accommodate other new auto oriented businesses is limited to exterior / interior building alterations and minor Site changes that do not alter existing vehicle queuing and parking layouts.
- 8.2. The owner must ensure that interim pedestrian and active modes connections are provided during construction, as well as Private Internal Roadways and walkways, to the satisfaction of Development and Zoning Services.
- 8.3. Existing buildings may be renovated, structurally altered, or rebuilt for the continuous functionality of the existing commercial Uses or for safety or routine maintenance of the buildings, with the exception of those in Sub Area C as shown in Appendix 1, which are subject to Section 8.1 above.

## **9. Development Regulations**

### **9.1. General Development Regulations**

- 9.1.1. Development must be in general conformance with the Appendices to this Zone.
- 9.1.2. As per section 7.80 of the Zoning Bylaw, all regulations in the Zoning Bylaw must apply to this Direct Control Zone unless specifically excluded or modified in this Zone.
- 9.1.3. The Development Planner must ensure that new development reflect the Mill Woods Station Area Redevelopment Plan and the regulations contained herein.
- 9.1.4. The maximum number of Dwelling Units for the entire Site must be 1750.
- 9.1.5. The maximum amount of Non-residential Floor Area for the entire Site must be 70,000 m<sup>2</sup>.
- 9.1.6. Despite Sections 9.1.4 and 9.1.5 of this Direct Control Zone, Floor Area for Hotel development must not be counted toward the total Floor area for Non-Residential Uses and the number of Sleeping Units must count toward total number of Dwelling Units for the Site.
- 9.1.7. The North-South Bound Main Street and East-West road must be developed in general conformance with the Appendix 3 (Cross Section A-A).
- 9.1.8. The street network and Publicly Accessible Private Open Spaces shown in any of the Appendices must not prescribe their exact alignment or locations but rather illustrate the need for an interconnected mobility network.
- 9.1.9. For any Sub Area. the Maximum Front Setback, if not otherwise specified, must be no more than an additional 25% of the prescribed Minimum Front Setback.

### **9.2. Building Heights, FAR and Setbacks per Sub Area**

#### **9.2.1. Minimum Floor Area Ratio (FAR) Requirement**

- 9.2.1.1. The Minimum Floor Area Ratio for each Sub Area as described in Sections 9.2 of this Direct Control Zone must be evaluated at full build-out of a Sub Area and must be interpreted to mean the numerical value of the total Floor Area of all buildings within a Sub Area divided by the area of the Sub Area. Full build-out must be determined by the Development Planner at their discretion.

**9.2.2. Sub Area A**

9.2.2.1. The maximum Height:

9.2.2.1.1. must not exceed 10.5 m for the Podium portion of the building.

9.2.2.1.2. must not exceed 30.0 m for the combination of Podium Height plus the Tower Height.

9.2.2.2. The minimum Floor Area Ratio must be 1.0.

9.2.2.3. The maximum Floor Area Ratio must be 7.0.

9.2.2.4. Front Setback:

9.2.2.4.1. Where the ground floor of the development is designed for Residential Uses, the minimum Front Setback must be 3.0 m.

9.2.2.4.2. Where the ground floor of the development is designed for Non Residential Uses, the Front Setback must be 0.0 m. An additional 1.5 m Front Setback may be allowed to accommodate pedestrian oriented use or activities.

9.2.2.5. The minimum Side Setback must be 3.0 m.

9.2.2.6. The minimum Rear Setback must be 2.5 m.

**9.2.3. Sub Area B**

9.2.3.1. The maximum Height must not exceed 23.0 m for the combination of Podium Height plus the Tower Height.

9.2.3.2. The minimum Floor Area Ratio must be 1.0.

9.2.3.3. The maximum Floor Area Ratio must be 2.5.

9.2.3.4. Front Setback:

9.2.3.4.1. Where the ground floor is designed for Residential Uses, the minimum Front Setback must be 3.0 m.

9.2.3.4.2. Where the ground floor of the development is designed for Non Residential Uses, the Front Setback must be 0.0 m. An additional 1.5 m Front Setback may be allowed to accommodate pedestrian oriented activities.

9.2.3.5. Side Setback:

9.2.3.5.1. Where the ground floor is designed for Residential Uses, the minimum side Setback must be 2.0 m with an additional 1.0 m for each Storey or partial Storey for developments above three Storeys in Height:

9.2.3.5.2. Where the ground floor of the development is designed for Non Residential Uses, the minimum Side Setback must be 0.0 m.

9.2.3.6. The minimum Rear Setback must be 2.5 m.

#### **9.2.4. Sub Area C**

9.2.4.1. The maximum Height:

9.2.4.1.1. must not exceed 20.0 m for the Podium portion of the building.

9.2.4.1.2. must not exceed 60.0 m for the combination of Podium Height plus the Tower Height.

9.2.4.2. The minimum Floor Area Ratio must be 1.0.

9.2.4.3. The maximum Floor Area Ratio must be 7.0.

9.2.4.4. Front Setback:

9.2.4.4.1. Where the ground floor is designed for Residential Uses and if fronting onto 66 Street or 28 Avenue the minimum Front Setback must be 3.0 m.

9.2.4.4.2. Where the ground floor is designed for Residential Uses and if fronting onto the Future Transit Only Connection Area, or the Future Shared Transit & Vehicular Connection Area, the minimum Front Setback must be 1.5 m, and the maximum Front Setback must be 4.0 m.

9.2.4.4.3. Where the ground floor of the development is designed for Non Residential Uses fronting onto the North-South Bound Main Street or the East-West Bound Main Street the Front Setback must be 0.0 m. An additional 1.5 m Front Setback may be allowed to accommodate pedestrian oriented uses or activities.

9.2.4.5. The minimum Side Setback must be

9.2.4.5.1. 1.5 m if flanking onto Future Transit Only Connection Area, or the Future Shared Transit.& Vehicular Connection Area, or

9.2.4.5.2. 3.0 m if flanking onto 66 Street, 28 Avenue, or a Local Street.

9.2.4.6. The minimum Rear Setback must be 2.5 m.

### **9.2.5. Sub Area D**

9.2.5.1. Development of the site northwest of the ETS Transit Centre in Sub Area D must be in general accordance with Appendix 6.

9.2.5.2. The maximum Height:

9.2.5.2.1. must not exceed 21.0 m for the Podium portion of the building.

9.2.5.2.2. must not exceed 75.0 m for the combination of Podium Height plus the Tower Height.

9.2.5.3. The minimum Floor Area Ratio must be 1.0.

9.2.5.4. The maximum Floor Area Ratio must be 7.0.

9.2.5.5. Setbacks:

9.2.5.5.1. Where the ground floor of the development fronts onto 28 Avenue the minimum Front Setback must be 1.5 m.

9.2.5.5.2. Where the ground floor of the development fronts on to the Transit Centre, the minimum Front Setback must be 1.5 m and the maximum Front Setback must be 8.5 m.

9.2.5.5.3. Where the ground floor of the development fronts onto the North South Bound Main Street, the minimum Front Setback must be 0.0 m and the maximum Front Setback must be 3.5 m.

9.2.5.5.4. Where the ground floor of the development fronts onto the Mill Woods LRT Stop or the Edmonton Transit Service Walkway Connection, the minimum Front Setback must be 0.0 m and the maximum Front Setback must be 18.5 m.

9.2.5.5.5. Where the ground floor of the development fronts onto the East-West Bound Main Street or Hewes Way the Front Setback must be 0.0 m. An additional 1.5 m Front Setback may be allowed to accommodate pedestrian oriented uses or activities.

9.2.5.5.6. The minimum Side Setback must be 1.5 m. A Rear Setback must not be required, except for where the development is adjacent to the Mill Woods Transit Centre, where a

minimum 1.5 m Rear Setback is required.

**9.2.6. Sub Area E**

9.2.6.1. The maximum Height

9.2.6.1.1. must not exceed 10.5 m for the Podium portion of the building.

9.2.6.1.2. must not exceed 23.0 m for the combination of Podium Height plus the Tower Height.

9.2.6.2. The minimum Floor Area Ratio must be 1.0.

9.2.6.3. The maximum Floor Area Ratio must be 3.5.

9.2.6.4. Front Setback:

9.2.6.4.1. Where the ground floor is designed for Residential Uses, the minimum Front Setback must be 3.0 m.

9.2.6.4.2. Where the ground floor of the development is designed for Non-Residential Uses fronting onto the North-South Bound Main Street, the East-West Bound Main Street, or the North-South Bound Esplanade the Front Setback must be 0.0 m. An additional 1.5 m Front Setback may be allowed to accommodate pedestrian oriented activities.

9.2.6.5. The minimum Side Setback must be:

9.2.6.5.1. 3.0 m if flanking onto a Local Street, or

9.2.6.5.2. 0.0 m if flanking onto a Publicly Accessible Private Open Space.

9.2.6.6. The minimum Rear Setback must be 2.5 m.

**9.2.7. Sub Area F**

9.2.7.1. The maximum Height

9.2.7.1.1. must not exceed 23.0 m for the combination of Podium Height plus the Tower Height.

9.2.7.1.2. a Podium is not required for buildings along the street segment.

9.2.7.2. The minimum Floor Area Ratio must be 0.5.

9.2.7.3. The maximum Floor Area Ratio must be 3.5.

9.2.7.4. Front Setback:

- 9.2.7.4.1. Where the ground floor is designed for Residential Uses, the minimum Front Setback must be 3.0 m.
- 9.2.7.4.2. Where the ground floor of the development is designed for Non Residential Uses and if fronting onto the North-South Bound Esplanade, the Front Setback must be 0.0 m. An additional 1.5 m Front Setback may be allowed to accommodate pedestrian oriented uses or activities.
- 9.2.7.4.3. Where the ground floor of the development is designed for Non Residential Uses and if fronting onto 23 Avenue, the Front Setback must be 3.0 m.

9.2.7.5. The minimum Side Setback must be:

- 9.2.7.5.1. 3.0 m if flanking onto a Local Street or Hewes Way, or
- 9.2.7.5.2. 0.0 m if flanking onto a Publicly Accessible Private Open Space.

9.2.7.6. The minimum Rear Setback must be 2.5 m.

**9.2.8. Sub Area G**

- 9.2.8.1. The maximum Height must not exceed 4.0 m.
- 9.2.8.2. The maximum Floor Area Ratio must be 0.25.
- 9.2.8.3. The minimum Front Setback must be 1.5 m.
- 9.2.8.4. The minimum Side Setback must be 1.5 m.
- 9.2.8.5. A Rear Setback must not be required.

**9.2.9. Supplementary Setback Regulations**

- 9.2.9.1. Additional Setbacks may be allowed for developments on comers to create architecturally interesting entranceways for the building and to provide additional open space at the intersection.
- 9.2.9.2. Overhangs must be permitted within the space of the Setback where the ground floor is designed for Commercial or Community Uses.
- 9.2.9.3. Side setbacks may not be required at the discretion of the Development Planner where the side walls of adjacent buildings face each other and windows of habitable rooms are not located

directly opposite each other. such that privacy is not impacted.

### **9.3. Sub Area Site Plan**

- 9.3.1. In addition to the requirements of the Zoning Bylaw, every application for a Development Permit must include a Sub Area Plan, drawn at a scale of 1:1000 or larger, which clearly identifies the following:
  - 9.3.1.1. The Direct Control Zone plan boundary of the entire Site as illustrated in the Appendix 1
  - 9.3.1.2. The Sub Area where the subject application is located with the adjacent road right-of-way that defines the boundary of the Sub Area;
  - 9.3.1.3. Boundary dimensions and Site Area for the Sub Area:
  - 9.3.1.4. Setbacks of the subject application in relation to the proposed Sub Area boundary; and
  - 9.3.1.5. Existing and proposed buildings and Publicly Accessible Private Open Spaces in the Sub Area if applicable.

### **9.4. Amenity Areas**

- 9.4.1. A minimum Amenity Area of 7.5 m<sup>2</sup> must be provided per Dwelling Unit.
- 9.4.2. Amenity Areas may include courtyards, balconies, roof top patios or gardens and terraces.
- 9.4.3. Indoor Amenity Areas must be exempted from Floor area Ratio calculations.

### **9.5. Vehicular Circulation, Parking and Servicing**

- 9.5.1. All Private Internal Roadways and Publicly Accessible Private Open Spaces may remain privately owned at the discretion of the owner, except for roads and walkway permanently required by Edmonton Transit Services for transit vehicle utilization and pedestrian connections.
- 9.5.2. Despite the Zoning Bylaw, vehicle access or egress from parking areas must be off of a Local Street, Lane, the North-South Bound Main Street, Hewes Way, or a Publicly Accessible Private Open Space, to the satisfaction of Development and Zoning Services.
- 9.5.3. All parking developed within Sub Areas C and D, as shown in Appendix 1, must only be developed underground or above Grade within parking structures wrapped with Active Uses at ground level where abutting any



Private Internal Roadways and any public road including 28 Avenue and 66 Street.

- 9.5.4. Despite Section 9.5.3, unwrapped parking may be permitted in Sub Area D directly north of the Transit Plaza to a maximum Height of 8 metres provided a painted mural be located on this portion of the Facade in general accordance with the appendices of this Zone and provided that:
- 9.5.4.1. Prior to the issuance of a Development Permit, a public art plan showing the general location(s) of art must be prepared and submitted to the City of Edmonton for review and approval by the Development Planner. The art will be acquired through an art procurement process administered by the owner(s) and all costs related to the procurement of the artworks, operation and future maintenance must be the responsibility of the owner;
  - 9.5.4.2. Artworks must be created by a professional artist; and
  - 9.5.4.3. Artworks may be located on or within the public or private property and must be in locations that are publicly viewable to the satisfaction of the Development Planner;
- 9.5.5. Parking for Residential Uses must be accommodated underground, or above Grade within parking structures, except that parking for Residential development under three storeys in Height and less than 8 Sleeping Units per Site may be provided on the surface at Grade when located to the rear of buildings.
- 9.5.6. Where parking structures are permitted, these must be located in a manner to not abut the East-West Bound Main Street and the North-South Bound Esplanade and be wrapped with Active Uses on the ground floor.
- 9.5.7. Any portion of a Parking Facility that is above Grade and not wrapped with Active uses must be screened from view with architectural elements or screens, artistic or stylized glass and/or other materials, artistic lighting, living walls, and/or other methods which disguise the Parking Structure, to the satisfaction of the Development Planner.
- 9.5.8. Visitor parking and Commercial parking may be at Grade. Surface at Grade parking areas must be located on Local Streets or to the rear and sides of buildings, and must not front or abut the North-South Bound Esplanade Main Street.
- 9.5.9. Surface Parking at Grade abutting Local Streets must comply with the following criteria to the satisfaction of the Development Planner:
- 9.5.9.1. where feasible, minimise the frontage abutting the Local Street; and

- 9.5.9.2. be adequately screened with landscaping or other design elements, to the satisfaction of the Development Planner.
- 9.5.10. Driveway ramps for underground parking structures must be at Grade at the external edge of the furnishing zone of the abutting sidewalk and must comply with the City of Edmonton specific guidelines to the satisfaction of the Development Planner.
- 9.5.11. Entrances to Parking Garages must be directed, wherever feasible, away from the East-West Bound Main Street and the North-South Bound Esplanade, to Local Streets.
- 9.5.12. Entrances to Parking Garages must minimise the physical and visual impact of the entrances and doors to the street, alley, or other publicly accessible areas adjacent, to the satisfaction of the Development Planner.
- 9.5.13. Bicycle spaces must be provided on site at a ratio of 1 space per Dwelling.
- 9.5.14. Bicycle Parking for any Residential Uses must be provided within a secure enclosed area of the buildings that is easily accessible to cyclists via access ramps or a route through the buildings which facilitates easy and efficient transportation of bicycles.
- 9.5.15. For the site northwest of the ETS Transit Centre in Sub Area D the following must apply:
  - 9.5.15.1. Vehicular parking must be provided as per Section 5.80. of the Zoning Bylaw
  - 9.5.15.2. A bike share program may be operated by the owner/developer or a third party vendor, as verified by and to the satisfaction of the Development Planner, which will include a mix of standard and cargo bikes, with a ratio determined by the operator of the program;
  - 9.5.15.3. A bicycle wash, repair and maintenance station must be required within or adjacent to the bike storage area(s); and
  - 9.5.15.4. Transit route and schedule information will be provided to new residents and posted on site. Updating this information may be the responsibility of the owner/developer or a resident's association.

## **9.6. Loading, Storage and Trash Collection**

- 9.6.1. Loading and storage areas must be located to the rear of buildings and must be screened from adjacent views in accordance with the Zoning Bylaw.
- 9.6.2. Garbage collection and storage must be located within parking structures or buildings and if at Grade must be located and screened from view of

adjacent residential developments. Secured gates and/or doors must be required.

- 9.6.3. The waste collection area must be designed to the satisfaction of the Development Planner, in consultation with the City department responsible for waste collection.

## **9.7. Signage**

- 9.7.1. Despite the Zoning Bylaw, Signs must comply with the regulations found in Section 6.90 of the Zoning Bylaw and in accordance with the following regulations herein:

9.7.1.1. Despite the Zoning Bylaw, Roof Off premises Signs, Roof On-premises Signs, and Minor Digital Off premises Signs must not be allowed:

9.7.1.2. Minor Digital On-premises Signs, Minor Digital On-premises Off premises Signs, and Minor Digital Signs must only be allowed in Sub Area F; and

9.7.1.3. Freestanding On-premises Signs and Freestanding Off-premises Signs must only be allowed in Sub Area F, and in Sub Areas D and E abutting Hewes Way.

- 9.7.2. At each stage of the development, a Comprehensive Sign Design Plan, consistent with the overall intent of Section 6.90 of the Zoning Bylaw, must be prepared for the development and submitted with the Development Permit Application to the satisfaction of the Development Planner.

## **9.8. Landscaping**

- 9.8.1. At each stage of the development, a detailed Landscape Plan, including all existing and proposed utilities within the public and private road right-of way must be submitted for review and approval by the City of Edmonton, prior to the issuance of any Development Permit.

- 9.8.2. In addition to the requirements of the Zoning Bylaw the detailed Landscape Plan submitted with the Development Permit application must:

9.8.2.1. present a plant material palette that provides a variety of colors and textures to create seasonal interest particularly during the winter months;

9.8.2.2. consider the placement of coniferous planting in outdoor gathering spaces to block wind while having regard for Section 5.60 of the Zoning Bylaw;

- 9.8.2.3. consider the placement of coniferous planting in outdoor gathering spaces to create welcoming, safe, and inclusive spaces through the best practices of Crime Prevention Through Environmental Design (CPTED);
  - 9.8.2.4. place deciduous trees in a manner to provide shade in the summer and allow sunlight in the winter (Mill Woods Station ARP Section 4.3.2 Policy 7);
  - 9.8.2.5. where feasible. consider incorporating edible landscaping to the plant material palette (Mill Woods Station ARP Section 4.3.1 policy 6);
  - 9.8.2.6. where feasible, consider incorporating naturalised landscaping;
  - 9.8.2.7. include details of pavement materials. exterior lighting location art, and other landscape elements as applicable, taking into consideration the functionality of the Site;
  - 9.8.2.8. show street trees at a minimum spacing outlined per species, as identified in the current version of the City of Edmonton Landscape Standards, which are required on all Streets, Mews. and Mid-Block Accessways as generally shown in Appendices 2 and 3, to the satisfaction of Development and Zoning Services;
  - 9.8.2.9. where feasible, consider incorporating Low Impact Development (LID) such as rain gardens, bioretention, bioswales, green roofs, and permeable pavement, to increase the environmental sustainability of the area. Development and Zoning Services may, at their discretion, provide consideration for use of these features towards the fulfilment. of a development's stormwater management requirements;
  - 9.8.2.10. where applicable, include a cross-section depicting a Mews, to the satisfaction of the Development Planner;
  - 9.8.2.11. where applicable. include the design of pedestrian infrastructure such as the required spacing of protected pedestrian crossing points along the North-South Bound Esplanade Main Street in and accessing Sub Area G to the satisfaction of Development Services: and
  - 9.8.2.12. show pedestrian scale lighting, which is required for all Publicly Accessible Private Open Spaces, pedestrian sidewalks, walkways, Lanes, Mews. streets, Main Streets, and other publicly accessible spaces to the satisfaction of the Development Planner.
- 9.8.3. In order to determine which existing trees should be preserved and protected during construction, an inventory and valuation of the existing

trees located within a proposed area of development must be undertaken by a certified arborist at the time of the Development Permit application submission as part of the detailed Landscape Plan.

- 9.8.4. For the site northwest of the ETS Transit Centre in Sub Area D the following must apply:
- 9.8.4.1. The north setback must be designed as a Publicly Accessible Private Open Space in the form of a plaza providing pedestrian connectivity across the site to the adjacent shared use path, and the Mill Woods LRT Stop.
  - 9.8.4.2. 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 necessary to serve or enhance the development, such improvements must be constructed at the owner's cost. The Agreement process includes an engineering drawing review and approval process. Improvements to address in the Agreement include, but are not limited to:
    - 9.8.4.2.1. Improvements to the pedestrian realm located north of the site including landscaping, street trees, and street furniture in general accordance with Appendix 6 and to the satisfaction of the Development Planner in consultation with Subdivision and Development Coordination (Transportation), City Operations and Integrated Infrastructure Services.
  - 9.8.5. Design elements for active mode infrastructure and network must comply with the MWTC ARP policies outlined within 4.3.2 Streets.

## **9.9. Additional Development Regulations for Specific Uses**

- 9.9.1. Vehicle Support Services must not be located directly adjacent to nor take access to the North-South Bound Main Street, the East-West Bound Main Street, or the North-South Bound Esplanade Main Street (as shown in Appendix 1), in addition to the requirements of the Zoning Bylaw.
- 9.9.2. Drive-through service windows and speakers must be oriented away from the Front Yard and placed, wherever possible, at the rear of the building, to the satisfaction of the Development Planner.
- 9.9.3. The following regulations must apply to Vehicle Support Services developments:

- 9.9.3.1. Service Bays must not front on to the North-South Bound Esplanade Main Street or any Main Street or Local Street as identified in the appendices of this zone;
- 9.9.3.2. All activities and mechanical equipment must be located within an enclosed building designed to service vehicles with a maximum gross vehicle weight of 4,600 kg; and
- 9.9.3.3. Where feasible, Vehicle Services must be designed as integral components of buildings accommodating other uses. rather than as standalone structures.
- 9.9.4. Any Parking Facility must adhere to the following location and development criteria:
  - 9.9.4.1. Be permitted only in wrapped structures or underground in Sub Areas C and D; and
  - 9.9.4.2. Any at Grade Parking Facility must not be permitted in any location within 200 m of the ETS Transit Centre in Sub Area D, or the Mill Woods LRT stop.
- 9.9.5. Hotels in Sub Area D, northwest of the ETS Transit Centre must be limited to development consisting of Dwellings contained within a building or part of a building having a principle common entrance, in which Dwellings are not available for daily lease and there are cooking facilities within each Dwelling, the Dwellings are furnished including dishes and linen, and either maid service, telephone service, or desk service is provided.

## **9.10. Environmental**

- 9.10.1. As a condition of a Development Permit for Sub Areas B, C, or E falling within 50 m of the existing Co-op Gas Bar site, and Sub Area E or F falling within 50 m of the existing Canadian Tire automotive bays site, and prior to the release of drawings for Building Permit review, the applicant or owner must provide proof satisfactory to the Development Planner in consultation with the City Departments responsible for environmental planning that, if necessary, the lands have been remediated to a level suitable for the allowable uses. The Development Planner must not release the Development Permit for the purposes of a Building Permit, until this condition has been adequately satisfied.

## **9.11. Sustainability Practices and Targets**

- 9.11.1. The design and implementation of the development must apply techniques as described in Appendix 4 to reduce the consumption of water, energy, and materials, consistent with best practices in sustainable design. Upon submission of a Development Permit application, the owner must submit a

detailed report, endorsed by a registered professional engineer or architect, indicating how the Sustainable Practices and Targets will be achieved upon construction completion. Should a particular target become unfeasible to achieve, the report must provide alternative targets to the satisfaction of the Development Planner.

## **9.12. Urban Design Regulations for Comprehensive Site Development**

### **9.12.1. General Design Regulations**

- 9.12.1.1. The development must incorporate design features to minimise adverse microclimatic effects such as wind tunnelling, snow drifting, rain sheeting, shadowing, and loss of sunlight., both on and off Site, consistent with recommendations of the Sun Shadow Impact Study and Wind Impact Study.
- 9.12.1.2. Crime Prevention Through Environmental Design (CPTED) principles must be used to design public and private spaces and facilities, focusing on natural surveillance and access control.
- 9.12.1.3. Lighting must be oriented towards the pedestrian to create an invitation and sense of warmth and safety in accordance with the Mill Woods Station ARP Section 4.5.1 Policy 6. A detailed exterior lighting plan must be prepared for the portion of the Site being developed to create a safe lit environment.
- 9.12.1.4. Design all buildings to be universally accessible to persons in wheelchairs, motorized scooters, and strollers.

### **9.12.2. Block Patterns**

- 9.12.2.1. The Site must adopt a small Block pattern resulting from the street network envisioned in the Mill Woods Station ARP (ARP Sections 4.2.2 - 4.2.4) to provide for a safe, and pleasant environment that encourages walking and bicycle movement.
- 9.12.2.2. Section 9.12.2 of this Direct Control Zone must be implemented at the time of Development Permit or subdivision application as follows:
  - 9.12.2.2.1. Sub Areas as shown in Appendix 1 must be further broken down into Blocks to provide for a safe and pleasant environment that encourages walking and bicycle movement.
  - 9.12.2.2.2. All Block faces greater than 100 m must be broken up by a Mid-Block Accessway or a Mews.

- 9.12.2.2.3. The Mid-Block Accessway or Mews will be used to either connect focal points, activities or Uses oriented towards the interior of the block.

### **9.12.3. Street Network**

- 9.12.3.1. Private Internal Roadways must be generally in accordance with the appendices of this zone, and must:
  - 9.12.3.1.1. where appropriate, incorporate pedestrian oriented signage, wayfinding and landscaping as part of the streetscape design (Mill Woods Station ARP Section 4.5.1 Policy 8);
  - 9.12.3.1.2. where feasible and appropriate, incorporate public art, including lighting, in the pedestrian realm as part of the streetscape design (Mill Woods Station ARP Section 4.5.1 Policy 9); and
  - 9.12.3.1.3. where appropriate, incorporate street furniture, including benches, garbage bins, and recycling bins as part of the streetscape design (Mill Woods Station Section ARP 4.5.1 Policy 7) to the satisfaction of the Development Planner.

### **9.12.4. Open Spaces**

- 9.12.4.1. Publicly Accessible Private Open Spaces, such as pocket parks, linear parks, plazas, Mid-Block Accessways, and Mews must be provided at a minimum total of 500 m<sup>2</sup> per hectare in Sub Areas E and F. In Sub Areas A, B, C, and D the provision of Open Spaces must be at the discretion of the owner.
- 9.12.4.2. Sub Area G must be developed as a Publicly Accessible Private Park. Sub Area G is to be owned managed, and programmed by the owner to provide active and passive recreational opportunities for people of all ages, during all seasons and hours of the day.
- 9.12.4.3. The exact locations of the Publicly Accessible Private Open Spaces must be determined at the time of Development Permit or subdivision application, to the satisfaction of the Development Planner.
- 9.12.4.4. Publicly Accessible Private Open Spaces must be designed with consideration to the Winter City Design Guidelines, to the satisfaction of the Development Planner.

### **9.12.5. Pedestrian Connectivity**

- 9.12.5.1. Mews, Mid-Block Accessways, and pedestrian connections must enhance the North-South connections through the site, and the connections between Sub Area E and Sub Area G. Pedestrian



connections from Sub Area E to Sub Area G must be provided at frequent intervals and align with Mews, Mid-Block Accessways, and pedestrian connections which run through Sub Area E.

- 9.12.5.2. Mews, Mid-Block Accessways, and pedestrian connections must provide for easy and safe movement for transit riders between the Mill Woods LRT Stop and the Transit Centre.
- 9.12.5.3. Mews must employ various design elements such as traffic calming, signage, pavement markings, intersection treatments, traffic reduction strategies, and prioritization of cyclists and pedestrians to the satisfaction of the Development Planner.
- 9.12.5.4. Pedestrian crossings must improve safety and connectivity through the Site and Sub Area and to the adjacent neighbourhoods and parks (Mill Woods Station ARP Section 4.2.2 policy 8).
- 9.12.5.5. Pedestrian crossings must be in general accordance with the following design criteria:
  - 9.12.5.5.1. Curb extensions with bollards must be provided at intersections and mid of blocks where appropriate and as per the City of Edmonton Transit Oriented Development Guidelines, Section: Public Realm Guidelines - Roadway, to the satisfaction of the Development Planner.
  - 9.12.5.5.2. Curb extension radius dimensions should be compatible with street cleaning vehicle turning ability. A radius of 4.5 m allows street cleaning vehicles to turn all inside and outside corners of curb extensions as per the City of Edmonton Complete Street Guidelines.
  - 9.12.5.5.3. Decorative paving, stamping, or patterned concrete/brick must be used to identify pedestrian crossings.
- 9.12.5.6. Traffic calming strategies, such as raised crosswalks at pedestrian intersections, must be implemented to the satisfaction of the Development Planner.
- 9.12.5.7. Within at Grade parking lots, the following are required:
  - 9.12.5.7.1. Pedestrian connections must be established through the utilisation of clearly demarcated walkways, lighting, and signage systems to reduce vehicle conflict with pedestrians and create a pedestrian-friendly design, to the satisfaction of the Development Planner.
  - 9.12.5.7.2. Pedestrian walkways bisecting surface parking lots must be a minimum of 2.0 m in clear width, with bollards or other

physical barriers to protect pedestrians from parked vehicles overhanging into the walkway beyond the 2.0 m width. These walkways should be provided to connect destinations along major desire lines.

#### **9.12.6. Street Interface**

- 9.12.6.1. Buildings adjacent to the North-South Bound Main Street, the East-West Bound Main Street, the North-South Bound Esplanade Main Street and Hewes Way, must be oriented to those streets and form a continuous street frontage.
- 9.12.6.2. All building Facades fronting onto the North-South Bound Main Street, the East-West Bound Main Street, the North-South Bound Esplanade Main Street, and Hewes Way (abutting Sub Area D) must have Active Frontages as indicated in Appendix I.
- 9.12.6.3. Active Residential Frontages must:
  - 9.12.6.3.1. Provide ground floor Dwelling Units that have individual front entrances to public streets, Private Internal Roadways, or Publicly Accessible Private Open Spaces;
  - 9.12.6.3.2. Feature direct entrances and windows fronting onto public streets, Private Internal Roadways, or Publicly Accessible Private Open Spaces;
  - 9.12.6.3.3. Include such features as porches, staircases, stoops, semi-private outdoor areas, or landscaped yards; and
  - 9.12.6.3.4. Be designed such that the Setback area in front each ground floor Dwelling establishes a transition area from the street or roadway which may include design features such as a maximum change from Grade of 0.5 m to the entrance, Landscaping such as shrub or tree beds, different paving materials, or decorative fencing or screening.
- 9.12.6.4. Active Non-Residential Frontages must:
  - 9.12.6.4.1. Feature building entrances and windows fronting onto public streets, Private Internal Roadways, Publicly Accessible Private Open Spaces, or the Transit Centre. In mixed-use buildings, commercial uses must have a separate access from the residential uses.
  - 9.12.6.4.2. Provide a minimum of 70% of the building Facade as transparent, non reflective, untinted, and unobscured glazing for all Non-Residential Uses located at the ground floor, where fronting on the North-South Bound Main

Street, the East-West Bound Main Street, the NorthSouth Bound Esplanade Main Street, Hewes Way, and the ETS Transit Centre. The glazing portion of the Facade must extend vertically from a maximum of 0.5 m above Grade to a minimum of 2.5 m above Grade. Despite this, for the south Facade of the site northwest of the ETS Transit Centre in Sub Area D, public art may be used to screen Non-Residential frontages in accordance with the appendices of this Zone.

- 9.12.6.4.3. Provide weather protection in the form of a canopy or other architectural element above entrances to create a comfortable environment for pedestrians.
- 9.12.6.4.4. Provide entrances and doors unlocked and unrestricted to public access during all regular hours of operation of the establishment or tenant.
- 9.12.6.5. In addition to Section 9.12.6.4 of this Zone, large Non-Residential Frontages must:
  - 9.12.6.5.1. Be directed away from mainfloor frontages to above Grade, below Grade, or interior site locations to allow for small bays at Grade which animate be public realm.
  - 9.12.6.5.2. Be designed as distinctly articulated modules of 7 to 10 m. Where feasible, each module or frontage must include a functional and accessible doorway.
  - 9.12.6.5.3. Vary the building mass, select and apply materials, texture, and composition in order to be perceived by pedestrians at walking speeds.
  - 9.12.6.5.4. Incorporate warm materials and colours, and the careful integration of lighting, to encourage pedestrian activity within a four-season context.

#### **9.12.7. Street Wall**

- 9.12.7.1. To create a pedestrian friendly environment through a street wall effect, buildings must provide a street frontage defined by an angular plane calculated based on the current roads right-of-way provided in the street cross-sections according to the appendices of this Zone. The angular plane must be taken from the outside edge such as furnishing zone or curb line, as applicable, of the sidewalk across the street in general accordance with the following criteria:
  - 9.12.7.1.1. when the edge of the development faces the North-South Bound Main Street or the East-West Bound Main Street the

angular plane for a minimum of 50% of the development frontage must be up to 45 degrees;

9.12.7.1.2. when the edge of the development faces the North-South Bound Esplanade, the angular plane must be between 20 to 25 degrees: and

9.12.7.1.3. when the edge of the development faces a Local Street, the angular plane must be between 15 to 20 degrees.

9.12.7.2. The portion of the building built to these heights as prescribed in Section 9.12.7.1 must extend to a minimum depth of 10 m as measured from the front of the building so as to prevent the use of false frontages.

#### **9.12.8. Built Form**

9.12.8.1. Any development with a Floor Area greater than 3,000 m<sup>2</sup> or a single wall length greater than 25.0 m visible from a publicly accessible street or Publicly Accessible Private Open Spaces, must comply with the following criteria:

9.12.8.1.1. the roof line and building Facade must include design elements that reduce the perceived mass of the building and add architectural interest; and

9.12.8.1.2. Landscaping adjacent to exterior walls must be used to minimise the perceived mass of the building and to create visual interest.

9.12.8.2. Buildings, Towers, and Landscaping elements along the North-South Bound Esplanade Main Street must be designed and oriented in a way that allows a clear sight line extending from 23 Avenue to the Esplanade (Sub Area G) and further to the East-West Bound Main Street to promote visual connectivity.

9.12.8.3. Buildings taller than 23.0 m must be comprised of two distinct vertical sections: Podium and Tower. The distinct nature of the vertical sections must be integrated both through Stepbacks in the building mass, and/or through the architectural treatment of the Facades as follows:

9.12.8.4. Podium:

9.12.8.4.1. The Podium portion of buildings must be developed to give pedestrians a perception of a human-scaled building edge through variation in setbacks, building articulation, or through the architectural treatment of the Facades.

9.12.8.5. Tower:

- 9.12.8.5.1. The Tower portion of buildings must employ Stepbacks, or Tower spacing, or sculpting to reduce building mass and augment views, light, and privacy.
- 9.12.8.5.2. The Tower portion of buildings must Stepback from the Podium a minimum of 3.0 m; despite this, up to 1/3 of a Tower floorplate may extend straight to the ground plane, provided adequate wind protection is achieved at building entrances.
- 9.12.8.5.3. The Tower portion of buildings must be differentiated from the Podium, but should reinforce the design details, or materials, or architectural expression from the Podium.
- 9.12.8.5.4. Towers must be designed and oriented in a way that allows sunlight to reach street level and preserves views to the open spaces.
- 9.12.8.5.5. The minimum distance between the Tower portions of buildings must be 20.0 m when windows of habitable rooms are facing to each other with a direct sight line.
- 9.12.8.6. The maximum floorplate for a Tower portion of a building, being any of the portion of a building above 23.0 m in Height, must be 1000 m<sup>2</sup>.
- 9.12.8.7. Buildings must be oriented towards public and private streets. The Rear of a building must not be exposed to a public street including 66 Street NW, 23 Avenue NW, Hewes Way NW, 28 Avenue NW, and the ETS Transit Centre.

#### **9.12.9. Architectural Treatment**

- 9.12.9.1. In order to improve architectural interest and create a pedestrian-friendly environment for all seasons, design techniques such as entrance features, variation in rooflines, use of different exterior finishing materials, textures, claddings, or articulation of building Facades, or varied architectural designs must be used on all Facades facing a public road or publicly accessible street.
- 9.12.9.2. Building corners must be distinguished from the rest of the Façade to enhance the block corners using methods such as variation in entrance features, curved Façade, or other architectural articulation.
- 9.12.9.3. All mechanical equipment, including roof mechanical units, must be concealed by screening in a manner compatible with the architectural character of the building, or concealed by incorporating it within the building framework.

- 9.12.9.4. The design of rooftops visible from other buildings must be carefully considered. Where feasible, Green Roofs and Rooftop Terraces must be provided to improve rooftop aesthetics and to provide additional amenity space.
- 9.12.9.5. Building exteriors must be finished with high quality and durable materials such as metal, stucco, and glass. The use of vinyl or masonry stucco is prohibited.
- 9.12.9.6. Building lighting must be encouraged to enhance visibility, and safety for building users and pedestrians, without causing light pollution.

#### **9.12.10. Other Regulations**

- 9.12.10.1. At the time a Development Permit that includes Sub Area G is submitted and prior to the issuance of said Development Permit, the owner must register a public access easement for Sub Area G to the satisfaction of the Development Planner.
- 9.12.10.2. At each stage of the development and prior to the issuance of a Development Permit, the owner must register a public access easement guaranteeing 24 hour access for all Private Internal Roadways and Publicly Accessible Private Open Spaces pertaining to that application to the satisfaction of the Development Planner.
- 9.12.10.3. After the opening of the Mill Woods LRT Stop, an updated Traffic Impact Assessment may be required at the time of a Development Permit application by and to the satisfaction of the Development Planner in consultation with the City department responsible for Traffic Impact Assessments.
- 9.12.10.4. Detailed storm water management and sanitary servicing requirements must be determined at the time of subdivision or Development Permit application. The owner must be responsible for providing any required studies and designs at their cost. New services required to service the development must be at the owner's cost.
- 9.12.10.5. At each stage of the development and prior to the issuance of a Development Permit, the owner must enter into a servicing agreement, to the satisfaction of the Development Planner, for all publicly accessible private open space improvements.
- 9.12.10.6. Despite the Zoning Bylaw, a Wind Impact Statement or Wind Impact Study, or both, may be required to be submitted for a proposed development having a Height greater than 23.0 m, to the satisfaction of the Development Planner.

- 9.12.10.7. In addition to the requirements of Section 7.140.10 of the Zoning Bylaw, the Development Planner may request the Wind Impact Study to provide recommendations to whether an analysis of cumulative wind impacts is warranted.
- 9.12.10.8. Despite Section 7.140.9 of the Zoning Bylaw a Sun Shadow Impact Study may be required to be submitted for proposed development having Height greater than 23.0 m, to the satisfaction of the Development Planner. The Sun Shadow Study must indicate the impact on communal amenity areas or publicly accessible private open spaces in the vicinity of the subject development, as well as public areas or streets, and adjacent sites. The Development Planner must review any proposed community amenity areas or Publicly Accessible Private Open Spaces with regards to the shadow impacts demonstrated in the Sun Shadow Study.
- 9.12.10.9. In addition to Section 5.110 of the Zoning Bylaw, the required Crime Prevention Through Environmental Design (CPTED) Assessment must specify areas of non compliance of the proposed development plans with CPTED principles, and solutions to the issues identified. The Development Planner may include recommendations of the CPTED Assessment that, in the Development Planner's opinion, have implications for land use impacts including, but not limited to exterior illumination, landscaping, screening, signs, and access as conditions of the Development Permit. The Development Planner may confer with the Edmonton Police Service as the authority on CPTED practice. The Development Planner may apply or amend items at their discretion to comply with CPTED.

**9.12.11. Required Off-site Improvements**

- 9.12.11.1. At the time of issuance of the first Development Permit the owner must provide for the off-site, 3.0 m Shared-Use Path connection on the west side of 66 Street NW to connect from the signalised intersection to the existing pathway system in Mill Woods Park, as shown in Appendix 5.
- 9.12.11.2. At the time of issuance of a Development Permit in either Sub Area A or B, the owner must provide for the entire 3.0 m Shared Use Path on the east side of 66 Street NW, as shown in Appendix 5.

**Appendices**

**Appendix 1 - Conceptual Site Plan**

**Appendix 2 - Cross Section Index Plan**

**Appendix 3 - Cross Section A-A**

**Appendix 4 - Sustainability Practices and Targets**

**Appendix 5 - Transit Access and Off-site Improvements Required**

**Appendix 6 - Northwest Portion of Sub Area D Site Plan**



Appendix 1 - Conceptual Site Plan



Legend

- |   |                                    |
|---|------------------------------------|
| Active Frontages                                  | Future LRT Stop                    |
| Publicly Accessible Private Park                  | Approved LRT Alignment             |
| Future Transit Only Connection Area               | Possible Future LRT Extension      |
| Future Shared Transit & Vehicular Connection Area | Plan Boundary                      |
| Future ETS Transit Centre                         | Transit Centre (Configuration TBD) |
| Future ETS Walkway Connection                     |                                    |
| Mixed Use   |                                    |
| Main Street                                       | Road Right of Way                  |
| Legal Lot   | Potential Right of Way             |
|   | Sub Area                           |

Appendix 1  
 Mill Woods Town Centre Redevelopment  
 Conceptual Site Plan

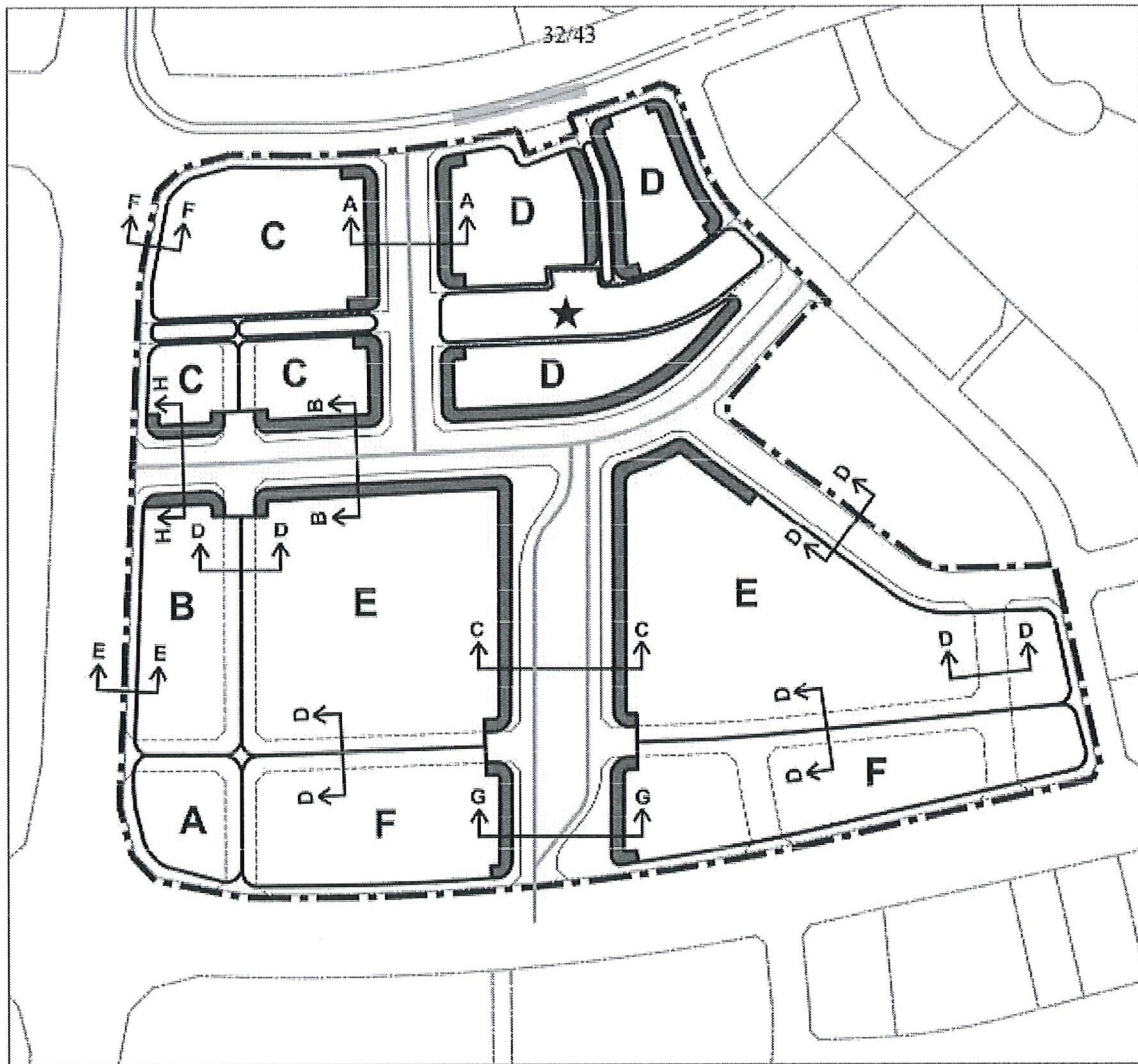
Lot 3, Blk 6, Plan 002 2000  
 2331 - 66 Street, Edmonton, AB

Note: Street network and open spaces do not prescribe the exact alignment or locations but illustrate the requirements for an interconnected mobility network.

N.T.S.



Appendix 2 - Cross Section Index Plan



**Legend**

- Active Frontages
- Future LRT Stop
- Approved LRT Alignment
- Possible Future LRT Extension
- Plan Boundary
- Transit Centre (Configuration TBD)
- Main Street
- Legal Lot
- Road Right of Way
- Potential Right of Way
- Sub Area

**Cross Sections**

- Section A-A North-South Bound Main Street
- Section B-B East-West Bound Main Street
- Section C-C North-South Bound Esplanade Main Street
- Section D-D Local Street
- Section E-E 66 Street South
- Section F-F 66 Street North

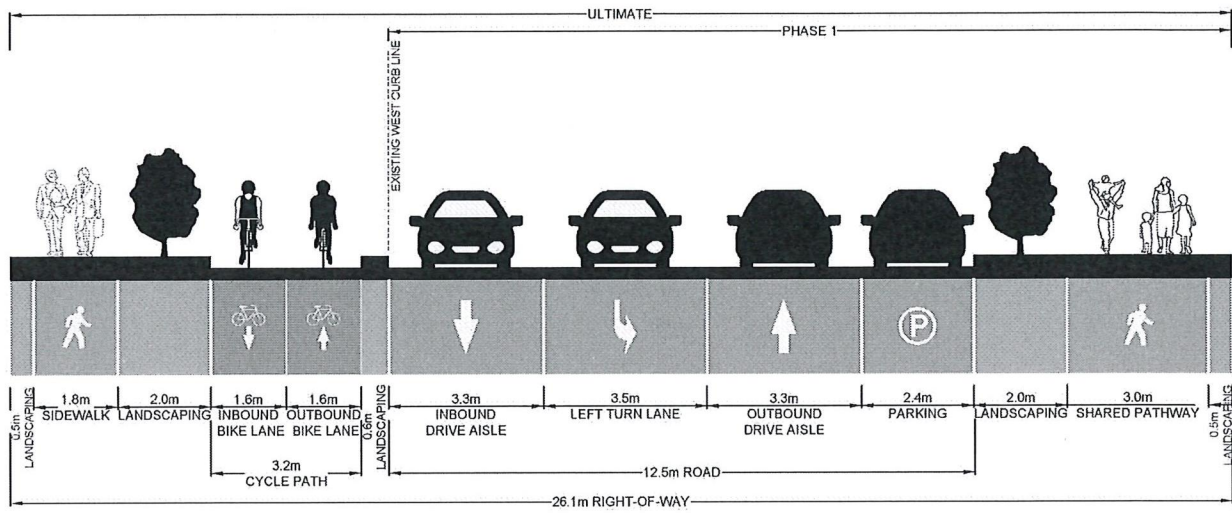
**Appendix 2  
Mill Woods Town Centre Redevelopment  
Cross Section Index Plan**

Note: Street network and open spaces do not prescribe the exact alignment or locations but illustrate the requirements for an interconnected mobility network.

Lot 3, Blk 6, Plan 002 2000  
2331 - 66 Street, Edmonton, AB

N.T.S.

### Appendix 3 - Cross Section A-A

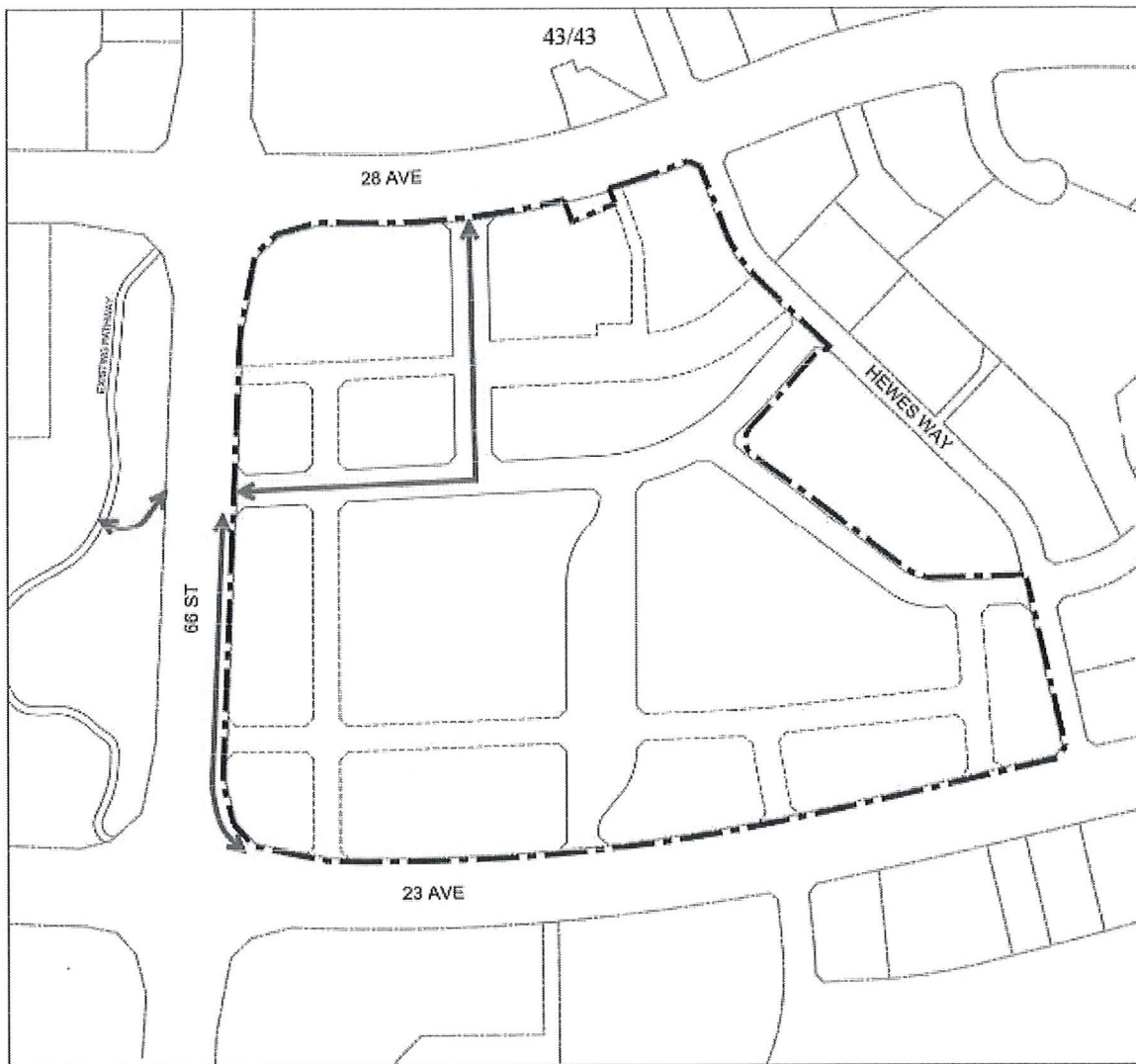


#### Appendix 4 - Sustainability Practices and Targets




Sustainable Targets	Actions
Site Impact:	<p><b>Construction Activity Pollution Prevention:</b> The development shall implement an erosion and sedimentation control plan.</p>
Heat Island Effect:	<p><b>Non-roof:</b> The development shall use a high Solar Reflective Index (SRI) material for hardscape within the landscape design.</p>
	<p><b>Roof:</b> The development shall use high Solar Reflective Index material on the roof surfaces.</p>
Light Pollution Reduction:	The development shall limit light trespass from the building and Site onto neighbouring properties, with the exception of adjacent public areas requiring lighting for reasons of security.
Water Efficiency:	<p><b>Water Efficient Landscaping:</b> The development shall apply efficient irrigation strategies, to reduce potable water consumption.</p>
	<p><b>Water Use Reduction:</b> The building shall use plumbing fixtures that use 20% less water than the water use baseline.</p>
Energy Efficiency:	<p><b>Fundamental Refrigerant Management:</b> The development shall not use CFC-based refrigerants.</p>
	<p><b>Energy Efficient Lighting:</b> Lighting in all residential common areas and commercial areas shall exceed the efficiency specified in the Model National Energy Code for Buildings.</p>
	<p><b>Optimise Energy Performance:</b> The development shall use high efficiency hot water tanks and condensing boilers.</p>
	<p><b>Enhanced Utility Metering:</b> The development shall include sub-metering of the suites.</p>
Materials	<p><b>Indoor Environmental:</b> The design shall comply with ASHRAE ventilation rates.</p>
	<p><b>Environmental Tobacco Smoke (ETC) Control:</b> The owner shall prohibit smoking within the building and within 7.5m of entries, outdoor air intakes, and operable windows.</p>

	<p><b>Construction Indoor Air Quality Management:</b> During construction, the development shall follow SMACNA IAQ guidelines.</p>
	<p><b>Indoor Chemical Pollutants:</b> The design shall incorporate entryway systems, new air filtration media, and CO alarms.</p>
	<p><b>Controllability of Systems:</b> The design shall incorporate light controls for building occupants and shared spaces.</p>
	<p><b>Day-lighting:</b> The design shall provide adequate day-lighting in all regular occupied spaces.</p>
	<p><b>Low-Emitting Materials:</b> The design shall use Low-Emitting products for the following: - Adhesives and Sealants - Paints and Coatings - Flooring</p>
Design Innovation	The development shall use Energy Star Appliances

### Appendix 5 - Transit Access and Off-site Improvements Required



**Legend**

-  Plan Boundary
-  3.0m Shared Use Path
-  Easement for Transit Access

### Appendix 5 Mill Woods Town Centre Redevelopment Easements for Transit Access, and Off-Site Improvements Required

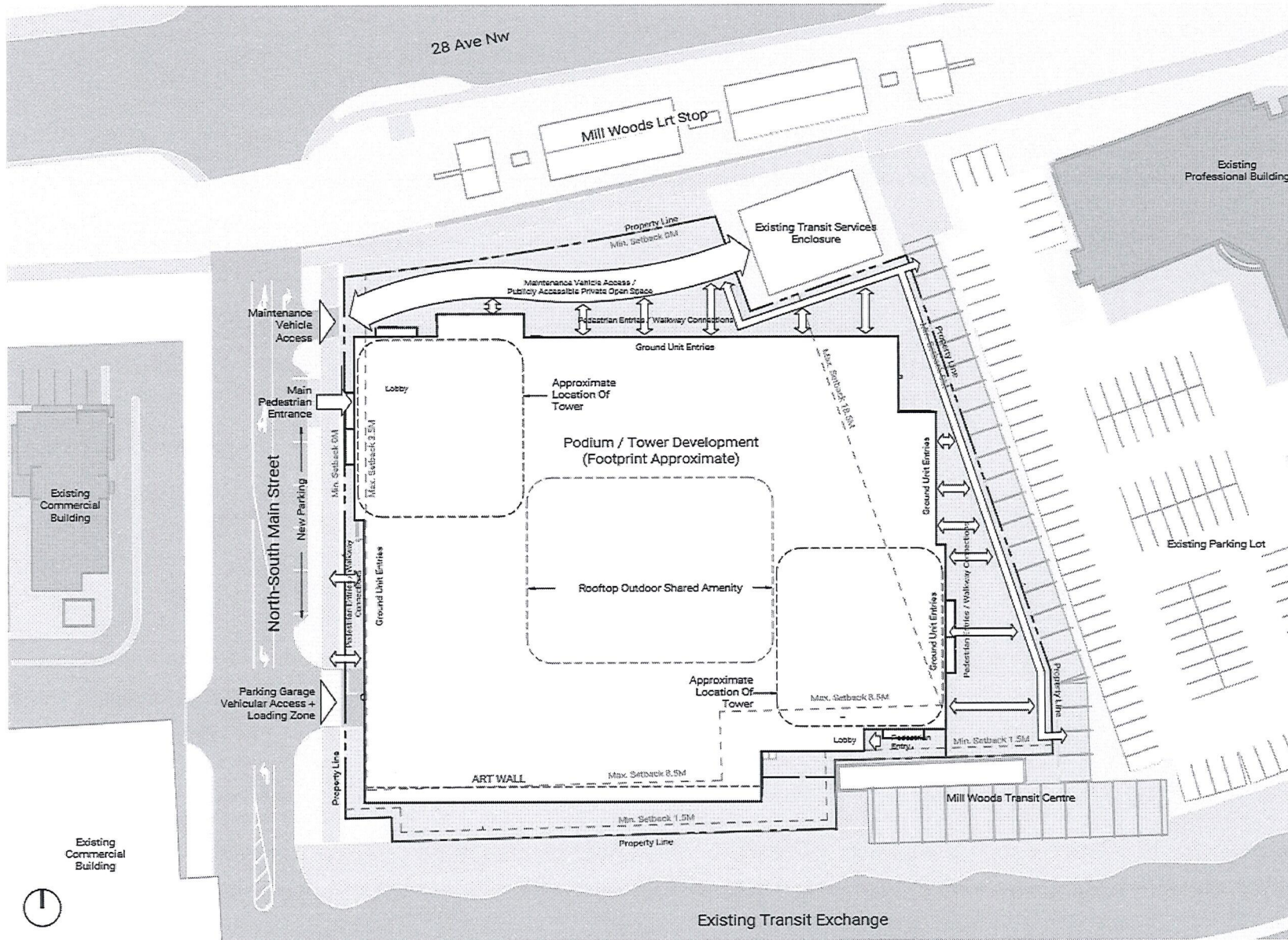
Lot 3, Blk 6, Plan 002 2000  
2331 - 66 Street, Edmonton, AB

Note: Street network and open spaces do not prescribe the exact alignment or locations but illustrate the requirements for an interconnected mobility network.

N.T.S.



Appendix 6 - Northwest Portion of Sub Area D Site Plan



SCHEDULE "C"

★ Location of Rezoning Amendment Application Information Signs

