

(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION**1. General Purpose**

To accommodate the development of medium rise building with ground-oriented units fronting onto 113 Street NW and 100 Avenue NW, and within walking distance from the Grandin LRT Station.

2. Area of Application

This Provision shall apply to Lots 45,45A, 46, 46A, Lots 47 and A, Block 12, Plan 2123AH, and north-south Lane in the neighbourhood of Oliver, as shown in Schedule "A" of the Charter Bylaw adopting this Provision.

3. Uses

- a. Apartment Hotels
- b. Lodging Houses
- c. Group Homes
- d. Live Work Unit
- e. Lodging Houses
- f. Minor Home Based Business
- g. Multi-unit Housing
- h. Residential Sales Centre
- i. Fascia On-premises Signs
- j. Freestanding On-premises Signs

4. Development Regulations for Uses

- a. Live Work Units shall be limited to the ground-oriented Dwellings.
- b. Residential Sales Centres shall be limited to the sale or leasing of on-Site condominium or rental Dwellings.
- c. Signs shall comply with Schedule 59B of the Zoning Bylaw.

5. Development Regulations for Site Layout and Built Form

- a. The development shall be in general conformance with the attached Appendices to the satisfaction of the Development Officer.
- b. The maximum Height shall be 23.0 m.
- c. The maximum Floor Area Ratio shall be 4.0.
- d. The maximum number of Dwellings shall be 140.
- e. The minimum building Setbacks from the north, south, east, and west Lot lines shall be 3.0 m.
- f. The entrance to the Parking Garage and waste collection area on the ground level shall not be subject to the east Setback.
- g. The portions of the Parking Garage below ground level shall not be subject to any Setbacks and may extend to all Lot lines provided there is sufficient soil capacity to support any required Landscaping, to the satisfaction of the Development Officer.

6. Development Regulations for Building Design and Features

- a. All building Facades shall have consistent and harmonious exterior finishing materials.
- b. The development shall incorporate design elements to reduce the perceived mass and add architectural interest, including articulation of the Façades, using a defined pattern of projections and/or recessions and a variety of exterior building cladding materials and colours;
- c. The building shall be finished with high quality, durable materials. The use of stucco as a finishing material is not permitted below the fifth Storey of the building. The use of stucco above the fifth Storey shall be limited to a maximum of 15% of the exterior surface area of the building.
- d. The development shall maximize the use of glass and glazed window wall systems, brick, stone, architectural concrete, and/or precast coloured concrete. The contextual fit, design, proportion, quality, texture and application of various finishing materials shall be to the satisfaction of the Development Officer.
- e. The development shall incorporate a prominent front entrance facing 113 Street NW through distinct architectural treatment to the satisfaction of the Development Officer.
- f. A minimum of 40% of the floor elevation of the ground level shall not exceed the elevation of the abutting public sidewalk by more than 0.8 m, at the property line.
- g. A weather protection element in the form of a canopy or other architectural element above the main Residential entrance facing at 113 Street NW shall be allowed to project 2.5 m into the west Setback to create a comfortable environment for pedestrians.
- h. Platform Structures in the form of balconies shall be allowed to project 1.5 m into the north, west, east, and south Setbacks.

- i. All mechanical equipment, including roof mechanical units, and surface level venting systems shall be concealed by screening in a manner compatible with the architectural character of the building, or concealed by incorporating it within the building. Ground level vents shall be oriented away from adjacent Sites, or on-Site amenities or pedestrian circulation areas.
- j. Waste collection, storage areas, and loading shall be located within the building, accessed from the rear Lane abutting the development, and screened from view from the abutting roadway and shall be designed to the satisfaction of the Development Officer in consultation with Waste Management Services, Subdivision and Development Coordination (Transportation) and City Operations.

7. Development Regulations for Parking, Loading, Storage and Access

- a. Vehicular access and egress from the rear Lane abutting the development and to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation).
- b. All vehicular parking shall be provided in an underground Parking Garage.
- c. Adequate sight lines shall be maintained for vehicles entering and exiting the Parking Garage, to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation).
- d. Entrances to the Parking Garage shall minimize the physical and visual impact of the entrances and doors to the rear Lane abutting the development, to the satisfaction of the Development Officer.
- e. Any parking card devices must be located on Site, a minimum of 3.0 m inside the east Lot line.
- f. The underground driveway ramp shall not exceed a slope of 10% for a minimum distance of 4.5 m inside the Lot line and the ramp must be at Grade at the Lot line, or to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination.
- g. Retaining Walls bordering the below Grade Parking Garage ramp, shall not exceed a Height of 0.3 m at the Lot line nor 1.0 m within 1.0 m of the Lot line and no portion of the wall may encroach onto road right-of-way. The Development Officer may increase this Height if adequate sight line data is provided to ensure vehicles can exit safely to the satisfaction of the Development Officer, in consultation with Subdivision and Development Coordination.
- h. Vehicular parking shall be provided as per the Zoning Bylaw, except that:
 - i. a maximum of 139 on-site vehicular parking spaces, including 18 visitor parking spaces, shall be provided.
 - ii. Required Residential and Residential-Related Uses shall provide on-site vehicular parking spaces as follows:

- i. Bicycle Parking facilities shall be provided at a minimum rate of 0.40 spaces per Dwelling, in a safe and secure location in the underground Parking Garage or in another secure location within 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.
- j. Vertical or stacked racks may be used to satisfy bicycle parking requirements if it can be demonstrated that they can be safely and efficiently used. The minimum size of vertical bike parking stalls shall be a minimum of 0.60 m wide, 2.3 m high, and 1.1 m deep, with a minimum 1.5 m wide aisle.

8. Development Regulations for Landscaping, Lighting and Amenity Areas

- a. A minimum Amenity Area of 6 m² per Dwelling of gross Floor Area shall be provided through the following:
 - i. Communal space that may include, but is not limited to, change room facilities, shared work/study area, entertainment rooms, amenity lounge, communal kitchen, and fitness facilities; and
 - ii. Platform Structures in the form of balconies with a minimum depth of 1.5 m.
- b. A detailed Landscape Plan for the Site, prepared by a Landscape Architect registered with the Alberta Association of Landscape Architects (AALA), including all existing and proposed utilities and off-Site streetscape improvements within the road right-of-way shall be submitted as part of a Development Permit application for review and approval by the Development Officer.
- c. The following shall apply and be shown on the required Landscape Plan:
 - i. Landscaping shall use plant materials that provide colour throughout the year to enhance appearance during winter months;
 - ii. Landscaping Plans shall incorporate native and/or drought tolerant species into the Landscaping design;
- d. At ground level, where Setbacks are provided in front of Residential Uses fronting onto a public roadway, a transition area shall be provided from public to private property 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.
- e. A 1.83 m fence shall be provided along the entire length; of the north Lot line except within 3.0 m of 113 Street NW.
- f. Decorative and security lighting shall be designed and finished in a manner consistent with the architectural theme of the development and shall be provided to ensure a well-lit and safe environment for pedestrians, to accentuate architectural elements, and to provide additional lighting for 100 Avenue NW, 113 Street NW, and the rear Lane.
- g. Exterior lighting associated with the development shall be designed such that it has no negative impact on an adjacent property.

- h. Night-time light pollution shall be reduced by avoiding over-illumination of the development and by using exterior lighting fixtures that are full cut-off in design which direct light downward, to ensure illumination does not extend beyond the boundaries of the development Site.

9. Other Regulations

- a. A Wind Impact Statement shall be prepared and submitted with a Development Permit application for any building or portion of a building with a minimum Height of 23.0 m. The development shall incorporate design features to minimize adverse microclimatic effects such as wind tunnelling, snow drifting, and rain sheeting, both on and off Site, consistent with the recommendations of the Wind Impact Statement.
- b. An arborist report and tree preservation plan, to the satisfaction of the Development Officer in consultation with Urban Forestry, shall be submitted with the Development Permit application to determine the impact of the proposed development, including excavation and construction, on the existing boulevard trees along 113 Street NW and 100 Avenue NW. 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.
 - i. If 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. If 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 C456A to the satisfaction of the Development Officer in consultation with Urban Forestry.
- c. Prior to the issuance of a Development Permit for the principal building, a Crime Prevention Through Environmental Design (CPTED) Assessment shall be provided to the satisfaction of the Development Officer 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).
- d. Prior to the issuance of a Development Permit for:
 - i. a building that contains 12 or more Dwelling units; or
 - ii. 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 5% 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. The City may

exercise its option to purchase only in respect of Dwelling units that are individually titled.

10. Public Improvements and Contributions

- a. As a condition of the Development Permit for construction of the principal building, the owner shall enter into an Agreement with the City of Edmonton for off-Site improvements necessary to serve the development. The Agreement shall include an engineering drawing review and approval process. Improvements shall be constructed at the owner's cost and shall be designed to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation), City Operations, Integrated Infrastructure Services, EPCOR Water Inc., Drainage, and others as required. Improvements to address in the Agreement shall include, but are not limited to:
 - i. replacement of any street furniture including lamps, benches, bollards or planters, that are removed/damaged due to construction of the development;
 - ii. construction of infrastructure improvements as indicated in the drainage Off-Site Municipal Utility Assessment (100 Avenue NW and 104 Street NW), or alternatives to the satisfaction of the Development Officer in consultation with EPCOR Water Services Inc;
 - iii. the repair of any damage to the abutting roadways, sidewalks and/or boulevard resulting from construction of the development, to the satisfaction of Subdivision and Development Coordination (Transportation). The Site must be inspected by Subdivision and Development Coordination (Transportation) prior to the start of the construction and once again when construction is complete; and
 - iv. Landscaping that extends over City-owned lands shall be developed in accordance with Traffic bylaw 5590 and the City Design and Construction Standards.
- b. A minimum of 7 Dwellings shall be designed with the following characteristics:
 - i. the Dwelling shall have a minimum of three bedrooms;
 - ii. have access to a private Amenity Area of at least 7.5 m²;
 - iii. the dwelling shall have a dedicated and enhanced bulk storage located within the Dwelling or on the same Storey as the Dwelling,
 - iv. have access to a dedicated and secured family bicycle parking room or cage which shall have racks or railings for a minimum of 2 bicycle parking spaces.