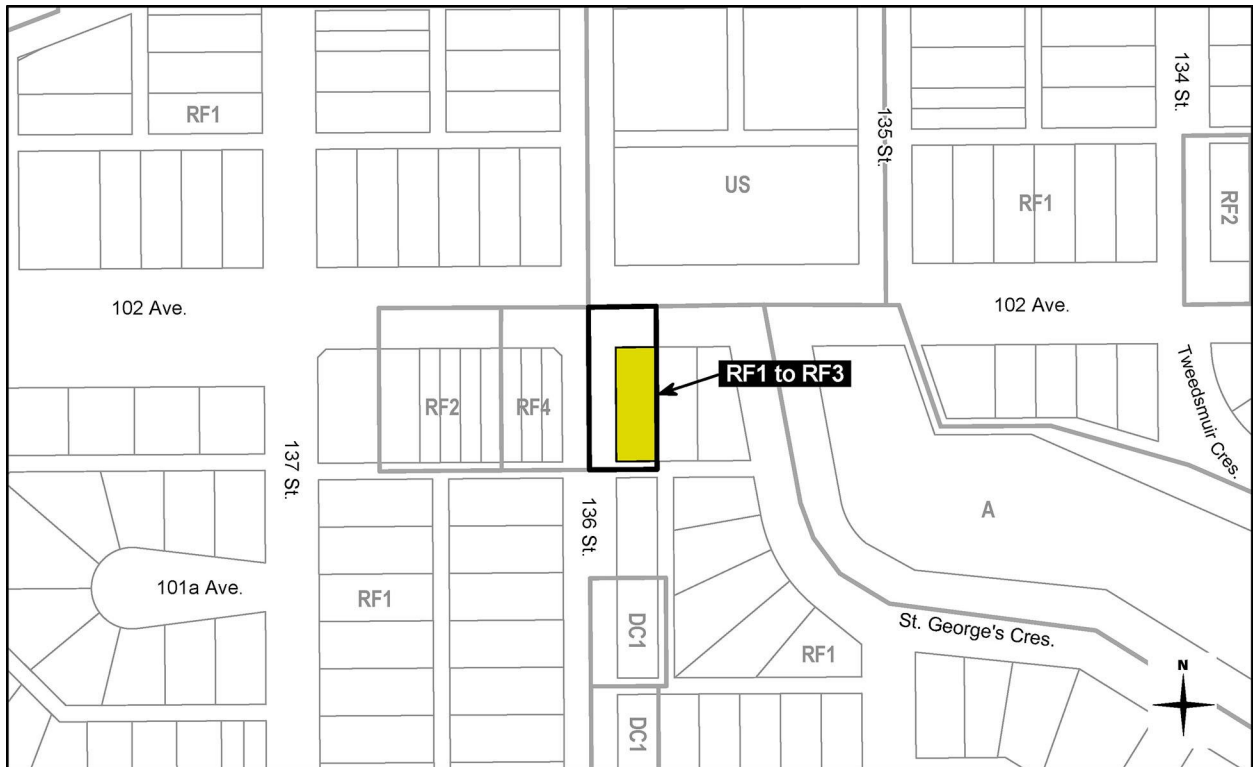




ADMINISTRATION REPORT REZONING GLENORA

13511 102 Avenue NW

To allow for the development of small scale infill development.



Recommendation: That Charter Bylaw 19735 to amend the Zoning Bylaw from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone be APPROVED.

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

- provides the opportunity for increased density and housing diversity in the Glenora neighbourhood;
- provides sensitive transitions and setbacks to adjacent properties; and
- is located on a corner lot, where row housing developments are generally supported under the (RF3) Small Scale Infill Development Zone.

Report Summary

This land use amendment application was submitted by Niraj Nath of NDura Developments on March 9, 2021 to rezone one parcel from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone to allow for the development of small scale housing such as Single Detached, Semi-detached or Multi-unit Housing. The Mature Neighbourhood Overlay would continue to apply to the site to ensure the future built form remains compatible with the existing residential neighbourhood. The applicant's intent is to develop row housing.

This proposal is in alignment with the goals and policies of the City Plan to accommodate all future growth for an additional 1.25 million population within Edmonton's existing boundaries. To do this, 50% of all new residential units are intended to be created at infill locations. There is no local area plan for this area of the City.

The Application

CHARTER BYLAW 19735 is to amend the Zoning Bylaw from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone. The purpose of the proposed RF3 Zone is to provide for a mix of small scale housing such as Single Detached, Duplex, Semi-detached and Multi-unit Housing. The rezoning would increase the potential number of principal dwellings on the site from two to four depending on the future building design.

Site and Surrounding Area

This site is located within the Glenora neighbourhood, on the corner of a local (136 Street NW) and an arterial road (102 Avenue NW). There is a separated shared use bike lane along the north side of 102 Avenue, which terminates at 136 Street, at which point cyclists are directed north or south onto sharrows on 136 Street. This intersection is regulated by a traffic light, which is triggered by a 'beg button' for pedestrians and a bike detection light for cyclists travelling north.

Across 102 Avenue NW to the north, is the Glenora Elementary School and further to the north across Stony Plain Road, are the Westminster Junior High School and St. Vincent's Catholic Elementary School and daycare.

The future Valley Line LRT will run along Stony Plain Road NW, which is located about one block to the north. Both the Glenora and the Grovenor/142 Street LRT stops are located within walking distance, approximately 380 m and 470 m, respectively.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RF1) Single Detached Residential Zone	Single Detached House
CONTEXT		
North	(US) Urban Services Zone	Glenora Elementary School
East	(RF1) Single Detached Residential Zone	Single Detached House
South	(RF1) Single Detached Residential Zone	Single Detached House
West	(RF4) Semi-detached Residential Zone	Vacant Lot, Single Detached House



Photo of site looking northeast from 136 Street



Photo of site looking southeast from 102 Avenue and 136 Street Intersection

Planning Analysis

LAND USE COMPATIBILITY

The subject property is a corner site, surrounded by roadways on three sides, one of which is an arterial road. The site is located in a mature neighbourhood with great connectivity both locally and to the broader city networks. The proposed RF3 Zone is subject to the Mature Neighborhood Overlay (MNO), which is designed to ensure that infill development, such as row housing, is sensitive to its surrounding context. The proposed development will be limited to a maximum height of 8.9 metres and any vehicular access will be required from the alley. The main difference between the RF1 and the RF3 Zones is the number of principal dwellings allowed on the property. There are some minor differences in the setbacks, such that building multi-unit housing under the RF3 Zone would require a larger interior setback than development under the RF1 Zone. For these reasons, the proposed rezoning is considered to be sensitive intensification.

RF1 & RF3 COMPARISON SUMMARY

	RF1 <i>Current</i>	RF3 <i>Proposed</i>
Principal Building	Single or Semi Detached Housing	Multi-Unit Housing
Height	8.9 m	8.9 m
Minimum Front Setback 102 Avenue NW	8.5 m 20% of site depth	8.3 m 4.0 m less than Abutting Lot
Minimum Interior Side Setback	1.2 m	3.0 m
Minimum Flanking Side Setback 136 Street NW	1.2 m (if subdivided) 3.0 m (if not subdivided)	2.0 m

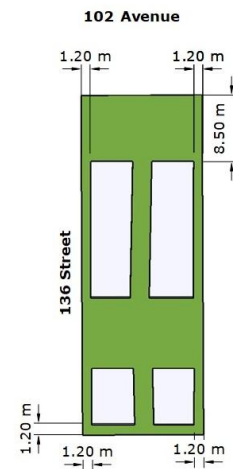
Minimum Rear Setback (40% of Site Depth)	17.1 m		17.1 m
Maximum Site Coverage	40%		45%
Maximum No. Dwelling Units	Two (2) Principal Dwellings ¹ Two (2) Secondary Suites Two (2) Garden Suites		Four (4) Principal Dwellings ² Four (4) Secondary Suites Four (4) Garden Suites
Accessory Building	Garden Suites ²	Detached Garages	Detached Garage ²
Height	6.5 m	4.3 m	4.3 m
Interior Side Setback	1.2 m	0.6 m	0.6 m
Flanking Side Setback	same as principal building	same as principal building	same as principal building
Rear Setback	1.2 m	1.2 m	1.2 m

Notes:

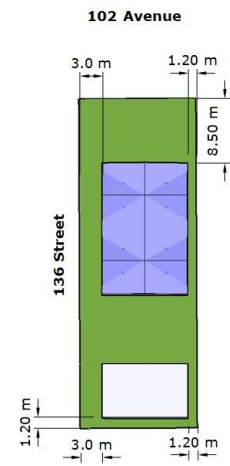
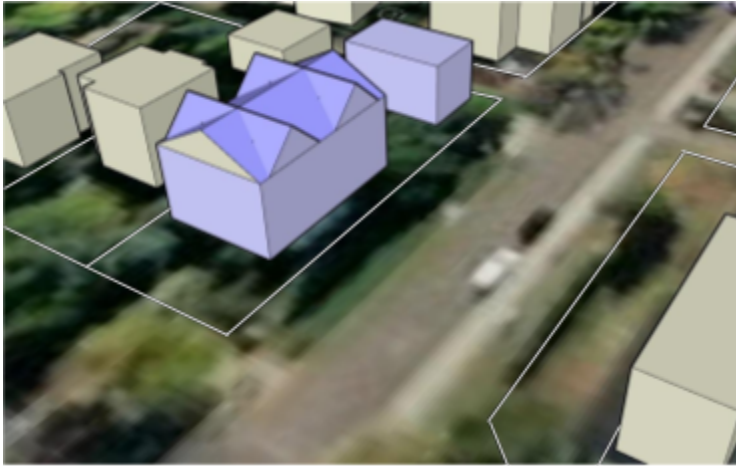
¹ Lot Subdivision would be required to accommodate two Single Detached principal structures/dwellings under RF1. Semi-detached could be built without subdividing under RF1.

² Secondary Suites and Garden Suites are allowed with each existing principal dwelling, the likelihood of these suites diminishes as the number of principal dwellings increases.

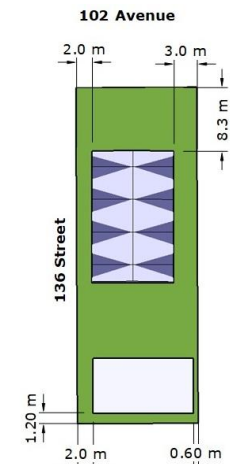
POTENTIAL RF1 BUILT FORM IF SUBDIVIDED



POTENTIAL RF1 BUILT FORM IF NOT SUBDIVIDED



POTENTIAL RF3 BUILT FORM



Plans in Effect

There are no Plans in Effect for this area.

Residential Infill Guidelines

The Residential Infill Guidelines indicate that this is a suitable location for row housing development as it is located along an arterial roadway (102 Avenue NW) and across the road from Glenora Elementary School. According to the guidelines, row housing should not face the flanking road, however, the intent of the guidelines is for development to be compatible and complementary to the neighbourhood. As the houses along the block to the south are also fronting onto the flanking road, it is considered that row housing with the same orientation is compatible and in alignment with these guidelines.

Transit Oriented Development Guidelines

The site is located approximately 380 m to the westbound platform and approximately 480 metres to the eastbound platform of the future Glenora LRT Stop and approximately 470 m from the future Grovenor/142 Street Stop. Sites flanking an arterial roadway within 400 metres of Neighbourhood Stations are encouraged to be developed with a minimum density of 63 dwelling units/hectare. With the development of four principal units of row housing, this site would have an approximate density of 61 dwelling units/hectare. These guidelines indicate that two-storey townhomes are the appropriate built form in such locations.

City Plan Alignment

The proposed rezoning aligns with the goals and policies of the City Plan, which encourages increased density at a variety of scales, densities and designs. The application helps to achieve the goal of 50% of new units added through infill city wide.

The site is located about one and a half blocks from Stony Plain Road, which is considered a Primary Corridor supported with mass transit. This type of corridor supports increasingly dense, mixed-use development which is human scaled and walkable, supporting both transit and local business. As this area has a unique roadway configuration, the site is separated from this corridor by an arterial road. Therefore the RF3 built form is considered an appropriate balance of the increased density encouraged by the City Plan, and the context of the site in a single detached housing area.

Heritage

The existing single detached house on the property is not listed on the City's Inventory of Historic Resources, and is not considered a candidate.

There is a project underway under the Planning & Environment Services Branch, to prepare a Glenora Heritage Character Area Direct Control (DC1) for a portion of the neighbourhood. The ultimate direction of the Heritage Character Area indicates that row housing is not a housing type consistent with the historic development pattern along 102 Avenue, where buildings predominantly fronted onto the Avenue. While the subject property is currently within the project boundary, it is important to note that this zoning and its boundary has not been finalized and would still need to be considered by council at a future public hearing.

Carruthers Caveat

With the exception of the Government House and former Royal Alberta Museum site, the Carruthers Caveat affects all lots within the Glenora neighborhood located south of Stony Plain Road NW, including the subject site. The Carruthers Caveat is a restrictive covenant, originally registered in 1911, that seeks to limit development on affected titles to no more than "one dwelling house" per lot, among other limitations.

The City does not take the Caveat into consideration when making judgements on land use related applications, including the review of this rezoning application. The RF1 Zone, which applies to much of the affected area of Glenora, has evolved over time to allow for flexibility in infill development and allow for a range of low density housing types which deviates from the "one dwelling house" per lot limitation within the Carruthers Caveat. Development that deviates from the Carruthers Caveat is privately enforced amongst owners of affected titles. As the RF3 Zone still allows Single Detached Houses as a listed use, it is possible for development under the proposed RF3 Zone to comply with both the caveat and the Zoning Bylaw.

Technical Review

Transportation

Existing traffic volumes on roadways in the vicinity of the development site are well below the acceptable thresholds. Due to the small scale development potential of the proposed zone, the traffic generated by development is not expected to be significant. Curbside parking is permitted on local roadways and no concerns have been identified by Parking Services at this time. Vehicular access for future development would be from the adjacent lane, in conformance with the Mature Neighborhood Overlay. Site access would be reviewed in detail at the Development Permit stage.

There is currently a desire line along the site frontage on the east side of 136 Street, where there is no sidewalk. This is expected to be constructed with the proposed development, which would provide the pedestrian connection to the crosswalk on 102 Avenue NW. This would further enhance the active mode connectivity through the area.

Drainage

Development allowed under the proposed zone would not have a significant impact on the existing drainage infrastructure in the area.

EPCOR Water

The applicant/owner will be responsible for all costs associated with providing City standards of water supply including any changes to the existing water infrastructure required by this application.

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

Community Engagement

<p>ADVANCE NOTICE April 9, 2021</p>	<ul style="list-style-type: none"> ● Number of recipients: 25 ● Number of responses in support: 1 ● Number of responses with concerns: 28 ● See below for summary of comments
<p>WEBPAGE</p>	<ul style="list-style-type: none"> ● edmonton.ca/glenoraplanningapplications

Several responses were received from the community. Below is a summary of the feedback received. This includes comments from the Old Glenora Conservation Association, which has indicated their non-support of the application.

In support:

- allowing a fourplex will not further impact traffic on 102 Avenue
- construction will not impact traffic greatly; it is a common activity experienced all over the city
- adding a fourplex will not impact the safety of the crosswalk. Construction projects on the north side of 102 Avenue, which are closer to the school are not impacting the safety of the children
- cyclist safety would not be affected by a fourplex
- a fourplex is family friendly, and could allow four families to move in

- garbage collection will work, just need appropriate provisions on the site
- street parking is available

In opposition:

- Traffic and vehicle parking concerns:
 - 102 Avenue is a busy four-lane thoroughfare, and the 136 Street intersection is very busy, with a lot of vehicles turning as it is the only controlled intersection for access to the south between 142 and 124 Streets. More units here will increase the traffic volume and parked cars will decrease visibility for this intersection
 - construction would hinder traffic flow and damage the boulevard
 - crosswalk is dangerous: there is no sidewalk on the east side of 136 Street, and increased vehicle parking would reduce visibility of children crossing to go to/from the school
 - increased traffic and driver impatience would create increased congestion and danger for cyclists accessing the cycling route on the north side of 102 Avenue
 - 136 Street is narrow, and would only allow one direction of traffic if there were parked cars on either side
 - the LRT construction on Stony Plain Road and future jughandle turn to 102 Avenue will increase traffic and compound issues on 102 Avenue NW
 - the Glenora School parent drop-off is located directly north of the site across 102 Avenue, creating more congestion
 - laneway serves neighbouring homes, and acts as a shortcut for both vehicles and cyclists from St. George's Crescent to 136 Street to access the traffic light and the bike lane. Additional garages and vehicles exiting the lane will increase incidents/decrease visibility, including for children walking across the laneway towards the crosswalk
 - neighbourhood sees a lot of shortcutting from 142 Street and Ravine Drive to this 136 Street intersection
- Historical and built form concerns:
 - the proposed row house is not in keeping with the key characteristics of the Garden City design of Old Glenora, where development historically was limited to single detached houses, large lot sizes, and large setbacks. Developing this will erode the neighbourhood as a heritage asset
 - the historical overlay is in progress, and any rezoning on this site should be deferred until this work is complete
 - there are no multi-unit buildings in the historic Capitol Hill neighbourhood
 - there are two heritage resource homes directly to the south of this property, and the design and layout of this property should have a consistent design
 - this site marks one of the main entry points into the historical Garden City Suburb neighbourhood of Capitol Hill, and should maintain the character of the area
 - a townhouse facing 136 Street is not in keeping with the historic development pattern for the homes along 102 Avenue, which should maintain their frontages onto 102 Avenue, as do the redeveloped skinnies to the west
 - if all units face 136 Street, the facade facing 102 Ave will be blank, which will destroy the streetscape upon which 102 Avenue was planned
 - row housing development will be architecturally incongruous with the heritage area

- Canadashistory.ca heritage experts comment that Glenora is one of the city's richest collections of historic residences and is recognized as a pre-eminent example of a garden city suburb in Canada
- Site layout and technical considerations:
 - privacy concerns for immediate neighbour to east, regarding overlook from more dwellings
 - there will not be enough room along the alley for the required garbage collection separation with the new bin system
 - concern regarding sewer and servicing capacity in the lane
- Other comments
 - the site has 11 mature evergreen trees, and several other smaller trees/shrubs, which would be removed with the redevelopment of the site
 - developing a townhouse here will decrease surrounding property values
 - when showing Edmonton to tourists and recruiting high level professionals these homes and the neighbourhood itself is a showpiece that is being destroyed
 - existing zoning allows for skinny homes, this would be better to maintain the character
 - narrow homes with required staircases are not good for aging in place

Conclusion

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

APPENDICES

- 1 Application Summary

APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19735
Location:	Southeast corner of 102 Avenue NW and 136 Street NW
Address:	13511 102 Avenue NW
Legal Description:	Lot 8, Block 126, Plan 2804AF
Site Area:	650.0 m ²
Neighbourhood:	Glenora
Notified Community Organization:	Glenora Community League
Applicant:	Niraj Nath, NDura Developments

PLANNING FRAMEWORK

Current Zone and Overlay:	(RF1) Single Detached Residential Zone Mature Neighbourhood Overlay
Proposed Zone and Overlay:	(RF3) Small Scale Infill Development Zone Mature Neighbourhood Overlay
Plan in Effect:	None
Historic Status:	None

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