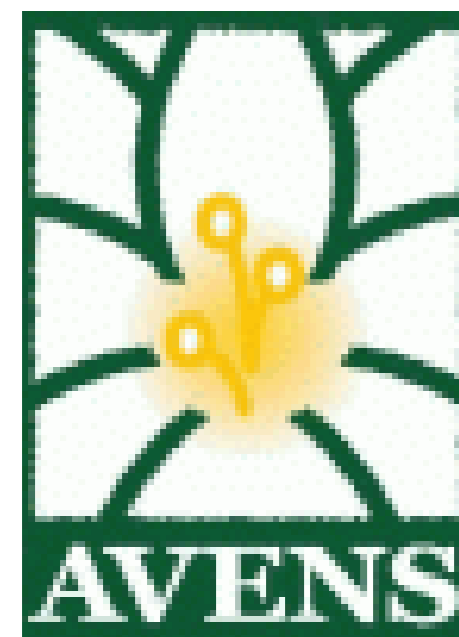


Tab 1:

PL-2020-0335 Stamped Drawings,
Traffic Impact Study, and Planning
Permit



ARTIST'S RENDERING ONLY

AVENS PAVILION

5710, 50TH AVENUE, YELLOWKNIFE, NT X1A 1G1

ISSUED FOR DEVELOPMENT PERMIT REV1 : 2021.03.02

CONSULTANTS:

PROJECT NO.: 144213525

CLIENT

AVENS: A Community for Seniors

SUITE 1 - 5710, 50th AVENUE,
YELLOWKNIFE, NT, X1A 1G1

T. (867) 920-2443
F. (867) 873-9915

CONTACTS:
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ARCHITECT

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325-25 ST. SE
CALGARY, AB T2A 7H8

T. (403) 716-8000
F. (403) 716-8009

CONTACTS:
DON DAVIDON, PRINCIPAL

ARCHITECTURAL DRAWING INDEX	
NO.	DRAWING NAME
DP-000	COVER SHEET
DP-001	SITE PLAN
DP-002	CONCEPT ROAD PLAN
DP-101	LOWER FLOOR PLAN
DP-102	MAIN FLOOR PLAN
DP-103	UPPER FLOOR PLAN
DP-104	ROOF PLAN
DP-201	EXTERIOR ELEVATIONS
DP-202	EXTERIOR ELEVATIONS
DP-203	EXTERIOR ELEVATIONS

CIVIL

STANTEC CONSULTING LTD.

4910 53 ST. PO BOX 1777
YELLOWKNIFE, NT X1A 2P4

T. (867) 920-2882

CONTACTS:
KEVIN HODGINS, CIVIL ENGINEER

CIVIL DRAWING INDEX	
NO.	DRAWING NAME
C-101	PROPOSED GRADING PLAN
C-201	WATER & SEWER SERVICES

LANDSCAPE

STANTEC CONSULTING LTD.

325-25 ST. SE
CALGARY, AB T2A 7H8

T. (403) 716-8000
F. (403) 716-8009

CONTACTS:
MICHAEL WILLIAMSON, LANDSCAPE ARCHITECT

LANDSCAPE DRAWING INDEX	
NO.	DRAWING NAME
L-101	LANDSCAPE PLAN

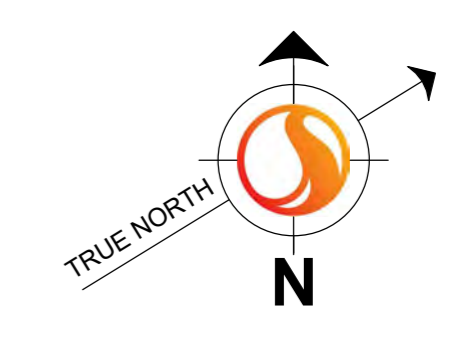
Planner's Note: On some plans, parking configurations demonstrate previous proposed iterations. All plans should be interpreted with the parking configuration demonstrated on the Site Plan, located on Page 2 of this package.

City of Yellowknife

Development Permit # PL-2020-0335

Approved April 16, 2021

Development Officer Libby Macphail

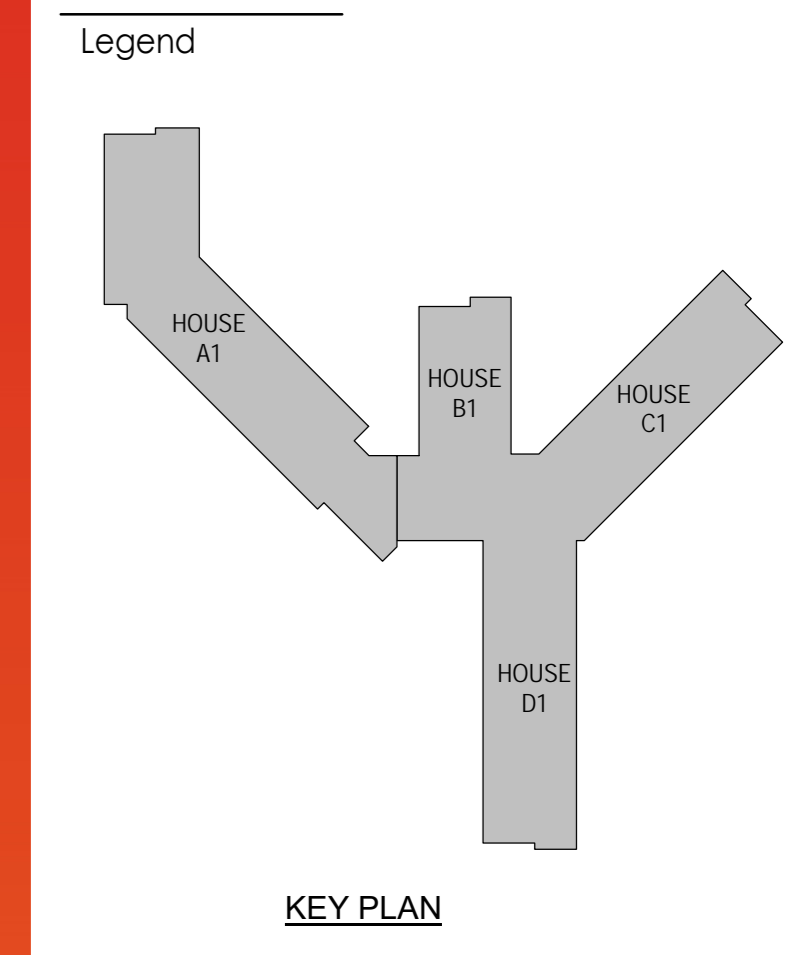


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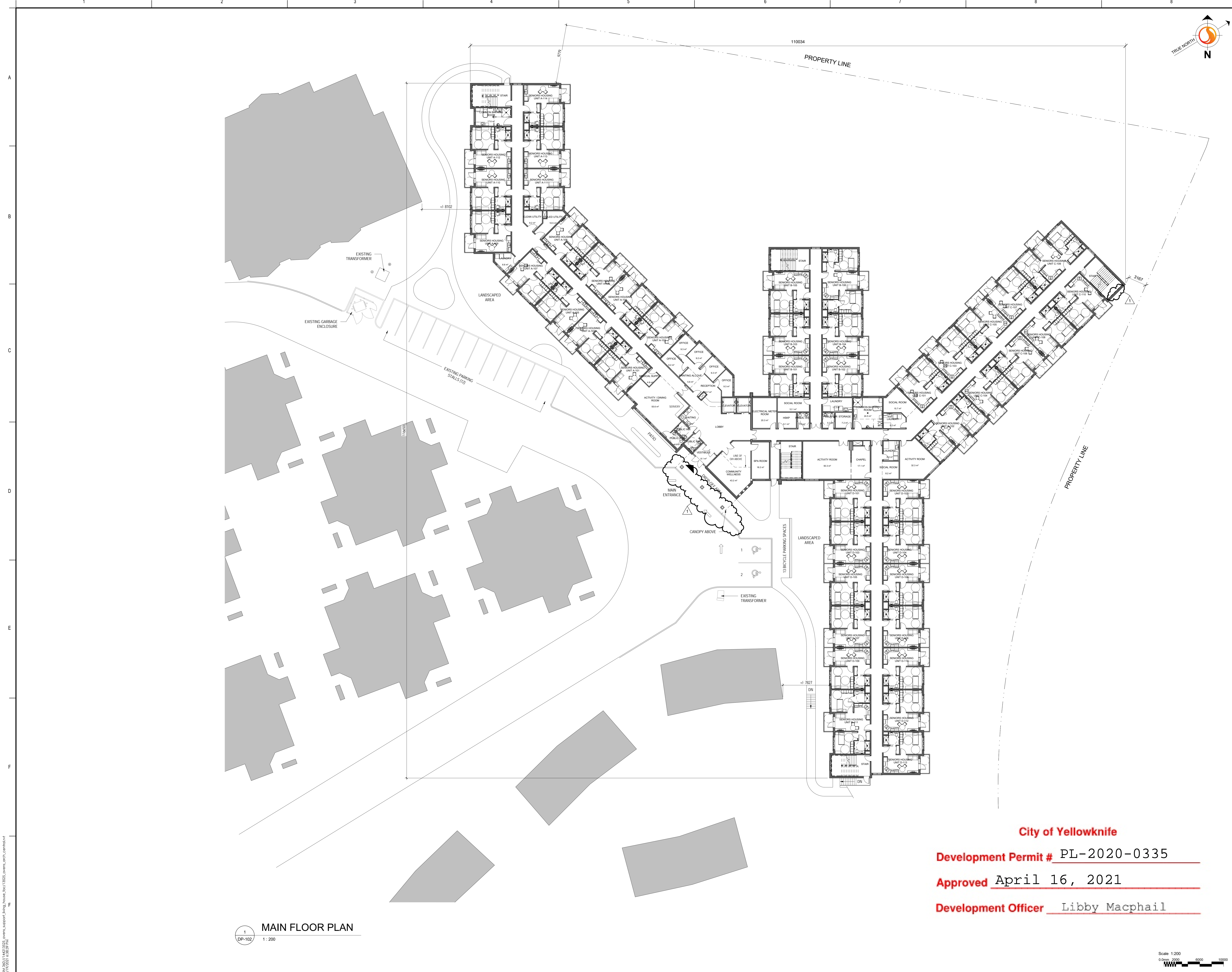
Notes

Revision	By	DD	YYYY.MM.DD
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ISSUED FOR DP REV1			
RE-ISSUED FOR DP	JM	DD	2021.01.14
ISSUED FOR DP	JM	DD	2020.12.02
Issued	By	Appr	YYYY.MM.DD

Permit-Seal

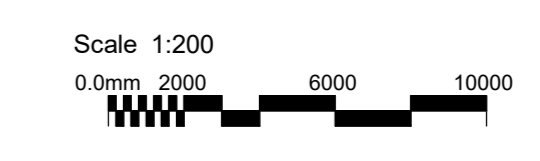
Client/Project
 AVENS, A Community for Seniors
 AVENS PAVILION
 5710, 50TH AVENUE, YELLOWKNIFE, NT
 X1A 1G1

Project No. 144213525	Scale 1 : 200
Revision 1	Drawing No.
Sheet 3 of 8	DP-102

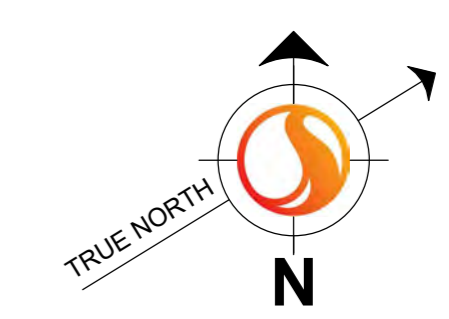


1 MAIN FLOOR PLAN
DP-102 1 : 200

City of Yellowknife
Development Permit # PL-2020-0335
Approved April 16, 2021
Development Officer Libby Macphail



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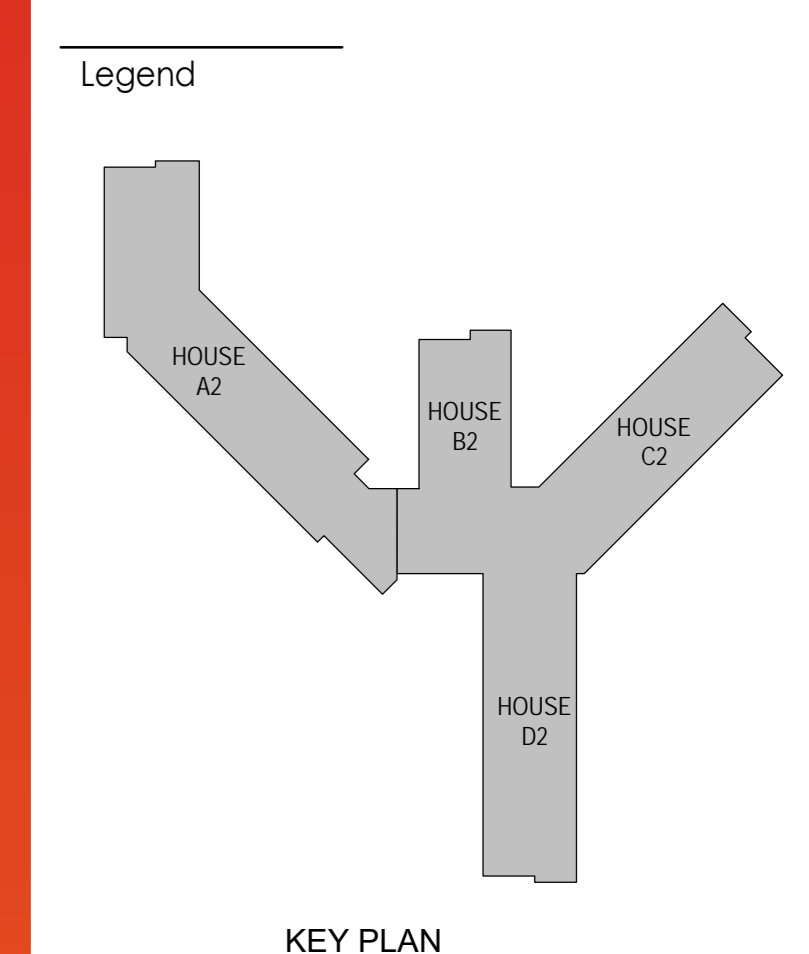


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Notes

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ISSUED FOR DP REV1			
RE-ISSUED FOR DP			
ISSUED FOR DP			
Issued			

Permit-Seal

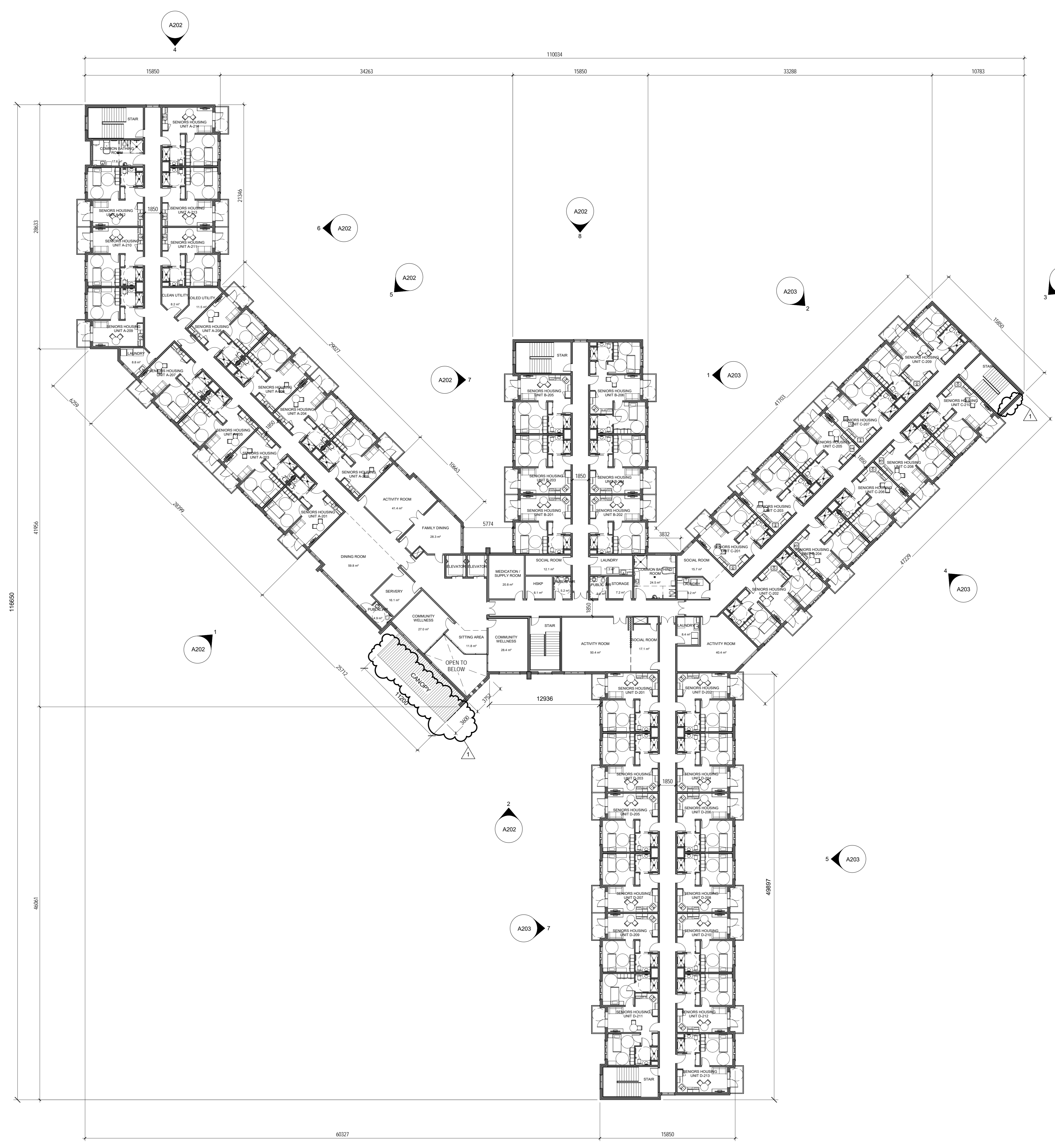
Client/Project
AVENS, A Community for Seniors
AVENS PAVILION
5710, 50TH AVENUE, YELLOWKNIFE, NT
X1A 1G1

Title
UPPER FLOOR PLAN

Project No. 144213525
Revision 1

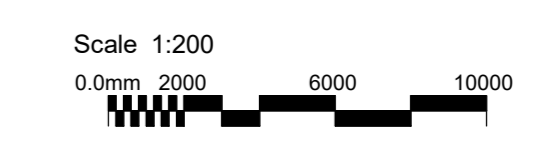
Scale 1:200
Drawing No. 4 of 8

DP-103



1
DP-103
UPPER FLOOR PLAN
1 : 200

City of Yellowknife
Development Permit # PL-2020-0335
Approved April 16, 2021
Development Officer Libby Macphail



2021/03/02 14:28:37 C:\Users\jmacphail\OneDrive\Documents\144213525\144213525_upper_floor_plan.dwg



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Legend

Notes

Revision	By	App'd	Date
1	JM	DD	2021.03.02
ISSUED FOR DP REV1			YYYY.MM.DD
RE-ISSUED FOR DP	JM	DD	2021.01.14
ISSUED FOR DP	JM	DD	2020.12.02
Issued			YYYY.MM.DD

Permit-Seal



5710, 50TH AVENUE, YELLOWKNIFE, NT X1A 1G1

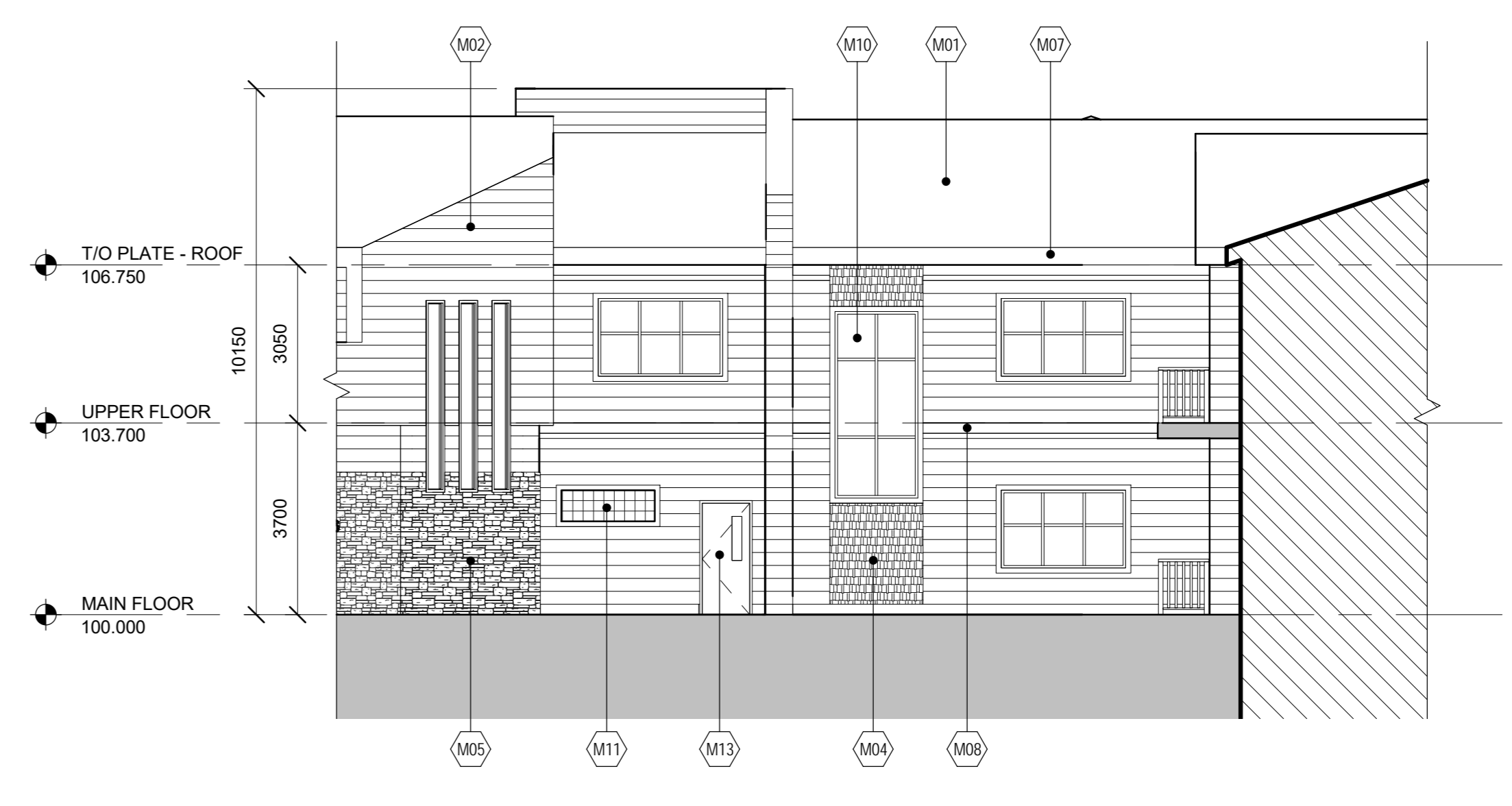
Title: EXTERIOR ELEVATIONS
Project No. 144213525
Revision Drawing No.

Scale 1:100
Sheet 6 of 8

DP-201



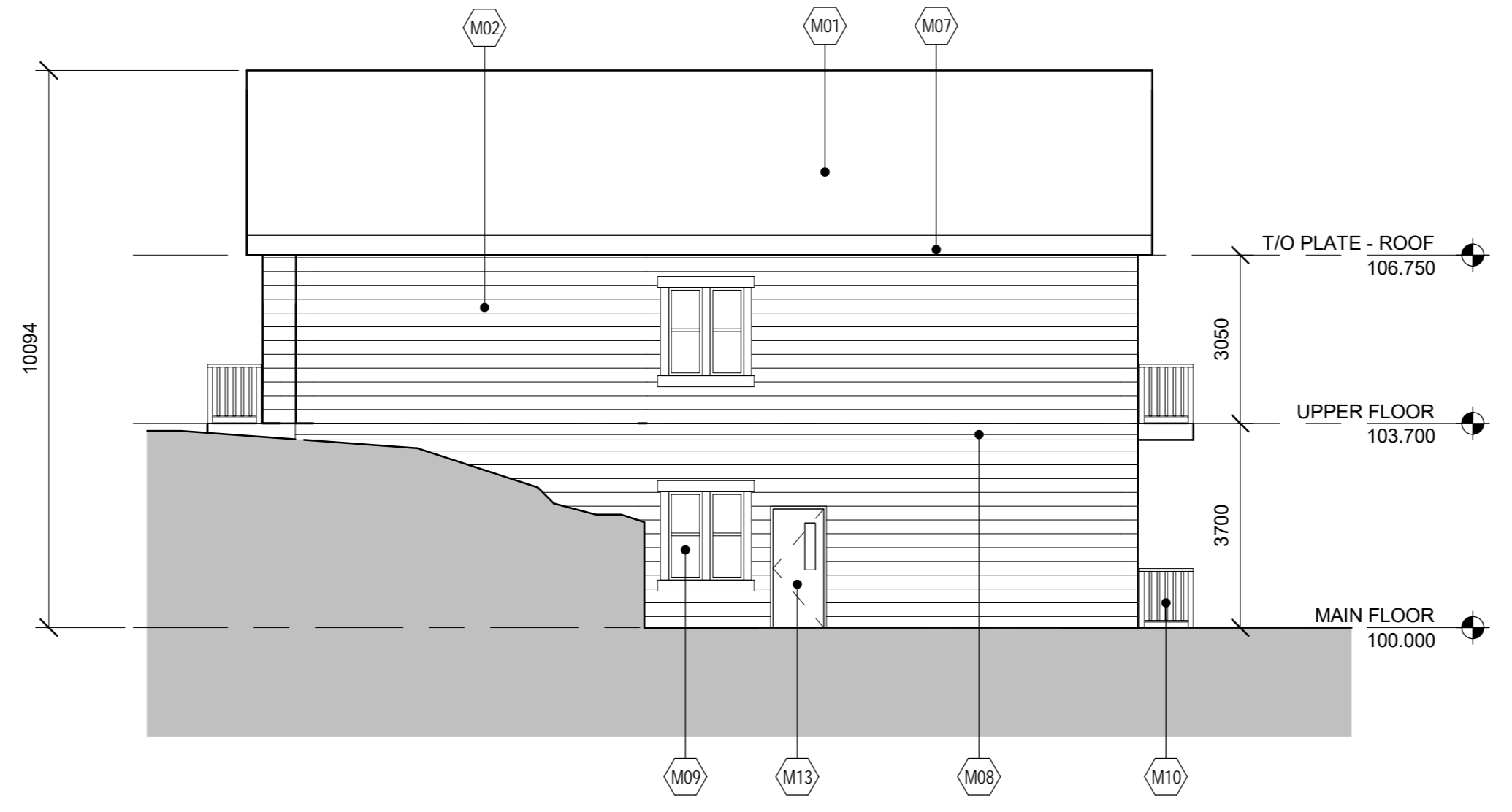
1 HOUSE A - SW ELEVATION
DP-201 1:100



2 HOUSE A - SOUTH ELEVATION
DP-201 1:100



3 HOUSE A - WEST ELEVATION
DP-201 1:100



4 HOUSE A - NORTH ELEVATION
DP-201 1:100



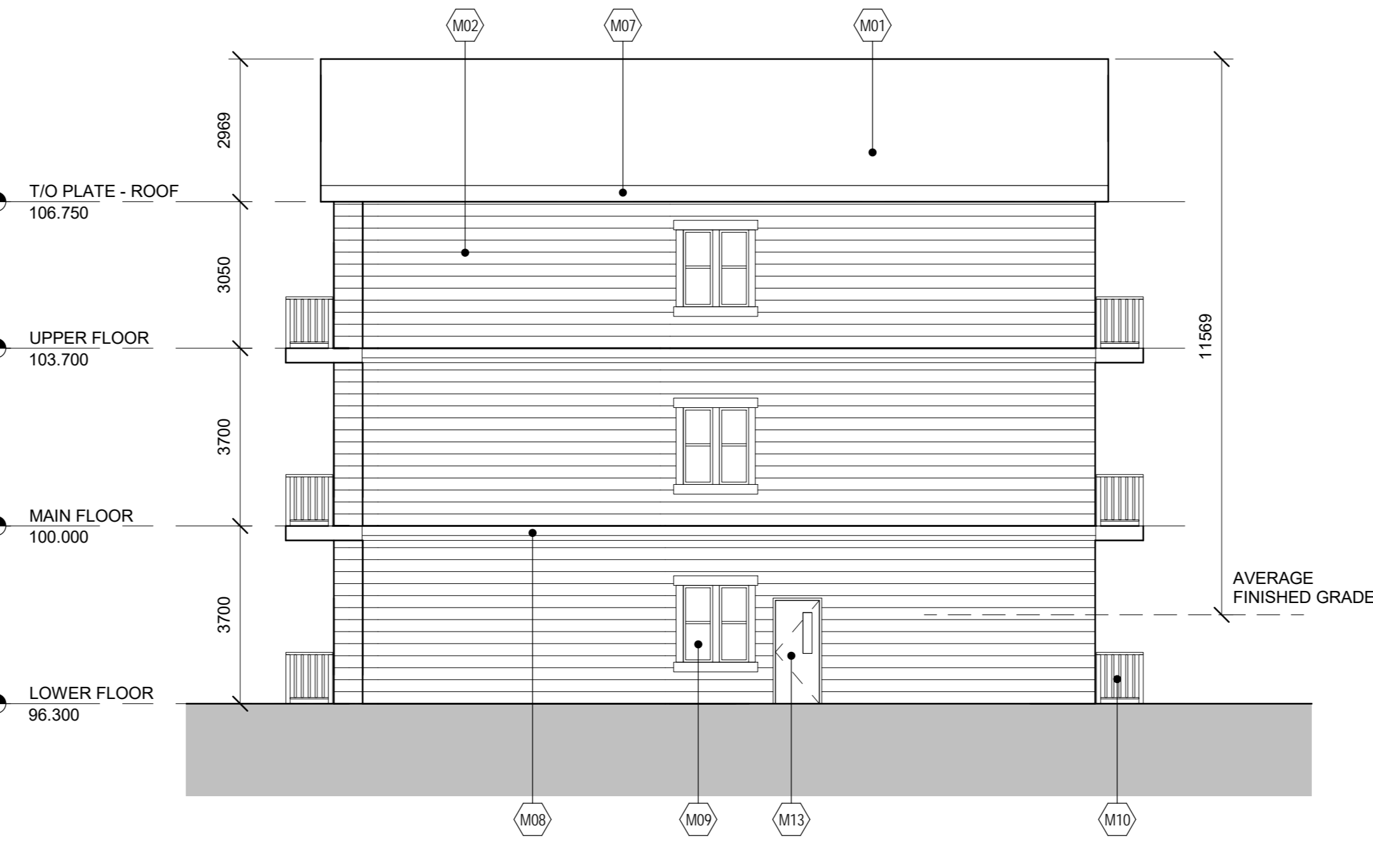
5 HOUSE A - NE ELEVATION
DP-201 1:100



6 HOUSE A - EAST ELEVATION
DP-201 1:100

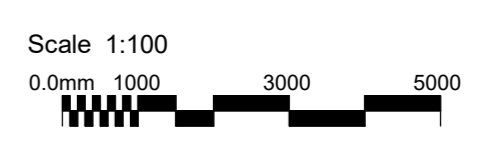


7 HOUSE B - WEST ELEVATION
DP-201 1:100



8 HOUSE B - NORTH ELEVATION
DP-201 1:100

KEY #	DESCRIPTION
M01	ASPHALT SHINGLES ROOFING, DARK GREY
M02	METAL SIDING, HORIZONTAL, REFER TO DRAWING DP-203 FOR COLOURS
M03	METAL SIDING, VERTICAL, REFER TO DRAWING DP-203 FOR COLOURS
M04	METAL SIDING
M05	MANUFACTURED STONE ADHERED VENEER
M06	HEAVY TIMBER STRUCTURE, STAINED
M07	METAL FASCIA, REFER TO DRAWING DP-203 FOR COLOURS
M08	METAL TRIM, REFER TO DRAWING DP-203 FOR COLOURS
M09	INSULATED GLAZING UNIT
M10	PREFINISHED ALUMINUM RAILING
M11	GLASS BLOCK WINDOW
M12	ALUMINUM STOREFRONT DOOR
M13	INSULATED METAL DOOR, PAINTED
M14	INSULATED SECTIONAL OVERHEAD DOOR
M15	METAL PANEL, RED
M16	CEMENT PARING FINISH ON EXPOSED FOUNDATIONS



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Legend

Notes



SECOND ENTRANCE

HORIZONTAL METAL SIDING
 LIGHT GREEN



BACKYARD

VERTICAL METAL SIDING
 BLUE

VERTICAL METAL SIDING
 BROWN

HORIZONTAL METAL SIDING
 BLUE



MAIN ENTRANCE

HORIZONTAL METAL SIDING
 DARK GREY

VERTICAL METAL SIDING
 RED

HORIZONTAL METAL SIDING
 RED

HORIZONTAL METAL SIDING
 CEDAR

HORIZONTAL METAL SIDING
 DARK GREY

ELEVATION LEGEND	
KEY #	DESCRIPTION
M01	ASPHALT SHINGLES ROOFING, DARK GREY
M02	METAL SIDING, HORIZONTAL, REFER TO DRAWING DP-203 FOR COLOURS
M03	METAL SIDING, VERTICAL, REFER TO DRAWING DP-203 FOR COLOURS
M04	METAL SIDING
M05	MANUFACTURED STONE ADHERED VENEER
M06	HEAVY TIMBER STRUCTURE, STAINED
M07	METAL FASCIA, REFER TO DRAWING DP-203 FOR COLOURS
M08	METAL TRIM, REFER TO DRAWING DP-203 FOR COLOURS
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M12	ALUMINUM STOREFRONT DOOR
M13	INSULATED METAL DOOR, PAINTED
M14	INSULATED SECTIONAL OVERHEAD DOOR
M15	METAL PANEL, RED
M16	CEMENT PARING FINISH ON EXPOSED FOUNDATIONS

Revision	By	App'd	Date
1	JM	DD	2021.03.02
ISSUED FOR DP REV1			YYYY.MM.DD
RE-ISSUED FOR DP	JM	DD	2021.01.14
ISSUED FOR DP	JM	DD	2020.12.02
Issued		App'd	YYYY.MM.DD

Permit-Seal

City of Yellowknife
Development Permit # PL-2020-0335
Approved April 16, 2021
Development Officer Libby Macphail

Client/Project
 AVENS, A Community for Seniors
 AVENS PAVILION
 5710, 50TH AVENUE, YELLOWKNIFE, NT
 X1A 1G1
 Title
 EXTERIOR ELEVATIONS

Project No. 144213525
 Scale 1 : 100
 Revision Drawing No.

Sheet 8 of 8
DP-203

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DESIGN-BUILDERS
NAHANNI CONSTRUCTION LTD.
 100 Nahanni Drive, Yellowknife, NT X1A 2P6
 Tel: (867) 873-2975
 Fax: (867) 873-9620

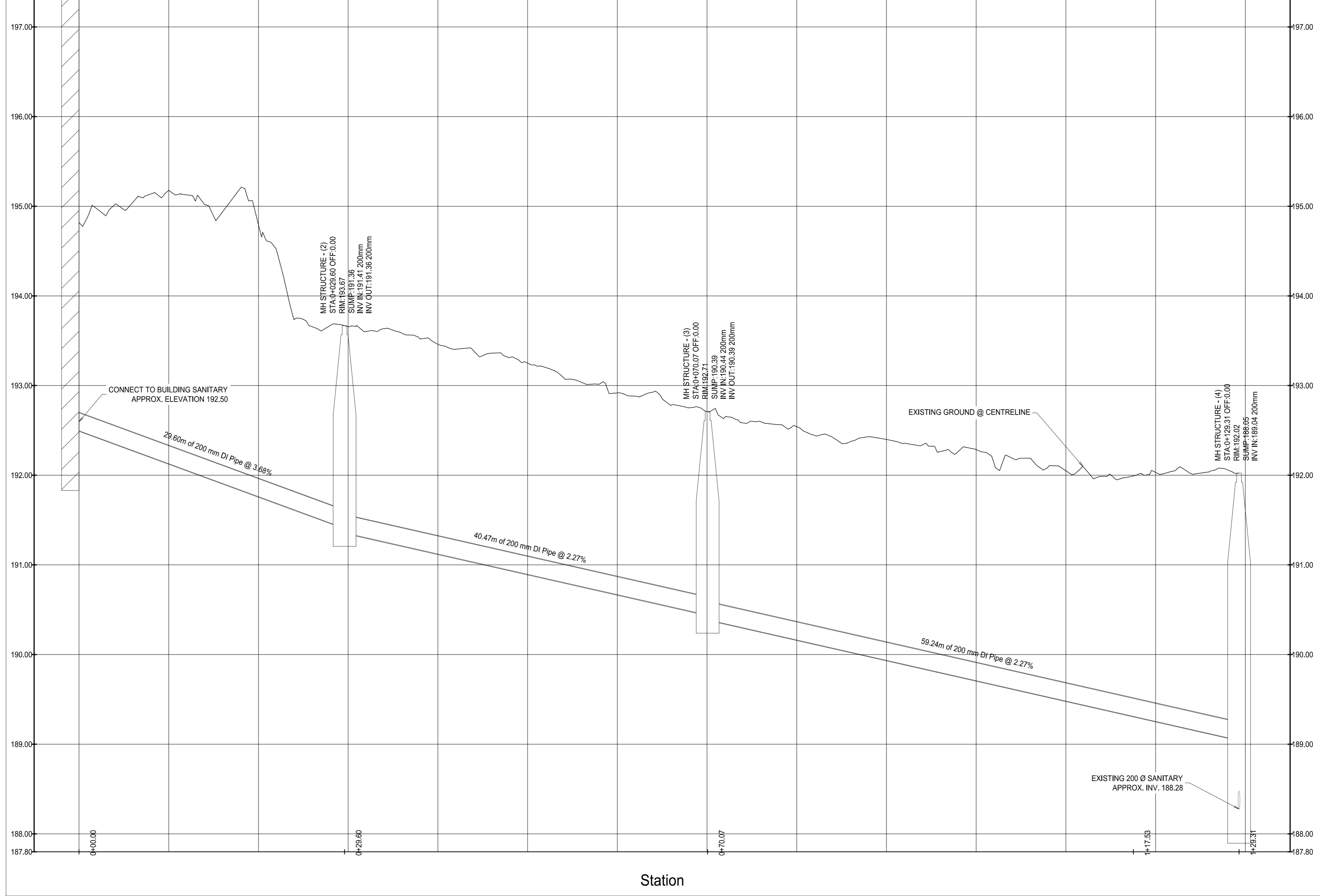
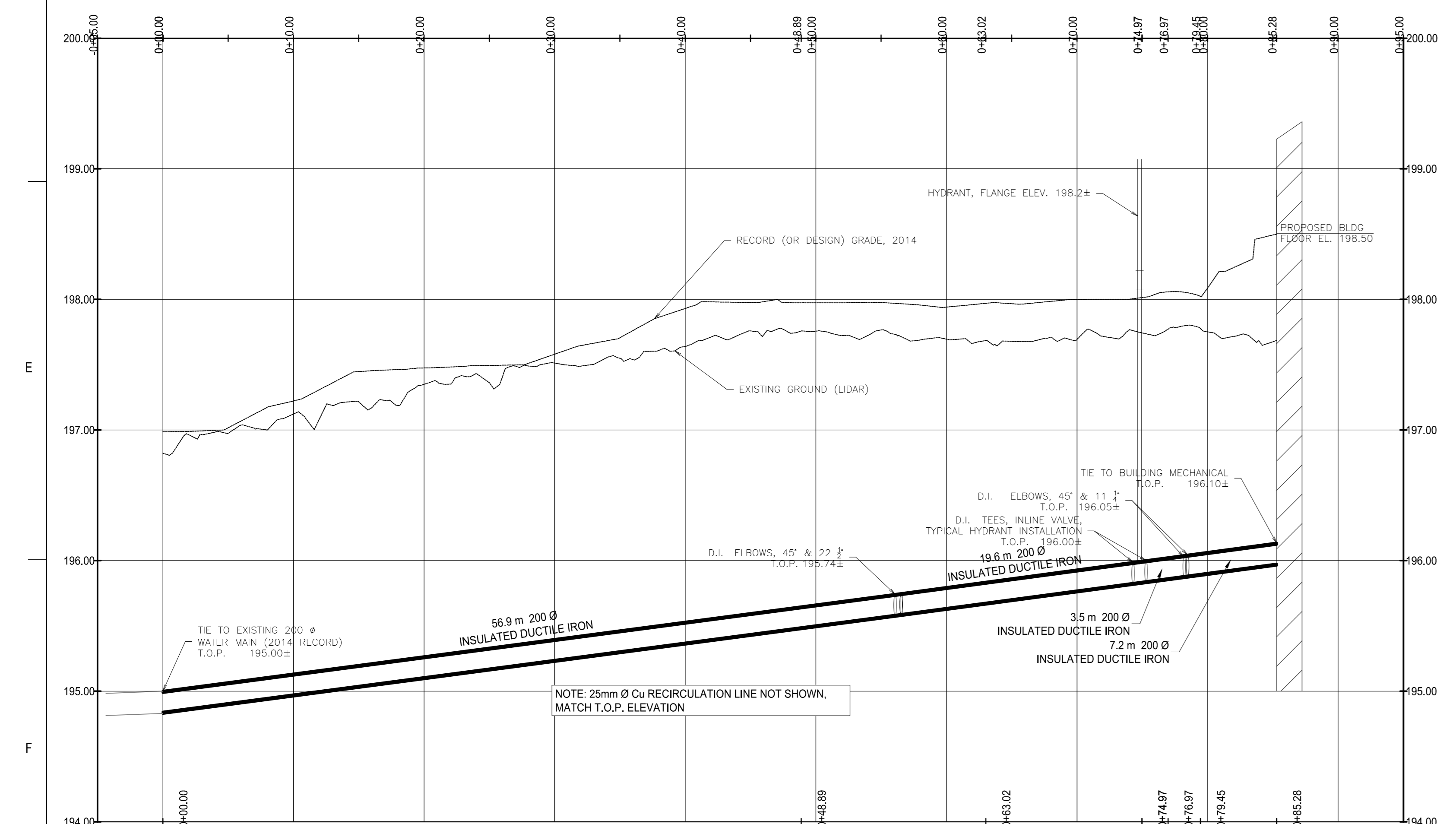
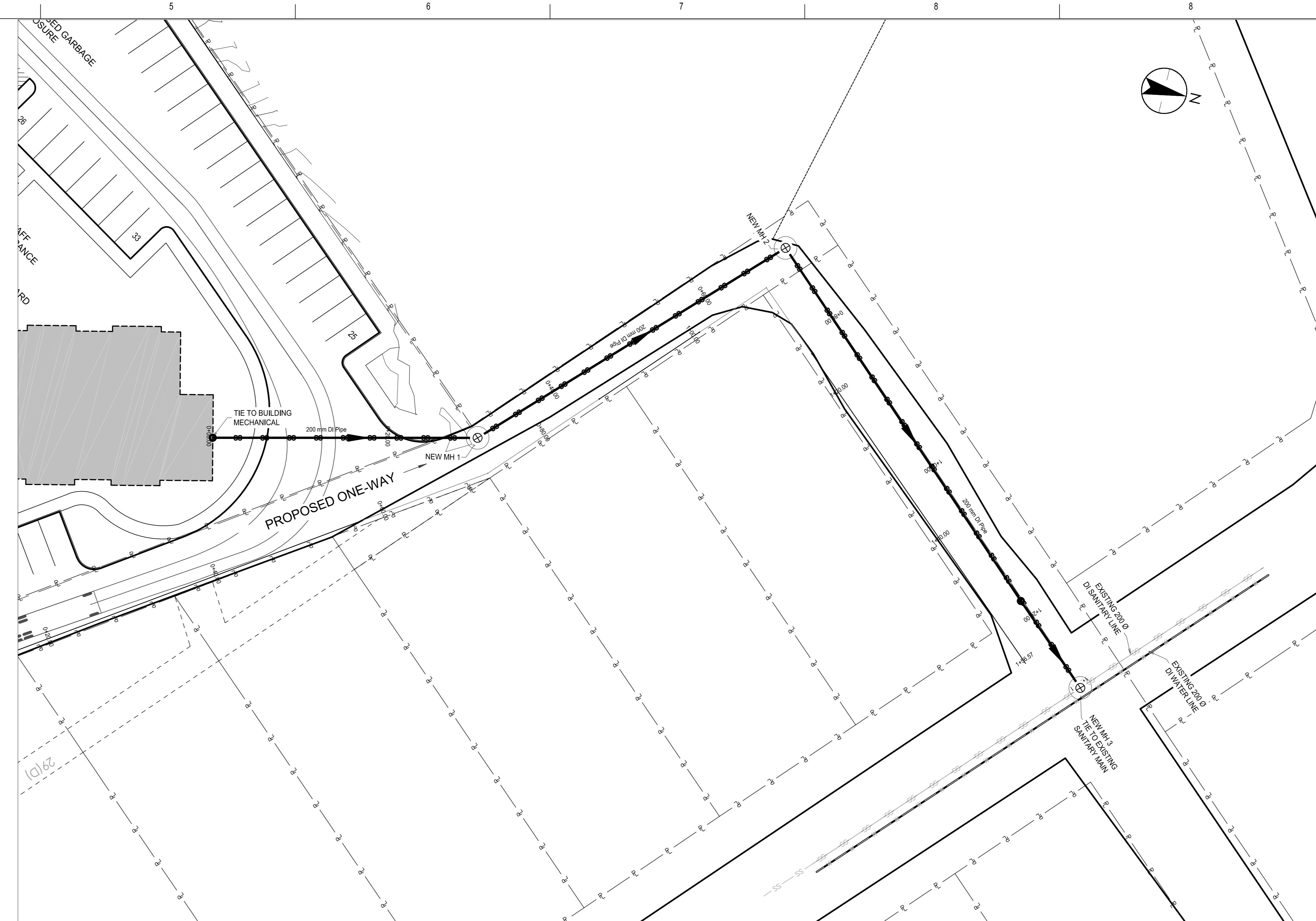
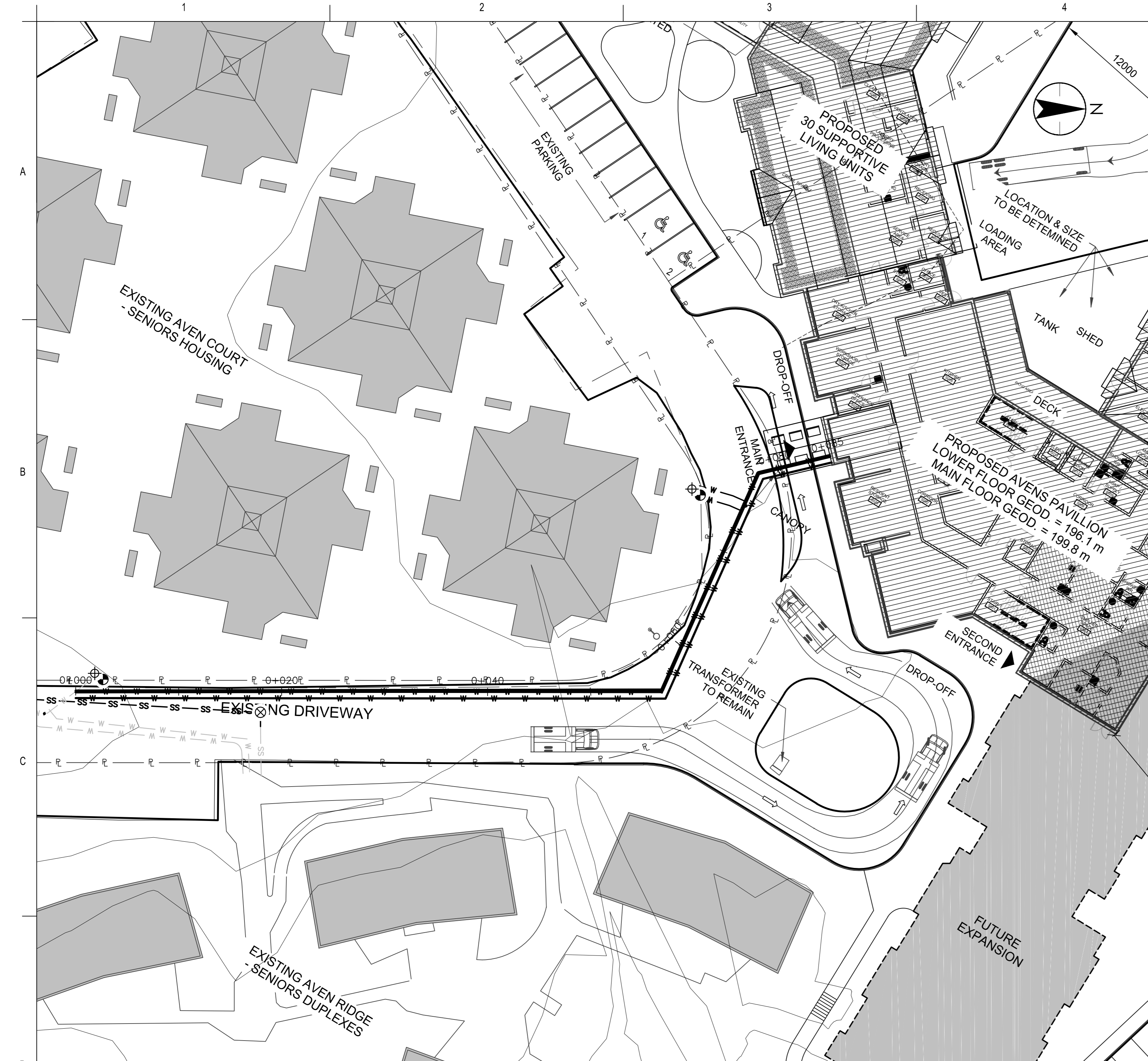


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Legend

Notes



Planner's Note: Water/Sewer servicing is demonstrated coming into the building from the inner campus loop and through the Matonabee Laneway from Matonabee Street. With the introduction of the Matonabee Laneway/Gitzel Street Access Point, the option exists to tie in services from Gitzel Street. PW&E have confirmed that both options are available to service the site. Therefore, Final Servicing may differ from this plan, and all details will be determined during the Mechanical Building Permit & Water/Sewer Permit stage, and must be in alignment with the executed development agreement.

Station

City of Yellowknife

Development Permit # PL-2020-0335

Approved April 16, 2021

Development Officer Libby Macphail

Revision	By	Appr.	Y/M/D
1	ISSUED FOR REVIEW	ICM	KK 2020.03.30
Issued		By	Appr. Y/M/D
File Name: 144213525-C-201_20201118.DWG			
	Drawn	Checked	Design Y/M/D

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Client/Project

AVENS: A Community for Seniors
AVENS PAVILION
 5710, 50th AVENUE, YELLOWKNIFE, NT X1A 1G1

Title
PLAN PROFILE WATER & SEWER SERVICES

Project No. 144213525
 Scale 1:250H 0 7.5 12.5m
 1:25V 0 0.25 0.5 1.25m

Revision 1 Drawing No.

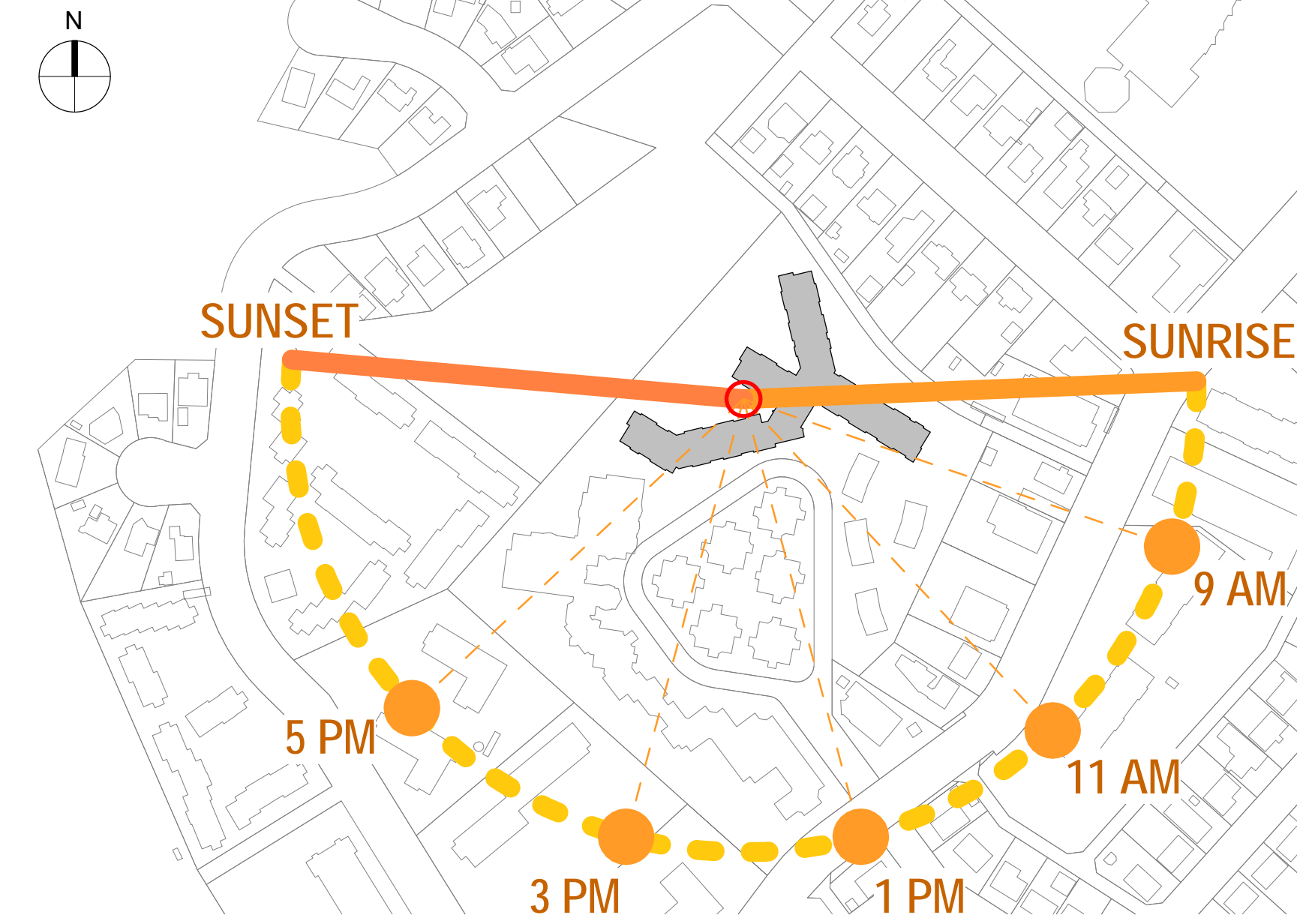
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of 4

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SHADOW STUDY - SPRING / AUTUMN EQUINOX

LOCATION: YELLOWKNIFE, NT LATITUDE: 62° 26' 32" N, LONGITUDE: 114° 23' 41" W
 DATE: MARCH 20 / SEPTEMBER 22
 SUNRISE: 7:36 AM / 7:22 AM
 SUNSET: 7:55 PM / 7:36 PM
 TIMEZONE: UTC-6:00, MOUNTAIN DAYLIGHT TIME

SUN PATH



9:00 AM



11:00 AM



1:00 PM



3:00 PM



5:00 PM



DATA SOURCE: CITY OF YELLOWKNIFE - OPEN DATA (<https://opendata.yellowknife.ca/>)
 - CITY OF YELLOWKNIFE BUILDINGS
 - CITY OF YELLOWKNIFE CONTOUR LINES
 - CITY OF YELLOWKNIFE PROPERTY PARCELS

City of Yellowknife

Development Permit # PL-2020-0335

Approved April 16, 2021

Development Officer Libby Macphail



AVEN PAVILION

5710, 50TH AVENUE, YELLOWKNIFE, NT

SHADOW STUDY - SPRING / AUTUMN EQUINOX

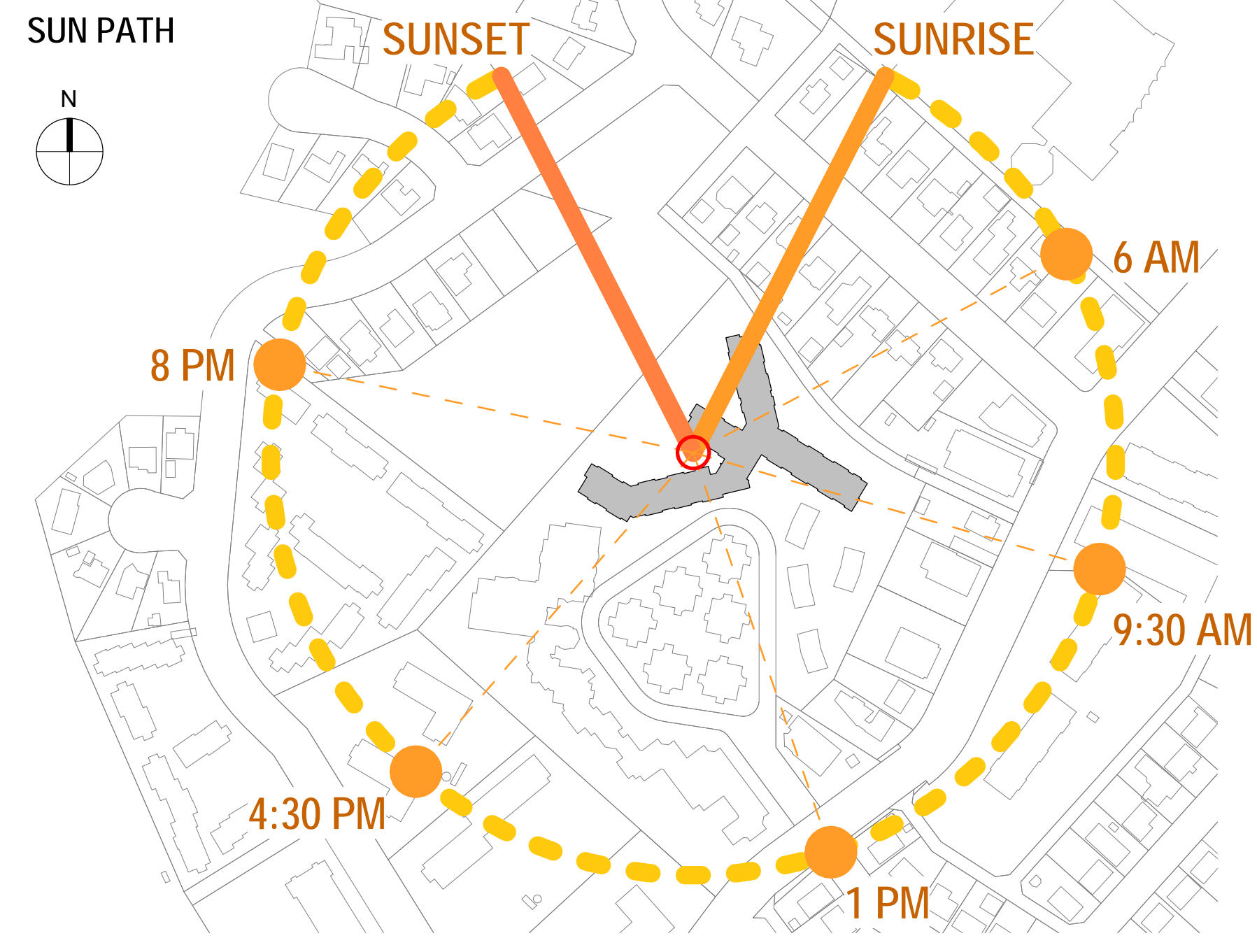
144213525

2020/08/20



SHADOW STUDY - SUMMER SOLSTICE

LOCATION: YELLOWKNIFE, NT LATITUDE: 62° 26' 32" N, LONGITUDE: 114° 23' 41" W
 DATE: JUNE 20
 SUNRISE: 3:38 AM
 SUNSET: 11:40 PM
 TIMEZONE: UTC-6:00, MOUNTAIN DAYLIGHT TIME



6:00 AM



9:30 AM



1:00 PM



4:30 PM



8:00 PM



DATA SOURCE: CITY OF YELLOWKNIFE - OPEN DATA (<https://opendata.yellowknife.ca/>)
 - CITY OF YELLOWKNIFE BUILDINGS
 - CITY OF YELLOWKNIFE CONTOUR LINES
 - CITY OF YELLOWKNIFE PROPERTY PARCELS

City of Yellowknife

Development Permit # PL-2020-0335

Approved April 16, 2021

Development Officer Libby Macphail



AVEN PAVILION
 5710, 50TH AVENUE, YELLOWKNIFE, NT

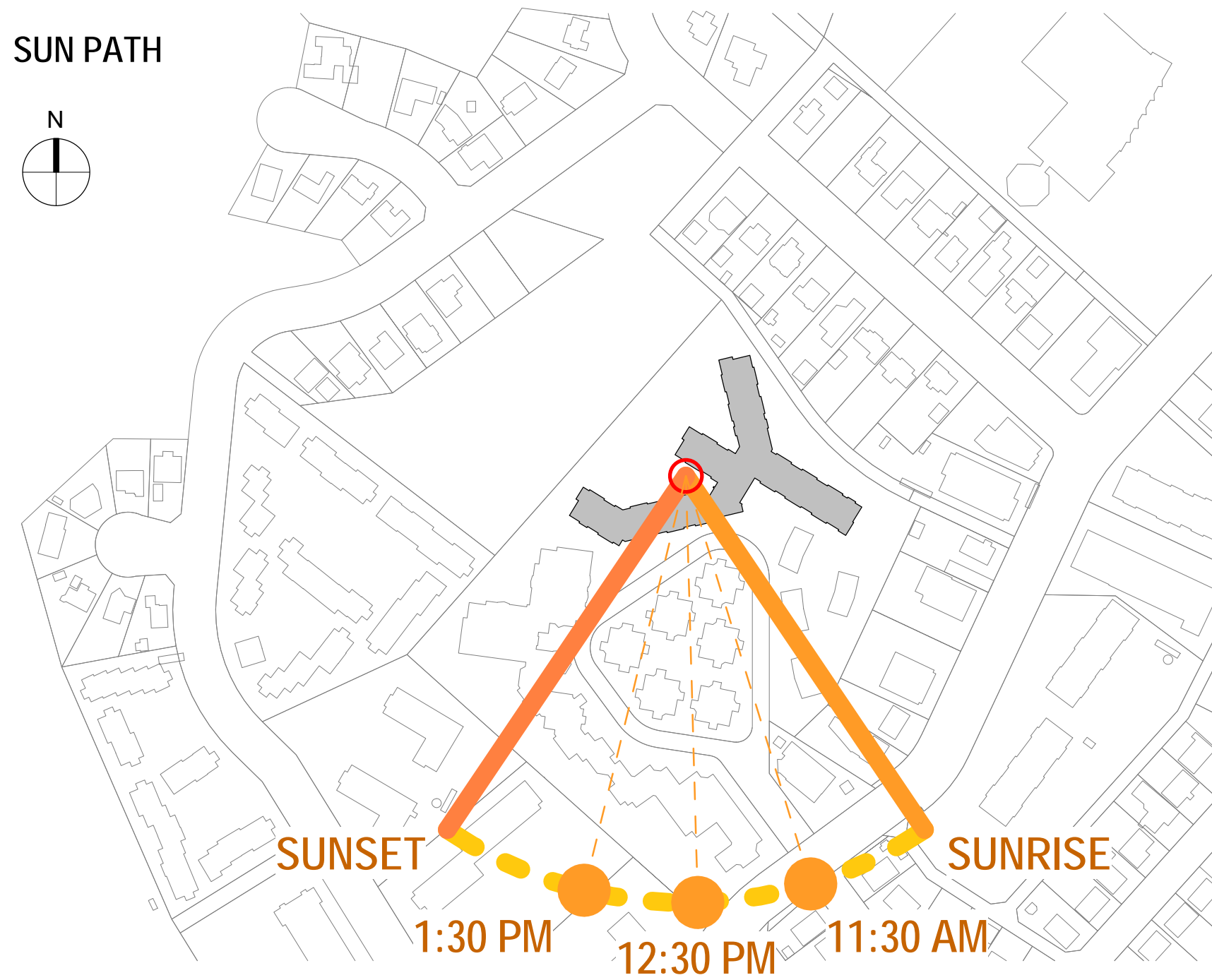
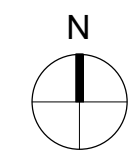
SHADOW STUDY - SUMMER SOLSTICE
 144213525 2020/08/20



SHADOW STUDY - WINTER SOLSTICE

LOCATION: YELLOWKNIFE, NT LATITUDE: 62° 26' 32" N, LONGITUDE: 114° 23' 41" W
DATE: DECEMBER 21
SUNRISE: 10:06 AM
SUNSET: 3:06 PM
TIMEZONE: UTC-7:00, MOUNTAIN STANDARD TIME

SUN PATH



11:30 AM



12:30 PM



1:30 PM



DATA SOURCE: CITY OF YELLOWKNIFE - OPEN DATA (<https://opendata.yellowknife.ca/>)
- CITY OF YELLOWKNIFE BUILDINGS
- CITY OF YELLOWKNIFE CONTOUR LINES
- CITY OF YELLOWKNIFE PROPERTY PARCELS

City of Yellowknife

Development Permit # PL-2020-0335

Approved April 16, 2021

Development Officer Libby Macphail



AVEN PAVILION

5710, 50TH AVENUE, YELLOWKNIFE, NT

SHADOW STUDY - WINTER SOLSTICE

144213525

2020/08/20



**Avens Pavilion Revised
Transportation Impact
Assessment – Updated Final**



Prepared for:

AVENS, A Community for Seniors

5710, 50th Avenue
Yellowknife, NT
X1A 1G1

Prepared by:

Stantec Consulting Ltd.
200-325 – 25th Street SE
Calgary, Alberta T2A 7H8

144213525

April 5, 2021

SIGN-OFF SHEET

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Prepared by: **Selby J. Thannikary, P.E., P.Eng.**

Reviewed by: **Annie Wang, P.Eng.**

Corporate Authorization

EXECUTIVE SUMMARY

AVENS, A Community for Seniors (Client) is proposing a new seniors living facility located immediately north of Avens Manor and Franklin Avenue, west of Matonabee Street and south of Gitzel Street in Yellowknife, NT. The proposed facility will consist of approximately 112 units, of which 28 units are expected to operate as supportive living with the remainder operating as senior assisted living. One of the accesses to the facility is proposed through 57 Street off Franklin Avenue, leading to a drop off area and approximately 12 existing parking stalls. Primary access to the facility's parking lot is proposed through Matonabee Laneway that connects between Franklin Avenue and Matonabee Street. The primary parking lots for the facility are accessed from Matonabee Laneway. Both Matonabee Laneway and 57 Street are existing roadways.

A Transportation Impact Assessment (TIA) was required by the City of Yellowknife to assess how the surrounding roadway network is currently operating and how it is expected to operate in the future both with and without the proposed development. This assessment will measure the impacts that the proposed development is expected to have on the roadway network and determine what, if any, off-site improvements may be required by the proposed development in order to maintain adequate operations and capacity on the transportation network.

This TIA was undertaken to evaluate key intersections identified by the City that were expected to be impacted by the proposed development, generally regarded as the key intersections closest to the development or providing access to the parking lot and entrances. The TIA evaluated both the short-term (2 years) and long-term (20 years) operations of the study intersections. Based on initial discussions with the City as well as subsequent discussions following submission of the February 19, 2021 TIA, a total of four (4) possible access options were evaluated as part of this study, consisting of the following:

- Option 1: Two-way operations on Matonabee Laneway (No Modifications Scenario)
- Option 2: One-way operations on Matonabee Laneway (full-length)
- Option 3: Widening Matonabee Laneway from Matonabee Street to the AVEN's parking lot entrance
- Option 4: Construction of a new roadway from Gitzel Street to the AVEN's parking lot entrance
 - Within Option 4, several alignment / configurations options were considered relative to the new roadway, such as a "straight" road, a "straight" road with a cul-de-sac near the property entrance, and an "angled" roadway. One of the configurations evaluated includes blockage of Matonabee Laneway at the new roadway from Matonabee Street. This blockage was proposed to mitigate the potential safety concerns associated with introducing an intersection within the laneway. These options are referred to as Option 4a and 4b, respectively.

Based on the assumptions used in this report, all study intersections are expected to operate acceptably with adequate capacity to support the proposed development, without the need for any intersection improvements for each of the four options evaluated with the exception of the Franklin Avenue & Gitzel Street intersection. The City recently introduced a dedicated eastbound to northbound left-turn lane at this location. It is unclear if the new left-turn lane is operating with permissive-only (3-signal head) or protected + permissive (4-signal head) phasing as that information was not available at the time of this report. If operating with permissive-only phasing, it was noted that the movement and turn bay is expected to operate at capacity beginning in the 2022 horizon year under the PM peak hour scenario with a v/c ratio around 1.0 and a LOS F. This movement is expected to continue to operate at-capacity with a v/c ratio around 1.0 and a LOS F during the PM peak hour under the 2042 horizon as well. It was also noted that under both horizons, the 95th Percentile Queues for the eastbound left-turn movement is expected to exceed the approximate 45m turn bay length, potentially creating blockages to eastbound Franklin Avenue movement. It should be noted that these operational conditions are expected to occur as a result of the background traffic conditions, and not directly as a result of the proposed development's traffic impacts. However, with the proposed Option 4 and the new access roadway connection to Gitzel Street, development traffic is expected to use this eastbound left-turn movement to access the site and further impact the operations of this intersection and movement. If not already completed as part of the eastbound left-turn lane addition, potential mitigation measures for this include a potential upgrade from a 3-signal head to a 4-signal head on the eastbound approach, with modification of the intersection signal phasing to include a protected (green arrow) and permissive left-turn phases. An extension of the eastbound left-turn lane could also be considered in the future to adequately manage the potential 95th Percentile Queues on the eastbound left-turn, though this would not improve the LOS F or v/c ratios of the movement. The turn lane extension would allow vehicles to further queue without blocking the eastbound through lane.

The analysis results of each option indicate the following, as well as a recommended strategy:

Option 1: No physical changes would be made to the laneway, surrounding roadways or their operations. While the analysis results indicate all intersections would operate acceptably, the physical width of Matonabee Laneway (6.0m) could create discomfort for passing vehicles within the laneway. A standard travel lane width is approximately 3.2m, or 6.4m for two-way travel. As the laneway has a 6.0m passable width, it may be challenging to safely accommodate two opposing vehicles in the laneway. Two-way travel in the laneway would also require the restriction of parking within the laneway, as a parked vehicle would result in blockages. While it is acknowledged that two-way travel currently exists on Matonabee Laneway, discussions with the City and local residents indicates vehicles have been observed pulling over to the side when an opposing vehicle approaches. Therefore, this alignment is not recommended.

Option 2: No physical changes would be made to the laneway or surrounding roadways though operational changes would be made to the laneway. It was noted that the Matonabee Laneway approach at Franklin Avenue under this scenario is expected to operate at a LOS F

due to longer delays for traffic exiting the laneway onto Franklin Avenue. However, the volumes on this approach are minor, and the v/c ratios and 95th Percentile Queues are minor suggesting there is adequate capacity available. The longer delays on this approach are due to the volume increases along Franklin Avenue and the resulting limited gaps in traffic expected. However this analysis assumes a sustained 2% annual traffic growth rate between existing conditions and the 2042 horizon year, resulting in a conservative analysis. It should also be noted that the LOS F is a result of background traffic conditions, and not a result of the proposed development's traffic on the laneway. It was also noted that the 90-degree turn within the laneway near Matonabee Street could be challenging for larger vehicles such as delivery trucks. While these vehicles are expected to be relatively infrequent, the physical constraints of the laneway cannot be avoided if converted to one-way travel. Therefore, this alignment is not recommended.

Option 3: A variation of Option 1 and 2, Option 3 considered widening a portion of Matonabee Laneway from Matonabee Street to the AVEN's parking lot entrance, maintaining two-way operations along the full length of the laneway. Development traffic would be directed to use the Matonabee Street access to the laneway to minimize traffic impacts to the remainder of the laneway (between the AVEN's parking lot and Franklin Avenue). The proposed widening is expected to address the turning radii constraints at the 90-degree turn associated with delivery trucks, however a more detailed assessment would be required to determine if this is feasible. While the existing physical constraints of Matonabee Laneway between Franklin Avenue and the AVEN's parking lot entrance impacting the comfort of two opposing vehicles passing each other would remain, the condition is not expected to operate any worse than today. Given the unknowns noted above and the benefits of Option 4b noted below, this alignment is not recommended.

Option 4: Within Option 4, several variations of a new roadway connection to Gitzel Street were explored, with the variations related to the specific alignment of the connection and consideration for a cul-de-sac near the parking lot entrance. While the traffic operations are not expected to vary by one particular variation relative to another, a common operational concern between several variations is the introduction of an intersection within the laneway and the impacts of this relative to the appropriate traffic control measures, driver expectations within a laneway, and transportation safety. A stop sign or yield sign on the approach from Matonabee Street with free-flow conditions along the new roadway connection to Gitzel Street would be appropriate given the configuration as a 'T' intersection. However, drivers may not expect to encounter a stop or yield sign within a laneway, which result in a safety issue if vehicles do not adhere to the traffic control measure. In addition, the relatively low frequency of volumes within the laneway could result in drivers becoming accustomed to rolling stops or inadequate checks for opposing vehicles before proceeding, creating further safety concerns. Finally, the distance from the new intersection to both Matonabee Street and Gitzel Street would be approximately 50-55m measured from centerline-to-centerline. Should any vehicles be queued at the new intersection, this relatively short stacking distance may not provide adequate stopping distance for subsequent vehicles to stop. Therefore, Option 4a is not recommended. However, one of the alternatives within Option 4 was to block Matonabee

Laneway at the new roadway and therefore disallow access from Matonabee Street, allowing vehicles to enter and exit the development site and remainder of Matonabee Laneway using the new roadway only. This variation would mitigate the risks associated with an intersection within a laneway. This configuration within the Option 4 alignment, Option 4b, is recommended.

In addition to Option 4b and the noted improvements to the Franklin Avenue & Gitzel Street intersection, minor signal timing adjustments may be required over the 20-year horizon to accommodate future traffic volumes.

Pedestrian and cyclists are not anticipated to utilize the laneway to access the development site, therefore separate accommodations are not required nor proposed at this location. Pedestrians and cyclists are expected to use 57 Street to access the development. It is anticipated that the laneway has sufficient capacity to accommodate the volume increases associated with the proposed development.

Table of Contents

EXECUTIVE SUMMARY	ii
1.0 INTRODUCTION	1.1
1.1 BACKGROUND.....	1.1
1.2 STUDY OBJECTIVES.....	1.1
1.3 STUDY AREA	1.2
2.0 EXISTING CONDITIONS	2.1
2.1 ROAD NETWORK.....	2.1
2.2 EXISTING TRAFFIC VOLUMES.....	2.1
2.3 EXISTING OPERATING CONDITIONS	2.4
3.0 PROPOSED DEVELOPMENT	3.1
3.1 TRIP GENERATION	3.2
3.2 TRIP DISTRIBUTION AND ASSIGNMENT.....	3.4
4.0 INTERSECTION CAPACITY ASSESSMENT	4.1
4.1 BACKGROUND TRAFFIC VOLUMES	4.1
4.2 OPTION 1 POST-DEVELOPMENT TRAFFIC VOLUMES.....	4.6
4.3 OPTION 2 POST-DEVELOPMENT TRAFFIC VOLUMES.....	4.11
4.4 OPTION 3 POST-DEVELOPMENT TRAFFIC VOLUMES.....	4.16
4.5 OPTION 4 POST-DEVELOPMENT TRAFFIC VOLUMES.....	4.21
4.6 INTERSECTION ANALYSIS.....	4.30
5.0 CONCLUSIONS	5.1

LIST OF TABLES

Table 2.1 Level of Service Criteria	2.4
Table 3.1 – Proposed Facility Trip Generation (Roadway AM and PM Peak Hours).....	3.3
Table 3.2 – Proposed Facility Trip Generation (Peak Generator Period).....	3.3
Table 4.1 – Existing Conditions Level of Service Summary	4.34
Table 4.2 – 2022 Background Conditions Level of Service Summary	4.35
Table 4.3 – 2042 Background Conditions Level of Service Summary	4.36
Table 4.4 – 2022 Background Conditions Level of Service Summary – Option 2.....	4.37
Table 4.5 – 2042 Background Conditions Level of Service Summary – Option 2.....	4.38
Table 4.6 – 2022 Post-Development Conditions Level of Service Summary – Option 1	4.39
Table 4.7 – 2042 Post-Development Conditions Level of Service Summary – Option 1	4.40
Table 4.8 – 2022 Post-Development Conditions Level of Service Summary – Option 2	4.41
Table 4.9 – 2042 Post-Development Conditions Level of Service Summary – Option 2	4.42

Table 4.10 – 2022 Post-Development Conditions Level of Service Summary – Option 3	4.43
Table 4.11 – 2042 Post-Development Conditions Level of Service Summary – Option 3	4.44
Table 4.12 – 2022 Post-Development Conditions Level of Service Summary – Option 4a.....	4.45
Table 4.13 – 2042 Post-Development Conditions Level of Service Summary – Option 4a.....	4.46
Table 4.14 – 2022 Post-Development Conditions Level of Service Summary – Option 4b.....	4.47
Table 4.15 – 2042 Post-Development Conditions Level of Service Summary – Option 4b.....	4.48

LIST OF FIGURES

Figure 1.1 – Proposed Site Layout.....	1.4
Figure 2.1 - Existing AM Peak Hour Traffic Volumes	2.2
Figure 2.2 - Existing PM Peak Hour Traffic Volumes.....	2.3
Figure 3.1 – AM Site Generated Trips – Option 1	3.5
Figure 3.2 – PM Site Generated Trips – Option 1.....	3.6
Figure 3.3 – AM Site Generated Trips – Option 2	3.7
Figure 3.4 – PM Site Generated Trips – Option 2.....	3.8
Figure 3.5 – AM Site Generated Trips – Option 3	3.9
Figure 3.6 – PM Site Generated Trips – Option 3.....	3.10
Figure 3.7 – AM Site Generated Trips – Option 4	3.11
Figure 3.8 – PM Site Generated Trips – Option 4.....	3.12
Figure 4.1 - 2022 AM Peak Hour Background Traffic Volumes	4.2
Figure 4.2 - 2022 PM Peak Hour Background Traffic Volumes.....	4.3
Figure 4.3 - 2042 AM Peak Hour Background Traffic Volumes	4.4
Figure 4.4 - 2042 PM Peak Hour Background Traffic Volumes.....	4.5
Figure 4.5 - 2022 AM Peak Hour Post-Development Traffic Volumes – Option 1	4.7
Figure 4.6 - 2022 PM Peak Hour Post-Development Traffic Volumes – Option 1	4.8
Figure 4.7 - 2042 AM Peak Hour Post-Development Traffic Volumes – Option 1	4.9
Figure 4.8 - 2042 PM Peak Hour Post-Development Traffic Volumes – Option 1	4.10
Figure 4.9 - 2022 AM Peak Hour Post-Development Traffic Volumes – Option 2	4.12
Figure 4.10 - 2022 PM Peak Hour Post-Development Traffic Volumes – Option 2.....	4.13
Figure 4.11 - 2042 AM Peak Hour Post-Development Traffic Volumes – Option 2	4.14
Figure 4.12 - 2042 PM Peak Hour Post-Development Traffic Volumes – Option 2.....	4.15
Figure 4.13 - 2022 AM Peak Hour Post-Development Traffic Volumes – Option 3	4.17
Figure 4.14 - 2022 PM Peak Hour Post-Development Traffic Volumes – Option 3.....	4.18
Figure 4.15 - 2042 AM Peak Hour Post-Development Traffic Volumes – Option 3	4.19
Figure 4.16 - 2042 PM Peak Hour Post-Development Traffic Volumes – Option 3.....	4.20
Figure 4.17 - 2022 AM Peak Hour Post-Development Traffic Volumes – Option 4a.....	4.22
Figure 4.18 - 2022 PM Peak Hour Post-Development Traffic Volumes – Option 4a	4.23

Figure 4.19 - 2042 AM Peak Hour Post-Development Traffic Volumes – Option 4a	4.24
Figure 4.20 - 2042 PM Peak Hour Post-Development Traffic Volumes – Option 4a	4.25
Figure 4.21 - 2022 AM Peak Hour Post-Development Traffic Volumes – Option 4b	4.26
Figure 4.22 - 2022 PM Peak Hour Post-Development Traffic Volumes – Option 4b	4.27
Figure 4.23 - 2042 AM Peak Hour Post-Development Traffic Volumes – Option 4b	4.28
Figure 4.24 - 2042 PM Peak Hour Post-Development Traffic Volumes – Option 4b	4.29

LIST OF APPENDICES

APPENDIX A	SITE LAYOUT	A.1
APPENDIX B	TRAFFIC COUNTS	B.1
APPENDIX C	EXISTING CONDITIONS, 2022 AND 2042 BACKGROUND CONDITIONS SYNCHRO OUTPUTS	C.1
APPENDIX D	OPTION 1 POST-DEVELOPMENT CONDITIONS SYNCHRO OUTPUTS	D.1
APPENDIX E	OPTION 2 BACKGROUND AND POST-DEVELOPMENT CONDITIONS SYNCHRO OUTPUTS	E.1
APPENDIX F	OPTION 3 POST-DEVELOPMENT CONDITIONS SYNCHRO OUTPUTS	F.1
APPENDIX G	OPTION 4A POST-DEVELOPMENT CONDITIONS SYNCHRO OUTPUTS.....	G.1
APPENDIX H	OPTION 4B POST-DEVELOPMENT CONDITIONS SYNCHRO OUTPUTS	H.1

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Introduction
April 5, 2021

1.0 INTRODUCTION

1.1 BACKGROUND

AVENS, A Community for Seniors (Client) is proposing a new seniors living facility located immediately north of Avens Manor and Franklin Avenue, west of Matonabee Street and south of Gitzel Street in Yellowknife, NT. The proposed facility will consist of approximately 112 units, of which 28 units are expected to operate as supportive living with the remainder operating as senior assisted living. One of the accesses to the facility is proposed through 57 Street off Franklin Avenue, leading to a drop off area and approximately 12 existing parking stalls. Primary access to the facility's parking lot is proposed through Matonabee Laneway that connects between Franklin Avenue and Matonabee Street. Four potential alignment / configuration options for Matonabee Laneway were evaluated as part of this TIA and are discussed in more detail in Section 3.0 of this report.

The primary parking lots for the facility are located along Matonabee Laneway. Both Matonabee Laneway and 57 Street are existing roadways. The location of the proposed development is illustrated in the site plan provided in **Figure 1.1**. A site layout is provided in **Appendix A**.

1.2 STUDY OBJECTIVES

The objectives of the TIA are as follows:

- Determine existing and future (horizon years 2022 and 2042) traffic conditions in the vicinity of the proposed development. The 2042 horizon is utilized to evaluate the long-term operations of the study intersections with the proposed facility.
- Estimate the magnitude and characteristics of peak hour traffic generated by the proposed facility using the Institute of Transportation Engineers' (ITE) *Trip Generation*, 10th Edition. This site-generated traffic will be added to the existing traffic volumes using existing traffic flow patterns within the area.
- Evaluate operations of the study intersections once the facility is operational, including the potential need for intersection improvements such as changes to auxiliary lanes (turn lanes, deceleration and acceleration lanes), street lighting and operational changes (traffic controls).
- Assess four (4) potential alignment / configuration options for Matonabee Laneway to provide access to the AVEN's facility and provide a recommendation.

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Introduction
April 5, 2021

1.3 STUDY AREA

The study area was defined during the TIA scoping stage between the Client and the City of Yellowknife. The following study intersections were identified to be evaluated in this study:

1. 57 Street at Franklin Avenue
2. 57/Matonabee Laneway at Franklin Avenue
3. Matonabee Street at Franklin Avenue
4. 57/Matonabee Laneway and Mildred Hall Laneway at Matonabee Street
5. Gitzel Street at Matonabee Street
6. Proposed Gitzel Street Access for Option 4
7. Franklin Avenue at Gitzel Street (added by the City following the February 19, 2021 TIA)

Traffic counts were not available for any of the study intersections except the Franklin Avenue & Gitzel Street intersection. Therefore, new traffic counts were conducted for the other study intersections. The City also noted that traffic generated by Mildred Hall School would be required to be included in the scope, as the school already contributes significantly to the Matonabee Street at Franklin Avenue and 57/Matonabee Laneway & Mildred Hall Laneway at Matonabee Street intersections. In addition, the City confirmed that traffic counts conducted under the current pandemic conditions would be acceptable. As a result, it was necessary to delay traffic data collection until Fall 2020 once schools re-started. In addition, it is traffic engineering practice to delay data collection until after the 2nd or 3rd week of school, to allow adequate time for traffic patterns and driver behaviours to normalize.

Traffic volumes for the Franklin Avenue & Gitzel Street intersection were provided by the City and ranged between February 1, 2021 to March 10, 2021. A detailed review of all the data provided was not conducted as it was beyond the scope of this study, however to minimize the potential impacts of winter conditions and Covid-19 impacts to the data, Tuesday March 9, 2021 was selected as an adequate and recent representation of typical roadway conditions. It should be noted that the data provided by the City was limited to approach-only data and did not include a detailed breakdown by turning movement. Therefore, to extrapolate turning volumes from the approach data, the following process was followed:

1. The peak hour period, consisting of the highest four consecutive 15-minute intervals, were identified for the AM peak period (6:00am – 9:00am) and PM peak period (3:00pm – 6:00pm).



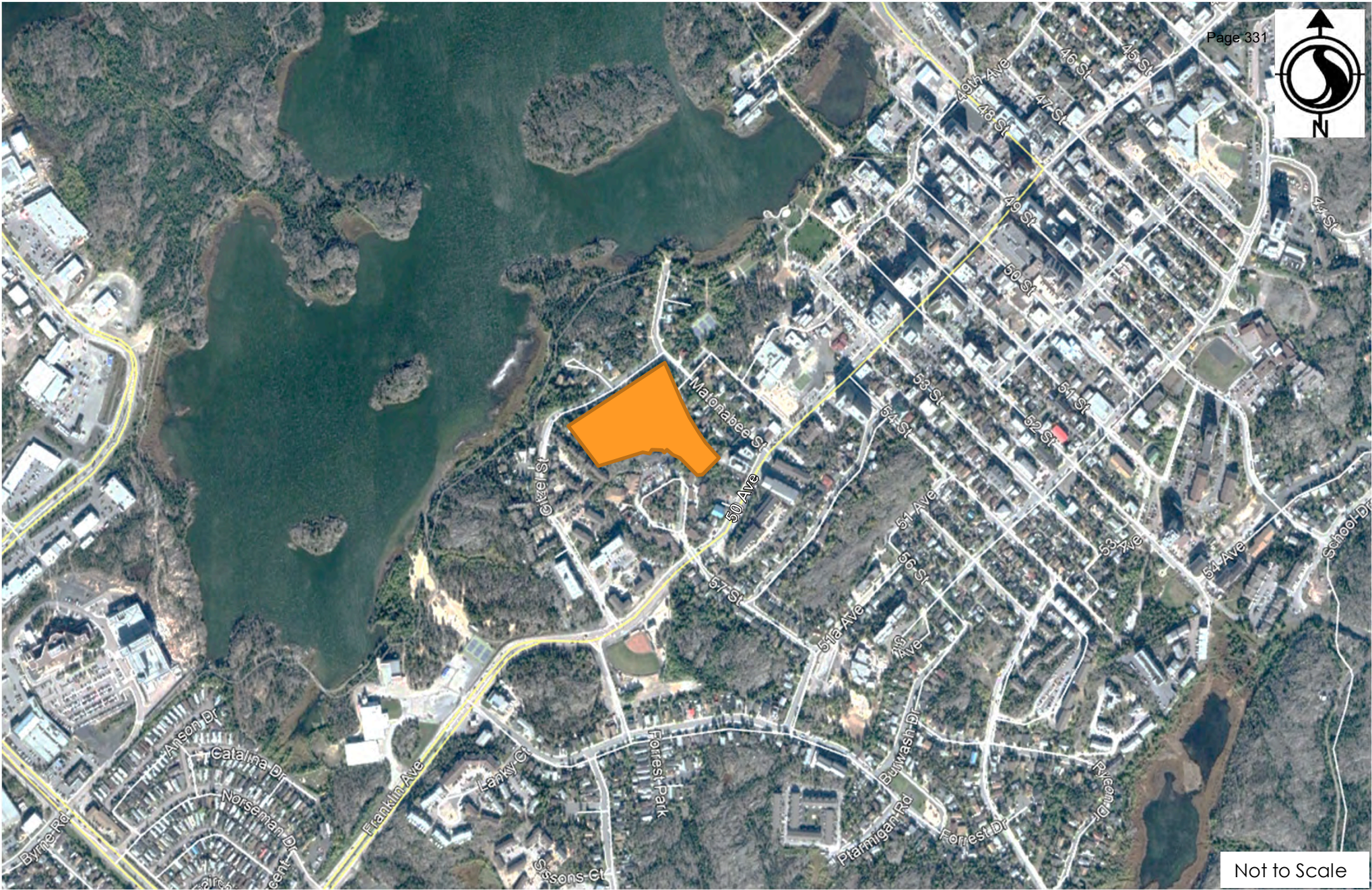
AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Introduction

April 5, 2021

2. The existing split of eastbound / westbound traffic along Franklin Avenue was calculated for each peak hour. The calculated percentages were then applied to the approach volumes on Gitzel Street to estimate turning volumes from Gitzel Street.
3. The volume of westbound left-turns was provided in the City's data set. It was necessary to assume the percentage of westbound left-turns relative to the total number of westbound vehicles would be comparable for the eastbound approach and eastbound rights. The percentage of westbound left-turns relative to the total westbound volumes were calculated.
4. The percentage of westbound left-turns were then applied to the eastbound approach for SB-Lane1 only, as vehicles in SB-Lane2 would be unable to make a right-turn from that lane. This methodology allowed for an estimation of eastbound right-turns from Franklin Avenue onto Gitzel Street.





Not to Scale



Avens Pavillion Transportation Impact Assessment

LEGEND

 Site Location

FIGURE 1.1
Proposed Site Location

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Existing Conditions
April 5, 2021

2.0 EXISTING CONDITIONS

2.1 ROAD NETWORK

The proposed facility is located immediately north of Avens Manor and Franklin Avenue, west of Matonabee Street and south of Gitzel Street in Yellowknife, NT. One of the accesses to the facility is proposed through 57 Street off Franklin Avenue, leading to a drop off area and approximately 12 existing parking stalls. Primary access to the facility's parking lot is proposed through Matonabee Laneway that connects between Franklin Avenue and Matonabee Street. The primary parking lots for the facility are accessed from Matonabee Laneway.

Franklin Avenue is a 4-lane undivided roadway with a posted speed limit of 45 km/h. Surrounding land uses consist of both residential and non-residential uses within the study area. The intersections of Gitzel Street, Matonabee Street and 57 Street with Franklin Avenue are signalized intersections.

Matonabee Street is a 2-lane undivided roadway with an unposted but assumed speed limit of 45 km/h. Surrounding land uses consist primarily of residential uses within the study area. Aside from the intersection with Franklin Avenue, all other intersections along the corridor are unsignalized.

Matonabee Laneway is a 6.0m wide unpaved lane that connects Franklin Avenue and Matonabee Street. No posted speed limit is evident, however given the condition of the roadway, a nominal speed is assumed. Delivery trucks to the proposed facility are expected to use Matonabee Laneway. If required in an emergency, fire trucks are able to utilize the laneway to access the facility.

57 Street is a private 2-lane roadway that loops through the Aven Manor senior facility. A posted speed limit of 10 km/h is indicated on the north leg. The south leg has an unposted but assumed speed limit of 45 km/h. Fire trucks and emergency vehicles accessing the proposed facility are expected to use 57 Street.

2.2 EXISTING TRAFFIC VOLUMES

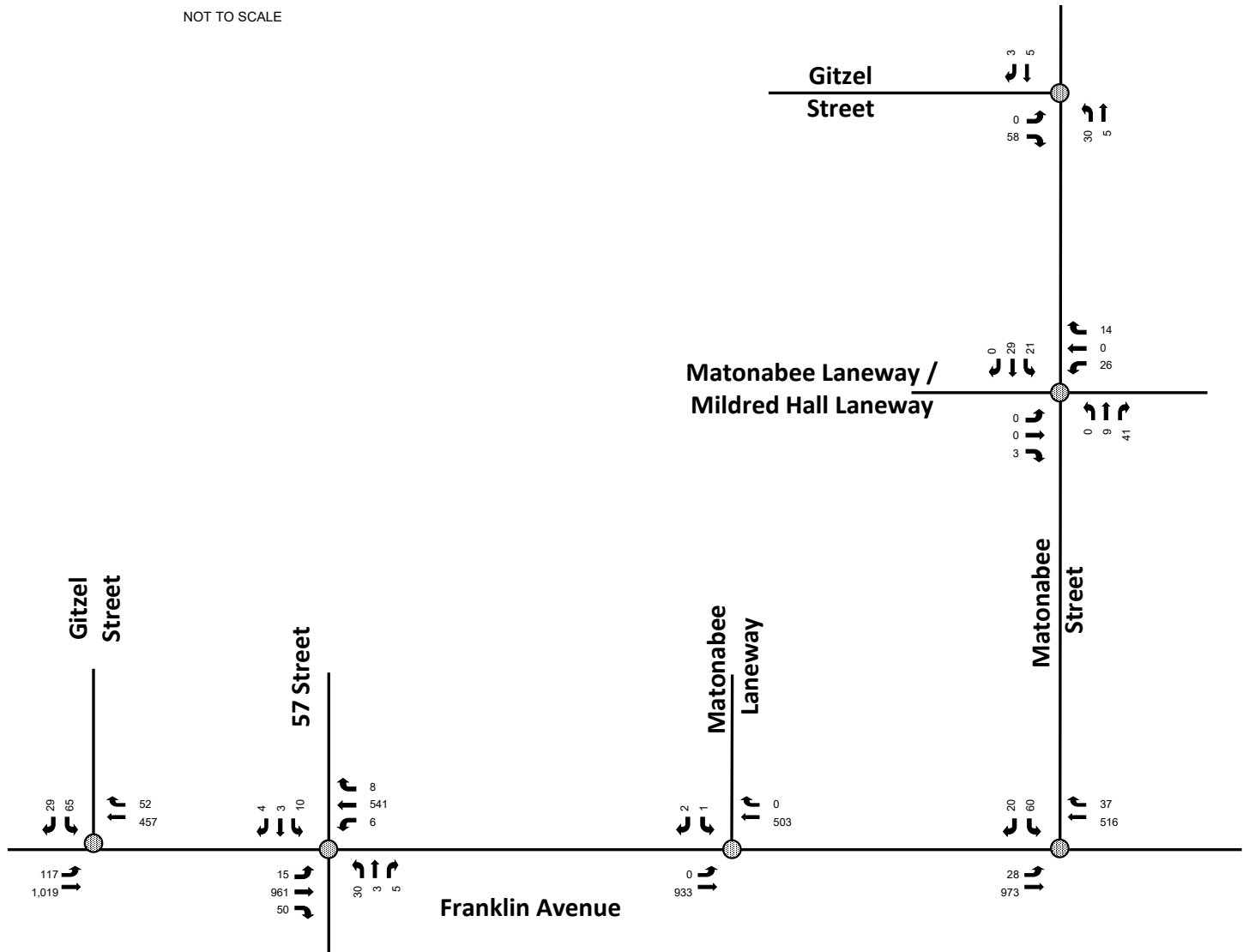
Existing traffic volumes at the study intersections noted previously were documented by collecting traffic volumes for a typical weekday during the AM and PM peak hour periods. As requested by the City, data collection was conducted between September 14, 2020 and September 25, 2020 (excluding the intersection of Franklin Avenue & Gitzel Street). Volume imbalances between intersections are expected as data was collected at different intersections on differing days. The resulting AM and PM peak hour existing volumes are summarized in **Figure 2.1** and **Figure 2.2**, respectively. The raw traffic counts are included in **Appendix B**.





NOT TO SCALE

- Legend**
- Roadway
 - Study Intersection



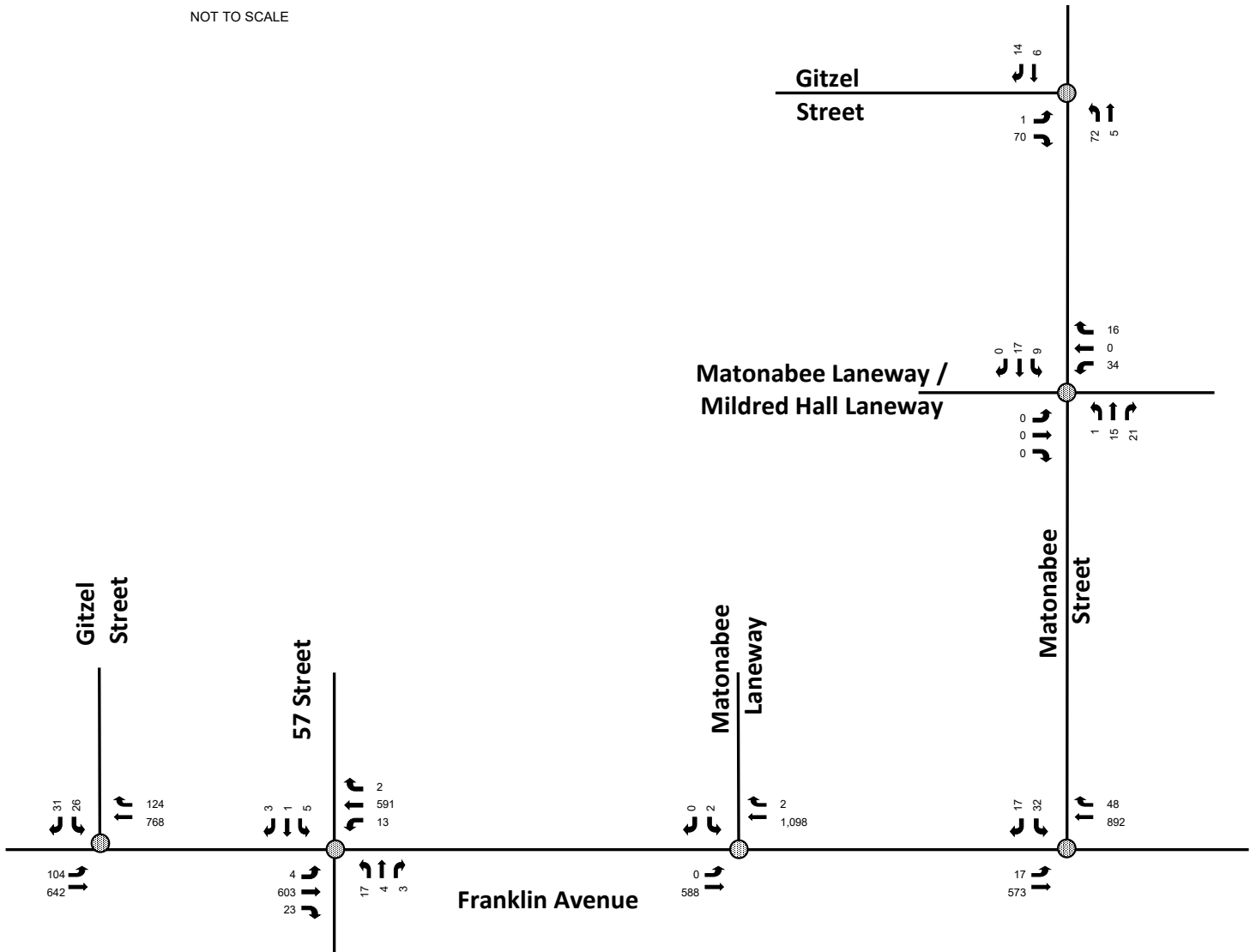
Avens Pavillion
Transportation Impact Assessment
April 2021

Existing Conditions
AM Peak Hour
Figure # 2.1



NOT TO SCALE

- Legend**
- Roadway
 - Study Intersection



Avens Pavillion
Transportation Impact Assessment
April 2021

Existing Conditions
PM Peak Hour
Figure # 2.2

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Existing Conditions
April 5, 2021

2.3 EXISTING OPERATING CONDITIONS

The intersection analysis for the analyzed intersections was undertaken using the Synchro 10 software package, which is based on the Highway Capacity Manual (HCM 2010).

For unsignalized intersections, the methodology considers the intersection geometry, the traffic volumes, the posted speed limit, and the type of intersection control. The average delay for each individual movement from the minor street, the major street left-turn movements and the overall intersection are calculated. An operation level of service (LOS) is then assigned based on the calculated average delay. For signalized intersections, the methodology considers the intersection geometry, the traffic volumes, the posted speed limit, the traffic signal phasing/timing plan as well as pedestrian volumes. The average delay for each lane group and the overall intersection are calculated. An operation LOS is then assigned based on the calculated average delay. The level of service criteria for both signalized and unsignalized intersections is described in **Table 2.1**.

Table 2.1 Level of Service Criteria

Level of Service	Average Control Delay (seconds per vehicle)		Comment
	Signalized Intersection	Unsignalized Intersection	
A	10.0 or less	10.0 or less	Very good operation
B	10.1 to 20.0	10.1 to 15.0	Good operation
C	20.1 to 35.0	15.1 to 25.0	Acceptable operation
D	35.1 to 55.0	25.1 to 35.0	Congestion
E	55.1 to 80.0	35.1 to 50.0	Significant congestion
F	More than 80.0	More than 50.0	Unacceptable operation
Breakdown	Very high	Very high	Conditions so poor that capacity calculations are meaningless

The volume-to-capacity (v/c) ratio was also considered. If the v/c ratio for a movement is greater than 1.00, then that movement has technically exceeded capacity.

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Proposed Development
April 5, 2021

3.0 PROPOSED DEVELOPMENT

The proposed seniors facility will consist of approximately 112 units, of which 28 units are expected to operate as supportive living with the remainder operating as senior assisted living. The proposed facility is currently assumed to be constructed and achieve full or close-to-full occupancy by 2022. As noted previously, the site layout is provided in **Appendix A**. Access to the facility is proposed through 57 Street off Franklin Avenue, leading to a drop off area and approximately 12 existing parking stalls.

The primary parking lots for the facility are accessible from Matonabee Laneway. Four (4) potential options have been evaluated in this TIA for the primary access. The four options considered consist of the following:

- Option 1: Two-way operations on Matonabee Laneway (No Modifications Scenario). Access to the facility's primary parking lot would be through Matonabee Laneway and the laneway would continue to operate as a two-way facility between Matonabee Street to Franklin Avenue. It should be noted that no physical modifications or operational changes are proposed to the laneway or surrounding roadway network under this option.
- Option 2: One-way operations on Matonabee Laneway (full-length). Access to the facility's primary parking lot would be through Matonabee Laneway, however the laneway would be converted to one-way from Matonabee Street (entrance) to Franklin Avenue (exit). It should be noted that no physical modifications are proposed to the laneway or surrounding roadway network under this option, however an operational change would be made to the laneway.
- Option 3: Widening Matonabee Laneway from Matonabee Street to the AVEN's parking lot entrance. Access to the facility would be from Matonabee Laneway, with site traffic using only a newly widened portion between Matonabee Street and the parking lot entrance. The remainder of the laneway would remain 6.0m and continue to operate as two-way.
- Option 4: Construction of a new roadway from Gitzel Street to the AVEN's parking lot entrance. Access to the facility would be through this new access, which would involve a partial widening of Matonabee Laneway from the parking lot entrance to the 90-degree turn.
 - Within Option 4, several alignment / configurations options were considered relative to the new roadway, such as a "straight" road, a "straight" road with a cul-de-sac near the property entrance, and an "angled" roadway. From a level-of-service and traffic operations perspective, the varying alignments / configurations would not impact the analysis results, however it would impact vehicle turnarounds and sight lines. This option is referred to as Option 4a.

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Proposed Development
April 5, 2021

- o A separate option that was considered within Option 4 was to block Matonabee Laneway at the newly proposed access roadway, thereby requiring development traffic and other traffic using the remainder of Matonabee Laneway to access the site from Gitzel Street. This option was evaluated following the City's review of the February 19, 2021 TIA and as an approach to mitigate the potential conflict zone within the laneway created by the intersection. For reference purposes, this option is called Option 4b.

The results of each of these options are provided in later sections of this report.

3.1 TRIP GENERATION

Trip generation for the proposed seniors facility is based on data from the Institute of Transportation Engineers' (ITE) *Trip Generation*, 10th Edition, the industry standard manual used to estimate traffic from new developments. Using the proposed 112 units, ITE's Land Use Code (LUC) 254, Assisted Living, was utilized to estimate weekday AM and PM peak hour trip generation.

A summary of the peak hour site-generated traffic is shown in **Table 3.1**. It should be noted that these volumes do not represent the peak trip generation of the proposed facility, but the trips anticipated to occur during the roadway's AM and PM peak hour periods (measured as approximately 7:45am – 8:45am and 4:30pm – 5:30pm, respective). The peak generator formulas from ITE's *Trip Generation* provide estimates for the peak activity hours of the proposed seniors facility and are summarized in **Table 3.2**. The AM and PM peak generator volumes are anticipated to occur between the hours of 11:30am – 12:30pm and 12:30pm – 1:30pm, respectively. The generator peak values are not used in the analysis as the roadway volumes are typically less during these periods compared to the AM and PM peak hour periods, resulting a lower total combined volume during the generator periods compared to the AM and PM peak hour periods. This would result in a less conservative analysis of the intersections' operations. Therefore, the generator peak values are provided as information only and for comparisons to the AM and PM peak hour trip generation volumes.

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Proposed Development
April 5, 2021

Table 3.1 – Proposed Facility Trip Generation (Roadway AM and PM Peak Hours)

AM TRIP GENERATION							
Description	Intensity	Trip Rate	Total Trips	Inbound		Outbound	
				Split	Trips	Split	Trips
Assisted Living	112 Units	0.18 / Unit	20	68%	14	32%	6
PM TRIP GENERATION							
Description	Intensity	Trip Rate	Total Trips	Inbound		Outbound	
				Split	Trips	Split	Trips
Assisted Living	112 Units	0.29 / Unit	32	50%	16	50%	16

Table 3.2 – Proposed Facility Trip Generation (Peak Generator Period)

AM TRIP GENERATION							
Description	Intensity	Trip Rate	Total Trips	Inbound		Outbound	
				Split	Trips	Split	Trips
Assisted Living	112 Units	0.23 / Unit	26	72%	19	28%	7
PM TRIP GENERATION							
Description	Intensity	Trip Rate	Total Trips	Inbound		Outbound	
				Split	Trips	Split	Trips
Assisted Living	112 Units	0.37 / Unit	41	39%	16	61%	25

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Proposed Development
April 5, 2021

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution patterns for the trips generated by the proposed facility were based on a review of the existing travel patterns from the traffic data collected. Based on the land use and the travel patterns, a differing travel pattern was applied for the AM and PM peak hour periods. The peak hour distributions applied to the site generated traffic volumes is as follows:

AM Peak Hour:

- To / From the west (along Franklin Avenue): 65%
- To / From the east (along Franklin Avenue): 35%

PM Peak Hour:

- To / From the west (along Franklin Avenue): 35%
- To / From the east (along Franklin Avenue): 65%

Trips were assigned to various routes to access the facility using 57 Street, Matonabee Street, Matonabee Laneway and the new access road connection to Gitzel Street under Option 4 and based on reasonable travel patterns for each peak period. As noted previously, four potential site access options were considered as part of this TIA, with a slightly different distribution applied to each option. Under Option 4, development traffic from the west along Franklin Avenue are assumed to use the new eastbound left-turn lane at Franklin Avenue and Gitzel Street to access the site as the shortest path. Similarly, development traffic from the east along Franklin Avenue are assumed to make a westbound right-turn at Franklin Avenue and Matonabee Street to access the site.

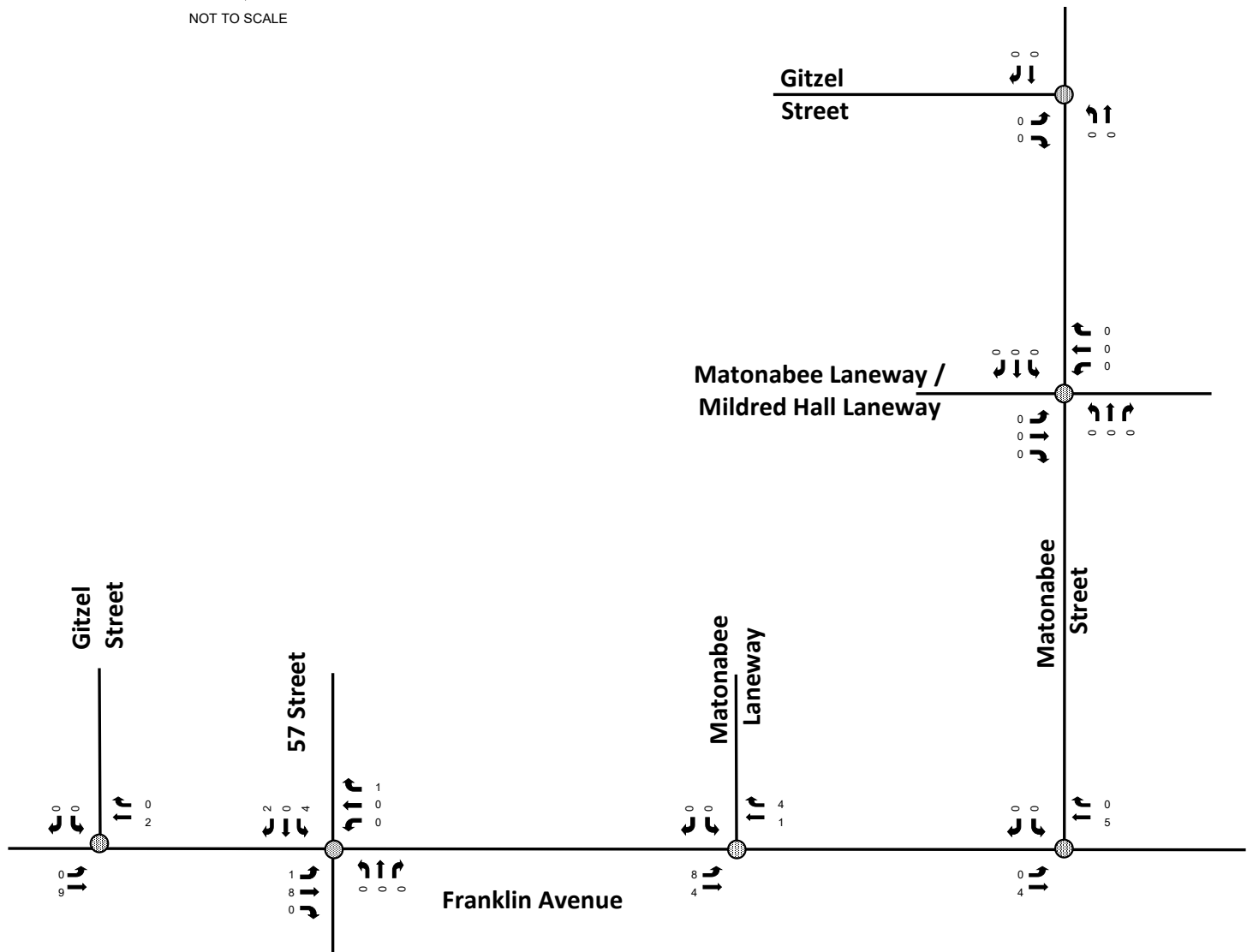
The assignment of the site-generated trips under Option 1 is illustrated in **Figure 3.1** and **Figure 3.2** for the AM and PM peak hours, respectively.

The assignment of the site-generated trips under Option 2 is illustrated in **Figure 3.3** and **Figure 3.4** for the AM and PM peak hours, respectively.

The assignment of the site-generated trips under Option 3 is illustrated in **Figure 3.5** and **Figure 3.6** for the AM and PM peak hours, respectively.

The assignment of the site-generated trips under Option 4 is illustrated in **Figure 3.7** and **Figure 3.8** for the AM and PM peak hours, respectively.

Legend
— Roadway
○ Study Intersection



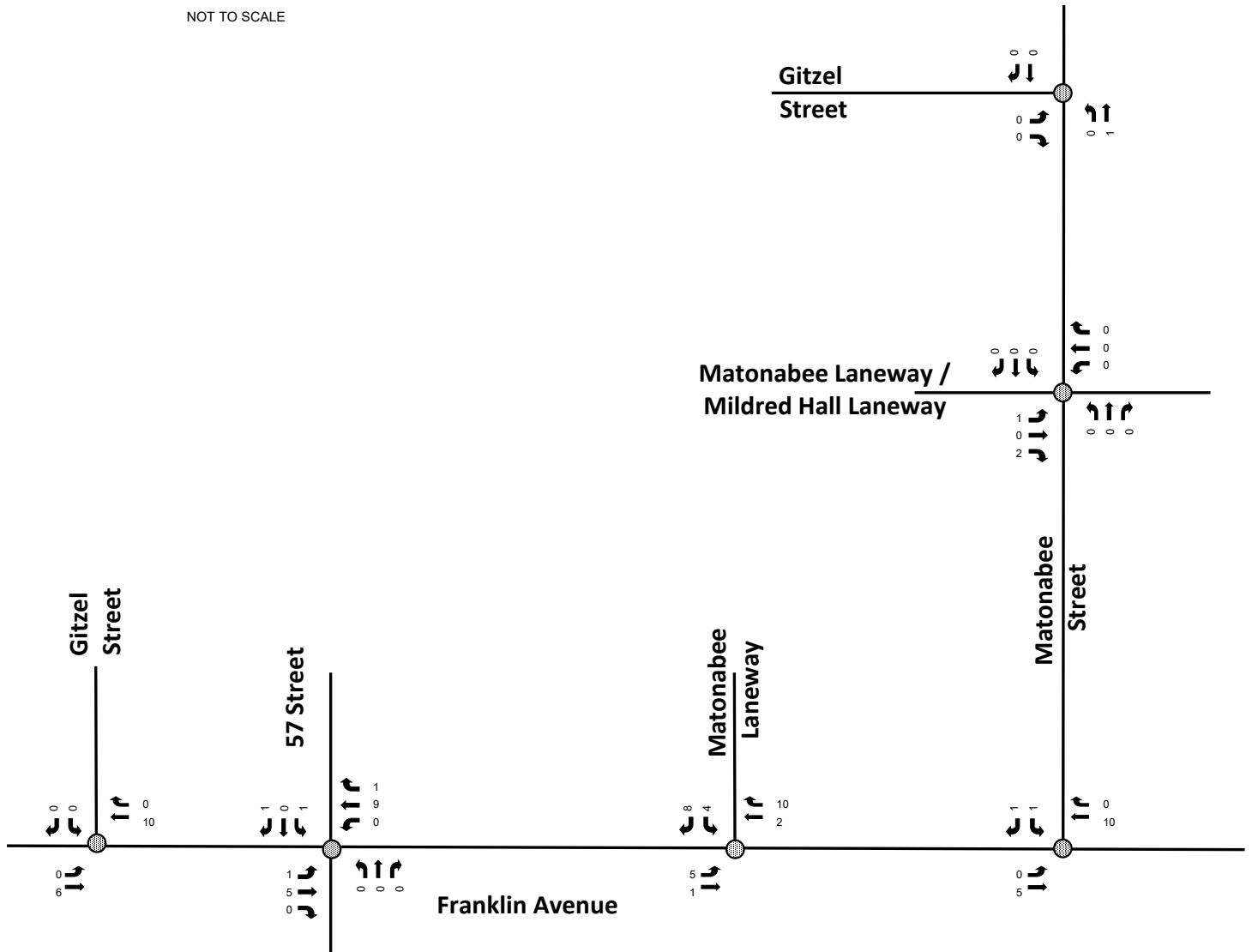
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Transportation Impact Assessment
April 2021

Option 1: Site-Generated Traffic

AM Peak Hour

Figure # 3.1

Legend
 — Roadway
 ○ Study Intersection



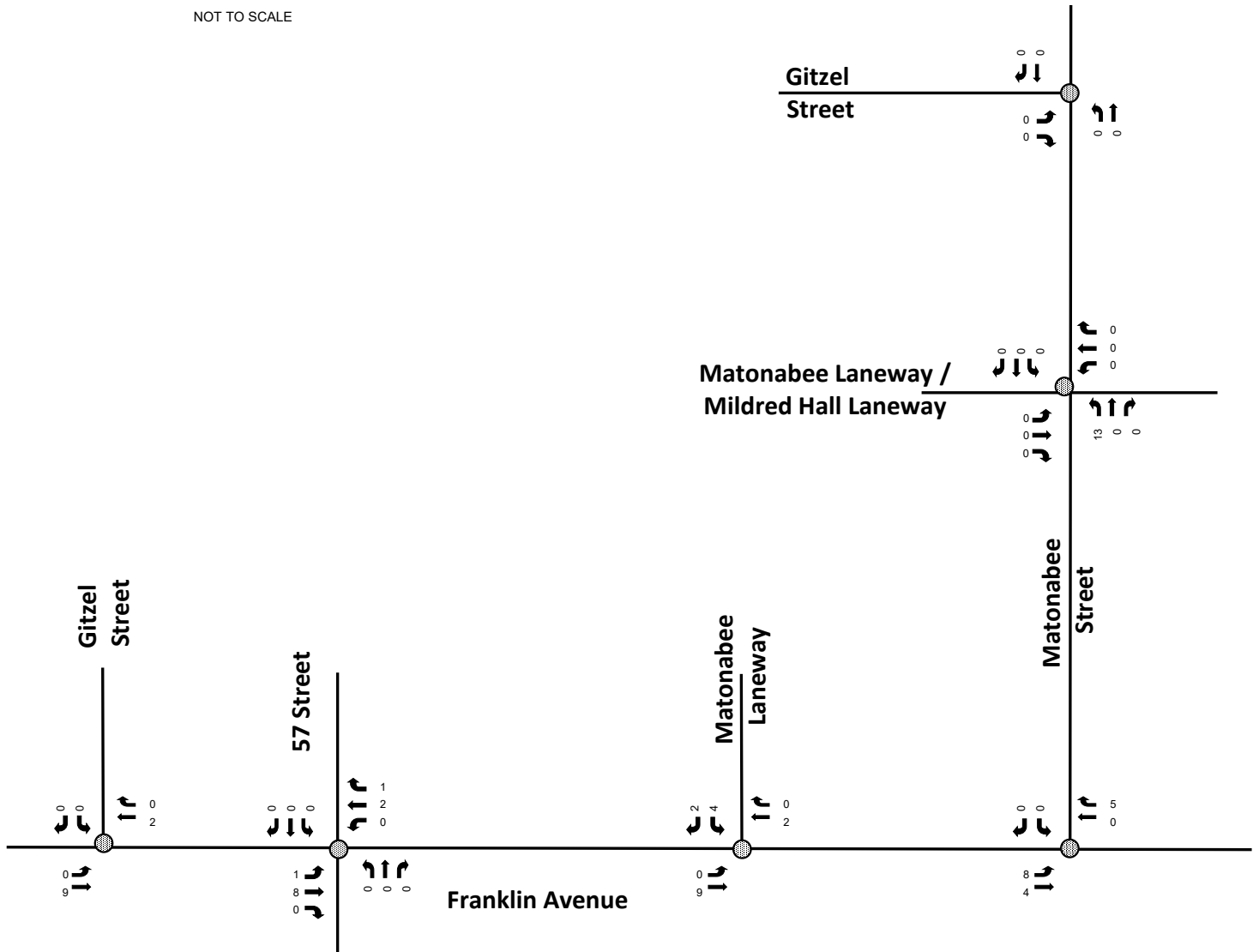
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April 2021

Option 1: Site-Generated Traffic

PM Peak Hour

Figure # 3.2

Legend
 — Roadway
 ○ Study Intersection



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Transportation Impact Assessment
April 2021

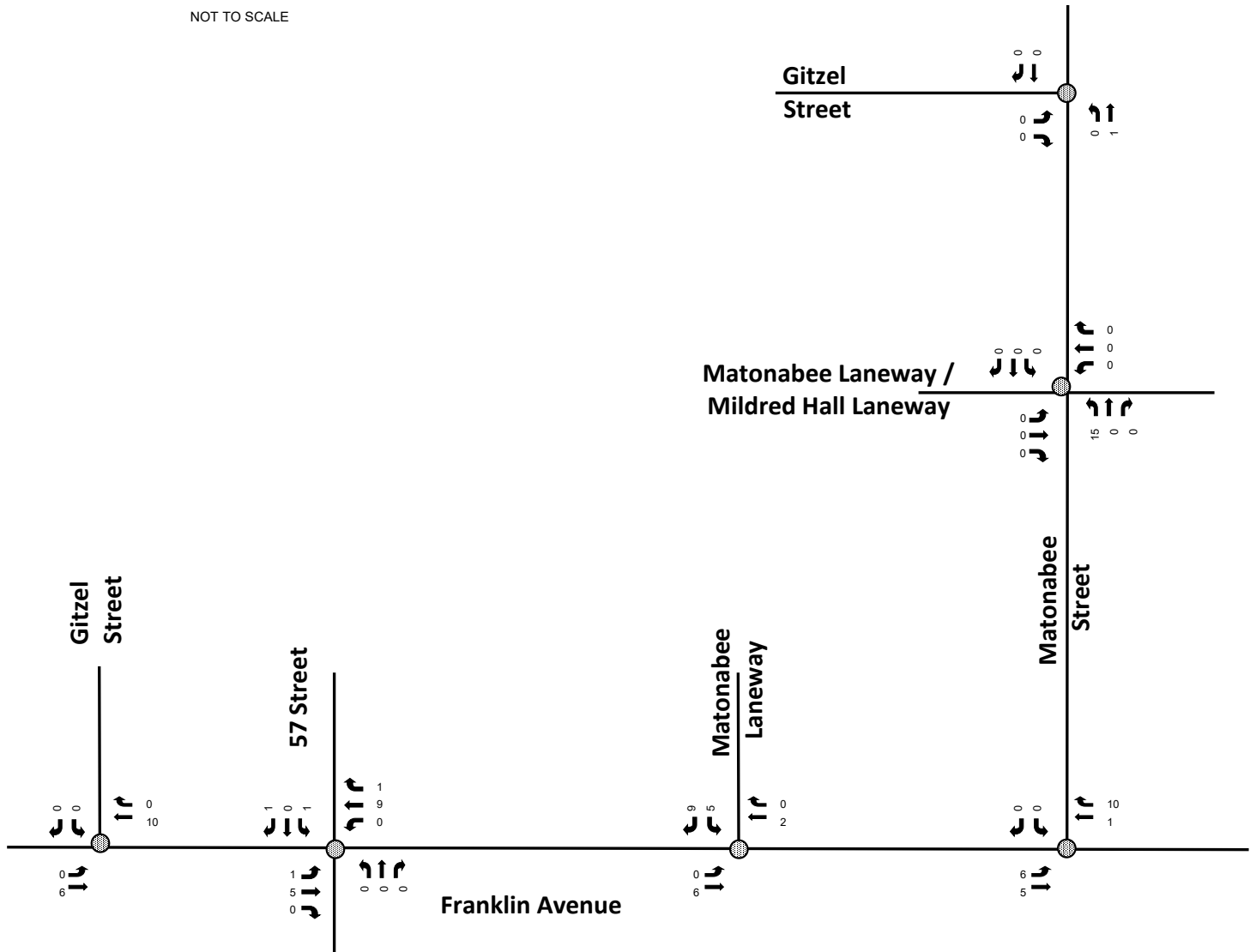
Option 2: Site-Generated Traffic

AM Peak Hour

Figure # 3.3



- Legend**
- Roadway
 - Study Intersection



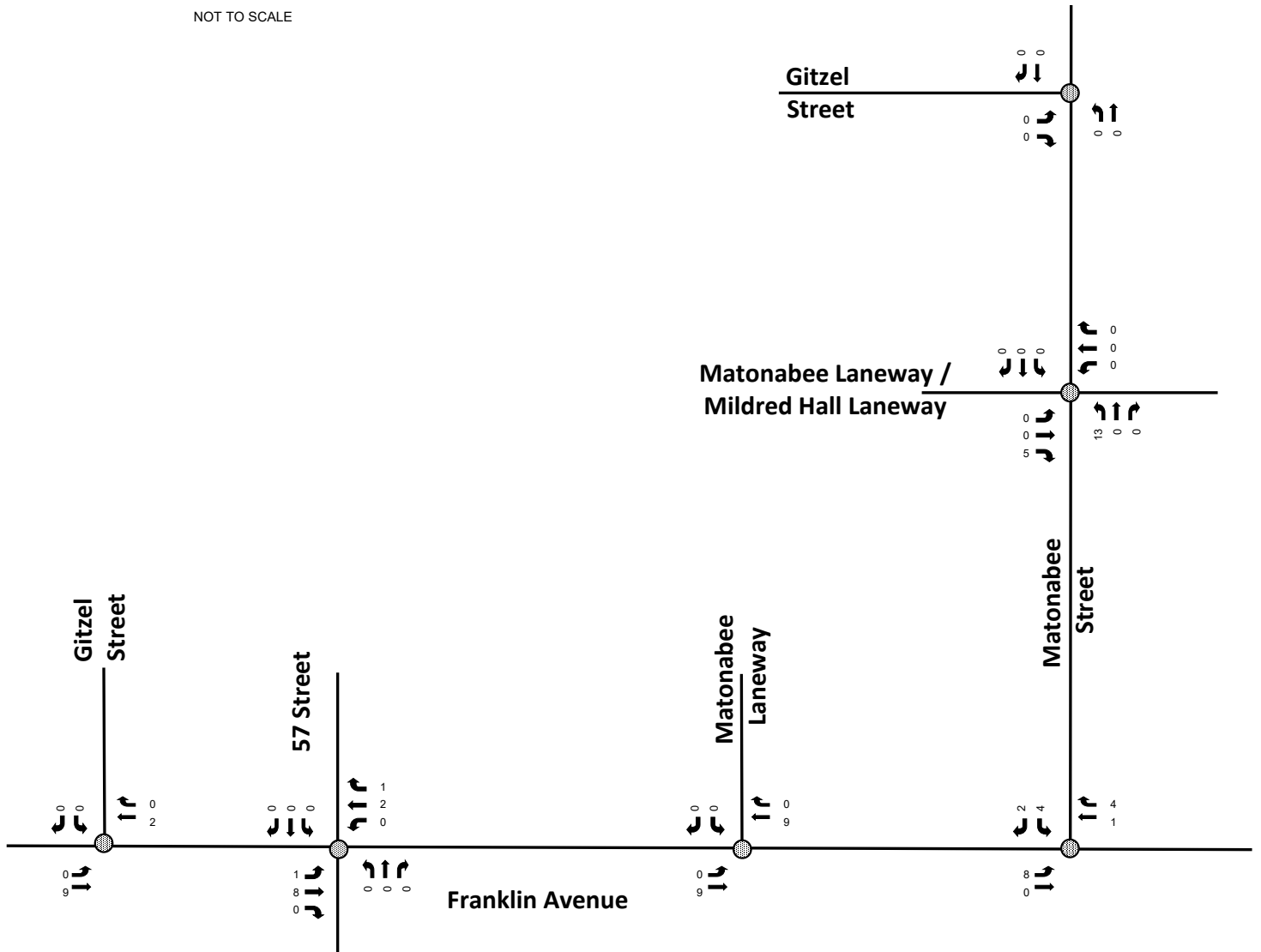
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Option 2: Site-Generated Traffic

PM Peak Hour

Figure # 3.4

Legend
 — Roadway
 ○ Study Intersection



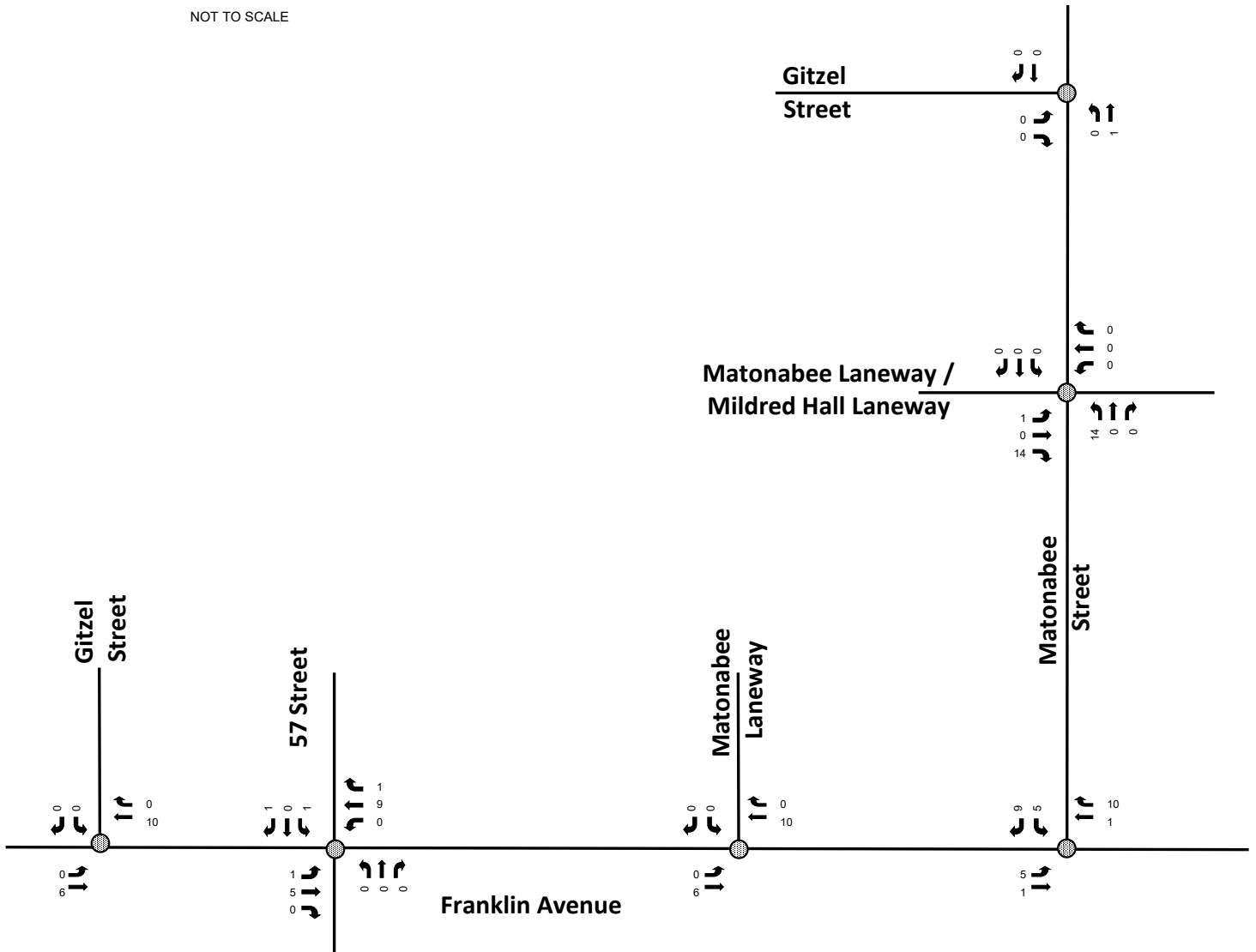
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April 2021

Option 3: Site-Generated Traffic

AM Peak Hour

Figure # 3.5

Legend
— Roadway
○ Study Intersection



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April 2021

Option 3: Site-Generated Traffic

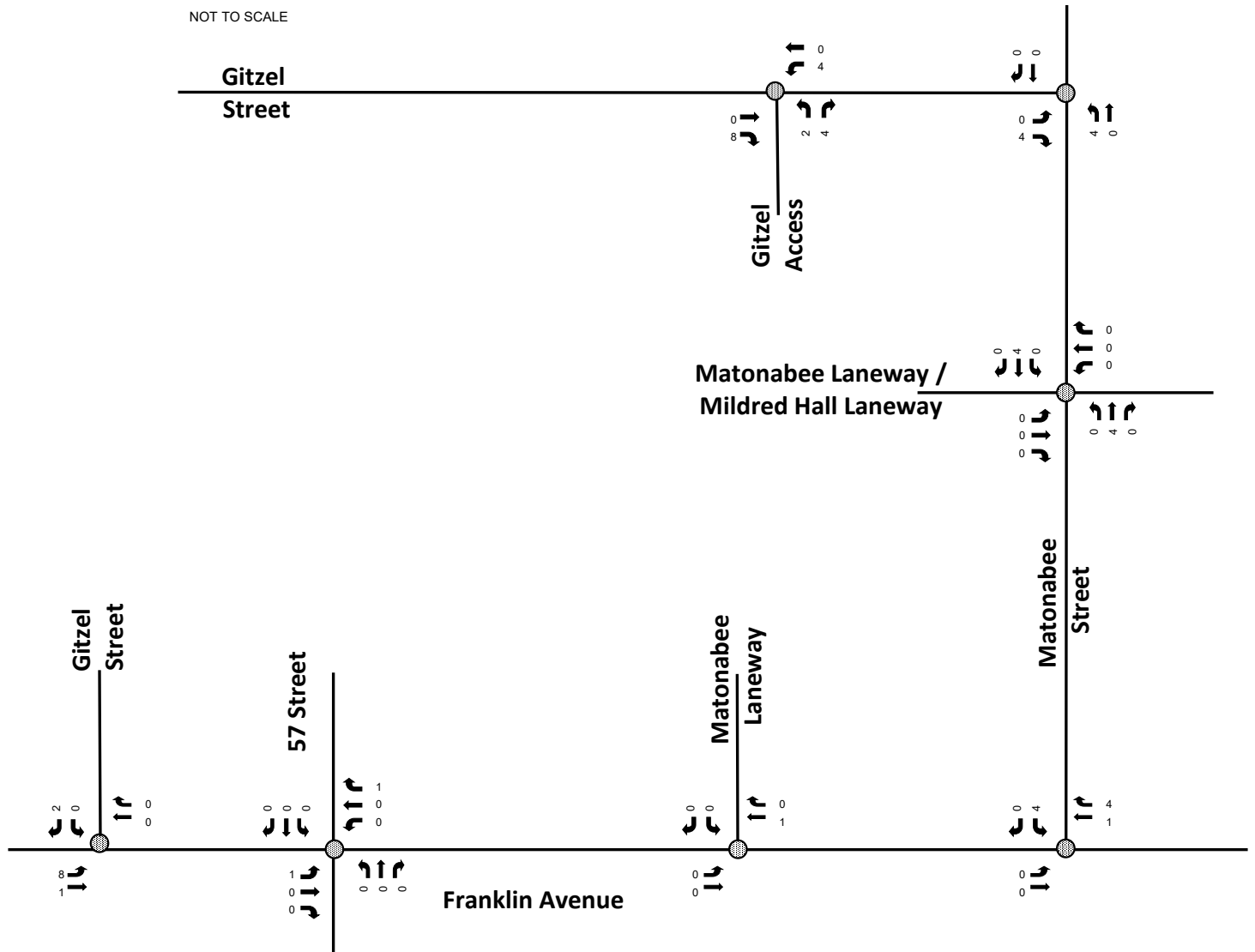
PM Peak Hour

Figure # 3.6

Legend
 — Roadway
 ○ Study Intersection



NOT TO SCALE



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Transportation Impact Assessment
April 2021

Option 4: Site-Generated Traffic

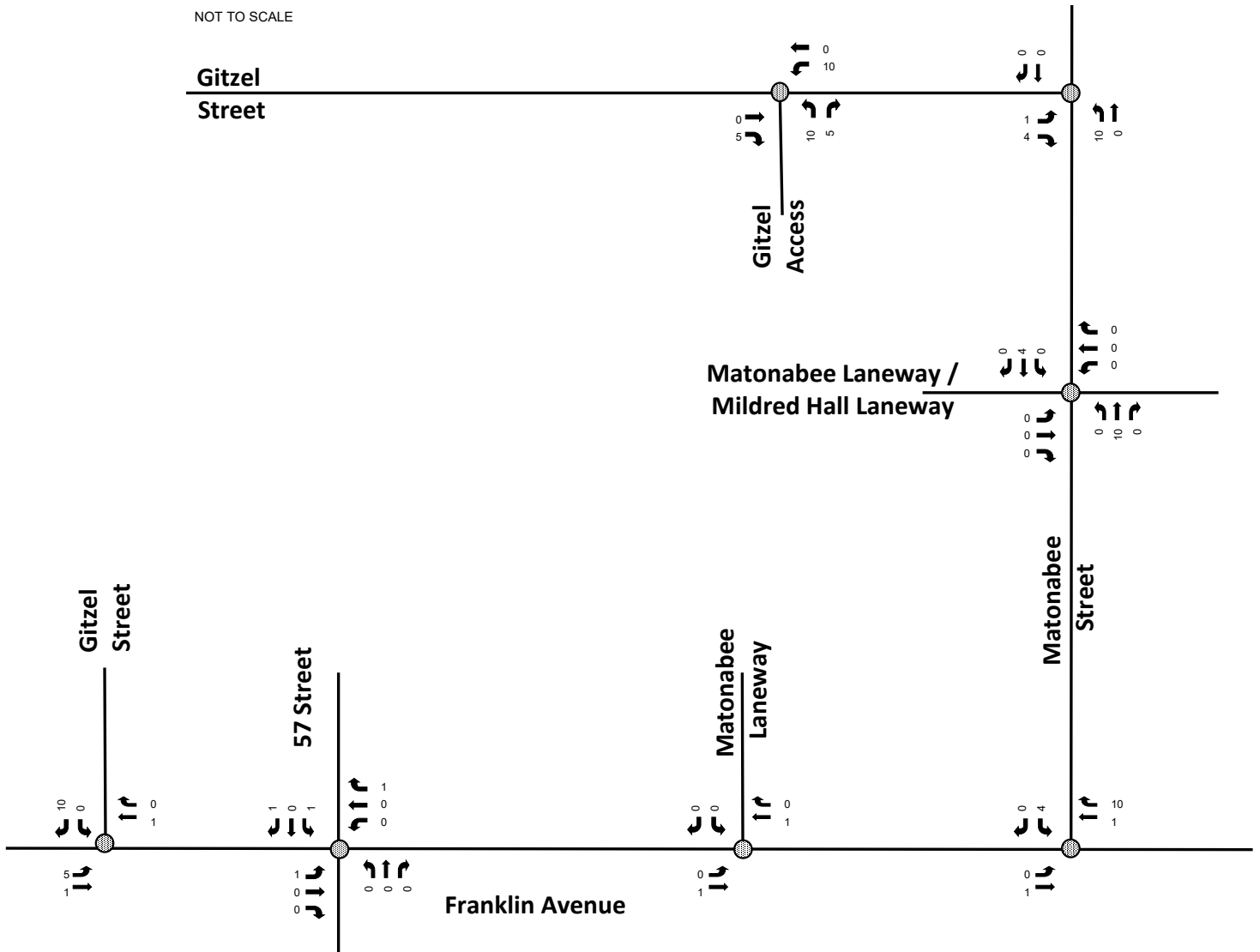
AM Peak Hour

Figure # 3.7

Legend
 — Roadway
 ○ Study Intersection



NOT TO SCALE



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 April 2021

Option 4: Site-Generated Traffic
 PM Peak Hour
 Figure # 3.8

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Intersection Capacity Assessment
April 5, 2021

4.0 INTERSECTION CAPACITY ASSESSMENT

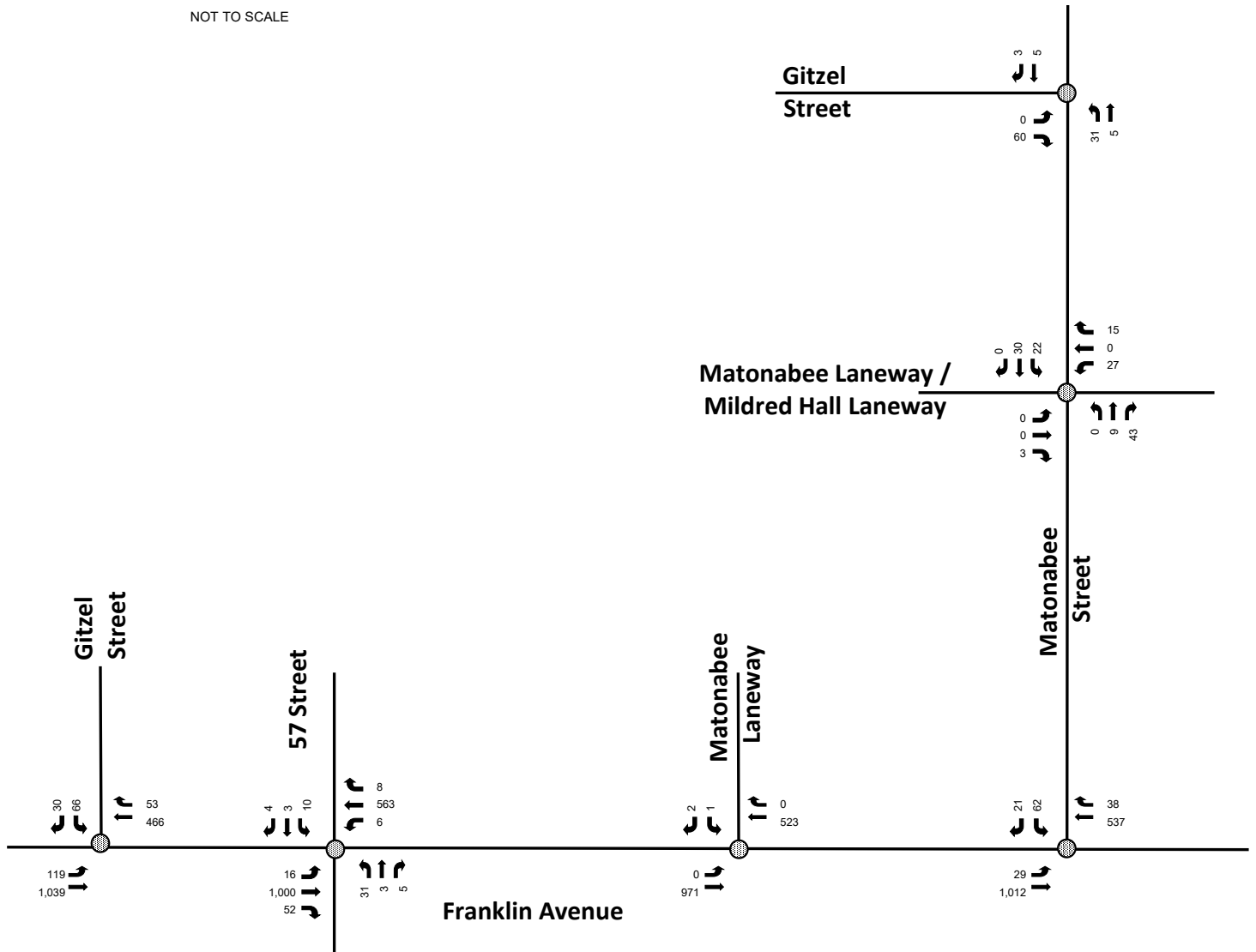
4.1 BACKGROUND TRAFFIC VOLUMES

To determine the 2022 and 2042 background traffic volumes, the existing traffic volumes were grown by a nominal average traffic growth rate of 2.0%, compounded annually. Background traffic growth represents how traffic volumes may change at study intersections and corridors assuming the proposed development did not occur and is used as a new base line condition to evaluate the traffic impacts associated with the proposed facility. A review of historical population change in the City indicates between 2011 and 2016, the City has experienced a population increase of approximately 1.1%. Between 2006 and 2011, the City experienced an increase of 0.56%, and a 2.48% increase prior to that between 2001 and 2006. Therefore, a 2.0% increase was assumed for traffic analysis purposes as a conservative estimate, representing an increase from the growth rate experienced between 2011 and 2016 but not overly conservative such as the 2.48% historical rate that occurred between 2001 and 2006.

The resulting 2022 background traffic volumes are shown in **Figure 4.1** and **Figure 4.2** for the AM and PM peak hours, respectively. The same 2.0% annual traffic growth rate was assumed to estimate 2042 background traffic volumes, as shown in **Figure 4.3** and **Figure 4.4** for the AM and PM peak hours, respectively.



Legend
 — Roadway
 ○ Study Intersection



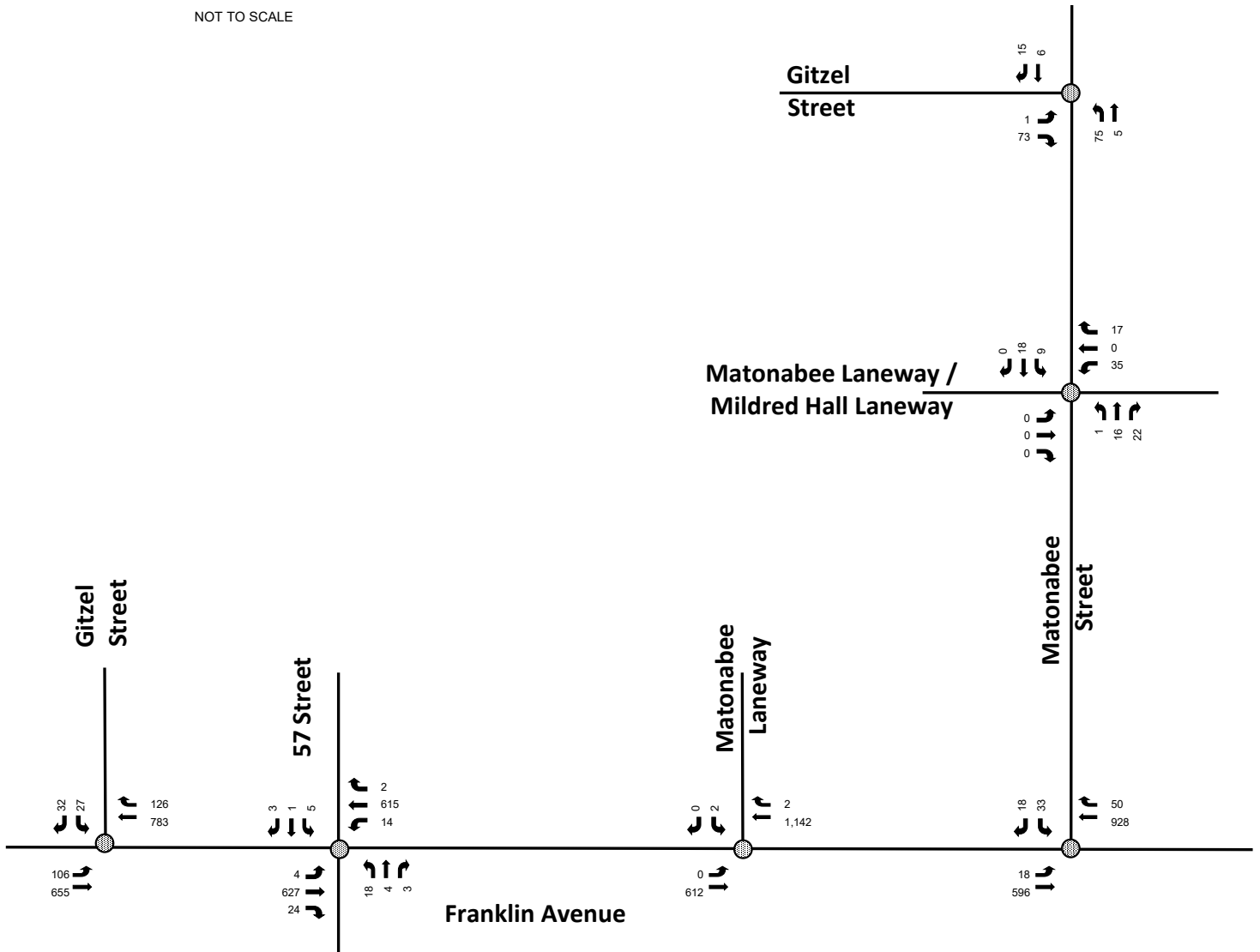
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April 2021

2022 Background Conditions

AM Peak Hour

Figure # 4.1

Legend
 — Roadway
 ○ Study Intersection

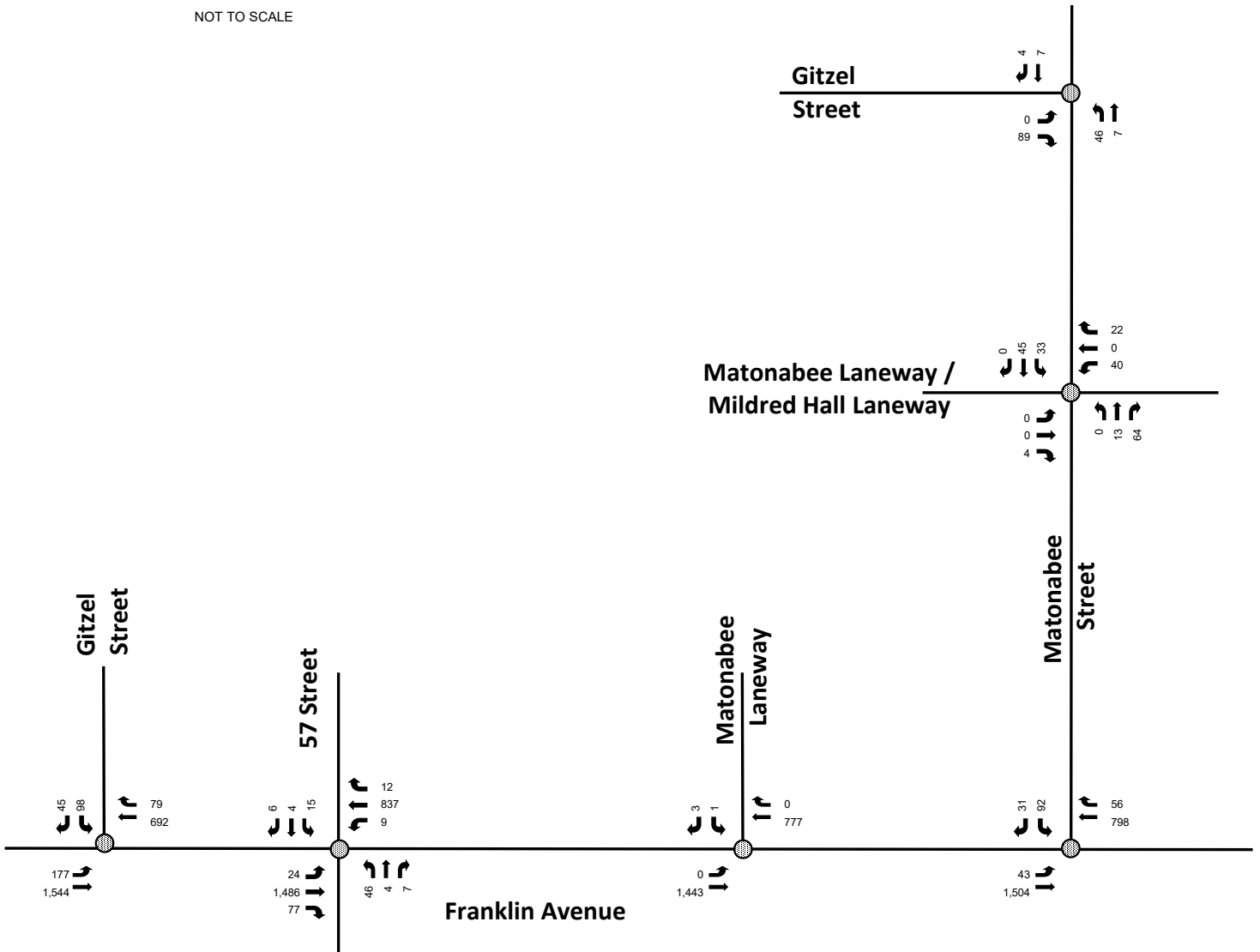


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Transportation Impact Assessment
 April 2021

2022 Background Conditions
PM Peak Hour
Figure # 4.2



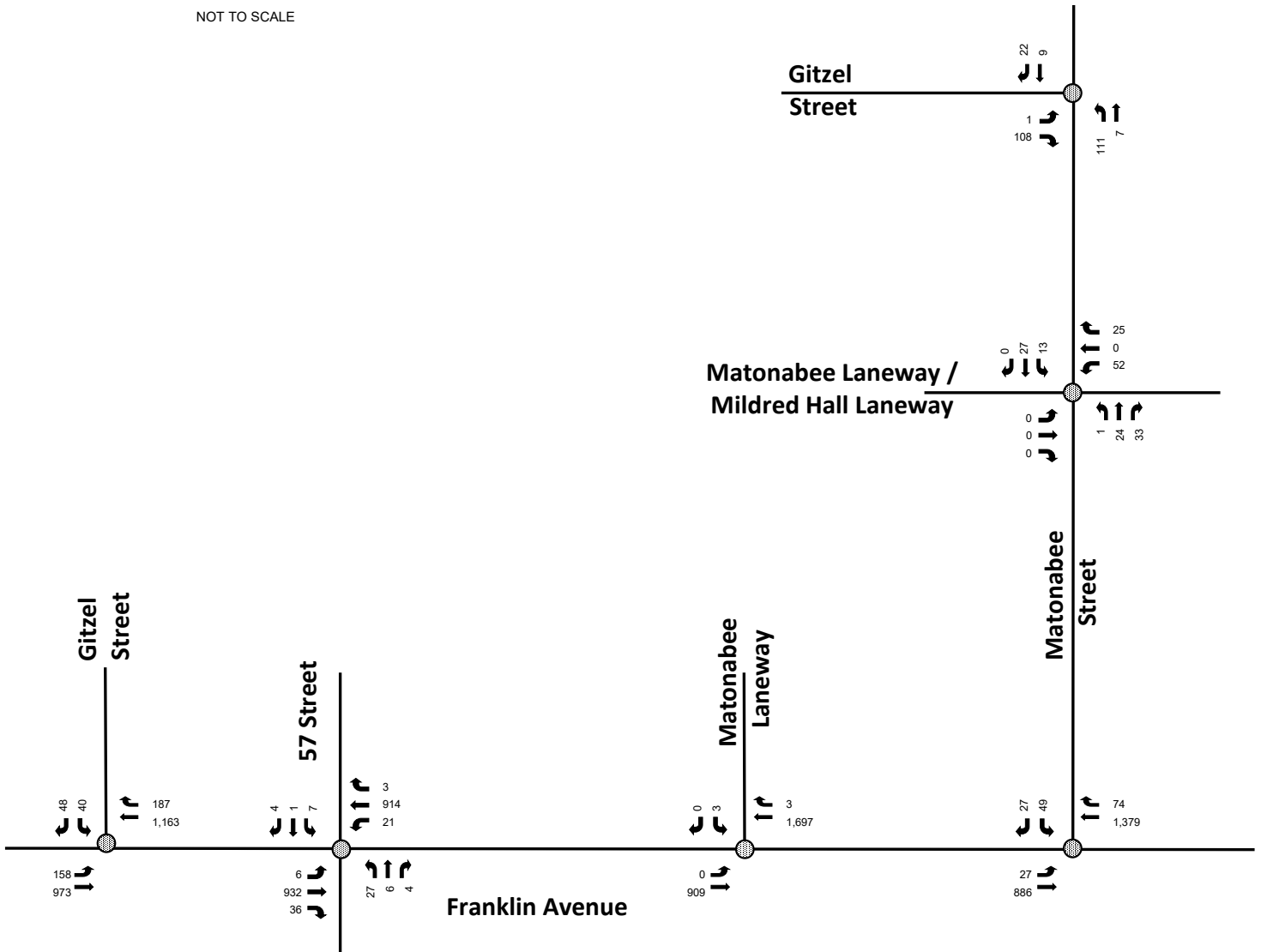
- Legend**
- Roadway
 - Study Intersection



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Transportation Impact Assessment
April 2021

2042 Background Conditions
AM Peak Hour
Figure # 4.3

Legend
 — Roadway
 ○ Study Intersection



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 April 2021

2042 Background Conditions

PM Peak Hour

Figure # 4.4

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Intersection Capacity Assessment
April 5, 2021

4.2 OPTION 1 POST-DEVELOPMENT TRAFFIC VOLUMES

As noted previously, four access options were considered as part of this TIA. Option 1 assumes existing conditions remain with no modifications to Matonabee Laneway. The laneway would continue to operate as an approximately 6.0m wide, two-way facility between Matonabee Street and Franklin Avenue and provide direct access to the proposed site's parking lot.

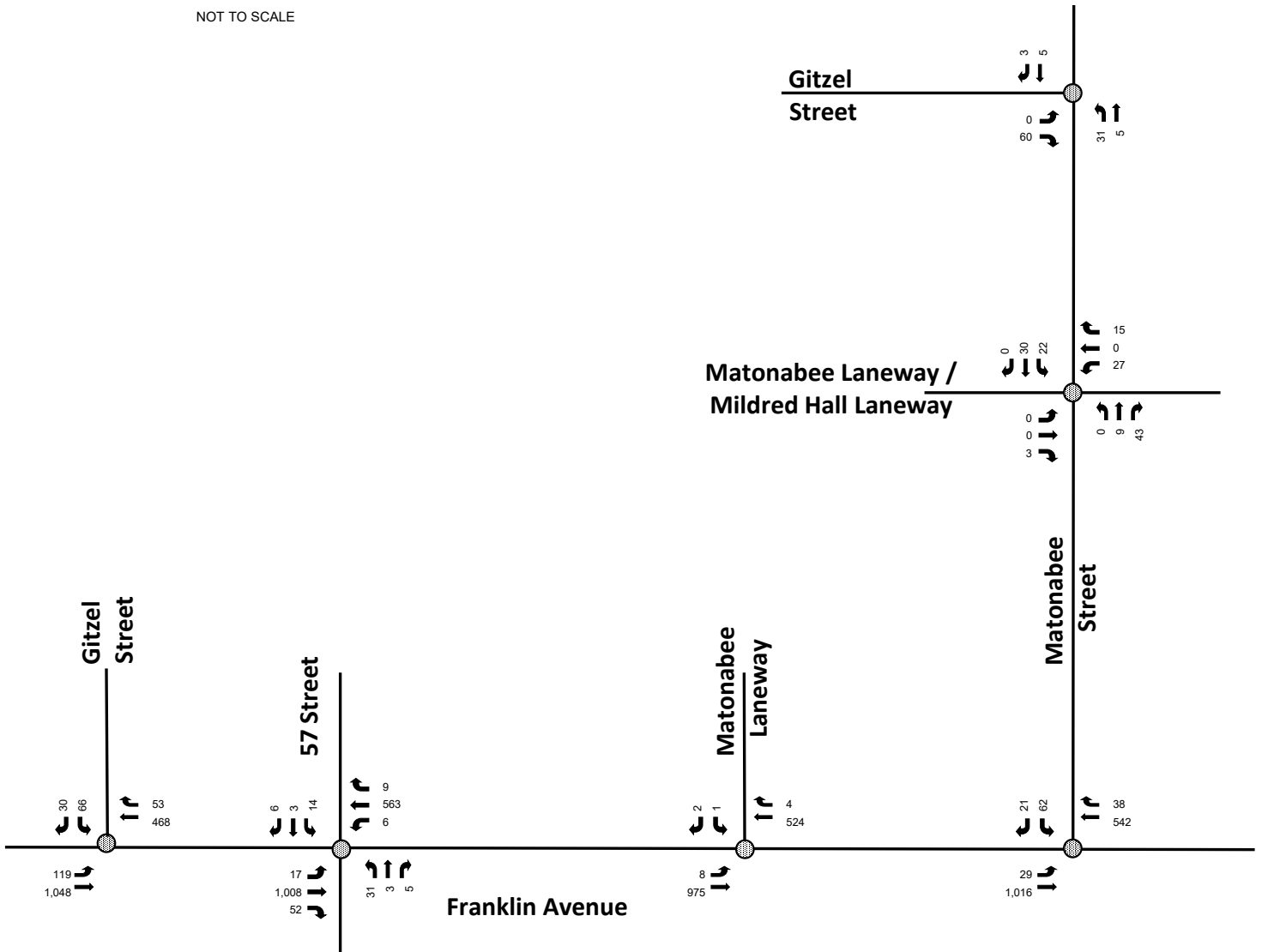
To determine the Option 1 2022 and 2042 post-development period traffic volumes, the 2022 and 2042 background traffic volumes were added to the Option 1 site generated post-development period traffic volumes.

The resulting Option 1 2022 total post-development period traffic volumes are shown in **Figure 4.5** and **Figure 4.6** for the AM peak hour and PM peak hour, respectively.

The resulting Option 1 2042 total post-development period traffic volumes are shown in **Figure 4.7** and **Figure 4.8** for the AM peak hour and PM peak hour, respectively.



Legend
 — Roadway
 ○ Study Intersection



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 Transportation Impact Assessment
 April 2021

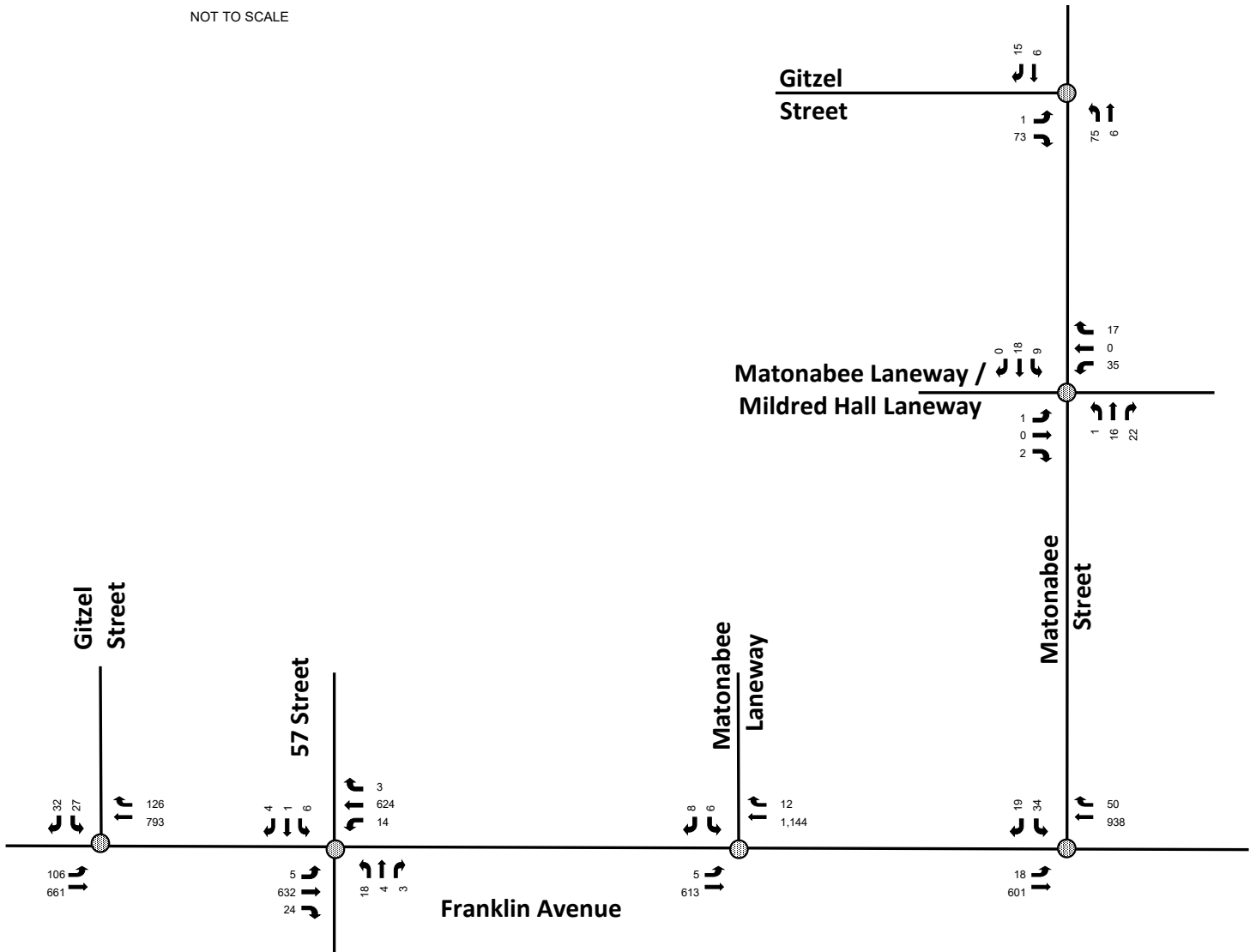
Option 1: 2022 Post-Development Conditions

AM Peak Hour

Figure # 4.5



Legend
 — Roadway
 ○ Study Intersection



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 Transportation Impact Assessment
 April 2021

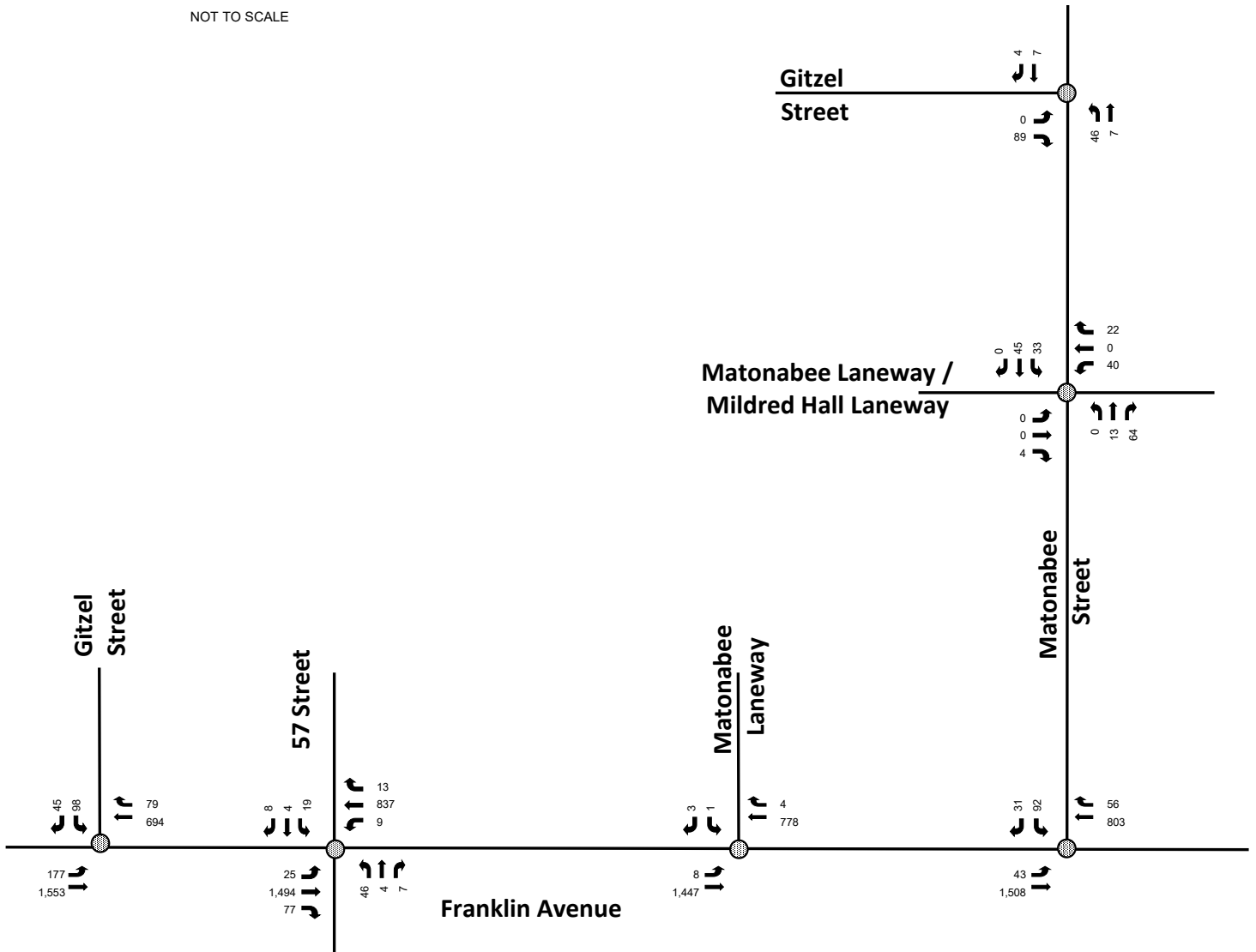
Option 1: 2022 Post-Development Conditions

PM Peak Hour

Figure # 4.6



Legend
 — Roadway
 ○ Study Intersection



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Transportation Impact Assessment
April 2021

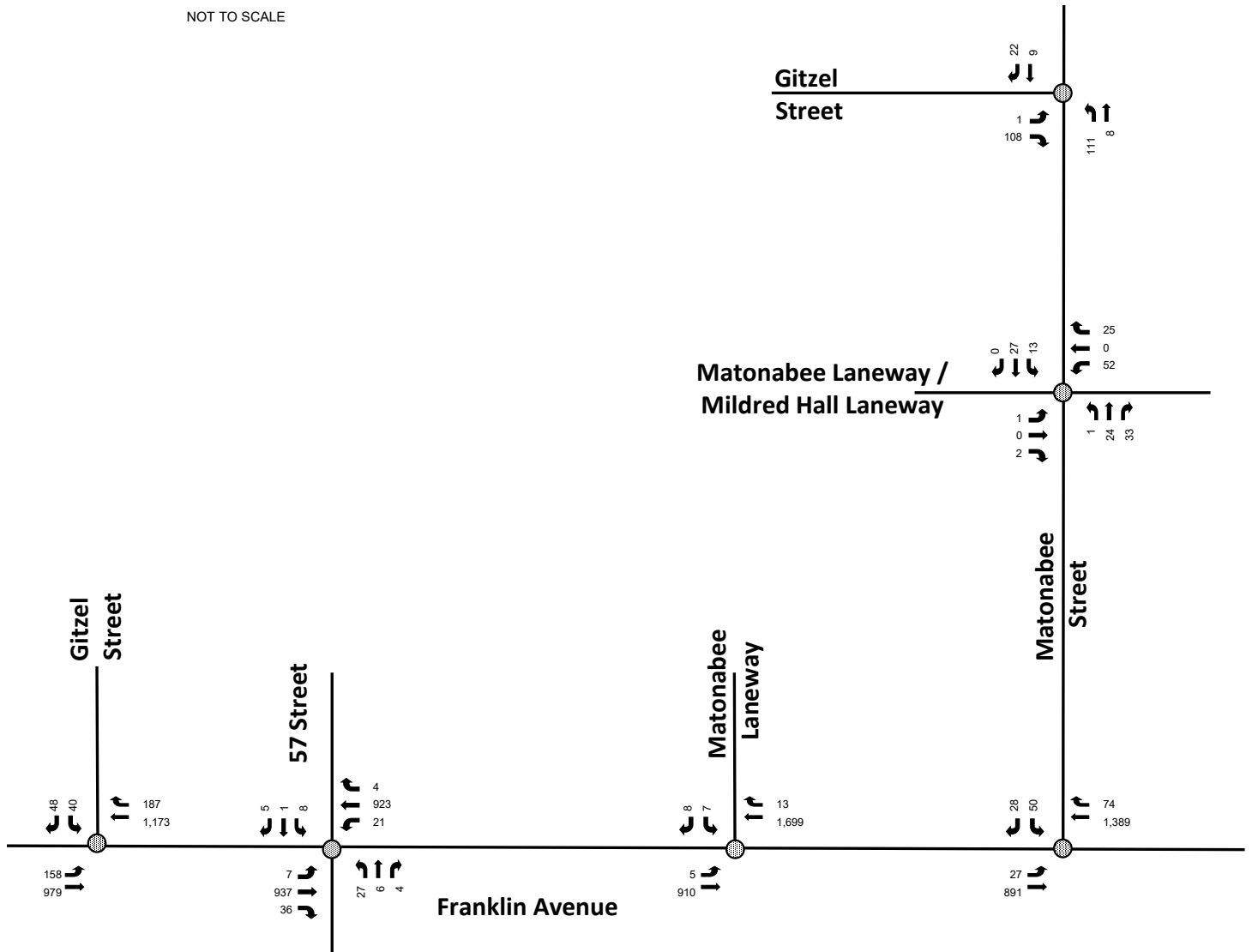
Option 1: 2042 Post-Development Conditions

AM Peak Hour

Figure # 4.7



- Legend**
- Roadway
 - Study Intersection



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Transportation Impact Assessment
April 2021

Option 1: 2042 Post-Development Conditions

PM Peak Hour

Figure # 4.8

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Intersection Capacity Assessment
April 5, 2021

4.3 OPTION 2 POST-DEVELOPMENT TRAFFIC VOLUMES

Option 2 considers a future operational modification to Matonabee Laneway from two-way operations to one-way operations using the existing laneway geometry, with vehicles entering at Matonabee Street and exiting at Franklin Avenue. This direction for one-way travel was considered in lieu of entering at Franklin Avenue and exiting onto Matonabee Laneway to mitigate future queuing on Franklin Avenue to enter the laneway. As no dedicated left-turn lane currently exists on Franklin Avenue, any queuing that occurs would block an eastbound travel lane, which could negatively impact operations along Franklin Avenue and create safety concerns if future traffic congestion reduces the number of available gaps in traffic for left-turning vehicles. Under Option 2, all lane traffic (site traffic and existing / background traffic) would enter from Matonabee Street and exit at Franklin Avenue.

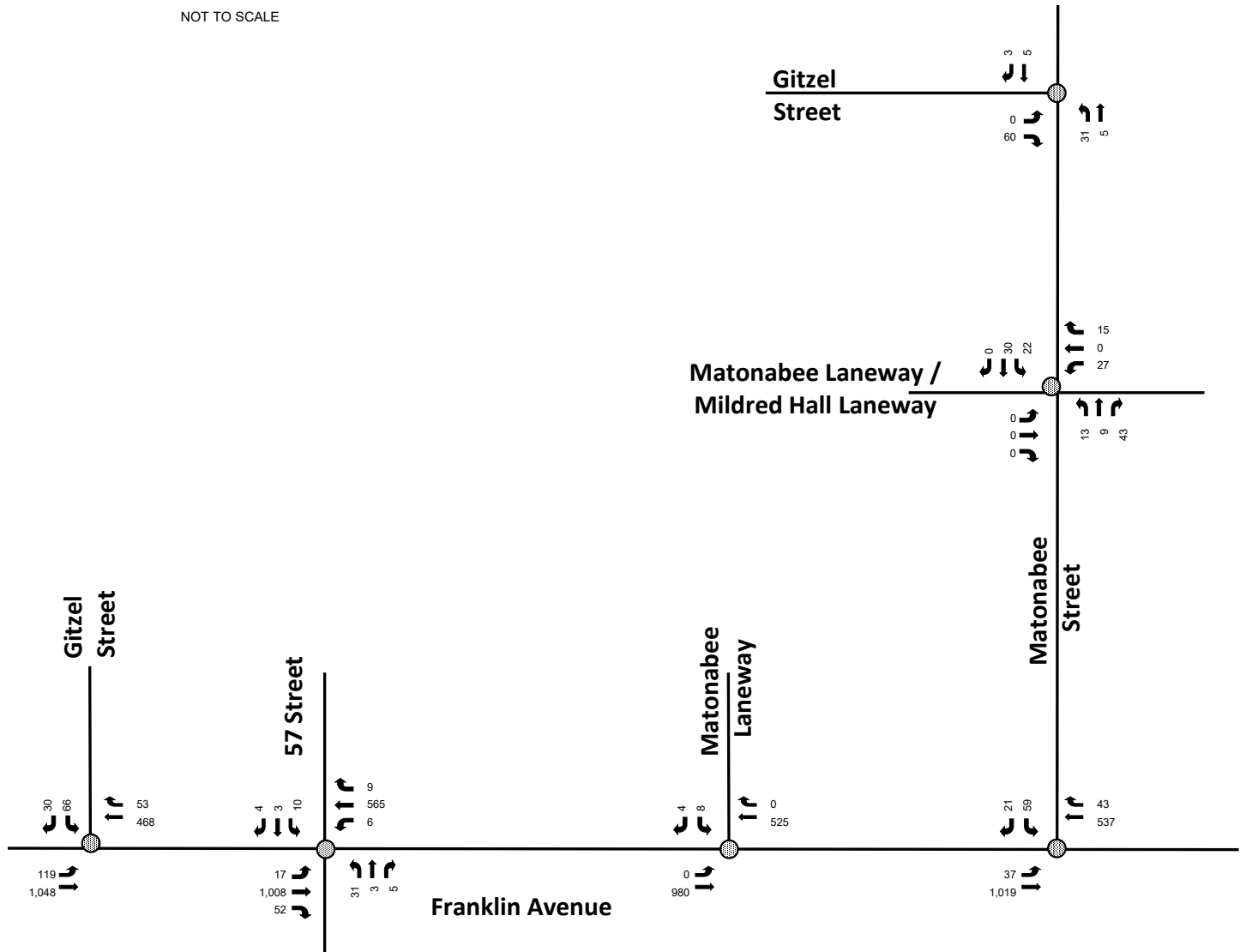
To determine the Option 2 2022 and 2042 post-development period traffic volumes, the 2022 and 2042 background traffic volumes were added to the Option 2 site generated post-development period traffic volumes.

The resulting Option 2 2022 total post-development period traffic volumes are shown in **Figure 4.9** and **Figure 4.10** for the AM peak hour and PM peak hour, respectively.

The resulting Option 2 2042 total post-development period traffic volumes are shown in **Figure 4.11** and **Figure 4.12** for the AM peak hour and PM peak hour, respectively.



Legend
 — Roadway
 ○ Study Intersection



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Transportation Impact Assessment
April 2021

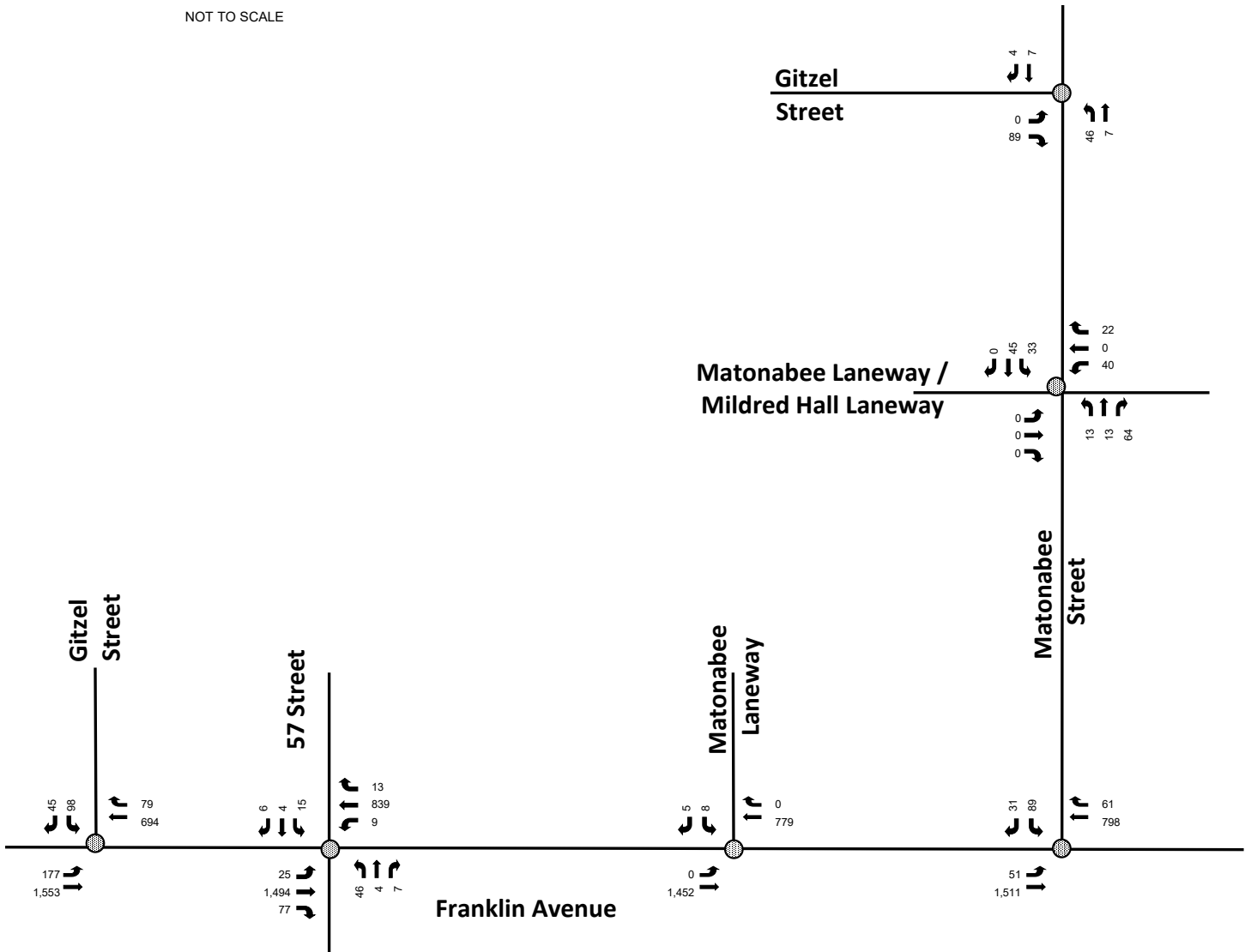
Option 2: 2022 Post-Development Conditions

AM Peak Hour

Figure # 4.9



Legend
 — Roadway
 ○ Study Intersection



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April 2021

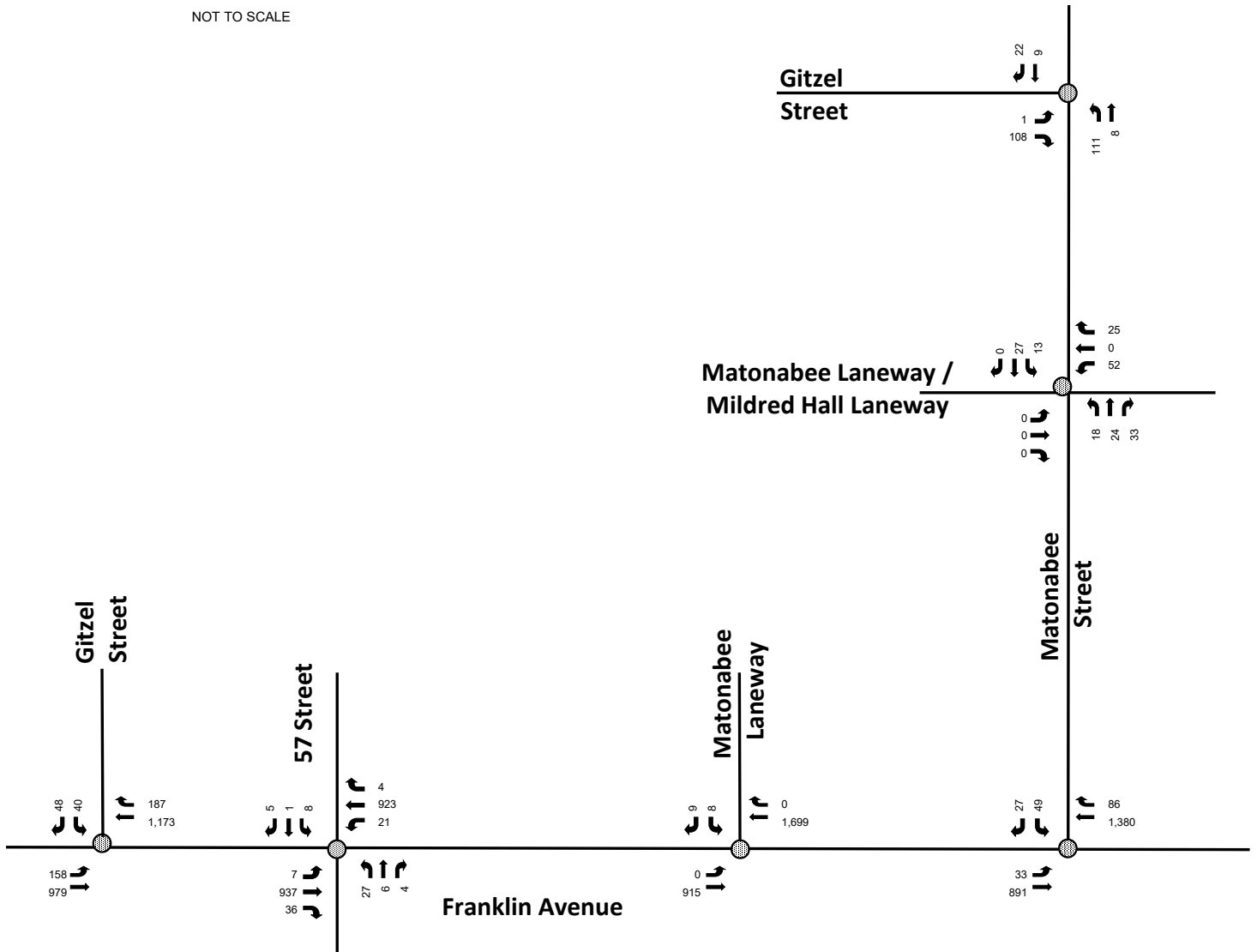
Option 2: 2042 Post-Development Conditions

AM Peak Hour

Figure # 4.11



Legend
 — Roadway
 ○ Study Intersection



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Transportation Impact Assessment
April 2021

Option 2: 2042 Post-Development Conditions

PM Peak Hour

Figure # 4.12

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Intersection Capacity Assessment
April 5, 2021

4.4 OPTION 3 POST-DEVELOPMENT TRAFFIC VOLUMES

Option 3 assumes a partial widening of Matonabee Laneway from Matonabee Street to the proposed development's parking lot entrance through the 90-degree turn and would operate as a two-way facility. The remainder of Matonabee Laneway would remain an approximately 6.0m wide two-way facility and also continue to operate as a two-way facility. Development site traffic would be directed to use the widened portion of Matonabee Laneway.

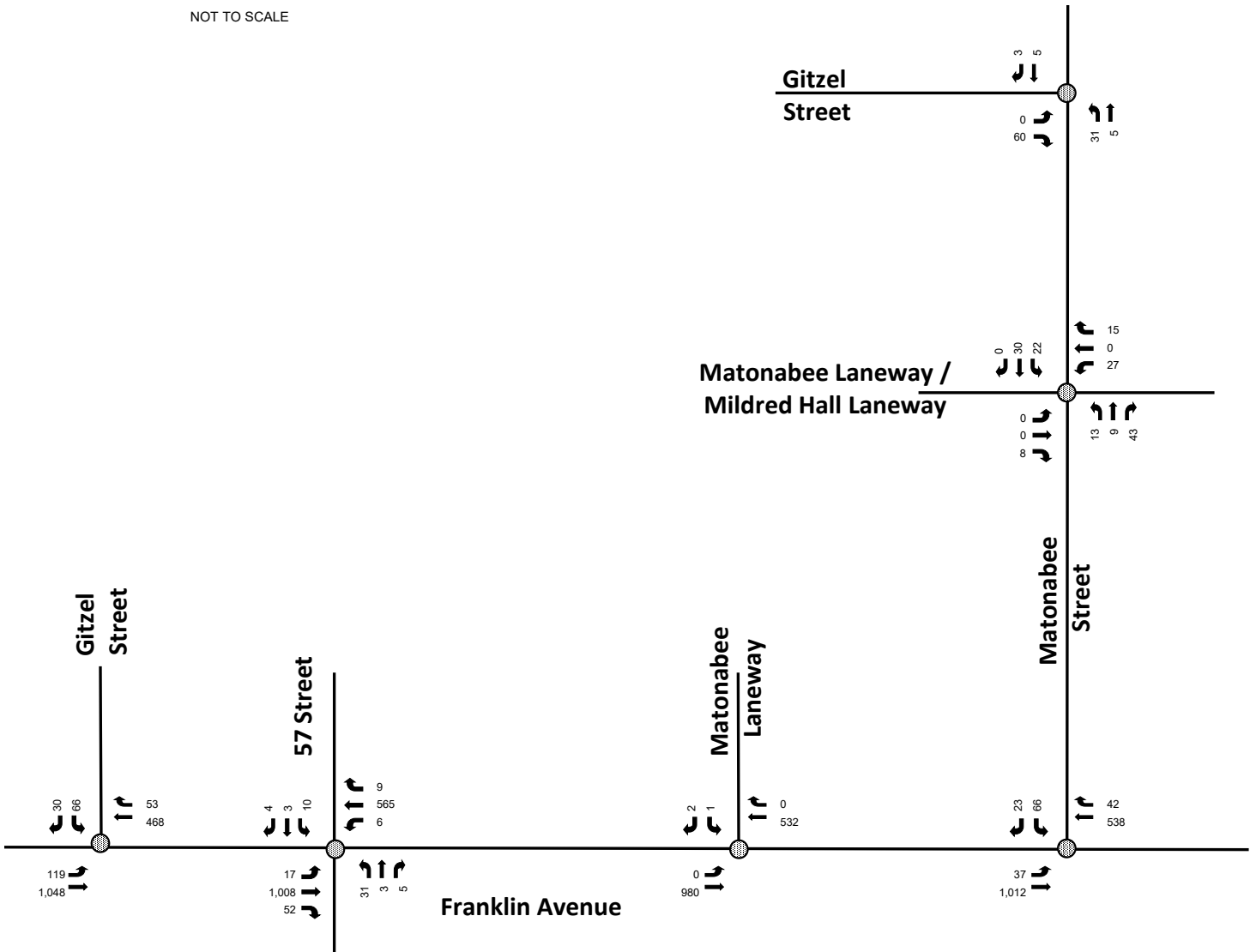
To determine the Option 3 2022 and 2042 post-development period traffic volumes, the 2022 and 2042 background traffic volumes were added to the Option 3 site generated post-development period traffic volumes.

The resulting Option 3 2022 total post-development period traffic volumes are shown in **Figure 4.13** and **Figure 4.14** for the AM peak hour and PM peak hour, respectively.

The resulting Option 3 2042 total post-development period traffic volumes are shown in **Figure 4.15** and **Figure 4.16** for the AM peak hour and PM peak hour, respectively.



- Legend**
- Roadway
 - Study Intersection



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Transportation Impact Assessment
April 2021

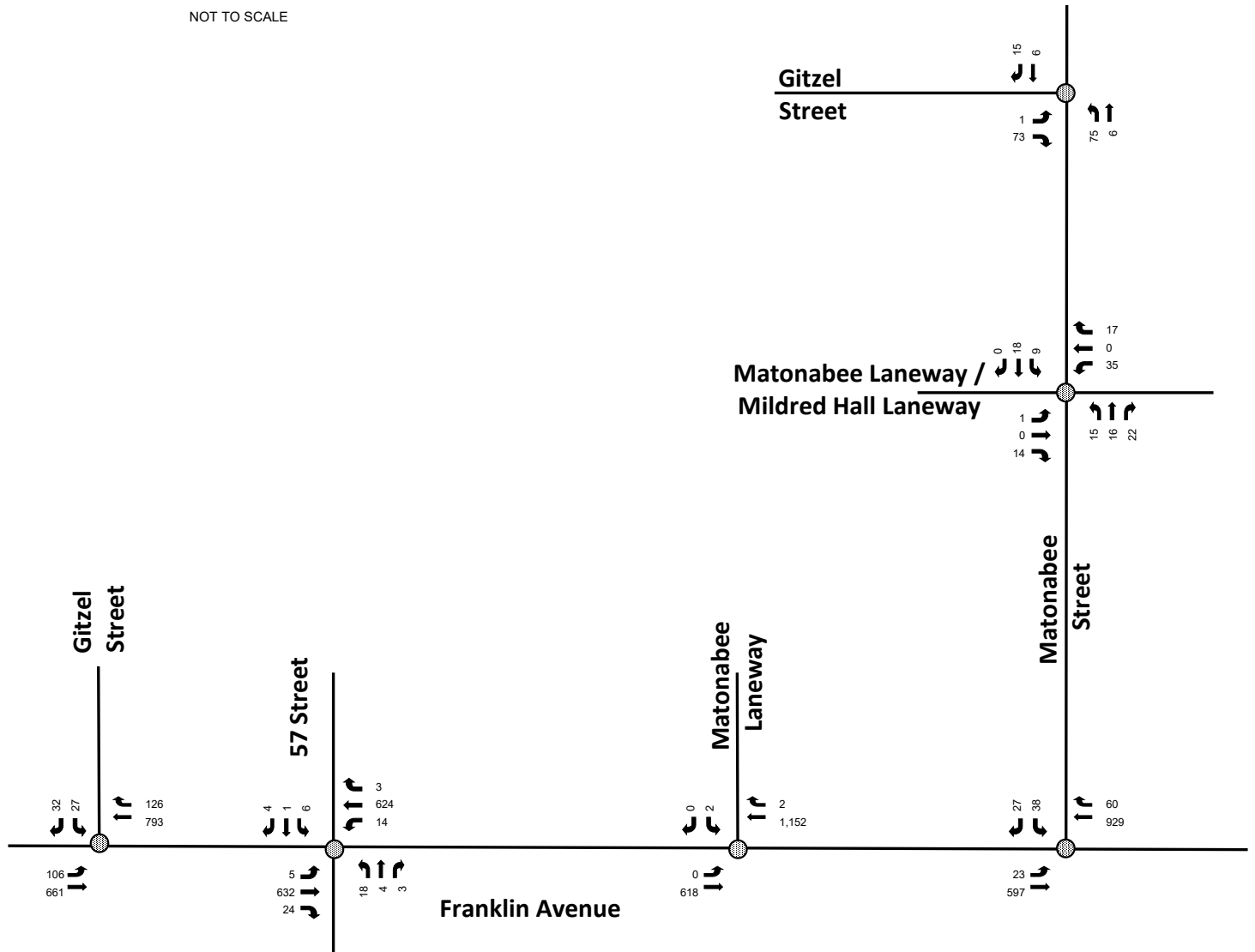
Option 3: 2022 Post-Development Conditions

AM Peak Hour

Figure # 4.13



Legend
 — Roadway
 ○ Study Intersection



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Transportation Impact Assessment
April 2021

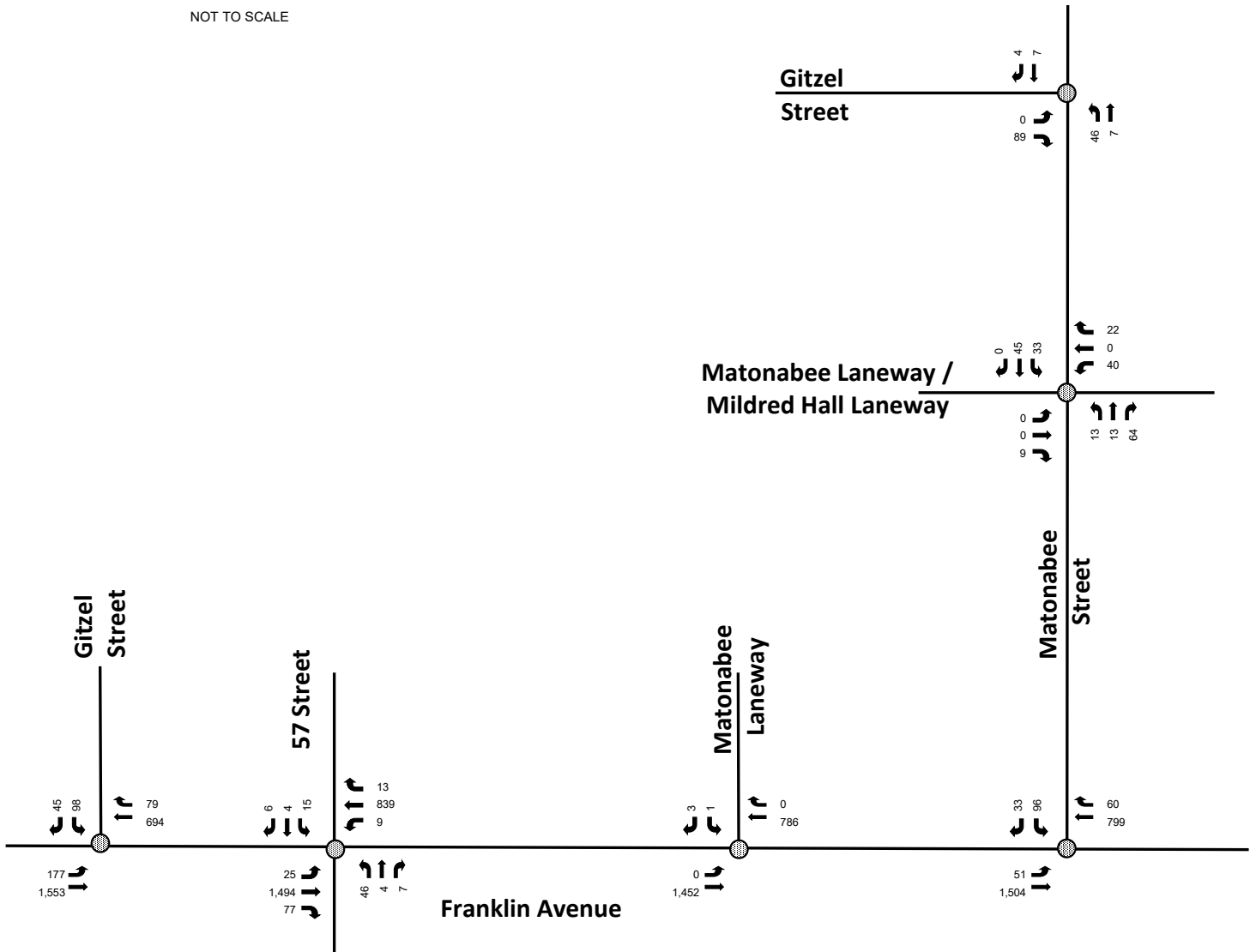
Option 3: 2022 Post-Development Conditions

PM Peak Hour

Figure # 4.14



Legend
 — Roadway
 ○ Study Intersection



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Transportation Impact Assessment
April 2021

Option 3: 2042 Post-Development Conditions

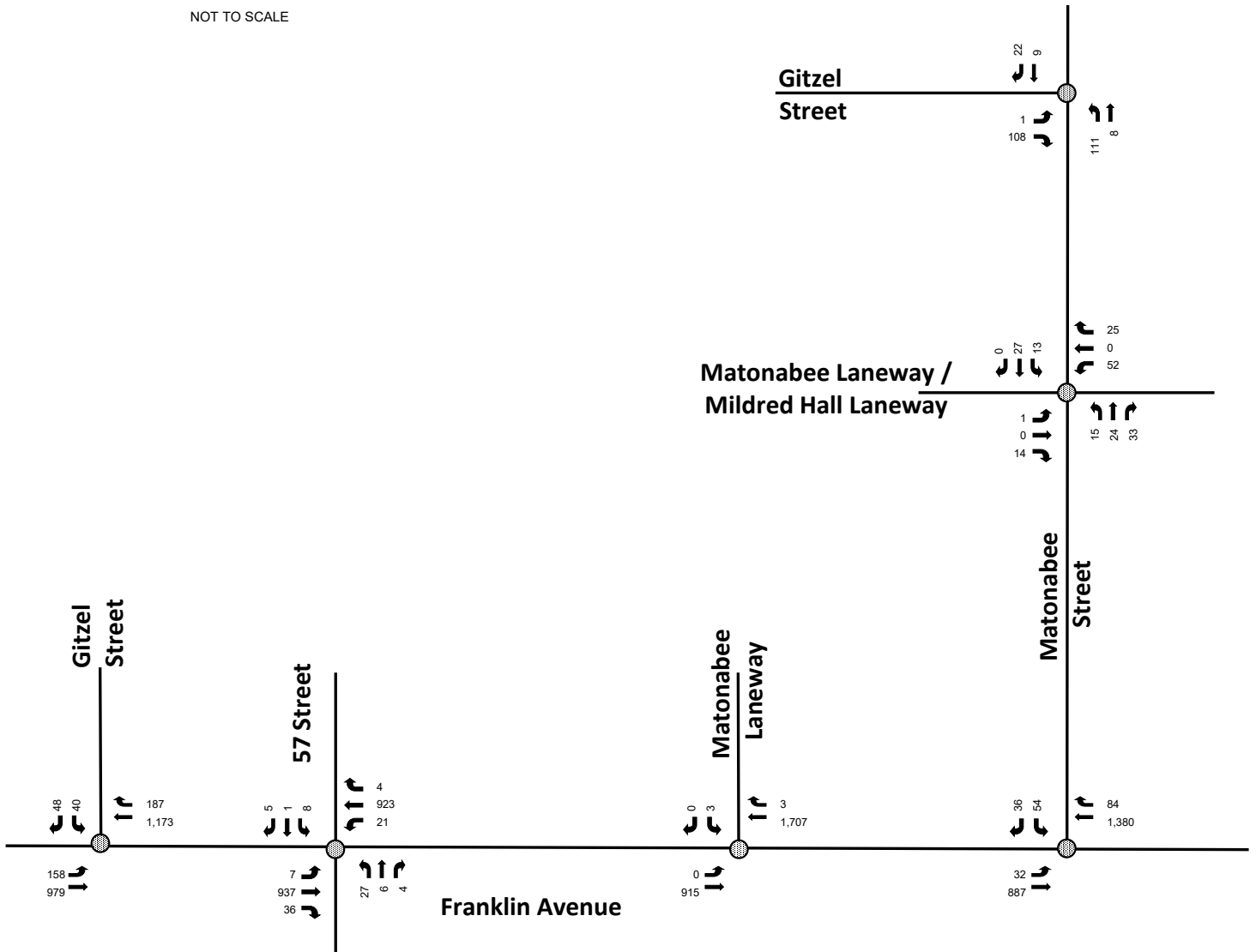
AM Peak Hour

Figure # 4.15



NOT TO SCALE

- Legend**
- Roadway
 - Study Intersection



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Transportation Impact Assessment
April 2021

Option 3: 2042 Post-Development Conditions

PM Peak Hour

Figure # 4.16

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Intersection Capacity Assessment
April 5, 2021

4.5 OPTION 4 POST-DEVELOPMENT TRAFFIC VOLUMES

Option 4 assumes construction of a new access road from Gitzel Street to the parking lot entrance, tying into a portion of Matonabee Laneway (between the 90-degree turn and the lot entrance). Several configurations were considered within Option 4 related to the alignment of the access road's connection to Gitzel Street and a potential cul-de-sac near the parking lot entrance to facility vehicle turnarounds.

In Option 4a, the new access road would result in the creation of a 'T' intersection within the laneway. For analysis purposes, this was assumed to operate with free-flow conditions along the new access road and stop or yield control on the laneway connection to Matonabee Street. The remainder of Matonabee Laneway would remain an approximately 6.0m wide two-way facility and also continue to operate as a two-way facility. Development site traffic would be directed to use the widened portion of Matonabee Laneway.

In Option 4b, Matonabee Laneway would be blocked at the new access road coming from Matonabee Street would be blocked off so as not to connect with the new access road. This would result in eliminating the 'T' intersection within the laneway. As a result, development traffic as well as the traffic utilizing the remainder of Matonabee Laneway would be required to use the new access road, resulting in some traffic re-routing at the Matonabee Laneway & Matonabee Street.

To determine the Option 4 2022 and 2042 post-development period traffic volumes, the 2022 and 2042 background traffic volumes were added to the Option 4 site generated post-development period traffic volumes.

The resulting Option 4a 2022 total post-development period traffic volumes are shown in **Figure 4.17** and **Figure 4.18** for the AM peak hour and PM peak hour, respectively.

The resulting Option 4a 2042 total post-development period traffic volumes are shown in **Figure 4.19** and **Figure 4.20** for the AM peak hour and PM peak hour, respectively.

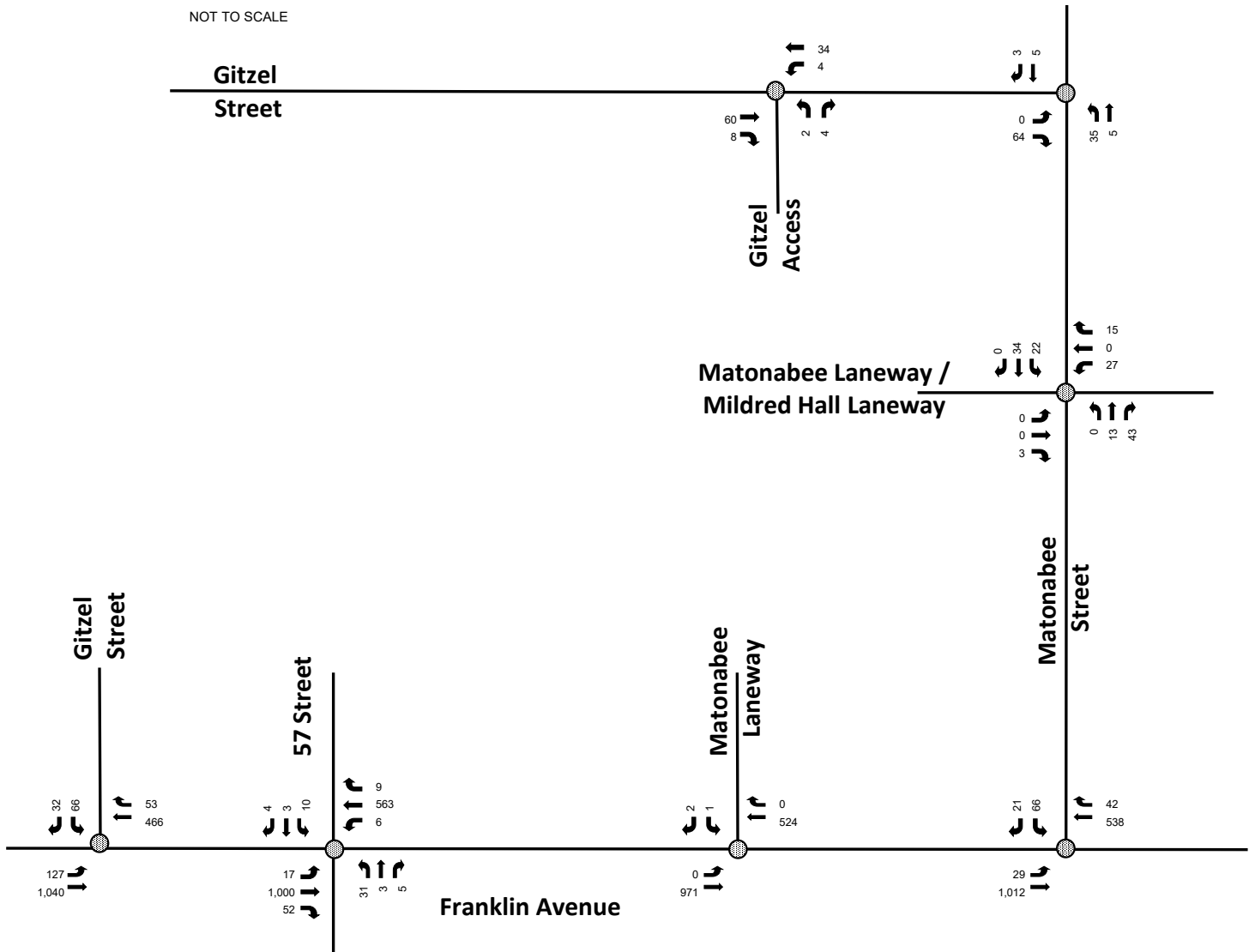
The resulting Option 4b 2022 total post-development period traffic volumes are shown in **Figure 4.21** and **Figure 4.22** for the AM peak hour and PM peak hour, respectively.

The resulting Option 4b 2042 total post-development period traffic volumes are shown in **Figure 4.23** and **Figure 4.24** for the AM peak hour and PM peak hour, respectively.

Legend
 — Roadway
 ○ Study Intersection



NOT TO SCALE



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Transportation Impact Assessment
April 2021

Option 4a: 2022 Post-Development Conditions

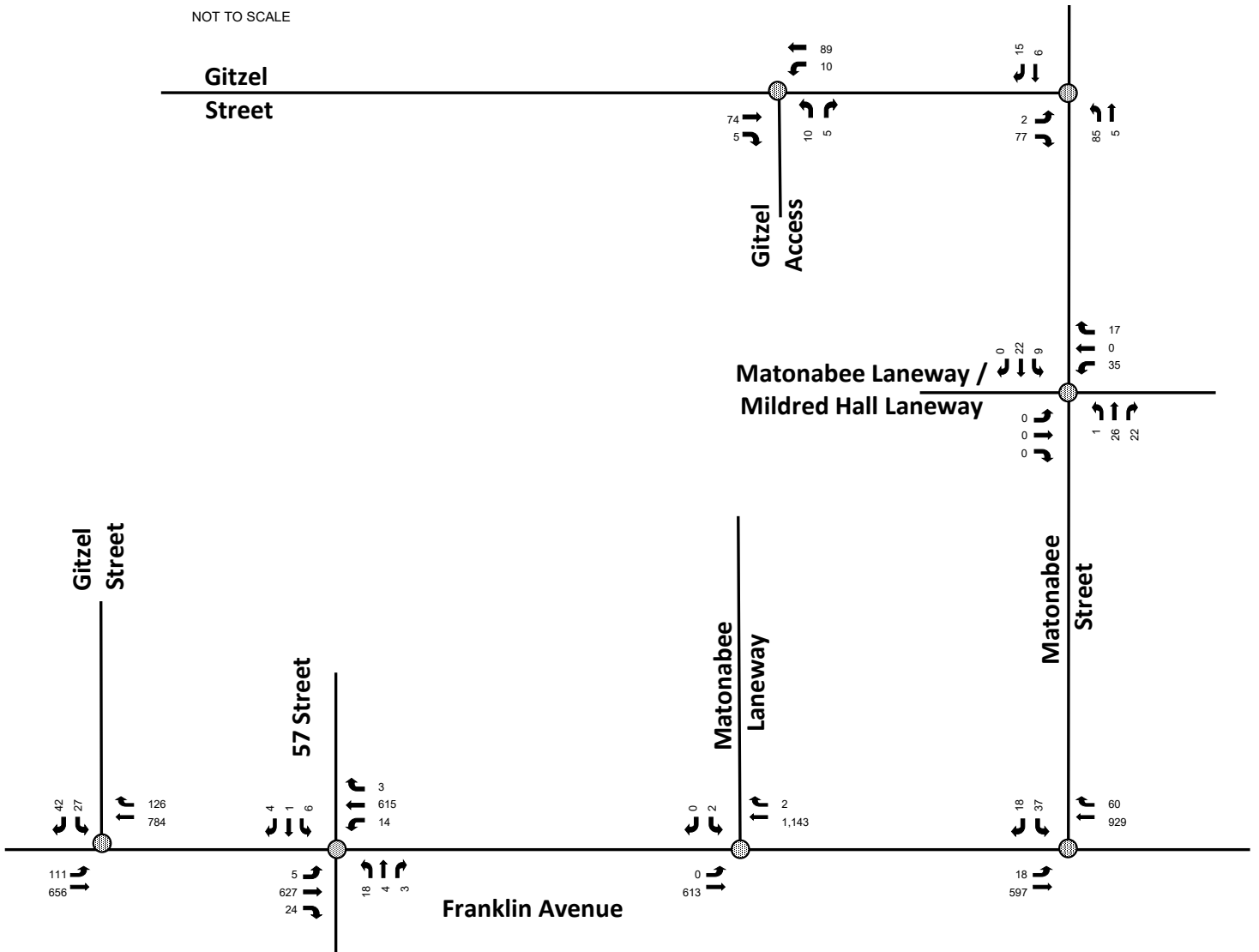
AM Peak Hour

Figure # 4.17

Legend
 — Roadway
 ○ Study Intersection



NOT TO SCALE



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Transportation Impact Assessment
 April 2021

Option 4a: 2022 Post-Development Conditions

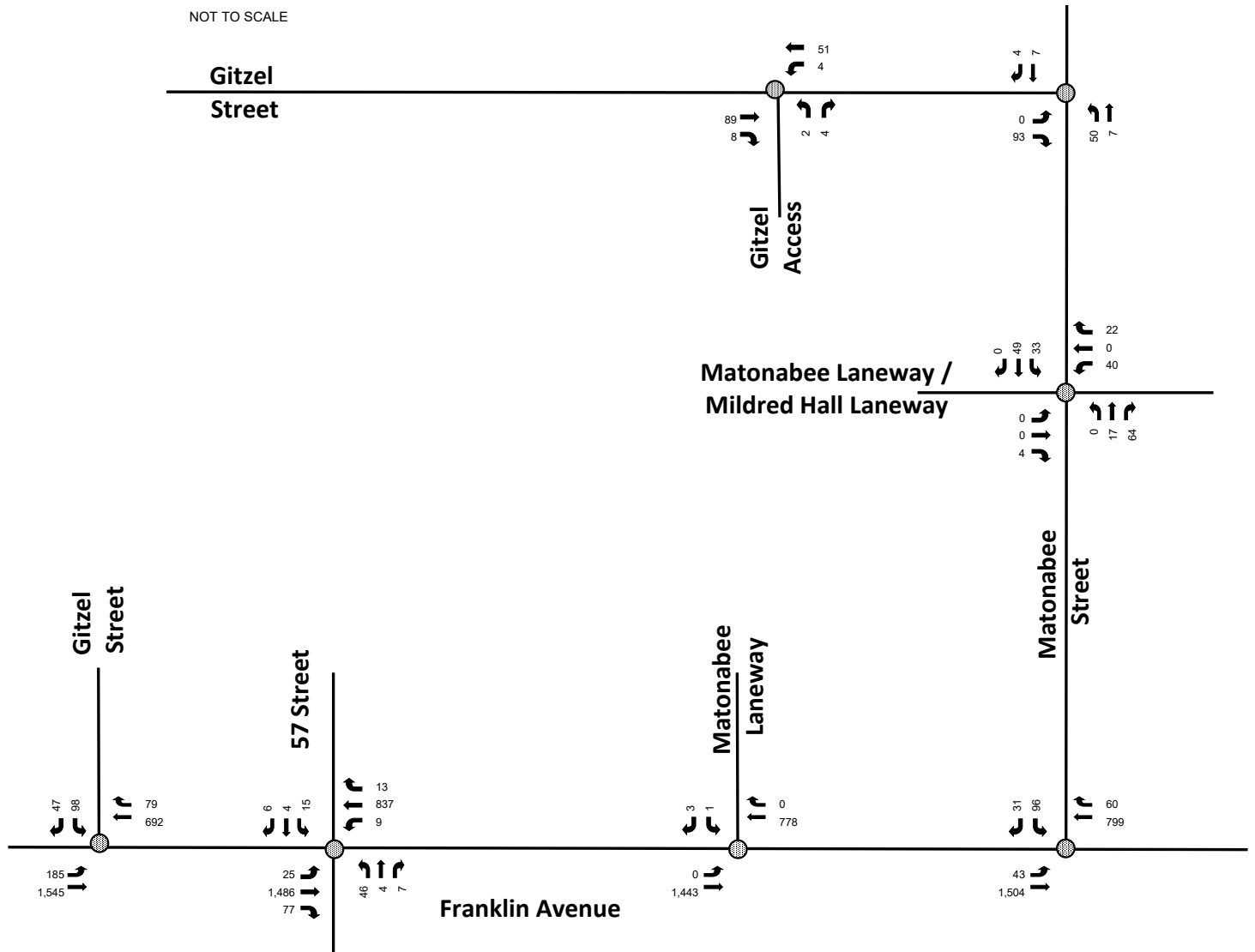
PM Peak Hour

Figure # 4.18

Legend
 — Roadway
 ○ Study Intersection



NOT TO SCALE



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 Transportation Impact Assessment
 April 2021

Option 4a: 2042 Post-Development Conditions

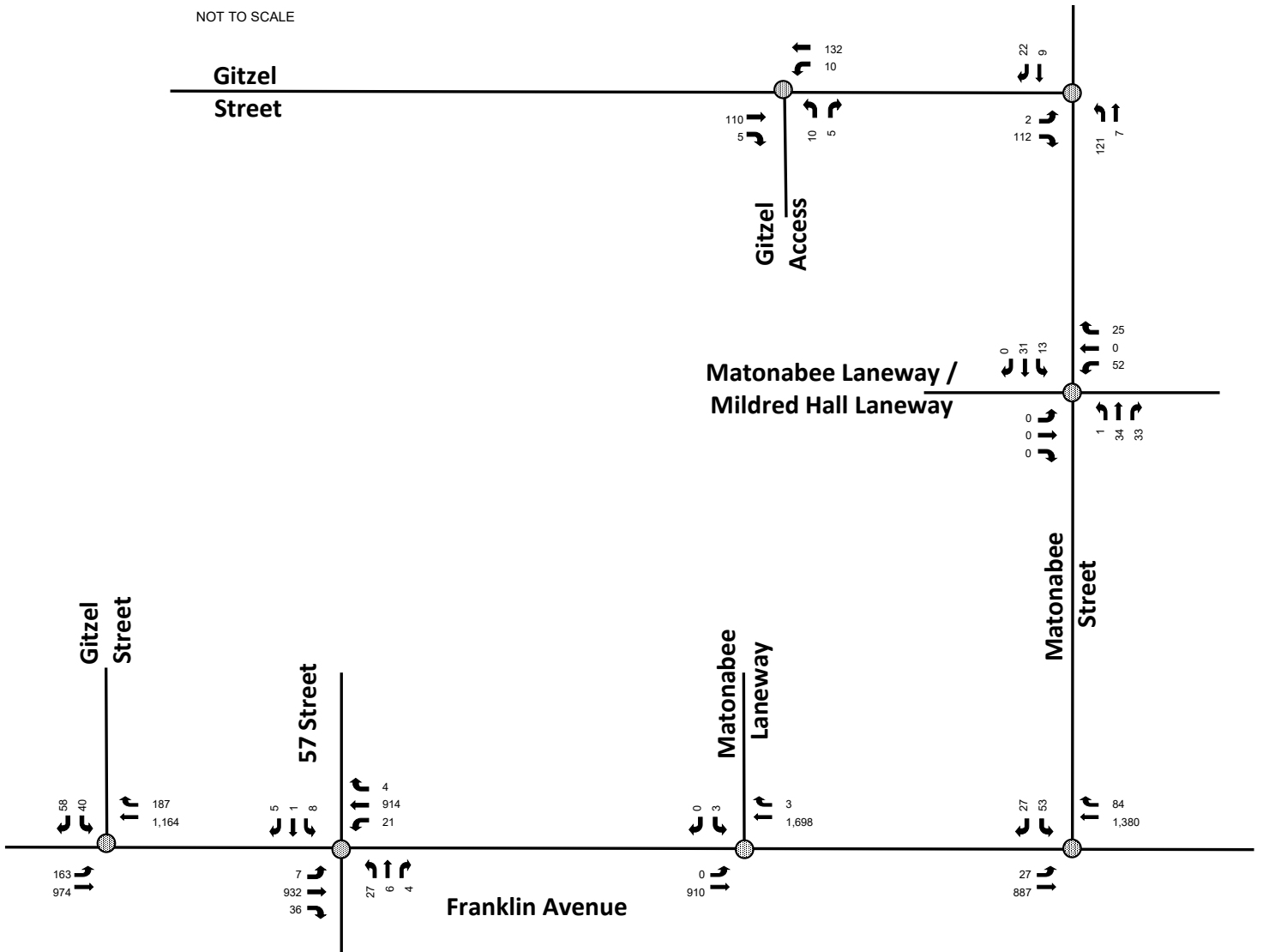
AM Peak Hour

Figure # 4.19

Legend
 — Roadway
 ○ Study Intersection



NOT TO SCALE



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 April 2021

Option 4a: 2042 Post-Development Conditions

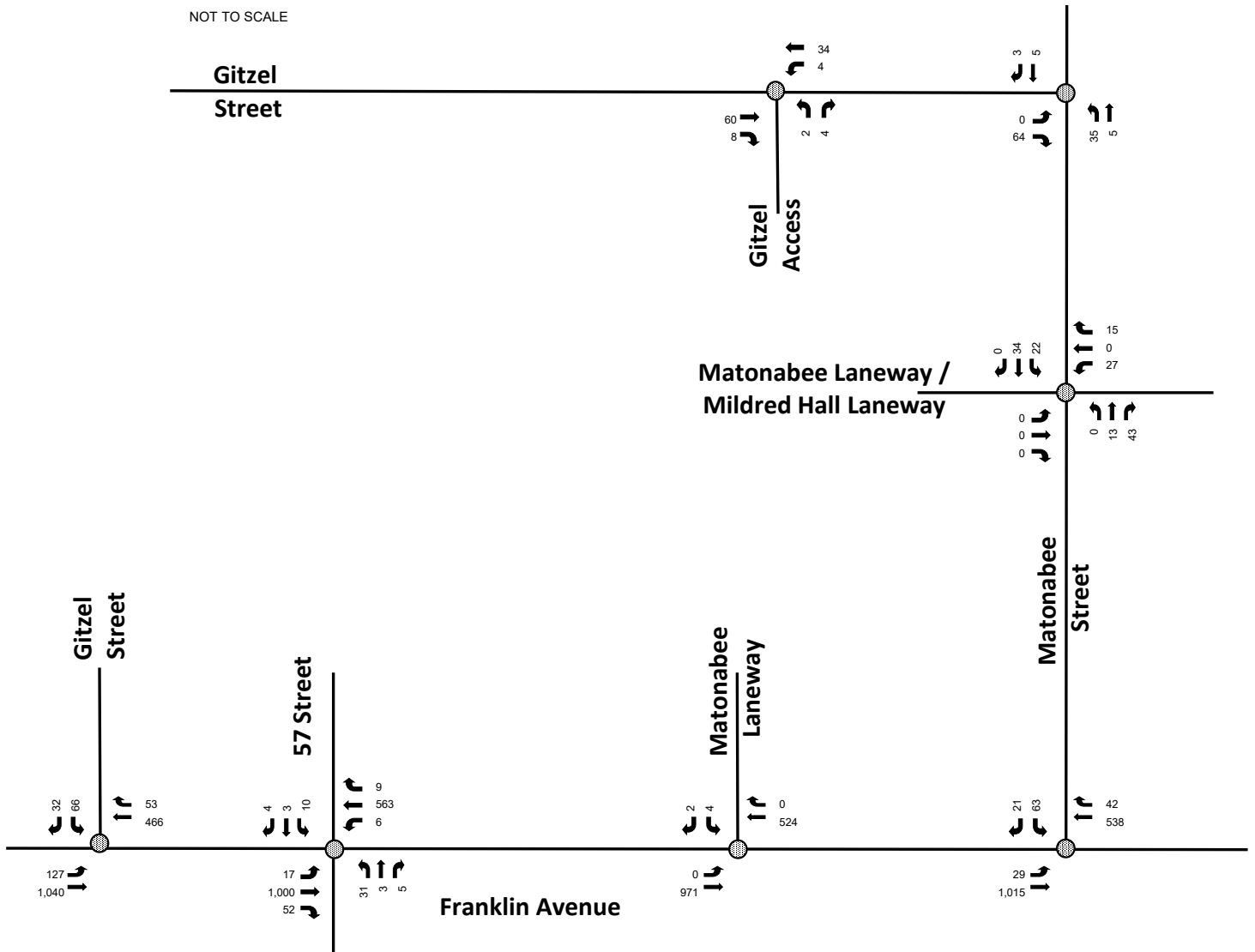
PM Peak Hour

Figure # 4.20

Legend
 — Roadway
 ○ Study Intersection



NOT TO SCALE



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Transportation Impact Assessment
April 2021

Option 4b: 2022 Post-Development Conditions

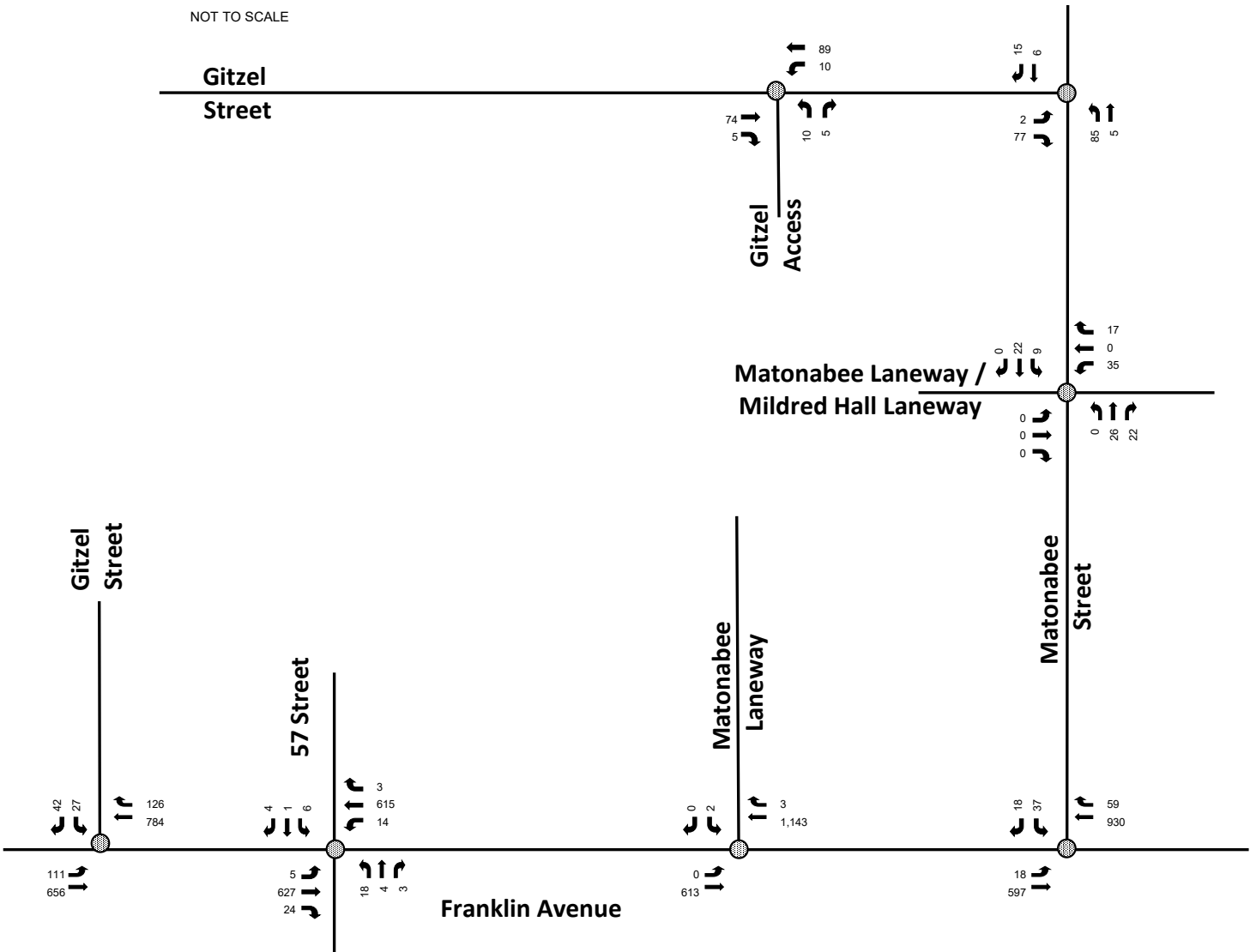
AM Peak Hour

Figure # 4.21

Legend
 — Roadway
 ○ Study Intersection



NOT TO SCALE



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Transportation Impact Assessment
April 2021

Option 4b: 2022 Post-Development Conditions

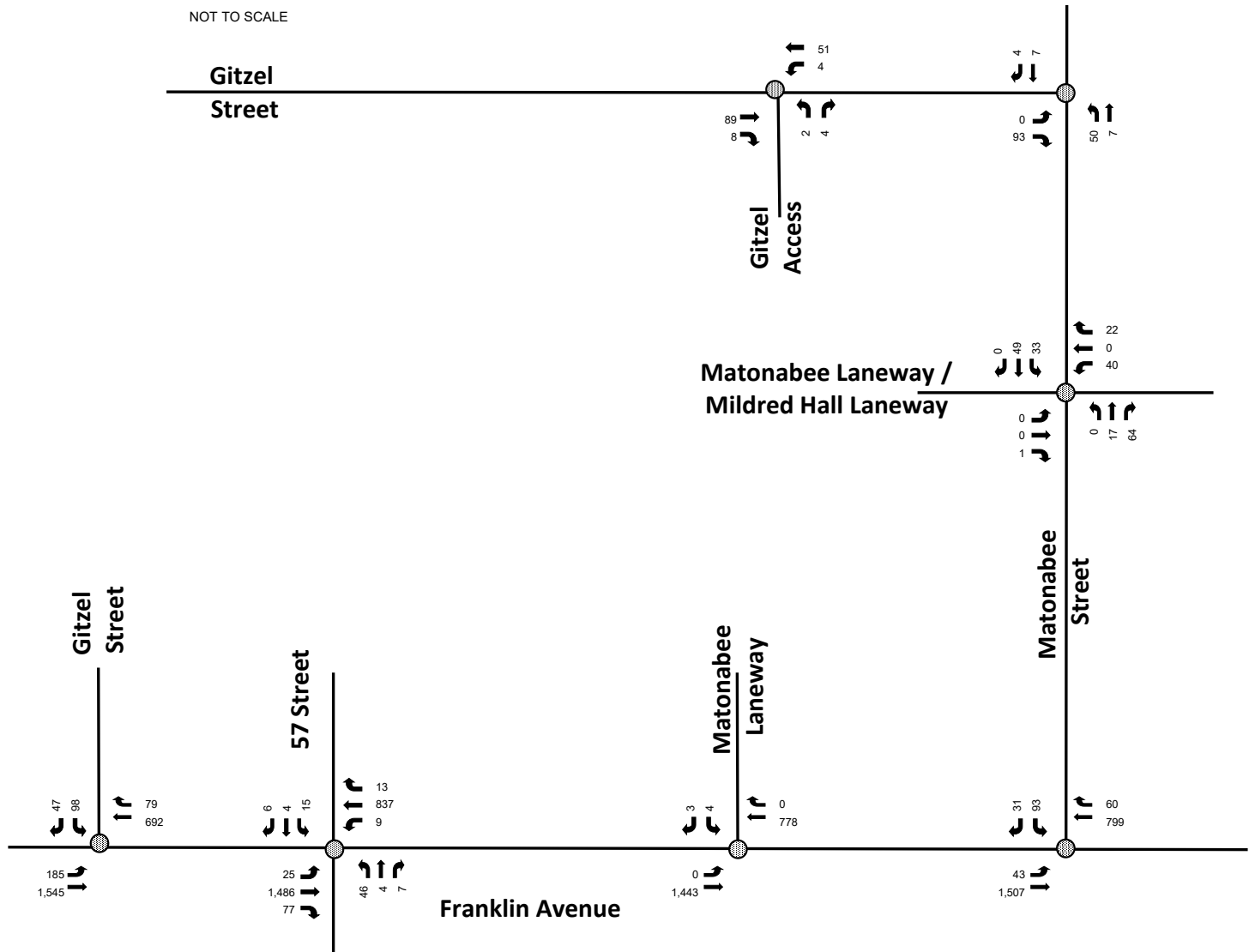
PM Peak Hour

Figure # 4.22

Legend
 — Roadway
 ○ Study Intersection



NOT TO SCALE



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Transportation Impact Assessment
 April 2021

Option 4b: 2042 Post-Development Conditions

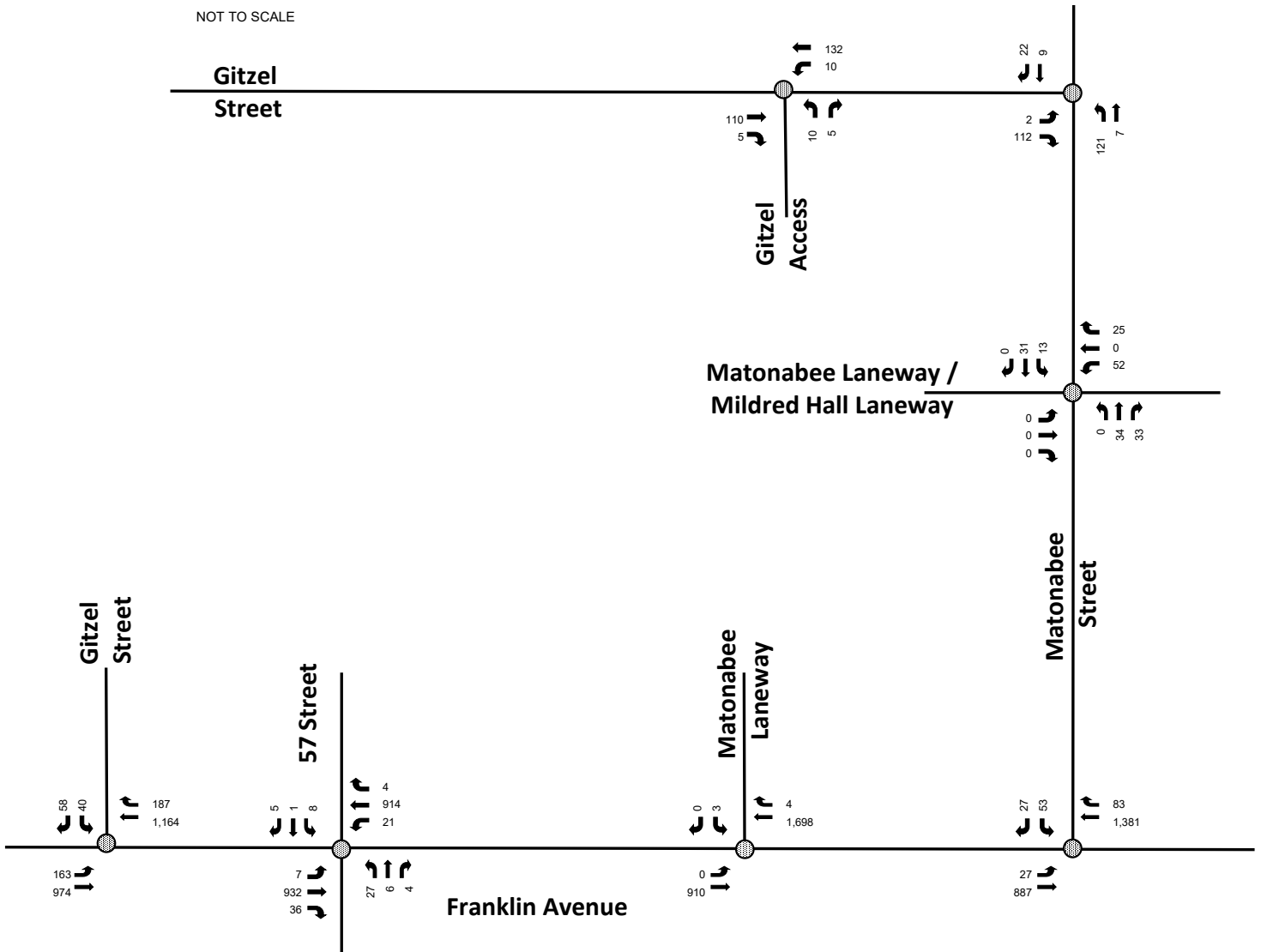
AM Peak Hour

Figure # 4.23

Legend
 — Roadway
 ○ Study Intersection



NOT TO SCALE



Avens Pavillion
 Transportation Impact Assessment
 April 2021

Option 4b: 2042 Post-Development Conditions

PM Peak Hour

Figure # 4.24

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Intersection Capacity Assessment
April 5, 2021

4.6 INTERSECTION ANALYSIS

The 2022 and 2042 operating conditions for the study intersections were reviewed for the AM and PM peak hours. Analysis was conducted for 2020 (existing), 2022 (background and post-development) and 2042 (background and post-development) conditions. Post-development conditions analyses were conducted for all four options.

The results of the analysis are summarized in **Table 4.1** for the AM and PM peak hours under existing conditions. **Table 4.2** and **Table 4.3** summarize the results of the 2022 and 2042 background conditions, respectively. A separate background conditions analysis was conducted for Option 2 given the proposed operations change to Matonabee Laneway from two-way operations to one-way operations. **Table 4.4** and **Table 4.5** summarize the results of the Option 2 2022 and 2042 background conditions, respectively.

Table 4.6 and **Table 4.7** summarize the results of the 2022 and 2042 post-development conditions, respectively for Option 1. **Table 4.8** and **Table 4.9** summarize the results of the 2022 and 2042 post-development conditions, respectively for Option 2. **Table 4.10** and **Table 4.11** summarize the results of the 2022 and 2042 post-development conditions, respectively for Option 3. **Table 4.12** and **Table 4.13** summarize the results of the 2022 and 2042 post-development conditions, respectively for Option 4a. **Table 4.14** and **Table 4.15** summarize the results of the 2022 and 2042 post-development conditions, respectively for Option 4b.

Appendix C provides the Existing, 2022 and 2042 Background Conditions Synchro results. **Appendix D** provides the Option 1 Post-Development Synchro results. **Appendix E** provides the Option 2 Background and Post-Development Synchro results. **Appendix F** provides the Option 3 Post-Development Synchro results. **Appendix G** provides the Option 4a Post-Development Synchro results. **Appendix H** provides the Option 4b Post-Development Synchro results.

The results indicate the majority of study intersections are expected to operate acceptably with an overall level of service ranging between LOS A and LOS C, with no movement operating less than a LOS C for all four options.

The only exceptions are the Matonabee Laneway & Franklin Avenue intersection in the 2042 Background and Post-Development horizon scenarios during the PM peak hour, and the Franklin Avenue & Gitzel Street intersection in the 2022 and 2042 Background and Post-Development horizon scenarios during the PM peak hour. With the assumed traffic growth rates, the traffic exiting the Matonabee Laneway onto Franklin Avenue is expected to experience longer delays due to the volume increases along Franklin Avenue and the limited gaps in traffic expected. Therefore, the poor LOS F expected on this movement is not due to capacity concerns on the laneway but longer delays expected. As the volume of traffic on the Laneway is minor under all scenarios and options, the operational impacts of the delays are only expected to impact a minor number of vehicles. The v/c ratio for this approach is approximately 0.05 and the overall intersection is expected to operate at a LOS A. Therefore, no improvements are recommended for this intersection.

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Intersection Capacity Assessment
April 5, 2021

The City has recently added a dedicated eastbound to northbound left-turn lane (approximately 45m in length) at the intersection of Franklin Avenue & Gitzel Street. It is unclear if the new left-turn lane is operating with permissive-only (3-signal head) or protected + permissive (4-signal head) phasing. The results of the analyses indicate by the 2022 PM peak hour horizon, the eastbound left-turn movement would operate at an unacceptable LOS F with a v/c ratio indicating at-capacity conditions. In addition, the 95th Percentile Queues indicate potential spillover blockages resulting from the poor operations that may potentially block eastbound traffic along Franklin Avenue. If it was not completed as part of the eastbound left-turn lane addition, it is recommended that the intersection be modified to a 4-signal head on the eastbound approach and the signal phasing be modified to include a protected phase and permissive phase for the eastbound left-turn lane. An extension of the eastbound left-turn lane could also be considered in the future to adequately manage the potential queues on the eastbound left-turn, though this would not improve the LOS F or v/c ratios of the movement. This would allow vehicles to further queue without blocking the eastbound through lane. Under Option 4, development traffic is expected to utilize this eastbound left-turn lane to access the development's primary access, increasing the traffic volumes on this movement. However, it should be noted that the operational deficiencies also occur under the background traffic conditions and would be the primary cause of the operational deficiencies.

Option 1: While the analysis results indicate all intersections would operate acceptably, the physical width of Matonabee Laneway (6.0m) could create discomfort for passing vehicles within the laneway. A standard travel lane width is approximately 3.2m, or 6.4m for two-way travel. As the laneway has a 6.0m passable width, it may be challenging to safely accommodate two opposing vehicles in the laneway. Two-way travel in the laneway would also require the restriction of parking within the laneway, as a parked vehicle would result in blockages. While it is acknowledged that two-way travel currently exists on Matonabee Laneway, discussions with the City and local residents indicates vehicles have been observed pulling over to the side when an opposing vehicle approaches. Therefore, this alignment is not recommended.

Option 2: It was noted that the Matonabee Laneway approach at Franklin Avenue under this scenario is expected to operate at a LOS F due to longer delays for traffic exiting the laneway onto Franklin Avenue. However, the volumes on this approach are minor, and the v/c ratios and 95th Percentile Queues are minor suggesting there is adequate capacity available. The longer delays on this approach are due to the volume increases along Franklin Avenue and the resulting limited gaps in traffic expected. However this analysis assumes a sustained 2% annual traffic growth rate between existing conditions and the 2042 horizon year, resulting in a conservative analysis. It should also be noted that the LOS F is a result of background traffic conditions, and not a result of the proposed development's traffic on the laneway. It was also noted that the 90-degree turn within the laneway near Matonabee Street could be challenging for larger vehicles such as delivery trucks. While these vehicles are expected to be relatively infrequent, the physical constraints of the laneway cannot be avoided if converted to one-way travel. Therefore, this alignment is not recommended.

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Intersection Capacity Assessment
April 5, 2021

Option 3: A variation of Option 1 and 2, Option 3 considered widening a portion of Matonabee Laneway from Matonabee Street to the AVEN's parking lot entrance, maintaining two-way operations along the full length of the laneway. Development traffic would be directed to use the Matonabee Street access to the laneway to minimize traffic impacts to the remainder of the laneway (between the AVEN's parking lot and Franklin Avenue). The proposed widening is expected to address the turning radii constraints at the 90-degree turn associated with delivery trucks, however a more detailed assessment would be required to determine if this is feasible. While the existing physical constraints of Matonabee Laneway between Franklin Avenue and the AVEN's parking lot entrance impacting the comfort of two opposing vehicles passing each other would remain, the condition is not expected to operate any worse than today. Given the unknowns noted above and the benefits of Option 4b noted below, this alignment is not recommended.

Option 4: Within Option 4, several variations of a new roadway connection to Gitzel Street were explored, with the variations related to the specific alignment of the connection and consideration for a cul-de-sac near the parking lot entrance. While the traffic operations are not expected to vary by one particular variation relative to another, a common operational concern between several variations is the introduction of an intersection within the laneway and the impacts of this relative to the appropriate traffic control measures, driver expectations within a laneway, and transportation safety. A stop sign or yield sign on the approach from Matonabee Street with free-flow conditions along the new roadway connection to Gitzel Street would be appropriate given the configuration as a 'T' intersection. However, drivers may not expect to encounter a stop or yield sign within a laneway, which result in a safety issue if vehicles do not adhere to the traffic control measure. In addition, the relatively low frequency of volumes within the laneway could result in drivers becoming accustomed to rolling stops or inadequate checks for opposing vehicles before proceeding, creating further safety concerns. Finally, the distance from the new intersection to both Matonabee Street and Gitzel Street would be approximately 50-55m measured from centerline-to-centerline. Should any vehicles be queued at the new intersection, this relatively short stacking distance may not provide adequate stopping distance for subsequent vehicles to stop. Therefore, Option 4a is not recommended. However, one of the alternatives within Option 4 was to block Matonabee Laneway at the new roadway and therefore disallow access from Matonabee Street, allowing vehicles to enter and exit the development site and remainder of Matonabee Laneway using the new roadway only. This variation would mitigate the risks associated with an intersection within a laneway. This configuration within the Option 4 alignment, Option 4b, is recommended.

In addition to Option 4b and the noted improvements to the Franklin Avenue & Gitzel Street intersection, minor signal timing adjustments may be required over the 20-year horizon to accommodate future traffic volumes.

Pedestrians and cyclists are not anticipated to utilize the laneway to access the development site, therefore separate accommodations are not required nor proposed. Pedestrians and cyclists are expected to use 57 Street to access the development. It is anticipated that the

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Intersection Capacity Assessment
April 5, 2021

laneway has sufficient capacity to accommodate the volume increases associated with the proposed development.

Table 4.1: Existing Conditions Level of Service Summary

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	15	961	50	6	541	8	30	3	5	10	3	4	A
			v/c Ratio	0.38			0.21			0.30			0.12			
			Level of Service	A			A			D			C			
			Queue Length 95th (m)	38			17			17			9			
		PM	Traffic Volume (vph)	4	603	23	13	591	2	17	4	3	5	1	3	A
			v/c Ratio	0.22			0.21			0.17			0.07			
			Level of Service	A			A			D			C			
			Queue Length 95th (m)	18			17			12			6			
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	0	933			503	0			1		2	A	
			v/c Ratio	0	0.4			0.21	0.11			0.01		0.01		
			Level of Service	A	A			A	A			B		B		
			Queue Length 95th (m)	0	0			0	0			0		0		
		PM	Traffic Volume (vph)	0	588			1098	2			2		0	A	
			v/c Ratio	0	0.25			0.47	0.24			0.02		0.02		
			Level of Service	A	A			A	A			D		D		
			Queue Length 95th (m)	0	0			0	0			0		0		
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	28	973			516	37			60		20	A	
			v/c Ratio	0.41	0.41			0.21	0.21			0.42		0.42		
			Level of Service	A	A			A	A			D		D		
			Queue Length 95th (m)	3	3			21	21			25		25		
		PM	Traffic Volume (vph)	17	573			892	48			32		17	A	
			v/c Ratio	0.24	0.24			0.35	0.35			0.29		0.29		
			Level of Service	A	A			A	A			C		C		
			Queue Length 95th (m)	52	52			35	35			17		17		
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	3	26	0	14	0	9	41	21	29	0	A
			v/c Ratio	0.01			0.05			0.00			0.01			
			Level of Service	A			A			A			A			
			Queue Length 95th (m)	0			1			0			0			
		PM	Traffic Volume (vph)	0	0	0	34	0	16	1	15	21	9	17	0	A
			v/c Ratio	0.00			0.06			0.00			0.01			
			Level of Service	A			A			A			A			
			Queue Length 95th (m)	0			1			0			0			
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	0		58				30	5			5	3	A
			v/c Ratio	0.06		0.06				0.02				0.00		
			Level of Service	A		A				A				A		
			Queue Length 95th (m)	1		1				1				0		
		PM	Traffic Volume (vph)	1		70				72	5			6	14	A
			v/c Ratio	0.07		0.07				0.05				0.01		
			Level of Service	A		A				A				A		
			Queue Length 95th (m)	2		2				1				0		
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	117	1019			457	52			65		29	B	
			v/c Ratio	0.39	0.69			0.35	0.35			0.13		0.13		
			Level of Service	B	C			B	B			B		B		
			Queue Length 95th (m)	23	90			35	35			21		21		
		PM	Traffic Volume (vph)	104	642			768	124			26		31	C	
			v/c Ratio	1.01	0.49			0.69	0.69			0.07		0.07		
			Level of Service	F	C			C	C			A		A		
			Queue Length 95th (m)	#45	44			61	61			12		12		

Table 4.2: 2022 Background Conditions Level of Service Summary

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	16	1000	52	6	563	8	31	3	5	10	3	4	A
			v/c Ratio	0.4			0.21			0.30			0.12			
			Level of Service	A			A			D			C			
			Queue Length 95th (m)	40			18			17			9			
		PM	Traffic Volume (vph)	4	627	24	14	615	2	18	4	3	5	1	3	
			v/c Ratio	0.23			0.22			0.18			0.07			
			Level of Service	A			A			D			C			
			Queue Length 95th (m)	19			18			13			6			
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	0	971			523	0			1		2	A	
			v/c Ratio	0	0.41			0.22	0.11			0.01		0.01		
			Level of Service	A	A			A	A			B		B		
			Queue Length 95th (m)	0	0			0	0			0		0		
		PM	Traffic Volume (vph)	0	612			1142	2			2		0		
			v/c Ratio	0	0.26			0.49	0.24			0.02		0.02		
			Level of Service	A	A			A	A			D		D		
			Queue Length 95th (m)	0	0			0	0			1		1		
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	29	1012			537	38			62		21	A	
			v/c Ratio	0.43	0.43			0.22	0.22			0.42		0.42		
			Level of Service	A	A			A	A			D		D		
			Queue Length 95th (m)	3	3			22	22			26		26		
		PM	Traffic Volume (vph)	18	596			928	50			33		18		
			v/c Ratio	0.25	0.25			0.37	0.37			0.3		0.3		
			Level of Service	A	A			A	A			C		C		
			Queue Length 95th (m)	53	53			37	37			17		17		
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	3	27	0	15	0	9	43	22	30	0	A
			v/c Ratio	0.01			0.05			0.00			0.02			
			Level of Service	A			A			A			A			
			Queue Length 95th (m)	0			1			0			0			
		PM	Traffic Volume (vph)	0	0	0	35	0	17	1	16	22	9	18	0	
			v/c Ratio	0			0.06			0			0.01			
			Level of Service	A			A			A			A			
			Queue Length 95th (m)	0			2			0			0			
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	0		60				31	5			5	3	A
			v/c Ratio	0.06		0.06				0.02				0.00		
			Level of Service	A		A				A				A		
			Queue Length 95th (m)	2		2				1				0		
		PM	Traffic Volume (vph)	1		73				75	5			6	15	
			v/c Ratio	0.08		0.08				0.05				0.01		
			Level of Service	A		A				A				A		
			Queue Length 95th (m)	2		2				1				0		
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	119	1039			466	53			66		30	C	
			v/c Ratio	0.45	0.76			0.38	0.38			0.12		0.12		
			Level of Service	C	C			B	B			B		B		
			Queue Length 95th (m)	31	105			47	47			17		17		
		PM	Traffic Volume (vph)	106	655			783	126			27		32		
			v/c Ratio	1.01	0.49			0.69	0.69			0.07		0.07		
			Level of Service	F	C			C	C			B		B		
			Queue Length 95th (m)	#46	43			61	61			13		13		

Table 4.3: 2042 Background Conditions Level of Service Summary

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	24	1486	77	9	837	12	46	4	7	15	4	6	A
			v/c Ratio	0.64			0.34			0.40			0.15			
			Level of Service	A			A			D			C			
			Queue Length 95th (m)	94			32			22			11			
		PM	Traffic Volume (vph)	6	932	36	21	914	3	27	6	4	7	1	4	A
			v/c Ratio	0.36			0.36			0.28			0.09			
			Level of Service	A			A			D			C			
			Queue Length 95th (m)	34			m2.7			16			7			
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	0	1443			777	0			1		3	A	
			v/c Ratio	0	0.61			0.33	0.17			0.01		0.01		
			Level of Service	A	A			A	A			B		B		
			Queue Length 95th (m)	0	0			0	0			0		0		
		PM	Traffic Volume (vph)	909	0			1697	3			3		0	A	
			v/c Ratio	0	0.39			0.72	0.36			0.05		0.05		
			Level of Service	A	A			A	A			F		F		
			Queue Length 95th (m)	0	0			0	0			1		1		
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	43	1504			798	56			92		31	A	
			v/c Ratio	0.71	0.71			0.35	0.35			0.54		0.54		
			Level of Service	A	A			A	A			D		D		
			Queue Length 95th (m)	5	5			42	42			36		36		
		PM	Traffic Volume (vph)	27	886			1379	74			49		27	B	
			v/c Ratio	0.65	0.65			0.81	0.81			0.14		0.14		
			Level of Service	B	B			C	C			B		B		
			Queue Length 95th (m)	55	55			143	143			17		17		
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	4	40	0	22	0	13	64	33	45	0	A
			v/c Ratio	0.01			0.08			0.00			0.02			
			Level of Service	A			A			A			A			
			Queue Length 95th (m)	0			2			0			1			
		PM	Traffic Volume (vph)	0	0	0	52	0	25	1	24	33	13	27	0	A
			v/c Ratio	0			0.09			0			0.01			
			Level of Service	A			A			A			A			
			Queue Length 95th (m)	0			2			0			0			
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	0		89				46	7			7	4	A
			v/c Ratio	0.09		0.09				0.03				0.01		
			Level of Service	A		A				A				A		
			Queue Length 95th (m)	2		2				1				0		
		PM	Traffic Volume (vph)	1		108				111	7			9	22	A
			v/c Ratio	0.11		0.11				0.08				0.02		
			Level of Service	A		A				A				A		
			Queue Length 95th (m)	3		3				2				0		
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	177	1544			692	79			98		45	B	
			v/c Ratio	0.53	0.73			0.37	0.37			0.33		0.33		
			Level of Service	B	B			A	A			C		C		
			Queue Length 95th (m)	33	109			48	48			38		38		
		PM	Traffic Volume (vph)	58	973			1163	187			40		48	B	
			v/c Ratio	1.01	0.43			0.6	0.6			0.23		0.23		
			Level of Service	F	A			A	A			B		B		
			Queue Length 95th (m)	#39	46			76	76			20		20		

Table 4.4: 2022 Background Conditions Level of Service Summary - Option 2

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	16	1000	52	6	563	8	31	3	5	10	3	4	A
			v/c Ratio	0.4			0.21			0.30			0.12			
			Level of Service	A			A			D			C			
		Queue Length 95th (m)	40			18			17			9				
		PM	Traffic Volume (vph)	4	627	24	14	615	2	18	4	3	5	1	3	
			v/c Ratio	0.23			0.22			0.18			0.07			
Level of Service	A			A			D			C						
			Queue Length 95th (m)	19			18			13			6			
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	0	971			523	0			2		4	A	
			v/c Ratio	0.31	0.31			0.17	0.17			0.01		0.01		
			Level of Service	A	A			A	A			B		B		
		Queue Length 95th (m)	0	0			0	0			0		0			
		PM	Traffic Volume (vph)	0	612			1142	0			2		0		
			v/c Ratio	0.20	0.20			0.36	0.36			0.02		0.02		
Level of Service	A		A			A	A			E		E				
			Queue Length 95th (m)	0	0			0	0			0	0			
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	29	1015			537	38			59		21	A	
			v/c Ratio	0.43	0.43			0.22	0.22			0.42		0.42		
			Level of Service	A	A			A	A			D		D		
		Queue Length 95th (m)	3	3			22	22			25		25			
		PM	Traffic Volume (vph)	18	596			928	52			33		18		
			v/c Ratio	0.25	0.25			0.37	0.37			0.30		0.30		
Level of Service	A		A			A	A			C		C				
			Queue Length 95th (m)	53	53			37	37			17	17			
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	0	27	0	15	0	9	43	22	30	0	A
			v/c Ratio	0.00			0.05			0.00			0.02			
			Level of Service	A			A			A			A			
		Queue Length 95th (m)	0			1			0			0				
		PM	Traffic Volume (vph)	0	0	0	35	0	17	3	16	22	9	18	0	
			v/c Ratio	0			0.06			0			0.01			
Level of Service	A			A			A			A						
			Queue Length 95th (m)	0			2			0			0			
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	0		60				31	5			5	3	A
			v/c Ratio	0.06		0.06				0.02				0.00		
			Level of Service	A		A				A				A		
		Queue Length 95th (m)	2		2				1				0			
		PM	Traffic Volume (vph)	1		73				75	5			6	15	
			v/c Ratio	0.08		0.08				0.05				0.01		
Level of Service	A			A				A				A				
			Queue Length 95th (m)	2		2				1			0			
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	119	1039			466	53			66		30	B	
			v/c Ratio	0.39	0.69			0.35	0.35			0.13		0.13		
			Level of Service	B	C			B	B			B		B		
		Queue Length 95th (m)	23	80			36	36			22		22			
		PM	Traffic Volume (vph)	106	655			783	126			27		32		
			v/c Ratio	1.01	0.49			0.69	0.69			0.07		0.07		
Level of Service	F		C			C	C			B		B				
			Queue Length 95th (m)	#46	43			61	61			13	13			

Table 4.5: 2042 Background Conditions Level of Service Summary - Option 2

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS	
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	24	1486	77	9	837	12	46	4	7	15	4	6	A	
			v/c Ratio	0.64			0.34			0.40			0.15				
			Level of Service	A			A			D			C				
		Queue Length 95th (m)	94			32			22			11					
		PM	Traffic Volume (vph)	6	932	36	21	914	3	27	6	4	7	1	4		A
			v/c Ratio	0.36			0.36			0.28			0.09				
Level of Service	A			A			D			C							
Queue Length 95th (m)	34			m2.7			16			7							
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	0	1443			777	0			1		3	A		
			v/c Ratio	0.46	0.46			0.25	0.25			0.01		0.01			
			Level of Service	A	A			A	A			B		B			
		Queue Length 95th (m)	0	0			0	0			0		0				
		PM	Traffic Volume (vph)	0	909			1697	0			3		0		A	
			v/c Ratio	0.29	0.29			0.54	0.54			0.05		0.05			
Level of Service	A		A			A	A			F		F					
Queue Length 95th (m)	0	0			0	0			1		1						
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	43	1504			798	56			89		31	A		
			v/c Ratio	0.71	0.71			0.35	0.35			0.53		0.53			
			Level of Service	A	A			A	A			D		D			
		Queue Length 95th (m)	5	5			41	41			35		35				
		PM	Traffic Volume (vph)	27	886			1379	76			49		27		B	
			v/c Ratio	0.65	0.65			0.81	0.81			0.14		0.14			
Level of Service	B		B			C	C			B		B					
Queue Length 95th (m)	55	55			143	143			17		17						
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	0	40	0	22	0	13	64	33	45	0		A
			v/c Ratio	0.00			0.08			0.00			0.02				
			Level of Service	A			A			A			A				
		Queue Length 95th (m)	0			2			0			1					
		PM	Traffic Volume (vph)	0	0	0	52	0	25	3	24	33	13	27	0	A	
			v/c Ratio	0			0.09			0			0.01				
Level of Service	A			A			A			A							
Queue Length 95th (m)	0			2			0			0							
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	0		89				46	7			7	4		A
			v/c Ratio	0.09		0.09				0.03				0.01			
			Level of Service	A		A				A				A			
		Queue Length 95th (m)	2		2				1				0				
		PM	Traffic Volume (vph)	1		108				111	7			9	22	A	
			v/c Ratio	0.11		0.11				0.08				0.02			
Level of Service	A			A				A				A					
Queue Length 95th (m)	3		3				2				0						
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	177	1544			692	79			98		45	B		
			v/c Ratio	0.53	0.73			0.37	0.37			0.33		0.33			
			Level of Service	B	B			A	A			C		C			
		Queue Length 95th (m)	33	109			48	48			38		38				
		PM	Traffic Volume (vph)	158	973			1163	187			40		48		B	
			v/c Ratio	1.01	0.43			0.60	0.60			0.23		0.23			
Level of Service	F		A			A	A			B		B					
Queue Length 95th (m)	##9	46			76	76			20		20						

Table 4.6: 2022 Post-Development Conditions Level of Service Summary - Option 1

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS	
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	17	1008	52	6	563	9	31	3	5	14	3	6	A	
			v/c Ratio	0.40			0.21			0.30			0.17				
			Level of Service	A			A			D			C				
		Queue Length 95th (m)	41			18			17			10					
		PM	Traffic Volume (vph)	5	632	24	14	624	3	18	4	3	6	1	4		A
			v/c Ratio	0.23			0.23			0.18			0.09				
Level of Service	A			A			D			C							
Queue Length 95th (m)	19			19			13			7							
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	8	975			524	4			1		2	A		
			v/c Ratio	0.01	0.42			0.22	0.11			0.01		0.01			
			Level of Service	A	A			A	A			B		B			
		Queue Length 95th (m)	0	0			0	0			0		0				
		PM	Traffic Volume (vph)	1	613			1144	12			6		8		A	
			v/c Ratio	0.00	0.26			0.49	0.25			0.08		0.08			
Level of Service	A		A			A	A			C		C					
Queue Length 95th (m)	0	0			0	0			2		2						
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	29	1016			542	38			62		21	A		
			v/c Ratio	0.43	0.43			0.22	0.22			0.42		0.42			
			Level of Service	A	A			A	A			D		D			
		Queue Length 95th (m)	4	4			23	23			26		26				
		PM	Traffic Volume (vph)	18	601			938	50			34		19		A	
			v/c Ratio	0.25	0.25			0.37	0.37			0.31		0.31			
Level of Service	A		A			A	A			C		C					
Queue Length 95th (m)	53	53			38	38			18		18						
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	3	27	0	15	0	9	43	22	30	0		A
			v/c Ratio	0.01			0.05			0.00			0.02				
			Level of Service	A			A			A			A				
		Queue Length 95th (m)	0			1			0			0					
		PM	Traffic Volume (vph)	1	0	2	35	0	17	1	16	22	9	18	0	A	
			v/c Ratio	0.00			0.06			0.00			0.01				
Level of Service	A			A			A			A							
Queue Length 95th (m)	0			2			0			0							
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	0		60				31	5			5	3		A
			v/c Ratio	0.06		0.06				0.02				0.00			
			Level of Service	A		A				A				A			
		Queue Length 95th (m)	2		2				1				0				
		PM	Traffic Volume (vph)	1		73				75	6			6	15	A	
			v/c Ratio	0.08		0.08				0.05				0.01			
Level of Service	A			A				A				A					
Queue Length 95th (m)	2		2				1				0						
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	119	1048			468	53			66		30	B		
			v/c Ratio	0.39	0.69			0.35	0.35			0.13		0.13			
			Level of Service	B	C			B	B			B		B			
		Queue Length 95th (m)	23	81			35	35			22		22				
		PM	Traffic Volume (vph)	106	661			793	126			27		32		C	
			v/c Ratio	0.98	0.49			0.68	0.68			0.07		0.07			
Level of Service	F		C			C	C			B		B					
Queue Length 95th (m)	#45	42			61	61			13		13						

Table 4.7: 2042 Post-Development Conditions Level of Service Summary - Option 1

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS	
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	25	1494	77	9	837	13	46	4	7	19	4	8	A	
			v/c Ratio	0.64			0.34			0.40			0.19				
			Level of Service	A			A			D			C				
		Queue Length 95th (m)	95			2			22			13					
		PM	Traffic Volume (vph)	7	937	36	21	923	4	27	6	4	8	1	5		A
			v/c Ratio	0.36			0.36			0.28			0.10				
Level of Service	A			A			D			C							
Queue Length 95th (m)	35			3			16			7							
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	8	1447			778	4			1		3	A		
			v/c Ratio	0.01	0.62			0.33	0.17			0.01		0.01			
			Level of Service	A	A			A	A			B		B			
		Queue Length 95th (m)	0	0			0	0			0		0				
		PM	Traffic Volume (vph)	5	910			1699	13			7		8		A	
			v/c Ratio	0.01	0.39			0.72	0.37			0.15		0.15			
Level of Service	A		A			A	A			E		E					
Queue Length 95th (m)	0	0			0	0			4		4						
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	43	1508			803	56			92		31	C		
			v/c Ratio	0.95	0.95			0.47	0.47			0.24		0.24			
			Level of Service	D	D			B	B			C		C			
		Queue Length 95th (m)	#200	#200			65	65			29		29				
		PM	Traffic Volume (vph)	27	891			1389	74			50		28		B	
			v/c Ratio	0.66	0.66			0.81	0.81			0.14		0.14			
Level of Service	B		B			C	C			B		B					
Queue Length 95th (m)	55	55			144	144			18		18						
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	4	40	0	22	0	13	64	33	45	0		A
			v/c Ratio	0.01			0.08			0.00			0.02				
			Level of Service	A			A			A			A				
		Queue Length 95th (m)	0			2			0			1					
		PM	Traffic Volume (vph)	1	0	2	52	0	25	1	24	33	13	27	0	A	
			v/c Ratio	0			0.09			0			0.01				
Level of Service	A			A			A			A							
Queue Length 95th (m)	0			2			0			0							
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	0		89				46	7			7	4		A
			v/c Ratio	0.09		0.09				0.03				0.01			
			Level of Service	A		A				A				A			
		Queue Length 95th (m)	2		2				1				0				
		PM	Traffic Volume (vph)	1		108				111	8			9	22	A	
			v/c Ratio	0.11		0.11				0.08				0.02			
Level of Service	A			A				A				A					
Queue Length 95th (m)	3		3				2				0						
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	177	1553			694	79			98		45	B		
			v/c Ratio	0.52	0.73			0.37	0.37			0.33		0.33			
			Level of Service	B	B			A	A			C		C			
		Queue Length 95th (m)	33	110			50	50			38		38				
		PM	Traffic Volume (vph)	158	979			1173	187			40		48		B	
			v/c Ratio	1.00	0.43			0.60	0.60			0.24		0.24			
Level of Service	F		A			A	A			B		B					
Queue Length 95th (m)	#40	46			77	77			20		20						

Table 4.8: 2022 Post-Development Conditions Level of Service Summary - Option 2

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS	
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	17	1008	52	6	565	9	31	3	5	10	3	4	A	
			v/c Ratio	0.40			0.22			0.30			0.12				
			Level of Service	A			A			D			C				
		Queue Length 95th (m)	41			18			17			9					
		PM	Traffic Volume (vph)	5	632	24	14	624	3	18	4	3	6	1	4		A
			v/c Ratio	0.23			0.23			0.18			0.09				
Level of Service	A			A			D			C							
Queue Length 95th (m)	19			19			13			7							
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	0	980			525	0			8		4	A		
			v/c Ratio	0.31	0.31			0.17	0.17			0.04		0.04			
			Level of Service	A	A			A	A			C		C			
		Queue Length 95th (m)	0	0			0	0			1		1				
		PM	Traffic Volume (vph)	0	618			1144	0			7		9		A	
			v/c Ratio	0.49	0.49			0.26	0.26			0.09		0.09			
Level of Service	A		A			A	A			C		C					
Queue Length 95th (m)	0	0			0	0			2		2						
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	37	1019			537	43			59		21	A		
			v/c Ratio	0.44	0.44			0.22	0.22			0.42		0.42			
			Level of Service	A	A			A	A			D		D			
		Queue Length 95th (m)	3	3			22	22			25		25				
		PM	Traffic Volume (vph)	24	601			929	62			33		18		A	
			v/c Ratio	0.26	0.26			0.37	0.37			0.30		0.30			
Level of Service	A		A			A	A			C		C					
Queue Length 95th (m)	53	53			38	38			17		17						
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	0	27	0	15	13	9	43	22	30	0		A
			v/c Ratio	0.00			0.05			0.01			0.02				
			Level of Service	A			A			A			A				
		Queue Length 95th (m)	0			1			0			0					
		PM	Traffic Volume (vph)	0	0	0	35	0	17	18	17	22	9	18	0	A	
			v/c Ratio	0.00			0.06			0.01			0.01				
Level of Service	A			A			A			A							
Queue Length 95th (m)	0			2			0			0							
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	0		60				31	5			5	3		A
			v/c Ratio	0.06		0.06				0.02				0.00			
			Level of Service	A		A				A				A			
		Queue Length 95th (m)	2		2				1				0				
		PM	Traffic Volume (vph)	1		73				75	6			6	15	A	
			v/c Ratio	0.08		0.08				0.05				0.01			
Level of Service	A			A				A				A					
Queue Length 95th (m)	2		2				1				0						
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	119	1048			468	53			66		30	B		
			v/c Ratio	0.39	0.69			0.35	0.35			0.13		0.13			
			Level of Service	B	C			B	B			B		B			
		Queue Length 95th (m)	23	81			36	36			22		2				
		PM	Traffic Volume (vph)	106	661			793	126			27		32		C	
			v/c Ratio	0.98	0.49			0.68	0.68			0.07		0.07			
Level of Service	F		C			C	C			B		B					
Queue Length 95th (m)	#45	42			61	61			13		13						

Table 4.9: 2042 Post-Development Conditions Level of Service Summary - Option 2

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS	
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	25	1494	77	9	839	13	46	4	7	15	4	6	A	
			v/c Ratio	0.64			0.34			0.40			0.15				
			Level of Service	A			A			D			C				
		Queue Length 95th (m)	95			53			22			11					
		PM	Traffic Volume (vph)	7	937	36	21	923	4	27	6	4	8	1	5		A
			v/c Ratio	0.36			0.36			0.28			0.10				
Level of Service	A			A			D			C							
Queue Length 95th (m)	35			3			16			7							
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	0	1452			779	0			8		5	A		
			v/c Ratio	0.46	0.46			0.25	0.25			0.03		0.03			
			Level of Service	A	A			A	A			B		B			
		Queue Length 95th (m)	0	0			0	0			1		1				
		PM	Traffic Volume (vph)	0	915			1699	0			8		9		A	
			v/c Ratio	0.29	0.29			0.54	0.54			0.16		0.16			
Level of Service	A		A			A	A			E		E					
Queue Length 95th (m)	0	0			0	0			4		4						
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	51	1511			798	61			89		31	C		
			v/c Ratio	0.97	0.97			0.47	0.47			0.23		0.23			
			Level of Service	D	D			B	B			C		C			
		Queue Length 95th (m)	#205	#205			65	65			29		29				
		PM	Traffic Volume (vph)	33	891			1380	86			49		27		B	
			v/c Ratio	0.70	0.70			0.81	0.81			0.14		0.14			
Level of Service	B		B			C	C			B		B					
Queue Length 95th (m)	59	59			145	145			17		17						
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	0	40	0	22	13	13	64	33	45	0		A
			v/c Ratio	0.00			0.08			0.01			0.02				
			Level of Service	A			A			A			A				
		Queue Length 95th (m)	0			2			0			1					
		PM	Traffic Volume (vph)	0	0	0	52	0	25	18	24	33	13	27	0	A	
			v/c Ratio	0			0.10			0.01			0.01				
Level of Service	A			A			A			A							
Queue Length 95th (m)	0			2			0			0							
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	0		89				46	7			7	4		A
			v/c Ratio	0.09		0.09				0.03				0.01			
			Level of Service	A		A				A				A			
		Queue Length 95th (m)	2		2				1				0				
		PM	Traffic Volume (vph)	1		108				111	8			9	22	A	
			v/c Ratio	0.11		0.11				0.08				0.02			
Level of Service	A			A				A				A					
Queue Length 95th (m)	3		3				2				0						
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	177	1553			694	79			98		45	B		
			v/c Ratio	0.52	0.73			0.37	0.37			0.33		0.33			
			Level of Service	B	B			A	A			C		C			
		Queue Length 95th (m)	33	110			50	50			38		38				
		PM	Traffic Volume (vph)	158	979			1173	187			40		48		B	
			v/c Ratio	1.00	0.43			0.60	0.60			0.24		0.24			
Level of Service	F		A			A	A			B		B					
Queue Length 95th (m)	#40	46			77	77			20		20						

Table 4.10: 2022 Post-Development Conditions Level of Service Summary - Option 3

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS	
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	17	1008	52	6	565	9	31	3	5	10	3	4	A	
			v/c Ratio	0.40			0.22			0.30			0.12				
			Level of Service	A			A			D			C				
		Queue Length 95th (m)	41			18			17			9					
		PM	Traffic Volume (vph)	5	632	24	14	624	3	18	4	3	6	1	4		A
			v/c Ratio	0.23			0.23			0.18			0.09				
Level of Service	A			A			A			A							
Queue Length 95th (m)	19			19			13			7							
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	0	980			532	0			1		2	A		
			v/c Ratio	0	0.42			0.23	0.11			0.01		0.01			
			Level of Service	A	A			A	A			B		B			
		Queue Length 95th (m)	0	0			0	0			0		0				
		PM	Traffic Volume (vph)	0	618			1152	2			2		0		A	
			v/c Ratio	0.00	0.26			0.49	0.25			0.02		0.02			
Level of Service	A		A			A	A			D		D					
Queue Length 95th (m)	0	0			0	0			1		1						
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	37	1012			538	42			66		23	A		
			v/c Ratio	0.44	0.44			0.22	0.22			0.44		0.44			
			Level of Service	A	A			A	A			D		D			
		Queue Length 95th (m)	3	3			23	23			27		27				
		PM	Traffic Volume (vph)	23	597			929	60			38		27		A	
			v/c Ratio	0.26	0.26			0.37	0.37			0.36		0.36			
Level of Service	A		A			A	A			C		C					
Queue Length 95th (m)	57	57			40	40			19		19						
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	8	27	0	15	13	9	43	22	30	0		A
			v/c Ratio	0.01			0.05			0.01			0.02				
			Level of Service	A			A			A			A				
		Queue Length 95th (m)	0			1			0			0					
		PM	Traffic Volume (vph)	1	0	14	35	0	17	15	16	22	9	18	0	A	
			v/c Ratio	0.02			0.06			0.01			0.01				
Level of Service	A			A			A			A							
Queue Length 95th (m)	0			2			0			0							
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	1		60				31	5			5	3		A
			v/c Ratio	0.06		0.06				0.02				0.00			
			Level of Service	A		A				A				A			
		Queue Length 95th (m)	2		2				1				0				
		PM	Traffic Volume (vph)	1		73				75	6			6	15	A	
			v/c Ratio	0.08		0.08				0.05				0.01			
Level of Service	A			A				A				A					
Queue Length 95th (m)	2		2				1				0						
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	119	1048			468	53			66		30	B		
			v/c Ratio	0.39	0.69			0.35	0.35			0.13		0.13			
			Level of Service	B	C			B	B			B		B			
		Queue Length 95th (m)	23	81			35	35			22		22				
		PM	Traffic Volume (vph)	106	661			793	126			27		32		C	
			v/c Ratio	0.98	0.49			0.68	0.68			0.07		0.07			
Level of Service	F		C			C	C			B		B					
Queue Length 95th (m)	#45	42			61	61			13		13						

Table 4.11: 2042 Post-Development Conditions Level of Service Summary - Option 3

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS	
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	25	1494	77	9	839	13	46	4	7	15	4	6	A	
			v/c Ratio	0.64			0.34			0.40			0.15				
			Level of Service	A			A			D			C				
		Queue Length 95th (m)	95			53			22			11					
		PM	Traffic Volume (vph)	7	937	36	21	923	4	27	6	4	8	1	5		A
			v/c Ratio	0.36			0.36			0.28			0.10				
Level of Service	A			A			D			C							
Queue Length 95th (m)	35			5			16			7							
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	0	1452			786	0			1		3	A		
			v/c Ratio	0	0.62			0.33	0.17			0.01		0.01			
			Level of Service	A	A			A	A			B		B			
		Queue Length 95th (m)	0	0			0	0			0		0				
		PM	Traffic Volume (vph)	0	915			1707	3			3		0		A	
			v/c Ratio	0.00	0.39			0.73	0.37			0.05		0.05			
Level of Service	A		A			A	A			F		F					
Queue Length 95th (m)	0	0			0	0			1		1						
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	51	1504			799	60			96		33	C		
			v/c Ratio	0.97	0.97			0.47	0.47			0.25		0.25			
			Level of Service	D	D			B	B			C		C			
		Queue Length 95th (m)	#203	#203			65	65			31		31				
		PM	Traffic Volume (vph)	32	887			1380	84			54		36		B	
			v/c Ratio	0.69	0.69			0.81	0.81			0.17		0.17			
Level of Service	B		B			C	C			B		B					
Queue Length 95th (m)	58	58			145	145			20		20						
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	9	40	0	22	13	13	64	33	45	0		A
			v/c Ratio	0.01			0.08			0.01			0.02				
			Level of Service	A			A			A			A				
		Queue Length 95th (m)	0			2			0			1					
		PM	Traffic Volume (vph)	1	0	14	52	0	25	15	24	33	13	27	0	A	
			v/c Ratio	0.02			0.10			0.01			0.01				
Level of Service	A			A			A			A							
Queue Length 95th (m)	0			3			0			0							
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	0		89				46	7			7	4		A
			v/c Ratio	0.09		0.09				0.03				0.01			
			Level of Service	A		A				A				A			
		Queue Length 95th (m)	2		2				1				0				
		PM	Traffic Volume (vph)	1		108				111	8			9	22	A	
			v/c Ratio	0.11		0.11				0.08				0.02			
Level of Service	A			A				A				A					
Queue Length 95th (m)	3		3				2				0						
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	177	1553			694	79			98		45	B		
			v/c Ratio	0.52	0.73			0.37	0.37			0.33		0.33			
			Level of Service	B	B			A	A			C		C			
		Queue Length 95th (m)	33	110			43	43			38		38				
		PM	Traffic Volume (vph)	158	979			1173	187			40		48		B	
			v/c Ratio	1.00	0.43			0.60	0.60			0.24		0.24			
Level of Service	F		A			A	A			B		B					
Queue Length 95th (m)	#40	46			74	74			20		20						

Table 4.12: 2022 Post-Development Conditions Level of Service Summary - Option 4a

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS		
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	17	1000	52	6	563	9	31	3	5	10	3	4	A		
			v/c Ratio	0.40			0.21			0.30			0.12					
			Level of Service	A			A			D			C					
		Queue Length 95th (m)	113			18			17			9						
		PM	Traffic Volume (vph)	5	627	24	14	615	3	18	4	3	6	1	4		A	
			v/c Ratio	0.23			0.22			0.18			0.09					
Level of Service	A			A			D			C								
Queue Length 95th (m)	0			18			13			7								
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	0	971			524	0			1		2	A			
			v/c Ratio	0	0.41			0.22	0.11			0.01		0.01				
			Level of Service	A	A			A	A			B		B				
		Queue Length 95th (m)	0	0			0	0			0		0					
		PM	Traffic Volume (vph)	0	613			1143	2			2		0		A		
			v/c Ratio	0.00	0.26			0.49	0.24			0.02		0.02				
Level of Service	A		A			A	A			D		D						
Queue Length 95th (m)	0	0			0	0			1		1							
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	29	1012			538	42			66		21	A			
			v/c Ratio	0.43	0.43			0.22	0.22			0.44		0.44				
			Level of Service	A	A			A	A			D		D				
		Queue Length 95th (m)	3	3			23	23			27		27					
		PM	Traffic Volume (vph)	18	597			929	60			37		18		A		
			v/c Ratio	0.25	0.25			0.37	0.37			0.32		0.32				
Level of Service	A		A			A	A			C		C						
Queue Length 95th (m)	52	52			39	39			18		18							
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	3	27	0	15	0	13	43	22	34	0		A	
			v/c Ratio	0.01			0.05			0.00			0.02					
			Level of Service	A			A			A			A					
		Queue Length 95th (m)	0			1			0			0						
		PM	Traffic Volume (vph)	0	0	0	35	0	17	1	26	22	9	22	0	A		
			v/c Ratio	0.00			0.06			0.00			0.01					
Level of Service	A			A			A			A								
Queue Length 95th (m)	0			2			0			0								
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	1		64				35	5			5	3		A	
			v/c Ratio	0.07		0.07					0.02				0.00			
			Level of Service	A		A					A				A			
		Queue Length 95th (m)	2		2					1				0				
		PM	Traffic Volume (vph)	2		77				85	5				6	15		A
			v/c Ratio	0.08		0.08				0.06					0.01			
Level of Service	A			A				A					A					
Queue Length 95th (m)	2		2					1				0						
Gitzel Street & New Access	Unsignalized	AM	Traffic Volume (vph)		60	8	4	34		2		4			A			
			v/c Ratio		0.04		0		0.01		0.01							
			Level of Service		A		A		A		A							
		Queue Length 95th (m)		0		0		0		0								
		PM	Traffic Volume (vph)		74	5	10	89		10		5					A	
			v/c Ratio		0.05		0.01		0.02		0.02							
Level of Service			A		A		A		A									
Queue Length 95th (m)		0		0		0		0										
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	127	1040			466	53			66		32	B			
			v/c Ratio	0.42	0.69			0.35	0.35			0.13		0.13				
			Level of Service	B	C			B	B			B		B				
		Queue Length 95th (m)	25	80			34	34			22		22					
		PM	Traffic Volume (vph)	111	656			784	126			27		42		C		
			v/c Ratio	1.01	0.48			0.67	0.67			0.09		0.09				
Level of Service	F		C			C	C			A		A						
Queue Length 95th (m)	#46	41			62	62			14		14							

Table 4.13: 2042 Post-Development Conditions Level of Service Summary - Option 4a

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS	
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	25	1486	77	9	837	13	46	4	7	15	4	6	B	
			v/c Ratio	0.64			0.34			0.40			0.15				
			Level of Service	B			A			D			C				
		Queue Length 95th (m)	192			80			22			11					
		PM	Traffic Volume (vph)	7	932	36	21	914	4	27	6	4	8	1	5		A
			v/c Ratio	0.36			0.36			0.28			0.10				
Level of Service	A			A			D			C							
Queue Length 95th (m)	64			4			16			7							
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	0	1443			778	0			1		3	A		
			v/c Ratio	0	0.61			0.33	0.17			0.01		0.01			
			Level of Service	A	A			A	A			B		B			
		Queue Length 95th (m)	0	0			0	0			0		0				
		PM	Traffic Volume (vph)	0	910			1698	3			3		0		A	
			v/c Ratio	0.00	0.39			0.72	0.36			0.05		0.05			
Level of Service	A		A			A	A			F		F					
Queue Length 95th (m)	1	1			0	0			0		0						
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	43	1504			799	60			96		31	C		
			v/c Ratio	0.95	0.95			0.47	0.47			0.24		0.24			
			Level of Service	D	D			B	B			C		C			
		Queue Length 95th (m)	#198	#198			65	65			30		30				
		PM	Traffic Volume (vph)	27	887			1380	84			53		27		B	
			v/c Ratio	0.66	0.66			0.81	0.81			0.15		0.15			
Level of Service	B		B			C	C			B		B					
Queue Length 95th (m)	66	66			145	145			18		18						
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	4	40	0	22	0	17	64	33	49	0		A
			v/c Ratio	0.01			0.08			0.00			0.02				
			Level of Service	A			A			A			A				
		Queue Length 95th (m)	0			2			0			1					
		PM	Traffic Volume (vph)	0	0	0	52	0	25	1	34	33	13	31	0	A	
			v/c Ratio	0.00			0.10			0.00			0.01				
Level of Service	A			A			A			A							
Queue Length 95th (m)	0			2			0			0							
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	0		93				50	7		7	4	A		
			v/c Ratio	0.10		0.10				0.03			0.01				
			Level of Service	A		A				A			A				
		Queue Length 95th (m)	2		2				1			0					
		PM	Traffic Volume (vph)	2		112				121	7			9		22	A
			v/c Ratio	0.12		0.12				0.08				0.02			
Level of Service	A			A				A			A						
Queue Length 95th (m)	3		3				2				0						
Gitzel Street & New Access	Unsignalized	AM	Traffic Volume (vph)		89	8	4	51		2		4			A		
			v/c Ratio		0.06		0		0.01		0.01						
			Level of Service		A		A		A		A						
		Queue Length 95th (m)		0		0		0		0							
		PM	Traffic Volume (vph)		110	5	10	132		10		5				A	
			v/c Ratio		0.07		0.01		0.02		0.02						
Level of Service			A		A		A		A								
Queue Length 95th (m)		0		0		1		1									
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	185	1545			692	79			98		47	B		
			v/c Ratio	0.55	0.73			0.37	0.37			0.34		0.34			
			Level of Service	B	B			A	A			C		C			
		Queue Length 95th (m)	36	109			44	44			39		39				
		PM	Traffic Volume (vph)	163	974			1164	187			40		58		B	
			v/c Ratio	0.98	0.42			0.59	0.59			0.28		0.28			
Level of Service	F		A			A	A			B		B					
Queue Length 95th (m)	#40	46			75	75			20		20						

Table 4.14: 2022 Post-Development Conditions Level of Service Summary - Option 4b

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS	
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	17	1000	52	6	563	9	31	3	5	10	3	4	A	
			v/c Ratio	0.40			0.21			0.30			0.12				
			Level of Service	A			A			D			C				
		Queue Length 95th (m)	113			18			17			9					
		PM	Traffic Volume (vph)	5	627	24	14	615	3	18	4	3	6	1	4		A
			v/c Ratio	0.23			0.22			0.18			0.09				
Level of Service	A			A			D			C							
Queue Length 95th (m)	0			18			13			7							
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	0	971			524	0			4		2	A		
			v/c Ratio	0	0.41			0.22	0.11			0.01		0.01			
			Level of Service	A	A			A	A			B		B			
		Queue Length 95th (m)	0	0			0	0			0		0				
		PM	Traffic Volume (vph)	0	613			1143	3			2		0		A	
			v/c Ratio	0.00	0.26			0.49	0.25			0.02		0.02			
Level of Service	A		A			A	A			D		D					
Queue Length 95th (m)	0	0			0	0			1		1						
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	29	1015			538	42			63		21	A		
			v/c Ratio	0.43	0.43			0.22	0.22			0.43		0.43			
			Level of Service	A	A			A	A			D		D			
		Queue Length 95th (m)	7	7			23	23			26		26				
		PM	Traffic Volume (vph)	18	597			930	59			37		18		A	
			v/c Ratio	0.25	0.25			0.37	0.37			0.32		0.32			
Level of Service	A		A			A	A			C		C					
Queue Length 95th (m)	52	52			39	39			18		18						
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	0	27	0	15	0	13	43	22	34	0		A
			v/c Ratio	0.00			0.05			0.00			0.02				
			Level of Service	A			A			A			A				
		Queue Length 95th (m)	0			1			0			0					
		PM	Traffic Volume (vph)	0	0	0	35	0	17	0	26	22	9	22	0	A	
			v/c Ratio	0.00			0.06			0.00			0.01				
Level of Service	A			A			A			A							
Queue Length 95th (m)	0			1			0			0							
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	1		64				35	5			5	3		A
			v/c Ratio	0.07		0.07					0.02				0.00		
			Level of Service	A		A					A				A		
		Queue Length 95th (m)	2		2					1				0			
		PM	Traffic Volume (vph)	2		77				85	5			6	15	A	
			v/c Ratio	0.08		0.08				0.06				0.01			
Level of Service	A			A				A				A					
Queue Length 95th (m)	2		2				1				0						
Gitzel Street & New Access	Unsignalized	AM	Traffic Volume (vph)		60	8	4	34		2		4			A		
			v/c Ratio		0.04		0		0.01		0.01						
			Level of Service		A		A		A		A						
		Queue Length 95th (m)		0		0		0		0							
		PM	Traffic Volume (vph)		74	5	10	89		10		5				A	
			v/c Ratio		0.05		0.01		0.02		0.02						
Level of Service			A		A		A		A								
Queue Length 95th (m)		0		0		0		0									
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	127	1040			466	53			66		32	B		
			v/c Ratio	0.42	0.69			0.35	0.35			0.13		0.13			
			Level of Service	B	C			B	B			B		B			
		Queue Length 95th (m)	25	80			34	34			22		22				
		PM	Traffic Volume (vph)	111	656			784	126			27		42		C	
			v/c Ratio	1.01	0.48			0.67	0.67			0.09		0.09			
Level of Service	F		C			C	C			A		A					
Queue Length 95th (m)	#46	41			62	62			14		14						
Franklin Avenue & Gitzel Street (with PT + PM EBL Movement)	Signalized	AM	Traffic Volume (vph)	127	1040			466	53			66		32	C		
			v/c Ratio	0.36	0.67			0.5	0.5			0.14		0.14			
			Level of Service	B	C			C	C			B		B			
		Queue Length 95th (m)	23	94			71	71			20		20				
		PM	Traffic Volume (vph)	111	656			784	126			27		42		C	
			v/c Ratio	0.43	0.38			0.74	0.74			0.11		0.11			
Level of Service	B		B			C	C			B		B					
Queue Length 95th (m)	15	38			71	71			14		14						

Table 4.15: 2042 Post-Development Conditions Level of Service Summary - Option 4b

Intersection	Intersection Control Device	Interval	Measure	Eastbound			Westbound			Northbound			Southbound			Intersection LOS	
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Franklin Avenue & 57 Street	Signalized	AM	Traffic Volume (vph)	25	1486	77	9	837	13	46	4	7	15	4	6	B	
			v/c Ratio	0.64			0.34			0.40			0.15				
			Level of Service	B			A			D			C				
		Queue Length 95th (m)	192			80			22			11					
		PM	Traffic Volume (vph)	7	932	36	21	914	4	27	6	4	8	1	5		A
			v/c Ratio	0.36			0.36			0.28			0.10				
Level of Service	A			A			D			C							
Queue Length 95th (m)	64			4			16			7							
Franklin Avenue & Matonabee Laneway	Unsignalized	AM	Traffic Volume (vph)	0	1443			778	0			4		3	A		
			v/c Ratio	0	0.61			0.33	0.17			0.01		0.01			
			Level of Service	A	A			A	A			B		A			
		Queue Length 95th (m)	0	0			0	0			0		0				
		PM	Traffic Volume (vph)	0	910			1698	4			3		0		A	
			v/c Ratio	0.00	0.39			0.72	0.36			0.05		0.05			
Level of Service	A		A			A	A			F		F					
Queue Length 95th (m)	0	0			0	0			1		1						
Franklin Avenue & Matonabee Street	Signalized	AM	Traffic Volume (vph)	43	1507			799	60			93		31	C		
			v/c Ratio	0.95	0.95			0.47	0.47			0.24		0.24			
			Level of Service	D	D			B	B			C		C			
		Queue Length 95th (m)	#199	#199			65	65			30		30				
		PM	Traffic Volume (vph)	27	887			1381	83			53		27		B	
			v/c Ratio	0.66	0.66			0.81	0.81			0.15		0.15			
Level of Service	B		B			C	C			B		B					
Queue Length 95th (m)	66	66			145	145			18		18						
Matonabee Street & Matonabee Laneway / Mildred Hall Laneway	Unsignalized	AM	Traffic Volume (vph)	0	0	1	40	0	22	0	17	64	33	49	0		A
			v/c Ratio	0.00			0.08			0.00			0.02				
			Level of Service	A			A			A			A				
		Queue Length 95th (m)	0			0			0			1					
		PM	Traffic Volume (vph)	0	0	0	52	0	25	0	34	33	13	31	0	A	
			v/c Ratio	0.00			0.09			0.00			0.01				
Level of Service	A			A			A			A							
Queue Length 95th (m)	0			2			0			0							
Matonabee Street & Gitzel Street	Unsignalized	AM	Traffic Volume (vph)	0		93				50	7			7	4		A
			v/c Ratio	0.10		0.10					0.03				0.01		
			Level of Service	A		A					A				A		
		Queue Length 95th (m)	2		2					1				0			
		PM	Traffic Volume (vph)	2		112				121	7			9	22	A	
			v/c Ratio	0.12		0.12				0.08				0.02			
Level of Service	A			A				A				A					
Queue Length 95th (m)	3		3					2				0					
Gitzel Street & New Access	Unsignalized	AM	Traffic Volume (vph)		89	8	4	51		2		4			A		
			v/c Ratio		0.06		0		0.01		0.01						
			Level of Service		A		A		A		A						
		Queue Length 95th (m)		0		0		0		0							
		PM	Traffic Volume (vph)		110	5	10	132		10		5				A	
			v/c Ratio		0.07		0.01		0.02		0.02						
Level of Service			A		A		A		A								
Queue Length 95th (m)		0		0		1		1									
Franklin Avenue & Gitzel Street	Signalized	AM	Traffic Volume (vph)	185	1545			692	79			98		47	B		
			v/c Ratio	0.55	0.73			0.37	0.37			0.34		0.34			
			Level of Service	B	B			A	A			C		C			
		Queue Length 95th (m)	36	109			44	44			39		39				
		PM	Traffic Volume (vph)	163	974			1164	187			40		58		B	
			v/c Ratio	0.98	0.42			0.59	0.59			0.28		0.28			
Level of Service	F		A			A	A			B		B					
Queue Length 95th (m)	#40	46			75	75			20		20						
Franklin Avenue & Gitzel Street (with PT + PM EBL Movement)	Signalized	AM	Traffic Volume (vph)	185	1545			692	79			98		47	B		
			v/c Ratio	0.49	0.74			0.49	0.49			0.32		0.32			
			Level of Service	B	B			B	B			C		C			
		Queue Length 95th (m)	20	109			47	47			39		39				
		PM	Traffic Volume (vph)	163	974			1164	187			40		58		C	
			v/c Ratio	0.59	0.44			0.84	0.84			0.23		0.23			
Level of Service	C		A			C	C			B		B					
Queue Length 95th (m)	34	48			92	92			20		20						

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Conclusions
April 5, 2021

5.0 CONCLUSIONS

AVENS, A Community for Seniors is proposing a new seniors living facility located immediately north of Avens Manor and Franklin Avenue, west of Matonabee Street and south of Gitzel Street in Yellowknife, NT. The proposed facility will consist of approximately 112 units, of which 28 units are expected to operate as supportive living with the remainder operating as senior assisted living.

One of the accesses to the facility is proposed through 57 Street off Franklin Avenue, leading to a drop off area and approximately 12 existing parking stalls. Primary access to the facility's parking lot is proposed through Matonabee Laneway that connects between Franklin Avenue and Matonabee Street. The primary parking lots for the facility are accessed from Matonabee Laneway.

This TIA was undertaken to evaluate the transportation impacts of the proposed facility to several key study intersections:

1. 57 Street at Franklin Avenue
2. 57/Matonabee Laneway at Franklin Avenue
3. Matonabee Street at Franklin Avenue
4. 57/Matonabee Laneway and Mildred Hall Laneway at Matonabee Street
5. Gitzel Street at Matonabee Street
6. Proposed Gitzel Street Access for Option 4
7. Franklin Avenue at Gitzel Street (added by the City following the February 19, 2021 TIA)

The TIA evaluated both the short-term (2 years) and long-term (20 years) operations of the study intersections. Based on discussions with the City, a total of four (4) possible access scenarios were evaluated as part of this study, consisting of the following:

- Option 1: Two-way operations on Matonabee Laneway (No Modifications Scenario)
- Option 2: One-way operations on Matonabee Laneway (full-length)
- Option 3: Widening Matonabee Laneway from Matonabee Street to the AVEN's parking lot entrance

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Conclusions

April 5, 2021

- Option 4: Construction of a new roadway from Gitzel Street to the AVEN's parking lot entrance
 - Within Option 4, several alignment / configurations options were considered relative to the new roadway, such as a "straight" road, a "straight" road with a cul-de-sac near the property entrance, and an "angled" roadway. One of the configurations evaluated includes blockage of Matonabee Laneway at the new access road from Matonabee Street. This blockage was proposed to mitigate the potential safety concerns associated with introducing an intersection within the laneway. These options are referred to as Option 4a and 4b, respectively.

Based on the assumptions used in this report, all study intersections are expected to operate acceptably with adequate capacity to support the proposed development, without the need for any intersection improvements for each of the four options evaluated with the exception of the Franklin Avenue & Gitzel Street intersection. The City recently introduced a dedicated eastbound to northbound left-turn lane at this location. It is unclear if the new left-turn lane is operating with permissive-only (3-signal head) or protected + permissive (4-signal head) phasing as that information was not available at the time of this report. If operating with permissive-only phasing, it was noted that the movement and turn bay is expected to operate at capacity beginning in the 2022 horizon year under the PM peak hour scenario with a v/c ratio around 1.0 and a LOS F. This movement is expected to continue to operate at-capacity with a v/c ratio around 1.0 and a LOS F during the PM peak hour under the 2042 horizon as well. It was also noted that under both horizons, the 95th Percentile Queue for the eastbound left-turn movement is expected to exceed the approximate 45m turn bay length, potentially creating blockages to eastbound Franklin Avenue movement. It should be noted that these operational conditions are expected to occur as a result of the background traffic conditions, and not directly as a result of the proposed development's traffic impacts. However, with the proposed Option 4 and the new access roadway connection to Gitzel Street, development traffic is expected to use this eastbound left-turn movement to access the site and further impact the operations of this intersection and movement. If it was not completed as part of the eastbound left-turn lane addition, potential mitigation measures for this include a potential upgrade from a 3-signal head to a 4-signal head, and modification of the intersection signal phasing to include a protected (green arrow) and permissive left-turn phases. An extension of the eastbound left-turn lane could also be considered in the future to adequately manage the potential long-term queues on the eastbound left-turn, though this would not improve the LOS F or v/c ratios of the movement. This would allow vehicles to further queue without blocking the eastbound through lane.

The analysis results of each option indicate the following, as well as a recommended strategy:

- **Option 1:** No physical changes would be made to the laneway, surrounding roadways or their operations. While the analysis results indicate all intersections would operate acceptably, the physical width of Matonabee Laneway (6.0m) could create discomfort for passing vehicles within the laneway. A standard travel lane width is approximately

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Conclusions

April 5, 2021

3.2m, or 6.4m for two-way travel. As the laneway has a 6.0m passable width, it may be challenging to safely accommodate two opposing vehicles in the laneway. Two-way travel in the laneway would also require the restriction of parking within the laneway, as a parked vehicle would result in blockages. While it is acknowledged that two-way travel currently exists on Matonabee Laneway, discussions with the City and local residents indicates vehicles have been observed pulling over to the side when an opposing vehicle approaches. Therefore, this alignment is not recommended.

- **Option 2:** No physical changes would be made to the laneway or surrounding roadways though operational changes would be made to the laneway. It was noted that the Matonabee Laneway approach at Franklin Avenue under this scenario is expected to operate at a LOS F due to longer delays for traffic exiting the laneway onto Franklin Avenue. However, the volumes on this approach are minor, and the v/c ratios and 95th Percentile Queues are minor suggesting there is adequate capacity available. The longer delays on this approach are due to the volume increases along Franklin Avenue and the resulting limited gaps in traffic expected. However this analysis assumes a sustained 2% annual traffic growth rate between existing conditions and the 2042 horizon year, resulting in a conservative analysis. It should also be noted that the LOS F is a result of background traffic conditions, and not a result of the proposed development's traffic on the laneway. It was also noted that the 90-degree turn within the laneway near Matonabee Street could be challenging for larger vehicles such as delivery trucks. While these vehicles are expected to be relatively infrequent, the physical constraints of the laneway cannot be avoided if converted to one-way travel. Therefore, this alignment is not recommended.
- **Option 3:** A variation of Option 1 and 2, Option 3 considered widening a portion of Matonabee Laneway from Matonabee Street to the AVEN's parking lot entrance, maintaining two-way operations along the full length of the laneway. Development traffic would be directed to use the Matonabee Street access to the laneway to minimize traffic impacts to the remainder of the laneway (between the AVEN's parking lot and Franklin Avenue). The proposed widening is expected to address the turning radii constraints at the 90-degree turn associated with delivery trucks, however a more detailed assessment would be required to determine if this is feasible. While the existing physical constraints of Matonabee Laneway between Franklin Avenue and the AVEN's parking lot entrance impacting the comfort of two opposing vehicles passing each other would remain, the condition is not expected to operate any worse than today. Given the unknowns noted above and the benefits of Option 4b noted below, this alignment is not recommended.
- **Option 4:** Within Option 4, several variations of a new roadway connection to Gitzel Street were explored, with the variations related to the specific alignment of the connection and consideration for a cul-de-sac near the parking lot entrance. While the traffic operations are not expected to vary by one particular variation relative to another, a common operational concern between several variations is the introduction

AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Conclusions

April 5, 2021

of an intersection within the laneway and the impacts of this relative to the appropriate traffic control measures, driver expectations within a laneway, and transportation safety. A stop sign or yield sign on the approach from Matonabee Street with free-flow conditions along the new roadway connection to Gitzel Street would be appropriate given the configuration as a 'T' intersection. However, drivers may not expect to encounter a stop or yield sign within a laneway, which result in a safety issue if vehicles do not adhere to the traffic control measure. In addition, the relatively low frequency of volumes within the laneway could result in drivers becoming accustomed to rolling stops or inadequate checks for opposing vehicles before proceeding, creating further safety concerns. Finally, the distance from the new intersection to both Matonabee Street and Gitzel Street would be approximately 50-55m measured from centerline-to-centerline. Should any vehicles be queued at the new intersection, this relatively short stacking distance may not provide adequate stopping distance for subsequent vehicles to stop. Therefore, Option 4a is not recommended. However, one of the alternatives within Option 4 was to block Matonabee Laneway at the new roadway and therefore disallow access from Matonabee Street, allowing vehicles to enter and exit the development site and remainder of Matonabee Laneway using the new roadway only. This variation would mitigate the risks associated with an intersection within a laneway. This configuration within the Option 4 alignment, Option 4b, is recommended.

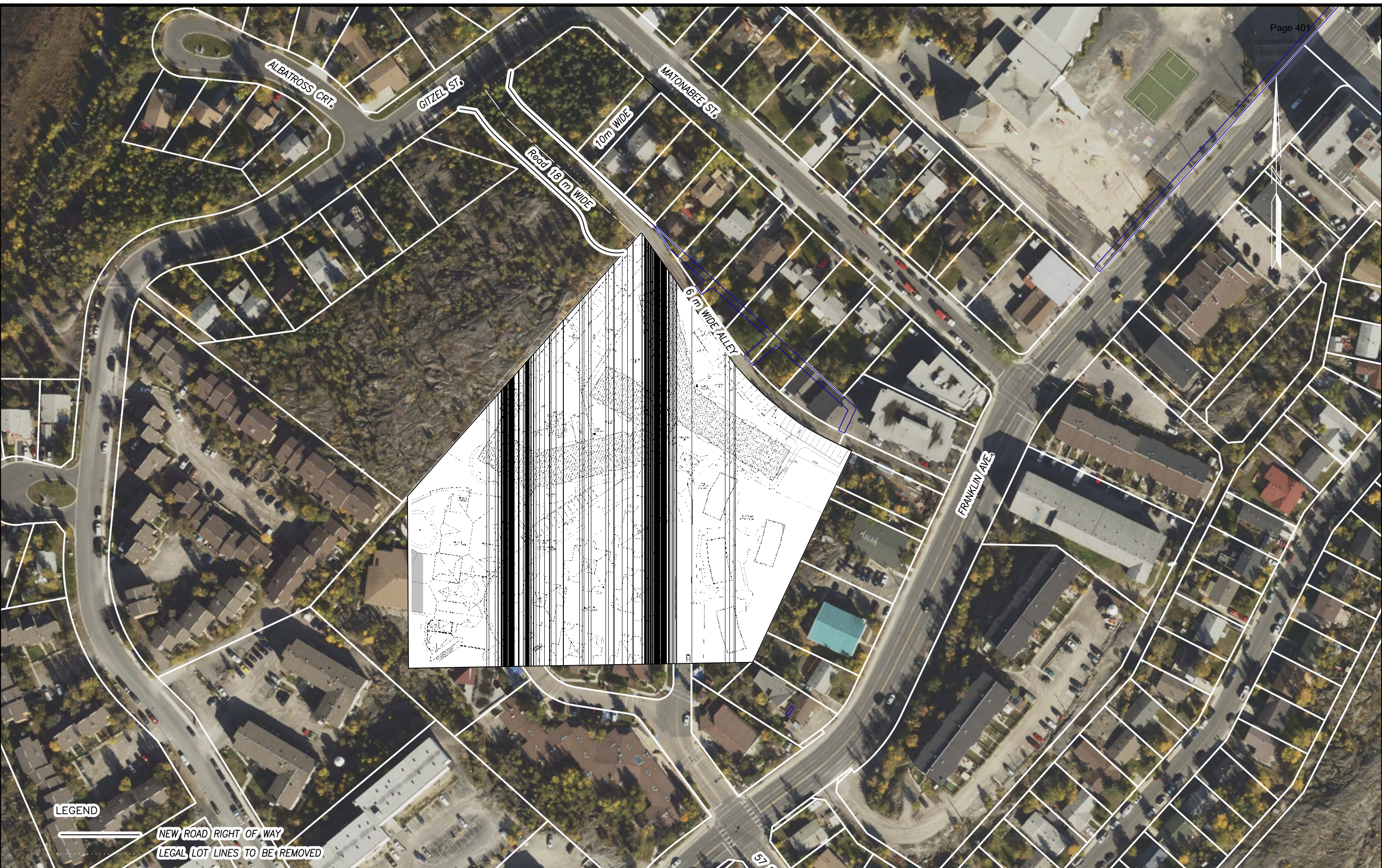
In addition to Option 4b and the noted improvements to the Franklin Avenue & Gitzel Street intersection, minor signal timing adjustments may be required over the 20-year horizon to accommodate future traffic volumes.

Pedestrian and cyclists are not anticipated to utilize the laneway to access the development site, therefore separate accommodations are not required nor proposed at this location. Pedestrians and cyclists are expected to use 57 Street to access the development. It is anticipated that the laneway has sufficient capacity to accommodate the volume increases associated with the proposed development.



AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Appendix A Site Layout
April 5, 2021

Appendix A SITE LAYOUT



LEGEND

-  NEW ROAD RIGHT OF WAY
-  LEGAL LOT LINES TO BE REMOVED

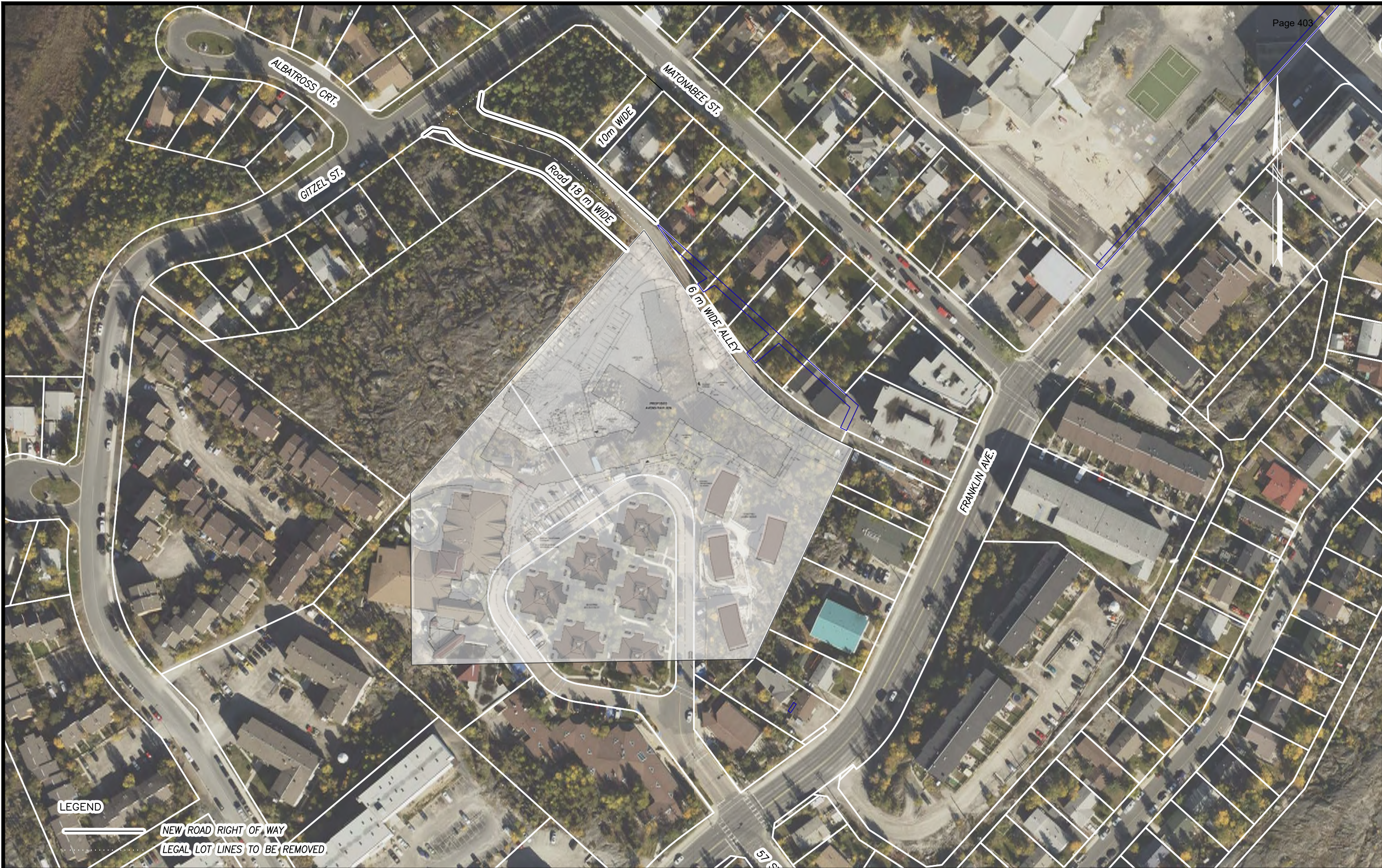


City of Yellowknife
 Planning & Lands Division

PROJECT:	AVENS PAVILLION	
TITLE:	SITE PLAN - 1	

SCALE:	1:1500	CREATED BY:	VF
FILE:	DM#XXX		
DATE:	January 22, 2021		





AVENS PAVILION REVISED TRANSPORTATION IMPACT ASSESSMENT – UPDATED FINAL

Appendix B Traffic Counts
April 5, 2021

Appendix B TRAFFIC COUNTS

Inter No.	Description	Date	Period	PHF
1	57 Street & Franklin Avenue	9/24/2020	AM Period	0.85
2	57 / Matonabee Laneway & Franklin Avenue	9/24/2020	AM Period	0.77
3	Matonabee Street & Franklin Avenue	9/24/2020	AM Period	0.81
4	57 / Matonabee Laneway / Mildred Hall Laneway & Matonabee Street	9/24/2020	AM Period	0.67
5	Gitzel Street & Matonabee Street	9/24/2020	AM Period	0.68
6	57 Street & Franklin Avenue	9/24/2020	PM Period	0.85
7	57 / Matonabee Laneway & Franklin Avenue	9/24/2020	PM Period	0.8
8	Matonabee Street & Franklin Avenue	9/24/2020	PM Period	0.82
9	57 / Matonabee Laneway / Mildred Hall Laneway & Matonabee Street	9/24/2020	PM Period	0.76
10	Gitzel Street & Matonabee Street	9/24/2020	PM Period	0.86
11	Gitzel Street & New Access	9/24/2020	AM Period	0.68
12	Gitzel Street & New Access	9/24/2020	PM Period	0.86
13	Gitzel Street & Franklin Avenue	3/9/2021	AM Period	0.72
14	Gitzel Street & Franklin Avenue	3/9/2021	PM Period	0.84

EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND			
EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	15	961	50		6	541	8		30	3	5		10	3	4
	0	933	0		2	503	0		0	0	4		1	0	2
	28	973	8		15	516	37		10	3	4		60	3	20
	0	0	3		26	0	14		0	9	41		21	29	0
	0	0	58		0	0	0		30	5	0		0	5	3
	4	603	23		13	591	2		17	4	3		5	1	3
	0	588	0		0	1098	2		0	0	0		2	0	0
	17	573	0		0	892	48		4	0	0		32	0	17
	0	0	0		34	0	16		1	15	21		9	17	0
	1	0	70		0	0	0		72	5	0		0	6	14
		58				33									
		71				86									
	117	1019	0		0	457	52		0	0	0		65	0	29
	104	642	0		0	768	124		0	0	0		26	0	31

PUBLIC NOTICE

CITY OF YELLOWKNIFE – ZONING BY-LAW NO. 4404

NOTICE OF DECISION

Development Permit Application No. PL-2020-0335, dated the 02 day of March, 2021, for a development taking place at the following location: 5710 50 AVE.

Lot 43 & 44 Block 62 Plan # 4252

Intended Development: Special Care Facility

Has been APPROVED subject to following conditions:

1. The minimum front yard setback has been decreased from 6.0 m to 3.59 m (40.17% variance);
2. Council Motion #0025-21 approved a Conditionally Permitted Use for the establishment of a Special Care Facility located at Lots 43 and 44, Block 62, Plan 4252;
3. Landscaping shall be completed by September 30, 2023 and maintained for the life of the development, as indicated in the stamped approved plans and Development Agreement;
4. Plants used for landscaping shall be of capable healthy growth in Yellowknife, grown from northern stock, with the certification that the plants are grown North of 54 degrees latitude;
5. On-site and Off-site Improvements shall be completed as indicated in the stamped approved plans and Development Agreement;
6. A surveyor's Real Property Report shall be submitted to the City prior to occupancy. The Real Property Report must indicate i) all permanent features on the site and ii) finished grades at all corners of the lot and buildings and periodic grades every 20 m;
7. The property owner is responsible for freeze protection of water lines during construction;
8. Lighting specifications in terms of the intensity of light are to be the minimum required for safety and security, and so that no direct rays of light are projected to adjacent properties;
9. The owner shall delineate all parking spaces on the property;
10. The owner shall delineate and identify with visual indicators a minimum of three (3) accessible parking spaces on the property.
11. A Water Connect Permit will be required for the water and sewer services to the building. Permit application must include Plan and Profile drawings for the servicing that are signed and stamped by an Engineer registered with NAPEG. For information on the permit contact construction@yellowknife.ca;
12. The Development shall comply with all stamped approved plans and with the executed development agreement.

DATE of Issue of this Notice of Decision: April 16, 2021

EFFECTIVE DATE: May 1, 2021



Development Officer

NOTICE:

Any persons claiming to be adversely affected by the development may, in accordance with the *Community Planning and Development Act*, appeal to the Development Appeal Board, c/o City Clerk's Office, tel. 920-5646, City of Yellowknife, P.O. Box 580, Yellowknife, NT X1A 2N4. Please note that your notice of appeal must be in writing, comply with the *Community Planning and Development Act*, include your contact information and include the payment of the \$25 appeal fee (the appeal fee will be reimbursed if the decision of the Development Officer is reversed). The appeal must be received on or before 4:30 p.m. on the _____ day of _____, A.D., 20____.

AFTER THE EFFECTIVE DATE OF THIS PERMIT, THE OWNER OF THE SUBJECT PROPERTY IS AUTHORIZED TO REMOVE THIS NOTICE. ALL OTHER PERSONS FOUND REMOVING THIS NOTICE WILL BE PROSECUTED.

Tab 2:

Technical Review Document

Residential Zones (R1 – R7)**Development Permit Technical Review Report**

Planning and Development Department, City of Yellowknife

Permit # PL-2020-0335

**Required Sign-Offs for all Development Permits:**

Title	Technical Review Criteria	Date	Signature
Development Officer	All development permits requiring a review of site regulations (*not Checklists*)	April 9, 2021	<i>LM Macphail</i>
Peer Review (Planner)	All residential uses, discretions, and variances	April 12, 2021	<i>ALB</i>
Manager, Planning & Lands	All residential uses, discretions, and variances	April 13, 2021	*Cityview Sign Off*
Director, Planning & Development	Multi-unit (> 4 units) dwellings, discretions, variances, and conditionally permitted uses	April 14, 2021	*Cityview Sign Off*
Director or Manager, Public Works	Grading, site servicing, traffic, vehicular access, and new driveways	April 9, 2021	*Cityview Sign Off*

Development Permit Application Recommendation:

Decision	Further explanation including reasons and conditions to be met
Refuse	
Approve with conditions	<ol style="list-style-type: none"> 1. The minimum front yard setback has been decreased from 6.0 m to 3.59 m (40.17% variance); 2. Council Motion #0025-21 approved a Conditionally Permitted Use for the establishment of a Special Care Facility located at Lots 43 and 44, Block 62, Plan 4252; 3. Landscaping shall be completed by September 30, 2023 and maintained for the life of the development, as indicated in the stamped approved plans and Development Agreement; 4. Plants used for landscaping shall be of capable healthy growth in Yellowknife, grown from northern stock, with the certification that the plants are grown North of 54 degrees latitude; 5. On-site and Off-site Improvements shall be completed as indicated in the stamped approved plans and Development Agreement; 6. A surveyor's Real Property Report shall be submitted to the City prior to occupancy. The Real Property Report must indicate i) all

Residential Zones (R1 – R7)**Development Permit Technical Review Report**

Planning and Development Department, City of Yellowknife

Permit # PL-2020-0335



	<p>permanent features on the site and ii) finished grades at all corners of the lot and buildings and periodic grades every 20 m;</p> <p>7. The property owner is responsible for freeze protection of water lines during construction;</p> <p>8. Lighting specifications in terms of the intensity of light are to be the minimum required for safety and security, and so that no direct rays of light are projected to adjacent properties;</p> <p>9. The owner shall delineate all parking spaces on the property;</p> <p>10. The owner shall delineate and identify with visual indicators a minimum of three (3) accessible parking spaces on the property.</p> <p>11. A Water Connect Permit will be required for the water and sewer services to the building. Permit application must include Plan and Profile drawings for the servicing that are signed and stamped by an Engineer registered with NAPEG. For information on the permit contact construction@yellowknife.ca;</p> <p>12. The Development shall comply with all stamped approved plans and with the executed development agreement.</p>
Is monitoring required?	Yes

Applicant Information:

Permit Number	PL-2020-0335				
Application Date	December 7, 2020				
Legal Description	Lot:	43 & 44	Block:	62	Plan: 4252
Zoning	R3- Residential Medium Density				
Civic Address	5710 50 Avenue				
Applicant Name	AVENS- A Community for Seniors				
Property Owner Name	Kenny Ruptash (Const. & Permits); Kelly Hayden (Board Representative); Thomas Milan (Project Manager); Darryl Dolynny (CEO)				
Contact Telephone(s)	Home:	---	Work or Cell:	---	
Email and/or Fax	---				



Residential Zones (R1 – R7)

Development Permit Technical Review Report

Planning and Development Department, City of Yellowknife

Permit # PL-2020-0335

Development Permit Application Technical Review (Regulated by Zoning By-law No. 4404)

1) Application Compliance:

Application Requirements	Submitted? (Please check ✓)		
	Yes	No	Waived or N/A
Use of prescribed form	✓		
Fee Paid	✓		
Three copies of all required information			✓
Proof of plan circulation (for conditionally permitted uses)	✓ - see attachment #1		
Site Planning			
All dimensions in metric	✓		
Location and dimensions of all existing structures or use	✓		
Location and dimensions of proposed structure or use	✓		
Setbacks (front, side, rear)	✓		
Lot lines	✓		
Street Names	✓		
Landscaping	✓		
Existing and proposed driveways	✓		
Drainage showing gradient	✓		
Location of outdoor fuel storage facilities	✓		
Location of any easements affecting the site	✓		
Form, mass, and character of development	✓		
Building façade and materials	✓		
Floor plan (except detached dwellings)	✓		
Elevation drawings and exterior dimensions	✓		
Grading (existing, proposed, spot elevations)	✓ PL-2014-0443 Approved Grading Permit		
Confirmation of Services (Further analysis in Servicing Section)			
Services can be provided to proposed development	✓		
Proposed development does not infringe on easements	✓		
Satisfactory arrangement for supply of municipal	✓		

Residential Zones (R1 – R7)**Development Permit Technical Review Report**

Planning and Development Department, City of Yellowknife

Permit # PL-2020-0335



services			
Satisfactory arrangement for street access	✓		

2) Zoning Review: R3- Residential- Medium Density Zone

Existing Development	Duplexes for Independent Senior Living
Proposed Development	Special Care Facility (Independent & Supportive Living)
Permitted/Conditionally Permitted/Not Permitted?	<p>Conditionally Permitted, Approved by Council through Motion #0025-21:</p> <ol style="list-style-type: none"> 1. That Council approve the Conditionally Permitted Use (Special Care Facility) at Lots 43 and 44, Block 62, Plan 4252 (5710 50th Avenue). 2. That Council direct Administration to ensure vehicular access/egress points to public roadways, as well as interior driveways, parking lots and circulation areas, are to be in accordance with accepted transportation standards.
Surrounding Neighbourhood	The surrounding area includes the rest of the Avens Campus (Dementia Facility, Long Term Care Facility, Independent Living Fourplexes, Baker Community Centre, Greenspace). The Campus immediately abuts a PR zone, and is adjacent to an R1 Area across from the Matonabee laneway. To the south of the Campus, more medium residential (R3) exists in the form of townhouses and apartments.
Proposed addresses comply with the Municipal Address By-law? (check with the Geomatics Officer)	✓
Additional Information	<p><u>Additional Info Re: Council Motions</u></p> <p>The proposed facility is intended to provide housing to seniors that supports "aging in place". The facility includes independent living scenarios that can transition to an acute level of care as the resident ages. The floor plans indicate a cafeteria & commercial kitchen, medicine rooms, and social areas. Council approved the use of a Special Care Facility on the Avens campus previously through motion #0162-08 for the Dementia Facility, but this motion is unable to be used for this development because:</p> <ol style="list-style-type: none"> 1. The council motion specifically gives approval for a



Residential Zones (R1 – R7)

Development Permit Technical Review Report

Planning and Development Department, City of Yellowknife

Permit # PL-2020-0335

	<p>Special Care Facility (Dementia Centre). This indicates that Council did not give their approval for a Special Care Facility (Independent Living Facility) at the time.</p> <p>2. The motion specifically refers to Lot 38 & 39, not Lot 43 & 44.</p> <p><u>Additional Info Re: Subdivision (Subd. Review Doc. Attachment #2)</u></p> <p>Council approved the subdivision of Lot 43 & 44 as the subdivision is in excess of one hectare; in accordance with Section 4.1 (3) of the Zoning Bylaw.</p> <p>Motion #0031-21: "That Council direct Administration to respond to the Department of Lands GNWT supporting the proposed subdivision of Lot 43 and 44, Block 62, Plan 4252 (5710 50th Avenue), pursuant to Part Four of the Zoning Bylaw No. 4404, as amended."</p>
--	--

3) Site Regulations:

Regulations	Required	Proposed	% variance from required
Lot width	Subject to Development Officer Approval	~148 m	
Lot depth	Minimum of 25m	~60 m	
Site area	Minimum 125m ² /unit required	134.2 m ² /unit (14766 m ² total area) <u>Total units on site:</u> 110 Units 102 proposed 8 existing (duplexes)	
Site coverage of principle/accessory building	Maximum of 40%	19.22%	
Floor area	N/A	N/A	
Building height	12 m	11.944 m when measured from average finished grade	

Residential Zones (R1 – R7)**Development Permit Technical Review Report**

Planning and Development Department, City of Yellowknife

Permit # PL-2020-0335



Front yard setback	6.00 m	3.59 m	40.17%
Side yard setback	3.00 m	24.976; 3.167 m; 3.55 m	
Rear yard setback	6.00	9.779 m	
Off-street parking	Section 9.3 (1)(u): Senior Citizen Facilities 1 space/4 units= 26 spaces 19 existing parking spaces removed TOTAL: 45 stalls required	45 stalls provided; 3 accessible stalls	

4) Landscaping:

Formula for Calculation	Result
Zone landscaping requirement	100% of Residual Area
Residual area* = Total site area – Developed site area—naturally maintained areas	2222 m2 of Residual Area
Required trees & Shrubs	89 Trees required with 23 coniferous trees min.; 178 shrubs with 45 coniferous shrubs min.
Additional calculations (fill in below):	N/A

General Landscaping Requirements	Yes	No	N/A
Development Officer is satisfied that the quality and extent of landscaping will be maintained on the site for the life of the development	✓		
Adequate means for maintaining the landscaping is provided	✓		
Confirmation that plant material is capable of healthy growth in Yellowknife	✓		
Tree and Shrubbery Planting Requirements	Yes	No	N/A
Deciduous trees are at least 2.0m in height	✓		
Coniferous trees comprise a minimum proportion of 1/3 of all trees planted	✓		
Coniferous trees are a height of 1m	✓		
Deciduous shrubs are at least 0.6m in height or spread	✓		
Coniferous shrubs are at least 0.4m in height or spread	✓		
Coniferous shrubs comprise a minimum proportion of 1/3 of all shrubs planted	✓		

Residential Zones (R1 – R7)**Development Permit Technical Review Report**

Planning and Development Department, City of Yellowknife

Permit # PL-2020-0335

**5) Vehicular Access and On-Site Traffic:**

Requirements	Yes	No	N/A
Grade of parking area or driveway is not greater than 8%	✓		
At street intersections, driveways are set back from lot boundaries to ensure safety and efficiency of existing or planned traffic volumes	✓		
Driveways are separated by necessary distance to ensure safety and efficiency of existing or planned traffic volumes	✓		
Queuing of vehicles does not impact public roadways and will be designed to enhance on-site vehicular circulation and parking.	✓		
Driveways and on-site parking have positive surface drainage to the roadway		✓ - Requirement for submission of alley grading plan in Development Agreement; further analysis in grading & drainage section below	



6) Variance(s):

Variance	Yes	No	Explanation
Greater than 10%?	✓		
Greater than 25%?	✓		6.00-3.59/6.00= 40.17%
Notification (Y/N)	Date	Distanc	Explanation
Yes		30 M	Attachment #3: Variance Notification Letters
Type of Variance	Yes	No	Explanation
(a)(i) Amenities of Neighbourhood	✓		The proposed variance will not result in a development that will unduly interfere with the amenities of the neighbourhood. Amenities of the neighbourhood include Matonabee Laneway, Franklin Avenue, sidewalks, and the PR Zone area to the Northwest of the site. The front yard variance is not expected to impact these, as it is oriented away from these amenities. As well, the internal campus loop road is not a neighbourhood amenity, as it is a private road owned by AVENS. Regardless, the variance is not expected to impact this as well.
(a)(ii) Use or Value of Neighbours	✓		The proposed variance will not result in a development that will materially interfere with or affect the use, enjoyment or value of neighbouring parcels of land. The variance is located in the front, which is oriented away from neighbours along the Matonabee Laneway and Franklin Avenue. The front lot line is an internal lot line, meaning that both parcels are owned by AVENS, and the adjacent parcel is the internal campus loop. This variance is not expected to impact the loop, as it is partially in place to accommodate the front yard canopy to shelter residents from inclement weather while loading/unloading from vehicles. This has been analyzed through the Site Circulation Plan, and no adverse impacts were noted.



(b) Irregular Lot Lines	✓		The subject site has irregular lots lines. The front lot line curves significantly as it is adjacent to the internal campus loop road. Because of this, some portions of the canopy and proposed structure fall within the 6.00 m setback, but the majority does not. Please see the diagram in Attachment #4.
(c) Physical Limitations		✓	N/A
(d) Natural Features		✓	N/A
(e) Error in Siting		✓	N/A
(f) Use Conforms	✓		Approved through Council Motion #0025-21

7) Analysis:

Drainage and grading	The rear on-site parking area and parking spots off the alley have a positive surface drainage to the rear alley that does not exceed 8%. During the neighbourhood notification process, it was noted that significant drainage concerns exist in the alley during the spring and early summer months. It is expected that the increase in hard surfacing on the Avens' site will increase the drainage issues. As a mitigation, Avens will provide a new grading design of the alley for the City to implement, and remove any overgrowth prior to beginning construction.
Fire Division	<p>The Fire Division reviewed the site circulation plan to determine if access is sufficient for emergency services. The proposed roadway configuration is sufficient and a cul-de-sac would not add value to improved emergency vehicle circulation. The Fire Division will primarily respond to the front entrance off of the Internal Campus loop as:</p> <ol style="list-style-type: none"> 1. Extra time may be required to respond to the rear access 2. Delivery Vehicles could be potentially blocking access 3. To ensure alignment with the National Building Code (NBC requires fire services to respond to the front entrance) <p>Current hydrant locations are 80 m and 84 m away from the proposed</p>



	<p>front entrance. A new hydrant location will be required and this detail will be finalized during the building permit process.</p> <p>The Fire Division recommends that the rear access be considered as a secondary access. A secondary hydrant at the rear would improve firefighting operations (water supply for hoseline operations in the north and west wings of the structure). This is because proceeding through the internal campus loop has hazards:</p> <ol style="list-style-type: none"> 1. Vehicle traffic- especially during community events on Fridays 2. Pedestrian traffic- will increase with more population density 3. Parking Spots on the Loop- Winter sees a narrowing due to snow <p>A secondary fire hydrant and access is not required however.</p>
<p>Traffic Impact Analysis & Vehicular Access and On-site Traffic</p>	<p>As part of the development permit requirements, a Traffic Impact Study was submitted.</p> <p>The final study analyzed four possible access options:</p> <ul style="list-style-type: none"> Option 1- Two-way operations on Matonabee Laneway (No Modifications) Option 2- One-way operations on Matonabee Laneway Option 3- Widening Matonabee Laneway from Matonabee Street to the AVEN’s parking lot entrance Option 4- Construction of a new roadway from Gitzel Street to the AVEN’s parking lot entrance <p>Option 4 was selected, as it was the recommended option in the Traffic Impact Study. Specifically, Option 4B was selected, which will result in the existing laneway portion that connects to Matonabee St. being blocked off and available to local traffic only. This variation will result in Matonabee Laneway access being available on Gitzel Street and Franklin Avenue only, and will mitigate the risks associated with the “T” intersection within a laneway. All traffic from the development will be directed to use the new access road rather than the intersection at Franklin Avenue, including the parking spaces along the laneway.</p> <p>All mitigations for Traffic Impacts from the development will be implemented in accordance with the Development Agreement.</p> <p>As well, as part of the development permit requirements, a site</p>



	<p>circulation plan was submitted. The Fire Division analyzed the site circulation plan for emergency services above. Other vehicular traffic, such as delivery trucks, fuel delivery trucks, garbage trucks, and staff vehicles are expected to be able to circulate on the site.</p>
<p>Sun Shadow Study</p>	<p>A Sun Shadow Study was provided for the Spring/Autumn Equinox (March 20/September 22) at 9:00 AM, 11:00 AM, 1:00 PM, 3:00 PM and 5:00 PM; the Summer Solstice (June 20) at 6:00 AM, 9:30 AM, 1:00 PM, 4:30 PM, and 8:00 PM; and the Winter Solstice (December 21) at 11:30 AM, 12:30 PM, and 1:30 PM. The times of day were selected to show the shadows at regular intervals throughout the daylight hours of the different times of year.</p> <p>The development demonstrates shadowing impacts during the evening hours of the Spring/Autumn Equinox and the Summer Solstice. The Winter Solstice does not provide meaningful results, as the sun's angle of incidence at 62 degrees latitude is very low at this time of year, resulting in low intensity light.</p> <p>The Zoning Bylaw does not provide guidance to the Development Officer in the R3 Zone for analyzing Sun Shadow impacts. Therefore, a general analysis was conducted to see if the shadows caused undue impact on residential neighbouring properties.</p> <p>An analysis of the drawings shows that during the Spring/Autumn Equinox, shadows will begin touching the backyards of properties on the South side of Matonabee Street at ~3:00 PM, with a long shadow being cast at 5:00 PM. At the Summer Solstice, this evening shadow lessens in length due to the sun's high angle of incidence at 62 degrees latitude.</p> <p>The proposed development meets the height and side setback requirements for the zone and the shadows are not inconsistent with what is expected for the zone. Therefore, the neighbouring residential properties are not unduly impacted by the projected shadows.</p>
<p>Underground Pedway</p>	<p>The underground tunnel most closely resembles a pedway, which can be defined as "elevated or underground walkways, often connecting urban area buildings to each other. They provide quick and comfortable movement from building to building, away from traffic</p>



	<p>and inclement weather". As the underground tunnel is to be used for pedestrian movement only, no setback variances are required. The tunnel also crosses property lines, but as Avens is the owner for all property involved, no cross access easement agreements are required. Should Avens wish to sell their property in the future, a private cross access easement may be required by the two parties at that point in time.</p>
<p>Form, Massing and Character</p>	<p>There are no architectural requirements for the R3 Zone other than Section 10.9 (4), which states: <i>“Notwithstanding Section 10.9 (3), the site plan, the relationship between buildings, structures and open space, the provision of landscaping, the parking layout, garbage receptacles and emergency vehicle access shall be subject to approval by the Development Officer”</i></p> <p>The proposed structure is residential in appearance and utilizes various siding colours and materials, gabled roof types, double-hung windows and residential doors.</p>
<p>Servicing</p>	<p>Water/Sewer servicing is demonstrated on the servicing plan as coming into the building from the inner campus loop and Matonabee Street. With the introduction of the Matonabee Laneway Gitzel Street intersection, Avens may wish to instead tie in services from Gitzel Street.</p> <p>Public Works and Engineering have confirmed that both options are available to Avens, as the existing Water & Sewer Infrastructure at all proposed points is sufficient. Final servicing details will be determined during the Mechanical Building Permit & Water/Sewer Permit stage, and Water and Sewer site servicing have been considered in the Development Agreement.</p>

Docs # 643108

ATTACHMENT 1: PROOF OF PLAN CIRCULATION





CITY OF YELLOWKNIFE

December 29, 2020

File No: 5710 50 Avenue (Lot 43 Block 62); PL-2020-0335

[Address Block]

To Whom It May Concern,

NOTICE OF A PROPOSED LAND USE LISTED AS A CONDITIONALLY PERMITTED USE (Avens- A Community for Seniors 5710 50 Ave; Lot 43 Block 62)

The Delivery of this notice is required by section 3.7(2) of the City of Yellowknife Zoning By-law No. 4404. The purpose of this notice is to allow all affected landowners to comment on the proposal before the City makes a decision on it.

The Property Owner is proposing to construct a 102-Unit Special Care Facility at 5710 50 Avenue (Lot 43 Block 62), intended for Independent Seniors Living and Supportive Seniors Living. The proposed development is considered to be a *Special Care Facility*, which is listed as a conditionally permitted use under the R3-Residential Medium Density zone. A conditionally permitted use requires a municipal decision by Council. Written comments from landowners who could be impacted by this development must be received at City Hall by 4:30 PM on January 13, 2021.

Please note that after 4:30 PM on January 13, 2021 the Development Officer or Council may deal with the application whether or not your comments or recommendations have been received. Your views will be considered by the City; however, please keep in mind that the Zoning By-law's regulations limit the discretion which may be used in these decisions, and that all decisions must be consistent with the long term goals of the community as a whole. Property owners have been notified within a 30 metre radius of the subject property.

Please feel free to email Libby Macphail, Planner at the City's Planning and Lands Division at lmacphail@yellowknife.ca if you have any questions about this notice or the proposed conditionally permitted use.

Please address written comments to: Libby Macphail
Planner
City of Yellowknife, Planning & Lands Division
P. O. Box 580
Yellowknife, NT, X1A 2N4



CITY OF YELLOWKNIFE

January 18, 2021

File No: 5710 50 Avenue (Lot 43 Block 62); PL-2020-0335

HAND DELIVERED NOTICE

To Whom It May Concern,

NOTICE OF A PROPOSED LAND USE LISTED AS A CONDITIONALLY PERMITTED USE (Avens - A Community for Seniors 5710 50 Ave; Lot 43 Block 62)

This notice is to inform you of the following schedule changes to the Council schedule for Development Permit PL-2020-0335, in response to a request for postponement. The Delivery of this notice is required by Section 3.7(2) of the City of Yellowknife Zoning By-law No. 4404. The purpose of this notice is to allow all affected landowners to comment on the proposal before the City makes a decision on it.

The Property Owner is proposing to construct a 102-Unit Special Care Facility at 5710 50 Avenue (Lot 43 Block 62), intended for Independent Seniors Living and Supportive Seniors Living. The proposed development is considered to be a *Special Care Facility*, which is listed as a conditionally permitted use under the R3-Residential Medium Density zone. A conditionally permitted use requires a municipal decision by Council.

Please note the revised schedule and further details to the Council process below:

- **Governance and Priorities Committee Meeting on January 25, 2021 at 12:05 PM-** An Informational memo will be forwarded to Committee regarding the proposed development.
- **Governance and Priorities Committee Meeting on February 1, 2021 at 12:05 PM-** A memo will be forwarded to the Committee that will include a recommendation on whether or not to approve the Conditionally Permitted Use (Special Care Facility).
- **Council Meeting on February 8, 2021 at 7:05 PM-** Council will decide to approve or disapprove the Conditionally Permitted Use.

The revised deadline for written comments from landowners who could be impacted by this development is **January 28, 2021 at 9:00 AM**. As well, if you wish to make oral submissions or presentations directly to Council, you may do so at any of the above meeting dates. Please email cityclerk@yellowknife.ca so that they may schedule appropriately. It is recommended by the City Clerks office that oral submissions are presented at the Governance and Priorities Committee meetings rather than the Council meeting.



CITY OF YELLOWKNIFE

Please note that after 9:00 AM on January 28, 2021 the Development Officer or Council may deal with the application whether or not your comments or recommendations have been received. Your views will be considered by the City; however, please keep in mind that the Zoning By-law's regulations limit the discretion which may be used in these decisions, and that all decisions must be consistent with the long term goals of the community as a whole. Property owners have been notified within a 30 metre radius of the subject property.

The Avens project and design team have scheduled a community session via video conference on **January 19, 2021 at 7:30 PM**, and have begun distributing plans for the project directly to those who request it. All neighbours and residents are encouraged to attend this session. Please contact Thomas Milan, Project Manager, to request a plan package and invitation to the community session.

Please feel free to email Libby Macphail, Planner at the City's Planning and Lands Division at Imacphail@yellowknife.ca if you have any questions about this notice or the proposed conditionally permitted use.

Please address written comments to: Libby Macphail
Planner
City of Yellowknife, Planning & Lands Division
P. O. Box 580
Yellowknife, NT, X1A 2N4

Residential Zones (R1 – R7)
Development Permit Technical Review Report
Planning and Development Department, City of Yellowknife
Permit # PL-2020-0335



ATTACHMENT 2: SUBDIVISION TECHNICAL REVIEW DOCUMENT



CITY OF YELLOWKNIFE

March 2, 2021

File: Lot 43 & 44, Block 62

Lands Administration
Department of Lands
Government of the Northwest Territories
4923- 52 Street., 1st Floor, Gallery Building
Yellowknife NT, X1A 3S9

Attention: Bill Peck, Geomatics Specialist

Re: Proposed Subdivision and Boundary Adjustment of Lot 43 & 44, Block 62

Thank you for the opportunity to review the proposed subdivision of Lot 43 & 44, Block 62. The proposal conforms to the requirements of Part 4 of the Zoning By-law No. 4404, as amended. The City of Yellowknife supports the proposed subdivision, with the following conditions of approval:

1. The subdivision must comply with the proposed Plan of Subdivision.

Sincerely,

Greg Littlefair

Director, Planning and Development
City of Yellowknife


City of Yellowknife
Subdivision/Consolidation and Condominium Application Technical Review
Planning and Development Department



Lot/Block/Plan No.: L 43 /B 62 /P 4252
Civic Address: 5710 57 St.

Sign off required by Planning Administrator prior to any memos or response to application.

As the Planning Administrator for the City of Yellowknife responsible for the review and recommendation of plans of subdivision and condominium, I have ensured that the noted subdivision/condominium application has been reviewed in accordance with the City of Yellowknife Zoning By-law No. 4404 Part 4 and any other applicable by-laws, plans, policies or procedures.



Planning Administrator
City of Yellowknife

2 March 2021

Dated

SUBDIVISION/CONSOLIDATION/CONDOMINIUM RECOMMENDATION

Approved _____ Approved with conditions ✓ Refused _____

Conditions of Approval/Reasons for Refusal:

1. Must comply with the proposed Plan of Subdivision

Technical review begins on page 2

City of Yellowknife
 Subdivision/Consolidation and Condominium Application Technical Review
 Planning and Development Department

Lot/Block/Plan No.: L 43 /B 62 /P 4252

Civic Address: 5710 57 St.

Technical Review -Application for Subdivision/Consolidation/Condominium

Legislation Reference (Zoning By-law No. 4404)	Considerations	Y	N	Comment/details/follow up issues
Section 4.1(1)	Required information Supplied, i.e. <ul style="list-style-type: none"> • Site plan • Contours • Natural features • modifications 	√		Subd. is in conjunction with DP No. PL-2020-0335 for Avens proposed Independent Living Facility. Existing Garage is to be removed.
Section 4.1(2)	Application circulated to affected parties for consultation.	√		Notice in the Capital Update on February 12 and 19 th ; posted on City Website under Public Notice page from February 5 th to 22 nd .
Section 4.1 (3)	Subdivision in excess of four lots or one hectare in area shall be forwarded to Council for review and recommendation.	√		February 22, 2021, Council Motion #0031-21: That Council direct Administration to respond to the Department of Lands GNWT supporting the proposed subdivision of Lot 43 and 44, Block 62, Plan 4252 (5710 50 th Avenue), pursuant to Part Four of the Zoning Bylaw No. 4404, as amended.
Section 4.1(4) (a)	Each proposed lot has access onto an acceptable public roadway and municipal services.	√		Proposed Parcel "A" (former Lot 43) and proposed Parcel "B" (former Lot 44) will have access on 57 th Street "Avens Campus Loop" road.
Section 4.1(4) (b)	Will result in sites being used for the purposes intended pursuant to the Zoning By-law.	√		The newly created sites will result in uses pursuant to the Zoning Bylaw. Parcel "A" (former Lot 43)- duplexes; proposed Special Care Facility (Independent Living), approved through Council Motion #0025-21: That Council

City of Yellowknife
 Subdivision/Consolidation and Condominium Application Technical Review
 Planning and Development Department

Lot/Block/Plan No.: L 43 /B 62 /P 4252

Civic Address: 5710 57 St.

Legislation Reference (Zoning By-law No. 4404)	Considerations	Y	N	Comment/details/follow up issues
				<p>approve the Conditionally Permitted Use (Special Care Facility) at Lots 43 and 44, Block 62, Plan 4252 (5710 50th Avenue).</p> <p>Parcel "B" (former Lot 44)- Special Care Facility (Dementia Facility), approved Council motion #0162-08: That Council approve a conditionally permitted use of a Special Care Facility (Dementia Facility) at Lots 38 and 39, Block 62, Plan 3958 (5710 50 Avenue)</p>
Section 4.1(4)(c)	Conforms to the Community Plan, applicable Development Scheme and Zoning By-law.	√		Yes, in alignment with 2020 Community Plan and Zoning Bylaw No. 4404, as amended, and meets required site regulations, including lot width, lot depth, setbacks, and site area density.
Section 4.1(4)(d)	<p>Applicant provides at their own expense all public improvements, i.e.</p> <ul style="list-style-type: none"> • public roadways • sidewalks • curbs • culverts • drainage ditches • utility systems • landscaping, parks, trails • other public facilities as required 	√		No public improvements are required as part of the subdivision, but public improvements will be identified, agreed upon, and bonded as part of the Development Permit Process for the proposed development.
Section 4.1 (4)	Applicant has made provisions	√		

City of Yellowknife
 Subdivision/Consolidation and Condominium Application Technical Review
 Planning and Development Department

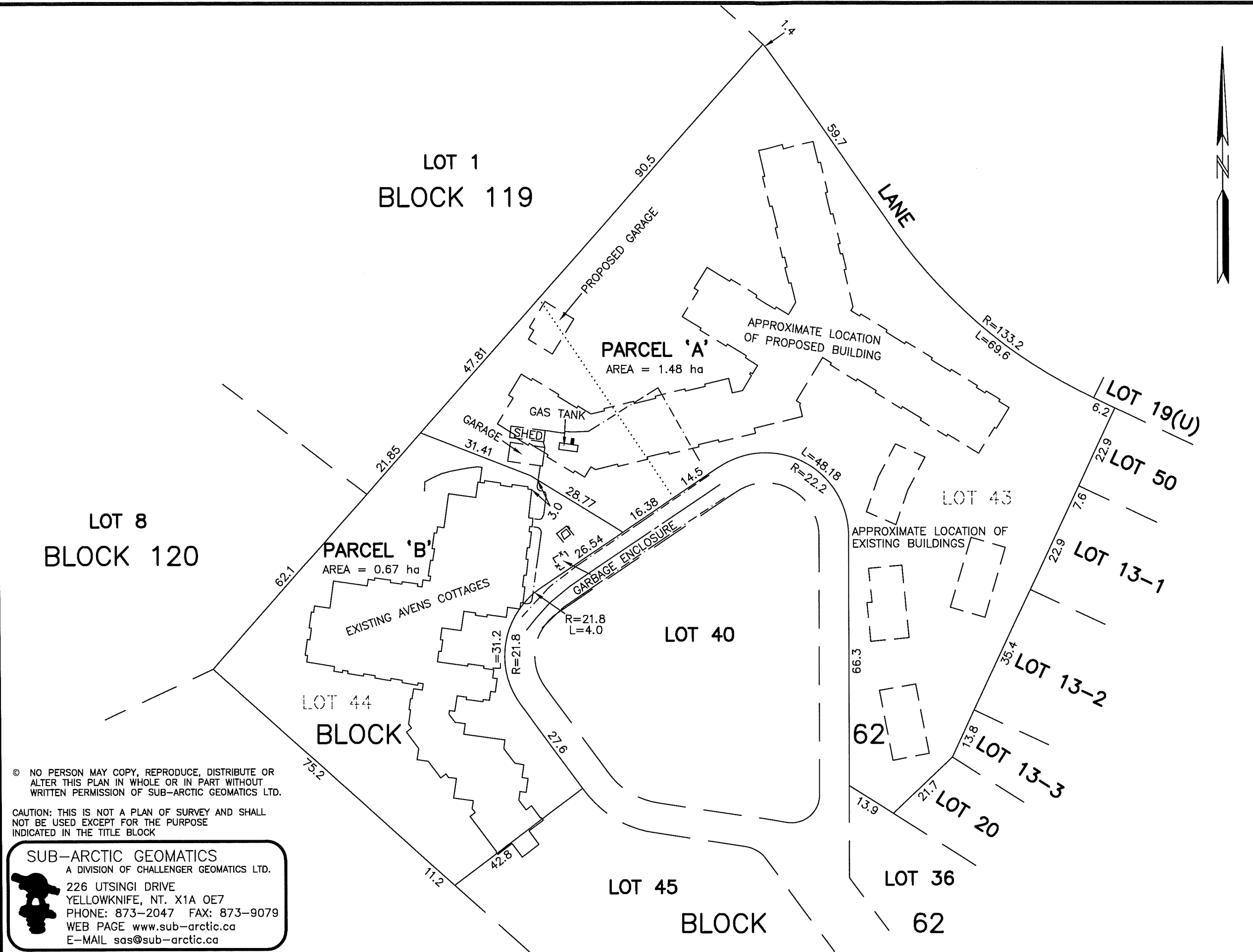
Lot/Block/Plan No.: L 43 /B 62 /P 4252

Civic Address: 5710 57 St.

Legislation Reference (Zoning By-law No. 4404)	Considerations	Y	N	Comment/details/follow up issues
(e)	for: <ul style="list-style-type: none"> • roadways • utility parcels • reserves 			
Section 4.1 (4) (f)	Have all outstanding orders from the City affecting the property been rectified and all outstanding taxes paid?	√		
Section 4.2 (1)	Where public improvements are required, the Planning Administrator may require that the applicant enter into a Development Agreement with the City.		√	Development Agreement to run with the Development Permit. Caveat will registered on Title.
Section 4.2 (2)	The development agreement shall be a covenant running with the land.		√	Development Agreement to run with the Development Permit.

Attachments: Proposed Plan of Subdivision

Docs#633290v2



NOTES:
 DATE OF SURVEY: OCTOBER 6, 2020
 ALL DISTANCES ARE EXPRESSED IN METRES OR DECIMALS THEREOF.
 NEW LOTS WILL BE PLACED TO COMPLY ZONING BYLAWS SETBACKS AND MAY AFFECT DISTANCES SHOWN.

NO.	REVISION\ISSUE	DATE:

DRAWN BY: J.N.
 CHECKED BY: B.P./M.D.

PROPOSED SUBDIVISION OF LOTS 43 AND 44, BLOCK 62 YELLOWKNIFE - NT

PROJECT NO.: 80598
 FILE NO.: 80598-PRO-FE02-REV5
 DATE: FEBRUARY 2, 2021
 SCALE: 1:1000

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CAUTION: THIS IS NOT A PLAN OF SURVEY AND SHALL NOT BE USED EXCEPT FOR THE PURPOSE INDICATED IN THE TITLE BLOCK

SUB-ARCTIC GEOMATICS
 A DIVISION OF CHALLENGER GEOMATICS LTD.
 226 UTSINGI DRIVE
 YELLOWKNIFE, NT. X1A 0E7
 PHONE: 873-2047 FAX: 873-9079
 WEB PAGE www.sub-arctic.ca
 E-MAIL sas@sub-arctic.ca



ATTACHMENT 3: VARIANCE NOTIFICATION LETTERS



CITY OF YELLOWKNIFE

By Mail

April 16, 2021

Regarding Development Permit No: PL-2020-0335

[ADDRESS HERE]

Dear Property Owners/ Lessee,

Re: Neighbour's Proposed Manufactured Dwelling with a Variance for the Front Yard Setback

Please accept this letter informing you that the Development Officer of the City of Yellowknife has varied a requirement of Zoning By-law No. 4404 at **5710 50 Avenue; AVENS, a Community for Seniors** (Lot 43 & 44 Block 62) as described in Development Permit PL-2020-0335. The following variance has been granted:

1. A 40.17% variance has been granted for the minimum front yard setback. The minimum front yard setback has been decreased from 6.0 m to 3.59 m.

The variances granted are not for your property, however, in accordance with Section 3.9(5) (a) of Zoning By-law No. 4404, this letter is being sent to you as the owner or lessee of a property within 30 m of the subject property where the variances are being granted.

Requests for variances can only be granted if they satisfy the evaluation criteria under Section 3.5 (4) of Zoning By-law No. 4404. The subject site has an irregular front lot line, which curves significantly as it is adjacent to the AVENS Campus Loop Road. Because of this, small portions of the proposed structure fall within the required 6.0 m setback, but a majority of the proposed building does not. It is also of the opinion of the Development Officer that the proposed development is compatible with development in the surrounding area and it will not affect the use, enjoyment, or value of neighboring parcels of land, as the variance is located in the front, towards the rest of AVENS campus.

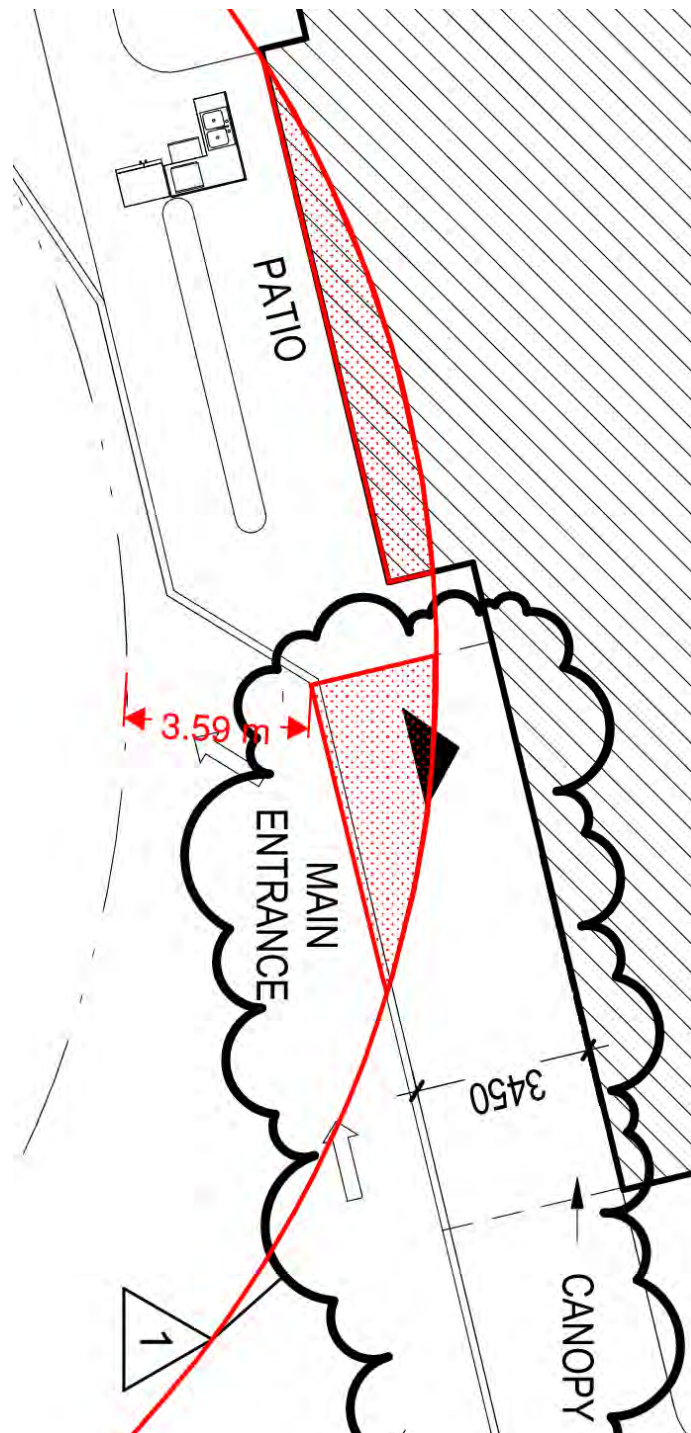
Plans and conditions for the development can be viewed at City Hall until 4:30pm, April 30, 2021. Please be advised that Zoning By-law No. 4404 provides that any person claiming to be affected by a decision of the Development Officer the opportunity to appeal to the Development Appeal Board within 14 days of the decision.

If you have any questions or concerns regarding this matter or this letter, please contact me at 920-5611 or Imacphail@yellowknife.ca

Sincerely,

Libby Macphail
Planner, Planning and Lands Division
City of Yellowknife

ATTACHMENT 4: VARIANCE ANALYSIS DIAGRAM



Tab 3:

History of the Site

Development Appeal Board Hearing

May 29, 2021

- **2013-** AVENS begins process for 60 Unit Facility
 - Plans for the development began as a 60 unit facility for long term care and palliative care
 - Development was initially planned to be completed in 3 stages.

 - **July 25, 2014-** Development Permit Application #PL-2014-0443 was approved for site grading only
 - Site Grading was conducted in the fall/winter of 2014
 - The grading permit is still active to date, as AVENS is awaiting the decision from PL-2020-0335 to finalize the grading.
 - Please refer to **Tab 3.1: Stamped Plans PL-2014-0443** for approved grading plans

 - **October and December 2014-** Neighbourhood Meetings held
 - In October and December of 2014, the City and AVENS held neighbourhood meetings regarding the 60 unit facility
 - Concerns were raised by the residents about the project that included traffic drainage, privacy, noise, light, shadows, and decreasing property values
 - Please refer to **Tab 3.2: Meeting Minutes**

 - **2015-2018-** 60 Unit Facility indefinitely put on hold
 - In 2015, the 60 unit facility was put on hold due to funding issues
 - In 2018, the Government of the Northwest Territories announced that the Old Stanton Hospital is to be retrofitted to include long-term care beds.
-

Tab 3.1:

PL-2014-0443 Stamped Drawings



AVENS PAVILION NEW CARE FACILITY AND SUPPORT SERVICES

JULY 2014

Project Number: 144201962

AVENS PAVILION - NEW CARE FACILITY 144201962
ISSUED FOR REVIEW, JULY 03, 2014



www.stantec.com
Stantec Centre
200, 325 25th Street SE Calgary, AB T2A 7H8
Tel. 403.716.8000
www.stantec.com

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Consultants



Legend

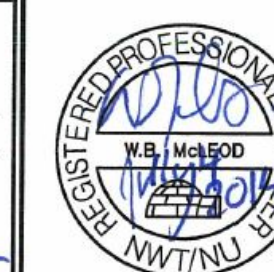
- TREE LINE
- WATER MAIN
- FIRE HYDRANT
- LIGHT STANDARD
- MANHOLE
- POWER POLE
- CATCHBASIN
- POWER LINE
- PROPERTY LINE
- EXISTING ASPHALT

Notes

Revision	By	Appd.	YY.MM.DD		
1	ISSUED FOR GRADING PLAN	KK	WM	2014.07.02	
Issued		By	Appd.	YY.MM.DD	
File Name:	####C-101.DWG	Dwn.	Chkd.	Dign.	YY.MM.DD

Permit-Seal

PERMIT TO PRACTICE
STANTEC ARCHITECTURE LTD.
Signature
Date July 14 2014
PERMIT NUMBER: P 800
NT/NU Association of Professional Engineers and Geoscientists



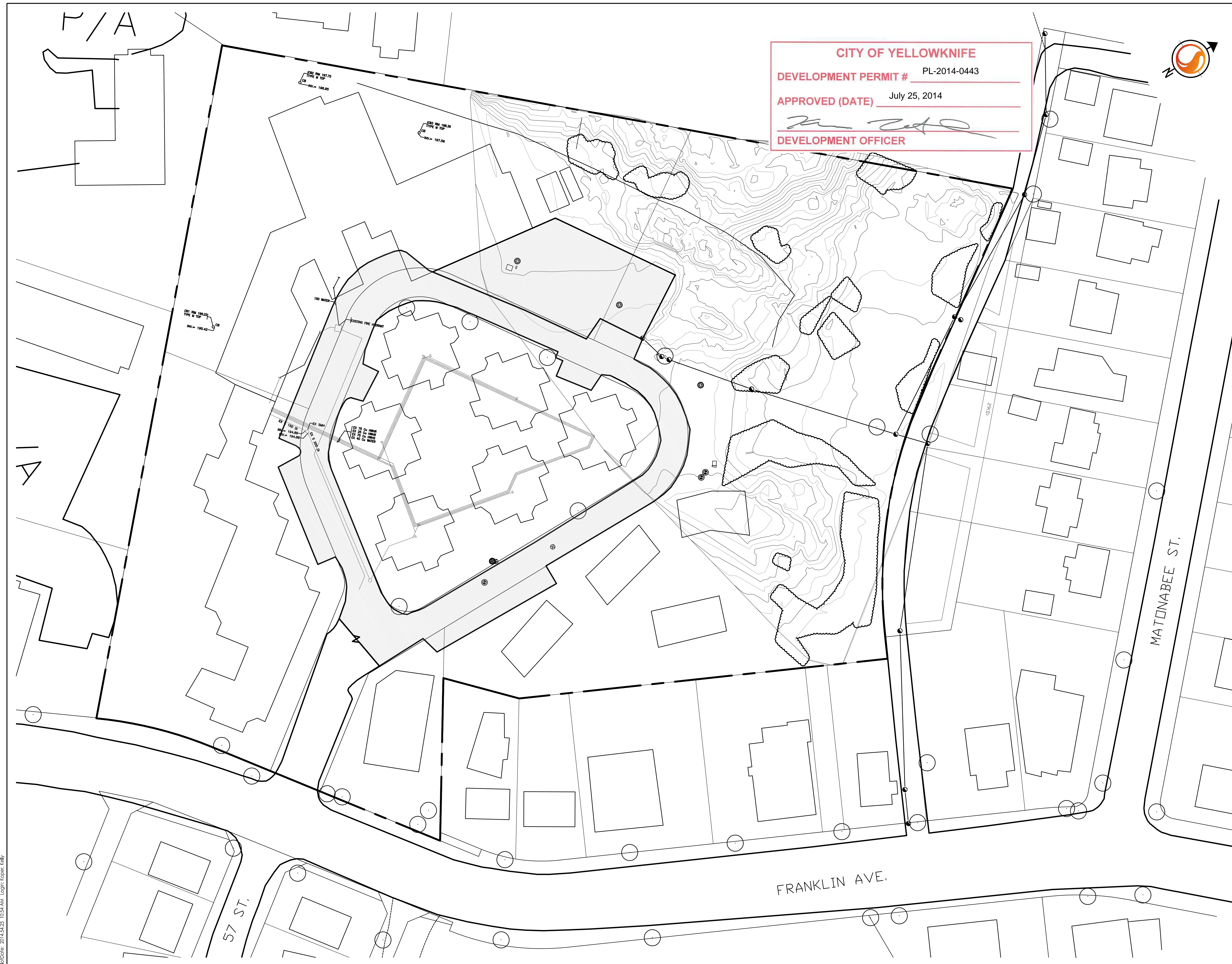
Client/Project

1-5710 50th AVENUE
LOT 36-40 BLOCK 62
AVENS PAVILION - NEW CARE FACILITY
AND SUPPORT SERVICES
Yellowknife, NT

Title

EXISTING SITE PLAN

Project No. 144201962	Scale 1:500
Drawing No. C-101	Sheet 1 of 5
	Revision A/0



V:\144201962\business_development\2014\Avens_Development\civil\144201962-C-101.dwg
P:\DWG\2014\4201962_1034.dwg Logon: kpcap, kbl



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- Legend
- TREE LINE
 - WATER MAIN
 - FIRE HYDRANT
 - LIGHT STANDARD
 - MANHOLE
 - POWER POLE
 - CATCHBASIN
 - POWER LINE
 - PROPERTY LINE
 - MAJORITY BLAST AREA
 - EXISTING GROUND & BLAST GRADE

Notes

TOTAL AREA OF SITE DISTURBANCE	10,824 sq.m.
TOTAL BLAST QTY.	28,914 cu.m.
TOTAL FILL QTY.	1,530 cu.m.

1	PARKING REVISION/BLAST GRADE REVISION	KK	WM	14.07.23	
Revision		By	Appd.	YY.MM.DD	
1	ISSUED FOR GRADING PLAN	KK	WM	2014.07.02	
Issued		By	Appd.	YY.MM.DD	
File Name:	####C-102.DWG	Dwn.	Chkd.	Dign.	YY.MM.DD

Permit-Seal

PERMIT TO PRACTICE
STANTEC ARCHITECTURE LTD.
Signature: *[Signature]*
Date: *July 9 2014*
PERMIT NUMBER: P 800
NT/NU Association of Professional Engineers and Geoscientists

Client/Project
1-5710 50th AVENUE
LOT 36-40 BLOCK 62
AVENS PAVILION - NEW CARE FACILITY
AND SUPPORT SERVICES
Yellowknife, NT

Title
BLASTING PLAN

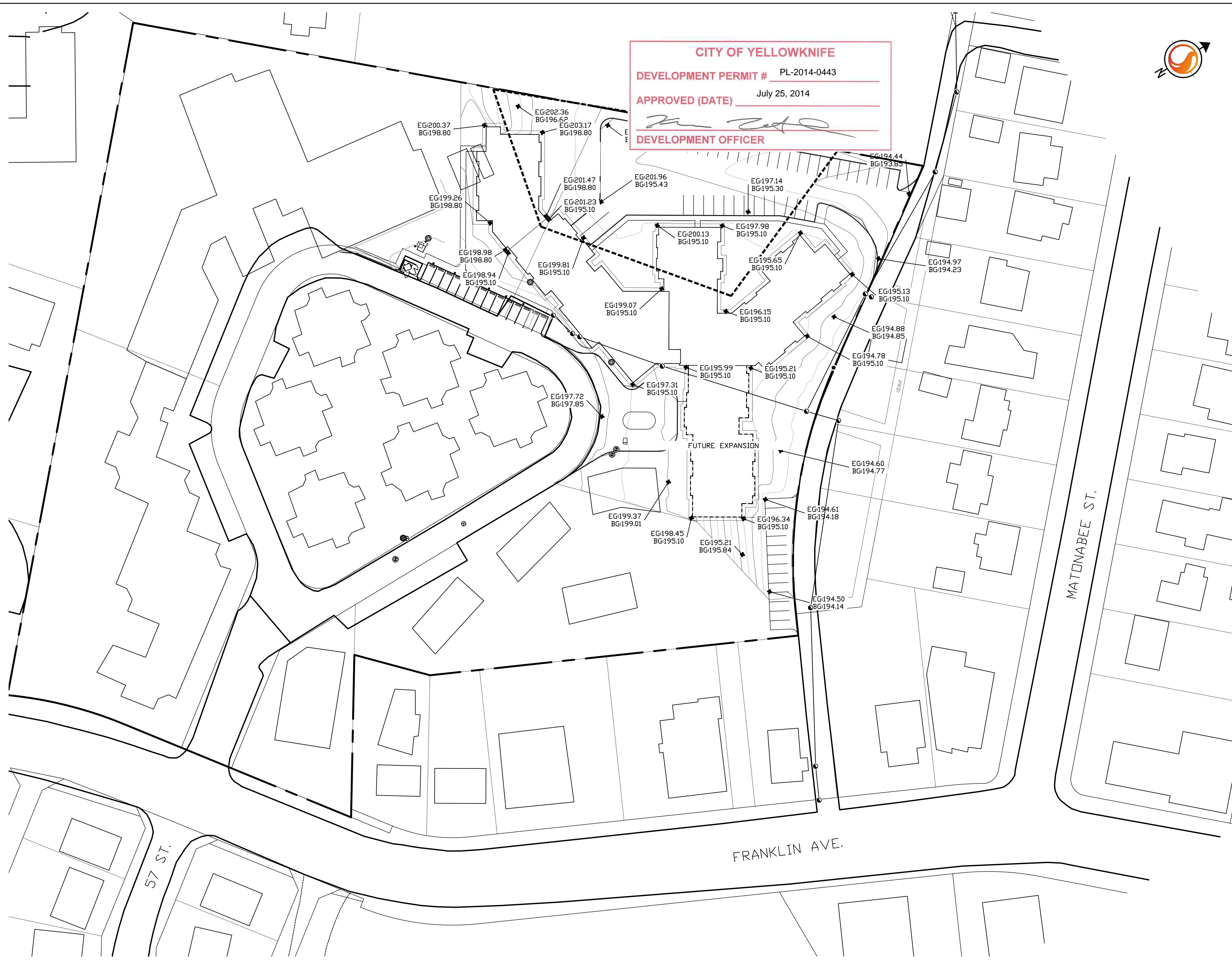
Project No.	144201962	Scale	1:500
Drawing No.	C-102	Sheet	2 of 5
		Revision	A/0

CITY OF YELLOWKNIFE

DEVELOPMENT PERMIT # PL-2014-0443

APPROVED (DATE) July 25, 2014

[Signature]
DEVELOPMENT OFFICER



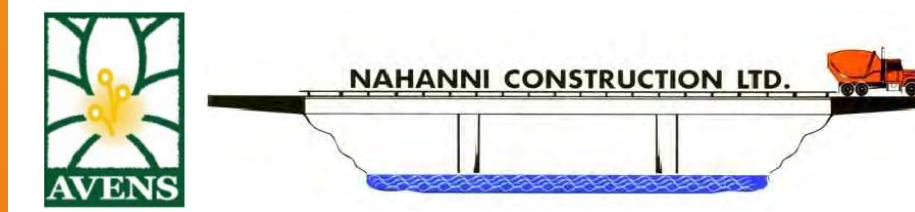
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 ORIGINAL SHEET - ANS D



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Consultants



Legend

Notes

Revision	By	Appd.	YY.MM.DD
1	KK	WM	2014.07.02
Issued	By	Appd.	YY.MM.DD
File Name: ###C-501.DWG	Dwn.	Chkd.	Dign.

Permit-Seal

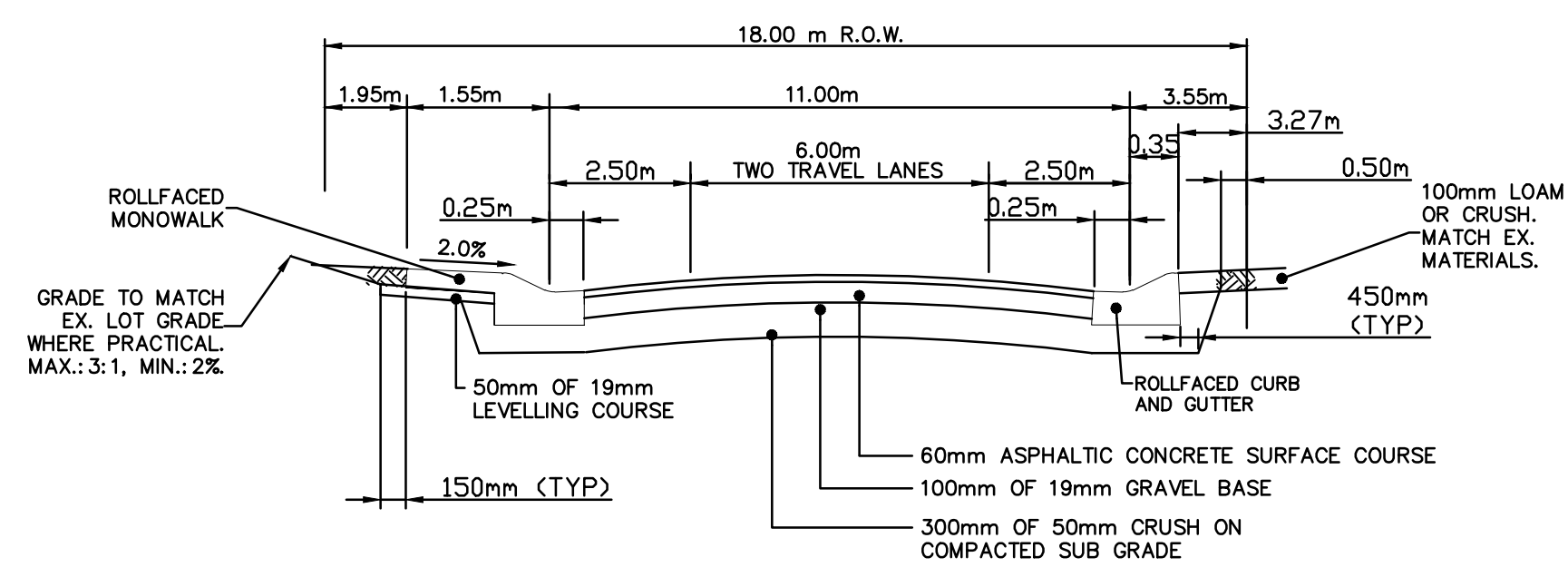
PERMIT TO PRACTICE
 STANTEC ARCHITECTURE LTD.
 Signature: *[Signature]*
 Date: July 4, 2014
 PERMIT NUMBER: P 800
 NT/NU Association of Professional Engineers and Geoscientists



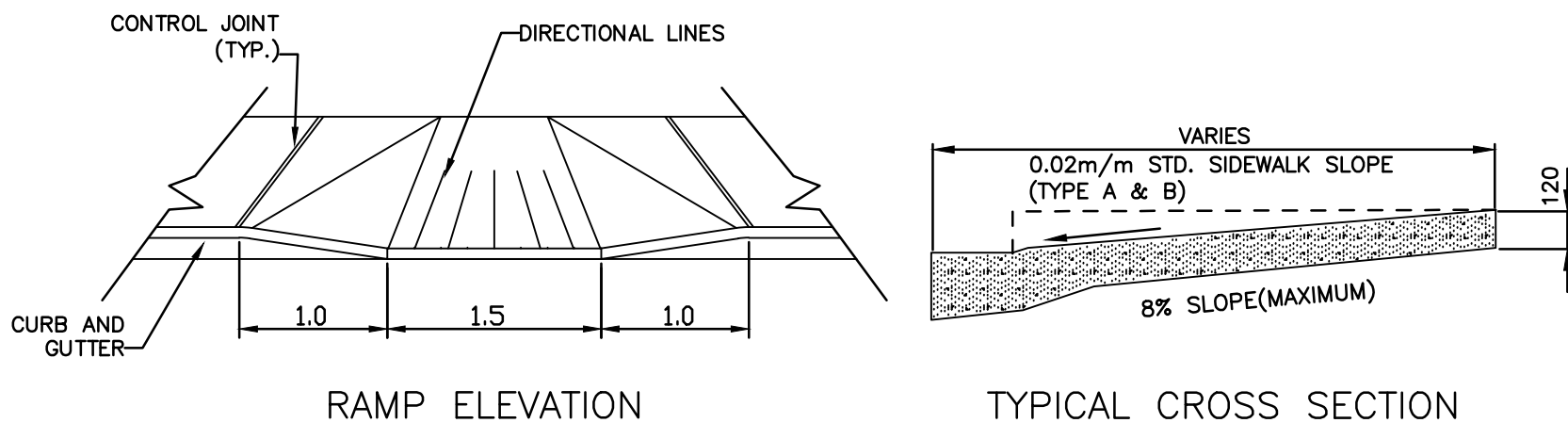
Client/Project
 1-5710 50th AVENUE
 LOT 36-40 BLOCK 62
 AVENS PAVILION - NEW CARE FACILITY
 AND SUPPORT SERVICES
 Yellowknife, NT

Title
 DETAILS

Project No. 144201962	Scale NTS
Drawing No. C-104	Sheet 4 of 5
	Revision A/0



TYPICAL ROAD CROSS SECTION
 LOCAL ROADS
 NTS



NOTES:
 1- ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED.
 2- TOOLED GROOVES 5 WIDEX10 DEEP, BROOM FINISH GROOVE SPACING 150 O.C. ADJACENT TO CURB. 3- WHERE RAMP TO BE USED AS A TRANSITION, USE THE CENTER OF THE 1500 RAMP AS THE CENTER OF THE TRANSITION.
 4- CURBS AND RAMPS TO BE POURED MONOLITHICALLY.
 5- IT MAY BE NECESSARY TO BUILD RAMPS WIDER AT HIGH VOLUME PEDESTRIAN TRAFFIC LOCATIONS.
 6- WHEN THE CURB RETURN RADIUS IS LESS THAN 4.0m TWO RAMPS ARE REQUIRED. 7- MATCH ASPHALT SURFACE TO GUTTER LIP WITHIN 3mm PLUS OR MINUS.

DATE 01.02.12	 PARA-RAMP DETAIL
APPROVED	
SCALE N.T.S.	
DRAWN BY K.K.	
DWG. No. RD-012	

Tab 3.2:

October and December 2014
Neighbourhood Meeting Minutes

NEIGHBOURHOOD RESIDENT MEETING OCTOBER 27, 2014

Present: Gordon Van Tighem, President, AVENS
 Katherine Youngblut, Director, AVENS
 Darryl Bohnet, Director, AVENS
 Shane Clark, Director, AVENS
 Wendy Carter, Director, AVENS
 Jeff Renaud, Chief Executive Officer, AVENS
 Kenny Ruptash, Nahanni Construction, Project Lead
 Justin Nelson, Matonabee Resident
 Garth and Marilyn Malakoe, Matonabee Resident
 Colin Baile, Matonabee Resident
 Judy Murdock, Matonabee Resident
 Jenny Tucker, Matonabee Resident
 Lynn Elkin, Matonabee Resident
 Ted Studer, Matonabee Resident

Recorder: Wanda Anderson, Executive Assistant, AVENS

J. Renaud welcomed everyone and thanked them for coming. Introductions were done at 1801.

J. Renaud noted that the Board had passed a resolution to move the project forward as a commitment to action. The schematic design and planning began. Active discussion has begun with the GNWT. AVENS vision for the project can be seen in the diagram (pictures attached).

The new build will be done in three stages. Stage 1 will be 30 beds, kitchen and laundry. Stage 2 will be 30 beds. Stage 3 is what if and will be sometime down the road.

J. Renaud noted that when he started 2 years ago he was tasked with doing something about the kitchen. Aven Manor is getting close to the end of its life. Thought about leveling and rebuilding on Aven Manor site. Property size and shape was an issue and where to put the 29 displaced residents. A new facility would be the easiest and then repurposing Aven Manor to assisted living.

K. Ruptash noted that with two other major projects coming on line in the next couple of years that costs will be going up and not down.

G. Van Tighem noted that AVENS has been trying to bring the GNWT on line with this project. They will be long term partners and AVENS would like to have the GNWT on side sooner rather than later.

Areas of concern raised by the Matonabee Street Residents.

- ✓ Lack of communication since the November 2013 meeting
- ✓ Traffic flow
- ✓ Lighting – inside and out
- ✓ Drainage
- ✓ Shadows
- ✓ Green space

- ✓ Buffer zone
- ✓ Garbage
- ✓ Lane size
- ✓ Heating with pellet boiler – silo and smoke
- ✓ Generator noise
- ✓ Value of their houses going down
- ✓ Windows overlooking back alley and into residents yards
- ✓ Smoking area

The following was agreed to:

- ✓ Better communication with Residents. W. Anderson to collect email addresses. Before Development Permit is submitted, Residents would get a chance to review it. K. Ruptash noted that with the Development Permit it only deals with foot print, elevation, green space and parking.
- ✓ K. Ruptash noted that AVENS will have to do a traffic pattern study. This will help to decide on the alley way usage and the lane size that will be required.
- ✓ K. Ruptash noted that he would be talking to the architect about the lighting issues raised both inside and out.
- ✓ K. Ruptash noted that AVENS would be working with the City to ensure that the drainage pattern is not altered. Currently the parking lot would be the holding pond for excess water.
- ✓ K. Ruptash noted that he would talk to the architect about looking into the shadow study.
- ✓ K. Ruptash noted that the green space and buffer zone would be part of the Development Permit process which residents would have input into.
- ✓ J. Renaud noted that for the first Stage of development garbage would continue to be collected the way it is currently. There is an area as shown on the following diagram of where the garbage containers will be located. AVENS would endeavour to ensure that garbage was not strewn all over the place and end up in residents yards. There is enough room in this area for vehicles, including delivery vehicles (the largest would be 5 tonne) to turn around so no one will be backing into the alley.



- ✓ S. Clark noted that he was not sure if going with a pellet boiler for the whole facility was the way to go. He has been vocal about issues as part of his work. He does not feel that the value of the land will depreciate. They are already adjacent to an institution. Residents noted that they did not object to be adjacent to an institution. If AVENS were to build the new facility where the old hospital used to be they would not see it and there would not be any issues.
- ✓ The generator will be in the same location as the garbage. It only runs when the power is off and when it is tested during the daylight hours.
- ✓ C. Baile noted concern about the orientation of the Stage 2 windows and the light that may come from them as well as overlooking their back yards. K. Ruptash

- noted that he will talk with the architect about the lighting. This orientation of the building best utilizes AVENS property.
- ✓ J. Renaud noted that smoking of staff and visitors would continue to be on Franklin Avenue. He would discourage anyone found smoking in the back alley.
 - ✓ J. Renaud noted that AVENS has been talking with the GNWT to move towards a user means testing for those utilizing the long term care and dementia facilities. Some can afford to pay which would help AVENS with the funding of the new build.
 - ✓ J. Renaud noted that he would be encouraging all evening and night staff to park in the upper area. He noted he would not feel comfortable with staff walking to their vehicles in the dark in the lower section. All day staff would be expected to park in the lower area to leave the upper area available for visitors. He would not have an issue with putting up a barrier to the lower parking lot at night to stop anyone from parking there. This way the residents would not be getting vehicle lights shining in their homes at night. There will be 24/7 security with the new build.
 - ✓ J. Renaud noted that if the widening of the back alley was required, it would be taken from AVENS property.

G. Van Tighem noted that AVENS was continuing their partnership with Nahanni who was the builder for the dementia facility. The will be the Contractor and be looking after the design work. Stantec is doing the design work. Nahanni is using a somewhat modified floor plan of the facility that they built in Grande Prairie.

Jeff Renaud and Gord Van Tighem agreed to ensure that the Matonabee Neighbours are kept informed of the progress of the project. In particular, the Matonabee Neighbours will be e-mailed as the project progresses. This will include, but is not limited to, design decisions and permit applications.

The Residents thanked the Board members for meeting with them. The Board thanked the Residents for meeting with them.

Board members not present at tonight's meeting are:

Ron Allen, 1st Vice President

Sandra Turner, 2nd Vice President

Kathy Gray, Director



Stage 1 – Looking towards Aven Cottages



Stage 1 – Looking at the new front entrance



Stage 1 – Looking at the back section facing Aven Court



Stage 1 – Looking at back section towards the alley



Stage 1 – Looking from back alley towards Aven Cottages



Stage 1 & 2 connect from parking area



Stage 2 – Close to back alley



Stage 2 – Close to parking area



Stage 3 – View from front entrance side of building



Overview of all 3 stages front the front.

AVENS Development Community Meeting

December 16, 2014, 7PM

City Hall Upstairs Boardroom

Present: Justin Nelson, Matonabee Resident
 Garth Malakoe, Matonabee Resident
 Colin Baile, Matonabee Resident
 Lynn Elkin, Matonabee Resident
 Wendy Carter, AVENS
 Jeff Renaud, AVENS
 Darryl Bohnet, AVENS
 Kenny Ruptash, Nahanni Construction
 Jeff Humble, City of Yellowknife
 Wenyan Yu, City of Yellowknife

1. Project Status

Blasting will be done soon. Hauling on the site will stop by the end of next week and resume in the new year. Before finishing the blasting a bit of planning is needed to figure out where the power poles will go.

2. Discussion of Neighbourhood Concerns

Traffic flow, lane size and Parking
These will be discussed as part of the traffic study.
Lighting – inside and out
<p>Residents:</p> <ul style="list-style-type: none"> - Concerns regarding lighting include parking lot lights and lights from the building. - Snow reflects the lights back up, lights need to be at ground level. Lower-stands lighting is preferred. <p>AVENS:</p> <ul style="list-style-type: none"> - Need to meet minimum safety requires for parking lot. - Lighting design has to meet the minimum lighting requirements. - Our preference is to use more lower-height lighting with minimum light pollution. Lighting will be directed toward our property only not toward the neighbouring residence. May look at bollard lighting where feasible. Trees may buffer some of lighting. - The front of the building will not face the residence. - External lighting is mainly at the building's front entrance. The design will try to create a residential feel not an institutional feel. - Our intention is to incorporate requested changes into the design before submitting drawings for development permit application. <p>City:</p> <ul style="list-style-type: none"> - A development permit application for a conditionally permitted use will require

<p>Council review and approval.</p> <ul style="list-style-type: none"> - The development permit application has not been submitted. - Details of lighting fixtures will be reviewed through the development permit process. - Submitted drawings will be shared with the residents.
Drainage
<p>Residents:</p> <ul style="list-style-type: none"> - With new development runoff toward the alley will be significantly different. Is there any plan to reduce the water flow this spring? What do I do if my basement floods this spring? <p>AVENS:</p> <ul style="list-style-type: none"> - The construction site is lower than the alley. - We will help whatever we can if there is drainage problem in the spring. - All water will be drained to the City's stormwater system. - The drainage direction has not been determined, which will be dependent on the conditions of existing infrastructure. - Drainage on the alley will be the City's responsibility. <p>City:</p> <ul style="list-style-type: none"> - The drainage plan has to match the City's existing drainage system. Proper drainage design that can accommodate the site drainage sufficiently is part of the development permit requirements.
Shadows
<p>Residents:</p> <ul style="list-style-type: none"> - Can you give us an insight on what shadow study will provide? - Shadow study is worthwhile. The shadows have already changed with the blasting of the rock which has taken place. <p>AVENS:</p> <ul style="list-style-type: none"> - We will ask the consultant to prepare a shadow study showing existing (pre-blasting) and after-built sun shadow conditions for comparison. - The Board has dedicated \$5,000 for a shadow study. <p>City:</p> <ul style="list-style-type: none"> - A shadow study will provide sun shadow images at different time of the day for certain days of the year. - There is no standard on to what extent sun shadows are acceptable. When reviewing the drawings, the City will consider pre and after-built shadows and try to mitigate what we can.
Green Space
<p>Residents:</p> <ul style="list-style-type: none"> - Will the laneway take part of the green space area? - How much of the laneway area will be used for parking?

- Why don't put parking on the future building expansion's site? Reducing traffic from the laneway will address most of the resident concerns.
- The required laneway maintenance by the City now is minimal. With more traffic on the laneway, more maintenance would be required.
- There will be increased traffic and the corner of the laneway is a sharp turn. Can a portion of the greenspace be used to widen the corner?

AVENS:

- The new development will not touch the green space area. During the construction period the contractor will bring the material to site through the green space area.
- The proposed building configuration is the optimal option providing the required beds and based on existing site conditions.
- Parking area is within the property. Parking provision will be in accordance with the zoning by-law requirements.
- We are looking at building a 30-bed facility for the first phase to accommodate the 30 beds in the current facility, and then renovate the current facility. The future expansion may not be a long-term project depending on the GNWT's projection on needed beds. Using the future building expansion's site for parking would not be an option.
- Where possible, we can look at options for alternative parking locations.
- As part of landscaping opportunities for buffering (berming and landscaping) can be explored to mitigate parking lot impacts.

City:

- Confirmed the green space area wouldn't be changed. The radius of the corner at the laneway can be explored at time of traffic study.

Buffer Zone

Residents:

- Is the actual green space property line the laneway boundary?

City:

- The green space parcel is adjacent to the laneway parcel. They have shared property lines. The CityExplorer shows the green space area following the zoning boundary which is the centerline of the roadway not the property line.

Garbage

Residents:

- Smell of garbage is a concern

AVENS:

- We are not expecting significant increase of garbage as a result of the new development.

City:

- Proper garbage pick up arrangement is a part of the development permit requirements

Heating with pellet boiler – silo and smoke
<p>Residents:</p> <ul style="list-style-type: none"> - Galvanized silo is not a lovely piece of equipment, storage shed/seacan with proper siding would look better. - How big will it be? How frequently would the pellet be delivered? <p>AVENS:</p> <ul style="list-style-type: none"> - Currently we are not including a wood pellet boiler into the plan. - We need to look into further details regarding the use of a wood pellet boiler. <p>City:</p> <ul style="list-style-type: none"> - Residents' advice on storage structure will be considered.
Window overlooking back alley and into residents yards
<p>Residents:</p> <ul style="list-style-type: none"> - Concern about windows at back of building. Issue of privacy and lighting reflecting onto neighbours. <p>AVENS:</p> <ul style="list-style-type: none"> - The windows can be angled and oriented away from the alley. - The back of the building will have no or minimal window openings.
Smoking area
<p>AVENS:</p> <ul style="list-style-type: none"> - Enforcing the smoking area rules should not be a problem.
Lack of communication
<p>Residents:</p> <ul style="list-style-type: none"> - City Council has to review the application, this added layer of review does address the communication concerns. - I heard that the building layout is a duplicate of a Grande Prairie special care facility's layout. Is this an optimal site layout? <p>AVENS:</p> <ul style="list-style-type: none"> - We would like to work with the residents and make needed changes now rather than later. Small concerns may lead to big changes if we wait to the very end to address resident concerns. - The building design was based on the Grande Prairie's 30-bed layout at first but has been tweaked to meet the setback, fire access and other site requirements and to provide most beds. The worked-out plan now is a 90-bed layout. - The first and second phases are building a new facility with the first 30 beds and renovating the existing facility to bring it to standard – a new kitchen is needed. Timeline for future phases will be dependent on funding availability. <p>City:</p> <ul style="list-style-type: none"> - The City recognizes communication could be better. We have procedures for conditionally permitted use applications. We will make sure residents are fully informed.

Generator noise
<p>AVENS:</p> <ul style="list-style-type: none"> - The generator is fully housed inside the building and will only run when power is out.
Value of house
<p>AVENS:</p> <ul style="list-style-type: none"> - Our objective is to have a development complement to the neighborhood. - There is a precedent that house value increased due to the desire to live close to senior care facilities. <p>City:</p> <ul style="list-style-type: none"> - The neighbourhood value may increase once the current vacant lot zoned for development is developed. <p>Residents:</p> <ul style="list-style-type: none"> - If the neighbourhood value increases, will my property assessment increase? <p>City:</p> <ul style="list-style-type: none"> - The property assessment for land value may increase as it reflects the market value. Improvement value won't be affected by surrounding development.

3. Development Permit Schedule

AVENS does not anticipate submitting a development permit before issues from the residents and the traffic study and sun shadow study are addressed. Stantec will prepare both studies.

Residents questioned why choose Stantec to prepare the traffic and shadow studies. AVENS responded that Stantec provides professional engineering services, they have professional code of conduct and are responsive to timelines. The City clarified that there is no requirement who to use as long as they are professional engineers.

Residents: How long will it take to complete construction?

AVENS: If we start early in spring 2015 the construction might be completed by summer of 2016. If we start in winter the construction might take longer up to 20 months.

Residents: During the construction will everything come to the alley?

AVENS: Yes, that's the assumption for now.

(City's note: arrangement for taking the laneway for the lay down area has to be confirmed with the City's Public Works Department).

4. Traffic Study

City:

- The Developer should provide terms of reference for City review and the City will share the terms of reference with the residents.

Residents:

- The church use and school behind opposite laneway of the street should be considered
- school drop-off and pick-up time around 5pm and 8:30pm are peak hours
- the study scope should include AVENS site, Matonabee Street and 50th Avenue and laneways
- the study should look at the impact from the Granite Condo development
- the study should look at existing and projected use of the site
- the study should look at whether the laneway width is sufficient
- the study should look at the worst scenario for a 90-bed development

AVENS: the proposed terms of reference will be provided to the City and residents in early January 2015

5. Other Concerns

Residents asked where the power poles will be moved; AVENS confirmed that the power poles will be relocated within the property.

Residents raised the concern of the one-way traffic design for the laneway. It is mentioned that the traffic study will look at design options and help address the concern.

Tab 4:

Pre-Permit Meeting Minutes and
Agenda



CITY OF YELLOWKNIFE

Aven's Development Pre-Permit Meeting

June 18, 2020 at 10 AM

Go-To Meeting Room

MINUTES

Minutes of a meeting held on June 18, 2020 at 10 AM in a Go-To Meeting Room. The following were in attendance:

Wendy Alexander, Acting Director of Public Works & Engineering;
Chris Bock, Acting Manager of Building Services;
Rob Lok, Manager of Planning and Lands;
Libby Macphail, Planner;
Kenny Ruptash, Nahanni Construction;
Alison Devitt, Nahanni Construction.

Item **Description**

1. The intent of the meeting was to conduct a pre-permit audit of the project to collaboratively identify issues, concerns, and mitigations for the proposed Aven's development.

Introduction to the Project

2. Aven's originally planned to phase the development of their proposed senior's facility and a Development Permit was approved in 2014 for grading and blasting of the site.
3. The Board has since decided to build the facility in its entirety instead. Therefore, more grading and blasting to remove ~20,000 cubic metres of bedrock is required.
4. Nahanni wishes to first apply for a grading and blasting permit so that some work can be completed this construction season, with the goal of having the foundation concrete laid before Winter.
5. This plan will allow for the Development Permit/Building Permits to be applied for and associated pieces finalized before the 2021 construction season.

Traffic Impact Study

6. The largest concern from the City revolves around traffic and the requirement for the development to gain its main access from the Alley behind Matonobee St.

-
7. In order to determine the scope of the impacts on the alley and the traffic flow on the site and the surrounding neighbourhood, a Traffic Impact Study is required. Specifically, the TIS should analyze the following intersections:
 - a. Matonobee St. & Franklin Ave
 - b. 57th Ave & Franklin
 - c. Gitzel & Franklin
 - d. Either end of the Matonobee Alley
 8. Any impacts due to increased traffic must be mitigated at the cost to the developer.
 9. Anticipated timelines for TIS completion are typically 4-6 weeks.

Building Permits

10. Important pieces for the developer to consider when applying for permits:
 - a. Energy Audit- as we are in a Northern Climate, higher standards apply.
 - b. Pay special attention to Part 6 of the City's Building Bylaw- in reference to the local construction requirements.
 - c. Heightened NECB Standards
 - d. LOA & stamped professional drawings are required.
 - e. Sprinkler system and mechanical system requires review by the Office of the Fire Marshal.
 - f. The Building Services Division can accommodate a phasing of the permit for the foundation. It is important to submit your application for a mechanical permit for any work "encased" in the concrete.
 - g. The garage should be treated as a 'separate building' AKA a 'building within a building'. (vehicles can access this area, park, and idle.)
 - h. National Building Code Standards apply.

Sun Shadow Study

11. As the development is quite large and the surrounding neighbourhood low density residential, a sun shadow study will be required. This is a simple study that can be done through most rendering softwares.

Action Items

12. Wendy to Provide Nahanni Construction with any relevant data for the Traffic Impact Study.
13. Nahanni Construction to submit building permits through the CityView Platform, as utilizing paper copies for this scale of a project slows down the review process significantly. For the Development Permit process, the applicant may submit through CityView or through permits@yellowknife.ca
14. Libby to send Zoning Bylaw sections regarding application requirements

End of Minutes



CITY OF YELLOWKNIFE

Aven's Development Meeting

November 17, 2020 at 1:30 PM

Go-To Meeting Room

AGENDA

Expected attendees:

Rob Lok, Manager of Planning & Lands;
Libby Macphail, Planner;
Kenny Ruptash, Nahanni Construction;
Thomas Milan, Aven's Representative.

Item Description

1. Introductions & Recap of Project
2. Discussion of the Subdivision Required by CMHC
3. Council Approval of Conditionally Permitted Use (Special Care Facility)
 - a. ~6-8 week process
 - b. Neighbourhood Notification Process:
 - i. IAP2 Model of Consultation- Zoning Bylaw requires the City to "inform/consult"- will Aven's want to go above this level of consultation/what has been communicated to the public to date?
 - ii. Zoning Bylaw Section 3.7 (2)- Written Notification requirement within a 30 M radius
 - iii. Comment period typically lasts 2 weeks.
4. Permit Requirements
 - a. Traffic Impact Study (underway)
 - b. Site Plan
 - c. Floor Plans
 - d. Elevations
 - e. Grading (currently underway under DP PL-2014-0443)
 - f. Servicing Plan
 - g. Sun Shadow Study

Tab 5:

January 25th – Memorandum to
Committee and Meeting Minutes



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE**(For Information Only)**

COMMITTEE: Governance and Priorities

DATE: January 25, 2021

DEPARTMENT: Planning and Development

ISSUE: Considerations for Approval of a Conditionally Permitted Use (Special Care Facility) at Avens (5710 50th Avenue) for a Seniors Independent & Supportive Living Facility.

BACKGROUND:

On December 2, 2020, the City of Yellowknife (City) received an application for a Development Permit (PL-2020-0335) for a Conditionally Permitted Use (Special Care Facility) at Lot 43, Block 62, Plan 4252 (5710 50th Avenue).

The proposed 102 unit Special Care Facility is a mix of independent housing and supportive living, intended to fill gaps in affordable seniors housing that exist in Yellowknife and the NWT more broadly. The proposed facility is funded by the Canada Mortgage and Housing Corporation, the Government of the Northwest Territories, as well as by Avens directly. The facility is designed to transition to more acute levels of care as seniors age. The self-contained bedroom suites can be altered to become supportive living units or seniors can easily access living and care scenarios in other Avens facilities, as demonstrated in Figure #1 below.

Figure #1: The different levels of seniors housing and care scenarios (Source: Avens 2019 Annual Report).



Transitional housing units that can be adapted to meet senior's needs is in alignment with "Aging-in-Place" principles—which is defined as when health and social supports are in place in order for seniors to live safely and independently in the community for as long as they wish and are able to. Figure #2 below provides a point of reference of the development.

Figure #2: Subject Property



COUNCIL POLICY / RESOLUTION OR GOAL:

- Council Goal #4 Driving strategic land development and growth opportunities.
- Objective #4.1 Diversify development options.
- Objective #4.2 Promote development across the City.

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

1. Community Planning and Development Act S.N.W.T. 2011, c.22;
2. Community Plan By-law (2020) No. 5007;
3. Zoning By-law No. 4404, as amended.

CONSIDERATIONS:

Legislative

The City is granted the authority to control land uses by way of a Zoning By-law under Section 12 of the *Community Planning and Development Act*.

2020 Community Plan

The subject land is designated in the 2020 Community Plan as Downtown—Central Residential, which is identified as a transition area between the high-density downtown core and other area designations like the Recreation Hub and Old Town. The area is lower density residential, but due to easy access to services located in the downtown, it is suitable for higher density residential through infill. The proposed Special Care Facility, with a predominately residential use, is considered an infill project and the proposed development is in keeping with the intentions of the land designation.

The 2020 Community Plan identifies the 50+ years of age cohort as the fastest growing segment of the population and this group is choosing to stay in the North instead of retiring to southern provinces, as previous generations have chosen. As this population continues to age, they will be looking to transition to smaller housing units and supportive living scenarios within Yellowknife. The proposed facility will play a key role in ensuring that this demand is met and that seniors housing is adequate, affordable, and suitable.

Zoning By-law No. 4404

Section 2.4(1)(a) of the Zoning By-law states that Council shall:

“Make decisions and state any terms and conditions for development permit applications for those uses listed as Conditionally Permitted Uses.”

Zones within the Zoning By-law list the land uses that are permitted on an applicable parcel of land. In addition, zones may also list a series of Conditionally Permitted Uses (discretionary uses) that may be permitted by Council after due consideration is given to the impact of the use upon neighbouring parcels of land and other lands in the City.

The subject property is zoned Residential—Medium Density (R3). The purpose of the zone is to provide areas for medium density residential development with a mixture of residential buildings. The surrounding area includes multi-family and multi-attached dwellings, single detached dwellings, and parks and natural space. The proposed Independent/Supportive Living Facility is considered a “Special Care Facility” in the Zoning By-law as it provides supervisory, nursing, and home-making services to occupants. The level of care ranges from independent living with each unit having a washroom and kitchen area to supportive living where assistance is provided for daily activities such as housekeeping, meals in the cafeteria or nursing care.

Section 3.4 (3)(a) of the Zoning By-law states that, in reviewing an application for a Development Permit for a Conditionally Permitted Use, Council shall have regard to the circumstances and merits of the application, including, but not limited to:

- “i) The impact on properties in the vicinity of such factors as airborne emissions, odors, smoke, traffic and noise, sun shadow and wind effects;*
- ii) The design, character and appearance of the proposed development, and in particular whether it is compatible with and complementary to the surrounding properties, and;*
- iii) the treatment provided to site considerations including landscaping, screening, parking and loading, open spaces, lighting and signs.”*

Traffic and Site Access

The proposed development plan demonstrates a significant shift towards the use of the “Matonabee Laneway” as a main point of access for parking and delivery rather than the 57th Street “Avens campus loop”. Administration has identified operational concerns with the proposed site access. Delivery trucks and garbage trucks will have difficulty circulating in the area under current conditions. As well, the “Matonabee Laneway” does not meet the

emergency access standards set by the National Building Code. Laneway mitigation measures, such as widening, paving and directional signage may not be adequate to address these operational concerns. Due to this, Administration is currently scoping an alternative where access to the site is created through the introduction of a new roadway from Gitzel Street that aligns with Albatross Court.

The applicant has submitted a draft Traffic Impact Study that has been preliminarily reviewed by Administration. A finalized study and site circulation plan is required before the development permit is approved. The results of the final Traffic Impact Study will be utilized to ensure mitigation measures are identified to any adverse impacts to traffic flow.

Development Permit Details

As per Section 3.4 (2) & (4) of the Zoning By-law, Council can discuss and recommend conditions when approving applications for Conditionally Permitted Uses, and may establish a more stringent standard for a Conditionally Permitted Use when deemed necessary to do so. The chart below provides a brief summary of the development’s alignment with the remaining applicable factors outlined in Section 3.4 (3)(a):

Consideration	Alignment
Parking and Loading	Parking and loading requirements have been met, with 88 parking stalls provided, and 2 loading spaces provided.
Sun Shadow Effects	The applicant has submitted a Sun Shadow Study, which demonstrates minor shadowing impacts in the spring, summer and fall months during the evening hours. The proposed structure meets height and rear & side yard setback requirements for the R3 Zone.
Design, Character & Appearance	The building design and appearance is residential in nature, and utilizes various siding colours and materials, gabled roof types, double-hung windows and residential doors.
Landscaping	All residual area on the lot is required to be landscaped in accordance with Section 7.1 (2) of the Zoning By-law. The developer has submitted a landscaping plan that demonstrates compliance with this requirement.
Lighting	The applicant has demonstrated a commitment that lighting will be arranged so that no direct rays or light are projected to adjacent properties in accordance with Section 7.1 and 9.1 of the Zoning By-law.

Any conditions recommended by Council will be applied to the development permit. Finalized plans and studies will be approved by the Development Officer as part of the last steps of the development permit process.

Neighbourhood Notification

The *Community Planning and Development Act* and Section 3.7 (2) of the Zoning By-law specify that all property owners within 30 metres of land under consideration for a Conditionally Permitted Use must be provided notice.

Owners and lessees of land within 30 metres of the subject property received a letter prepared by staff advising of the proposed facility, a detailed site plan, building elevations, and the results of a sun shadow study. The owners and lessees in the neighbourhood requested additional time to consider the application and the applicants have requested more time to engage and provide relevant documentation directly.

A community session was held by the applicant regarding the development on January 19, 2021 at 7:30 p.m. The session was well attended by nearby neighbours of the site. Administration attended to provide more details on the conditionally permitted use development permit process, and the Avens project team discussed the proposed expansion plans and studies in detail, as well as answered questions. The deadline for comment has been extended from January 13, 2021 until January 28, 2021 at 9:00 a.m. The chart below provides a summary of the comments that were submitted and received by 4:30 p.m. January 13, 2021.

Summary of Public Comments	Staff Response
Traffic impacts due to use of "Matonabee Laneway" as primary access	A draft Traffic Impact Study was submitted by the Developer as a requirement of the development permitting process. Administration has provided a response to this study in order to ensure off-site vehicular circulation is considered, potential points of conflict are identified, and mitigations are proposed. A finalized study is a requirement of the development permit process.
Concerns about laneway condition due to inadequate drainage	A final Traffic Impact Study will give consideration for paving the laneway to accommodate the increased trip generation, at cost to the developer. Paving will also require that drainage along the laneway is adequate so as to not create standing water.
Classification of proposed development as "Special Care Facility" is inappropriate	The proposed development can be classified as a "Special Care Facility" as the facility contains supportive living and independent living scenarios, dependent on Senior's needs. Each independent living unit can be transitioned to a supportive living unit, to better adapt to the demands of the 50+ cohort. As seniors age, they can access higher levels of care without having to move from their self-contained unit.

ATTACHMENTS:

1. Supporting development permit plans for Lot 43, Block 62 (DM#636430);
2. Neighbourhood Notification Letter sent December 29, 2020 (DM#635699v3);
3. 30m Buffer Neighbourhood Notification Map (DM#636424); and
4. Public Comments Received by 4:30 p.m. on January 13, 2021 (DM#637598).

Prepared: December 22, 2020; LM

Revised: January 8, 2021; RL/LM

January 18, 2021; RL/LM

January 20, 2021; LM



CITY OF YELLOWKNIFE

GOVERNANCE AND PRIORITIES COMMITTEE REPORT

Monday, January 25, 2021 at 12:05 p.m.

Report of a meeting held on Monday, January 25, 2021 at 12:05 p.m. via videoconference. The following Committee members were in attendance:

Chair: Mayor R. Alty,
Councillor N. Konge,
Councillor S. Morgan,
Councillor J. Morse,
Councillor C. Mufandaedza,
Councillor S. Payne,
Councillor R. Silverio,
Councillor S. Smith, and
Councillor R. Williams.

The following members of Administration staff were in attendance:

S. Bassi-Kellett,
E. Bussey,
D. M. Gillard,
C. Greencorn,
P. Grismer,
G. Littlefair,
K. Thistle,
G. White,
S. Woodward, and
S. Jovic.

<u>Item</u>	<u>Description</u>
1.	(For Information Only) There were no disclosures of pecuniary interest.
2.	(For Information Only) Committee heard a presentation from Mr. Daryl Dolynny, CEO of Avens; Thomas Milan, Project Manager; Kenny Ruptash, a representative of Nahanni Construction Ltd.; and Kelly Hayden, Board Member. They noted that the Avens Pavilion project started several years

ago but was put on hold due to the lack of funding. They noted that they have received CMHC Seed Funding which allowed them to complete a Needs Study for the Avens Pavilion. They further noted that they received a letter of Intent from CHMC in July 2020 indicating that the GNWT funding will be available in November 2020. They applied for permitting in December 2020. They noted that 2021 will be a design and construction year and affordable housing will be available in 2022. They noted that the Needs Study told them that there is a significant lack of adequate, accessible and affordable housing available to NWT seniors and that subsidized (affordable) independent and supportive living units are in the highest need in the Northwest Territories. They further noted that Avens already offers a portion of the continuum of care for seniors, but it could offer more support to the community by providing independent living and supportive living. They noted that the Avens Pavilion project will seek to improve upon concerns and issues identified in the Needs Study.

(For Information Only)

3. Committee heard a presentation from Hermina Joldersma regarding considerations for approval of a Conditionally Permitted Use (Special Care Facility) at Avens (5710 50th Avenue) for a Seniors Independent & Supportive Living Facility. Ms. Joldersma noted that her main concern about the proposed development is vehicle access. Ms. Joldersma further noted that the drawing circulated for this development shows that the only vehicle access to the development will be via the alley. Ms. Joldersma stated that the alley is stretched beyond physical capacity by the vehicle and service traffic from the 24 unit Granite Condominium and that there is no way that the alley can accommodate more vehicles. Ms. Joldersma further stated that that the alley is too narrow, there is major flooding in the alley every spring and the intersection of the alley with Franklin Avenue is already unsafe and it will become exponentially more so if more vehicles are allowed to enter and exit via Franklin Avenue.

(For Information Only)

4. Committee accepted for information a memorandum regarding considerations for Approval of a Conditionally Permitted Use (Special Care Facility) at Avens (5710 50th Avenue) for a Seniors Independent & Supportive Living Facility.

Committee noted that on December 2, 2020, the City of Yellowknife (City) received an application for a Development Permit (PL-2020-0335) for a Conditionally Permitted Use (Special Care Facility) at Lot 43, Block 62, Plan 4252 (5710 50th Avenue).

The proposed 102 unit Special Care Facility is a mix of independent housing and supportive living, intended to fill gaps in affordable seniors housing that exist in Yellowknife and the NWT more broadly. The proposed facility is funded by the Canada Mortgage and Housing Corporation, the Government of the Northwest Territories, as well as by Avens directly. The facility is designed to transition to more acute levels of care as seniors age. The self-contained bedroom suites can be altered to become supportive living units or seniors can easily access living and care scenarios in other Avens facilities, as demonstrated in Figure #1 below.

Figure #1: The different levels of seniors housing and care scenarios
(Source: Avens 2019 Annual Report).



Transitional housing units that can be adapted to meet senior’s needs is in alignment with “Aging-in-Place” principles—which is defined as when health and social supports are in place in order for seniors to live safely and independently in the community for as long as they wish and are able to. Figure #2 below provides a point of reference of the development.

Figure #2: Subject Property



Committee noted that Council’s policies, resolutions or goals include:

- | | |
|-----------------|--|
| Council Goal #4 | Driving strategic land development and growth opportunities. |
| Objective #4.1 | Diversify development options. |
| Objective #4.2 | Promote development across the City. |

Committee noted that applicable legislation, by-laws, studies or plans include:

1. *Community Planning and Development Act* S.N.W.T. 2011, c.22;
2. Community Plan By-law (2020) No. 5007;
3. Zoning By-law No. 4404, as amended.

Committee noted the following considerations:

Legislative

The City is granted the authority to control land uses by way of a Zoning By-law under Section 12 of the *Community Planning and Development Act*.

2020 Community Plan

The subject land is designated in the 2020 Community Plan as Downtown—Central Residential, which is identified as a transition area between the high-density downtown core and other area designations like the Recreation Hub and Old Town. The area is lower density residential, but due to easy access to services located in the downtown, it is suitable for higher density residential through infill. The proposed Special Care Facility, with a predominately residential use, is considered an infill project and the proposed development is in keeping with the intentions of the land designation.

The 2020 Community Plan identifies the 50+ years of age cohort as the fastest growing segment of the population and this group is choosing to stay in the North instead of retiring to southern provinces, as previous generations have chosen. As this population continues to age, they will be looking to transition to smaller housing units and supportive living scenarios within Yellowknife. The proposed facility will play a key role in ensuring that this demand is met and that seniors housing is adequate, affordable, and suitable.

Zoning By-law No. 4404

Section 2.4(1)(a) of the Zoning By-law states that Council shall:

“Make decisions and state any terms and conditions for development permit applications for those uses listed as Conditionally Permitted Uses.”

Zones within the Zoning By-law list the land uses that are permitted on an applicable parcel of land. In addition, zones may also list a series of Conditionally Permitted Uses (discretionary uses) that may be permitted by Council after due consideration is given to the impact of the use upon neighbouring parcels of land and other lands in the City.

The subject property is zoned Residential—Medium Density (R3). The purpose of the zone is to provide areas for medium density residential development with a mixture of residential buildings. The surrounding area includes multi-family and multi-attached dwellings, single detached dwellings, and parks and natural space. The proposed Independent/Supportive Living Facility is considered a “Special Care Facility” in the Zoning By-law as it provides supervisory, nursing, and home-making services to occupants. The level of care ranges from independent living with each unit having a washroom and kitchen area to supportive living where assistance is provided for daily activities such as housekeeping, meals in the cafeteria or nursing care.

Section 3.4 (3)(a) of the Zoning By-law states that, in reviewing an application for a Development Permit for a Conditionally Permitted Use, Council shall have regard to the circumstances and merits of the application, including, but not limited to:

- “i) The impact on properties in the vicinity of such factors as airborne emissions, odors, smoke, traffic and noise, sun shadow and wind effects;*
- ii) The design, character and appearance of the proposed development, and in particular whether it is compatible with and complementary to the surrounding properties, and;*
- iii) the treatment provided to site considerations including landscaping, screening, parking and loading, open spaces, lighting and signs.”*

Traffic and Site Access

The proposed development plan demonstrates a significant shift towards the use of the “Matonabee Laneway” as a main point of access for parking and delivery rather than the 57th Street “Avens campus loop”. Administration has identified operational concerns with the proposed site access. Delivery trucks and garbage trucks will have difficulty circulating in the area under current conditions. As well, the “Matonabee Laneway” does not meet the emergency access standards set by the National Building Code. Laneway mitigation measures, such as widening, paving and directional signage may not be adequate to address these operational concerns. Due to this, Administration is currently scoping an alternative where access to the site is created through the introduction of a new roadway from Gitzel Street that aligns with Albatross Court.

The applicant has submitted a draft Traffic Impact Study that has been preliminarily reviewed by Administration. A finalized study and site circulation plan is required before the development permit is approved. The results of the final Traffic Impact Study will be utilized to ensure mitigation measures are identified to any adverse impacts to traffic flow.

Development Permit Details

As per Section 3.4 (2) & (4) of the Zoning By-law, Council can discuss and recommend conditions when approving applications for Conditionally Permitted Uses, and may establish a more stringent standard for a Conditionally Permitted Use when deemed necessary to do so. The chart below provides a brief summary of the development’s alignment with the remaining applicable factors outlined in Section 3.4 (3)(a):

Consideration	Alignment
Parking and Loading	Parking and loading requirements have been met, with 88 parking stalls provided, and 2 loading spaces provided.
Sun Shadow Effects	The applicant has submitted a Sun Shadow Study, which demonstrates minor shadowing impacts in the spring, summer and fall months during the evening hours. The proposed structure meets height and rear & side yard setback requirements for the R3 Zone.

Design, Character & Appearance	The building design and appearance is residential in nature, and utilizes various siding colours and materials, gabled roof types, double-hung windows and residential doors.
Landscaping	All residual area on the lot is required to be landscaped in accordance with Section 7.1 (2) of the Zoning By-law. The developer has submitted a landscaping plan that demonstrates compliance with this requirement.
Lighting	The applicant has demonstrated a commitment that lighting will be arranged so that no direct rays or light are projected to adjacent properties in accordance with Section 7.1 and 9.1 of the Zoning By-law.

Any conditions recommended by Council will be applied to the development permit. Finalized plans and studies will be approved by the Development Officer as part of the last steps of the development permit process.

Neighbourhood Notification

The *Community Planning and Development Act* and Section 3.7 (2) of the Zoning By-law specify that all property owners within 30 metres of land under consideration for a Conditionally Permitted Use must be provided notice.

Owners and lessees of land within 30 metres of the subject property received a letter prepared by staff advising of the proposed facility, a detailed site plan, building elevations, and the results of a sun shadow study. The owners and lessees in the neighbourhood requested additional time to consider the application and the applicants have requested more time to engage and provide relevant documentation directly.

A community session was held by the applicant regarding the development on January 19, 2021 at 7:30 p.m. The session was well attended by nearby neighbours of the site. Administration attended to provide more details on the conditionally permitted use development permit process, and the Avens project team discussed the proposed expansion plans and studies in detail, as well as answered questions. The deadline for comment has been extended from January 13, 2021 until January 28, 2021 at 9:00 a.m. The chart below provides a summary of the comments that were submitted and received by 4:30 p.m. January 13, 2021.

Summary of Public Comments	Staff Response
Traffic impacts due to use of “Matonabee Laneway” as primary access	A draft Traffic Impact Study was submitted by the Developer as a requirement of the development permitting process. Administration has provided a response to this study in order to ensure off-site vehicular circulation is considered, potential points of conflict are identified, and mitigations are proposed. A finalized study is a requirement of the

	development permit process.
Concerns about laneway condition due to inadequate drainage	A final Traffic Impact Study will give consideration for paving the laneway to accommodate the increased trip generation, at cost to the developer. Paving will also require that drainage along the laneway is adequate so as to not create standing water.
Classification of proposed development as “Special Care Facility” is inappropriate	The proposed development can be classified as a “Special Care Facility” as the facility contains supportive living and independent living scenarios, dependent on Senior’s needs. Each independent living unit can be transitioned to a supportive living unit, to better adapt to the demands of the 50+ cohort. As seniors age, they can access higher levels of care without having to move from their self-contained unit.

Committee noted that this matter will be discussed at the next Governance and Priorities Committee meeting on February 1, 2021.

(For Information Only)

5. Councillor Silverio left the meeting at 1:29 p.m.

(For Information Only)

6. Committee recessed at 1:30 p.m. and reconvened at 1:40 p.m.

7. **Committee read a memorandum regarding whether to enter into a Memorandum of Understanding with the Mineral Industry, as represented by the NWT and Nunavut Chamber of Mines.**

Committee noted that the City of Yellowknife Economic Development Strategy 2020-2024 was adopted for information on April 27, 2020. The Strategy recognized the mineral industry as a key economic sector and recommended that the City of Yellowknife recognize the importance of the industry to the economy of the Government of the Northwest Territories and Yellowknife, feature the mineral industry as a key sector in investment attraction activities, work to capture for Yellowknife more of the benefits associated with the mineral industry in the NWT and Nunavut, and advocate for improvements in the investment climate for mineral exploration and development in the Northwest Territories. Entering into a Memorandum of Understanding with the Mineral Industry, as represented by the NWT and NU Chamber of Mines, signifies the City’s commitment to work with the Mineral Industry on key areas of mutual interest.

Committee noted that Council’s policies, resolutions and goals include:

GOAL #1: Growing and diversifying our economy

Tab 6:

February 1st – Memorandum to
Committee and Meeting Minutes



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE

COMMITTEE: Governance and Priorities

DATE: February 1, 2021

DEPARTMENT: Planning and Development

ISSUE: Whether to approve a Conditionally Permitted Use (Special Care Facility) at Avens (5710 50th Avenue) for a Seniors Independent & Supportive Living Facility.

RECOMMENDATION:

That Council approve the Conditionally Permitted Use (Special Care Facility) at Lots 43 and 44, Block 62, Plan 4252 (5710 50th Avenue).

BACKGROUND:

On December 2, 2020, the City of Yellowknife (City) received an application for a Development Permit (PL-2020-0335) for a Conditionally Permitted Use (Special Care Facility) at Lot 43, Block 62, Plan 4252 (5710 50th Avenue).

The proposed 102 unit Special Care Facility is a mix of independent housing and supportive living, intended to fill gaps in affordable seniors housing that exist in Yellowknife and the NWT more broadly. The proposed facility is funded by the Canada Mortgage and Housing Corporation, the Government of the Northwest Territories, as well as by Avens directly. The facility is designed to transition to more acute levels of care as seniors age. The self-contained bedroom suites can be altered to become supportive living units or seniors can easily access living and care scenarios in other Avens facilities.

Transitional housing units that can be adapted to meet senior's needs is in alignment with "Aging-in-Place" principles—which is defined as when health and social supports are in place in order for seniors to live safely and independently in the community for as long as they wish and are able to. Figure #1 below provides a point of reference.



COUNCIL POLICY / RESOLUTION OR GOAL:

Council Goal #4	Driving strategic land development and growth opportunities.
Objective #4.1	Diversify development options.
Objective #4.2	Promote development across the City.

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

1. *Community Planning and Development Act* S.N.W.T. 2011, c.22;
2. *Community Plan By-law (2020) No. 5007*;
3. *Zoning By-law No. 4404*, as amended; and
4. *Land Administration Bylaw No. 4596*, as amended.

CONSIDERATIONS:

Legislative

The City is granted the authority to control land uses by way of a Zoning By-law under Section 12 of the *Community Planning and Development Act*.

2020 Community Plan

The subject land is designated in the 2020 Community Plan as Downtown—Central Residential, which is identified as a transition area between the high-density downtown core and other area designations like the Recreation Hub

and Old Town. The area is lower density residential, but due to easy access to services located in the downtown, it is suitable for higher density residential through infill. The proposed Special Care Facility, with a predominately residential use, is considered an infill project and the proposed development is in keeping with the intentions of the land designation.

The 2020 Community Plan identifies the 50+ years of age cohort as the fastest growing segment of the population and this group is choosing to stay in the North instead of retiring to southern provinces, as previous generations have chosen. As this population continues to age, they will be looking to transition to smaller housing units and supportive living scenarios within Yellowknife. The proposed facility will play a key role in ensuring that this demand is met and that seniors housing is adequate, affordable, and suitable.

Zoning By-law No. 4404

Section 2.4(1)(a) of the Zoning By-law states that Council shall:

“Make decisions and state any terms and conditions for development permit applications for those uses listed as Conditionally Permitted Uses.”

Zones within the Zoning By-law list the land uses that are permitted on an applicable parcel of land. In addition, zones may also list a series of Conditionally Permitted Uses (discretionary uses) that may be permitted by Council after due consideration is given to the impact of the use upon neighbouring parcels of land and other lands in the City.

The subject property is zoned Residential—Medium Density (R3). The purpose of the zone is to provide areas for medium density residential development with a mixture of residential buildings. The surrounding area includes multi-family and multi-attached dwellings, single detached dwellings, and parks and natural space. The proposed Independent/Supportive Living Facility is considered a “Special Care Facility” in the Zoning By-law as it provides supervisory, nursing, and home-making services to occupants. The level of care ranges from independent living with each unit having a washroom and kitchen area to supportive living where assistance is provided for daily activities such as housekeeping, meals in the cafeteria or nursing care.

Section 3.4 (3)(a) of the Zoning By-law states that, in reviewing an application for a Development Permit for a Conditionally Permitted Use, Council shall have regard to the circumstances and merits of the application, including, but not limited to:

- “i) The impact on properties in the vicinity of such factors as airborne emissions, odors, smoke, traffic and noise, sun shadow and wind effects;*
- ii) The design, character and appearance of the proposed development, and in particular whether it is compatible with and complementary to the surrounding properties, and;*
- iii) the treatment provided to site considerations including landscaping, screening, parking and loading, open spaces, lighting and signs.”*

Traffic and Site Access

The proposed development plan demonstrates a significant shift towards the use of the “Matonabee Laneway” as a main point of access for parking and delivery rather than the 57th Street “Avens campus loop”. Administration has identified operational concerns with the proposed site access. Delivery trucks and garbage trucks will have difficulty circulating in the area under current conditions. As well, the “Matonabee Laneway” does not meet the emergency access standards set by the National Building Code. Administration is working with the developer to identify an option that ensures access meets City Standards and negative impacts on neighbouring properties created by traffic from the development is mitigated.

Development Permit Details

As per Section 3.4 (2) & (4) of the Zoning By-law, Council can discuss and recommend conditions when approving applications for Conditionally Permitted Uses, and may establish a more stringent standard for a Conditionally Permitted Use when deemed necessary to do so. The chart below provides a brief summary of the development's alignment with the remaining applicable factors outlined in Section 3.4 (3)(a):

Consideration	Alignment
Parking and Loading	Parking and loading requirements have been met. Of the 88 total parking stalls provided, 71 parking stalls will be built new, and 17 stalls will be existing. 2 loading spaces are provided.
Sun Shadow Effects	The applicant has submitted a Sun Shadow Study, which demonstrates minor shadowing impacts in the spring, summer and fall months during the evening hours. The proposed structure meets height and rear & side yard setback requirements for the R3 Zone.
Design, Character & Appearance	The building design and appearance is residential in nature, and utilizes various siding colours and materials, gabled roof types, double-hung windows and residential doors.
Landscaping	All residual area on the lot is required to be landscaped in accordance with Section 7.1 (2) of the Zoning By-law. The developer has submitted a landscaping plan that demonstrates compliance with this requirement.
Lighting	The applicant has demonstrated a commitment that lighting will be arranged so that no direct rays or light are projected to adjacent properties in accordance with Section 7.1 and 9.1 of the Zoning By-law.

Any conditions recommended by Council will be applied to the development permit. Finalized plans and studies will be approved by the Development Officer as part of the last steps of the development permit process.

Neighbourhood Notification

The *Community Planning and Development Act* and Section 3.7 (2) of the Zoning By-law specify that all property owners within 30 metres of land under consideration for a Conditionally Permitted Use must be provided notice.

Owners and lessees of land within 30 metres of the subject property received a letter prepared by staff advising of the proposed facility, a detailed site plan, building elevations, and the results of a sun shadow study. The owners and lessees in the neighbourhood requested additional time to consider the application and the applicants have requested more time to engage and provide relevant documentation directly.

A community session was held by the applicant regarding the development on January 19, 2021 at 7:30 p.m. The session was well attended by nearby neighbours of the site. Administration attended to provide more details on the conditionally permitted use development permit process, and the Avens project team discussed the proposed expansion plans and studies in detail, as well as answered questions. The deadline for comment has been extended from January 13, 2021 until January 28, 2021 at 9:00 a.m. The chart below provides a summary of the comments that were submitted and received by the deadline.

Summary of Public Comments	Staff Response
Traffic impacts due to use of “Matonabee Laneway” as primary access	A draft Traffic Impact Study was submitted by the Developer as a requirement of the development permitting process. Administration has provided a response to this study in order to ensure off-site vehicular circulation is considered, potential points of conflict are identified, and mitigations are proposed. A finalized study is a requirement of the development permit process.
Concerns about laneway condition due to inadequate drainage	A final Traffic Impact Study will give consideration for paving the laneway to accommodate the increased trip generation, at cost to the developer. Paving will also require that drainage along the laneway is adequate so as to not create standing water.
Classification of proposed development as “Special Care Facility” is inappropriate	The proposed development can be classified as a “Special Care Facility” as the facility contains supportive living and independent living scenarios, dependent on Senior’s needs. Each independent living unit can be transitioned to a supportive living unit, to better adapt to the demands of the 50+ cohort. As seniors age, they can access higher levels of care without having to move from their self-contained unit.
Concerns that the Pavilion does not meet Density requirements for the R3 Zone	The City has received a proposed subdivision from the applicant that adjusts the interior lot line to accommodate the development. Approval of the subdivision by the GNWT will be a condition of the development permit.
Privacy and Noise Concerns	The proposed structure meets height and rear & side yard setback requirements for the R3 Zone. The Noise Bylaw controls noise within the City of Yellowknife, and specifies quiet hours between the hours of 11:00 pm to 7:00 am.

ALTERNATIVES TO RECOMMENDATION:

That Council not approve the Conditionally Permitted Use (Special Care Facility) at Lots 43 and 44, Block 62, Plan 4252 (5710 50th Avenue).

RATIONALE:

Pursuant to the Community Plan, the proposed infill development is suitable for the Downtown—Central Residential Designation and will play a key role in ensuring the 50+ age group has housing that is adequate, affordable, and suitable into the future. The proposed Special Care Facility supports Aging-in-Place principles by ensuring that as occupants age, their needs will be met. The Zoning By-law allows for a Special Care Facility as a Conditionally Permitted use in the Residential Medium Density (R3) Zone. Administration will work with the developer during the remainder of the development permit process to ensure access to the proposed development meets City standards and traffic impacts are mitigated.

ATTACHMENTS:

1. Supporting development permit plans for Lot 43, Block 62 (DM#636430);
2. Neighbourhood Notification Letter sent December 29, 2020 (DM#635699v3);
3. 30m Buffer Neighbourhood Notification Map (DM#636424); and
4. Public Comments Received by 9:00 a.m. on January 28, 2021 (DM#638912).

Prepared: January 25, 2021; LM

Revised: January 27, 2021; LM



CITY OF YELLOWKNIFE

GOVERNANCE AND PRIORITIES COMMITTEE REPORT

Monday, February 1, 2021 at 12:05 p.m.

Report of a meeting held on Monday, February 1, 2021 at 12:05 p.m. via videoconference. The following Committee members were in attendance:

Chair: Mayor R. Alty,
Councillor N. Konge,
Councillor S. Morgan,
Councillor J. Morse,
Councillor C. Mufandaedza,
Councillor S. Payne,
Councillor R. Silverio,
Councillor S. Smith, and
Councillor R. Williams.

The following members of Administration staff were in attendance:

S. Bassi-Kellett,
D. M. Gillard,
C. Greencorn,
J. Hunt-Poitras
G. Littlefair,
R. Lok,
K. Thistle,
G. White,
S. Woodward, and
S. Jovic.

<u>Item</u>	<u>Description</u>
1.	(For Information Only) There were no disclosures of pecuniary interest.
2.	(For Information Only) Committee heard a presentation from Colin Baile, an adjacent property owner, regarding an application for a Development Permit for a Conditionally Permitted Use (Special Care Facility) at Avens (5710 50 th Avenue) for a Seniors Independent & Supportive Living Facility

and Council's jurisdiction and responsibilities. Mr. Baile noted that adjacent landowners have several significant concerns about the proposed development and the profound negative impact it will have on the use, enjoyment and value of the neighbourhood residential properties. Mr. Baile further noted that they are in support of Avens' development of its campus; however he noted the following concerns with application deficiencies and negative impacts to the neighbouring properties: Non-compliance with Zoning By-law No. 4404; Safety and undue traffic volume increase to Matonabee Street and Matonabee Street Alley; Negative impact caused by shadow; Drainage of surface runoff water; Light and noise pollution; Adjacent properties privacy; and Impact on market value of adjacent properties.

(For Information Only)

3. Committee heard a presentation from Marilyn Malakoe, an adjacent property owner, regarding an application for a Development Permit for a Conditionally Permitted Use (Special Care Facility) at Avens (5710 50th Avenue) for a Seniors Independent & Supportive Living Facility. Ms. Malakoe noted that she supports the goals of Avens, a community for seniors. Ms. Malakoe further noted she supported the 2013 Avens Pavilion, a 60 bed facility. Ms. Malakoe stated that the current design for the 2021 Avens Pavilion appears to have sacrificed the safety and well-being of seniors and citizens who use the surrounding neighbourhood. Ms. Malakoe further stated that the decision to have nearly all of the vehicle access to the Avens Pavilion through the Matonabee Street alleyway creates a danger of injury or loss of life. Ms. Malakoe advised that the alleyway will not accommodate emergency vehicles or the level of traffic or parking for the 102 independent seniors; as such it should not be the main access to the Pavilion. Ms. Malakoe further advised that the 2021 Avens Pavilion should be redesigned and located near the other buildings of the campus. Ms. Malakoe also stated that both the front and the rear of the 2021 Avens Pavilion should be accessed exclusively from the main internal road of the Avens campus.

(For Information Only)

4. Committee heard a presentation from Judy Murdock, an adjacent property owner, regarding an application for a Development Permit for a Conditionally Permitted Use (Special Care Facility) at Avens (5710 50th Avenue) for a Seniors Independent & Supportive Living Facility. Ms. Murdock noted that she supports the Avens mission and expansion of its campus. Ms. Murdock noted concerns with excessive and dangerous usage of a one-lane alley and the drainage of surface runoff water in her back yard.
5. Mr. Daryl Dolynny, CEO of Avens; Thomas Milan, Project Manager; Kenny Ruptash, a representative of Nahanni Construction Ltd.; and Kelly Hayden, Board Member were in attendance to answer questions.
6. **Committee read a memorandum regarding whether to approve a Conditionally Permitted Use (Special Care Facility) at Avens (5710 50th Avenue) for a Seniors Independent & Supportive Living Facility.**

Committee noted that on December 2, 2020, the City of Yellowknife (City) received an application for a Development Permit (PL-2020-0335) for a Conditionally Permitted Use (Special Care Facility) at Lot 43, Block 62, Plan 4252 (5710 50th Avenue).

The proposed 102 unit Special Care Facility is a mix of independent housing and supportive living, intended to fill gaps in affordable seniors housing that exist in Yellowknife and the NWT more broadly. The proposed facility is funded by the Canada Mortgage and Housing Corporation, the Government of the Northwest Territories, as well as by Avens directly. The facility is designed to transition to more acute levels of care as seniors age. The self-contained bedroom suites can be altered to become supportive living units or seniors can easily access living and care scenarios in other Avens facilities.

Transitional housing units that can be adapted to meet senior’s needs is in alignment with “Aging-in-Place” principles—which is defined as when health and social supports are in place in order for seniors to live safely and independently in the community for as long as they wish and are able to. Figure #1 below provides a point of reference.



Committee noted that Council’s policies, resolutions or goals include:

- | | |
|-----------------|--|
| Council Goal #4 | Driving strategic land development and growth opportunities. |
| Objective #4.1 | Diversify development options. |
| Objective #4.2 | Promote development across the City. |

Committee noted that applicable legislation, by-laws, studies or plans include:

1. *Community Planning and Development Act* S.N.W.T. 2011, c.22;
2. Community Plan By-law (2020) No. 5007;
3. Zoning By-law No. 4404, as amended; and
4. Land Administration Bylaw No. 4596, as amended.

Committee noted the following considerations:

Legislative

The City is granted the authority to control land uses by way of a Zoning By-law under Section 12 of the *Community Planning and Development Act*.

2020 Community Plan

The subject land is designated in the 2020 Community Plan as Downtown—Central Residential, which is identified as a transition area between the high-density downtown core and other area designations like the Recreation Hub and Old Town. The area is lower density residential, but due to easy access to services located in the downtown, it is suitable for higher density residential through infill. The proposed Special Care Facility, with a predominately residential use, is considered an infill project and the proposed development is in keeping with the intentions of the land designation.

The 2020 Community Plan identifies the 50+ years of age cohort as the fastest growing segment of the population and this group is choosing to stay in the North instead of retiring to southern provinces, as previous generations have chosen. As this population continues to age, they will be looking to transition to smaller housing units and supportive living scenarios within Yellowknife. The proposed facility will play a key role in ensuring that this demand is met and that seniors housing is adequate, affordable, and suitable.

Zoning By-law No. 4404

Section 2.4(1)(a) of the Zoning By-law states that Council shall:

“Make decisions and state any terms and conditions for development permit applications for those uses listed as Conditionally Permitted Uses.”

Zones within the Zoning By-law list the land uses that are permitted on an applicable parcel of land. In addition, zones may also list a series of Conditionally Permitted Uses (discretionary uses) that may be permitted by Council after due consideration is given to the impact of the use upon neighbouring parcels of land and other lands in the City.

The subject property is zoned Residential—Medium Density (R3). The purpose of the zone is to provide areas for medium density residential development with a mixture of residential buildings. The surrounding area includes multi-family and multi-attached dwellings, single detached dwellings, and parks and natural space. The proposed Independent/Supportive Living Facility is considered a “Special Care Facility” in the Zoning By-law as it provides supervisory, nursing, and home-making services to occupants. The level of care ranges from independent living with each unit having a washroom and kitchen area to supportive living where assistance is provided for daily activities such as housekeeping, meals in the cafeteria or nursing care.

Section 3.4 (3)(a) of the Zoning By-law states that, in reviewing an application for a Development Permit for a Conditionally Permitted Use, Council shall have regard to the circumstances and merits of the application, including, but not limited to:

- “i) The impact on properties in the vicinity of such factors as airborne emissions, odors, smoke, traffic and noise, sun shadow and wind effects;*
- ii) The design, character and appearance of the proposed development, and in particular whether it is compatible with and complementary to the surrounding properties, and;*
- iii) The treatment provided to site considerations including landscaping, screening, parking and loading, open spaces, lighting and signs.”*

Traffic and Site Access

The proposed development plan demonstrates a significant shift towards the use of the “Matonabee Laneway” as a main point of access for parking and delivery rather than the 57th Street “Avens campus loop”. Administration has identified operational concerns with the proposed site access. Delivery trucks and garbage trucks will have difficulty circulating in the area under current conditions. As well, the “Matonabee Laneway” does not meet the emergency access standards set by the National Building Code. Administration is working with the developer to identify an option that ensures access meets City Standards and negative impacts on neighbouring properties created by traffic from the development is mitigated.

Development Permit Details

As per Section 3.4 (2) & (4) of the Zoning By-law, Council can discuss and recommend conditions when approving applications for Conditionally Permitted Uses, and may establish a more stringent standard for a Conditionally Permitted Use when deemed necessary to do so. The chart below provides a brief summary of the development’s alignment with the remaining applicable factors outlined in Section 3.4 (3)(a):

Consideration	Alignment
Parking and Loading	Parking and loading requirements have been met. Of the 88 total parking stalls provided, 71 parking stalls will be built new, and 17 stalls will be existing. 2 loading spaces are provided.
Sun Shadow Effects	The applicant has submitted a Sun Shadow Study, which demonstrates minor shadowing impacts in the spring, summer and fall months during the evening hours. The proposed structure meets height and rear & side yard setback requirements for the R3 Zone.
Design, Character & Appearance	The building design and appearance is residential in nature, and utilizes various siding colours and materials, gabled roof types, double-hung windows and residential doors.
Landscaping	All residual area on the lot is required to be landscaped in accordance with Section 7.1 (2) of the Zoning By-law. The developer has submitted a landscaping plan that demonstrates compliance with this requirement.



Lighting	The applicant has demonstrated a commitment that lighting will be arranged so that no direct rays or light are projected to adjacent properties in accordance with Section 7.1 and 9.1 of the Zoning By-law.

Any conditions recommended by Council will be applied to the development permit. Finalized plans and studies will be approved by the Development Officer as part of the last steps of the development permit process.

Neighbourhood Notification

The *Community Planning and Development Act* and Section 3.7 (2) of the Zoning By-law specify that all property owners within 30 metres of land under consideration for a Conditionally Permitted Use must be provided notice.

Owners and lessees of land within 30 metres of the subject property received a letter prepared by staff advising of the proposed facility, a detailed site plan, building elevations, and the results of a sun shadow study. The owners and lessees in the neighbourhood requested additional time to consider the application and the applicants have requested more time to engage and provide relevant documentation directly.

A community session was held by the applicant regarding the development on January 19, 2021 at 7:30 p.m. The session was well attended by nearby neighbours of the site. Administration attended to provide more details on the conditionally permitted use development permit process, and the Avens project team discussed the proposed expansion plans and studies in detail, as well as answered questions. The deadline for comment has been extended from January 13, 2021 until January 28, 2021 at 9:00 a.m. The chart below provides a summary of the comments that were submitted and received by the deadline.

Summary of Public Comments	Staff Response
Traffic impacts due to use of “Matonabee Laneway” as primary access	A draft Traffic Impact Study was submitted by the Developer as a requirement of the development permitting process. Administration has provided a response to this study in order to ensure off-site vehicular circulation is considered, potential points of conflict are identified, and mitigations are proposed. A finalized study is a requirement of the development permit process.
Concerns about laneway condition due to inadequate drainage	A final Traffic Impact Study will give consideration for paving the laneway to accommodate the increased trip generation, at cost to the developer. Paving will also require that drainage along the laneway is adequate so as to not create standing water.
Classification of proposed development as “Special Care Facility” is inappropriate	The proposed development can be classified as a “Special Care Facility” as the facility contains supportive living and independent living scenarios, dependent on Senior’s needs. Each independent living unit can be transitioned to a supportive living unit, to better adapt to the demands of the 50+ cohort. As seniors age, they can access higher levels of care without having to move from their self-contained unit.
Concerns that the Pavilion does not meet Density requirements for the R3 Zone	The City has received a proposed subdivision from the applicant that adjusts the interior lot line to accommodate the development. Approval of the subdivision by the GNWT will be a condition of the development permit.
Privacy and Noise Concerns	The proposed structure meets height and rear & side yard setback requirements for the R3 Zone. The Noise Bylaw controls noise within the City of Yellowknife, and specifies quiet hours between the hours of 11:00 pm to 7:00 am.

Committee noted that pursuant to the Community Plan, the proposed infill development is suitable for the Downtown—Central Residential Designation and will play a key role in ensuring the 50+ age group has housing that is adequate, affordable, and suitable into the future. The proposed Special Care Facility supports Aging-in-Place principles by ensuring that as occupants age, their needs will be met. The Zoning By-law allows for a Special Care

Facility as a Conditionally Permitted use in the Residential Medium Density (R3) Zone. Administration will work with the developer during the remainder of the development permit process to ensure access to the proposed development meets City standards and traffic impacts are mitigated.

(For Information Only)

7. Councillor Silverio left the meeting at 1:12 p.m.

(For Information Only)

8. Committee continued its discussion regarding a memorandum regarding whether to approve a Conditionally Permitted Use (Special Care Facility) at Avens (5710 50th Avenue) for a Seniors Independent & Supportive Living Facility.

(For Information Only)

9. Committee recessed at 1:35 p.m. and reconvened at 1:45 p.m.

(For Information Only)

10. Committee continued its discussion regarding a memorandum regarding whether to approve a Conditionally Permitted Use (Special Care Facility) at Avens (5710 50th Avenue) for a Seniors Independent & Supportive Living Facility. Committee noted that Administration has identified operational concerns with the proposed site access and is working with the developer to identify an option that ensures that the access meets City Standards and mitigates any negative impact on neighbouring properties that may be caused by traffic from the development.

Committee recommends that Council approve the Conditionally Permitted Use (Special Care Facility) at Lots 43 and 44, Block 62, Plan 4252 (5710 50th Avenue).

MOVE APPROVAL

11. **Committee read a memorandum regarding whether to select properties to auction for tax arrears, when to hold the auction, and what minimum price to establish for each property.**

Committee noted that the *Property Assessment and Taxation Act (PATA)* states that properties on the Tax Arrears List may be offered for sale at a public auction, and that the auction date and minimum sale prices must be set by Council.

Council Motions #0091-00, #0039-02, and #0161-02 established the City's Tax Auction policy, which further stipulates that the City will sell property at public auction when taxes are two years in arrears and if auctioning maximizes the amount of taxes the City is able to collect, and that the City will bid the minimum price on property offered at a tax auction if the property remains unsold after a previous auction.

Tab 7:

February 8th – Council Meeting Minutes



CITY OF YELLOWKNIFE

ADOPTED COUNCIL MINUTES

Monday, February 8, 2021 at 7:00 p.m.

Present: Mayor R. Alty,
Councillor N. Konge,
Councillor S. Morgan,
Councillor J. Morse,
Councillor C. Mufandaedza,
Councillor S. Payne, (12:06 p.m.)
Councillor R. Silverio,
Councillor S. Smith, and
Councillor R. Williams.

City Staff: S. Bassi-Kellett,
D. M. Gillard,
J. Hunt-Poitras
G. Littlefair,
W. Newton
K. Thistle,
G. White,
S. Woodward, and
S. Jovic.

1. Councillor Konge read the Opening Meditation.

AWARDS, CEREMONIES AND PRESENTATIONS

2. There were no awards, ceremonies or presentations.

ADOPTION OF MINUTES FROM PREVIOUS MEETING(S)

- #0020-21 3. Councillor Konge moved,
Councillor Silverio seconded,

**That the Minutes of Council for the regular meeting of Monday,
January 25, 2021 be adopted.**

MOTION CARRIED UNANIMOUSLY

DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

4. There were no disclosures of pecuniary interest.

CORRESPONDENCE AND PETITIONS

5. Council accepted for information correspondence from the Yellowknife Senior's Society regarding a petition in support of an application regarding a proposed Conditionally Permitted Special Care Facility at Avens (5710 – 50 Avenue).

STATUTORY PUBLIC HEARINGS

6. There were no Statutory Public Hearings.

DELEGATIONS PERTAINING TO ITEMS ON THE AGENDA

7. Council heard a presentation and written submission from Mr. Colin Baile regarding the application for a proposed Conditionally Permitted Special Care Facility at Avens (5710 – 50 Avenue).

- #0021-21 8. Councillor Morse moved,
Councillor Williams seconded,

That, pursuant to s.53(3) of Council Procedures By-law No. 4975, as amended, the time allowed for the presenter be extended by up to two minutes.

MOTION CARRIED UNANIMOUSLY

9. Mr. Baile continued his presentation regarding the application for a proposed Conditionally Permitted Special Care Facility at Avens (5710 – 50 Avenue).
10. Council heard a presentation from Ms. Linda Balsillie and Yvonne Quick regarding the application for a proposed Conditionally Permitted Special Care Facility at Avens (5710 – 50 Avenue).
11. Council heard a presentation from Mr. Thomas Milan, Project Manager, regarding the application for a proposed Conditionally Permitted Special Care Facility at Avens (5710 – 50 Avenue).
12. Council heard a presentation from Mr. Todd Slack regarding a Memorandum of Understanding with the Mineral Industry, as represented by the NWT and Nunavut Chamber of Mines.

13. Council heard a presentation from Mr. Kenny Ruptash regarding a Memorandum of Understanding with the Mineral Industry, as represented by the NWT and Nunavut Chamber of Mines.

MEMBER STATEMENTS

14. There were no member statements.

INTRODUCTION AND CONSIDERATION OF COMMITTEE REPORTS

Governance and Priorities Committee Report for January 25, 2021

15. Councillor Konge read a report of a meeting held on Monday, January 25, 2021 at 12:05 p.m. via webcast.

- #0022-21 16. Councillor Konge moved,
Councillor Smith seconded,

That Council direct the Mayor and City Administrator to enter into a Memorandum of Understanding with the Mineral Industry, as represented by the NWT and Nunavut Chamber of Mines.

- #0023-21 17. Councillor Morse moved,
Councillor Smith seconded,

That the motion be amended to strike the following sentence from paragraph 2.(v) from the Memorandum of Understanding:

The industry has highlighted the need for government, particularly the GNWT as well as the Government of Canada, to streamline regulatory processes, further incentivize exploration and development activities, and develop needed renewable energy, transportation, and communication infrastructure.

Council debated whether to strike that sentence from Memorandum of Understanding with the majority speaking in favour of keeping it in since Council approved it in the *City of Yellowknife Economic Development Strategy 2020 – 2024*.

**MOTION TO AMEND DEFEATED
(Councillor Morgan, Morse and Smith in favour)**

**MOTION CARRIED
(Councillor Morgan opposed)**

18. Council recessed at 8:30 p.m. and reconvened at 8:40 p.m.

#0024-21 19. Councillor Konge moved,
Councillor Morse seconded,

That:

1. Council accept the Fire Hall Study for Information.
2. Council approve Option 1A (renovation/expansion of existing Fire Hall) from the Fire Hall Study as the most feasible for addressing requirements to improve the facility's condition and its building functions.
3. Council direct Administration to bring forward a capital request to implement a Fire Hall renovation/expansion project as part of Budget 2022.

MOTION CARRIED UNANIMOUSLY

Governance and Priorities Committee Report for February 1, 2021

20. Councillor Konge read a report of a meeting held on Monday, February 1, 2021 at 12:05 p.m. via webcast.

#0025-21 21. Councillor Konge moved,
Councillor Smith seconded,

That Council approve the Conditionally Permitted Use (Special Care Facility) at Lots 43 and 44, Block 62, Plan 4252 (5710 50th Avenue).

#0026-21 22. Councillor Morgan moved,
Councillor Morse seconded,

That the motion be amended to include the following condition:

That Council direct Administration to ensure vehicular access/egress points to public roadways, as well as interior driveways, parking lots and circulation areas, are in accordance with accepted transportation standards.

**MOTION TO AMEND CARRIED
(Councillor Konge opposed)**

MAIN MOTION AS AMENDED CARRIED UNANIMOUSLY

NOTICES OF MOTION

28. There were no notices of motion.

DELEGATIONS PERTAINING TO ITEMS NOT ON THE AGENDA

29. There were no delegations pertaining to Items Not on the Agenda.

ADMINISTRATIVE ENQUIRIES

30. There were no Administrative Enquiries.

ADJOURNMENT

- #0028-21 31. Councillor Konge moved,
Councillor Smith seconded,

That the Meeting be adjourned at 9:24 p.m.

MOTION CARRIED UNANIMOUSLY



Mayor



City Manager



Tab 8:

Change.org Petition Regarding the
AVENS Pavilion



Please support AVENS Pavilion Project



This petition made change with 1,010 supporters!



[Yellowknife Senior's started this petition to Yellowknife City Councillors \(City of Yellowknife\)](#)

As a member of the Yellowknife Seniors Society, I am raising a concern to the City of Yellowknife Administration and City Council.

AVENS - A Community for Seniors has recently submitted a seniors affordable housing proposal to the City of Yellowknife Planning and Development Department and they are waiting for a development permit that will be decided on February 8th, 2021.

I am aware the AVENS Pavilion Project Team have submitted a safe and energy efficient building proposal, with appropriate studies, that meets the City of Yellowknife Community Plan, plan by-laws, zoning by-laws, land administration by-laws and both local building and national building codes.

I am also aware the AVENS Pavilion Project Team, with their consultants, met with their local neighbors on January 19th, 2021 to review, share and discuss ALL the development permitting documents required by the City of Yellowknife for the development permitting process. This transparent gesture of good will was not required by the permitting process, but reflects the values of AVENS integrity, respect, and collaboration.

As a senior, I want to remind our City Administration and our elected City Council that there is much evidence that shows there is significant lack of adequate, accessible, and affordable housing available to NWT Seniors. As well, subsidized (affordable) independent and supportive units are in the highest need for NWT. This project deals directly with helping resolve a large portion of this need, right here in our Capital City.

As a senior, I want to remind our City Administration and our elected City Council that unwarranted delays or appeals to this development need to be dealt with fairly and swiftly. Unsubstantiated delays and extensions to permitting for this said project will jeopardize a positive outcome for many of us seniors, who are looking for affordable housing options today.

As a senior, I now ask our City of Yellowknife Administration and our elected City Council to make a personal and financial commitment to act with reasonableness and fairness to assist AVENS- A Community for Seniors build their seniors affordable housing Pavilion project safely and without unjustified delay.

Finally, this issue is too important not to share with all the residents of the NWT, therefore, some signatories below may not be of an NWT senior, but of all who support this project with the same passion and they too want to be heard.

Respectively,

Linda Balsillie

A Concerned Senior

Start a petition of your own

This petition starter stood up and took action. Will you do the same?

[Start a petition](#)

[Start a petition of your own](#)

[This petition starter stood up and took action. Will you do the same?](#)

Tab 9:

Public Notice Letter Sent December
29th, 2020



CITY OF YELLOWKNIFE

December 29, 2020

File No: 5710 50 Avenue (Lot 43 Block 62); PL-2020-0335

[Address Block]

To Whom It May Concern,

NOTICE OF A PROPOSED LAND USE LISTED AS A CONDITIONALLY PERMITTED USE (Avens- A Community for Seniors 5710 50 Ave; Lot 43 Block 62)

The Delivery of this notice is required by section 3.7(2) of the City of Yellowknife Zoning By-law No. 4404. The purpose of this notice is to allow all affected landowners to comment on the proposal before the City makes a decision on it.

The Property Owner is proposing to construct a 102-Unit Special Care Facility at 5710 50 Avenue (Lot 43 Block 62), intended for Independent Seniors Living and Supportive Seniors Living. The proposed development is considered to be a *Special Care Facility*, which is listed as a conditionally permitted use under the R3-Residential Medium Density zone. A conditionally permitted use requires a municipal decision by Council. Written comments from landowners who could be impacted by this development must be received at City Hall by 4:30 PM on January 13, 2021.

Please note that after 4:30 PM on January 13, 2021 the Development Officer or Council may deal with the application whether or not your comments or recommendations have been received. Your views will be considered by the City; however, please keep in mind that the Zoning By-law's regulations limit the discretion which may be used in these decisions, and that all decisions must be consistent with the long term goals of the community as a whole. Property owners have been notified within a 30 metre radius of the subject property.

Please feel free to email Libby Macphail, Planner at the City's Planning and Lands Division at Imacphail@yellowknife.ca if you have any questions about this notice or the proposed conditionally permitted use.

Please address written comments to: Libby Macphail
Planner
City of Yellowknife, Planning & Lands Division
P. O. Box 580
Yellowknife, NT, X1A 2N4

Tab 10:

January 6th 2021 – Correspondence to
Colin Baile Re: Missing Letter

From: [Libby Macphail](#)
To:
Subject: RE: Avens Development Permit Application Notification
Date: January 6, 2021 2:28:00 PM

Hi Colin,

Thank you very much for your email and bringing this to my attention. I've taken a look- it looks like due to my human error Matonabee St. was missed.

I will be hand delivering the notice and relevant plans this afternoon in order to rectify this.

Sincerely,

Libby Macphail; BA Urban & Regional Planning
Planner

From: Colin Baile
Sent: January 6, 2021 2:17 PM
To: Libby Macphail
Subject: Avens Development Permit Application Notification

I am a resident of Matonabee St. and understand one person on the street received on December 29, 2020 a letter from you advising Avens has sought a development permit and requesting feedback by January 13, 2021. Be advised I have not received the noted letter.

As an adjacent, I believe I am entitle to notice of such an application. Please forward the material to me AS SOON AS POSSIBLE by email, or if that is not possible, please inform me as soon as possible when I may pick up the material.

Thank you

Colin Baile
Matonabee St.

Tab 11:

January 11th 2021 – Request for
Postponement from Eva Paul

From: [Paula MacKenzie](#)
To:
Cc: [Council](#); [Libby Macphail](#); [City Clerk Division](#)
Subject: RE: Request for postponement of January 18 hearing Re: File PL-2020-0335 - 5710 50 Ave (Lot 43 Block 62)
Date: January 12, 2021 2:36:59 PM

Good Afternoon Eva,

On behalf of the Mayor and Council, I would like to acknowledge and thank you for your email regarding a request for postponement of January 18 hearing Re: File PL-2020-0335 - 5710 50 Ave (Lot 43 Block 62).

We are looking into your concerns and will be in contact thereafter.

Regards,

[Paula MacKenzie](#)

Senior Executive Assistant, Administration

City of Yellowknife

T: 867.920.5693

F: 867.920.5649

yellowknife.ca

From: Eva Paul

Sent: January 11, 2021 3:26 PM

To: City Clerk Division <CityClerk@yellowknife.ca>; Council <Council@yellowknife.ca>; Libby Macphail <lmacphail@yellowknife.ca>

Subject: Request for postponement of January 18 hearing Re: File PL-2020-0335 - 5710 50 Ave (Lot 43 Block 62)

Dear Governance and Priorities Committee Members,

Please see the attached letter in response to the December 29 notice I received regarding the proposed Avens Pavillion on the above-listed property. For the reasons outlined in this letter, I herein request:

1. That the hearing of this application be postponed for a minimum of two weeks in order that fully informed participation in this process be possible. Ideally, this would be two weeks after we (the impacted landowners) receive the full application package.
2. That an outline of the process (with dates) be provided immediately to impacted residents that details what elements of this project are being decided by Council (or other parties) and when, and at what stages of the process impacted parties may participate. I am also concerned about the discretion that may be afforded to the Development Officer in this matter, rather than the project particulars being considered by the entirety of Council.

Regards,

Eva Paul

Yellowknife, NT

January 11, 2021

Governance and Priorities Committee
City Council
City of Yellowknife
PO Box 580
Yellowknife NT X1A 2N4

By Email Only

**RE: Application for a Conditionally Permitted Use Development Permit Application
Avens – 5710 50 Ave; Lot 43 Block 62
Hearing of the Application on January 18, 2021**

Dear Governance and Priorities Committee Members,

Thank you for your notice of December 29, which I received by post on January 5, 2021. I own and reside at unit 50 Ave (Granite Condos). The notice indicates that the purpose of the notice is to allow all affected landowners to comment *on the proposal*, before the City makes a decision on it; and that comments are due by January 13 2021. In a conversation with Rob Lok, Manager of Planning & Lands Division on January 8, my neighbour Mr. Colin Baile was informed that the “current application” for a “conditionally permitted use” would go before Council on January 18th. However, I am still struggling to determine what exactly it is that the City is requesting comment on. In my opinion, there are some significant challenges with this:

- 1) The notice does not specify what decision it is that the City will be making at this on January 18. We as a neighbourhood met to discuss the notice, and could not reach a common understanding of what we are being asked to comment on. Possibilities that were raised are:
 - a) Whether or not this facility should be considered a Special Care Facility, which is listed as a conditionally permitted use under the R3-Residential Medium Density zone? Or,
 - b) Have the impacts of the proposed facility on neighbouring landowners been adequately considered and mitigated? Or,
 - c) Is there a variance to the by-law being requested?

Note that these possibilities require very different research and response from impacted parties.

- 2) The only **components** of the proponent's proposal that were provided to us were some schematics and a shadow study that does not include the winter solstice, which is likely to be the most impactful season for neighbouring landowners. However, assuming that a complete application has been submitted by the proponent, which conforms to sections 3.3(2) and 3.4(3) of the City of Yellowknife Zoning By-Law No. 4404, there is a good deal more information that should be available both to Council for its consideration, and to affected landowners for comment.
- 3) The notice does not outline the City's process for the consideration of this proposal, and as such does not provide indication of whether there will be further opportunities for the affected landowners to participate.
- 4) Residents of Matonabee Street (the most directly impacted) were not included in the initial mailout and did not receive the notice until they specifically requested it. Further, the proponent's full application has yet to be provided for our consideration and comment. The City's Planning and Lands Division confirmed that we are entitled to review the application materials, but as of this writing, I do not believe any of the impacted parties have received them from the City or the applicant.

I and many of the neighbouring landowners have concerns with both the process which has been initiated, and some design decisions of the proposed facility. I suggest that the timelines that have been set are unreasonable and disrespectful to impacted parties.

- 1. I request that the hearing of this application be postponed for a minimum of two weeks in order that fully informed participation in this process be possible. Ideally, this would be two weeks after we (the impacted landowners) receive the full application package.**
- 2. I request that an outline of the process (with dates) be provided immediately to impacted residents that details what elements of this project are being decided by Council (or other parties) and when, and at what stages of the process impacted parties may participate. I am also concerned about the discretion that may be afforded to the Development Officer in this matter, rather than the project particulars being considered by the entirety of Council.**

That said, and in case there are no future opportunities to comment on this matter, I will briefly outline my primary concern as an owner and resident of Granite Condos. The most obvious long-term impact to us will be the change in use of the alley which is the only entrance/egress to Granite's parking lot, and as such this change will impact all 24 families in our condominium. This alley is already problematic: it is narrow; poorly drained; has poor visibility both at the corner of Franklin and at the blind alley corner; and it is highly utilized by both vehicular and pedestrian traffic. There are daily interactions between vehicles entering and exiting the alley at Franklin Ave which require one or the other vehicle to back up out of the way. I firmly believe that routing additional traffic along this alley in either direction poses a significant danger to users, which include residents and guests of Granite, Matonabee, Avens, the Women's Shelter, and others. For the above reasons we at Granite are already experiencing parking issues: both for visitors and for residents who would like to park a second vehicle. The alley is insufficient as it is.

I request that the City require that the proponent propose options to the current parking and traffic flow. For example, the Avens property already has road infrastructure that connects to Franklin at a controlled intersection. It seems most appropriate that traffic remain within their property, which already has appropriate speed limits and controls. Alternatively, egress from Avens Pavillion could potentially be routed northwest to Gitzel St. through Lot 1 Block 119 Plan 634 with a change in zoning of that lot. While these options may involve greater costs to the proponent or the city, the fact remains that existing and future residents deserve a safe and harmonious community.

Please note that as a citizen of Yellowknife, I strongly support the mission and location of this project. However, I believe that for a facility of such long-term importance to the community, there should be an effort made to work with the neighbouring landowners for greater success in integrating this project into the neighbourhood in a way that benefits us all.

Respectfully,

Eva Paul

Tab 12:

January 18th, 2021 – Letter Advising
Residents of Revised Council Schedule



CITY OF YELLOWKNIFE

January 18, 2021

File No: 5710 50 Avenue (Lot 43 Block 62); PL-2020-0335

HAND DELIVERED NOTICE

To Whom It May Concern,

NOTICE OF A PROPOSED LAND USE LISTED AS A CONDITIONALLY PERMITTED USE (Avens - A Community for Seniors 5710 50 Ave; Lot 43 Block 62)

This notice is to inform you of the following schedule changes to the Council schedule for Development Permit PL-2020-0335, in response to a request for postponement. The Delivery of this notice is required by Section 3.7(2) of the City of Yellowknife Zoning By-law No. 4404. The purpose of this notice is to allow all affected landowners to comment on the proposal before the City makes a decision on it.

The Property Owner is proposing to construct a 102-Unit Special Care Facility at 5710 50 Avenue (Lot 43 Block 62), intended for Independent Seniors Living and Supportive Seniors Living. The proposed development is considered to be a *Special Care Facility*, which is listed as a conditionally permitted use under the R3-Residential Medium Density zone. A conditionally permitted use requires a municipal decision by Council.

Please note the revised schedule and further details to the Council process below:

- **Governance and Priorities Committee Meeting on January 25, 2021 at 12:05 PM-** An Informational memo will be forwarded to Committee regarding the proposed development.
- **Governance and Priorities Committee Meeting on February 1, 2021 at 12:05 PM-** A memo will be forwarded to the Committee that will include a recommendation on whether or not to approve the Conditionally Permitted Use (Special Care Facility).
- **Council Meeting on February 8, 2021 at 7:05 PM-** Council will decide to approve or disapprove the Conditionally Permitted Use.

The revised deadline for written comments from landowners who could be impacted by this development is **January 28, 2021 at 9:00 AM**. As well, if you wish to make oral submissions or presentations directly to Council, you may do so at any of the above meeting dates. Please email cityclerk@yellowknife.ca so that they may schedule appropriately. It is recommended by the City Clerks office that oral submissions are presented at the Governance and Priorities Committee meetings rather than the Council meeting.



CITY OF YELLOWKNIFE

Please note that after 9:00 AM on January 28, 2021 the Development Officer or Council may deal with the application whether or not your comments or recommendations have been received. Your views will be considered by the City; however, please keep in mind that the Zoning By-law's regulations limit the discretion which may be used in these decisions, and that all decisions must be consistent with the long term goals of the community as a whole. Property owners have been notified within a 30 metre radius of the subject property.

The Avens project and design team have scheduled a community session via video conference on **January 19, 2021 at 7:30 PM**, and have begun distributing plans for the project directly to those who request it. All neighbours and residents are encouraged to attend this session. Please contact Thomas Milan, Project Manager, to request a plan package and invitation to the community session.

Please feel free to email Libby Macphail, Planner at the City's Planning and Lands Division at Imacphail@yellowknife.ca if you have any questions about this notice or the proposed conditionally permitted use.

Please address written comments to: Libby Macphail
Planner
City of Yellowknife, Planning & Lands Division
P. O. Box 580
Yellowknife, NT, X1A 2N4

Tab 13:

February 22nd, 2021 – Council Meeting
Minutes



CITY OF YELLOWKNIFE

ADOPTED COUNCIL MINUTES

Monday, February 22, 2021 at 7:00 p.m.

Present: Mayor R. Alty,
Councillor N. Konge,
Councillor S. Morgan,
Councillor J. Morse,
Councillor C. Mufandaedza,
Councillor S. Payne,
Councillor R. Silverio,
Councillor S. Smith, and
Councillor R. Williams.

City Staff: S. Bassi-Kellett,
J. Hunt-Poitras,
G. Littlefair,
J. Mutford,
W. Newton,
K. Thistle,
S. Woodward, and
D. M. Gillard.

1. Councillor Morgan read the Opening Meditation.

AWARDS, CEREMONIES AND PRESENTATIONS

2. There were no awards, ceremonies or presentations.

ADOPTION OF MINUTES FROM PREVIOUS MEETING(S)

- #0029-21
3. Councillor Morgan moved,
Councillor Smith seconded,

**That the Minutes of Council for the regular meeting of Monday,
February 8, 2021 be adopted.**

MOTION CARRIED UNANIMOUSLY

DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

4. Councillor Morse declared a conflict of interest with regard to Items #8 and #17 on the agenda as he is a member of one of the groups requesting a Community Grant.
5. Councillor Morgan declared a conflict of interest with regard to Items #8 and #17 on the agenda as she is employed with the Snow King Winter Festival who is a recipient of Grant Funding and Item #20 as she is a Board Member of the Yellowknife Women's Society.
6. Councillor Williams declared a conflict of interest with regard to Item #18 on the agenda as he is the employer of one of the candidates.
7. Mayor Alty declared a conflict of interest with regard to Items #8 and #17 on the agenda as her partner is on the Board of one of the organizations requesting a Community Grant.

CORRESPONDENCE AND PETITIONS

8. There was no correspondence nor were there any petitions.

STATUTORY PUBLIC HEARINGS

9. There were no Statutory Public Hearings.

DELEGATIONS PERTAINING TO ITEMS ON THE AGENDA

10. Mayor Alty and Councillors Morgan and Morse declared conflicts of interest and excused themselves from the meeting at 7:02 p.m. Deputy Mayor Payne assumed the Chair.
11. Council heard a presentation from Mr. Wayne Guy and Mr. Michael Kalnay, representatives from Yellowknife Scouts, regarding Community Grant Allocations. Mr. Guy stated that they have secured several in-kind donations for their Banana Bench project, an inedible, curvaceous and distinctively yellow-toned bench that gently rotates around a central spine and provides a multitude of seating, reclining and relaxing positions for the public. Mr. Guy stated that the bench will allow Scouts to utilize their knot-tying skills and requested that the City support this project by granting \$10,000. In response to questions from Council, Administration advised that the project did not meet safety and accessibility standards.
12. Mayor Alty and Councillors Morgan and Morse returned to the meeting at 7:14 p.m. Mayor Alty resumed the Chair.

MEMBER STATEMENTS

13. There were no member statements.

INTRODUCTION AND CONSIDERATION OF COMMITTEE REPORTS

Governance and Priorities Committee Report for February 8, 2021

14. Councillor Morgan read a report of a meeting held on Monday, February 8, 2021 at 12:05 p.m. via webcast.
- #0030-21 15. Councillor Morgan moved,
Councillor Silverio seconded,

That Council direct Administration to respond to the Department of Lands GNWT supporting the proposed subdivision of Lot 43 and 44, Block 62, Plan 4252 (5710 50th Avenue), pursuant to Part Four of Zoning By-law No. 4404, as amended.

MOTION CARRIED UNANIMOUSLY

- #0031-21 16. Councillor Morgan moved,
Councillor Smith seconded,

That:

1. Council Motion #0201-20 be removed from the Table.
2. Council Motion #0201-20 be amended as follows:
That Council approve the recommendation from the City of Yellowknife Community Advisory Board on Homelessness to allocate funding from the Reaching Home – Canada’s Strategy to End Homelessness COVID-19 Funding to the following:
 - Rental arrears \$300,000
 - NGO staffing - wage top-up \$320,000
 - Continue YWCA family unit leases \$109,200
 - Expansion of service hours for Somba K’e public washrooms \$55,000

MOTION CARRIED UNANIMOUSLY

MAIN MOTION CARRIED UNANIMOUSLY

ADJOURNMENT

#0041-21 40. Councillor Morgan moved,
Councillor Morse seconded,

That the Meeting be adjourned at 7:28 p.m.

MOTION CARRIED UNANIMOUSLY



Mayor



City Administrator

