



ADMINISTRATION REPORT

REZONING

DOWNTOWN

10123 - 106 Street NW

10145 - 106 Street NW

To allow for a high rise, high density, mixed use tower



Recommendation: That Charter Bylaw 19785 to amend the Zoning Bylaw from (UW) Urban Warehouse Zone to a (DC2) Site Specific Development Control Provision and replace maps in Section 910 be **APPROVED**.

Administration is in **SUPPORT** of this application because:

- this location is well suited for the addition of a high rise, high density, mixed use tower, replacing a surface parking lot;
- the design of the tower achieves a good transition of a tall building to the public realm; and
- this application conforms with the Capital City Downtown Plan and The City Plan.

Report Summary

This land use amendment application was submitted on December 21, 2018 and is currently being handled by Green Space Alliance on behalf of Westrich Pacific Corporation. This application proposes to change the zoning from the (UW) Urban Warehouse Zone to a (DC2) Site Specific Development Control Provision. The proposed DC2 Provision would allow for a mixed-use tower with the following key characteristics:

- A maximum height of 155 metres;
- A maximum floor area ratio (FAR) of 13.5;
- Up to 550 residential dwellings; and
- 500 square metres of commercial space.

This location is ideal for a high density tower with close proximity to the transit and bicycle networks. The proposed tower meets most applicable best practices for tower design and effectively responds to its site size and context, with particular attention made towards being compatible with the abutting public realm across from the future Warehouse Park.

This application conforms with the Capital City Downtown Plan and The City Plan.

The Application

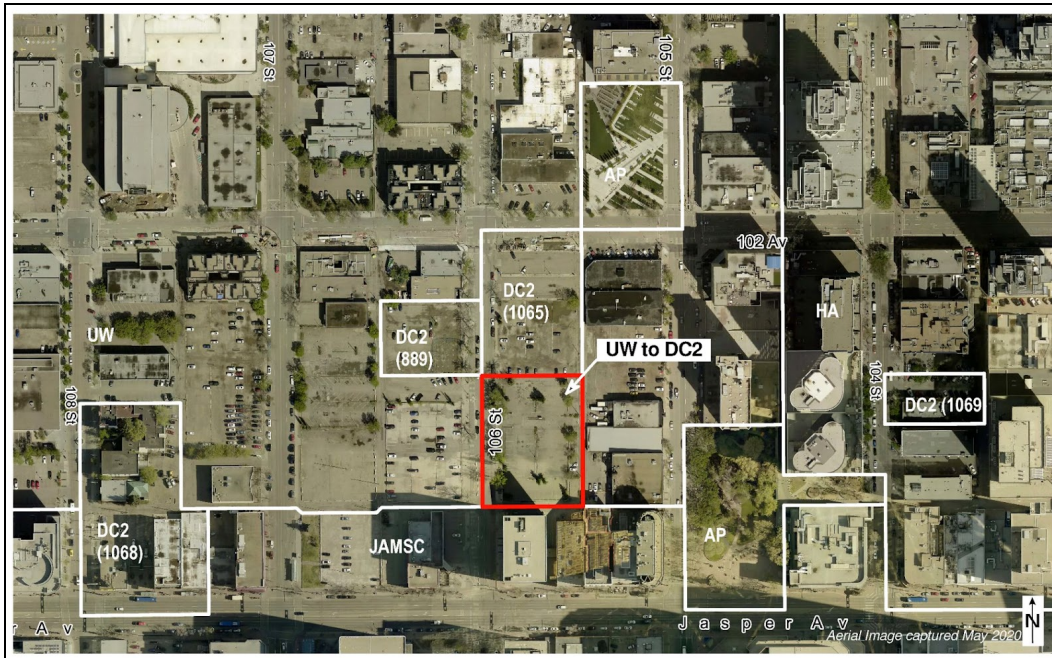
1. CHARTER BYLAW 19785 to amend the Zoning Bylaw from the (UW) Urban Warehouse Zone to a (DC2) Site Specific Development Control Provision. This Charter Bylaw would also replace two maps that show Floor Area Ratio and Height for the Downtown Special Area in Section 910 of the Zoning Bylaw to reflect the rezoning, if approved. In addition to allowing for a new high rise, high density, mixed use tower, the proposed DC2 Provision would also allow a surface parking lot to continue operation for a period of 5 years.

Site and Surrounding Area

The site is currently used as a surface parking lot and consists of five standard city lots (3479.6 m²). While within the Warehouse Campus Neighbourhood as identified in the Capital City Downtown Plan (see Appendix 1 - Context Map), the area mostly consists of a large number of surface parking lots. Directly to the west across 106 Street NW from the site is the planned future Warehouse Park that will replace much of the surface parking in the area. Frequent bus service is available nearby on both Jasper Avenue NW and 107 Street NW and the site is within 150 metres walking distance of Corona LRT Station and the future Alex Decoteau Stop on the Valley Line West LRT. The downtown bike network provides a protected bike lane adjacent to the site on 106 Street NW and half a block to the north on 102 Avenue NW.



MAP OF WAREHOUSE PARK PROJECT SHOWING SUBJECT REZONING SITE



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(UW) Urban Warehouse Zone	Surface parking lot
CONTEXT		
North	(DC2.1065) Site Specific Development Control Provision	Surface parking lot (zoned for two high rise, high density mixed use towers)
East	(UW) Urban Warehouse Zone	Surface parking lot & 1-2 storey commercial buildings
South	(JAMSC) Jasper Avenue Main Street Commercial Zone	Commercial office tower (approx. 15 storeys)
West	(UW) Urban Warehouse Zone	Surface parking lot (Future Warehouse Park)



VIEW OF SITE LOOKING EAST FROM 106 STREET NW



VIEW OF SITE LOOKING NORTHWEST

Planning Analysis

This application represents an upzoning where the development proposes over a two-fold increase in intensity of the site (6.0 FAR to 13.5 FAR) and an increase of 376 allowable dwellings. In addition to the location being well suited for an increase in development intensity, the additional height and density are accommodated in a building with adequate transitions to adjacent properties and the public realm. The application increases residential density on an underutilized site and in doing so, would support Downtown businesses by introducing additional residents to the neighbourhood.

LAND USE COMPATIBILITY

The site is located within the Downtown where higher density development is generally supported. Proximity to employment centres, LRT stops, public parks, and the 106 Street NW and 102 Avenue NW protected bike lanes make this site a suitable location for pedestrian oriented mixed use buildings.

The subject site is currently zoned (UW) Urban Warehouse Zone which allows for residential towers up to 50 meters in height (approximately 14 storeys). The proposed DC2 would allow up to 155 meters (approximately 45 storeys). The table below provides a comparison of the existing UW Zone, the recently approved 2-tower proposal to the north and the proposed DC2 Provision.

REGULATION	UW Zone	The Shift (2-tower zone to north)	Proposed DC2 Provision
Height Podium Mid-Tower Tower	12.0 m - 26.0 m - 50 m	6.0 - 16.8 m - 117.0 - 127.0 m	6.0 - 14.0 m 55.0 m 155 m
Floor Area Ratio (FAR)	6.0	18.0	13.5
Maximum # Dwellings	174	780	550
Tower Floor Plate	-	800 m ²	Mid-Tower: 1198 m ² Tower: 892 m ²
Podium Setbacks	North: 0.0 m East: 0.0 m South: 0.0 m West: 1.5 - 3.0 m	North: 0.0 - 2.0 m East: 0.0 m South: 0.0 m West: 0.8 m	North: 0.0 m East: 0.0 m South: 0.0 m West: 2.5 m - 7.5 m
Tower Setbacks	North: 4.5 m East: 4.5 m South: 4.5 m West: 6.0 - 7.5 m	North: 4.2 m East: 4.2 m South: 10.0 m West: 2.5 m	North: 10.0 m East: 10.0 m South: 6.4 m West: 9.0 m
Tower Separation	25.0 m	20.0 m*	20.0 m*

* The anticipated distance between these two developments, given north and south tower setbacks of 10.0 m each.

Although the proposed height and density are significantly greater than existing zoning permissions, which were established to create a sub neighbourhood of lower height and scale within the Downtown, the tower scale is not out of character for the area with two approved tall towers just to the north in The Shift as well as two approved tall towers (140 m & 165 m) at Jasper Avenue NW and 108 Street NW on the other side of the future Warehouse Park.



NEARBY APPROVED TOWER HEIGHTS IN STOREYS (BLUE)

Podium-Tower Design and Public Realm

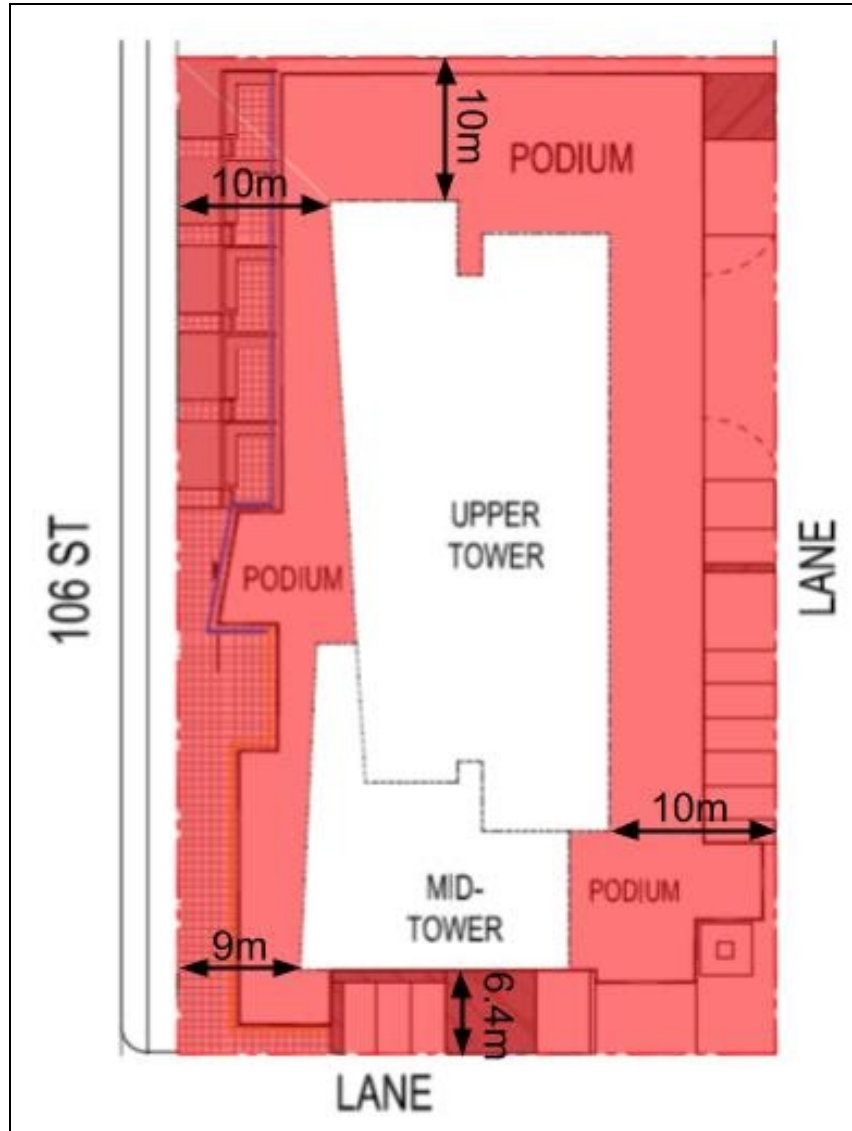
A podium-tower design combined with appropriate setbacks and stepbacks help create a more comfortable pedestrian experience by moving the mass of the tower away from the public realm and providing space for active uses within that first critical five stories of the urban street wall.

Larger and taller towers have increased negative effects on adjacent properties and the surrounding public realm. These negative effects can include wind down washing, sunshadow effects, and perceived massing. As such, it is important that any proposal that substantially increases development rights mitigate these through appropriate transitions with adequate setbacks, stepbacks, and tower separation.

For the most part, this application does this well considering the critical 106 Street NW public realm across from a future park. The ground level setback varies from 2.5 metres in front of commercial uses up to 7.5 metres in front of residential dwellings at ground level. The proposed DC2 Provision requires this space to be used to accommodate residential front yard space and street-related activities along the commercial edge, such as sidewalk cafes, architectural features, bicycle parking facilities and landscaping. All of this enhances the quality of the public realm and gives people a sense of space at the base of a large tower above.

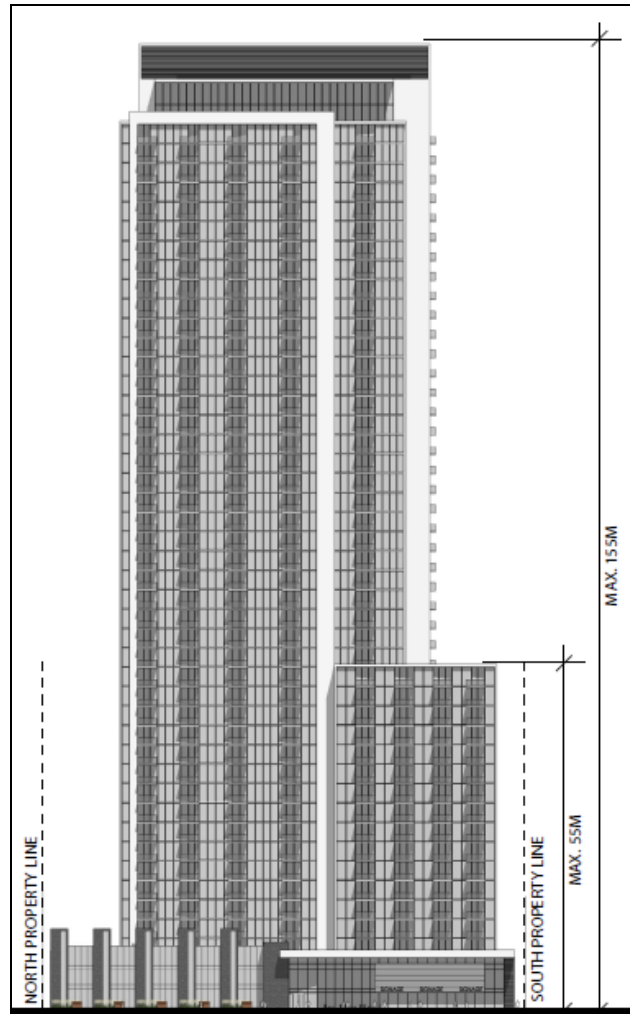
In addition to providing space at ground level, the tower is also appropriately stepped back above the podium with the tower having a 9.0 m west setback. In front of the commercial uses at ground level, where the setback at ground level is smaller, this will enhance the effect of the tower not feeling like it is looming above pedestrians. The tower setbacks in other directions are also generous relative to their adjacent context. The image below shows the site plan

proposed with the DC2 Provision with the on-site space around the tower (tower setbacks) highlighted in red.



SITE PLAN SHOWING MINIMUM TOWER SETBACKS

The tower is split into a mid-tower and upper tower, with the mid-tower being approximately 15 storeys tall (just over the allowable height in the existing UW Zone), or about one third of the total height. The mid-tower, when combined with the main tower, has a long north-south dimension of 60.0 metres and a large floor plate of 1198 m². This is a very large block of massing, especially when viewed from the east or west, as shown below.



WEST ELEVATION OF PROPOSED DC2 PROVISION

The upper tower slims down to 892 m², which is a more ideal tower floor plate for a tall downtown residential building. Even though the mid-tower adds to the massing of the building in a negative way, it is recognized that this is a better solution to achieving a certain floor area than building a second tower on a similarly sized site. This alternative is what was approved with The Shift, just to the north which resulted in less than ideal setbacks, stepbacks and public realm interface and transition. However, this proposal handles these features well. The Edmonton Design Committee also recognized this and stated in their letter of support that “ the floor plate size proposed in the regulation is appropriate for a tower of this size and configuration”.

Tower Separation

A 10.0 metre tower setback is proposed to the north and The Shift has an approved south tower setback that is also 10.0 metres. This means there will be a 20.0 metre separation between the towers on these two developments. It is normally expected that each site provides 12.5 metres of space on site so as to achieve a more ideal 25.0 metres of separation, the standard throughout all of the Downtown Special Area Zones. However, the potential for

20 metre tower separation was known at the time that The Shift was approved by Council and this application was already proposed.

In the context of Downtown, the tower separation deficiencies are, in themselves, acceptable for the redevelopment of a large surface parking lot which would provide hundreds of additional residential units and people to the area. However, as Downtown densifies, these reductions further reduce sunlight penetration onto neighbouring properties and streets.

Sun Shadow Analysis

A Sun Shadow Study was provided as part of this application to demonstrate the potential impacts on adjacent properties and the public realm. In general, there are few uses nearby where shadow impacts would be considered particularly problematic, with the area currently containing many surface parking lots.

Shadows from this proposed tower will generally be cast to the north most of the day, including over The Shift towers site and sometimes reaching Alex Decoteau Park. The future new Warehouse Park to the west of the site will experience shadow in the morning hours to varying degrees throughout the year. The aforementioned long north-south dimension of the proposed tower subsequently makes a portion of the shadow relatively wide.

Currently, there is no policy or guidelines regarding the maximum amount of shadow a building can cast onto a public park. There are several recently approved rezonings for tall towers around this future park site that will all create some shadow on it at different times of the day and different times of the year, if they all get built. Administration believes these shadows are not overly problematic given that it was always known that this future downtown park site would be among towers. The park is large enough that with these shadows, there will still be many places with sun access, giving people options for what they are seeking in using the park space.

A full sun shadow analysis is found in Appendix 2 of this report.

CAPITAL CITY DOWNTOWN PLAN

The Capital City Downtown Plan (CCDP) divides the Downtown in five sub-areas with different strategies and development policies with the intent of creating different 'neighbourhoods' within Downtown. This is implemented through Downtown Special Area Zones which are intended to take advantage of each neighbourhood's unique character.

This site is located within the Central Warehouse Sub-Area 1 of the Warehouse/Campus Neighbourhood. This district is intended for a mix of medium and high density residential, commercial, educational and institutional uses. Residential development would be supported by parks and streetscape improvements including service-oriented retail.

Maximum heights have been capped at 50.0 meters or approximately 18 storeys. The intent, through policy and zoning, was to create a sub neighbourhood with lower heights that would spread development over multiple parcels instead of a single development site. As Downtown has grown, development sites within more liberal zoning areas have filled. As such, it is

expected that larger projects will continue to migrate towards the Warehouse/Campus Neighbourhood.

THE CITY PLAN

In The City Plan, this site is part of the Centre City, defined as Edmonton's distinct cultural, economic, institutional and mobility hub with the highest density and mix of land uses. It includes a critical mass of housing, employment and civic activities. The desired minimum density is 450 people and/or jobs per hectare and the anticipated building scale is high-rise and mid-rise. Given the close proximity of this site to transit, bicycle infrastructure and future open space, it is ideal for a high-rise in support of the vision and objectives for the Centre City in The City Plan.

EDMONTON DESIGN COMMITTEE (EDC)

On April 20, 2021 this application was reviewed by the Edmonton Design Committee (EDC). The committee provided a recommendation of support with no conditions. The formal response letter from the Edmonton Design Committee is found in Appendix 3 to this report.

PUBLIC CONTRIBUTIONS

A required contribution for this proposal of \$1,016,478.15 is required to comply with City Policy C599 Community Amenity contributions in Direct Control Provisions. The proposed application complies with this policy through the provision of the following amenities:

- 24 three bedroom dwellings designed to be suitable for families (\$35,000 credit given per dwelling);
- \$50,124 toward the acquisition of publicly visible art either on site or within the public realm around the site; and
- Public realm improvements along 106 Street NW, including continuous decorative surface treatment to extend the pedestrian realm, quality, durable street furnishings and materials, and pedestrian-scaled lighting.

Technical Review

TRANSPORTATION

Administration reviewed a Transportation Impact Assessment in support of this application. Based on the analysis, it is expected that the surrounding area's existing transportation infrastructure will provide sufficient multi-modal access to this site. No intersection improvements are recommended in relation to this development.

Both lanes abutting the site are in relatively poor condition with cracking and potholes, and the proposed DC2 Provision contains requirements for them to be reconstructed to a commercial standard with this redevelopment, at the developer's expense. Utility poles within these lanes

may also need to be moved at the developer’s expense to ensure an adequate width for vehicle traffic and access to the parking, loading and waste collection areas on the site. The abutting segment of the east-west lane to the west of the north-south lane is currently designated one-way westbound only and will need to be converted to two-way traffic upon redevelopment of this site and/or The Shift site to the north.

Vehicle parking shall be limited to a maximum of 470 stalls, of which at least two must be car share spaces. The owner must provide secure bicycle parking in the underground parkade at a rate 70% higher than required by the Zoning Bylaw, and must also provide a bicycle wash, repair, and maintenance station.

The protected bike lanes along 106 Street NW and 102 Avenue NW are currently protected by moveable curbs that will be upgraded to more permanent infrastructure as the City’s projects in the area progress. This includes the 106 and 107 Streets Streetscape project, Valley Line West LRT, and Warehouse Park. The interface between the north-south lane abutting this site and the 102 Avenue NW bike lane will be especially improved as 102 Avenue NW will become eastbound-only for vehicles, thereby reducing the number of vehicle-cyclist conflict points.

DRAINAGE

A Drainage Servicing Report was reviewed with this application. Sanitary sewer services exist to the site off an existing combined sewer main under 106 Street NW, which can be used to service the proposed tower. Storm sewer servicing to the site is proposed to be provided through the installation of a new storm sewer main built at the developer’s expense.

The onsite stormwater management requirements include storage provisions within the property to accommodate the excess runoff from a 1 in 100 year design rainfall event with an outflow rate of 35 litres per second per hectare to the storm sewer system.

EPCOR WATER

There is a deficiency in on-street hydrant spacing adjacent to the property. City of Edmonton Standards requires hydrant spacing of 90 metres for the proposed zoning. Hydrant spacing in the area is approximately 109 metres. The applicant is required to construct one new hydrant at their expense, to ensure this standard is met.

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

Community Engagement

<p>PRE-APPLICATION NOTICE July 4, 2018</p>	<ul style="list-style-type: none"> ● Number of recipients: 207 <p>As reported by applicant:</p> <ul style="list-style-type: none"> ● 1 response in support <ul style="list-style-type: none"> ○ Contributes positively to continued transformation of downtown ○ Wants to see improvements to 106 Street NW public realm
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	<ul style="list-style-type: none"> ● 1 response in opposition <ul style="list-style-type: none"> ○ Downtown densification “misguided” ○ Sun shadow impacts ○ Parking and traffic impacts ○ Utility capacity ○ Viability of another tower
ADVANCE NOTICE #1 May 30, 2019	<ul style="list-style-type: none"> ● Number of recipients: 204 ● No responses received
ADVANCE NOTICE #2 April 13, 2021 (After file reactivated from on hold)	<ul style="list-style-type: none"> ● Number of recipients: 203 ● No responses received
ENGAGED EDMONTON WEBPAGE May 3 - 17, 2021	<p>https://engaged.edmonton.ca/tower106</p> <ul style="list-style-type: none"> ● Aware: 183 ● Informed: 38 ● Engaged: 18 <p>(explanation of these categories in “What We Heard” Report)</p> <ul style="list-style-type: none"> ● Support: 9 ● Neutral/Mixed/Questions Only: 6 ● Opposed: 3 <ul style="list-style-type: none"> ● Common topics included: <ul style="list-style-type: none"> ○ Scale/Density ○ Uses ○ Shadow and Wind Impacts ○ Parking and Traffic ○ Building Design ○ Ground Level Interface/Public Realm ● See Appendix 4 for a full “What We Heard” Report
WEBPAGE	<ul style="list-style-type: none"> ● https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/106-street-north-of-jasper-avenue

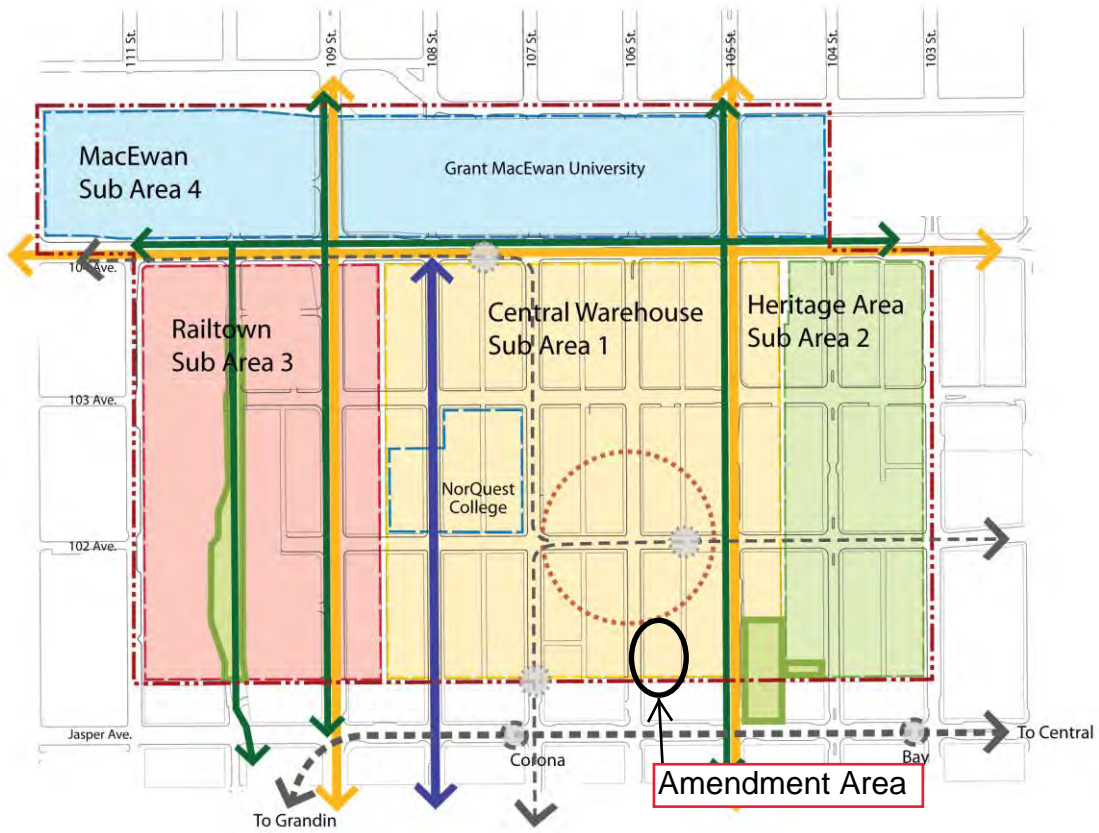
Conclusion

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

APPENDICES

- 1 Context Plan Map
- 2 Sun/Shadow Analysis
- 3 EDC Letter
- 4 “What We Heard” Public Engagement Report
- 5 Application Summary

Figure 28: Warehouse Campus Neighbourhood Development Concept

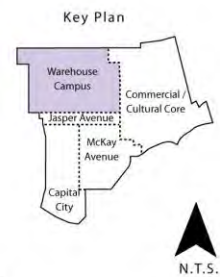


Legend

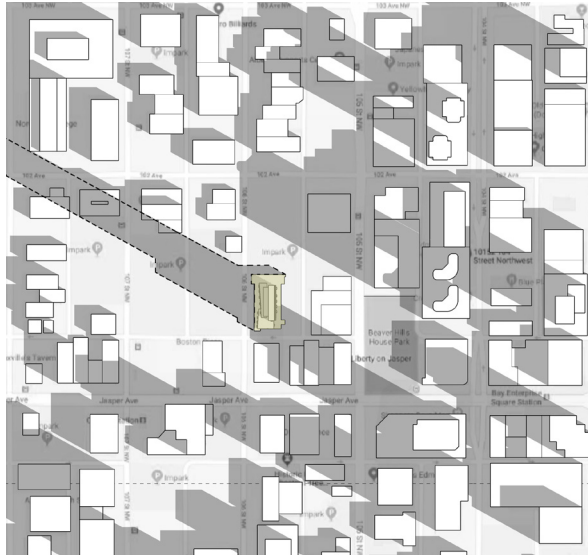
- Sub Areas
- Central Warehouse Sub Area 1
 - Heritage Area Sub Area 2
 - Railtown Sub Area 3
 - MacEwan Sub Area 4

- Grand Avenues
- Ceremonial Streets
- Proposed Warehouse Campus Neighbourhood Park

- Pedestrian Linkages
- Existing Parks / Open Space
- Existing LRT line + Station
- Proposed LRT line + Station



Sun Shadow Study



SPRING EQUINOX

9AM



12PM



3PM



SUMMER SOLSTICE

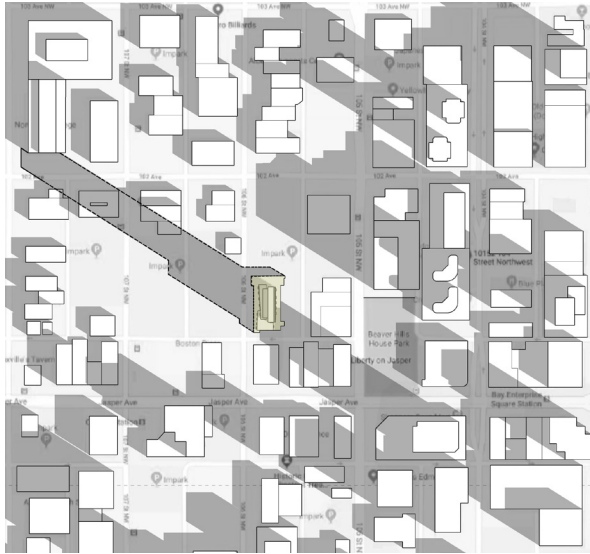
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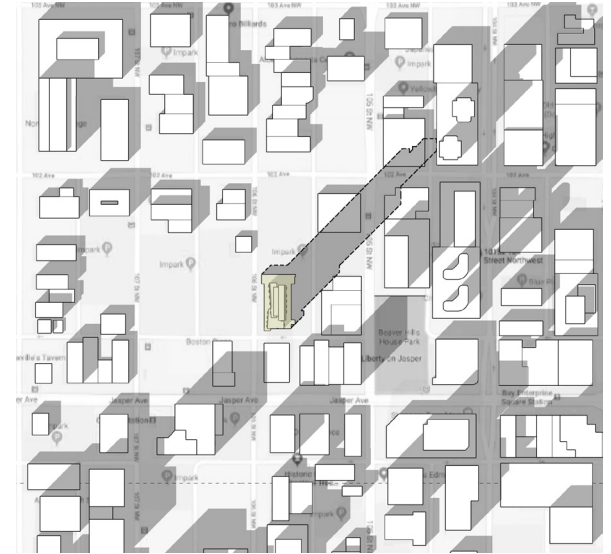


FALL EQUINOX

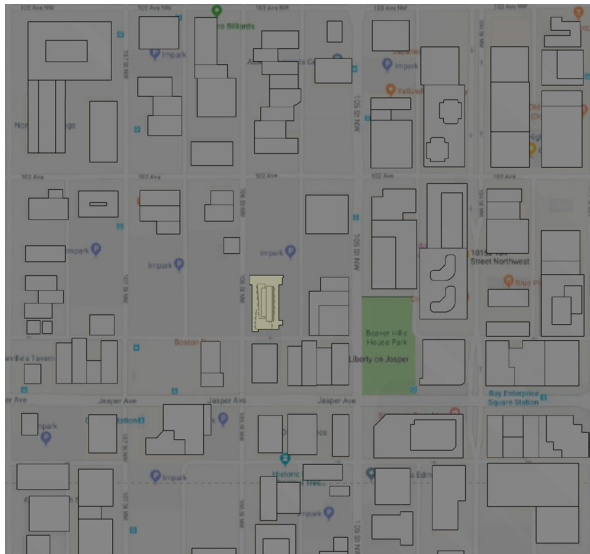
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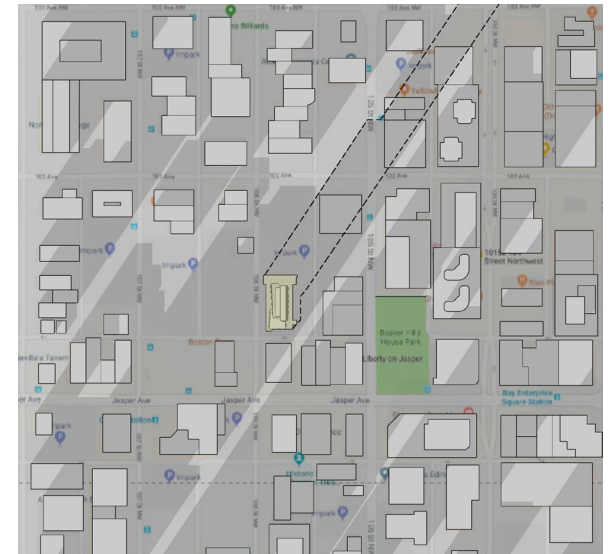


WINTER SOLSTICE

9AM



12PM



3PM



EDMONTON ♦ DESIGN ♦ COMMITTEE

April 22, 2021

Kim Petrin, Branch Manager
Development Services, Urban Form and Corporate Strategic Development
3rd Floor, 10111 - 104 Avenue NW
Edmonton, AB T5J 0J4

Dear Ms Petrin:

Re: **Westrich 106 Street Tower (Rezoning)**
Marcelo Figueira - Green Space Alliance

As determined by the Edmonton Design Committee at the meeting on April 20, 2021, I am pleased to pass on the Committee's recommendation **of support** for the Westrich 106 Street Tower submitted by Green Space Alliance.

The Committee supports the proposed design and concurs with the Applicant that the floor plate size proposed in the regulation is appropriate for a tower of this size and configuration.

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

Janice Mills
PEng MEng LEED® AP
EDC Chair

JM/ps

- c. Marcelo Figueira - Green Space Alliance
- Andrew McLellan - City of Edmonton
- Holly Mikkelsen - City of Edmonton
- Edmonton Design Committee



WHAT WE HEARD REPORT

Online Public Engagement Feedback Summary LDA18-0733 - Tower 106

PROJECT ADDRESS: 10123 & 10145 - 106 Street NW

PROJECT DESCRIPTION: Proposed rezoning from the [Urban Warehouse Zone \(UW\)](#) to a [Site Specific Development Control Provision \(DC2\)](#) to allow for the development of a residential tower with the following key characteristics:

- A maximum height of 155 metres (approximately 45 storeys);
- A maximum floor area ratio (FAR) of 13.5;
- Up to 550 residential dwellings; and
- 500 square metres of commercial space at ground level.

An accompanying application has been made to amend three maps in the Edmonton Zoning Bylaw associated with the Downtown Special Area to reflect the above proposed changes.

This application conforms to the [Capital City Downtown Plan](#).

ENGAGEMENT FORMAT: Online engagement webpage - Engaged Edmonton: <https://engaged.edmonton.ca/tower106>

ENGAGEMENT DATES: May 3 - 17, 2021

NUMBER OF VISITORS:

- Engaged: 18
- Informed: 38
- Aware: 183

*See "Web Page Visitor Definitions" at the end of this report for explanations of the above categories.

ABOUT THIS REPORT

The information in this report includes feedback gathered through the online engagement web page on the Engaged Edmonton platform from May 3 - 17, 2021. Because of public health issues related to COVID-19, the City wasn't able to host an in-person public engagement event to share information and collect feedback, as we normally would have done.

Input from Edmontonians will be used to help ensure our review of the application is as complete as possible and inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised. Feedback will also be summarized in the report to City Council when the proposed rezoning goes to a future City Council Public Hearing for a decision.

This report is shared with all web page visitors who provided their email address. This summary will also be shared with the applicant and the Ward Councillor.

ENGAGEMENT FORMAT

The engagement session was an online format where attendees were able to view a website containing an overview of the proposed development, information on the rezoning and planning process and contact information for the file planner. Two tools were available for participants: one to ask questions and one to leave feedback.

The comments are summarized by the main themes below with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

WHAT WE HEARD

Support: 9

Neutral/Mixed/Questions Only: 6

Opposed: 3

Comments

General/Other

- Great project, will contribute positively to downtown (x3).
- High quality project. This area needs more development (x2).
- Really excited for this development.
- Will decrease crime nearby.
- Lots of residential and commercial vacancies. Don't need more of either right now.
- Construction noise and impact will be a nuisance.
- Should be turned to park space instead.
- Instead of new buildings, there should be conversion of vacant commercial space to residential first.
- Broader area, including this site, should be a "Culture Park".
- More amenities for people need to be built here, not more buildings.
- Should have urban food production in this area instead.
- No indigenous involvement in this plan.
- A tall building would be better south of Jasper Avenue.
- Don't need more renters in this area that don't care about the area.

Scale/Density

- Much needed density and retail to this area (x5).
- Should be shorter to reduce shadow impact.
- Urban densification in support of The City Plan a good thing.
- Way too tall.

Uses

- Good to see family oriented dwellings. Should be more and with more amenities for children (x2).
- Mix of residential and commercial uses is good.
- Don't see why families would want to live here with a lack of education, recreation and community groups nearby.
- Commercial retail would be a good location across from the future park.
- Luxury suites are ok, but need a mix of units for all socio-economic categories.

Shadow and Wind Impacts

- Shadows that could negatively impact nearby current and future parks (x5).

- Commercial articulation at ground level is poor and will lead to a wind tunnel. Should be extra planting and canopies to mitigate.
- Will create large shadows on nearby buildings.
- Tower should be narrower/slimmer to reduce shadow impact.
- Tower should have more tapering to the north to reduce shadow impact.
- Shadows are minimal/no different than other tall buildings nearby.

Transportation

- There should be more bike storage and short term bike parking for commercial uses considering proximity to the downtown bike grid.
- Don't want a surface parking lot to be allowed for 5 years. This should be a shorter time frame before actual redevelopment.
- Concerned about traffic generation.

Building Design

- A little chunky.
- Should have more brick on the podium to reflect the warehouse history of the area.
- Good to see a transparent interface at ground level.
- Design is bland, but better than a lot of nearby buildings.
- Beautiful design.

Ground Level Interface/Public Realm

- Prioritize a well designed and active podium/main floor considering park nearby (x2).
- Avoid the use of hostile architecture in the public realm (benches, etc.).
- Make sure landscaping uses a variety of species and adequately sized planters.
- Include sheltered patios and wind protection at street level.

Questions & Answers

1. With 3 builds around the proposed parks, is there any consideration to not having all of them be 40+ stories? With all of the builds around that park, sun becomes an issue, and having high rises surrounding all the corners seems... uninviting.
 - Thank you for the question. As with the other recent applications, the City does review a Sun Shadow Study to understand the cumulative impact of all the potential new towers. This information factors into Administration's recommendation to City Council and the details are also provided to City Council for their consideration prior to making a decision. The Sun Shadow Study for this proposal is available on the [application webpage](#) within the Urban Design Brief.
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Web Page Visitor Definitions

Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

Informed

An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

Next Steps

When the applicant is ready to take the application to Council:

- Notice of Public Hearing date will be sent to surrounding property owners and applicable nearby Community Leagues and Business Associations.

- Once the Council Public Hearing Agenda is posted online, you may register to speak at Council by completing the form at edmonton.ca/meetings or calling the Office of the City Clerk at 780-496-8178.
- You may listen to the Public hearing on-line via edmonton.ca/meetings.
- You can submit written comments to the City Clerk (city.clerk@edmonton.ca) or contact the Ward Councillor, Scott McKeen directly (scott.mckeen@edmonton.ca).

If you have questions about this application please contact:

Andrew McLellan, Principal Planner
780-496-2939
andrew.mclellan@edmonton.ca

APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19785
Location:	East side of 106 Street NW, north of Jasper Avenue NW
Addresses:	10123 - 106 Street NW 10145 - 106 Street NW
Legal Description:	Lots 133-137, Block 5, Plan B2
Site Area:	3479.6 m ²
Neighbourhood:	Downtown
Notified Community Organizations:	Downtown Edmonton Community League Downtown Business Association
Applicant:	Green Space Alliance

PLANNING FRAMEWORK

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

Written By:	Andrew McLellan
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination