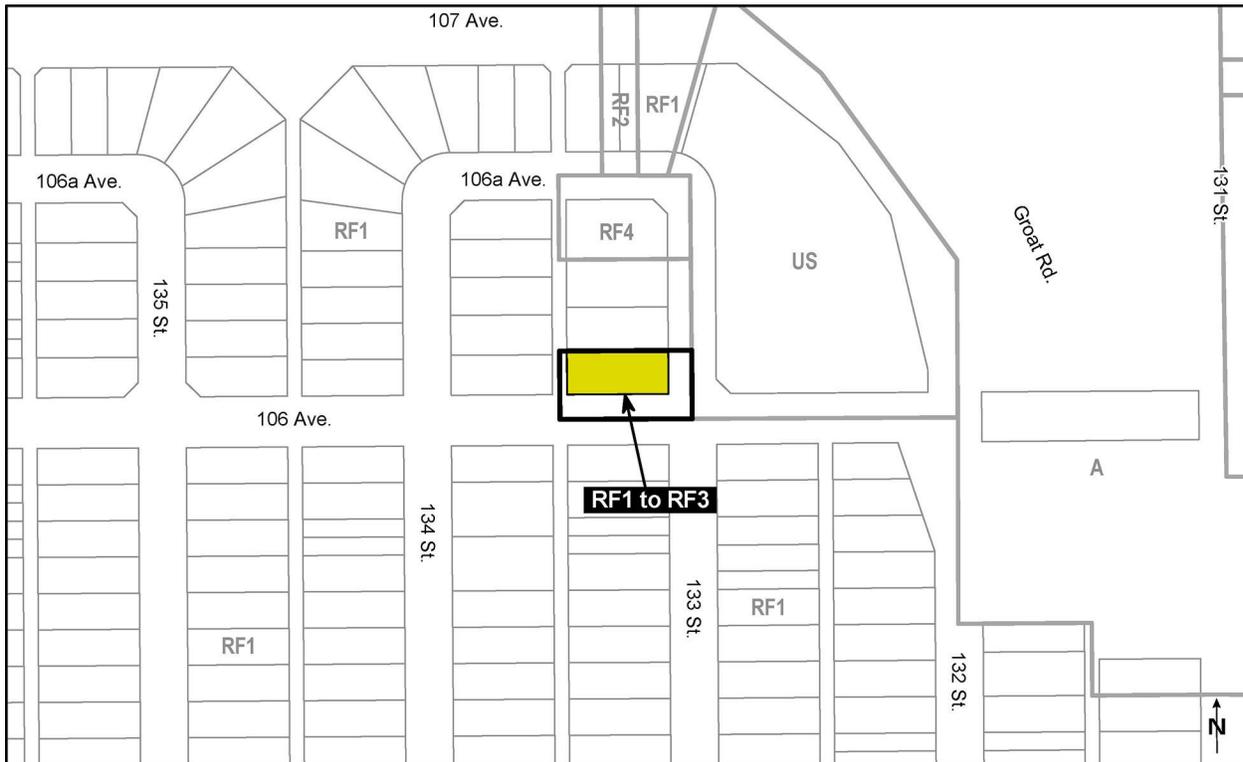




ADMINISTRATION REPORT REZONING GLENORA

13302 106 Avenue NW

To allow for small scale infill development.



Recommendation: That Charter Bylaw 19890 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 housing diversity in the Glenora neighborhood on a corner lot, where row housing is an appropriate and compatible form of development;
- it proposes development within 400 metres of the future Glenora LRT stop with an increase in residential density that appropriately scales and fits with surrounding built forms; and

- it aligns with infill objectives of the City Plan by increasing density at an appropriate location near the two major corridors of 107 Avenue and Stony Plain Road.

Report Summary

This land use amendment application was submitted by E1NS Consulting on July 15, 2021 on behalf of landowners A&M Concrete & Bobcat Services Ltd. This application proposes to change the designation of a single lot from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone to allow for the development of small scale residential development such as Single Detached, Semi-detached or Multi-unit Housing. The current intent of the developer is to construct Multi-unit Housing in the form of three (3) principal dwelling units of row housing.

This proposal is in alignment with the goals and policies of the City Plan (MDP) to accommodate efficient development and all future growth for an additional 1 million population within Edmonton's existing boundaries. To do this, 50% of new residential units are intended to be created at infill locations near key nodes and corridors. There is no local area plan in effect for this area of the City.

The Application

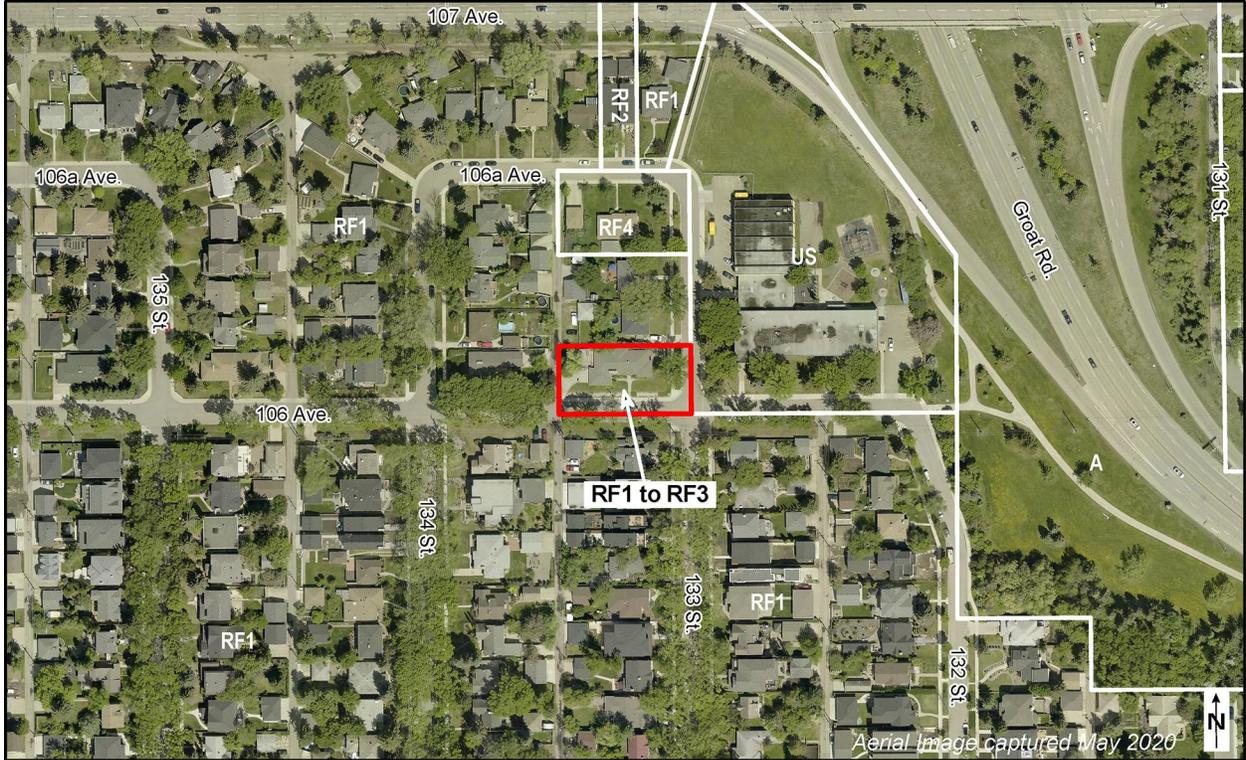
CHARTER BYLAW 19890 to amend the Zoning Bylaw from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone. The purpose of the RF3 zone is to provide for a mix of small scale housing such as Single Detached, Semi-detached or Multi-unit Housing.

It is the applicant's intent to develop this property to allow for a multi-unit development in the form of three (3) principal dwelling units of row housing.

Site and Surrounding Area

The subject site is approximately 780 square meters in area, located on a corner lot abutting two local roads within the interior northeast portion of the Glenora neighbourhood. Vehicular access is through the rear lane west of the site. The property is one block south of 107 Avenue, an arterial road and transit corridor bordering the neighborhood. Additional transit access will be available along Stony Plain Road approximately 350 meters to the south where the future Valley Line West LRT and Glenora LRT Stop are to be located. The site is located across 133 Street from the Progressive Academy School and is within 500 metre walking distance to the Glenora Park and Community League building which are located on the southwest corner of 105 Avenue and 136 Street.

The surrounding area is generally developed with single detached housing, however there are properties dispersed throughout Glenora that allow for a variety of infill opportunities.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RF1) Single Detached Residential Zone	Single Detached House
CONTEXT		
North	(RF1) Single Detached Residential Zone	Single Detached House
East	(RF1) Single Detached Residential Zone	Single Detached House
South	(RF1) Single Detached Residential Zone	Single Detached House
West	(US) Urban Services Zone	Private Education Services (Progressive Academy)



VIEW OF THE SITE LOOKING NORTHWEST FROM 106 AVENUE NW & 133 STREET NW



VIEW OF THE SITE LOOKING WEST FROM 133 STREET NW



VIEW OF THE SITE LOOKING EAST FROM REAR LANE

Planning Analysis

LAND USE COMPATIBILITY

The subject property is a corner site, surrounded by roadways on three sides, and is located in a mature neighbourhood with good connectivity both locally and to the broader city networks.

There is no plan in effect for the Glenora neighbourhood. The proposed rezoning aligns with the City Plan targets of optimizing existing established neighbourhoods by adding 50% of new units added throughout infill areas such as Glenora. With goals to increase and diversify Edmonton’s housing supply, this application meets City Plan policies which include enabling ongoing residential infill to occur at a variety of scales and densities.

The Edmonton Zoning Bylaw’s Mature Neighborhood Overlay (MNO) applies to this site and helps to ensure that low density infill developments, such as row housing, are sensitive to to a site’s surrounding context. The RF3 regulations which control the built form, in combination with with the MNO regulations, are similar to its current RF1 zoning. The front and rear setback requirements under both zones are identical as well as their maximum allowable height at 8.9 metres. Interior setbacks under the RF3 zone provide additional separation than those of the RF1 zoning. Along the northern boundary of the site, redevelopment of this property will require the applicant to adhere with a minimum 3.0 metre internal setback, whereas the RF1 zone requires only 1.2 metres. (See RF1 and RF3 comparison below)

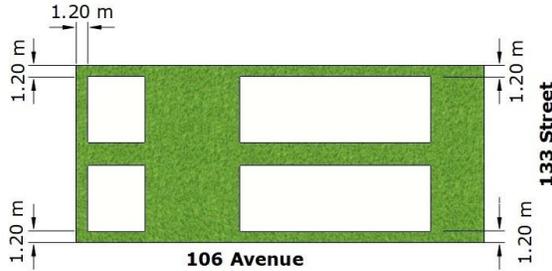
The proposed zone will allow for additional housing choices in Glenora by dividing a proposed building into smaller units. Although the RF3 zone allows under certain conditions up to five principal dwellings with opportunities for garden and secondary suites, the applicant's intent is for three units of row housing with no suites contemplated. The maximum site coverage is higher under the RF3 zone than the RF1, however, the maximum built form shall follow the height and setback requirements of the RF3 zone and the MNO in order to ensure limited impacts to adjacent properties. Overall, the location of the property being a corner lot along with the regulation requirements of the zoning bylaw provide proper transitions to the rest of the blockface north of the site. This transition is considered appropriate based on this corner lot configuration.

RF1 & RF3 COMPARISON SUMMARY

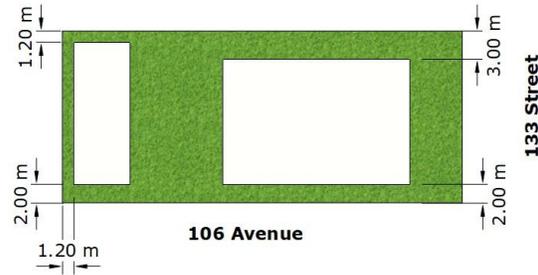
	RF1 + MNO <i>Current</i>	RF3 + MNO <i>Proposed</i>
Principal Building	Single Detached Housing	Multi-Unit Housing
Maximum Height	8.9 m	8.9 m
Front Setback Range (133 Street)	5.7 m - 8.7 m	5.7 m - 6.0 m
Minimum Interior	1.2 m	3.0 m

Side Setback				
Minimum Flanking Side Setback (106 Avenue)	1.2 m		2.0 m	
Minimum Rear Setback (Lane)	17.0 m (40% of Site Depth)		17.0 m (40% of Site Depth)	
Maximum Site Coverage	40% ¹		45%	
Maximum No. Dwelling Units	Two (2) Principal Dwellings ² Two (2) Secondary Suites ² Two (2) Garden Suites ²		Five (5) Principal Dwellings ³ Five (5) Secondary Suites ³ Five (5) Garden Suites ³	
Accessory Building	Garden Suite	Detached Garage	Garden Suite	Detached Garage
Maximum Height	6.5 m	4.3 m	6.5 m	4.3 m
Minimum Interior Side Setback	1.2 m	0.6 m	1.2 m	0.6 m
Minimum Flanking Side Setback	1.2 m	1.8 m	2.0 m	2.0 m
Minimum Rear Setback	1.2 m	1.2 m	1.2 m	1.2 m
<p>Notes:</p> <p>¹A maximum Site Coverage of 40% would be applicable to each subdivided lot</p> <p>²Lot Subdivision would be required to accommodate two Single Detached principal structures/dwellings under RF1. Semi-detached could be built without subdividing under RF1. Each principal dwelling could have a Secondary Suite and/or Garden Suite.</p> <p>³Secondary Suites and Garden Suites are allowed with each existing principal dwelling, the likelihood of these suites diminishes as the number of principal dwellings increase. The applicant's current intent for the redevelopment is for three (3) Principal Dwellings.</p>				

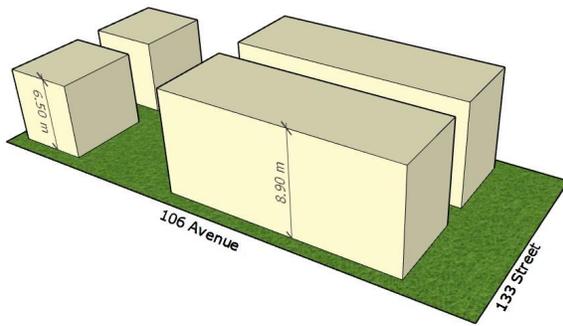
**POTENTIAL RF1 BUILT FORM
(Top view)**



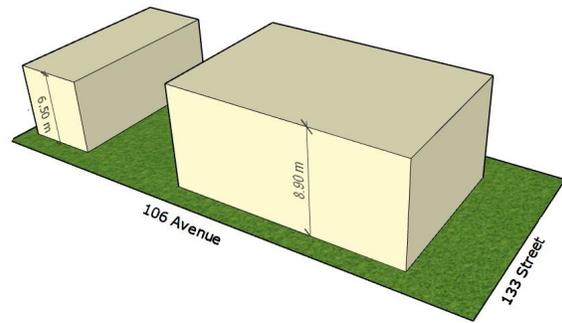
**POTENTIAL RF3 BUILT FORM
(Top view)**



**POTENTIAL RF1 BUILT FORM
(3D view)**



**POTENTIAL RF3 BUILT FORM
(3D view)**



TRANSIT ORIENTED GUIDELINES

This site is located within 350 metres of the Valley Line West Glenora LRT stop which will be constructed at the corner of 133 Street and Stony Plain Road to the south. This stop, as identified by the TOD Guidelines, is a Neighbourhood Station which seeks to ensure proposed developments within 400 metres are incrementally constructed with small-site developments of appropriate scale and fit with surrounding built forms. The TOD guidelines further suggest that a maximum of 42 dwelling units per hectare within this context. As this proposed zone must adhere to the regulations of the Mature Neighbourhood Overlay, the intended three unit row housing development is considered suitable as a Transit Oriented Development for this location.

Technical Review

Transportation

With the redevelopment of the site, vehicular access shall only be granted from the rear alley in order to conform with the Zoning Bylaw regulations under the Mature Neighbourhood Overlay.

Drainage

Redevelopment allowed under the proposed zone would not have a significant impact on existing drainage infrastructure. As per the Drainage Bylaw, the applicants are advised if the subject rezoning area is developed for residential uses other than single family or semi-detached housing, a private drainage system consisting of a storm sewer service connection and/or a low impact development facility will be required to accommodate storm water from roofs and any parking areas, exterior storage areas and paved areas.

EPCOR Water

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

A deficiency in on-street fire protection adjacent to the property was also identified by EPCOR Water. City of Edmonton fire protection standards required fire hydrant spacing of 90 metres for the proposed zoning; hydrant spacing in the area is approximately 111 metres. The owner/developer will be required to install one new hydrant on 106 Avenue at their expense. Based on this information, the owners have requested Edmonton Fire Rescue Services (EFRS) to perform an Infill Fire Protection Assessment (IFPA) which will be considered for the development permit stage to potentially alter or lessen on-street fire protection infrastructure upgrades, assuming certain criteria are met. At the time this report was written, the IFPA assessment had not yet been concluded.

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

Community Insights

<p>ADVANCE NOTICE August 24, 2021</p>	<ul style="list-style-type: none"> ● Number of recipients: 24 ● Number of responses with concerns: 12 ● Common comments included: <ul style="list-style-type: none"> ○ Increased units will contribute to vehicular congestion with potential parking impacts to the neighbourhood. ○ Intended row housing is not in keeping with the single detached residential nature of the neighbourhood. ○ Uncertainty of exact proposal and design details of the redevelopment. ○ Potential for the property owners to resell the land for profit without fully intending on-site redevelopment. ○ Neighbourhood disruption during infill construction.
<p>WEBPAGE</p>	<ul style="list-style-type: none"> ● edmonton.ca/glenoraplanningapplications

No formal feedback or position was received from the Glenora Community League at the time this report was written.

Conclusion

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

APPENDICES

- 1 Application Summary

APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19890
Location:	Northwest corner of 106 Avenue NW and 133 Street NW
Address:	13302 106 Avenue NW
Legal Description:	Lot 1, Block 61A, Plan 1690HW
Site Area:	780.2 m ²
Neighbourhood:	Glenora
Notified Community Organization:	Glenora Community League
Applicant:	E1NS Consulting

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:
Approved By:
Branch:
Section:

Marty Vasquez
Tim Ford
Development Services
Planning Coordination