



REZONING APPLICATION

Grovenor

14503 - Stony Plain Road NW

To allow for low density residential development in the form of row housing.



RECOMMENDATION AND JUSTIFICATION

City Planning is in SUPPORT of this application because the proposed rezoning:

- is within 400 m of a future LRT station and adjacent to a Transit Avenue
- provides the opportunity for family oriented housing and varied housing choice
- is compatible with surrounding development

THE APPLICATION

Charter BYLAW 18444 proposes to rezone the subject site from (RF1) Single Detached Residential Zone to (DC2) Site Specific Development Direct Control Provision. The proposed rezoning will accommodate a Row Housing development with five Family Oriented units. The development achieves a high standard of appearance that is appropriately located on a corner site adjacent to an arterial road and future LRT line and is sensitive to the adjacent low density housing.

Key features of the proposed DC2 Provision are:

- **Maximum Height:** 12 meters
- **Density:** 5 Dwelling Units that are Family Oriented
- **Amenity Space:** 10.5 m² / Dwelling Unit
- **Parking:** minimum 1 stall/Dwelling Unit located below grade

SITE AND SURROUNDING AREA

The subject site is situated within the neighborhood of Grovenor and is located at the end of a residential block south of Stony Plain Road NW and west of 145th Street NW.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RF1) Single Detached Residential Zone	Single Detached House
CONTEXT		
North	(DC2.618) Site Specific Development Control Provision	Row Housing
East	(RF1) Single Detached Residential Zone	Single Detached House
South	(RF1) Single Detached Residential Zone	Single Detached House
West	(RF1) Single Detached Residential Zone	Single Detached House



VIEW FROM 101 AVENUE NW, FACING NORTH



VIEW FROM 145 STREET NW, FACING SOUTHWEST

PLANNING ANALYSIS

The proposed rezoning would allow for low density residential in the form of a Row Housing development with five units that are family oriented and a built form that is compatible with the surrounding development. As the proposed rezoning is within 400 m of a future LRT stop, the Transit Oriented Development (TOD) Guidelines apply which encourage multi-family development up to 4 storeys along an arterial roadway. The proposed rezoning allows for a maximum height of 12 metres, below the typical height of a 4 storey building of 14.5 metres. To mitigate impacts on the adjacent single family house to the west, the development requires a setback that will provide a transition in height to address building massing, sun shadow impacts and privacy. The development is required to step back 1.8 m at a maximum height of 8.9 m, to provide further separation, in line with the Medium Scale Overlay (MSO). A comparison of the proposed zone and others is included demonstrating the development fits between the RF5 Zone and RA7 Zone.

Other measures to improve privacy and screening and enhance the interface with the adjacent property to the west include:

- the use of frosting, clearstory windows and landscaping detailing length, thickness, height and location of trees within the setback between the development and the property line.
- a requirement for fixed-planters to be installed along the edge of the rooftop terraces to provide further screening and encourage future residents to use the eastern portion of the rooftop terraces, which remain unobstructed.

Zoning Comparison Chart				
	Current: RF1 + MNO	Comparable: RF5 + MNO	Comparable: RA7 + MSO	Proposed: DC2 Provision
Rear / North Setback (metres)	40% of site depth	40% of site depth	7.5	4.5
Front / South Setback	Minimum 3.0 and ± 1.5 of abutting lot setback	Minimum 3.0 and ± 1.5 of abutting lot setback	Minimum 3.0 and ± 1.0 of average blockface setback	4.5
East Side Setback (metres)	3.0	3.0	3.0	3.6
West / Interior Setback (metres)	1.2 m	3.0	3.0	1.2 / 1.8
Stepback (metres)	0	0	2.5	1.8
Height (metres)	8.9	8.9	14.5	12
Site Coverage	40%	40%	N/A	48%
Floor Area Ratio (FAR)	N/A	N/A	1.4	N/A

As access to the development is from the street, efforts have been taken to mitigate harm to the existing boulevard trees including strategic placement of the drive aisles as well as the requirement for a tree preservation plan submitted by a certified arborist as part of the submission of a development permit application.

The dwelling units are family oriented which complement the development's proximity to high-frequency transit (including the future 142 Street LRT stop), the Grovenor School and easy access to Edmonton's ravine system and shared-use path network. These amenities are already supporting existing multi-family development that is adjacent to Stony Plain Road in the form of row housing and apartment housing.

PLANS IN EFFECT

There is no plan in effect for the Grovenor neighborhood.

APPLICABLE GUIDELINES

As the development is within 400 metres of the future 142 Street LRT Stop, the Transit Oriented (TOD) Guidelines apply. The development fits the criteria laid out in the TOD Guidelines in that it:

- provides a transition between itself and the adjacent property by incorporating a setback to mitigate its larger height and scale;
- location of windows and entries are placed to maximize privacy for the adjacent property;
- meets the minimum suggested density for an LRT Station Area which is 5 dwelling units (based off of 63 dwelling units per hectare); and
- is adjacent to an arterial road where developments that are up to 4 storeys are encouraged.

OFF-SITE IMPROVEMENTS

The construction of a sidewalk connection along the adjacent boulevard will be required as a condition of the development permit to improve neighborhood connectivity to the future 142 Street LRT stop.

TECHNICAL REVIEW

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

PUBLIC ENGAGEMENT

<p>PRE-NOTIFICATION December 1, 2017</p>	<ul style="list-style-type: none"> ● Number of recipients: 94 ● Number of responses in support: 1 ● Number of responses with concerns: 4
<p>ADVANCE NOTICE February 27, 2018</p>	<ul style="list-style-type: none"> ● Number of recipients: 38 ● Number of responses in support: 0 ● Number of responses with concerns: 2
<p>PUBLIC MEETING</p>	<ul style="list-style-type: none"> ● Not held
<p>WEBPAGE</p>	<ul style="list-style-type: none"> ● <i>Posted on the Planning Applications webpage</i>

During the pre-notification period, the applicant received four responses in opposition to the proposed rezoning. Concerns raised included the general affordability of the proposed development, increased density, potential loss of boulevard trees & general green space and parking.

Administration received comments from 2 residents living in the neighborhood who are concerned about the proposed development. Concerns raised include the site as being an inappropriate location for a Row House, traffic and parking congestion, lowering surrounding property values and general concerns regarding the nature of redevelopment occurring in the neighborhood in conjunction with impacts from the future LRT.

CONCLUSION

City Planning recommends that City Council APPROVE this application.

APPENDICES

- 1 Application Summary