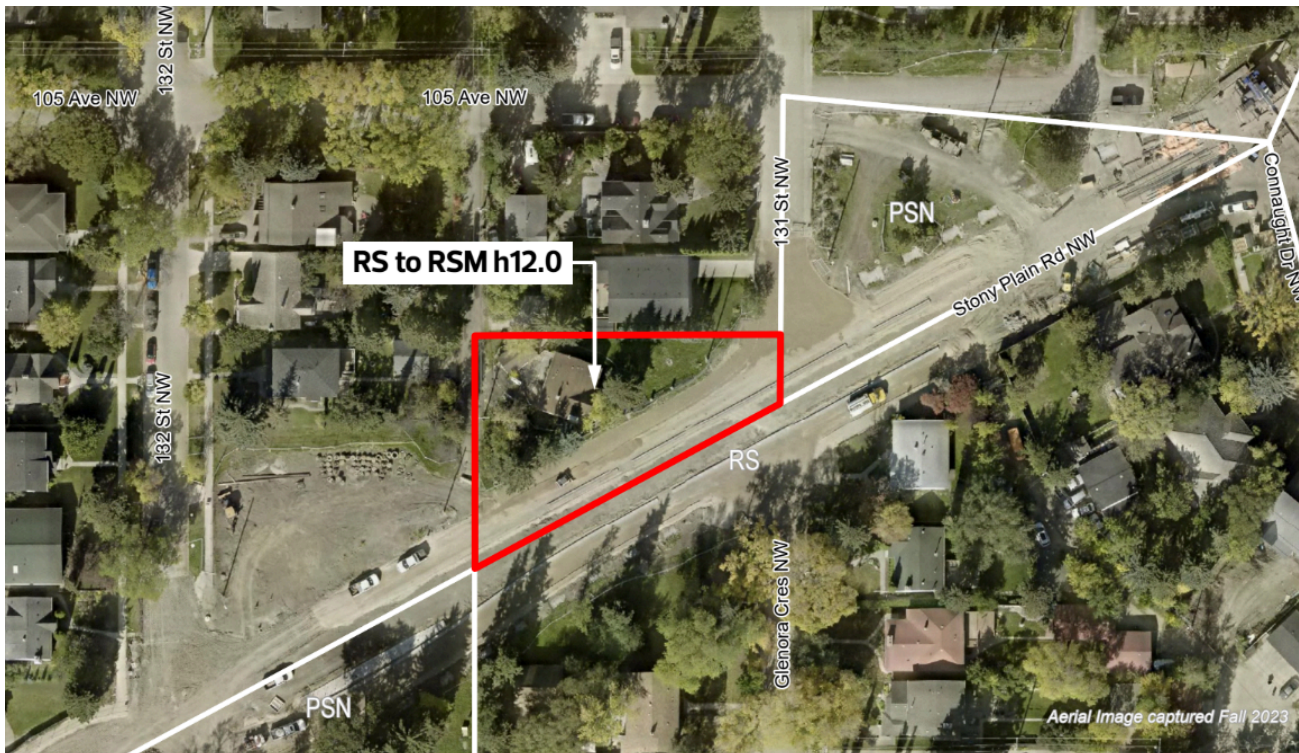


13102 - Stony Plain Road NW Position of Administration: Support



Summary

Bylaw 20976 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 residential development up to 12.0 metres in height (approx. 3 storeys).

Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. One response was received with concerns regarding parking and site access due to the site's shape and context.

Administration supports this application because it:

- Aligns with The City Plan and the Central District Plan by facilitating intensification within the Stony Plain Road primary corridor and supporting mass transit investment (Valley Line - West LRT).

- Is compatible in scale with the existing surrounding development, and would diversify housing types in the Glenora neighbourhood.

Application Details

This application was submitted by Rajesh Shah. The proposed Small-medium Scale Transition Residential Zone (RSM h12.0) would allow for small scale residential development with the following key characteristics:

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

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Small Scale Residential Zone (RS)	Single detached housing
North	Small Scale Residential Zone (RS)	Single detached housing
East	Neighbourhood Parks and Services (PSN)	Samuel Dickson Rotary Park
South	Small Scale Residential Zone (RS)	Single detached housing
West	Small Scale Residential Zone (RS)	Single detached housing



View of the site looking northwest from Stony Plain Road NW

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the application proposes a standard residential zone, and no responses were received to the mailed notice. The basic approach included:

Mailed Notice, August 2, 2024

- Notification radius: 60 metres
- Recipients: 27
- Responses with concerns: 1

Site Signage, August 9, 2024

- One rezoning information sign was placed on the property so as to be visible from Stony Plain Road NW and from 131 Street NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Glenora Community League

Comments heard:

- Concerns regarding the lack of frontage for on-street parking due to no parking on Stony Plain Road and limited frontage on 131 Street NW.
- Concerns that the Zoning Bylaw does not require a specific number of on street parking stalls to ensure the property can manage its own parking needs appropriately.
- Concerns regarding the location and orientation of the site sign due to the intermittent closure of 131 Street across Stony Plain Road due to LRT construction.

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 Moves of 'A Rebuildable City' and 'A Community of Communities' by helping meet the targets of 50 percent new dwellings constructed through infill, and helping meet the target of having 50 percent of trips made by transit and active transportation.

District Plans

The site is within the Central District Plan boundary. Map 7: Node and Corridor Boundaries identifies that the site is within the Stony Plain Road primary corridor. The District Policy supports low-rise and mid-rise development throughout primary corridors (2.5.6.1). Although the proposed RSM h12.0 Zone could be considered an underdevelopment relative to the scale permitted throughout primary corridors, the RSM h12.0 Zone is appropriate due to the site size (701 square metres).

Land Use Compatibility

The proposed RSM h12.0 Zone allows for small to medium scale multi-unit residential development up to 12.0 metres in height, which compared to the current RS zone is 1.5 metres of additional height, and 15% additional site coverage. The RSM h12.0 zone would allow for a marginal increase in density, and is compatible with the existing surrounding zoning. Public roadways to the east, west, and south side provide additional separation between the site and surrounding sites. A minimum setback of 1.5 metres will be provided between a new building on

site, and the shared property line with the abutting site to the north which is most directly impacted by the proposed rezoning.

In the proposed RSM h12.0 Zone, new single detached, semi-detached, and duplex housing is not permitted as the RSM h12.0 Zone encourages denser forms of residential development (e.g. multi-unit housing and row housing).

Although the current and proposed zone include commercial uses, commercial uses are not possible at this location due to locational requirements in the RS and RSM h12.0 Zones. For commercial uses to be permitted, the site would have to abut a site in a non-residential zone that permits commercial uses and the site currently abuts residential zones.

A table comparing key differences between the current and proposed zone is provided below:

	RS Zone Current	RSM h12.0 Zone Proposed
Typical Uses	Residential	Residential (excluding single detached, semi-detached, and duplex housing)
Commercial Uses	Not permitted	Not permitted
Maximum Height	10.5 m	12.0 m
Maximum Site Coverage	45%	60%
Minimum Front Setback (131 St NW)	4.5 m	3.0 m
Minimum Interior Side Setback (north)	1.2 m (or 1.5 m if multi-unit housing faces an interior or flanking side lot line)	1.2 m (or 1.5 m if multi-unit housing faces an interior or flanking side lot line)
Minimum Flanking Side Setback (Stony Plain Road NW)	1.2 m or 2.0 m (if a main entrance of a principal dwelling faces the flanking side lot line)	2.0 m

Minimum Rear Setback (Alley)	10.0 m	5.5 m
Maximum Number of Dwellings	Nine	No maximum
Rear Attached Garages	Not permitted	Permitted

Mobility

The rezoning site is approximately 100 metres away from the Glenora stop on the future Valley Line West LRT and is in close proximity to river valley trails and neighbourhood bike routes. Vehicle access for the rezoning area will be restricted to the abutting alley west of the site. Access onto 131 Street and the abutting alley will be limited to right in/right out, and the intersection at 132 Street will become signalized. Construction of the Valley Line West LRT is underway. Due to the proximity of this application to the Valley Line West right-of-way, the applicant will be required to coordinate their design and future project construction with the LRT project team. This rezoning will have minimal impacts to the transportation network.

ETS operates numerous bus routes near the rezoning site on 102 Avenue, 107 Avenue and 124 Street. A range of service levels are available on these corridors, including frequent, local and crosstown bus routes. Mass transit bus routes are anticipated to operate nearby on these corridors in the future mass transit network associated with the 1.25 million population scenario of the Edmonton City Plan.

Utilities

A sanitary service connection is available to the site. No storm service currently exists to the site. A storm service, along with onsite stormwater management, will be required with the proposed development.

Edmonton Fire Rescue Services has performed a risk-based Infill Fire Protection Assessment and determined that upgrades to water infrastructure are not required provided future development applications for the site do not exceed a Required Fire Flow (RFF) of 235 L/s. This could potentially be re-evaluated at the development permit stage.

The applicant/owner will be responsible for all costs associated with changes to the utilities infrastructure required by the proposed zoning.

Written By: Andrew Sherstone

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination