

## (DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION

### 1. General Purpose

To allow for a mixed use, high density, transit oriented development adjacent to the Holyrood LRT stop that is compatible with the surrounding area and incorporates a mixture of built forms and housing options, limited commercial opportunities and a pedestrian-friendly environment.

### 2. Area of Application

This Provision shall apply to Lot 23, Block 26, Plan 1820389 and a portion of Lot 31, Block 15, Plan 0325528, located to the north and south of 93 Avenue NW, and east of 85 Street NW as shown in Schedule “A” of the Charter Bylaw adopting this provision, Holyrood.

### 3. Uses

1. ~~Apartment Housing~~
2. Apartment Hotels
3. Bars and Neighbourhood Pubs
4. Business Support Services
5. Child Care Services
6. Convenience Retail Stores
7. Group Homes~~s~~
8. Health Services
9. Limited Group Homes~~s~~
10. Liquor Stores
11. Live Work Units~~s~~
12. Lodging Houses
13. Major Home Based Business~~es~~
14. Market
- ~~14.15.~~ ~~Minor Alcohol Sales~~
- ~~15.16.~~ ~~Minor Home Based Business~~es~~~~
- ~~16.17.~~ Multi-unit Housing

- ~~17.18.~~ Personal Service Shops
- ~~18.19.~~ Professional, Financial, and Office Support Services
- ~~19.20.~~ Publicly Accessible Private Park
- ~~20.21.~~ Residential Sales Centre
- ~~21.22.~~ Restaurants
- 23. Special Event**
- ~~22.24.~~ Specialty Food Services
- ~~23.25.~~ Urban Outdoor Farms
- ~~24.26.~~ Urban Gardens
- ~~25.27.~~ Fascia On-premises Signs
- ~~26.28.~~ Minor Digital On-premises Signs
- ~~27.29.~~ Projecting On-premises Signs

#### **4. Development Regulations for Uses**

1. Non-Residential and Non-Residential-Related Uses shall:
  - a. only be developed on the first Storey of a building also containing Residential Uses and shall not be developed within a freestanding structure; and
  - b. have a maximum combined total Floor Area of 1,200 m<sup>2</sup>.
2. The maximum Public Space for each Bars and Neighbourhood Pubs or Restaurants Use shall not exceed 120 m<sup>2</sup>.
3. Residential Sales Centres shall be limited to the sale and/or leasing of Dwellings located on Site.
4. Signs shall comply with the General Provisions of Section 59 of the Zoning Bylaw and the regulations found in Schedule 59B of the Zoning Bylaw, except that Minor Digital Signs shall be developed in accordance with Schedule 59E.3 of the Zoning Bylaw and shall only be permitted when affixed to a building and located and associated with Non-Residential and Non-Residential-Related Uses.

#### **5. Development Regulations For Site Layout and Built Form**

1. The Site shall be in general conformance with the attached Appendices to the satisfaction of the Development Officer.
2. The maximum number of Dwellings shall be ~~1650~~**200**.

3. A minimum of ~~600~~450 Dwellings, not including the Dwellings suitable for families as described in Section 9.3 of this Provision shall have two or more bedrooms.
4. The maximum Floor Area Ratio shall be 4.0.
5. The location of all building types shall be in general conformance with Appendix II and the maximum Height for each building type shall be as per the below table:

Building Type	Maximum Height
A	7.0 m
B	15.0 m
C-1	22.0 m
C-2	22.0 m
D	43.0 m
E	86.0 m

6. Notwithstanding Section 5.5 of this Provision, for building types A, B, C-1 and D no portion of the floor of any Storey of the buildings shall extend to a Height greater than a 35-degree angle from the west Lot line of the properties abutting the north-south Lane to the east of the Site.
7. Notwithstanding Section 5.5 of this Provision, for building type C-2, no portion of the floor of any Storey of any building shall extend to a Height greater than a 48-degree angle from the west Lot line of the properties abutting the north-south Lane to the east of the Site.
8. A minimum 2.5 m Stepback shall be provided at a Height no greater than 16.0 m for Facades of building types D and E facing the internal roadway adjacent to 85 Street NW, facing 90 Avenue NW and facing 93 Avenue NW.
9. Storeys of building types D and E above 22.0 m in Height shall have a maximum Floor Plate of 750 m<sup>2</sup>.
  - a. Notwithstanding the above, buildings of type D in Area 2-A shall have a maximum Floor Plate of 800 m<sup>2</sup>.
10. The minimum building Setback from the east Lot line shall be 10.0 m.
11. For Area 2-A, the Setback along the west Lot line abutting 85 Street NW shall be a minimum of 2.0 m from the location the lot line exists at the time of 3rd reading of the Charter Bylaw adopting this Provision, except for the southern approximately 45 metres from the south Lot line where no Setback shall be

required and development can extend onto City owned lands with the execution of appropriate agreements.

a. In the event that the location of the west Lot line is altered, as a result of future right-of-way narrowing, after 3rd reading of the Charter Bylaw adopting this Provision and before Development Permit application, the minimum Setback from the west Lot line shall be 7.8 m.

b. A variance to this Setback may be considered by the Development Officer should a future land sale and right-of-way narrowing result in a change in the location of the west Lot line.

~~11. The minimum building Setback from the west Lot line shall be 7.8 m.~~

12. The minimum north and south building Setbacks for Area 2-A shall be:

- a. 3.0 m from the north Lot line;
- b. 7.0 m from the south Lot line for buildings or portions of buildings where Residential and Residential-Related Uses are at ground level; and
- c. 5.0 m from the south Lot line for buildings or portions of buildings where Non-Residential and Non-Residential-Related Uses are at ground level.

13. The minimum north and south building Setbacks for Area 2-B shall be:

- a. 3.0 m from the south Lot line;
- b. 7.0 m from the north Lot line for buildings or portions of buildings where Residential and Residential-Related Uses are at ground level; and
- c. 5.0 m from the north Lot line for buildings or portions of buildings where Non-Residential and Non-Residential-Related Uses are at ground level.

14. Projections of Platform Structures, including balconies, shall be limited to a maximum of 1.5 m.

15. The portions of the ~~Underground Parkade~~~~Parking Garage~~ below Grade shall not be subject to required Setbacks and can extend to all Lot lines provided there is sufficient soil depth maintained to support any required Landscaping above.

16. Setbacks in front of Non-Residential and Non-Residential Related Uses shall be Hard Surfaced and visually incorporated into the public Walkway to the satisfaction of the Development Officer.

17. A minimum Separation Space of 14.0 m shall be provided between buildings.

18. The minimum space between buildings greater than 22.0 m in Height shall be 35.0 m except that the minimum distance between building type E and the most southern building type D in Area 2-B shall be 20.0 m.

19. Outdoor Common Amenity Areas for residents shall be provided throughout the Site in general conformance with Appendix V. The exact nature of each outdoor Common Amenity Area shall be determined at the Development Permit stage but shall serve a similar function to those identified in the Appendix to the satisfaction of the Development Officer.

## 6. Development Regulations for Landscaping, Lighting and Parking

### 1. Landscaping

- a. In addition to the Landscaping requirements of the Zoning Bylaw, Landscaping shall comply with the following to the satisfaction of the Development Officer:
  - i. The Landscape Plan for a Development Permit for a principal building shall include pavement materials, exterior lighting, street furniture elements, pedestrian seating areas and plant materials, as applicable;
  - ii. 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 to create comfortable and attractive environments, to the satisfaction of the Development Officer;
  - iii. Variations in Landscaping design shall be used to define and differentiate between the different types of Common Amenity Areas identified in Appendix V to the satisfaction of the Development Officer. Raised planters, changes in soil depth or other like features shall be used to accommodate Landscaping that is above the ~~Underground Parkade~~below-Grade Parking Garages;
  - iv. The Landscape Plan for a Development Permit for a principal building shall show details of off-site improvements, if applicable, including enhancements to the public realm to the satisfaction of the Development Officer; and
  - v. The Landscape Plan shall be prepared by a registered AALA Landscape Architect.
- b. An arborist report and tree preservation plan, to the satisfaction of the Development Officer in consultation with Urban Forestry, shall be submitted with a Development Permit application to determine the impact of the proposed development, including excavation and construction, on any existing City owned boulevard trees within 15.0 m of the proposed excavation/construction. If required by the Development Officer, an air

spading tool shall be used to determine the amount and size of roots that may need to be cut for the parkade/foundation wall. If:

- i. ~~the arborist report indicates that the development will unduly compromise the ongoing viability and health of a tree or trees, each tree shall be removed as part of the redevelopment of the site. The owner/developer shall be responsible for the cost of removal as well as for compensating the City for the value of the tree being removed. If required by the Development Officer, each tree removed shall be replaced by a new tree in an enhanced growing soil medium in the form of soil cells or continuous trenches, at the cost of the owner; or~~ the arborist report indicates that the development will unduly compromise the ongoing viability and health of a tree or trees, each tree shall be removed and replaced by a new tree within an enhanced growing medium at the cost of the owner; or
- ii. the arborist report indicates that the development will not unduly compromise the ongoing viability and health of a tree or trees, each tree shall be retained and protected as per the City's Corporate Tree Management Policy C456 ~~B.A to the satisfaction of the Development Officer in consultation with Urban Forestry.~~

## 2. Lighting

- a. A detailed exterior lighting plan shall be provided with Development Permit applications to the satisfaction of the Development Officer.
- b. Decorative and security lighting shall be designed and finished in a manner consistent with the design and finishing of the development and shall be provided to accentuate building elements, to highlight the development at night time and in winter months and to ensure a well-lit and safe environment for pedestrians.
- c. Exterior lighting associated with the development shall be designed such that it has no negative impact on an adjacent property.
- d. Pedestrian scaled lighting shall be provided along all publicly accessible and private internal Walkways, shared use paths and the internal roadway running generally parallel with 85 Street NW to ensure a safe well-lit environment to the satisfaction of the Development Officer.

## 3. Parking, Loading and Access Regulations

- a. With the exception of surface visitor parking spaces, all vehicular parking shall be provided within the ~~Underground Parkade~~ ~~underground Parking Garages.~~

- b. ~~A maximum of 25 surface visitor parking spaces shall be provided, to be accessed from the north-south Lane abutting the east Lot line of the Site.~~
- c. ~~Access and egress for the Underground Parkade~~underground Parking Garages shall be provided in the locations generally indicated on Appendix III to the satisfaction of the Development Officer.
  - i. ~~The Development Officer may reduce the number of access and egress points to the Underground Parkade if the size or extent of the Underground Parkade is reduced and some are no longer required. The Development Officer shall request any information necessary to determine potential impacts of these changes and any changes shall be to satisfaction of the Development Officer in consultation with Subdivision and Development Coordination.~~
- e.d. ~~The slope for vehicular access ramps to the~~ Underground Parkade~~underground Parking Garages~~ from 93 Avenue NW shall not start for a minimum distance of 10.0 m from the Lot line abutting 93 Avenue NW, with the first 7.0 m of this distance having unobstructed views of the pedestrian Walkways.
- a. ~~The number of Off-street vehicular Accessory Parking spaces shall be as follows:~~
  - i. ~~Apartment Housing per Dwelling size:~~
    - A. ~~Studio: 0.5 to 1.0 per Dwelling;~~
    - B. ~~1 Bedroom: 0.5 to 1.0 per Dwelling;~~
    - C. ~~2 Bedrooms: 0.75 to 1.0 per Dwelling;~~
    - D. ~~3 Bedrooms or more: 1.0 to 1.75 per Dwelling; and~~
    - E. ~~Visitor parking: 0 visitor parking spaces for the first 7 Dwellings and 1 visitor parking space per 7 Dwellings thereafter.~~
  - ii. ~~Bars and Neighbourhood Pubs, Restaurants and Specialty Food Services:~~
    - A. ~~1 parking space per 30.0 m<sup>2</sup> of Public Space for establishments with greater than 60.0 m<sup>2</sup> of Public Space; and~~
    - B. ~~0 parking spaces for establishments with 60.0 m<sup>2</sup> of Public Space or less.~~
  - iii. ~~Urban Gardens or Publicly Accessible Private Parks: 0~~

- ~~iv. Major and Minor Home Based Businesses: No additional parking spaces beyond that required for the primary Dwelling.~~
- ~~v. All other Uses: 1 parking space per 100.0 m<sup>2</sup> of Floor Area.~~
- ~~b. Variances to the number of Off street Vehicular parking spaces may be considered by the Development Officer with the submission of a Parking Impact Assessment to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination.~~
- ~~e.a. Bicycle Parking spaces shall be provided in accordance with the Zoning Bylaw but shall be provided at a minimum rate of 0.5 spaces per Dwelling.~~
- ~~d.e. 50% of the Bicycle Parking spaces on Site shall be provided in a safe and secure location in the Underground Parkade~~underground Parking Garages~~ and/or in another secure location on the first Storey of the building that is easily accessible to cyclists via access ramps or a route through the building which facilitates easy and efficient transportation of bicycles, to the satisfaction of the Development Officer.~~
- ~~e.f. Off-street loading spaces shall be accessed from the rear Lane.~~
- ~~f.g. All waste collection and storage areas shall be located within a building, not visible from a public roadway, and be designed to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination and City Operations.~~

## 7. **Development Regulations for Building Design and Features**

1. **Building Facades and Entrances**
  - a. Buildings shall be designed to include the use of different architectural elements and treatments, articulated façades, materials, and colours to add variety, rhythm, break up the massing and provide a sense of human scale.
  - b. Building type E shall contribute to the 'signature' of the overall development and the City's skyline using articulation and features that provide visual interest and reduce the massing effects such as a combination of sculpting of the building, variation of materials/color or other means to the satisfaction of the Development Officer.
  - c. Building Facades facing a public roadway shall be designed with detail and articulation to a maximum of 15.0 m intervals to create attractive streetscapes and interfaces, to the satisfaction of the Development Officer.
  - d. For buildings located at the intersection of public roadways, the corner Facade treatment shall wrap around the corner of the building to provide a consistent profile facing both public roadways.



- e. A minimum of 70% of the linear frontage of Non-Residential and Non-Residential-Related Uses shall consist of transparent and unobstructed glazing that allows viewing in and out of the Use to the satisfaction of the Development Officer. Linear frontage shall be measured as the horizontal plane at 1.5 m above ground level.
- f. All building Facades shall have consistent and harmonious exterior finishing including materials such as, but not limited to, stone, masonry, metal, wood panels, cement panels, acrylic stucco, and/or glass, to the satisfaction of the Development Officer. Vinyl siding and masonry stucco as a finishing material shall not be permitted.
- g. Exterior finishing materials must be durable, high quality and appropriate for the development within the context of the surrounding area.
- h. All mechanical equipment, including roof mechanical units, surface level venting systems, and transformers shall be concealed by screening in a manner compatible with the architectural character of the buildings, to the satisfaction of the Development Officer.
- i. Entrances for Residential and Residential-Related Uses shall be clearly differentiated from entrances for other Uses through distinct architectural treatment to the satisfaction of the Development Officer.

## 2. Ground Level Access

- a. Individual Dwellings at ground level shall:
  - i. provide an individual external entrance at Grade, using features such as, but not limited to, porches and staircases, to the satisfaction of the Development Officer;
  - ii. when facing a public roadway, other than a Lane, provide a semi-private outdoor area for street facing ground-oriented Dwellings that are provided in a manner that establishes a transition area between the Dwelling and publicly accessible land using landscape features, such as decorative fencing, change in Grade, shrub beds, planters, rock gardens and/or other built elements, to the satisfaction of the Development Officer;
  - iii. when facing internal courtyards/Common Amenity Areas, provide Private Amenity Areas for individual Dwellings that establish a transition area between the Dwelling private Amenity Area and the Common Amenity Area using landscape features, such as decorative fencing, change in Grade, shrub beds, planters, rock

gardens and/or other built elements, to the satisfaction of the Development Officer;

- iv. have an elevation for the Ground-oriented Dwellings that shall be a maximum 1.0 m above the adjoining and/or abutting ground level; and
- v. where Non-Residential and Non-Residential-Related Uses face a public roadway, publicly accessible space or Amenity Area, they shall be designed to create a pedestrian-friendly environment, which may include such things as entrances, outdoor seating areas, canopies, landscaping, and/or other features that lend visual interest and a human scale to development, to the satisfaction of the Development Officer.

### 3. Pedestrian Orientation

- a. No solid fences higher than 1.2 m shall be allowed facing 85 Street NW, 90 Avenue NW and 93 Avenue NW. Landscaping, retaining walls or other low height elements may be utilized to visually separate the semi-private courtyards facing the public streets.
- b. Weather protection in the form of a canopy or other architectural element with a minimum projection of 1.5 m from the building Facade shall be provided above any ground floor entrance for Non-Residential or Non-Residential-Related Uses to create a comfortable environment for pedestrians.
- c. Walkways and shared use paths on the Site shall logically connect to any current or future City Walkways or shared use paths and match or exceed the quality of pavement of the City infrastructure in road right-of-way to the satisfaction of the Development Officer.
- d. Shared use paths on the Site shall have accompanying aesthetic and amenity features for users such as, but not limited to, trees, shrub planting, ornamental grasses, benches and waste bins to the satisfaction of the Development Officer.
- e. Along 93 Avenue NW, street Walkways shall continue level over any vehicular Underground Parkade/Parking Garage accesses connecting to 93 Avenue NW.
- f. Built form, public realm interfaces, streetscape elements and pedestrian connections shall consider the City of Edmonton's Winter Design Guidelines in their design and implementation, A report outlining how the

development conforms to the these guidelines shall be submitted with each Development Permit for a principal building to the satisfaction of the Development Officer.

- g. Prior to the issuance of each Development Permit for a principal building, a pedestrian circulation plan shall be submitted detailing how the proposed pedestrian circulation for the principal building will generally connect with and contribute to completing the future overall pedestrian network as generally shown in Appendix IV to the satisfaction of the Development Officer.

## 8. Other Regulations

1. Prior to the issuance of a Development Permit for any buildings greater than 20.0 m in Height, a Wind Impact Study shall be submitted for review. The development shall 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 Study. A Wind Impact Study shall be prepared by a qualified, registered Professional Engineer and submitted with a Development Permit application for building types C1, C2, D and E. The Wind Impact Study shall be based on a computer model simulation analysis, prepared to professional standards and be submitted with a Development Permit application. Any mitigation measures required to ensure all outside areas on the Site are fit for their intended use shall be designed to the satisfaction of the Developer Officer prior to the issuance of a Development Permit.
2. A Sun Shadow Study prepared by a qualified, registered Professional Engineer or Architect, to professional standards to the satisfaction of the Development Officer, shall be submitted with a Development Permit application for building types D and E.
3. Site and building layouts shall include design elements that take the principles of Crime Prevention Through Environmental Design (CPTED) into consideration, particularly for commercial, industrial, multi-unit residential Uses and Vehicle Parking Uses. These elements may include, but are not limited to: elements that allow for natural surveillance, increase sightlines and activity; and high quality interior and exterior lighting. The physical layout and landscaping shall reduce the vulnerability of pedestrians by avoiding areas of concealment or entrapment such as: long public corridor spaces, stairwells, or other movement predictors); avoiding landscaping hazards such as: unpruned trees, rocks that can be thrown, or blind corners; and by locating Vehicle Parking areas close to building access points and by using wayfinding mechanisms. The Development Officer may require a Crime Prevention Through Environmental Design assessment prepared by a qualified security consultant, or similar professional, and may apply

~~conditions to the approval of the Development Permit based on the recommendations of the CPTED assessment to promote a safe physical environment. Prior to the issuance of a Development Permit for a principal building, a Crime Prevention through Environmental Design (CPTED) Assessment shall be submitted and recommendations to ensure that the development provides a safe urban environment in accordance with the guidelines and principles established in the Design Guidelines for a Safer City (City of Edmonton 1995) shall be incorporated into the site and building design to the satisfaction of the Development Officer.~~

4. Prior to the issuance of the first Development Permit, the applicant shall demonstrate to the satisfaction of the Development Officer that the owner has carried out good faith discussions with the Holyrood Community League and the Strathearn Community League regarding entering into a Good Neighbour Agreement, which shall include, but not be limited to:
  - a. Review of any conceptual development proposals;
  - b. Reasonable notice of an application for a development permit;
  - c. Initiatives to provide opportunities to integrate existing and new residents with the community;
  - d. Communication protocols during construction, including owner contact for inquiries;
  - e. Review of north TIA and resulting decisions related to parking and traffic flow;
  - f. Review of the sun shadow/wind impact studies and potential mitigation measures; and
  - g. Review of landscape plans.
5. To ensure ongoing analysis of transportation related issues throughout the phased development of the lands within this Provision, a Transportation Impact Assessment shall be submitted with the first Development Permit application for a principal building in Area 2-A, as shown on Appendix I, north of 93 Avenue NW to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination and including consultation with the Holyrood Community League. The Development Officer shall have regard for existing Transportation Impact Assessments available at the time of Development Permit review and only request additional information, as required, in response to changes in conditions since the analysis for existing assessments was done. Notwithstanding the other Development Regulations and Appendices of this Provision or the Zoning Bylaw, ~~the number of parking spaces as well as the~~

location and directional flow of access points to and from the Underground Parkade~~underground Parking Garages~~ shall be adjusted based on the review of this Transportation Impact Assessment, if required, to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination.

6. Notwithstanding the Edmonton Design Committee Bylaw 14054, Development Permits within this Provision for all principal buildings as well as the Publicly Accessible Private Park described in Section 9.4(a) of this Provision and the Transit Plaza described in Section 9.4(b) of this Provision shall be reviewed by the Edmonton Design Committee.
7. Notwithstanding the other Development Regulations of this Provision, the Appendices of this Provision and Section 720.3(2) of the Zoning Bylaw, in the event that the owner does not obtain a Development Permit and commence construction of a minimum of one principal building in Area 2-B under a valid Development Permit within 10 years of the passage of the Bylaw adopting this Provision, development within Area 2-B shall be in accordance with this Provision, except that:
  - a. the maximum Height of any building within Area 2-B shall be 20.0 m; and
  - b. the maximum number of Dwellings shall be 420.
8. Notwithstanding the other Development Regulations of this Provision, the Appendices of this Provision and Section 720.3(2) of the Zoning Bylaw, in the event that the owner does not obtain a Development Permit and commence construction of a minimum of one principal building in Area 2-A under a valid Development Permit within 15 years of the passage of the Bylaw adopting this Provision, development within Area 2-A shall be in accordance with this Provision, except that:
  - a. the maximum Height of any building within Area 2-A shall be 20.0 m; and
  - b. the maximum number of Dwellings shall be 420.

## **9. Public Improvements and Contributions**

1. The owner shall enter into an Agreement with the City of Edmonton for off-site improvements prior to the issuance of a Development Permit for a principal building in Area 2-A. Required off-site improvements shall include, but not be limited to the widening of the Lane to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination, to a standard 6.0 m paved width, where possible, adjacent to Area 1, with the potential to encroach

on the Site in constrained areas. The City shall not request relocation of dedicated infrastructure such as utility transformers and powerline poles.

2. Prior to the issuance of a development permit for:

- a. a building that contains 12 or more Dwelling units; or
- b. a building that contains less than 12 Dwelling units, but is part of a Site with 12 or more Dwelling units in total;

the Development Officer shall ensure a signed agreement has been executed between the City and the owner, requiring the owner to provide the City, at the time of each development permit approval, the option to purchase up to 10% of the proposed number of Dwelling units (rounded to the nearest Dwelling unit) in each building with Dwelling units, at 85% of market value or the equivalent value as cash in lieu (at the discretion of the owner) to the City. ~~Prior to the issuance of any Development Permit for a principal building containing 12 or more Dwellings, 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 up to 10 percent (exact percentage at the discretion of the City) of the proposed number of residential units (rounded to the nearest unit) at 85 percent of market value or provide the equivalent value as cash in lieu (at the option of the owner) to the City.~~

2.3. A minimum of 120 Dwellings, provided in part in both Area 2-A and Area 2-B, shall be suitable for families by conforming to the following:

- a. The Dwelling shall have at least 2 bedrooms and the average number of bedrooms shall be 2.25 or greater;
- b. The Dwellings shall be located no higher than the 4th Storey of any building;
- c. The Dwellings shall be within a 150.0 m walking distance of an outdoor Common Amenity Area of at least 50.0 m<sup>2</sup> in size designed for children to the satisfaction of the Development Officer, using features such as, but not limited to, play structures, splash parks and/or sand boxes;
- d. At least 20% of such units shall be provided in Area 2-B; and
- e. The Dwellings suitable for families described above shall be in addition to the requirement for ~~600450~~ dwellings with two bedrooms or more as described in Section 5.3 of this Provision.

3.4. The following features on Site shall be constructed in conjunction with any Development Permit for a principal building within 15.0 m of the identified

feature and be openly accessible to the Public at all times through the registration of a 24-hour Public Access Easement in favour of the City of Edmonton which shall be a condition of said Development Permit. For features spanning large areas or the entire site, the feature may be developed in phases with each Development Permit to the satisfaction of the Development Officer. If developed in phases, the first Development Permit that triggers the requirement for starting construction of the feature shall include a phasing plan for the remaining construction of the feature:

- a. A Publicly Accessible Private Park shall be provided in general conformance with Appendices III and V to the satisfaction of the Development Officer, with a minimum area of 1000 m<sup>2</sup>. This Park shall, to the satisfaction of the Development Officer, be designed to:
  - i. actively interface with the adjacent buildings;
  - ii. promote creation of a well-connected pedestrian network;
  - iii. give regard to CPTED principles to provide safe and defensible space, clear sightlines, adequate lighting, and provision of multiple access points;
  - iv. serve as a high quality amenity for people of all ages and during all seasons by incorporating features such as, but not limited to, hard and/or soft Landscaping, seating areas and/or bicycle facilities; and
  - v. Incorporate public seating and impromptu social gathering area(s) and include features, which may include but not be limited to, decorative light standards, waste bins, bollards, landscaped planting beds, planters, tree grates, and/or hard surfacing.
- b. A Transit Plaza using a minimum area of 500 m<sup>2</sup> of land on Site at the intersection of 85 Street NW and 93 Avenue NW which shall include features such as, but not limited to, hard and soft Landscaping, seating areas, Bicycle Parking Facilities and appropriate pedestrian scaled lighting to ensure a comfortable environment for all users.
- c. An internal roadway, with vehicular access restricted to emergency vehicles only, a minimum of 6.0 m in width, running generally parallel with 85 Street NW on the west side of the Site extending generally from 90 Avenue NW to 95 Avenue NW or to an alternative extent to the satisfaction of the Development Officer in consultation with Edmonton Fire Rescue Services;
  - i. This roadway shall have an Emergency Access Easement that ensures it is accessible to Fire Rescue Services (from north and

south) at all times and makes the owner responsible for maintenance and liability. All access and bollard treatments, including ongoing safe operations and maintenance agreements, will be completed to the satisfaction of the Development Officer in consultation with Edmonton Fire Rescue Services.

- ii. Notwithstanding Section 9.4 of this Provision, the most southerly building in Area 2-A shall not trigger the need to construct this internal roadway with emergency vehicle access.
- d. A 1.8 m wide Walkway generally adjacent to the north-south Lane abutting the east Lot line of the Site generally extending from 90 Avenue NW to 95 Avenue NW;
- e. A 1.8 m wide Walkway adjacent to the internal roadway on the west of the Site generally extending from 90 Avenue NW to 95 Avenue NW;
  - i. Notwithstanding Section 9.4 of this Provision, the most southerly building in Area 2-A shall not trigger the need to construct this internal roadway with emergency vehicle access.
- f. A minimum of four 1.8 m wide Walkways connecting the Walkway along the internal roadway on the west of the Site with the Walkway along north-south Lane abutting the east Lot line of the Site provided through the Site in a generally east-west direction; and
- g. A minimum of two 3.0 m wide, unobstructed shared use paths connecting the Walkway along the internal roadway on the west of the Site, with the Walkway abutting the north-south Lane abutting the east Lot line of the Site, provided through the Site in a generally east-west direction at locations that generally connect to the access points to the east-west Lane from 83 Street NW to the satisfaction of the Development Officer.