

## 13807, 13811 & 13815 - 102 Avenue NW Position of Administration: Support



### Summary

Bylaw 20918 proposes a rezoning from the Small Scale Residential Zone (RS) to the Small-Medium Scale Transition Residential Zone (RSM h12.0) to allow for a range of small to medium scale housing.

Public engagement for this application included a mailed notice, site signage and information on the City's webpage. Approximately 70 people were heard from, all of whom were in opposition. Most concerns were related to the proposed zoning allowing development that is contradictory to the Carruthers Caveat and that is seen as going against the historic nature of the community.

Administration supports this application because it:

- Contributes to The City Plan target of having 50% of trips made by transit and active transportation.

- Facilitates a diversity of new housing options along a primary corridor and in a future LRT Stop area.

## Application Details

This application was submitted by Situate Inc. on behalf of River Valley Custom Homes. The proposed Small-Medium Scale Transition Residential Zone (RSM h12.0) would allow residential development with the following key characteristics:

- A maximum height of 12.0 metres (approximately 3 storeys).
- A maximum site coverage of 60%.

## Site and Surrounding Area

	Existing Zoning	Current Development
<b>Subject Site</b>	Small Scale Residential Zone (RS)	Vacant site, single detached house
<b>North</b>	Direct Control Zone (DC2.747) Large Scale Residential Zone (RL h65.0)	Small scale commercial High rise residential
<b>East</b>	Small Scale Residential Zone (RS)	Single detached housing
<b>South</b>	Small Scale Residential Zone (RS)	Single detached housing
<b>West</b>	Small Scale Residential Zone (RS)	Single detached housing



*View of site looking east from 139 Street NW*



*View of site looking southwest from the 102 Avenue NW service road*

## **Community Insights**

This application was brought forward to the public using a basic approach. This approach was selected because it proposes a rezoning to a standard zone of the same category in the Zoning Bylaw and follows statutory plans and planning policies in place. The basic approach included:

### **Mailed Notice, May 10, 2024**

- Notification radius: 60 metres
- Recipients: 31
- Responses: 70
  - In support: 0
  - In opposition: 70

### **Site Signage, May 30, 2024**

- Two rezoning information signs were placed on the property with one facing 139 Street NW and one facing 102 Avenue NW.

### **Webpage**

- [edmonton.ca/rezoningapplications](https://edmonton.ca/rezoningapplications)

### **Notified Community Organizations**

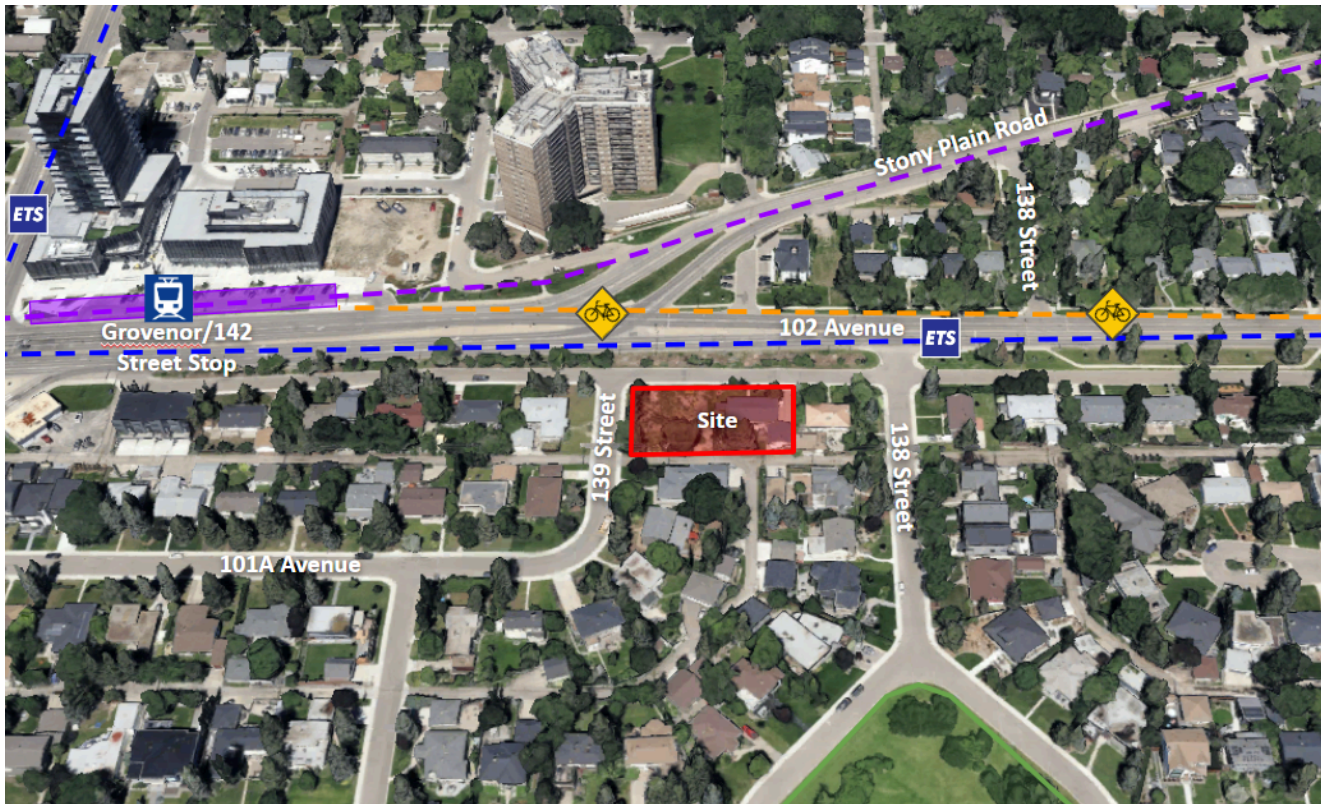
- Glenora Community League
- Stony Plain Road and Area Business Association

## Common comments heard (number of similar comments in brackets beside comments below):

- This rezoning should not be approved because it goes against the Carruthers Caveat which protects the character of the neighbourhood (x59).
- Goes against the historic nature of the community (x8).
- Increased traffic would be a safety risk for kids in the area (x5).
- Reduces green space which could impact wildlife (x4).
- Proposed zone is not compatible with surrounding development in terms of use, function, and scale of development (x4).
- Generally supportive of densification but certain historic neighbourhoods like Glenora need to be protected (x3).
- Concerned about increased impact on water and sewer systems (x3).
- Heritage study of this area should be restarted (x2).
- Should not be approved until the District Policy and Plans are approved (x2).
- Do not want to see nice, well built homes with backyards, replaced with cheaply, poorly designed homes.
- Glenora is a world renowned historic and beautiful neighbourhood and needs to be protected.
- Worried about parking overflowing into the streets.
- Do not want to see old mature trees taken out for new buildings.
- Upzoning will lead to high end condos not housing that is affordable.
- Not enough engagement.

This site, as well as most of Glenora south of Stony Plain Road NW, is subject to the Carruthers Caveat and the applicant and landowner are aware of this. This is a private caveat to which the City is not a party, and it mainly restricts development to one dwelling per lot. The caveat does not restrict Council's ability to rezone the land or issue permits; however, the caveat could provide an impediment to development if any party to the caveat chose to enforce their rights under the caveat.

## Application Analysis



*Site analysis context*

### The City Plan

By increasing residential density close to a future LRT Stop, this application contributes to the Big City Move of A Community of Communities by helping meet the target of having 50% of trips made by transit and active transportation.

### District Policy & Central District Plan

The District Policy and District Plans have received first and second reading from City Council and are now at the Edmonton Metropolitan Regional Board before they return to Council for consideration of third reading . Given this, the following analysis is provided for Council's consideration.

The Glenora neighborhood is located within the Central District Plan. This site is located within the Stony Plain Road Primary Corridor. The District Policy supports High Rise (9 to 20 storeys) or potentially Tall High Rise (21+ storeys) development, based on the site size, location on an arterial road and proximity to the future LRT Stop. As such, the proposed RSM h12.0 Zone is generally considered an underdevelopment relative to this policy.

Despite being an ideally sized and located site for more intense development, Administration recognizes that not all sites within a corridor or near an LRT Stop are expected to develop to the maximum potential relative to policy. This future LRT Stop area already has two high rise towers on the north side of Stony Plain Road NW (with approved zoning for another one), and there have been several recently approved rezonings for mid rise buildings along this corridor further

east. This application helps ensure a diversity of new housing options along this corridor and in this future LRT Stop area.

### Land Use Compatibility

The current RS Zone on this site allows for a range of small scale residential development up to 3 storeys in height. This includes everything from single detached housing up to a 3 storey, 22 unit multi-unit housing building. The proposed RSM Zone, with a height modifier of 12 meters, a maximum site coverage of 60%, and smaller front and rear setbacks, would allow for a taller and larger 3 storey building than the existing zone. Key differences between both zones are outlined below.

	<b>RS Zone Current</b>	<b>RSM h12.0 Zone Proposed</b>
<b>Typical Uses</b>	Single Detached Housing Row Housing Multi-unit Housing	Row Housing Multi-unit Housing
<b>Maximum Height</b>	10.5 m	12.0 m
<b>Maximum Site Coverage</b>	45%	60%
<b>Maximum Density</b>	Approximately 22 dwellings (based off of 75 m <sup>2</sup> site area per dwelling)	N/A
<b>Minimum Front Setback</b> (102 Avenue)	4.5 m	4.5 m
<b>Minimum Interior Side Setback</b>	1.2 m	1.2 m
<b>Minimum Flanking Side Setback</b> (139 Street)	1.2 m	2.0 m
<b>Minimum Rear Setback</b> (Alley)	10.0 m	5.5 m

## Mobility

The rezoning area is located next to a district connector bike route along 102 Avenue NW and is directly adjacent to the future Grovenor/142 Street LRT Stop. As part of the Valley Line West LRT construction a shared pathway extension to the future Grovenor/142 Street LRT stop is expected to be completed in October 2024. Upon redevelopment, vehicular access will be restricted to the abutting alley south of the site and the existing access from 102 Avenue NW service road will be removed. This rezoning is anticipated to have minimal impact on the transportation network.

ETS currently operates frequent bus service nearby on 138 Street NW and 102 Avenue NW with local service along 142 Street NW. As LRT work progresses in the area, changes may occur to existing transit service.

## Utilities

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 stormwater management will be reviewed at the Development Permit stage.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing. The developer will be required to install at least one additional hydrant in the area to address this deficiency. Edmonton Fire Rescue Services (EFRS) may be able to perform an Infill Fire Protection Assessment (IFPA) at the Development Permit stage to potentially alter or lessen on-street fire protection infrastructure upgrades, assuming certain criteria are met. The applicant/owner will be responsible for all costs associated with providing required water supply including any changes to the existing water infrastructure required by the proposed zoning.

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