



ADMINISTRATION REPORT REZONING WESTMOUNT

10321, 10325, 10335 - Wadhurst Road NW

To allow for eleven multi-unit dwellings in the form of row housing.



Recommendation: That Charter Bylaw 19934 to amend the Zoning Bylaw from (RF3) Small Scale Infill Development Zone to (DC2) Site Specific Development Control Provision be **APPROVED**.

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

- provides the opportunity for increased housing diversity in the Westmount neighbourhood;
- promotes redevelopment in close proximity to a future LRT stop; and
- provides a sensitive transition between the higher intensity development on 124 Street and the lower density housing to the west.

Report Summary

This land use amendment application was submitted by Stantec Consulting Ltd. on June 24, 2021 on behalf of Cantiro. This application proposes to rezone land from (RF3) Small Scale Infill Development Zone to (DC2) Site Specific Development Control Provision to allow for the development of eleven units of multi-unit housing within two buildings on three existing irregular shaped parcels.

This proposal is in alignment with the applicable policies of the City Plan which encourages infill residential development at a variety of scales, densities and designs near key nodes and corridors.

The Application

CHARTER BYLAW 19934 to amend the Zoning Bylaw would allow for the development of eleven units of multi-unit housing within two buildings on three existing irregular shaped parcels. Each unit would have direct front access to Wadhurst Road and an integrated main level garage with vehicular access from the lane.

Site and Surrounding Area

The site is located at the north end of Wadhurst Road in an area called Groat Estates, within the Westmount neighbourhood. This area is composed primarily of single detached houses.

The site comprises three parcels, each of which currently has a single detached house, which would be demolished with any redevelopment. The site is surrounded by alleys on three sides, and Wadhurst Road, a narrow one-way street on the west. The southern portion of Wadhurst Road splits around a local park, with one-way traffic heading south along both portions adjacent to the subject site. There is a marked bike lane heading north on the northern portion of Wadhurst Road, which connects to the bicycle network to the north. There is no vehicular access from Wadhurst Road to 104 Avenue NW.

The site is located approximately 150 to 220 metres from the future 124 Street Valley Line West LRT Stop (westbound and eastbound platforms, respectively). Half a block to the east is 124 Street NW, one block to the north is Stony Plain Road and one and a half blocks to the south is 102 Avenue NW, all three are arterial roadways supported by frequent transit service. Additionally, 102 Avenue NW has a separated two-way bike lane. Vehicular access to the site is from the south only.



AERIAL VIEW OF APPLICATION AREA

	Existing Zoning	Current Use
Subject Site	(RF3) Small Scale Infill Development Zone	Single detached houses
Context		
North	(AP) Public Park Zone	Single Detached House
East	(CB1) Low Intensity Business Zone	1-3 storey mixed use buildings
South	(RF3) Small Scale Infill Development Zone	Single Detached Houses
West	(RF3) Small Scale Infill Development Zone	Single Detached Houses



PHOTO FROM SOUTHWEST (DECEMBER 2021)



PHOTO OF NORTHERN PORTION OF SITE



PHOTO SOUTHERN PORTION OF SITE

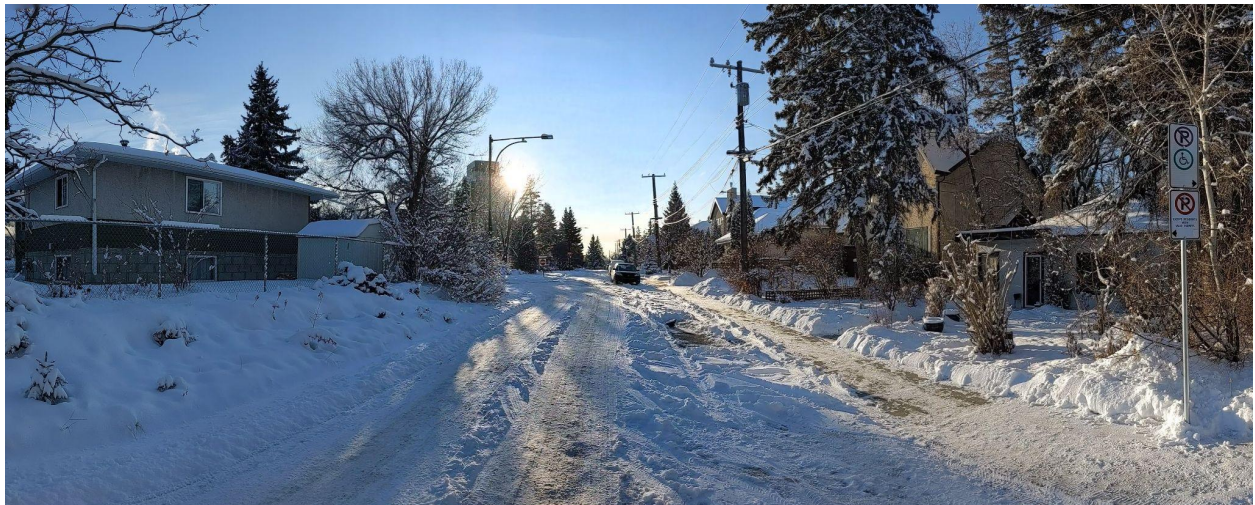


PHOTO OF WADHURST ROAD FROM NORTH (site is on the left) (DECEMBER 2021)

Planning Analysis

Land Use Compatibility

The proposed rezoning allows for a site-specific building design, as the site has a unique shape. The current RF3 Zone with the Mature Neighbourhood Overlay would allow for the development of eleven principal dwelling units, but due to the unique lot shape, it would likely require variances to the setback regulations. The main differences between the proposed DC2 and the current RF3 are an increase in height and adjustment of the setbacks. The site coverage is the same, and the number of units allowed under the DC2 is less (no secondary suites or garden suites will be allowed).

The proposed building design and density is considered to be an appropriate balance between the specific location at the interior of the neighbourhood and the broader city context. The site is surrounded by roadways on all sides, is within two blocks of a future LRT stop and three arterial roadways with frequent transit service and shares the rear lane with businesses and multi-unit housing on 124 Street. The increased height allowed under the proposed DC2 is considered an appropriate transition in this location.

Zoning Comparison Summary

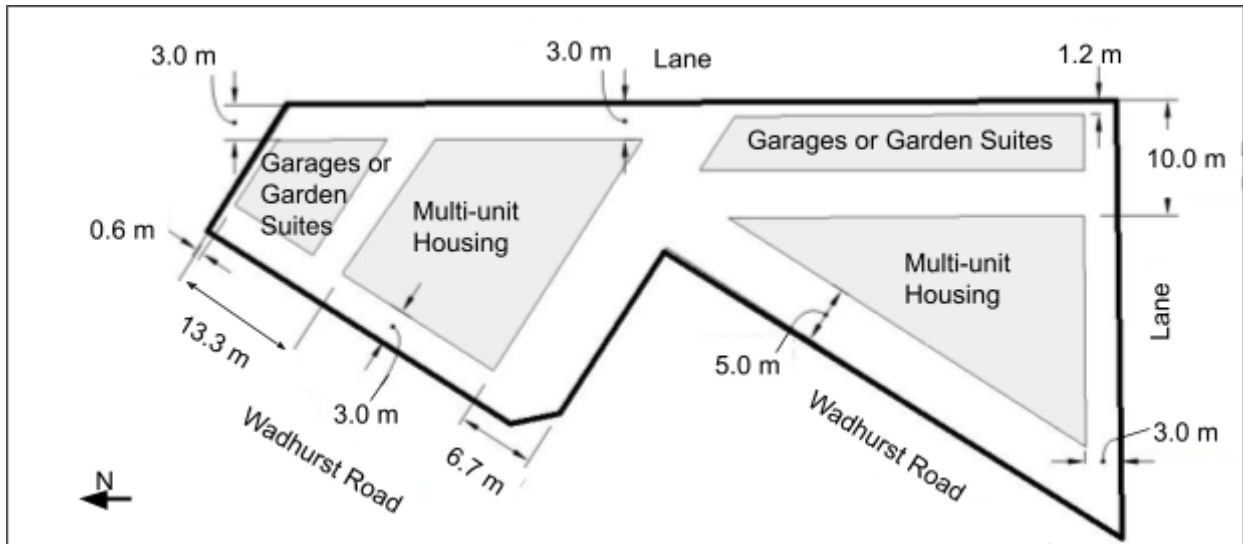
Due to the irregular shape of the lots, the dimensions provided below for the current RF3 Zone are approximate. The setbacks shown assume that the southern two lots would be consolidated and developed separately from the northern lot. This means that the front lot line for the southern lots is on the west, and the front lot line for the northern lot is south. For this reason, the dimensions are shown on the diagram rather than the table. This is not the only configuration that would be possible, but it is the most logical for comparison purposes.

	RF3 + MNO <i>Current</i>	DC2 <i>Proposed</i>
Principal Building	Multi Housing	Multi-Unit Housing
Height	8.9 m	11.75 m
Maximum Site Coverage	45%	45%
Maximum No. Dwelling Units	Eleven (11) Principal Dwellings Eleven (11) Secondary Suites Eleven (11) Garden Suites ¹	Eleven (11) Principal Dwellings
Accessory Building	Garden Suite or detached garage	N/A
Height	6.5 m or 4.3 m	

Notes:

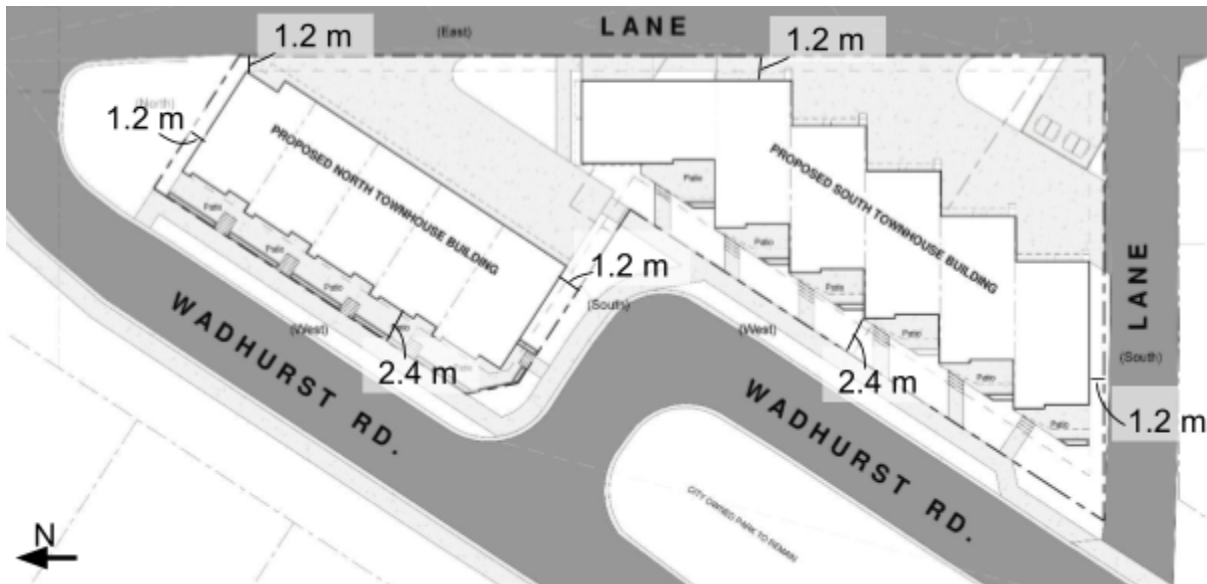
¹ Due to practical limitations from site shape, site coverage, building setbacks and amenity area requirements, it is unlikely that this site could accommodate all 33 units under the RF3 Zone.

RF3 + MNO
Current



** This is only one possible orientation and makes some assumptions on the possible layout. Any application for a Development Permit under the current zoning would require interpretation of the Zoning Bylaw and may result in a different layout.*

DC2
Proposed



City Plan Alignment

The proposed rezoning aligns with the goals and policies of the City Plan, which encourages increased density at a variety of scales, densities and designs. The application helps to achieve the goal of 50% of new units added through infill city wide.

The site is located half a block from 124 Street and one block from Stony Plain Road, which are both considered Primary Corridors and are supported with mass transit. This type of corridor supports increasingly dense, mixed-use development which is human scaled and walkable, supporting both transit and local business. While the site does not have direct vehicle access to these corridors, it does have a direct connection for pedestrians and cyclists. Therefore the proposed town house built form is considered an appropriate balance of the increased housing diversity encouraged by the City Plan, and the context of the site in a single detached housing area.

Transit Oriented Development Guidelines

The site is located approximately 150 metres from the westbound platform of the future 124 Street Valley Line West LRT Stop. Sites on local roads within 200 metres of an Enhanced Neighbourhood Stop are encouraged to be developed with a minimum density of 125 dwelling units/hectare. With the development of eleven dwellings, the site would have an approximate density of 65 dwelling units/hectare, much lower than the encouraged density in close proximity to the future LRT stop.

The guidelines encourage development in areas near Enhanced Neighbourhood Stops to be an appropriate scale with high architectural quality and a mix that establishes housing as the predominant use. The proposed ground-oriented building is an acceptable scale and the design is appropriate for the location.

Public Contributions

This proposed rezoning requires a contribution of \$22,000 to comply with City Policy C599 Community Amenity contributions in Direct Control Provisions. The application exceeds this contribution requirement by including the provision to plant four boulevard trees in enhanced soil cells (contribution calculated at \$48,000). Through community feedback, it was heard that there is a large value on mature trees in the area. As most of the mature trees are located on private property and would be removed to allow the development, it was determined that planting new trees on the boulevard would contribute back to the community.

Technical Review

Transportation

The applicant submitted a transportation memo to identify the existing traffic volumes adjacent to the proposed development and to determine the potential traffic impacts of the proposed development on the adjacent local roads. The magnitude of the traffic generated by the proposed eleven dwellings is not anticipated to have a significant impact on the local roadways or alley operations adjacent to this development.

The owner will be required to construct a sidewalk along Wadhurst Road adjacent to this site to provide better pedestrian connectivity from the proposed development to the existing sidewalks. The alley adjacent to the site is anticipated to be reconstructed as part of 124 Street and Area Business Improvement Area improvements scheduled to occur between 2023 and 2026.

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.

Fire Rescue Services

Through the community consultation process, it was identified that there were concerns with regard to the non-standard narrow roadways and the ability for Fire Rescue Services to be able to provide emergency services in this area. While some mature areas do not meet current design and construction standards, it is required that upgrades are completed when a site is redeveloped.

In this location, there were two options identified in order to meet the intent and performance of the City’s current Design and Construction Standards. One option would see the removal of all on-street parking along all of Wadhurst Road in order to accommodate the equipment necessary to respond to an emergency event. The second option would address the redevelopment site only, by requiring the inclusion of sprinklering in the proposed buildings. Responding to a fire in a sprinklered building requires a smaller response in terms of the number of units, firefighters and types of apparatus, by ensuring that fires are smaller and slower growing.

Due to the current strain on street parking in the area, the applicant has agreed to pursue the sprinklering option for the redevelopment of this site.

EPCOR Water

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

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

Community Insights

<p>DC2 Pre-Application Notice <i>(sent from applicant)</i> May 20, 2021</p>	<p>Number of recipients: 69 17 responses were received including a communal letter signed by 32 people (as reported by the applicant).</p> <ul style="list-style-type: none"> ● Opposed: 14 (including communal letter) ● Mixed: 1 ● Support: 2 <p>Comments are summarized below.</p>
<p>Advance Notice & Online Public Engagement Session Notice sent: August 13, 2021 Online Engagement: August 16 to September 6, 2021</p>	<p>Number of recipients: 69 engaged.edmonton.ca/WadhurstTownhomes</p> <ul style="list-style-type: none"> ● Engaged: 21 ● Informed: 54 ● Aware: 103

	<p>Comments were received on the website and by phone/email</p> <ul style="list-style-type: none"> ● Opposed: 18 ● Mixed: 4 ● Support: 3 <p>Comments are summarized below and details can be found in the attached What We Heard Report.</p>
<p>Applicant Led Virtual Open House October 28, 2021</p>	<p>Number of attendees: 18 Community members were given the opportunity to ask questions, which were answered by the applicants (Stantec and Cantiro)</p>
<p>Webpage</p>	<ul style="list-style-type: none"> ● edmonton.ca/westmountplanningapplications

Several responses were received from the community, some supported the development, but the majority were opposed. The comments received in support identified this as a good location for increased density and that the building form will help add variety to the area. The main comments in opposition stated concerns with the scale of the development, the loss of mature trees and the possible implications on traffic, parking, and emergency access.

In relation to the scale of the proposed development, there were concerns with the additional height and reduced setbacks that would be allowed in the DC2, stating that the current RF3 would be preferred as it would allow for the same number of dwellings, but in a way that would be more contextually appropriate. This concern was emphasized for the northern building due to its higher topography and narrow roadway, which was perceived to result in a greater shadowing impact on the homes to the west with front yard gardens.

In response to the community concerns identified, the applicant:

- reduced the proposed height from 12.5 metres to 11.75 metres;
- identified one mature tree on private property and four on public property that could be retained;
- confirmed that the buildings will be sprinklered in order to address emergency access concerns, and retain on-street parking along Wadhurst Road; and
- provided additional details and rationale to answer questions that arose throughout the process.

Additional details regarding the comments received from the community may be found in the attached What We Heard Report.

Conclusion

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

APPENDICES

- 1 What We Heard Report
- 2 Sun Shadow Studies
- 3 Application Summary



WHAT WE HEARD REPORT

Online Rezoning Public Engagement Session Feedback Summary LDA21-0330 - Wadhurst Townhomes - Westmount

PROJECT ADDRESS: 10321, 10325 & 10335 WADHURST ROAD NW

PROJECT DESCRIPTION:

The application proposes to rezone the above noted properties from (RF3) Small Scale Infill Development Zone to (DC2) Site Specific Development Control Provision. The proposed DC2 would allow for the development of two row housing/townhouse style buildings with a total of 11 units, each with direct ground-level street access. The southern building is proposed to allow six residential units, and the northern building would allow five residential units. Each unit is proposed to have a garage bay on the main level, with access from the rear lane.

PROJECT WEBSITE: edmonton.ca/westmountplanningapplications

ENGAGEMENT FORMAT: Online Engagement Webpage - Engagement Edmonton:
engaged.edmonton.ca/WadhurstTownhomes

ENGAGEMENT DATES: August 16 to September 6, 2021

NUMBER OF VISITORS:

- Engaged: 21
- Informed: 54
- Aware: 103

See “Web Page Visitor Definitions” at the end of this report for explanations of the above categories.

ABOUT THIS REPORT

The information in this report includes the feedback gathered through the Engaged Edmonton platform and by email between August 16 to September 6, 2021.

Input from Edmontonians will be used to ensure the review of the application takes local context into consideration and is as complete as possible. It will also be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised. Feedback will also be summarized in the report to City Council when the proposed rezoning goes to a future City Council Public Hearing for a decision.

This report will be shared with those who emailed the file planner, and/or provided an email address on the Engaged Edmonton Website, as well as with the applicant and the Ward Councillor.

ENGAGEMENT FORMAT

The Engaged Edmonton webpage included information about the proposed development, the rezoning process and contact information for the file planner. Two tools were available for participants: one to ask questions and one to leave feedback.

The comments are summarized by the main themes below, with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked within the feedback comments are answered within this report.

FEEDBACK SUMMARY

This section summarizes main themes collected.

Number of Responses:

In Support: 3

In Opposition: 18

Mixed: 4

The most common **concerns** heard were:

Building scale: The buildings are out of scale with the neighbourhood, and should be built to the parameters of the current zone. This is especially the case with the northern building, which fronts onto a very narrow road where the land is higher than across the road to the west.

Landscaping/mature tree preservation: There is a strong desire to preserve the existing mature trees in the area, and residents feel the site coverage (including the pavement of the rear yard) does not allow for adequate landscaping.

Traffic and safety: The area has several narrow, one-way roads with specific locations allowed for parking. Drivers tend to speed through going the wrong way and park in illegal locations. This also creates challenges for emergency access.

The most recurring comments of **support** heard were:

Density: This is a gentle increase in density, which will be beneficial for the surrounding neighbourhood and businesses, as well as take advantage of the nearby future LRT Stop.

Built Form: The proposed building design is good, and the form will add variety to the housing options in the area.

WHAT WE HEARD

The following section includes a summary of collected comments with the number of times a comment was recorded in brackets (comments received once do not have a number).

REASONS FOR OPPOSITION

Built Form/Site Layout

- Too high, out of character and resulting in negative sun shadowing and daylight impacts (16)
- Setbacks are too small, especially northern building west setback which fronts the bike lane, which will affect sightlines and safety (13)
- Should be developed under current/standard zoning, which allows more units than the proposed but at an appropriate scale with standard heights/setbacks (12)
- Northern building will have a larger impact on the homes with front gardens across the road to the west due to the height differential in grade, the narrow road (7)
- Buildings are too large, and the design creates the visual effect of one large continuous building across all lots (7)
- Too many units for the site (5)

Neighbourhood Character/Greenspace/Mature Trees

- Preserve green space and mature trees, which has been a major facet in the area through several other redevelopment projects (18)
- Too much pavement along the lane (7)
- Proposed design does not match the village like character of the area (7)
- Increased shadowing will negatively impact the mature trees to the west, and result in erosion issues on the ravine (2)

Traffic/Parking/Safety

- Emergency vehicle access issues due to narrow roads, infrequent snow clearing and vehicular parking (9)
- Vehicle access, traffic volumes and safety issues on narrow one-way roads (vehicles are already often travelling the wrong way) (8)

- There are already parking issues exacerbated by the surrounding businesses that do not have enough parking on their own (5)
- No sidewalks in front of development (3)
- Alleys are in poor condition due to garbage and delivery trucks (2)

Process

- Feel uninformed about the proposal and would like more assessments to be shared (5)
- Concerned that the Groat Estates Plan was removed and the conservation of the area will not remain a central focus (3)
- The community contribution is minimal compared to the scale of development

Other

- The increase in height and decrease in setbacks is simply to increase profit
- Will add load to an already overburdened sewage system

SUGGESTIONS FOR IMPROVEMENT

- Reduce the number of units (3)
- Northern building should have a frontage on the south end facing the park
- Activate laneway rather than just having pavement
- Encourage the use of high quality building materials to blend into the neighbourhood, construct to LEED (or equivalent) standard and promote net-zero energy consumption
- Move waste collection bins north on the lot away from other residential dwellings

REASONS FOR SUPPORT

- Gentle increase in density is beneficial for surrounding neighbourhood and businesses and near LRT (5)
- Good overall design, would be great with minor changes (3)
- Due to the climate change crisis, there is a benefit to having more people live closer to downtown and LRT
- Will provide a greater variety of housing options in the neighbourhood
- More people to live in the area and advocate for the community
- Site could support higher density than proposed
- Will result in more eyes on the street

ANSWERS TO SPECIFIC QUESTIONS WITHIN RESPONSES

1. **Question:** The draft DC2 Site Specific Development Control Provision outlines eight uses within the site. Does that mean that the developer may accommodate anything that is contained on the list of uses? What is the intended use of the 11 units in the proposed development? Are all the intended uses, including Supportive Housing, actually the intention of the applicant for this development? Is the list permissive or is it the actual intended use? We note that the list of uses contains Major Home Based Business and Minor Home Based Business. What is the distinction? Since the proposed development includes 11 front doors, 11 double garages for 11 units, does that mean that there would not be separate entrances for businesses? Or perhaps all the units will not be used for Multi-Unit Housing? Should the currently all-residential-neighbourhood expect Fascia-On-Premises signs if the DC2 zoning is approved?

Answer: The intended use within the proposed building is multi-unit housing, for a total of 11 dwellings. The list of possible uses is permissive. Supportive Housing is a use class that is included within all residential zones, as directed by City Council in order to ensure inclusivity. The applicant has not indicated an intent to build Supportive Housing.

Major and minor home based businesses are typical use classes in all residential zones within the city. This allows residents to operate a business from within their home, which must be secondary to the main purpose as a dwelling. More information about home based businesses can be found [here](http://edmonton.ca/business_economy/licences_permits/home-based-business).
(edmonton.ca/business_economy/licences_permits/home-based-business)

Signs within residential areas are limited in size, and may only be used for the purpose of a residential sales centre, as there are no commercial uses proposed within the DC2.

2. **Question:** What need is being addressed or met by the development? Is this development targeting housing for families? Is the housing stratified (i.e. studio, one bedroom, two bedrooms or three bedroom units)? Are the units of equal size? What is the price of the units? What is the plan for ownership for the units – rental, condominiums, or individual ownership? Will ownership be different for the north and south buildings (e.g. supportive and family housing in the north building, rental units in the south building, and major and/or minor businesses in both buildings)?

Answer: Typically these specific details are not yet determined at the rezoning stage. Zoning regulates how we use land and includes regulations to help ensure that a building is compatible with the surrounding area. This includes what types of uses are allowed on a site and the basic size and shape of those buildings (i.e. height, setbacks, etc). Zoning does not regulate who can live or work in the buildings, how the buildings are operated, or whether the property is rented or owned. As a result, these factors cannot be taken into consideration as part of the rezoning application review.

3. **Question:** Has there been a traffic study?

Answer: A traffic memo has been supplied by the applicant, and is currently under review by the City Administration. This will be shared publicly once it has been accepted.

4. **Question:** Why can't some trees be preserved on the property for this proposed development? Why is this developer not being held to the same standard [to preserve the mature trees]? Has there been an arborist evaluation?

Answer: While trees on City property (boulevards and parkland) are protected and retention is encouraged through the Corporate Tree Management Policy C456A, the Alberta Municipal Government Act (MGA) does not specifically authorize municipalities to protect trees on private property. Therefore, the trees on this site are not regulated by the City, however, there are some incentives to retain mature trees rather than planting new ones.

The feedback from the community regarding the desire to preserve at least some of the mature trees on the properties has been noted, and will be shared with the applicant. Direct Control Provisions provide the opportunity to tailor the zoning to the site in a more specific way than standard zoning allows. However, any revisions to the proposed provisions would be at the applicant's discretion.

City Administration does not require an arborist evaluation for private trees. In seeking clarification from the applicant, it was indicated that the intention is to determine if any of the mature trees could be retained through building design (architect evaluation), not through an arborist report.

Web Page Visitor Definitions

Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

Informed

An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

If you have questions about this application please contact:

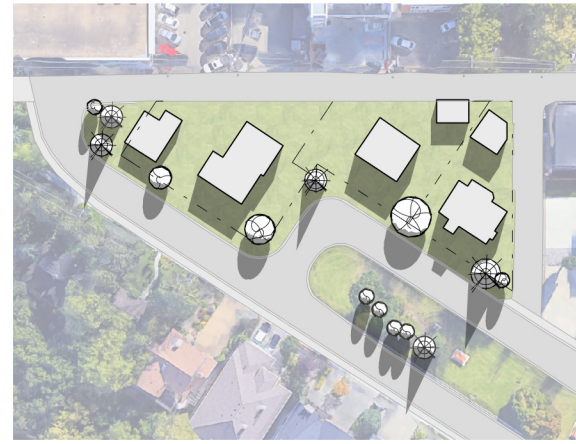
Heather Vander Hoek, Planner

780-423-7495

heather.vanderhoek@edmonton.ca



Spring Equinox March 9 am Exist.



Summer Solstice June 9 am Exist.



Fall Equinox September 9 am Exist.



Winter Solstice December 9 am Exist.



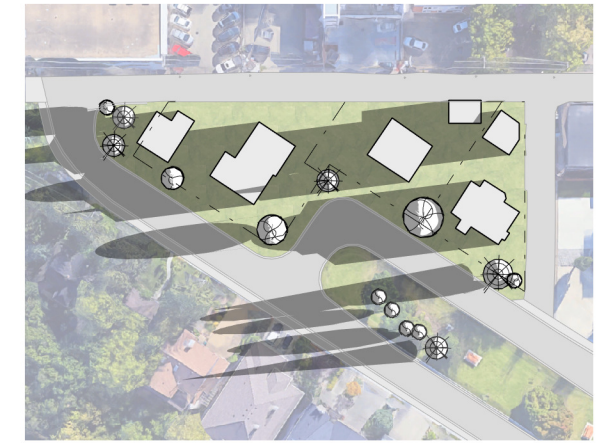
Spring Equinox March 12 pm Exist.



Summer Solstice June 12 pm Exist.



Fall Equinox September 12 pm Exist.



Winter Solstice December 12 pm Exist.



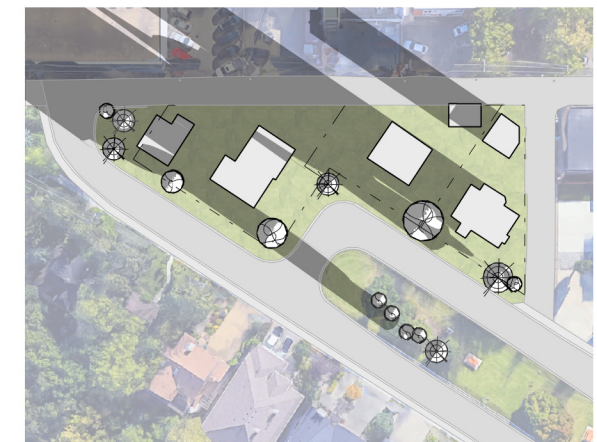
Spring Equinox March 3 pm Exist.



Summer Solstice June 3 pm Exist.



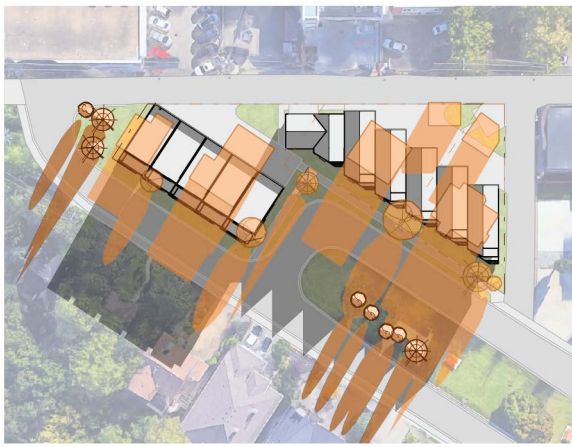
Fall Equinox September 3 pm Exist.



Winter Solstice December 3 pm Exist.

CANTIRO - Groat Estates

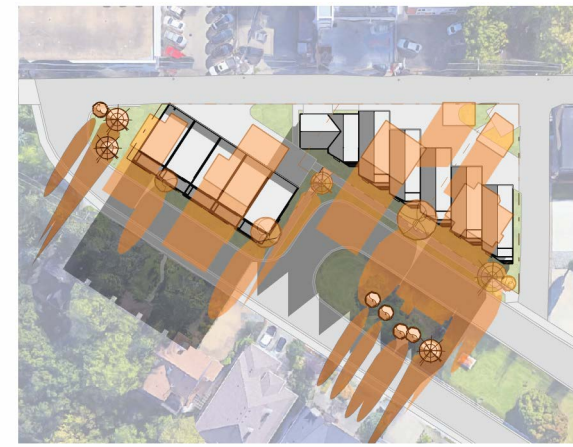
Shadow Study - Existing Homes and Trees



Spring Equinox March 9 am



Summer Solstice June 9 am



Fall Equinox September 9 am



Winter Solstice December 9 am



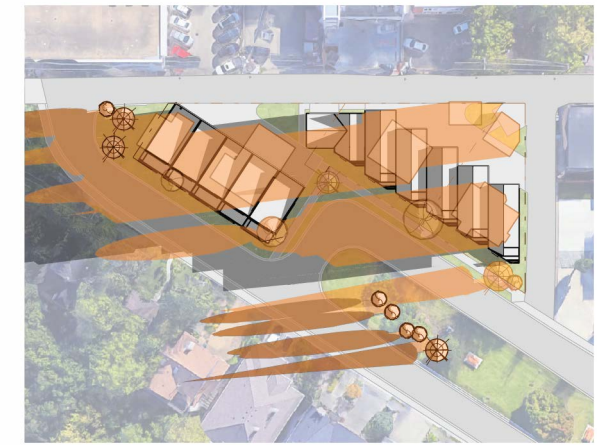
Spring Equinox March 12 pm



Summer Solstice June 12 pm



Fall Equinox September 12 pm



Winter Solstice December 12 pm



Spring Equinox March 3 pm



Summer Solstice June 3 pm




Fall Equinox September 3 pm



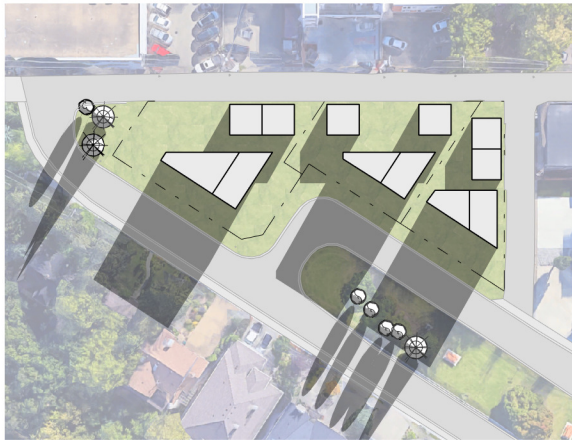
Winter Solstice December 3 pm

CANTIRO - Groat Estates

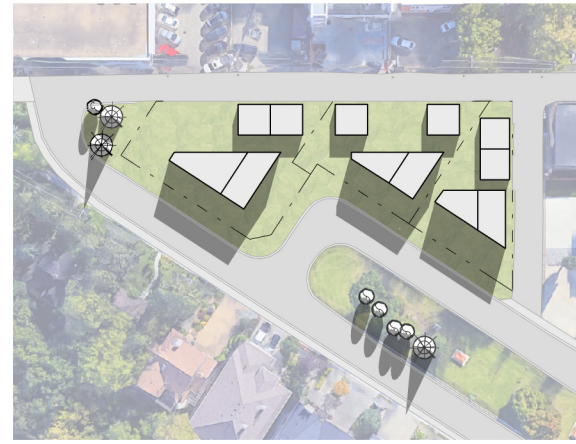
Shadow Study - Proposed Development and Existing Homes

 Existing Home Shadow

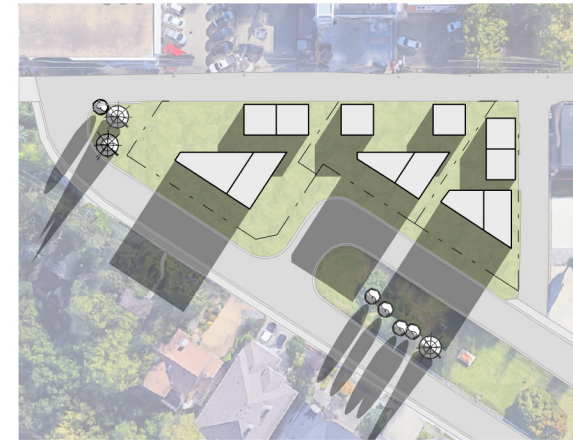
 Proposed Development Shadow



Spring Equinox March 9 am RF3



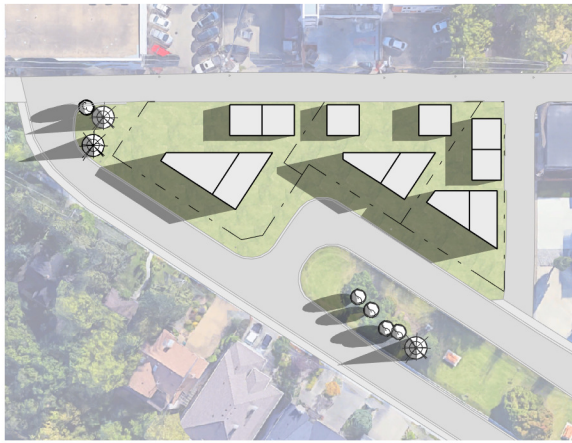
Summer Solstice June 9 am RF3



Fall Equinox September 9 am RF3



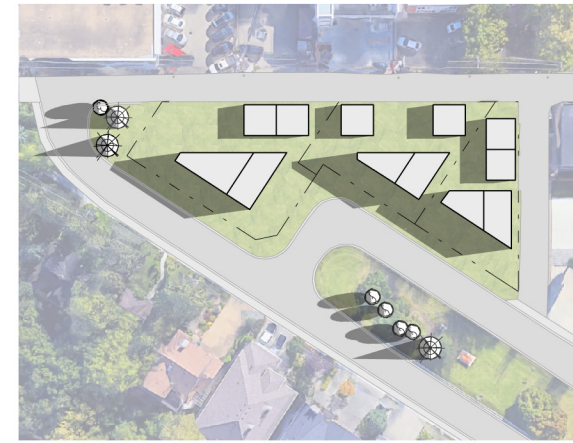
Winter Solstice December 9 am RF3



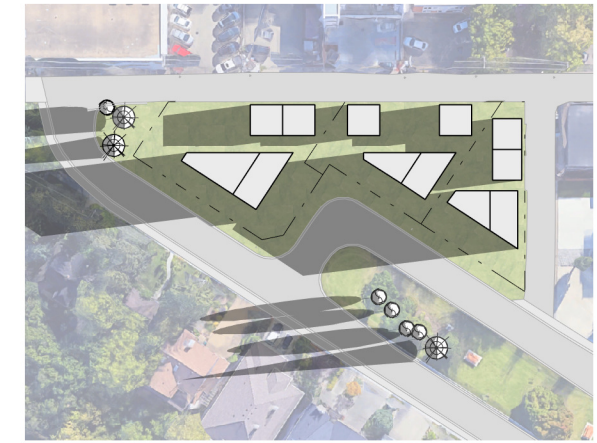
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Summer Solstice June 12 pm RF3



Fall Equinox September 12 pm RF3



Winter Solstice December 12 pm RF3



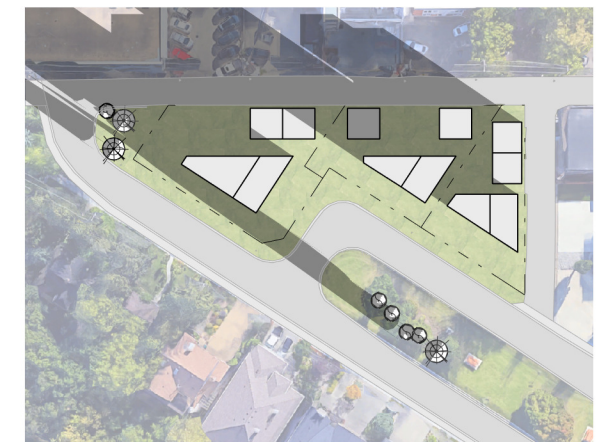
Spring Equinox March 3 pm RF3



Summer Solstice June 3 pm RF3



Fall Equinox September 3 pm RF3



Winter Solstice December 3 pm RF3

CANTIRO - Groat Estates

Shadow Study - RF3, Current Approved Zone



Spring Equinox March 9 am



Summer Solstice June 9 am



Fall Equinox September 9 am



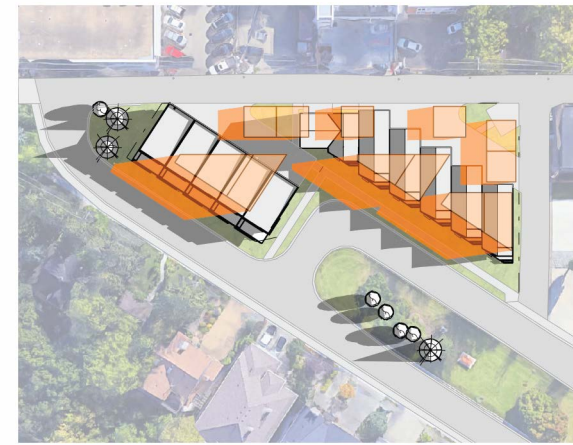
Winter Solstice December 9 am



Spring Equinox March 12 pm



Summer Solstice June 12 pm



Fall Equinox September 12 pm



Winter Solstice December 12 pm



Spring Equinox March 3 pm



Summer Solstice June 3 pm



Fall Equinox September 3 pm



Winter Solstice December 3 pm

CANTIRO - Groat Estates

Shadow Study - Proposed Development - Existing RF3 Zone



RF3 Existing Zoning



Proposed Development

APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19934
Location:	North end of Wadhurst Road, south of 104 Avenue and west of 124 Street
Addresses:	10321, 10325, 10335 - Wadhurst Road NW
Legal Descriptions:	Lots 22A, 23, 24, Block 32, Plan 577MC
Site Area:	1704.7 m ²
Neighbourhood:	Westmount
Ward:	O-day'min
Notified Community Organizations:	Westmount Community League Oliver Community League 124 Street and Area Business Improvement Area
Applicant:	Stantec

PLANNING FRAMEWORK

Current Zone and Overlay:	(RF3) Small Scale Infill Development Zone Mature Neighbourhood Overlay
Proposed Zone(s) and Overlay(s):	(DC2) Site Specific Development Control Provision
Plans in Effect:	None
Historic Status:	None

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