

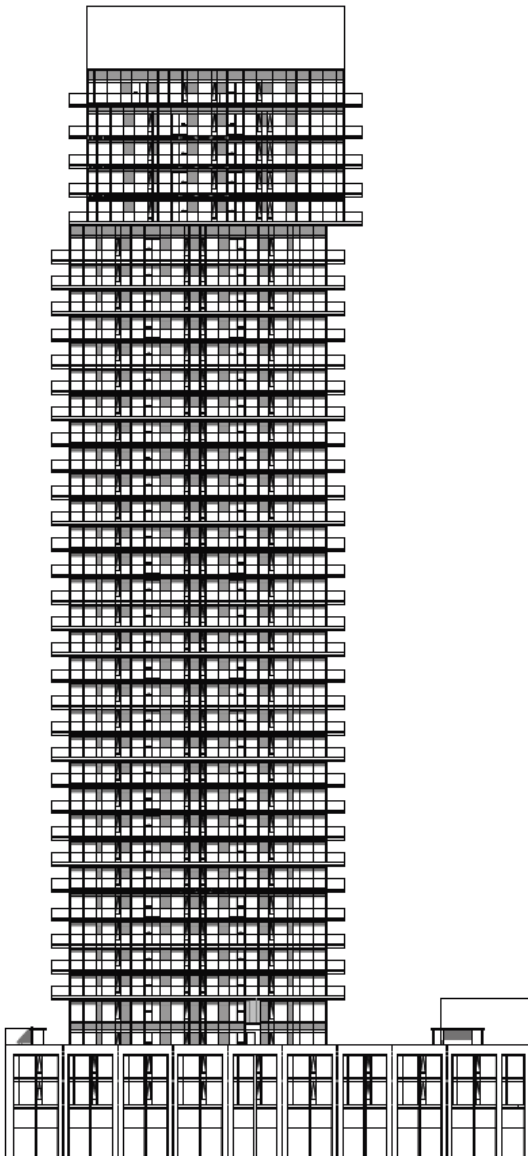


CITY PLANNING REPORT **REZONING, TEXT AMENDMENT** DOWNTOWN

10305 - 106 Street NW

10321 - 106 Street NW

To provide the opportunity for a high density mixed-use tower.



RECOMMENDATION AND JUSTIFICATION

City Planning is in **SUPPORT** of this application because it:

- conforms with the development intent of the Capital City Downtown Plan;
- increases the development intensity on an appropriately sized site; and
- will allow for a mixed-use, high density, transit oriented development near current and future LRT stations that will increase the liveability and vibrancy of the Downtown core.

THE APPLICATION

1. CHARTER BYLAW 18614 to amend maps which are appendices to Section 910 of the Zoning Bylaw to reflect changes to zoning, maximum height and maximum floor area ratio in the Downtown.
2. CHARTER BYLAW 18615 to amend the Zoning Bylaw from the (UW) Urban Warehouse Zone to a (DC2) Site Specific Development Control Provision. The proposed DC2 Provision provides the opportunity for a 320 dwelling, 126 metre high (approximately 40 storeys) mixed use tower with regulations included to ensure integration of the building within the Warehouse Campus Neighbourhood and an active and inviting pedestrian oriented streetscape.

SITE AND SURROUNDING AREA

The site is located on the western side of Downtown in the Warehouse Campus Neighbourhood as identified in the Capital City Downtown Plan. It is just south of the major arterial road of 104 Avenue NW, within 200 metres of two future LRT stops on the Valley Line and directly on the 106 Street NW protected bike lane as part of the Downtown Bike Network. It is also just over one block from the proposed Warehouse Campus Neighbourhood Park on the west side of 106 Street NW south of 102 Avenue NW.

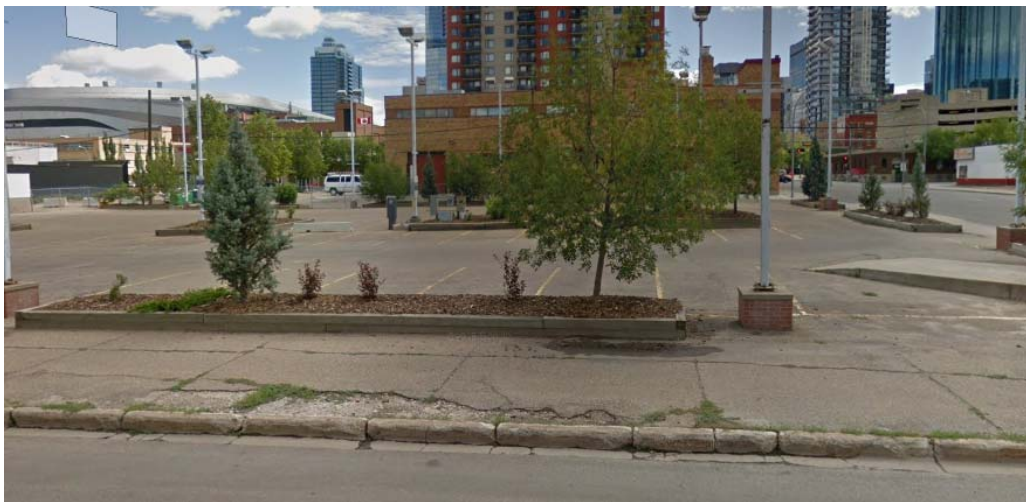


AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(UW) Urban Warehouse Zone	Surface parking lot
CONTEXT		
North	(UW) Urban Warehouse Zone	Low rise mixed use building
East	(UW) Urban Warehouse Zone	Surface parking lot and Boyle Street Education Centre
South	(UW) Urban Warehouse Zone	Automotive and Equipment Repair Shop
West	(DC1) Direct Development Control Provision	Low scale commercial building (Massey-Harris-Ferguson building), zoned for 1300 Dwellings in 3 Towers ranging from 135 to 150 metres in height)



VIEW OF SITE LOOKING NORTH FROM 103 AVENUE NW



VIEW OF SITE LOOKING EAST FROM 106 STREET NW

PLANNING ANALYSIS

LAND USE COMPATIBILITY AND TRANSITIONS

This application proposes to increase the development intensity on a Downtown site which is currently zoned for high density development, though not to the scale proposed. Potential negative impacts of this are addressed through the specific building design regulated by the DC2 provision to ensure that development is complementary to the existing neighbourhood. This specific building design, including a distinct podium and tower, sensitive transitions and a focus on a high quality pedestrian experience is made possible by the site being appropriately sized for this desired high intensity built form.

The surrounding area is a mixture of underutilized and vacant land and low to high rise residential, commercial and mixed use buildings. Directly across 106 Street, to the west, is a DC1 Provision that allows for a development with 3 towers, all of which are taller than the one proposed by this application. This adjacent site has a total Floor Area Ratio of 16.0, 5.0 higher than the subject proposal. Overall, this application is compatible with this wide variety of built forms and uses.

Podium-Tower Design

The current zoning allows for mixed-use towers up to 50 metres in height. The proposed DC2 Provision would allow for more than twice the height and density and just under twice the floor area ratio. To ensure this increase in development intensity remains compatible with the existing neighbourhood, the podium scale and architectural features are designed to closely match the UW Zone. As well, the tower is slim (650 m²) and positioned on the podium with generous stepbacks, exceeding the requirements of the UW Zone. This ensures the impact of the taller tower on the surrounding public realm is minimized.

The table below provides a comparison of the existing UW Zone and the proposed DC2 Provision:

REGULATION	UW Zone	Proposed DC2 Provision
Height	50 m	126 m
Maximum Floor Area Ratio (FAR)	6.0	11.0
Maximum Dwelling Units	139	320
Podium Height	12 - 26 m	13 - 19.5 m
Tower Stepbacks	4.5 m	North - 6.5 m East - 8.0 m South - 20.5 m West - 11.5 m
Tower Floor Plate	N/A	650 m ²

Tower Separation

The tower is located appropriate distances from the property lines so as to not create concerns regarding tower separation. It is located 14.0 m from adjacent property line across the lane to the east, 47.2 m from the adjacent property line across 103 Avenue NW to the south, and 38.0 m from the adjacent property line across 106 Street NW to the west, where recent zoning already allows for 3 taller towers. Acceptable tower separation is typically between 20 and 25 metres meaning that at least half, if not all, of this is being accommodated on site with the fair expectation that any future nearby development will accommodate the other half on their site. The exception to this is to the north, where the proposed tower is located only 7.0 m from the shared property line, but the abutting property contains a relatively new low rise mixed use building and it is unlikely that this site will be redeveloped as a tower.

Impact to the North

The abutting 4 storey mixed use building to the north is the only nearby property that will be noticeably impacted by this proposal. In addition to the potential tower separation impact, the proposed tower will often cast a shadow on this o-shaped building during the mid part of the day throughout the year. Fortunately, this building has been built with a blank facade facing south with no windows or amenity areas and is designed to accommodate a zero lot line development creating a consistent street wall along the block. Except in the height of summer, the small internal courtyard in the centre of the o-shaped building already experiences shadows from the building itself and the additional shadow from the proposed tower will be negligible.

CAPITAL CITY DOWNTOWN PLAN (CCDP)

The Capital City Downtown Plan divides the Downtown in five sub-areas with different strategies and development policies with the intent on creating different 'neighbourhoods' within Downtown. These policies are implemented through Downtown Special Area Zones. Overall, these zones are intended to create a transition in height away from the most intense development located in the core towards less intense development in the Urban Warehouse neighbourhood.

This site is within the Central Warehouse Sub Area 1 of the Warehouse Campus Neighbourhood. The proposed DC2 Provision is consistent with the development intent of this Sub Area and supports desired development outcomes by:

- contributing to a mix of medium and high density residential, commercial, educational and institutional uses;
- contributing to parks and open space by making public realm and streetscape improvements; and

- helping to maintain the walkable nature of the Central Warehouse Area by requiring new commercial units to feature direct street access and clear windows to provide natural surveillance on the street.

While the proposed DC2 Provision will allow for a height and floor area ratio greater than that envisioned by the CCDP and associated UW Zone, this increase in development intensity is accomplished in a way that complements the surrounding development with a podium and street level interface that aligns with the direction of the Warehouse Campus Neighbourhood.

TRANSIT ORIENTED DEVELOPMENT (TOD) GUIDELINES

The subject site is approximately 400 m from the existing Corona LRT station on the Capital Line and within 200 metres of two future LRT stops on the Valley Line.

While the TOD Guidelines do not have specific guidelines for Downtown Station Areas, the proposed DC2 Provision supports TOD by locating higher density development close to LRT stations and encouraging non-vehicular forms of transportation through reduced on-site vehicular parking requirements, enhanced provision of on-site bicycle parking facilities and by contributing to a high quality pedestrian public realm.

EDMONTON DESIGN COMMITTEE (EDC)

On January 24, 2017, the Edmonton Design Committee (EDC) supported the proposed rezoning subject to conditions related to updating the DC2 Provision text and appendices to match each other and include additional information primarily regarding amenity areas and public contributions. Adjustments were made as requested to fulfill these conditions. Their letter of support is attached as Appendix 1.

PUBLIC CONTRIBUTIONS

Developer Sponsored Affordable Housing is required by the proposed DC2 Provision in accordance with City Policy C582.

Although this application was received and mostly processed prior to City Policy C599 - Community Amenity Contributions in Direct Control Provisions, this application meets the requirements of this policy by providing the following contributions:

- Streetscape improvements to the public realm of 103 Avenue NW and 106 Street NW abutting the site in general conformance with the Downtown Streetscape Manual; and
- \$200,000 towards publicly viewable art to be installed on site.

TECHNICAL REVIEW

All comments from affected City Departments and utility agencies have been addressed.

ENVIRONMENTAL CONTAMINATION

Phase I and phase II Environmental Site Assessments (ESA) were submitted and reviewed with this application. They revealed the existence of on site contamination that will need to be removed prior to development in order to make the site suitable for all intended uses. The proposed DC2 Provision has a regulation that requires additional site assessment work, an Environmental Risk Management Plan and a Remedial Action Plan to be dealt with prior to the issuance of a Development Permit for the construction of the building. This will ensure the site is fully remediated to the required standard prior to, or during, construction.

PARKING, LOADING AND VEHICULAR ACCESS

All vehicular parking is provided underground with access to the parkade from the rear lane. Loading and waste collection is also from the rear lane.

The proposed DC2 Provision requires a minimum of 275 and a maximum of 325 on-site vehicular parking spaces, including a minimum of 10 visitor parking spaces. 250 indoor bicycle parking spaces are required. While vehicular parking is proposed at a rate lower than what the Zoning Bylaw would normally require, bicycle parking is proposed at a higher rate. A Transportation Impact Assessment was reviewed with this application which supported these proposed parking rates and also indicated that the existing roadway network can accommodate the peak hour traffic activity anticipated to be generated by the proposed development at acceptable levels of service. The report also recognized that due to the high density mixed-use characteristics of the area, combined with the availability of existing and planned transit and active modes infrastructure, there will be opportunities for residents and visitors to make use of alternative transportation modes, reducing the vehicular demand on the roadway network.

PUBLIC ENGAGEMENT

<p>ADVANCE NOTICE July 19, 2016</p>	<ul style="list-style-type: none"> ● Number of recipients: 549 ● Number of responses in support: 0 ● Number of responses with concerns: 1 ● Comments included: <ul style="list-style-type: none"> ○ High rises don't fit in with the Warehouse District
<p>OPEN HOUSE January 25, 2017</p>	<ul style="list-style-type: none"> ● Number of attendees: 13 ● Number of feedback forms in support: 1 ● Number of feedback forms with concerns: 2 ● Common topics included: <ul style="list-style-type: none"> ○ Height ○ Density ○ Nuisance uses (such as bars) ○ Sun shadow impact ○ Parking and Traffic ○ Homelessness in the area ○ Open space needs

See Appendix 2 for a more detailed “What We Heard” Report from the January 25, 2017 Open House.

The delay between January 25, 2017 and this application proceeding forward to Public Hearing was to address technical issues related to the environmental status of the site and due to a requested hold by the applicant. Due to the limited amount of input and issues raised through the advance notice and open house, it was determined that no additional engagement because of the delay was warranted. Surrounding property owners, the Downtown Edmonton Community League and the Downtown Business Association were notified of the Public Hearing and invited to participate.

CONCLUSION

City Planning recommends that City Council **APPROVE** this application.

APPENDICES

- 1 Edmonton Design Committee Letter
- 2 “What We Heard” Public Engagement Report
- 3 Application Summary



EDMONTON • DESIGN • COMMITTEE

January 26, 2017

Mr. Peter Ohm, Chief Planner
City Planning, Sustainable Development
7th Floor, 10111 - 104 Avenue NW
Edmonton, AB T5J 0J4

Dear Mr. Ohm:

Re: **North** (Development Permit and Rezoning Application LDA16-0207)

As determined by the Edmonton Design Committee at the meeting on January 24, 2017, I am pleased to pass on the Committee's recommendation of **support with conditions** for the North **Rezoning Application** submitted by O2 Planning and Design Inc.

The Rezoning Application conditions are as follows:

- Provide appendices as they are currently missing
- Reference a minimum of 7.5m² per unit of private amenity space
- Reference the courtyard, 103 Avenue improvements, and appropriate architectural screening of all mechanical units in the text
- Make reference to Section 4.5 'Improvements and Contributions' by including a description of how the laneway becomes a public space that embraces Crime Prevention Through Environmental Design (CPTED) principles

The Committee recommends **tabling** the North **Development Permit Application** until a formal application is submitted to the City of Edmonton. The submission is incomplete with respect to the standard requirements.

You will notice that a copy of this letter is also being sent to the applicant. I hope this will inform your future discussions with the applicant as this project proceeds.

Yours truly,

Edmonton Design Committee

A handwritten signature in black ink, appearing to read "Robert Labonte", written in a cursive style.

Robert Labonte, Chair

RL/df

c. O2 Planning and Design Inc. - Brian Horton
Edmonton Design Committee

“WHAT WE HEARD” PUBLIC ENGAGEMENT REPORT

“North” Open House

LDA16-0207

PROJECT ADDRESSES: 10305 & 10321 - 106 Street NW

PROJECT DESCRIPTION:

- Amendment to the Downtown Special Area Maps of the Zoning Bylaw
- Rezoning from the (UW) Urban Warehouse Zone to a (DC2) Site Specific Development Control Provision to accommodate a 320 dwelling, 126 metre high tower.

EVENT TYPE: Open House

MEETING DATE: January 25, 2017

NUMBER OF ATTENDEES: 13 (does not include media, City staff or applicants in attendance)

ABOUT THIS REPORT

The information in this report includes feedback gathered during the January 25, 2017 Open House. This report is shared with all attendees who provided their email address during the event. This summary will also be shared with the applicant and the Ward Councillor. If/when the proposed rezoning and plan amendment advances to Public Hearing, these comments will be summarized in the Report to Council.

MEETING FORMAT

The meeting format was an open house where attendees were able to view display boards with project information and ask questions of City Staff and the applicant. Participants were invited to share their feedback on a “Graffiti wall” by offering general feedback as well as by answering the questions:

- What opportunities are associated with this application?
- What challenges are associated with this application?

We also received 4 feedback forms, 3 of which had written comments giving feedback on the proposal. The comments & feedback we received are summarized below.

WHAT WE HEARD

What Opportunities does this application present?

- More people downtown, eyes on the street
- Replaces unsightly parking lot
- Great looking design/architecture
- Good street interaction
- Good urban design

What Challenges does this application present?

- High-rises are replacing land - lack of greenspace
- Concerned new buildings lack visibility in foggy/cloudy conditions - would prefer lights are added to the tops of the building for flight safety
- Potential listed uses such as Bar and Neighbourhood Pubs, restaurant, child care services will require a lot of parking and create noise to the neighbours. Specially the “game night”, Bars and pubs will create a negative impact
- 10616-103 Ave had already approved as a DC1 zone, which includes 3 towers and over 40 storeys. If this rezoning is approved that means much more density within two block along 106 St.
- Sun shadow impact study is clearly showing the negative impact to the north side of neighbours (10331-106 St)
- As a residence living in downtown, I would rather see more green space than concrete forest. This proposed rezoning will lead a overdeveloped site. The current zoning is enough to develop. Not necessary to go through the rezoning and increase density.
- The overall site design is lack of landscape elements especially along 103 Ave. I will recommend some roof garden or vertical landscape design.
- Maximum height 126.0m and maximum 320 dwelling is way too high. The height is not compatible to the surrounding existing buildings.

Other Comments

- Concerned with parking
- Concerned with neighbourhood density
- Concerned with the homeless issue
- If you can't build high rises downtown, where can you???
- I feel like we are at maximum density
- Probably doesn't need as much parking (1:1)

Appendix 2 | File: LDA16-0207 | Downtown | November 26, 2018

- Concerned with Height - Is this a need or a want?
- Height/density if it will be built - don't stagnate land
- I would like to see more detail information on Traffic Impact Study Report. 300 parking stalls is way too many

If you have questions about this application please contact:

Andrew McLellan, Planner

780-496-2939

andrew.mclellan@edmonton.ca

APPLICATION SUMMARY

INFORMATION

Application Type:	Text Amendment, Rezoning
Charter Bylaws:	18614, 18615
Date of Application Acceptance	April 26, 2016
Location:	Northeast corner of 106 Street NW and 103 Avenue NW
Addresses:	10305 and 10321 - 106 Street NW
Legal Description:	Lots 153-156, Block 5, Plan B2
Site Area:	2785 m ²
Neighbourhood:	Downtown
Ward - Councillor:	6 - Scott McKeen
Notified Community Organizations:	Downtown Edmonton Community League and Downtown Business Association
Applicant:	O2 Planning + Design

PLANNING FRAMEWORK

Current Zone:	(UW) Urban Warehouse Zone
Proposed Zone:	(DC2) Site Specific Development Control Provision
Plan in Effect:	Capital City Downtown Plan
Historic Status:	None

Written By:
 Approved By:
 Branch:
 Section:

Andrew McLellan
 Tim Ford
 City Planning
 Planning Coordination