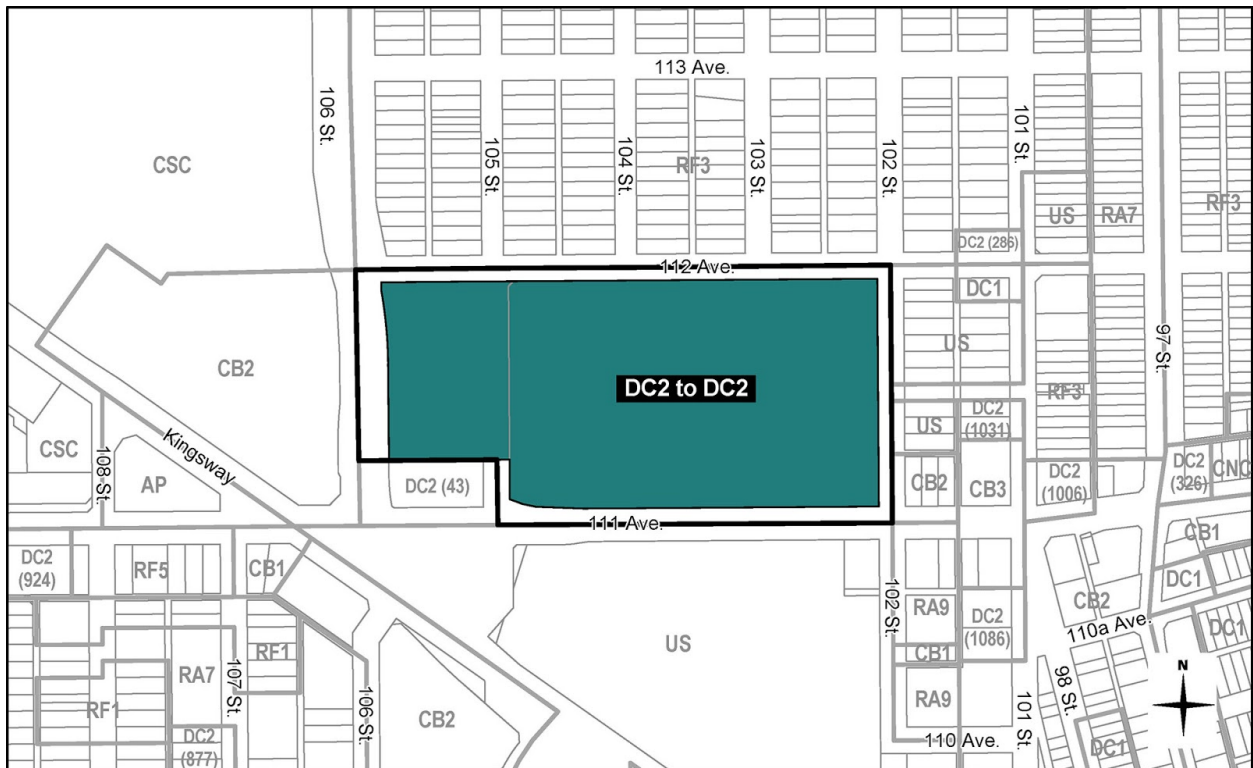




# ADMINISTRATION REPORT REZONING SPRUCE AVENUE

## 10410 & 10508 111 Avenue NW

To revise the existing DC2 to allow for minor changes to the development of the site.



**Recommendation:** That Charter Bylaw 19596 to amend the Zoning Bylaw from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision be APPROVED.

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

- minor changes to the provisions will allow for the development of the site;
- the current provisions accommodate an above ground parkade, which is not needed at this time, so the proposal includes an interim surface parking lot to accommodate staff for the current development of the site; and
- the proposed provisions allow for a new parking facility for 9 emergency vehicles.

## Report Summary

This land use amendment application was submitted by DIALOG on November 15, 2019 on behalf of the Alberta Government, Alberta Health Services and CapitalCare Edmonton Area. This application proposes to revise the existing (DC2) Site Specific Development Control Provision for the site. The current DC2 allows for the expansion and redevelopment of the CapitalCare Norwood Facility, which is currently under construction. The following revisions are proposed:

- minor adjustments to setbacks and landscaping;
- increase the number of parking stalls and building height on the above ground parkade;
- allow an interim surface parking lot until the above ground parkade is needed; and
- allow the development of a new Emergency Medical Vehicle facility for nine vehicles.

This proposal is in alignment with the applicable policies of CityPlan (MDP) by promoting the continuous improvement, evolution and intensification of Edmonton's non-residential lands, and there is no local area plan for this neighbourhood.

## The Application

CHARTER BYLAW 19596 to amend the Zoning Bylaw to make adjustments to the existing (DC2) Site Specific Development Control Provision. Through detailed design, it was found that some minor adjustments to the setbacks and landscaping requirements were needed due to underground servicing. Additionally, the above ground parkade development has been put on hold, as it is intended to support the Child and Adolescent Mental Health Facility (CAMH), which has been cancelled at this time due to funding. The proposed DC2 includes provisions for an interim surface parking lot to support the staff for the CapitalCare Norwood Facility until the above ground parkade would be required. Minor text revisions to update references to the Zoning Bylaw are also proposed.

## Site and Surrounding Area

The site consists of two parcels, which together is the location for the expansion and redevelopment of the CapitalCare Norwood Facility. The existing Glenrose Rehabilitation Hospital is to remain on the east portion of the site and the existing Angus McGugen Pavilion is located in the centre of the site. The new main building for the facility is currently under construction on the west portion of the site.

The site is located on the north side of 111 Avenue NW, across from the Royal Alexandra Hospital and the Kingsway/Royal Alex LRT Station. The Spruce Avenue neighbourhood includes Kingsway Garden Mall to the west and a residential area to the north of the site.



AERIAL VIEW OF APPLICATION AREA

	<b>EXISTING ZONING</b>	<b>CURRENT USE</b>
<b>SUBJECT SITE</b>	<ul style="list-style-type: none"> <li>• (DC2.1044) Site Specific Development Control Provision</li> </ul>	<ul style="list-style-type: none"> <li>• CapitalCare Norwood Facility (under construction)</li> <li>• Glenrose Rehabilitation Hospital</li> <li>• Angus McGugen Pavilion</li> </ul>
<b>CONTEXT</b>		
North	<ul style="list-style-type: none"> <li>• (RF3) Small Scale Infill Development Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Single Detached Houses</li> </ul>
East	<ul style="list-style-type: none"> <li>• (US) Urban Services Zone</li> <li>• (CB2) General Business Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Surface Parking Lots</li> <li>• Small scale commercial</li> </ul>
South	<ul style="list-style-type: none"> <li>• (US) Urban Services Zone</li> <li>• (DC2.43) Site Specific Development Control Provision</li> </ul>	<ul style="list-style-type: none"> <li>• Royal Alexandra Hospital</li> <li>• Kingsway/Royal Alex LRT Station</li> <li>• Small scale commercial (McDonald's)</li> </ul>
West	<ul style="list-style-type: none"> <li>• (CB2) General Business Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Kingsway Garden Mall</li> </ul>



Photo of the site from the southwest corner



Photo of the site from the west



Photo from the centre of the north side of the site looking southwest (104 Street NW and 112 Avenue NW)

## Planning Analysis

### HISTORY OF APPLICATION

The proposed rezoning allows for the continued redevelopment and expansion of the CapitalCare Norwood Facility, which will consolidate a broad range of health and continuing care programs.

The application to rezone was submitted in order to allow the development of an additional building to house nine Emergency and Renal Vehicles, to adjust the regulations for the above ground parking building and to make minor revisions to setbacks and landscaping. The change to the above ground parking building would increase the number of parking spaces and allow a subsequent increase in height. The minor adjustments would decrease the north setback from 30.0 m to 28.0 m and revise the landscaping requirements due to underground servicing.

The above ground parkade was designed to support the main CapitalCare Norwood Facility (under construction) and the future Child and Adolescent Mental Health (CAMH) Facility (proposed for the site to the east of the Glenrose). Partway through the rezoning process, the proposed CAMH project was cancelled and as such, the amount of parking provided by the parking structure is not needed at this time. It was therefore proposed that an interim surface parking lot be built in its place until further development occurs within this overall health campus site. The proposed provisions allow for both the interim surface parking lot (approximately 280 stalls) and the future above ground parkade (maximum 1,000 stalls) along 111 Avenue NW.

### LAND USE COMPATIBILITY

The proposed revisions to the DC2 provisions are in keeping with the intent for the development of this site as a health care campus. The proposed Emergency parking building is quite minor in nature comparatively to the scale of the site, at a maximum of 10 metres tall and a footprint of 750 square meters. Similarly, the expansion of the above ground parkade to allow additional parking on site is considered to have minimal impact on site only, with an increase from 20.0 metres to 29.0 metres in height. The increase from a maximum of 800 stalls to 1,000 stalls will be beneficial for the surrounding community, in order to reduce the amount of parking on the surrounding residential streets.

The proposed interim surface parking lot would provide approximately 280 vehicle parking stalls to support the staff of the new main building, which is currently under construction. It is generally not best practice to provide large surface parking lots in the core of the city along prominent roads, however, it was determined that this was acceptable due to the following reasons:

- the location on site is already slated for a future parking structure, and would therefore not require a full rework of the site layout;
- the main vehicular site access could be maintained from 111 Avenue NW, rather than through the residential neighbourhood to the north;
- the proposed parking lot provides adequate landscaping islands and is surrounded by pedestrian walkways to assist with pedestrian circulation to and from the parking lot; and

- the surface lot is intended to be interim, until the next phase of development for the site can be determined.

### **PLANS IN EFFECT**

There are no Plans in Effect for this Neighbourhood.

### **CITYPLAN ALIGNMENT**

This proposal is in alignment with the applicable policies of CityPlan by promoting the continuous improvement, evolution and intensification of Edmonton’s non-residential lands, including health institutions. 111 Avenue NW is considered a Primary Corridor at this location, and the redevelopment and expansion of this institution contributes to this site being a healthcare destination.

## **Technical Review**

### **Transportation**

The site is well connected to the City’s existing transportation network and is located in close proximity to a transit centre and LRT station. The majority of vehicular traffic will continue to use 111 Avenue NW to access the site. A relatively small parking lot and the new Emergency and Renal Vehicle building will be accessible from 112 Avenue NW. Technologies such as an automated barrier gate arm will be used to prevent short-cutting through the site.

Consistent with the approved DC2, the proposed DC2 Provision allows for a reduced number of bicycle parking spaces to be provided compared to current Zoning Bylaw requirements. This recognises that the majority of the facility users will be permanent residents or unable to ride a bicycle. A comprehensive review of bicycle infrastructure within the Norwood Health Campus will be needed with any future rezoning applications related to the expansion of the campus.

### **Drainage**

The applicant has submitted a Drainage Servicing Report that has been reviewed and accepted by Development Services for the purpose of supporting this rezoning application. On-site stormwater management and partial sewer separation will be utilized to mitigate the impacts of development that would be allowed under the proposed zone. Details of the required on-site stormwater management will be reviewed at the Development Permit stage. Otherwise, the existing drainage infrastructure in the area will be sufficient to accommodate development allowed under the proposed zone.

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

## **Community Engagement**

<b>ADVANCE NOTICE</b> November 28, 2019	<ul style="list-style-type: none"><li>● Number of recipients: 85</li><li>● One response received with questions only</li></ul>
<b>WEBPAGE</b>	<ul style="list-style-type: none"><li>● <a href="http://edmonton.ca/spruceavenueplanningapplications">edmonton.ca/spruceavenueplanningapplications</a></li></ul>

## Conclusion

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

## APPENDICES

- 1 DC2 Tracked Changes
- 2 Application Summary

## Changes to Address Council Motion - DC2 Comparison Document

**Strikethrough:** Proposed deletion from DC2 Provision

**Underline:** Proposed additions to DC2 Provision

### SCHEDULE “B”

#### (DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION

##### ~~(Sub-Area 1)~~

#### 1. General Purpose

~~To accommodate an existing publicly owned health care facility that includes a variety of institutional uses and complementary commercial uses.~~ To accommodate the comprehensive development of a publicly owned health care facility that includes a variety of institutional uses and complementary commercial uses.

#### 2. Area of Application

~~This provision shall apply to Block 2, Plan 9720909 and Lot 1, Block 1, Plan 1921467, located north of 111 Avenue NW, generally between 102 Street NW and 106 Street NW. The eastern portion of Block 2, Plan 9720909, located on the northwest corner of 102 Street NW and 111 Avenue NW,~~ as shown in Schedule “A” of the Charter Bylaw adopting this Provision, Spruce Avenue. The area is further subdivided into two Sub-Areas, as shown in Appendix 1.

#### 3. Uses for Sub-Area 1

- a. Bars and Neighbourhood Pubs
- b. Cemeteries
- c. Child Care Services
- d. Commercial Schools
- e. Community Recreation Services
- f. Detention and Correction Services
- g. Exhibition and Convention Facilities
- h. Extended Medical Treatment Services
- i. Funeral, Cremation and Interment Services
- j. Government Services
- ~~k. Group Homes~~
- l. Health Services



- m. Indoor Participant Recreation Services
- n. Lodging Houses
- o. Natural Science Exhibits
- p. Outdoor Participant Recreation Services
- q. Private Clubs
- r. Private Education Services
- s. Protective and Emergency Services
- t. Public Education Services
- u. Public Libraries and Cultural Exhibits
- v. Public Park
- w. Recycled Materials Drop-off Centres
- x. Religious Assembly
- y. Restaurants
- z. Specialty Foods Services
- aa. Spectator Entertainment Establishments
- bb. Spectator Sports Establishments
- ~~cc. Temporary Shelter Services~~
- dd. Supportive Housing
- ee. Urban Gardens
- ff. Urban Indoor Farms
- gg. Urban Outdoor Farms
- hh. Vehicle Parking
- ii. Fascia On-premises Signs
- jj. Freestanding On-premises Signs
- kk. Freestanding Off-premises Signs
- ll. Minor Digital Off-premises Signs
- mm. Minor Digital On-premises Off-premises Signs
- nn. Minor Digital On-premises Signs
- oo. Projecting On-premises Signs
- pp. Temporary On-premises Signs

4. Uses for Sub-Area 2

- a. Child Care Services
- b. Commercial Schools
- c. Community Recreation Services
- d. Convenience Retail Stores
- e. Detention and Correction Services
- f. Extended Medical Treatment Services
- ~~g. Flea Markets~~
- h. General Retail Stores
- i. Government Services
- ~~j. Group Homes~~
- k. Health Services
- l. Indoor Participant Recreation Services
- m. Lodging Houses
- ~~n. Non-accessory Parking~~
- o. Market
- p. Personal Service Shops, excluding Body Rub Centres
- q. Private Clubs
- r. Private Education Services
- s. Professional, Financial and Office Support Services
- t. Protective and Emergency Services
- u. Public Education Services
- v. Publicly Accessible Private Park
- w. Public Libraries and Cultural Exhibits
- x. Public Park
- y. Religious Assembly
- z. Restaurants
- aa. Specialty Foods Services
- bb. Supportive Housing

- cc. Urban Gardens
- ~~dd. Temporary Shelter Services~~
- ee. Vehicle Parking
- ff. Fascia On-premises Signs
- gg. Freestanding Off-premises Signs
- hh. Freestanding On-premises Signs
- ii. Minor Digital Off-premises Signs
- jj. Minor Digital On-premises Signs
- kk. Minor Digital On-premises Off-premises Signs
- ll. Projecting On-premises Signs
- mm. Temporary On-premises Signs

## 5. Development Regulations for Sub-Area 1

- a. Commercial Schools shall only be a temporary or part time Use Accessory to a development lawfully existing at the time of approval of the Charter Bylaw adopting this Provision.
- b. Specialty Foods Services, Restaurants, and Bars and Neighbourhood Pubs shall only be considered as Accessory Uses when integrated with another Use provided they are for less than 100 Occupants and 120 m<sup>2</sup> of Public Space and that the Site location is not adjacent to or across from a residentially zoned Site.
- c. Freestanding Off-premises Signs shall only be in a location where such Signs lawfully existed at the time of approval of the Charter Bylaw adopting this Provision.
- d. The minimum Front Setback shall be 6.0 m.
- e. The minimum Rear Setback shall be 7.5 m.
- f. The minimum Side Setback shall be 4.5 m.
- g. If a variance is granted to a Setback regulation of this Provision, the development's design, siting, landscaping, screening and buffering shall minimize and compensate for any objectionable aspects or potential incompatibility with development in abutting Zones to the satisfaction of the Development Officer.
- h. The maximum building Height shall be 10.0 m.

- i. Fascia On-premises Signs, Projecting On-premises Signs and Temporary On-premises Signs shall comply with the regulations found in Schedule 59C.2 of the Zoning Bylaw.
- j. Freestanding Off-premises Signs, Freestanding On-premises Signs, Minor Digital Off-premises Signs, Minor Digital On-premises Signs and Minor Digital On-premises Off-premises Signs shall comply with the regulations found in Schedule 59C.3 of the Zoning Bylaw.
- k. Prior to the issuance of a Development permit for the construction of a principal building within this Provision, a Phase 1 Environmental Site Assessment, and any subsequent assessments, reports or documents required as a result of the review of the Phase 1 Environmental Site Assessment, shall be completed and approved by the Development Officer in consultation with City Planning (Environmental Planner). The Development Officer shall impose any Development Permit conditions necessary, prior to the release of the drawings for Building Permit review, to ensure that the Site is suitable for the full range of uses contemplated on the Development Permit Application
- l. Where, in the opinion of the Development Officer, it is unreasonable for a development to comply with any regulation in this Provision due to characteristics fundamental to the nature of the Use, the Development Officer may grant variances as required.

~~**(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION**~~  
~~**(Sub-Area 2)**~~

~~**1. General Purpose**~~

~~To accommodate the comprehensive development of a publicly owned health care facility that includes a variety of institutional uses and complementary commercial uses.~~

~~**2. Area of Application**~~

~~The western portion of Block 2, Plan 9720909, Lots 411–420, Block 5, Plan 7540AH and Lots 301–310, Block 5, Plan 7540AH, located north of 111 Avenue NW, generally between 104 Street NW and 106 Street NW, as shown in Schedule “A” of the Charter Bylaw adopting this Provision, Spruce Avenue.~~

**6. Development Regulations for Sub-Area 2**

**6.1 General**

- a. The development, including the location and shape of all new buildings, shall be in general conformance with the attached Appendices, to the satisfaction of the Development Officer.
- b. The maximum total Floor Area for all buildings within Sub-Area 2 of this Provision shall be 4580,000 m<sup>2</sup>, excluding:
  - i. Floor Areas devoted exclusively to mechanical or electrical equipment servicing the development; and
  - ~~ii. Parking Areas below ground level; and~~
  - ~~iii. Building C Parking Garage structure.~~
- ~~e. The maximum Floor Area for Building C Parking Garage, as shown on Appendix 2, shall be 25,000 m<sup>2</sup>.~~
- d. The maximum Height of Building A-Tower, as shown on Appendix 2, shall be 37.0 m.
- e. The maximum Height of Building A-Podium, as shown on Appendix 2, shall be 12.0 m.
- f. The maximum Height of Building B, as shown on Appendix 2, shall be 17.0 m.
- g. The maximum Height of Building C ~~Parking Garage~~, as shown on Appendix 2, shall be 2029.0 m.
- ~~h. The maximum Height of Building D, as shown on Appendix 2, shall be 10.0 m.~~
- i. The minimum building Setbacks shall be as follows:
  - i. From the west Lot line – 6.0 m;
  - ii. From the east boundary of ~~the Site adjacent to~~ Sub-Area 2 ~~of this Provision~~ – 0.0 m
  - iii. From the south Lot line – ~~10.0 m~~ 18.0 m to Building A, 20.0 m to Building B and 9.0 m to Building C; and
  - iv. From the north Lot line – ~~3028~~.0 m.
- j. The portions of the building below Grade shall not be subject to required Setbacks and can extend to all Lot lines provided there is sufficient soil depth maintained below Grade to support any required Landscaping above.
- k. Fascia On-premises Signs, Projecting On-premises Signs and Temporary On-premises Signs shall comply with the regulations found in Schedule 59C.2 of the Zoning Bylaw.
- l. Freestanding Off-premises Signs, Freestanding On-premises Signs, Minor Digital Off-premises Signs, Minor Digital On-premises Signs and Minor Digital On-

premises Off-premises Signs shall comply with the regulations found in Schedule 59C.3 of the Zoning Bylaw.

## 6.2 Landscaping

- a. A detailed Landscape Plan, prepared by a registered AALA landscape architect, for the Site, shall be submitted for review and approval by the Development Officer, prior to the issuance of any Development Permit, except for a permit for demolition, excavation or shoring.
- b. Building Setbacks at Grade to the south, north and west of the development shall be landscaped with hard and/or soft Landscaping and integrated with the pedestrian oriented public realm, where utilities do not exist below grade.
- c. Landscaping shall include the use of plant materials that provide colour and textures to create seasonal interest throughout the year and enhance the appearance of the Site during the winter.
- d. Open spaces at Grade shall be Landscaped and shall include, but are not limited to, a combination of landscape elements such as hard or soft landscaping, trees, shrubs, hedges, berms, garden boxes/planters, seating areas, passive or active recreation opportunities or other complementary amenities and should be used to highlight major circulation patterns, pedestrian pathways and the overall development, as well as soften the building form, and mitigate impacts between buildings.
- e. Notwithstanding Landscaping regulations of the Zoning Bylaw, there shall be no requirement to provide a 50:50 proportion of deciduous to coniferous trees.
- f. A publically accessible north-south multi-use connection shall be provided in the general location depicted on Appendix 3 which shall 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 the Development Permit, and shall comply with the following:
  - i. The multi-use connection shall have a minimum width of 3.0 m; and
  - ii. The multi-use connection shall use hard surfacing elements including, but not limited to: bricks, pavers, asphalt or other suitable materials to the satisfaction of the Development Officer.
- g. 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 5.0 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 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 ~~BA to the satisfaction of the Development Officer in consultation with Urban Forestry.~~

### 6.3 Vehicular Circulation, Parking, Access, Loading and Storage

- a. All vehicular parking shall be provided ~~at Grade or in a Parking Garage~~ in the general locations as depicted in Appendix 2. ~~The development of Building C – Above Ground Parkade shall be phased and constructed at such time that the Building C is required. Parking Area E, as depicted in Appendices 5 and 6 shall be constructed in phases as an interim condition until such time that Building C is required.~~
- b. Only Parking Area 'D', Building D and the access to the loading dock ~~access~~ ramp shall be permitted direct access to 112 Avenue NW. ~~Public access to all other Parking Areas, including the Parking Garage, shall be limited to access via 111 Avenue NW or 105 Street NW, as generally shown on Appendix 2.~~ Physical and/or technological measures ~~are~~ shall be required to permit only authorized emergency vehicles access to these ~~other Parking Areas, including the Parking Garage, locations~~ from 111 Avenue NW and 112 Avenue NW.
- c. ~~At grade Parking Areas~~ Public vehicular access to Parking Areas A, B and C and Building C, shall be limited to access via 111 Avenue NW or 105 Street NW, as generally shown on Appendix 2. Surface Parking Lots shall be integrated with the internal circulation network as shown on ~~Appendix 3~~ the Appendices.
- d. ~~At Grade Parking Areas shall be adequately screened with Landscaping or other design elements to the satisfaction of the Development Officer.~~
- e. Notwithstanding regulations for Surface Parking Lots in the Zoning Bylaw:
  - i. Parking Area A shall not be required to be located a minimum of 3.0 m from a Lot line that Abuts a public sidewalk;

- ii. Landscaped open space shall be incorporated on the basis of 2.0 m<sup>2</sup> per Vehicle Parking space cumulative across Parking Areas A, C and D, with a minimum of 1 island per Parking Area, and a minimum total of 5 Parking Area islands across all 3 Parking Areas; and
- iii. Parking areas shall be organized to provide visual relief, organize large areas of Vehicle Parking into smaller courts and assist vehicular circulation and at minimum pedestrian connections around the perimeters.
- f. ~~The number of Off-street Vehicular Accessory Parking spaces shall be provided as follows:~~

<b>Parking Area</b>	<b>Number of Parking Spaces</b>
<del>Parking Area A</del>	44
<del>Parking Area B</del>	21
<del>Parking Area C</del>	70
<del>Parking Area D</del>	50
<del>Parking Garage</del>	750-800

- g. ~~The Development Officer may consider variances to the number of Off-street Vehicular Accessory Parking spaces if the applicant can demonstrate through a parking impact assessment, that fewer parking spaces are needed based on measures including, but not limited to, the implementation of programs which reduce parking demand such as car share programs, carpooling, or universal transit passes.~~
- h. ~~The parking impact assessment shall be completed by a Professional Engineer registered in Alberta, to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation).~~
- i. Notwithstanding maximum on-Site vehicle parking quantities in the Zoning Bylaw, Building C may accommodate up to 1,000 vehicular parking spaces and these spaces shall not be counted in determining the maximum number of spaces for the Site.
- j. Prior to the issuance of the Development Permit for construction of ~~the above Grade Parking Garage~~Building C, a new or updated Traffic Impact Assessment, which identifies the Parking GarageBuilding C access strategy and required supporting traffic infrastructure, shall be submitted, if required by the Development Officer, to the Development Officer's satisfaction in consultation with Subdivision and Development Coordination (Transportation).



- k. A minimum of 30 Bicycle Parking spaces shall be provided.
- ~~l. The underground driveway ramp to the Loading area 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 (Transportation).~~
- ~~m. Retaining walls bordering the below Grade Parking Garage ramp, shall comply with the following:~~
  - ~~i. They shall not exceed a Height of 0.3 m at the Lot line;~~
  - ~~ii. They shall not exceed a Height of 1.0 m within 1.0 m of the Lot line;~~
  - ~~iii. No portion of the retaining walls shall encroach onto road right-of-way; and~~
  - ~~iv. The Development Officer may increase the Height of retaining walls 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 (Transportation).~~
- n. Loading, storage and waste collection areas shall be concealed from view from adjacent sites and public roadways with the waste collection areas located within the buildings or adequately screened. The waste collection area, and access to it, shall be designed to the satisfaction of the Development Officer in consultation with Waste Management Services and Subdivision and Development Coordination (Transportation).
- o. A minimum of 4 ~~Off-street Loading spaces~~on-site vehicle loading shall be provided for the Site.

#### 6.4 Built Form and Urban Design Regulations

- a. Exterior building materials must be sustainable, durable, high quality, and appropriate for the development. The use of vinyl or stucco as finishing materials shall not be permitted.
- b. Notwithstanding regulations for Above Ground Parkades in the Zoning Bylaw, Building C shall not be required to provide a minimum 4.0 m in Height on the ground level Storey.
- c. The Parking Garage shall be screenedBuilding C shall be designed to screen parked vehicles from view with architectural elements or screens, artistic or stylized glass and/or other materials, artistic lighting, living walls, and/or other

methods which disguise the ~~Parking Garage~~ Above Ground Parkade, to the satisfaction of the Development Officer.

- d. 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 ensure a well-lit and safe environment for building users and pedestrians, to accentuate artwork and building elements, and to highlight the development at night time and in winter months.
- e. All mechanical equipment, including roof mechanical units and ground level ~~Parking Garage~~ vents, shall be concealed by screening in a manner compatible with or complementary to the architectural character and materials of the building, or concealed by incorporating it within the building framework. Ground level vents shall be oriented away from ~~adjacent Sites or~~ on-Site amenity or pedestrian circulation areas.

## 7 Other Regulations

- a. Prior to the issuance of the Development Permit for the construction of Building A-Tower, a Wind Impact Study shall be prepared by a qualified, registered Professional Engineer in accordance with Section 14 of the Zoning Bylaw and shall be to the satisfaction of the Development Officer. 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.
- b. 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 shall be incorporated into the Site and building design to the satisfaction of the Development Officer.
- c. Prior to the issuance of a Development Permit, except for Development Permits for demolition or signage, additional Environment Site Assessment work regarding the testing areas that were previously road right-of-way, shall be submitted and reviewed to the satisfaction of the Development Officer in consultation with City Planning (Environmental Planner). The Development Officer shall impose any Development Permit conditions necessary, prior to the release of the drawings for Building Permit review, to ensure that the Site is suitable for the full range of uses contemplated on the Development Permit Application.

- d. As a condition of any Development Permit, the Owner shall enter into a Servicing Agreement with the City of Edmonton for off-Site improvements necessary to serve the development, and to the satisfaction of the Development Officer, in consultation with Subdivision and Development Coordination (Transportation) and others as required. The Agreement shall include an engineering drawing review and approval process. Improvements shall be constructed at the owner's cost and shall include, but are not limited to:
- i. construction of curb ramps to connect to the multi-use path with the intersection of 104 Street NW and 112 Avenue NW;
  - ii. construction of curb ramps and installation of a pedestrian crossing on the west leg of the intersection of 105 Street NW and 111 Avenue NW;
  - iii. closure of the existing site access and construction of the new access between 105 Street NW and Glenrose Hospital access, restoration of the sidewalk and boulevard, construction of curb and gutter and median modification along 111 Avenue NW to facilitate right-in right-out access only;
  - iv. construction of curb ramps and installation of a pedestrian crossing on the west leg of the intersection of the Glenrose Hospital access and 111 Avenue NW;
  - ~~v. removal of the existing yield signs and installation of stop signs at the intersection of 102 Street NW and 112 Avenue NW;~~
  - ~~vi. modification of the existing all-directional access to 111 Avenue NW between the Glenrose Hospital access and 105 Street NW to a right-in, right-out access;~~
  - ~~vii. construction of a shared-use path and curb ramps to connect to the intersection of 104 Street NW and 112 Avenue NW;~~
  - viii. installation of traffic signals at the intersection of the Glenrose Hospital access and 111 Avenue NW, ~~including a pedestrian crossing on the west leg of the intersection;~~
  - ix. improvements to the existing sidewalk on the north side of 111 Avenue NW between the existing vehicular access east of 105 Street NW and the Glenrose Hospital access to a minimum 2.0 metre wide monolithic sidewalk, including improvements to the existing bus stop, and relocation of existing street light poles as required; and
  - x. repair of any damage to the abutting roadways, sidewalks, street furniture, street trees, and/or boulevards resulting from construction of the development, ~~to the satisfaction of Development Officer in consultation~~

~~with Subdivision and Development Coordination (Transportation). The Site shall be inspected by the City prior to the start of construction and once again when construction is complete.~~

- e. ~~As a condition of any Development Permit, the owner shall enter into an agreement with the City of Edmonton or EPCOR Drainage for the drainage infrastructure extension indicated in~~ The storm and sanitary drainage systems required to service the development, including on-Site stormwater management, shall be in general conformance with the Drainage Servicing Report or alternatives to the satisfaction of the Development Officer in consultation with ~~City Planning~~ Development Services (Drainage). Such improvements are to be constructed at the owner's cost.
- f. Prior to the issuance of the Development Permit for Building A, the Development Officer shall ensure that a Geotechnical Stress and Interaction Analysis is submitted to the satisfaction of the Development Officer and approved in consultation with ~~City Planning~~ Development Services (Drainage) and EPCOR Drainage, that addresses the protection of the existing deep combined sewer trunk within the land on Site formerly part of the 105 Street NW road right-of way.

## APPLICATION SUMMARY

### INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19596
Location:	Between 102 and 106 Streets on the north side of 111 Avenue NW
Addresses:	10410 & 10508 111 Avenue NW
Legal Descriptions:	Block 2, Plan 9720909 Lot 1, Block 1, Plan 1921467
Site Area:	9 hectares
Neighbourhood:	Spruce Avenue
Notified Community Organizations:	Central McDougall Community League Spruce Avenue Community League
Applicant:	Dialog Architecture

### PLANNING FRAMEWORK

Current Zone:	(DC2) Site Specific Development Control Provision
Proposed Zone:	(DC2) Site Specific Development Control Provision
Plans in Effect:	None
Historic Status:	None

Written By: Heather Vander Hoek  
Approved By: Tim Ford  
Branch: Development Services  
Section: Planning Coordination