



ADMINISTRATION REPORT **REZONING** STRATHEARN

8523 - 95 Avenue NW

To allow for low rise Multi-unit Housing.



Recommendation: That Charter Bylaw 19926 to amend the Zoning Bylaw from the (RF1) Single Detached Residential Zone with the Mature Neighbourhood Overlay to the (RA7) Low Rise Apartment Zone be **APPROVED**.

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

- the location of the site on a corner, along a collector road, and near two LRT stations makes it an ideal place for an appropriate increase in residential density;
- the proposed zone includes regulations to ensure the larger built form and additional opportunities for limited Non-Residential Uses are compatible with the surrounding low intensity residential area; and
- it generally complies with the direction for future development along a Secondary Corridor near neighbourhood LRT stations as directed by The City Plan and the Transit Oriented Development Guidelines.

Report Summary

This land use amendment application was submitted by Situate Inc. on September 23, 2021. This application proposes to change the designation of a site from the (RF1) Single Detached Residential Zone with the Mature Neighbourhood Overlay to the (RA7) Low Rise Apartment 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.

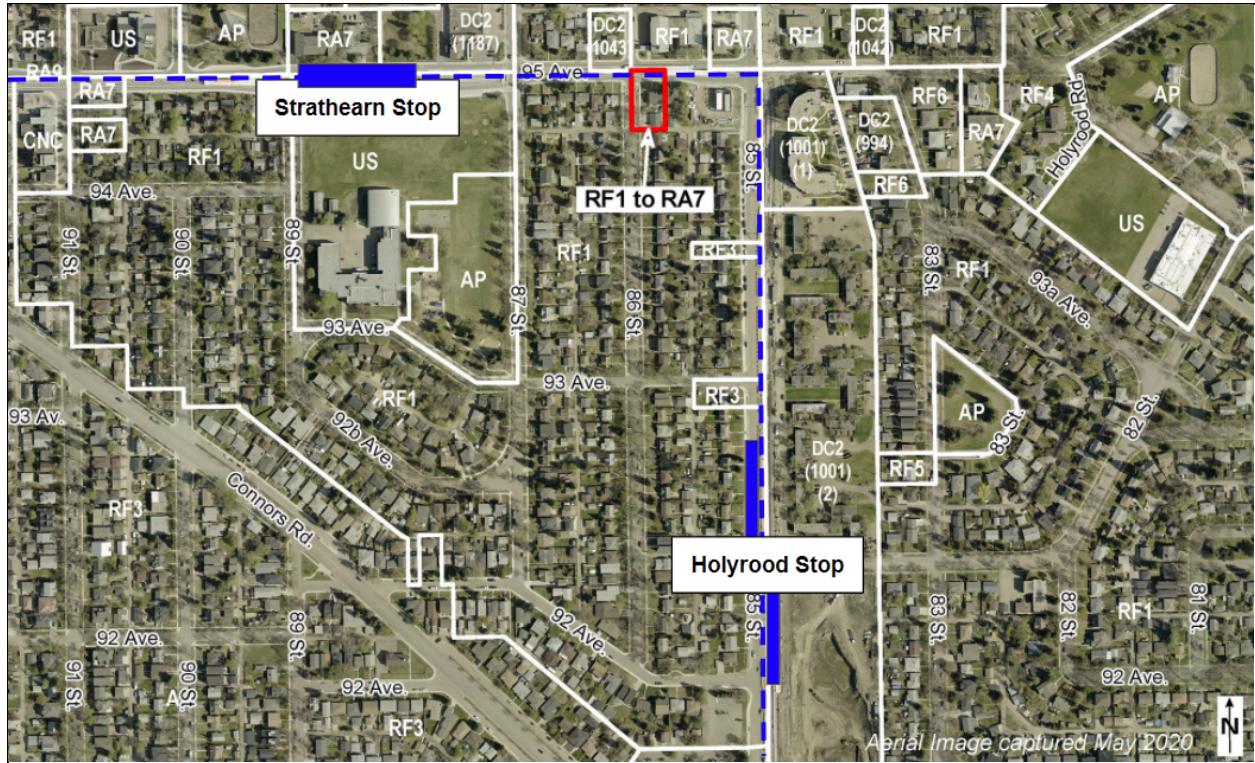
The scale and uses of the proposed RA7 Zone are generally considered compatible with lower intensity residential forms and specific regulations in the RA7 Zone help ensure this. The proposed RA7 Zone conforms to policy direction for increasing density at key nodes in corridors in both The City Plan and the Transit Oriented Development Guidelines.

The Application

1. CHARTER BYLAW 19926 to rezone the site from the (RF1) Single Detached Residential Zone to the (RA7) Low Rise Apartment 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.

Site and Surrounding Area

This corner site is just over 800 square metres in area and is located along 95 Avenue NW, a collector road and also the route of the Valley Line LRT. Both the Strathearn and Holyrood LRT Stops are within 300 metres of the site.



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	Religious Assembly - Strathearn United Church
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 OF SITE LOOKING SE FROM 95 AVENUE NW



VIEW OF SITE LOOKING NE FROM 86 STREET NW

Planning Analysis

THE CITY PLAN

There is no neighbourhood level statutory plan that applies to Strathearn. Within The City Plan, 95 Avenue NW at this location is identified as a Secondary Corridor. A secondary corridor is intended to be a vibrant residential and commercial street that serves as a local destination for surrounding communities. The desired overall density is a minimum of 75 people and/or jobs per hectare with a typical massing/form of low-rise and mid-rise buildings. For a site this size, that equates to 6 people living here. The proposed RA7 Zone would require a minimum of 4 dwellings, but would likely be developed with more, and is anticipated to result in this minimum density being met.

While full build out in accordance with The City Plan may ultimately lead to mid-rise buildings along this corridor near the Strathearn LRT Stop, given the site size as a single lot and one of the first such increases in intensity in the immediate area, the low-rise built form of the RA7 Zone is considered appropriate at this time.

TRANSIT ORIENTED DEVELOPMENT GUIDELINES

Within these guidelines, the Strathearn LRT Stop is considered a Neighbourhood Station. For this site, within 400 metres of the station and on a collector road, the guidelines suggest a density of between 45 and 125 dwellings per hectare, which equates to a maximum built form of a low-rise apartment building and which aligns with what the proposed RA7 Zone would facilitate.

The guidelines also include a recommendation that new low rise buildings next to existing houses should be designed to create a gradual transition in height away from the existing house using stepbacks. The recently amended RA7 Zone increased the required setback from 1.2 to 3.0 metres but took out the requirement for a stepback. This manages building transitions and reduces the overall massing and impact of the building, while allowing for increased landscaping viability within the setback to help address concerns about privacy and overlook. It is concluded that the intent around transitions in these guidelines is still being met by the recently revised version of the RA7 Zone through an increased overall setback.

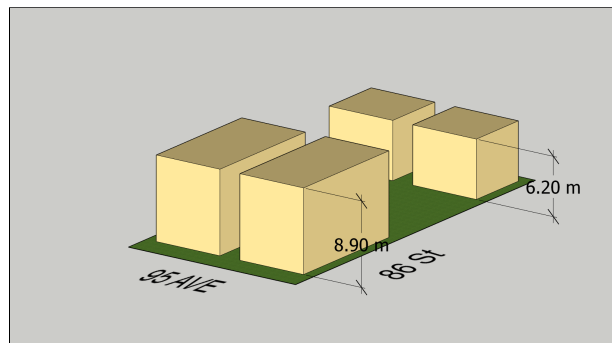
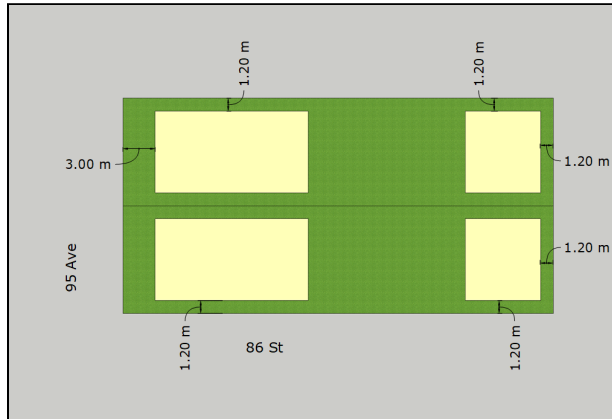
LAND USE COMPATIBILITY

The scale of the proposed RA7 Zone is compatible with lower intensity residential forms such as single detached houses in the RF1 Zone (see comparison table and graphics below) and it is common for these two forms to exist adjacent to each other in Edmonton, particularly along important corridors. However, to further improve the transition between the two, the side setback requirements in the RA7 Zone were recently amended by City Council on December 7, 2021. The amendments increased the interior side setback from 1.2 metres to 1.5 metres when a proposed RA7 building is less than 10.0 metres in height and to 3.0 metres if the proposed building is more than 10.0 metres in height.

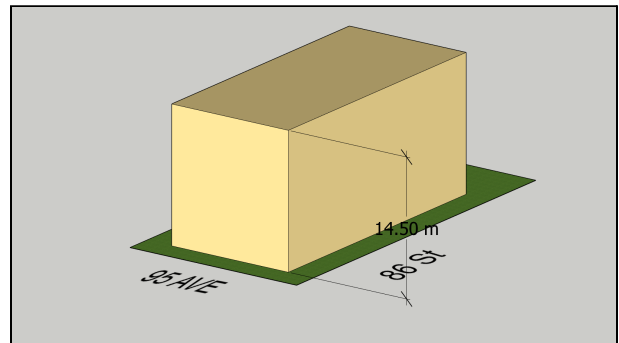
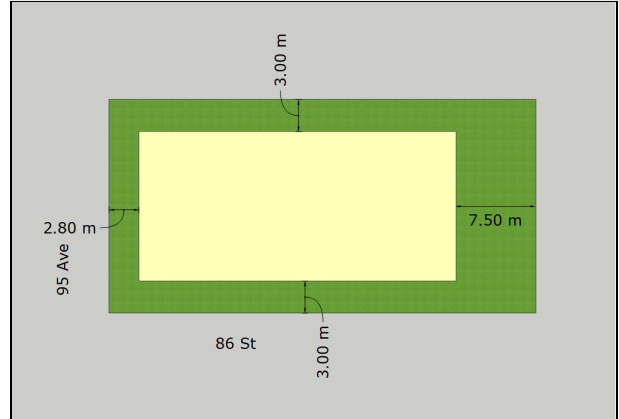
The proposed RA7 Zone introduces a potential for some limited Non-Residential Uses to the site, such as Child Care Services, Health Services and Specialty Food Services. Regulations are included that restrict them in size (275 m² of floor area) and location (ground floor only) to ensure compatibility with residential development both within the same building and on adjacent sites.

	RF1 + MNO¹ <i>Current</i>	RA7 <i>Proposed</i>
Principal Building	Single Detached Housing	Multi-Unit Housing
Height	8.9 m	14.5 m (flat roof) 16.0 m (pitched roof)
North (front) Setback	3.0 m	2.8 m
East (side) Setback	1.2 m	3.0 m*
West (side) Setback	1.2 m	3.0 m
South (rear) Setback	16.1 m (40% of Site Depth)	7.5 m
Number of Dwellings	Two (2) Principal Dwellings Two (2) Secondary Suites Two (2) Garden Suites	Minimum of four (4) Dwellings No maximum
Maximum Site Coverage	40%	No maximum
Floor Area Ratio	N/A	2.3 - 2.5
Accessory Building	Garden Suite	
Height	6.2 m (flat roof) 6.5 m (pitched roof)	
East Side Setback	1.2 m	
West Side Setback	1.2 m	
South (rear) Setback	1.2 m	
Notes:		
¹ This assumes a split of the existing site into two lots, each approximately 10 m in width.		
*Effective February 2022		

POTENTIAL RF1 BUILT FORM



POTENTIAL RA7 BUILT FORM



Technical Review

TRANSPORTATION

With redevelopment of the site, vehicular access will need to be moved to the rear lane from where it currently is on 86 Street NW in accordance with the proposed RA7 Zone. Access details will be further reviewed at the development permit stage with submission of a detailed site plan. Any relocation of utility poles required to facilitate access from the lane shall be at the owner's expense.

The Strathearn neighbourhood is currently being considered for the Alley Renewal Program. If the neighbourhood is selected, this project is tentatively scheduled for 2023 to 2025 and would include the lane adjacent to this site.

DRAINAGE

Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilizing a controlled outflow rate to mitigate its impact on the existing drainage infrastructure. Details of the required on-site stormwater management will be reviewed at the Development Permit stage. This project may utilize storm sewers installed with the Valley line South East LRT extension.

EPCOR WATER

There is a severe deficiency in on-street fire protection adjacent to the site. City of Edmonton Standards require on-street fire flows of 300 litres per second and hydrant spacing of 90 metres for the proposed RA7 zone. On-street fire flows in the area are well below the required flow rate and hydrant spacing is approximately 118 metres. In order to meet City standards, the owner/developer will be required to construct approximately 215 metres of new water mains and one new hydrant, at their expense.

Edmonton Fire Rescue Services may be able to perform an Infill Fire Protection Assessment at the development permit stage to potentially alter or lessen on-street fire protection infrastructure upgrades, assuming certain criteria are met.

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

Community Insights

<p>ADVANCE NOTICE October 19, 2021</p>	<ul style="list-style-type: none"> ● Number of recipients: 77 (120 m radius) ● Number of responses in support: 0 ● Number of responses with concerns: 2 ● Common comments included: <ul style="list-style-type: none"> ○ Impacts on street parking for visitors (x2) ○ Do not agree with no minimum parking requirements (Open Option Parking) ○ Too large a building at a site surrounded by houses ○ Larger buildings and houses should be in different places, not beside each other ○ Negatively impact quality of life
<p>WEBPAGE</p>	<ul style="list-style-type: none"> ● https://www.edmonton.ca/strathearnplanningapplications

With regards to the concerns around parking, 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 is recognized that residents living in high-demand areas, such as near an LRT station, have concerns about on-street parking congestion.

Administration will continue to work with neighbourhoods to apply on-street parking management tools, such as paid parking and restricted parking, to manage on-street parking where needed in these instances. The City’s current approach to managing parking within a specific area is to first gather information related to parking congestion before installing any type of restrictions. This is to balance the supply of parking spaces with the demands of the community.

Administration is currently undertaking a broad review of how on-street parking is managed to ensure it is aligned with the recent removal of on-site parking minimums (Open Option Parking) and the direction in ConnectEdmonton and The City Plan to begin treating on-street parking as a strategic public asset. This Public Parking Action Plan is targeted to be presented to Urban Planning Committee in the second quarter of 2022.

Conclusion

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

APPENDICES

- 1 Application Summary

APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19926
Location:	Southeast corner of 95 Avenue NW and 86 Street NW
Address:	8523 - 95 Avenue NW
Legal Description:	Lot 17 and a portion of Lot 16, Block 2, Plan 6364S
Site Area:	809.8 m ²
Neighbourhood:	Strathearn
Ward:	Métis
Notified Community Organizations:	Strathearn Community League Holyrood Community League Southeast Area Council of Community Leagues
Applicant:	Situate Inc.

PLANNING FRAMEWORK

Current Zone and Overlay:	(RF1) Single Detached Residential Zone Mature Neighbourhood Overlay
Proposed Zone:	(RA7) Low Rise Apartment Zone
Plan in Effect:	None
Historic Status:	None

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Branch:	Development Services
Section:	Planning Coordination