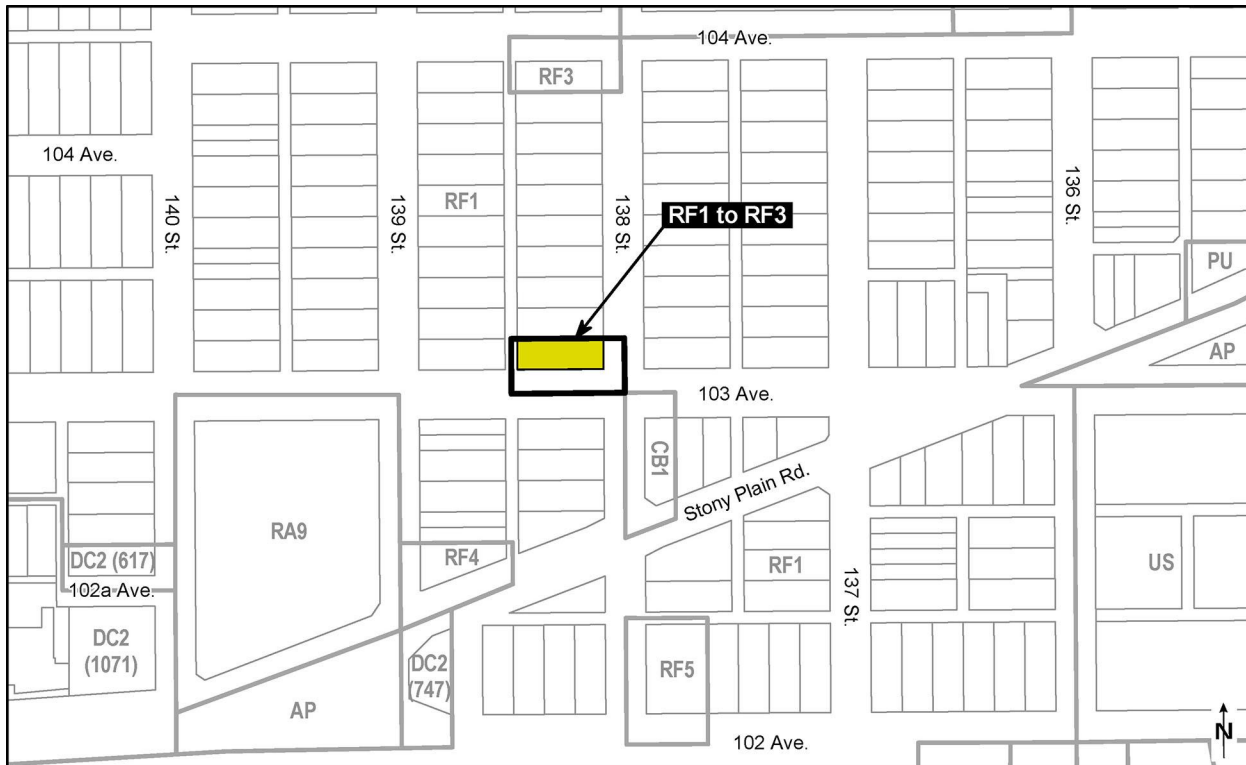


## 10306 – 138 STREET NW

To allow for a mix of small scale housing, Glenora.



**Recommendation:** That Charter Bylaw 20277 to amend the Zoning Bylaw from the (RF1) Single Detached Residential Zone to the (RF3) Small Scale Infill Development Zone be **APPROVED**.

Administration **SUPPORTS** this application because it:

- Provides the opportunity for small-scale Multi-unit Housing in the Glenora neighbourhood on a corner lot, where small-scale Multi-unit Housing is an appropriate and compatible form of development.
- Provides an appropriate increase in density within 400 metres of a future LRT station.
- Conforms with The City Plan target of adding 50% of new units through infill city-wide, while diversifying housing in the Glenora neighbourhood.

## Application Summary

**CHARTER BYLAW 20277** will amend the Zoning Bylaw, as it applies to the subject site, from the (RF1) Single Detached Residential Zone to the (RF3) Small Scale Infill Development Zone to allow for a mix of small scale housing, such as Single Detached Housing, Semi-detached Housing, and Multi-unit Housing.

This application was accepted on June 16, 2022, from Situate Inc. on behalf of James Burns.

This proposal aligns with The City Plan target of accommodating 50% of new units through infill city-wide, while diversifying the types of housing within the Glenora Neighbourhood.

## Community Insights

Based on the characteristics of this application the file was brought forward to the public using the Basic Approach. This approach was selected because the application proposes a rezoning to a standard zone of the same category in the Zoning Bylaw (RF1 to RF3), and the application raised little response to advanced notifications.

The Basic Approach included the following techniques:

### **Advance Notice**, July 5, 2022

- Number of recipients: 28
- Number of responses with concerns: 2
- Number of responses in support: 1

### **Webpage**

- [edmonton.ca/glenoraplanningapplications](http://edmonton.ca/glenoraplanningapplications)

### **Common comments in opposition heard throughout the various methods include:**

- Increased units will contribute to vehicular congestion with potential spill-over parking impacts to the neighbourhood and will create safety issues.
- Concern that development will not provide amenity space for residents.
- Introduction of Multi-unit Housing will disrupt the character of the Glenora neighbourhood.

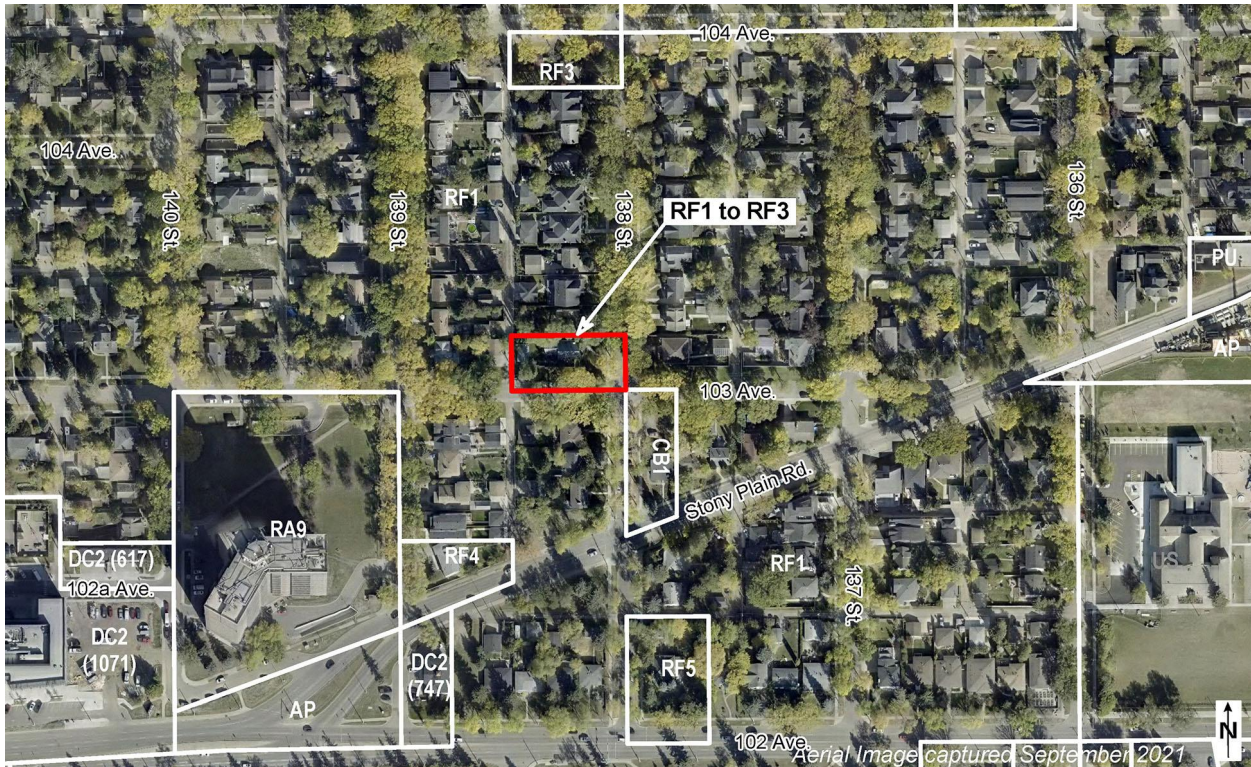
### **Common comments in support heard throughout the various methods include:**

- Support adding additional units near the future Valley Line West LRT alignment.
- Redevelopment could result in additional relatively affordable housing options in Glenora.

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

## Site and Surrounding Area

The subject site is approximately 651 square metres in area, located on a corner lot abutting two local roads and a lane within the interior of the Glenora neighbourhood. Vehicular access to the subject site is from 103 Avenue NW. The site is in proximity to an on-street bike route along 136 Street NW and portions of 102 Avenue NW. Bus service operates along 142 Street NW and 102 Avenue NW, and the site is within approximately 400 metres of the future “Grovenor / 142 Street Stop” on the Valley Line West LRT. The site is in proximity to Westminster Public School, St. Vincent Catholic School, Glenora Park, Glenora Community Hall, and Glenora Preschool.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
<b>SUBJECT SITE</b>	(RF1) Single Detached Residential Zone	Single Detached Housing
<b>CONTEXT</b>		
North	(RF1) Single Detached Residential Zone	Single Detached Housing
East	(RF1) Single Detached Residential Zone	Single Detached Housing
South	(RF1) Single Detached Residential Zone	Single Detached Housing
West	(RF1) Single Detached Residential Zone	Single Detached Housing



*View of the site looking west from 138 Street NW*



*View of the site looking north from 103 Avenue NW*

## **Planning Analysis**

### **Land Use Compatibility**

Small-scale Multi-unit Housing is compatible with the existing surrounding Single Detached built forms, and allows for a gentle increase in density in the Glenora neighbourhood.

The RF3 regulations in combination with the Mature Neighbourhood Overlay (MNO) regulations, are similar to the current RF1 zoning. Rear setback, and height regulations are identical in both the RF1 and RF3 Zones. Key differences between the zones are the permitted number of units, site coverage and side setback regulations. The interior side setback within the proposed zone provides additional separation space than that required under the current RF1 Zone ensuring that the development is sensitive to the abutting site to the north. The maximum site coverage is higher under the proposed zone than the current RF1 Zone, however, the height and setback requirements of the RF3 zone and the MNO minimize impacts

to adjacent properties. Overall, the corner location of the property along with the regulatory requirements of the zoning bylaw provide proper transitions to the rest of the blockface. A comparison between the RF1 and the RF3 Zone is available below:

### RF1 & RF3 Comparison Summary

	<b>RF1 + MNO Current</b>	<b>RF3 + MNO Proposed</b>
<b>Principal Building</b>	Single Detached Housing Duplex Housing Semi-detached Housing	Multi-unit Housing
<b>Maximum Height</b>	8.9 m	8.9 m
<b>Front Setback Range</b> (138 Street NW)	9.5 m - 12.5 m approx.	7.0 m - 15.0 m approx.
<b>Minimum Interior Side Setback</b>	1.2 m	3.0 m
<b>Minimum Flanking Side Setback</b> (103 Avenue NW)	2.5 m	2.0 m
<b>Minimum Rear Setback (Lane)</b>	17.2 m (40% of Site Depth)	17.2 m (40% of Site Depth)
<b>Maximum Site Coverage</b>	42% <sup>1</sup>	45%
<b>Maximum No Principal Dwelling Units</b>	Two (2) Principal Dwellings <sup>2</sup>	Four (4) Principal Dwellings <sup>3</sup>

	<b>RF1 + MNO: Current</b>		<b>RF3 + MNO: Proposed</b>	
<b>Accessory Building</b>	Garden Suite	Detached Garage	Garden Suite	Detached Garage
<b>Maximum Height</b>	6.5 m	4.3 m	6.5 m	4.3 m

<sup>1</sup> A maximum Site Coverage of 42% would be applicable to each subdivided lot

<sup>2</sup> Lot 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.

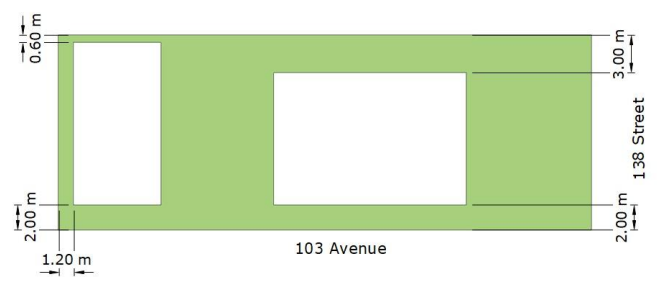
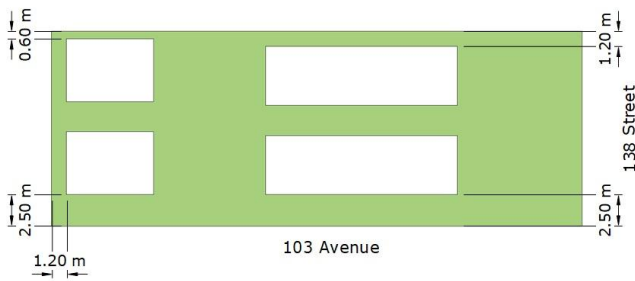
<sup>3</sup> Secondary Suites and Garden Suites are allowed with each existing principal dwelling; the likelihood of these suites diminishes as the number of principal dwellings increase.

<b>Minimum Interior Side Setback</b>	1.2 m	0.6 m	1.2 m	0.6 m
<b>Minimum Flanking Side Setback</b>	2.5 m	2.5 m	2.0 m	2.0 m
<b>Minimum Rear Setback</b>	1.2 m	1.2 m	1.2 m	1.2 m

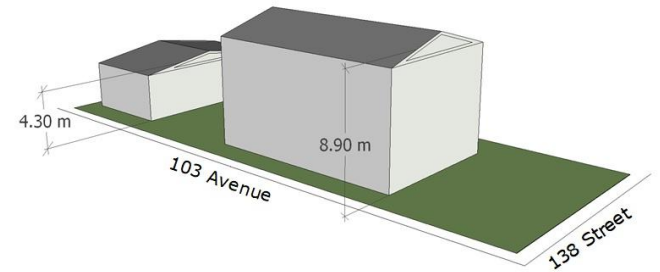
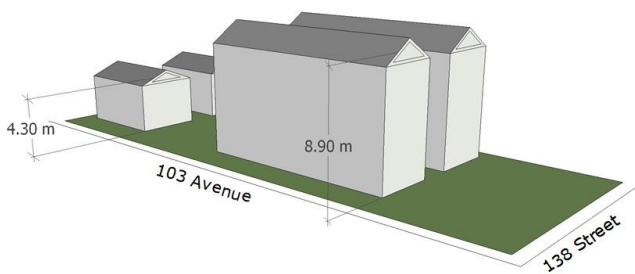
**POTENTIAL RF1 BUILT FORM**

**POTENTIAL RF3 BUILT FORM**

**Top view**



**3D view**



**Plans in Effect**

**The City Plan**

The proposed rezoning adheres to the direction provided in the City Plan. The subject site is located within the Stony Plain Road Primary Corridor. Primary corridors are designed for living, working and moving, acting as both a destination and a key corridor for movement. Typical massing/form envisioned along Primary Corridors is mostly mid-rise with some high-rise built form, however, the site is a small single lot surrounded by local roadways, and it is outside of the main intensification area identified in The City Plan

during growth from 1-1.25 million which makes small scale Multi-unit Housing appropriate on this site. Additionally, the proposed rezoning will help achieve The City Plan target of adding 50% of new units through infill city-wide, while diversifying housing types in the Glenora neighbourhood.

### **Transit Oriented Development (TOD) Guidelines**

The subject site is within approximately 400 metres of the future Grovenor / 142 Street Stop. The TOD Guidelines identify the Grovenor / 142 Street Stop as a "Neighbourhood Station". For sites that front roadways other than an arterial or collector roadway, 42 dwelling units per hectare is identified as the maximum density for residential development, which is identified as "Row House " by the TOD Guidelines. The proposed rezoning adheres to the TOD Guidelines, as the RF3 Zone allows for small-scale Multi-unit Housing such as row housing.

## **Technical Review**

### **Transportation**

The site is well located to take advantage of the area transportation network including the active modes network. The construction of the Valley Line West LRT which is expected to be completed in 2026/2027 will provide the residents an additional opportunity to use alternative transportation modes. Upon the redevelopment of the site, vehicular access to the site will be from the rear alley. Construction of a sidewalk on the north side of 103 Avenue NW along the site's property line will be required with the redevelopment.

### **Transit**

ETS currently operates frequent and rapid bus routes on 102 Avenue with local bus service nearby on 142 Street. Standard bus service was removed from Stony Plain Road near the site to accommodate Valley Line West LRT construction. An hourly, limited stop, temporary shuttle bus was recently added to this portion of Stony Plain Road to provide additional service coverage in the area during construction.

A mass transit bus route is anticipated to operate nearby on 102 Avenue as part of the mass transit network associated with the 1.25 million population scenario of the Edmonton City Plan.

Valley Line West LRT construction began in 2021 with completion anticipated in 2026/27.

### **Drainage**

Sanitary servicing exists to the site and may remain to service the redevelopment. No storm sewer service connections exist to the site. With redevelopment, a private drainage system consisting of a storm sewer service connection and/or low impact development facility will be required.

### **EPCOR Water**

There is a significant deficiency in on-street hydrant spacing adjacent to the property. City of Edmonton Standards require hydrant spacing of 90 metres for the proposed zoning, and hydrant spacing in the area

is approximately 123 metres. The existing hydrant spacing gap was considered acceptable after the Edmonton Fire Rescue Service's (EFRS) Guideline for Accepting Spacing Deficiencies was applied to determine risk. As a result, upgrades to the existing municipal on-street fire protection infrastructure are not required.

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

## **Appendices**

1 Application Summary



## Application Summary

### Information

<b>Application Type:</b>	Rezoning
<b>Bylaw(s)/Charter Bylaw(s):</b>	20277
<b>Location:</b>	North of 103 Avenue NW and west of 138 Street NW
<b>Address(es):</b>	10306 – 138 Street NW
<b>Legal Description(s):</b>	Lot 1, Block 96, Plan 3875P
<b>Site Area:</b>	650.5 square metres
<b>Neighbourhood:</b>	Glenora
<b>Ward:</b>	Nakota Isga Ward
<b>Notified Community Organization(s):</b>	Glenora Community League
<b>Applicant:</b>	Allison Rosland

### Planning Framework

<b>Current Zone(s) and Overlay(s):</b>	(RF1) Single Detached Residential Zone, (MNO) Mature Neighbourhood Overlay
<b>Proposed Zone(s) and Overlay(s):</b>	(RF3) Small Scale Infill Development Zone, (MNO) Mature Neighbourhood Overlay
<b>Plan(s) in Effect:</b>	None
<b>Historic Status:</b>	None

Written By:	Saffron Newton
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination