

 **PLAN AMENDMENT AND REZONING**
Allard

11910 41 Avenue SW

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



ALLARD NEIGHBOURHOOD AREA STRUCTURE PLAN AMENDMENT AND REZONING AREA

RECOMMENDATION AND JUSTIFICATION

City Planning is in SUPPORT of this application because it:

- Is compatible with the surrounding existing and planned land uses;
- Provides a diversity of housing forms in the neighbourhood; and
- Allows for medium density housing along arterial roadways and in proximity to a future Light Rail Transit (LRT) station and school/park site.

THE APPLICATION

1. Bylaw 18293 to amend the Allard Neighbourhood Area Structure Plan (NASP) population statistics and Land Use Concept map to reflect a change from *Medium Density Residential 1* to *Medium Density Residential 2*. This will allow for the development of row housing instead of low rise apartments or stacked row housing.
2. Bylaw 18294 to amend the Zoning Bylaw from (RA7) Low Rise Apartment Zone to (RF5) Row Housing Zone to accommodate row housing.

SITE AND SURROUNDING AREA

The subject site is located directly northeast of James Mowatt Trail SW and 41 Avenue SW and is undeveloped. The land to the north is undeveloped and zoned for low-rise apartments. There is a future LRT station planned northwest of the site. The area to the east consists of a set of agricultural buildings, semi-detached housing, single detached housing, and then a school site. Land west of the future LRT station area is undeveloped, and zoned for row housing. To the south across 41 Avenue SW is farmland in Leduc County.



AERIAL VIEW OF THE SITE AND SURROUNDING ZONES

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RA7) Low Rise Apartment Zone	Undeveloped
CONTEXT		
North	(RA7) Low Rise Apartment Zone	Undeveloped

East	(AG) Agricultural Zone (RF4) Semi-detached Residential Zone	Existing agricultural related buildings Semi-detached housing
South	41 Avenue SW Leduc County	Undeveloped farmland
West	James Mowatt Trail SW (AG) Agricultural Zone (RF5) Row Housing Zone	Undeveloped future LRT corridor Undeveloped

PLANNING ANALYSIS

ALLARD NEIGHBOURHOOD AREA STRUCTURE PLAN

The application conforms to the Allard NASP development objectives and principles, including:

- Mitigate the impact of vehicle traffic associated with medium density residential development on low density residential areas;
- Promote access to the LRT Station;
- Minimize the traffic congestion and enhance safety on the internal collector roadway loop; and
- Promote pedestrian accessibility to parks, open spaces, and transit facilities.

The application proposes a decrease in the planned overall residential density within the NASP by 1.1 upnrha (units per net residential hectare) from 38.2 upnrha to 37.1 upnrha. This density decrease proposed in the NASP is supported by administration based on the following considerations:

- The site has limited vehicular access - abutting two arterial roadways that do not allow direct access to the site, due to the separation distances as outlined in the administration's Access Management Guidelines;
- Technical challenges due to shared access/servicing cause limitations to development on the site - Under existing RA7 zoning, access and servicing to the subject site would be required through the RA7 zoned site to the north, requiring cross-lot servicing. This access/servicing through the site to the north would also limit the developability of that site;
- No existing access through built out area – Access cannot be provided from the northeast due to existing low density residential development;
- Developed neighbourhood - This site is in the last corner of the Allard neighbourhood to be rezoned for development, so using other sites to offset the decrease in density is not a viable option. The remaining site zoned (AG) Agricultural Zone to the east cannot support the higher density required to offset this decrease;
- Legal access via local roads - The AG zoned site to the east was owned by another party until recently. With an ownership change, it is available for use to provide legal access to the subject site; and
- Reduced anticipated traffic impacts – With the access from the east now available, the density decrease will reduce traffic impacts through the low density residential portion of the neighbourhood.

TRANSIT ORIENTED DESIGN (TOD) GUIDELINES

Approximately half of the subject site is located within 400 m of a future LRT station, and the balance is beyond 400 m. The City's TOD density guideline for sites between 200m to 400 m is a minimum of 63 dwelling units per hectare (du/ha) for larger sites, and 42 du/ha for smaller sites. The proposed density of 45 du/ha for the proposed RF5 Zone falls between these target densities.

Furthermore, the net proposed residential density within 400 m of the future LRT station in the Allard neighbourhood is at 73.7 du/ha. As well, across James Mowatt Trail to the west, the Desrocher neighbourhood has a planned residential density within 400 m of the future LRT station at 80.2 du/ha. The portion of the Desrochers neighbourhood west of James Mowatt Trail, within the 400 m radius, is also fully zoned for development.

Given the above met plan objectives, the site specific conditions that limit development potential in this area, and considering the overall density within 400 m of the future LRT station area, administration supports the proposal.

REGIONAL CONSIDERATIONS

This application is required to be referred to the Edmonton Metropolitan Region Board (EMRB) for review prior to third reading in accordance with Regional Evaluation Framework (REF) 2.0 Ministerial Order NO MSL: 111/17 because the proposed plan amendment results in a decrease of the planned residential density in the plan area (Section 4.2.g). Rationale for reducing the planned density will be reviewed by the EMRB.

Section 8.2 of the REF supports the continued development of plans that were approved under the 2010 Capital Region Growth Plan: *Growing Forward*, and allows plans that were approved under this plan to meet the target densities of this plan. The Allard Neighbourhood Area Structure Plan (NASP) was approved under the 2010 plan and the density target for the Allard neighbourhood was 30-40 units per net residential hectare (upnrha). This application meets this target and would result in a density at the higher end of this range at 37.1 upnrha.

The new Edmonton Metropolitan Region Growth Plan: *Re-Imagine. Plan. Build.*, guides development in the Edmonton Metropolitan Region and supports the current Allard NASP planned density as described above through the grandfathering of the previous plan. This application meets the guiding principles of the *Re-Imagine. Plan. Build.* plan to achieve compact growth that optimizes infrastructure investment in the plan as it:

- Completes the development of the Allard neighbourhood (Objective 4.3);
- Allows for compact and contiguous development (Objective 4.1);
- Provides a varied housing type from the surrounding sites (proposes row housing, and is surrounded by apartment housing and single/semi-detached) (Objective 4.5); and
- Provides medium density residential near a future Light Rail Transit (LRT) station (Objective 4.2).

TECHNICAL REVIEW

Vehicular access and servicing requirements for the site have been provided by transportation and drainage staff as well as utility agencies reviewing the application. In addition to the technical considerations stated above, all comments from affected City Departments and utility agencies have been addressed.

PUBLIC ENGAGEMENT

ADVANCE NOTICE October 2, 2017	<ul style="list-style-type: none">• Number of recipients: 88• Number of responses: 0
PUBLIC MEETING	<ul style="list-style-type: none">• Not held
WEB PAGE	<ul style="list-style-type: none">• edmonton.ca/allard

CONCLUSION

City Planning recommends that City Council APPROVE this application.

APPENDICES

1. Approved NSP Land Use and Population Statistics – Bylaw 16725
2. Proposed NSP Land Use and Population Statistics – Bylaw 18293
3. Approved NSP map – Bylaw 16725
4. Proposed NSP map – Bylaw 18293
5. Application Summary

**ALLARD NEIGHBOURHOOD AREA STRUCTURE PLAN
APPROVED LAND USE AND POPULATION STATISTICS
BYLAW 16725**

LAND USE	Area (ha)	% of GA	% of GDA
Gross Area	163.73		
Environmental Reserve	8.90	5.4%	
Arterial Road R/W	8.09	4.9%	
Total Non-Developable Area	16.99	10.4%	
Gross Developable Area	146.74		100.0%
Existing Government Road Allowance	2.45		1.7%
Commercial	1.22		0.8%
Parkland, Recreation, School (Municipal Reserve) ¹			
School and Community Park	7.62		5.2%
Urban Village Park	2.46		1.7%
Pocket Park	1.72		1.2%
Greenway	0.42		0.3%
TOB Walkway	0.73		0.5%
Transportation Circulation	26.39		18.0%
Infrastructure / Servicing Stormwater Management Facilities	6.34		4.3%
Total Non-Residential Area	49.35		33.6%
Net Residential Area (NRA)	97.39		66.4%

} 8.3%

RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION

Land Use	Area (ha)	Units/ha	Units	% of Total	People/Unit	Population	% of NRA
Low Density Residential <i>Single/Semi-detached</i>	77.25	25	1,932	51.9%	2.8	5,408	79.3%
Medium Density Residential 1 <i>Low-rise/Medium Density Housing</i>	10.63	90	957	25.7%	1.8	1,722	10.9%
Medium Density Residential 2 <i>Row Housing</i>	7.26	45	327	8.8%	2.8	915	7.5%
High Density Residential <i>Medium to High Rise Units</i>	2.24	225	504	13.6%	1.5	756	2.3%
Total Residential	97.39		3,719	100.0%		8,801	100.0%

SUSTAINABILITY MEASURES

Population Density (ppnrha)	90.4
Units Per Net Residential Hectare (upnrha)	38.2
Unit Density within 400m of LRT Service (du/nrha)	83.2
[Single/Semi-Detached] / [Rowhousing, Low-Rise/Medium Density Units and Medium to High Rise Units]	
Unit Ratio	52% / 48%

STUDENT GENERATION

Public School Board	587
Elementary	293
Junior / Senior High	293
Separate School Board	235
Elementary	117
Junior High	59
Senior High	59
Total Student Population	822

**ALLARD NEIGHBOURHOOD AREA STRUCTURE PLAN
PROPOSED LAND USE AND POPULATION STATISTICS
BYLAW 18293**

LAND USE	Area (ha)	% of GA	% of GDA
Gross Area	163.73		
Environmental Reserve	8.90	5.4%	
Arterial Road R/W	8.09	4.9%	
Total Non-Developable Area	16.99	10.4%	
Gross Developable Area	146.74		100.0%
Existing Government Road Allowance	2.45		1.7%
Commercial	1.22		0.8%
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Transportation			
Circulation	26.39		18.0%
Infrastructure / Servicing			
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} 8.3%

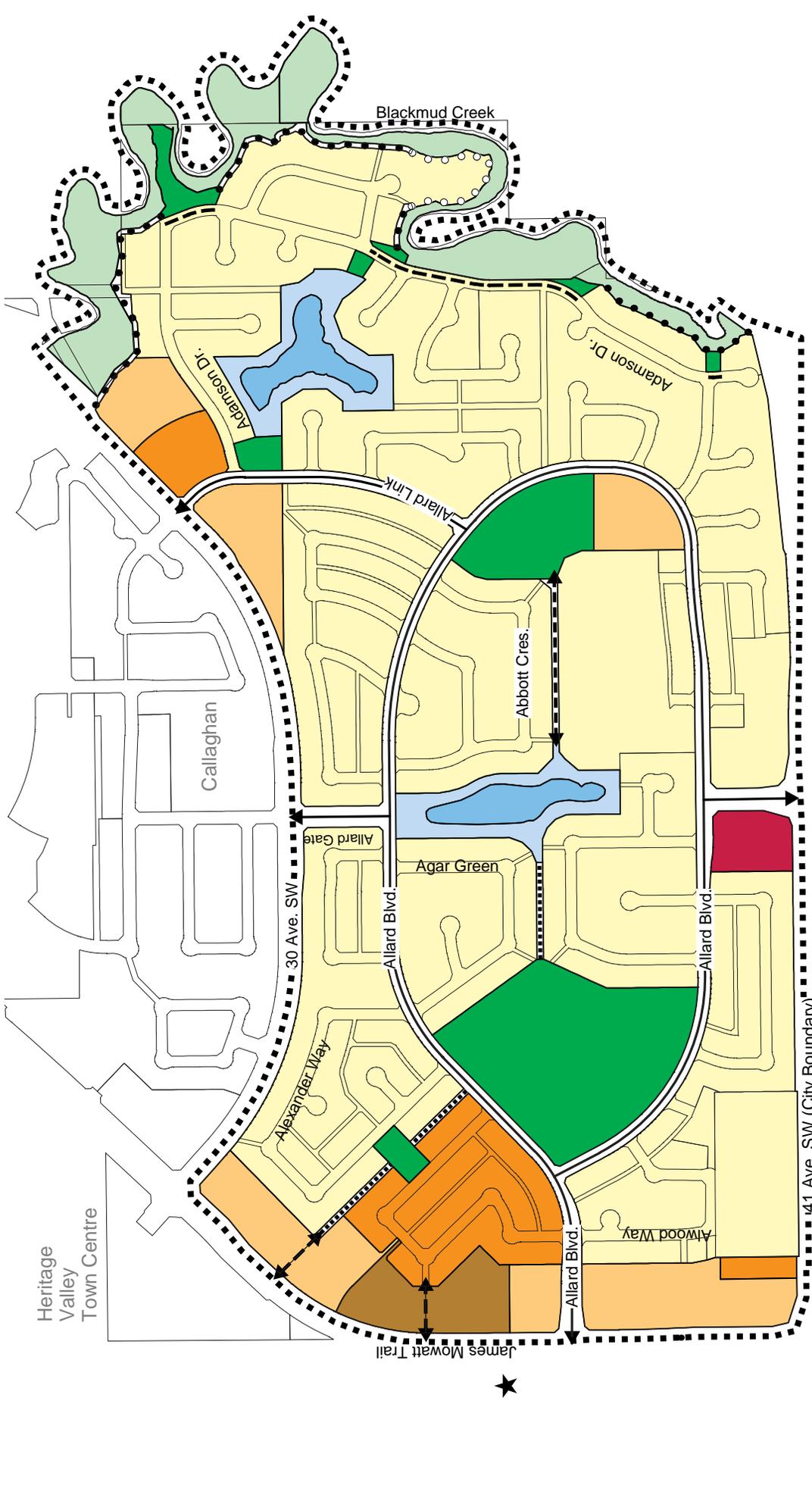
Land Use	Area (ha)	Units/ha	Units	% of Total	Unit	Population	% of NRA
Low Density Residential							
<i>Single/Semi-detached</i>	77.25	25	1,931	53.4%	2.8	5,408	79.3%
Medium Density Residential 1							
<i>Low-rise /Medium Density Housing</i>	8.36	90	752	20.8%	1.8	1,354	8.6%
Medium Density Residential 2							
<i>Row Housing</i>	9.54	45	429	11.9%	2.8	1,202	9.8%
High Density Residential							
<i>Medium to High Rise Units</i>	2.24	225	504	13.9%	1.5	756	2.3%
Total	97.39		3,617	100.0%		8,720	100.0%

SUSTAINABILITY MEASURES

Population Density (ppnrha)	89.5
Units Per Net Residential Hectare (upnrha)	37.1
Unit Density within 400m of LRT Service (du/nrha)	73.7
[Single/Semi-Detached]/[Rowhousing, Low-Rise/Medium Density Units and Medium to High Rise Units]	
Unit Ratio	52% / 48%

STUDENT GENERATION

Public School Board	587
Elementary	293
Junior / Senior High	293
Separate School Board	235
Elementary	117
Junior High	59
Senior High	59
Total Student Population	822



**BYLAW 16725
APPROVED
ALLARD**

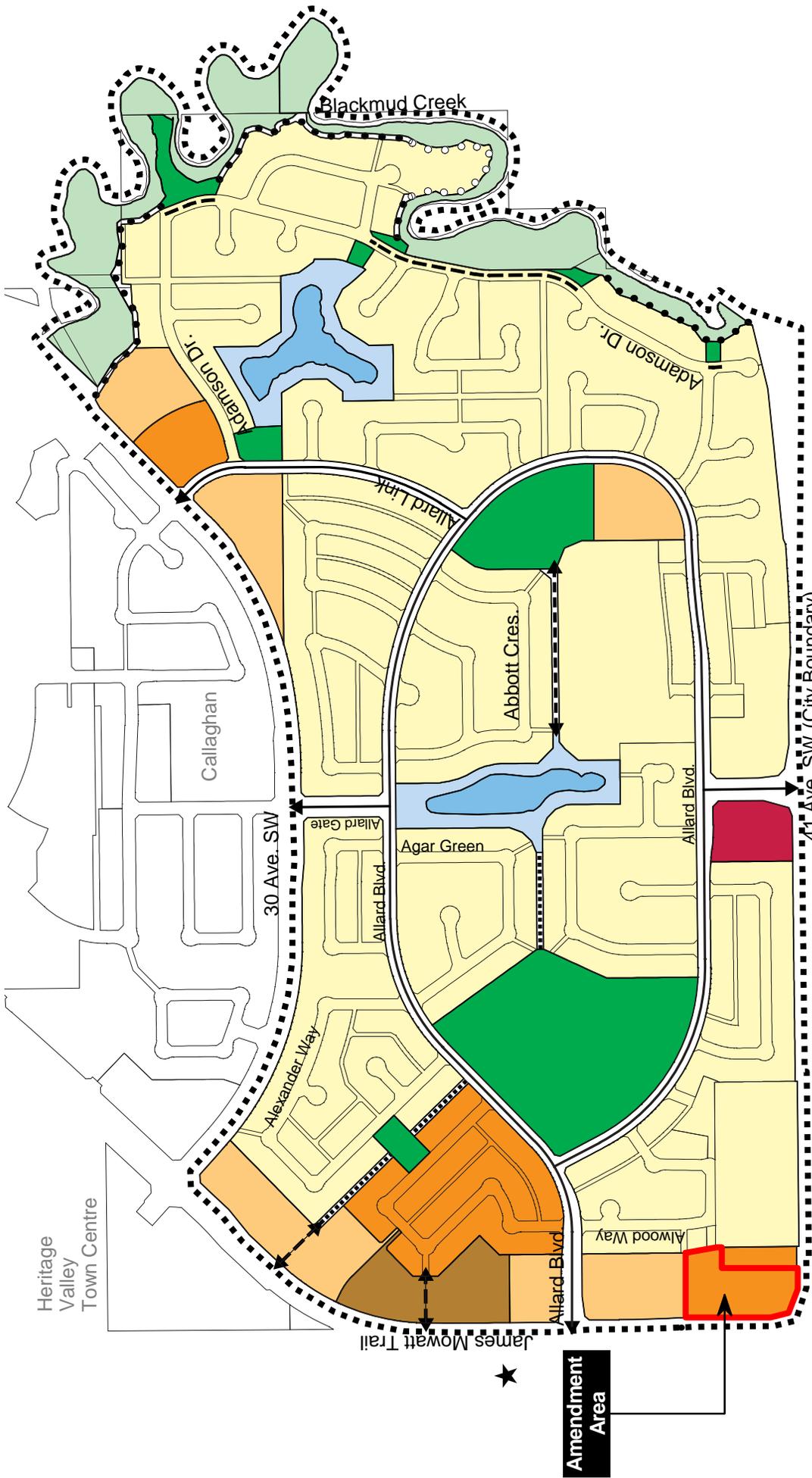
**Neighbourhood Area Structure Plan
(as amended)**

- | | | | |
|---|--------------------------------|---|------------------------------------|
|  | Low Density Residential |  | Greenways / Multi-Use Trail |
|  | Medium Density Residential 1 |  | Top of Bank Multi-Use Trail |
|  | Medium Density Residential 2 |  | Future Top of Bank Multi-Use Trail |
|  | High Density Residential |  | Collector Roadway |
|  | Neighbourhood Commercial |  | Top of Bank Roadway |
|  | Stormwater Management Facility |  | NASP Boundary |
|  | Neighbourhood Park |  | LRT Station |
|  | Environmental Reserve | | |
|  | Enhanced Walkway Connection | | |

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

SUSTAINABLE DEVELOPMENT





Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

**BYLAW 18293
AMENDMENT TO
APPROVED
ALLARD
Neighbourhood Area Structure Plan
(as amended)**

- Low Density Residential
- Medium Density Residential 1
- Medium Density Residential 2
- High Density Residential
- Neighbourhood Commercial
- Amendment Area

- Stormwater Management Facility
- Neighbourhood Park
- Environmental Reserve
- Enhanced Walkway Connection

- Greenways / Multi-Use Trail
- Top of Bank Multi-Use Trail
- Future Top of Bank Multi-Use Trail
- Collector Roadway
- Top of Bank Roadway
- NASP Boundary
- LRT Station

SUSTAINABLE DEVELOPMENT

APPLICATION SUMMARY

INFORMATION

Application Type:	NSP, Rezoning
Bylaw:	18293 and 18294
Location:	Directly northeast of James Mowatt Drive SW and 41 Avenue SW
Address:	11910 41 Avenue SW
Legal Description:	A portion of SW-18-51-24-4
Site Area:	2.28 ha
Neighbourhood:	Allard
Ward - Councillor:	10 – Michael Walters
Notified Community Organization(s):	Blackmud Creek Community League Heritage Point Community League
Applicant:	Stantec

PLANNING FRAMEWORK

Current Zone and Overlays:	(RA7) Low Rise Apartment Zone
Proposed Zone and Overlay:	(RF5) Row Housing Zone
Plans in Effect:	Allard Neighbourhood Area Structure Plan Heritage Valley Servicing Concept Design Brief
Historic Status:	None

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Branch:	City Planning
Section:	Planning Coordination