

14603 - 95 AVENUE NW

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



Recommendation: That Charter Bylaw 20294 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 Crestwood neighbourhood on a corner lot, where small-scale Multi-unit Housing is an appropriate and compatible form of development.
- Conforms with The City Plan target of adding 50% of new units through infill city-wide, while diversifying housing in the Crestwood Neighbourhood.

Application Summary

CHARTER BYLAW 20294 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 July 7, 2022, from Styn Franken on behalf of Franken Homes.

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 Crestwood 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 it proposes a rezoning to a standard zone of the same category in the Zoning Bylaw (RF1 to RF3) and it raised little response to advanced notification.

The Basic Approach included the following techniques:

Advance Notice, August 11, 2022

- Number of recipients: 31
- Number of responses with concerns: 7

Webpage

- edmonton.ca/crestwoodplanningapplications

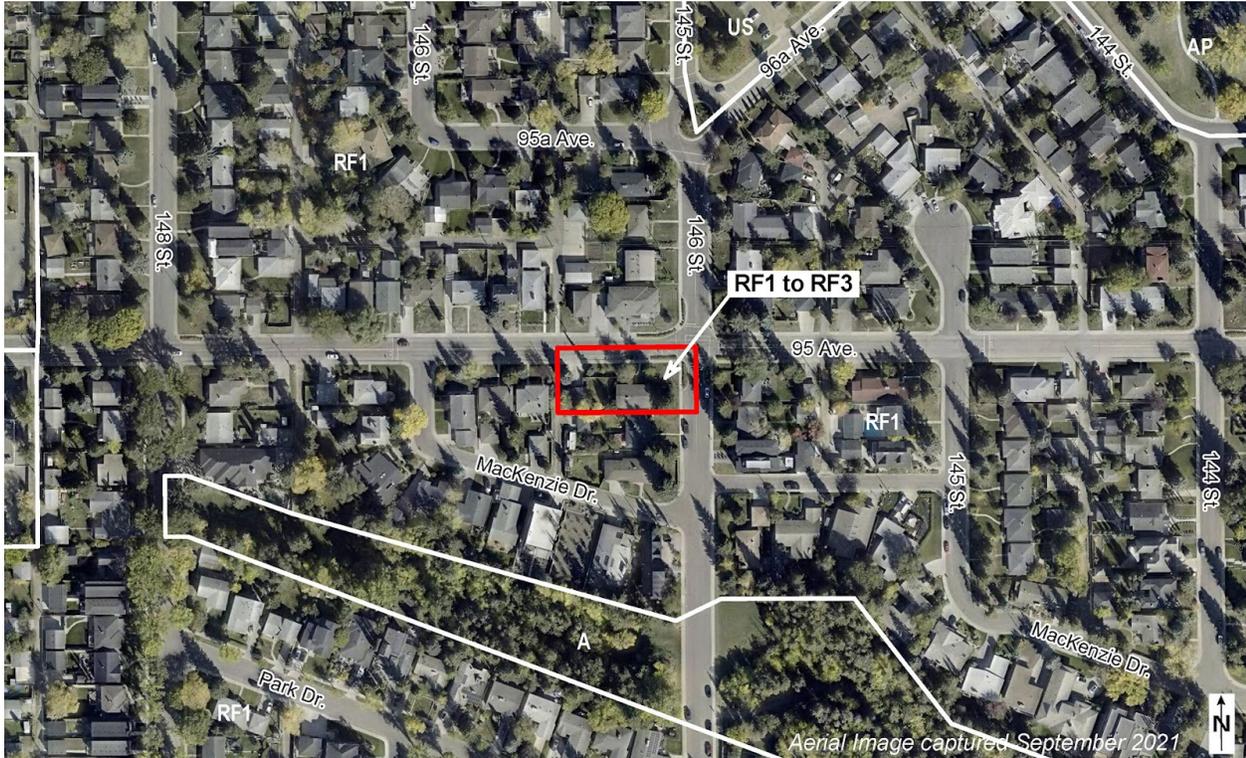
Common comments heard throughout the various methods include:

- On-street parking concerns, and existing safety/access concerns due to the curb extensions at the 95 Avenue NW/146 Street NW intersection.
- Unnecessary demolition of homes in the neighbourhood that are in good condition, and they are being replaced with development that is out of character (too large, too many units).
- Concern that no on site parking will be provided
- Crestwood was built as a single family neighbourhood and should remain that way.
- Children raised in the neighbourhood can not afford new infill.
- Mature trees should be protected.
- The proposed rezoning will decrease adjacent property values.
- Suggest constructing skinny Single Detached Housing instead.
- Suggest limiting parking near the 95 Avenue NW/146 Street NW intersection.

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

Site and Surrounding Area

The subject site is approximately 863.7 square metres in area, located on a corner lot abutting two collector roads and a lane within the interior of the Crestwood neighbourhood. Vehicular access to the subject site is from 95 Avenue NW. The site is in proximity to a bike route along 142 Street NW with on and off-street sections. Bus service operates along 142 Street NW and 149 Street NW. The site is in proximity to open space and gathering places such as MacKenzie Ravine, Crestwood Park, Crestwood Community League, St. Paul Catholic School, and Crestwood Public School.



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 | (RF1) Single Detached Residential Zone | Single Detached House |



View of the site looking south from 95 Avenue NW.



View of the site looking west from 146 Street NW.



View of the site looking east from the Lane.

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 Crestwood 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 south. 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

| | RF1 + MNO Current | RF3 + MNO Proposed |
|--|--|---|
| Principal Building | Single Detached Housing Duplex Housing Semi-detached Housing | Multi-Unit Housing |
| Maximum Height | 8.9 m | 8.9 m |
| Front Setback Range (146 Street NW) | 8.1 m - 11.1 m | 6.6 m - 7.0 m |
| Minimum Interior Side Setback | 1.2 m | 3.0 m |
| Minimum Flanking Side Setback (95 Avenue NW) | 1.2 m | 2.0 m |
| Minimum Rear Setback (Lane) | 19.3 m (40% of Site Depth) | 19.3 m (40% of Site Depth) |
| Maximum Site Coverage | 40% ¹ | 45% |
| Maximum No. Principal Dwellings | Two (2) Principal Dwellings ² | Five (5) Principal Dwellings ³ |

| | RF1 + MNO: Current | | RF3 + MNO: Proposed | |
|--------------------------------------|---------------------------|-----------------|----------------------------|-----------------|
| 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 |

¹ A maximum Site Coverage of 40% would be applicable to each subdivided lot.

² 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.

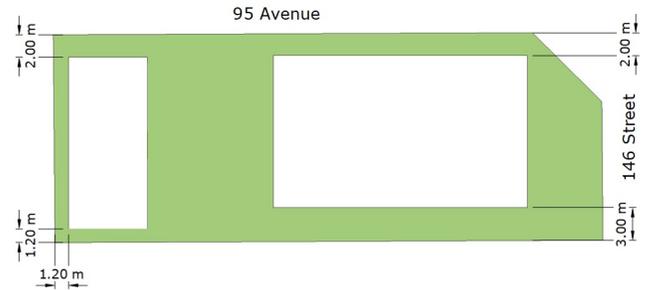
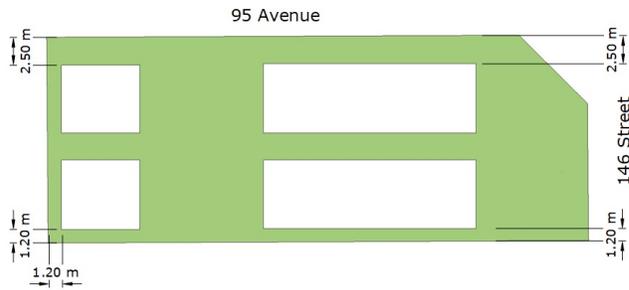
³ Secondary Suites and Garden Suites are allowed with each existing principal dwelling, the likelihood of these suites diminishes as the number of principal dwellings increase.

| | | | | |
|--------------------------------------|-------|-------|-------|-------|
| Minimum Flanking Side Setback | 1.2 m | 1.2 m | 2.0 m | 2.0 m |
| Minimum Rear Setback | 1.2 m | 1.2 m | 1.2 m | 1.2 m |

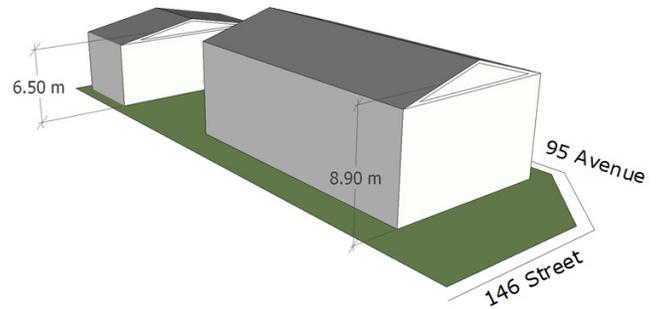
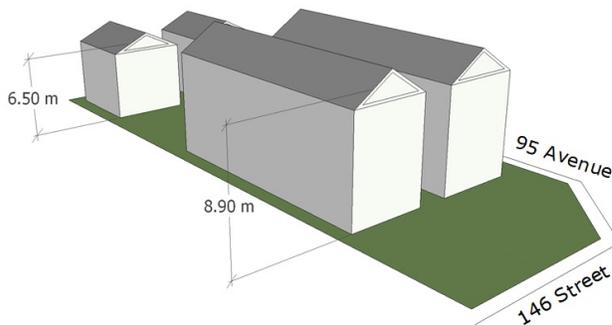
POTENTIAL RF1 BUILT FORM

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 proposed rezoning will act as a transition between the built form along the Secondary Corridors and the interior of the Crestwood neighbourhood. Small-scale Multi-unit Housing is compatible at this location, as the site is a single corner lot, surrounded by collector roadways and a Lane. Additionally, the proposed rezoning adheres to The City

Plan target of adding 50% of new units through infill city-wide while diversifying housing types in the Crestwood neighbourhood.

Technical Review

Transportation

The site is well located to take advantage of the area transportation network including the existing and future active modes network. Upon the redevelopment of the site, vehicular access will be from the abutting alley.

Transit

ETS operates frequent bus routes nearby on both 142 Street and 149 Street. The closest bus stop is roughly 300m walking distance from the site. Additional local and rapid bus service is also available nearby on 142 Street. A “district frequent” mass transit bus route is anticipated to operate on 149 Street as part of the future mass transit network associated with the 1.25 million population scenario of the Edmonton City Plan.

Drainage

The proposed zoning change will not significantly impact the sewer and drainage systems in the area. Low Impact Development (LID) is recommended for the development allowed under the proposed zone. Details of any proposed LID would be reviewed at the Development Permit stage.

EPCOR Water

There is a 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 108 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

| | |
|--|---|
| Application Type: | Rezoning |
| Bylaw(s)/Charter Bylaw(s): | 20294 |
| Location: | South of 95 Avenue NW and west of 146 Street NW |
| Address(es): | 14603 - 95 Avenue NW |
| Legal Description(s): | Lot 30, Block 3, Plan 452KS |
| Site Area: | 863.7 square metres |
| Neighbourhood: | Crestwood |
| Ward: | Nakota Isga Ward |
| Notified Community Organization(s): | The Crestwood Community League |
| Applicant: | Styn Franken |

Planning Framework

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

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