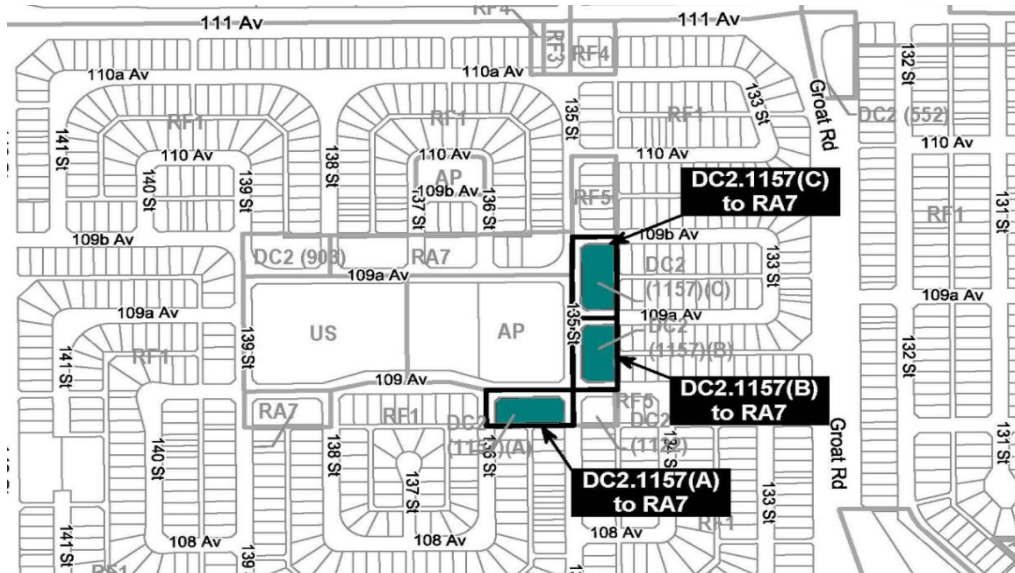




ADMINISTRATION REPORT REZONING

10905 135 Street NW and 13503 109 Avenue NW

To allow for low rise Multi-unit Housing.



Recommendation: That Charter Bylaw 19831 to amend the Zoning Bylaw from from from a (DC2.1157) Site Specific Development Control Provision to the (RA7) Low Rise Apartment Zone be APPROVED.

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

- The sites are well situated for the use of the RA7 zone rather than site specific zoning;
- The differences between the existing and proposed zones are minimal and will lead to comparable developments and impacts; and
- The proposed RA7 Zone will facilitate development in line with the intent and objectives of the Residential Infill Guidelines and The City Plan.

Report Summary

This land use amendment application was submitted by Der & Associates Architecture Ltd. on May 4, 2021 on behalf of Regency Developments. This application proposes to change the designation of three parcels from a (DC2.1157) Site Specific Development Control Provision to the (RA7) Low Rise Apartment Zone. Charter Bylaw 19660, approved April 20, 2021, rezoned these parcels from a (DC2.307) Site Specific Development Control Provision to a (DC2.1157)

Site Specific Development Control Provision which allowed one of the original four sites to be zoned to RA7. This amendment will rezone the remaining three sites to the standard RA7 Zone.

The proposed RA7 Zone would allow for a 16 metre high (approximately 4 storey) residential building with limited commercial opportunities at ground level, such as Child Care Services, General Retail Stores and Specialty Food Services.

These sites are already zoned to allow a low rise built form which is considered appropriate and compatible at this location. The degree of change in development rights proposed by this rezoning is considered relatively minor. It is the Administration's opinion that this zoning change is compatible with the objectives of the Residential Infill Guidelines and the infill goals of The City Plan.

The Application

1. CHARTER BYLAW 19831 to amend the Zoning Bylaw from a (DC2.1157) Site Specific Development Control Provision to the (RA7) Low Rise Apartment Zone.

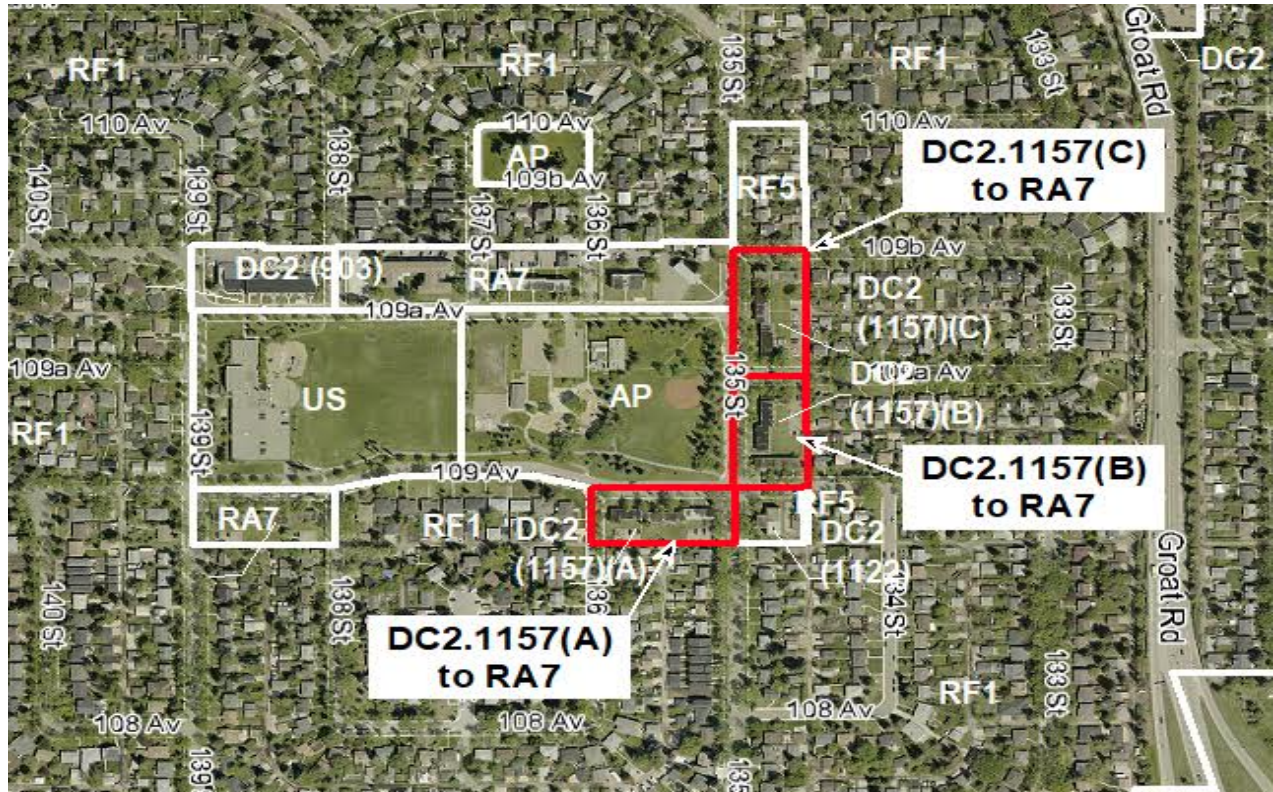
The current DC2 Provision applies to 3 sites:

- 13503 - 109 Avenue NW (Area A - Lot 41, Block 5, Plan 3624HW)
- 10905 - 135 Street NW (Area B - Lots 16 - 18, Block 1, Plan 3751HW)
- 10905 - 135 Street NW (Area C - Lots 47 - 49, Block 1, Plan 3751HW)

All 3 sites are under the same ownership and the developer intends to redevelop all 3 over time.

Site and Surrounding Area

The site, which is comprised of 3 areas, is located on the interior of the North Glenora community. An on-street bike route runs past the sites on 109 Avenue and 135 Street and bus service is available on 109A Ave NW and 135 Street NW.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(DC2.1157) Site Specific Development Control Provision	Area A 15 Dwelling Row House Area B 17 Dwelling Row House Area C 17 Dwelling Row House
CONTEXT		
North	<ul style="list-style-type: none"> • (RF1) Single Detached Residential Zone with Mature Neighbourhood Overlay • (US) Urban Services Zone 	<ul style="list-style-type: none"> • Single Detached Housing • North Glenora Park
East	<ul style="list-style-type: none"> • (RF1) Single Detached Residential Zone with Mature Neighbourhood Overlay • (DC2.1122) Site Specific Development Control Provision 	<ul style="list-style-type: none"> • Single Detached Housing • 3 storey Apartment Building
South	<ul style="list-style-type: none"> • (RF1) Single Detached Residential Zone with Mature Neighbourhood Overlay • (DC2.1122) Site Specific Development Control Provision 	<ul style="list-style-type: none"> • Single Detached Housing • 3 storey Apartment Building

West	<ul style="list-style-type: none"> • (RF1) Single Detached Residential Zone with Mature Neighbourhood Overlay • (US) Urban Services Zone 	<ul style="list-style-type: none"> • Single Detached Housing • Coronation School
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LOOKING SOUTHWEST FROM 135 STREET NW



LOOKING NORTHEAST FROM 135 STREET NW

Planning Analysis

BROADER NEIGHBOURHOOD PLANNING CONTEXT

This site is part of a partial “ring” of existing multi-unit housing developments that exist at many locations around the central open space containing Coronation School and North Glenora Park. There have also been a few recent applications for new development at locations on the “ring” that have historically been lower density.

Recently there has been a number of redevelopment applications in the area, which is consistent with the age of the existing multi-unit housing. While each site is dealt with on a case by case basis, Administration recognizes the cumulative nature of these changes over time and will ensure the planning analysis each time factors in this broader context.

STANDARD VS. SITE SPECIFIC ZONING

With regards to the criteria of today’s Zoning Bylaw, Administration does not see these sites as having sufficient unique characteristics that require site specific regulations to ensure land use conflicts with neighbouring properties are minimized. They are of a regular shape, separated from any other property by a road or a lane and across from a school yard. As such, a standard zone is appropriate and the RA7 Zone is the most comparable standard zone to the existing DC2 Provision. By using the standard (RA7) Low Rise Apartment Zone, the future development will better conform with today’s requirements for parking, landscaping, lighting and amenity areas and the requirements for these features will be consistent with any future Zoning Bylaw changes going forward.

LAND USE COMPATIBILITY

Both the current and proposed zones allow for a low rise built form of similar intensities and the degree of change in development rights proposed by this rezoning is considered relatively minor. Notable changes are:

- One extra storey of height;
- No maximum number of dwellings in the RA7 Zone;
- Introduction of Open Option Parking through standard zoning; and
- Introduction of limited commercial opportunities.


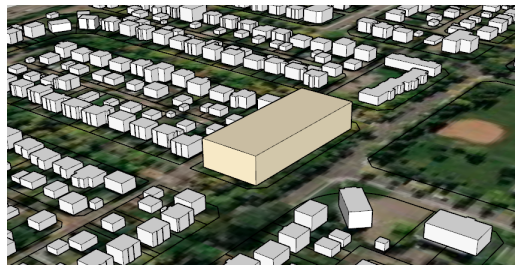




The table below shows a more complete comparison of the two zones.

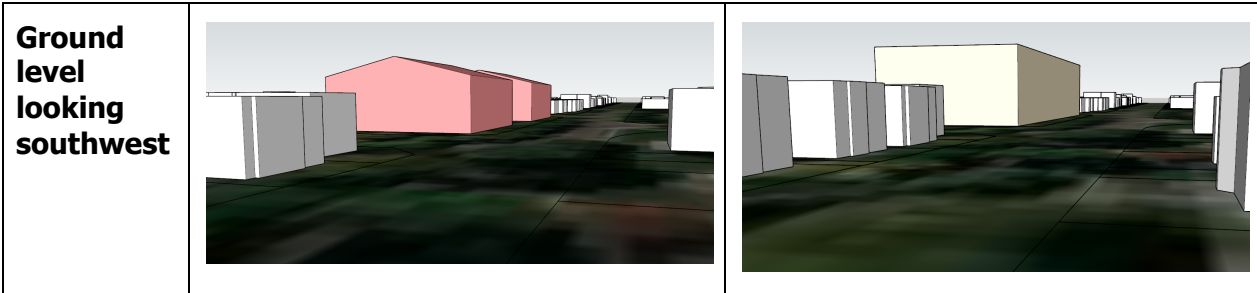
Feature	Current DC2 (1157-A, B, C)	Proposed RA7 Area A	Proposed RA7 Area B	Proposed RA7 Area C
Height	13 m (3 storeys) - sloped roof	14.5 m - flat roof 16.0 m - sloped roof (approximately 4 storeys)	14.5 m - flat roof 16.0 m - sloped roof (approximately 4 storeys)	14.5 m - flat roof 16.0 m - sloped roof (approximately 4 storeys)
Floor Area Ratio	1.5	2.3 - 2.5	2.3 - 2.5	2.3 - 2.5
Number of units	Area A and B 36 Area C 42	13 minimum, no maximum	14 minimum, no maximum	16 minimum, no maximum
Site Coverage	50%	N/A	N/A	N/A
North Setback	6.0 m	4.5 m	4.5 m	4.5 m
South Setback	6.0 m	7.5 m	4.5 m	4.5 m
West Setback	4.5 m	4.5 m	4.5 m	4.5 m
East Setback	4.5 m	4.5 m	7.5 m	7.5 m
Number of buildings	2	1	1	1
Space between buildings	Approximately 10.0 m	N/A	N/A	N/A
Parking	Approximately 59 spaces	No spaces required ¹	No spaces required ¹	No spaces required ¹

	(all underground)	(surface or underground)	(surface or underground)	(surface or underground)
Vehicle Access Locations	109 Avenue & 135 Street	Rear Lane	Rear Lane	Rear Lane

1 - On June 23, 2020, City Council approved Open Option Parking, which provides developers' flexibility to choose the amount of on-site parking that they feel is appropriate for their projects, including visitor parking. It's important to note that open option parking doesn't necessarily mean no parking. It is actually more likely to result in the "right amount" of parking as builders know their parking needs best and have an interest in ensuring they are meeting market demand for parking spaces, including for visitor spaces. The parking supply for this project will accordingly be determined at the Development Permit stage.

The examples shown below are for Area C and give an indication of the potential massing potential for both the existing and proposed zone. Although this represents visual differences, there are however many required design details of both zones that are not shown.

	Current DC2.1157-C	Proposed RA7
Looking Southeast		
Looking South		
Looking Northwest		



The low rise built form is generally considered appropriate and compatible at this location. The site is south and east of North Glenora Park. This open space is nearly surrounded by zoning that allows for low rise buildings, including existing RA7 Zoning along much of the north edge of the park.

While the RA7 Zone allows for commercial uses, the following restrictions would apply:

- Commercial Uses shall not be located above the ground floor;
- The total Floor Area of each commercial premises shall not exceed 275 m²; and
- These Uses shall not be permitted in any freestanding structure separate from a structure containing Residential Uses. Their principal entrance shall be a separate, outside entrance.

In addition, the actual types of commercial businesses allowed by the proposed RA7 Zone are limited to uses that are generally compatible with residential development such as coffee shops, small healthcare offices, retail stores and hair salons.

Administration has concluded that the proposed RA7 Zone is compatible with the surrounding sites and neighbourhood in both uses and built form.

RESIDENTIAL INFILL GUIDELINES

In terms of location, the Residential Infill Guidelines do not support low rise apartments at this location and suggest they should be directed to corner sites on the edges of the neighborhood along arterial roads or integrated with existing commercial sites. However, this also means that these guidelines also wouldn't support the existing DC2 Provision which allows for a 3 storey apartment building. Administration believes that the locational criteria for low rise apartments in these guidelines is likely too restrictive in this instance.

These guidelines also have other criteria beyond location and the building design in the existing DC2 Provision is seen to better conform with these guidelines in terms of architecture and massing. For example, it includes regulations to break the development into 2 buildings on a long site. The RA7 Zone would allow one building with over 70 metres of frontage, more than the 48 metre maximum recommended by the guidelines.

The RA7 Zone is seen to better conform with these guidelines in terms of streetscape interface and site layout. For example, the RA7 Zone would require mostly individual ground oriented entrances for each unit facing the streets, similar to the townhouse style pattern of entrances that exist on the site now. The existing DC2 Provision would just have one main entrance. The

RA7 Zone would also require all vehicle access to be from the lane whereas the existing DC2 Provision requires Area A vehicle access to be from 109 Avenue NW and Areas B and C from 135 Street NW, creating an interruption of the pedestrian sidewalk and treed boulevard which is something that is being actively discouraged today.

It is the Administration's opinion that the proposed RA7 Zone better meets the intent of these guidelines. Several features of the DC2 Provision represent outdated infill practices that are seen as less compatible with the existing area, the 2009 guidelines, and progress on infill planning made over the last decade.

THE CITY PLAN

The City Plan does not provide specific direction for the development intensity of this site, as it is not within an identified development node or corridor. However, given the location within the Central Planning District, this rezoning, which would allow for a moderate increase in density, supports the higher level targets of having 50% of net new dwellings being added through infill city-wide, and 600,000 additional residents being welcomed into the redeveloping area.

Technical Review

DRAINAGE

Permanent sanitary and storm sewer servicing is available to the proposed rezoning area off the existing sanitary and storm sewer mains in the area. Administration does not have concerns with the potential sanitary flows from development allowed under the proposed RA7 Zone at this location.

With respect to stormwater runoff, through redevelopments, Administration works to maintain or incrementally improve the level of service provided by the existing drainage system through redevelopment considerations such as on-site stormwater management. The proposed development will be required to provide on-site stormwater management with storage provisions within the property to accommodate excess rainfall from a 1 in 100 year rainfall event with an outflow rate of 35 litres per second per hectare to the existing storm sewer system. This will result in a reduction of stormwater flows entering the neighbourhood's drainage system during heavy rainfall events.

WATER SERVICING

There is a deficiency in on-street hydrant spacing adjacent to the properties. City of Edmonton Standards requires hydrant spacing of 90 metres for the proposed zoning. Hydrant spacing in the area for the 3 areas ranges from 107 to 125 metres. The applicant is currently required to construct 3 hydrants at their expense. This will be reviewed again at the Development Permit stage and the exact details may change, but proper fire protection requirements will still need to be met.

TRANSPORTATION

The change from the existing DC2 Provision to the proposed RA7 Zone will move vehicle access to the site from 109 Avenue NW and 135 Street to the rear lane. This is preferred from a multi-modal traffic perspective as it creates fewer conflict points between pedestrians and vehicles and is in line with City practices for all scales of redevelopment. The exact location of site access from the lane will be reviewed with submission of a detailed site plan at the Development Permit stage.

Anticipated vehicular traffic generation from the proposed development is expected to be accommodated within the existing roadway network.

Community Engagement

<p>ADVANCE NOTICE June 8, 2021</p>	<ul style="list-style-type: none"> ● Number of recipients: 60 ● Number of responses with concerns: 8 ● Common comments included: <ul style="list-style-type: none"> ● Increased vehicular traffic will create safety issues for school children ● Business uses will cause excess street parking ● Sun shadow due to increased height
<p>WEBPAGE</p>	<ul style="list-style-type: none"> ● www.edmonton.ca/northglenoraplanningapplications

Conclusion

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

APPENDICES

- 1 Application Summary

APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19831
Location:	South of 109b Avenue NW and east of 136 Street NW
Addresses:	10905 135 Street NW and 13503 109 Avenue NW
Legal Descriptions:	Lot 41, Block 5, Plan 3624HW and Lots 16-18 & 47-49, Block 1, Plan 3751HW
Site Area:	0.93 ha
Neighbourhood:	North Glenora
Notified Community Organizations:	Edmonton Federation of Community Leagues and North Glenora Community League
Applicant:	Jim Der, Der + Associates Architecture Ltd

PLANNING FRAMEWORK

Current Zone:	(DC2.1157) Site Specific Development Control Provision
Proposed Zones:	(RA7) Low Rise Apartment Zone
Plan(s) in Effect:	None
Historic Status:	None

Written By: Marco Beraldo
Approved By: Tim Ford
Branch: Development Services
Section: Planning Coordination