

## 8203 & 8205 - 134 Street NW

### Position of Administration: Support



## Summary

Bylaw 21178 proposes a rezoning from the Small Scale Residential Zone (RS) to a Direct Control Zone (DC) to allow for single detached housing that have front driveways and enhanced front yard landscaping.

Public engagement for this application included a mailed notice, site signage and information on the City's webpage. Administration heard from 7 people with most concerns focused on the fact that many nearby infills with grade changes have managed to have rear access and that front driveways would have a negative impact on pedestrian safety.

Administration supports this application because it:

- Allows for a more accessible development on a sloped site.
- Uses site specific regulations to mitigate potential negative impacts.

- Is located in an area where driveway access from streets is common.

## Application Details

This application was submitted by Invistec Consulting Inc. on behalf of the landowner. The proposed Direct Control Zone (DC) would allow development with the following key characteristics:

- Residential development with a maximum height of 10.5 metres (approximately 3 storeys).
- Front vehicle access and front attached garages.
- Enhanced front yard landscaping.

The current RS zoning does not allow for vehicle access from the front and this is the main reason for this proposed change.

## Site and Surrounding Area

	Existing Zoning	Current Development
<b>Subject Site</b>	Small Scale Residential Zone (RS)	Single Detached Housing
<b>North</b>	Small Scale Residential Zone (RS)	Single Detached Housing
<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 134 Street NW*



*View of site looking west from rear alley*

## **Community Insights**

This application was brought forward to the public using a basic approach. This approach was selected because the proposed DC Zone very closely resembles the current RS Zone and there are no proposed increases to overall development rights. The basic approach included:

## **Mailed Notice, March 5, 2025**

- Notification radius: 60 metres
- Recipients: 32
- Responses: 6
  - In support: 0
  - In opposition: 6
  - Mixed/Questions only: 1

## **Site Signage, March 17, 2025**

- One rezoning information sign was placed on the property so as to be visible from 134 Street NW.

## **Webpage**

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

## **Notified Community Organizations**

- Laurier Heights Community League

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

- This is not a unique situation. Lots of other infill projects have had to deal with grade changes and have managed to use rear access. 17 subdivided properties within a 5 minute drive have done so (x4).
- Concerned about widths of two more driveways and impact on pedestrian safety. Both from vehicles backing out and from vehicles building up ice on the sidewalks (x4).
- Concerned about rainwater draining from driveways into the street causing ice damming instead of being absorbed by landscaping/grass (x3)
- There is a difference in impact on the street character and sidewalk use between a wide lot with one driveway and two narrow lots, each with their own driveway (x3).
- Don't like having to deal with this for a third time. Waste of time and money (x3).
- The properties both north and south of these lots of rear access. These lots can do the same (x2).
- Previous decisions from Subdivision and Development Appeal Board should be followed (x2)
- Front facades of houses dominated by garage doors are not aligned with neighbourhood character (x2).



- Front yards should be used for vegetation and people gathering, not parking spaces/concrete (x2).
- Requirements for rear driveways should be maintained.
- Worried it will decrease property values of houses nearby.
- Poor site maintenance (weeds, not doing snow removal) is a sign of an untrustworthy landowner.
- This street is an access point to the nearby park and river valley and has high levels of pedestrian activity.
- Rear lane access requirement was in place when the landowner purchased the property and they should have known they would have to abide by this.
- Worried this will set a precedent for other slopes lots to be allowed to do the same thing through DC zoning instead of following the rules.

## **Application Analysis**

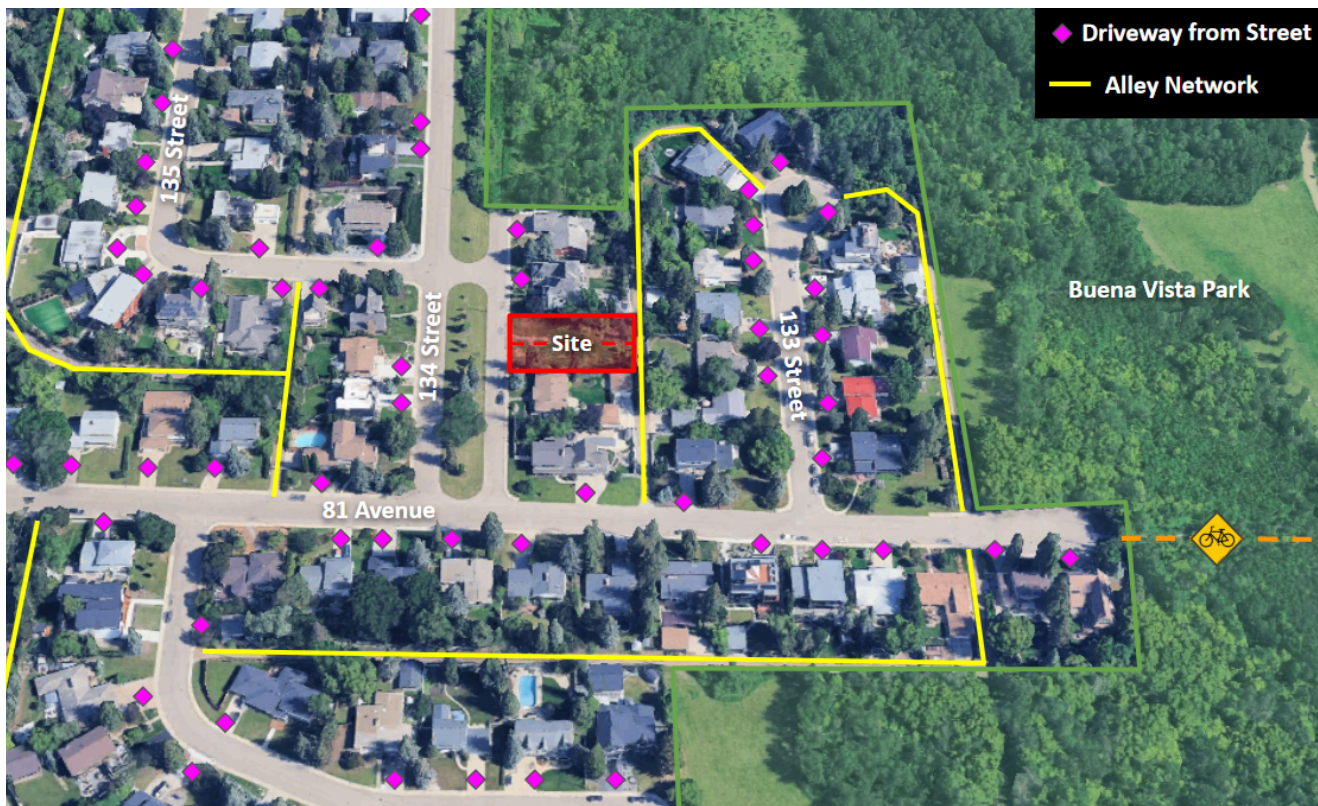
### **District Policy**

District Policy 2.5.2.1 directs vehicle and servicing access to be from alleys, where alleys are present and access can be practically accommodated. While there is an alley here, the applicant has demonstrated that there are challenges associated with the slope of the site that, while physically possible, make it impractical to provide access from the alley.

Specifically, the grade change from the alley to the main floor of the house is between 5 and 6 metres, equivalent to approximately 1 to 2 storeys of a typical house. If vehicle access were provided from the alley, the residents of the houses would need to frequently navigate this grade change as this area does not have particularly good access to alternative modes of transportation like transit. As such, the future houses would be difficult to access.

### **Land Use Compatibility**

Front attached garages and front yard driveways are common in Laurier Heights and were part of the initial neighbourhood design.

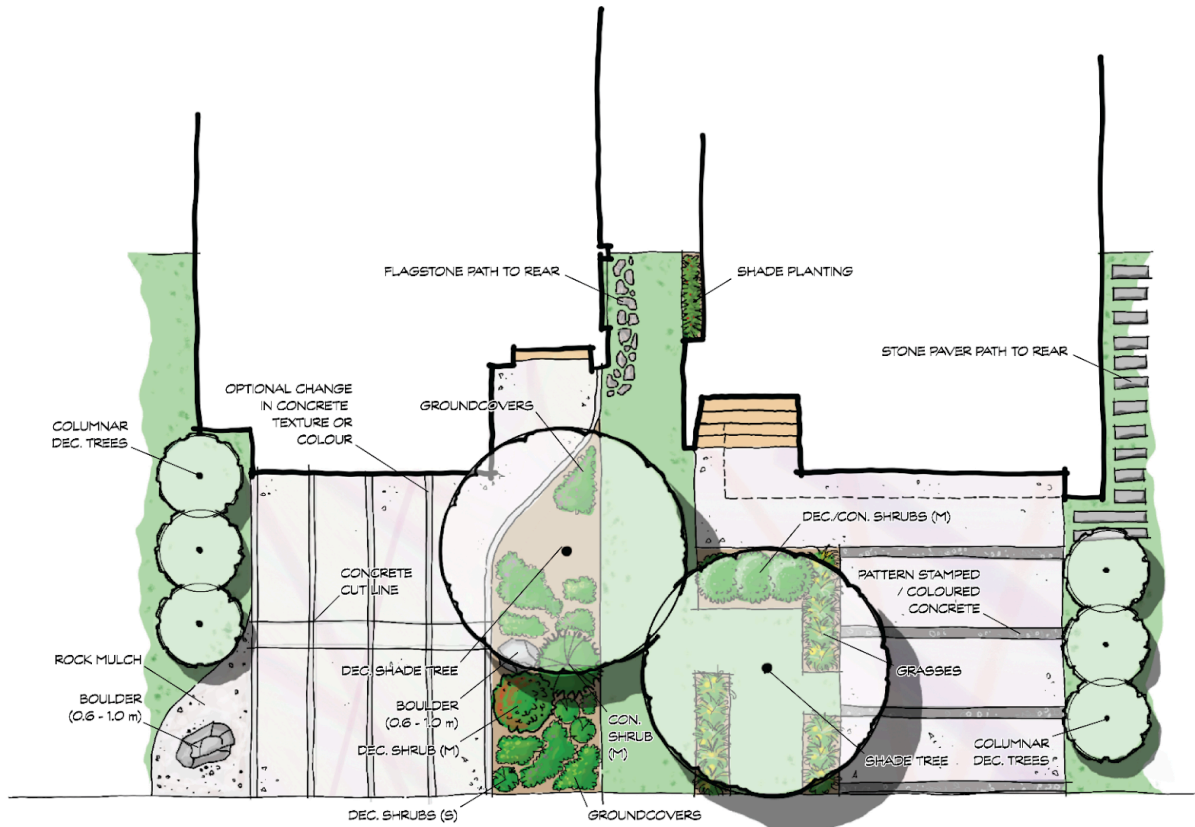


#### *Site analysis context*

Nearly every house in the immediate area has a driveway accessed from the street, even though alleys are also present in most cases. While newer versions of the Zoning Bylaw and the District Policy are intended to transition neighbourhoods away from this through redevelopment, accommodating the challenges presented by the grade change on the subject sites through driveways from the street is not seen as something out of character with the neighbourhood.

In order to mitigate the impacts of the front driveways on the sidewalk and improve the aesthetics of the properties, the proposed DC Zone has the following requirements to enhance the front yard:

- A minimum requirement of 3 trees and 7 shrubs per site in the front yard. Under standard RS Zoning, a typical house on this site width would only be required to have 2 trees and 6 shrubs and these could be throughout the site, not just in the front yard.
- A maximum driveway width of 5.9 metres per site. Normally a front driveway for a typical double garage could be up to 7.4 metres wide.
- A requirement for the driveways to have articulation of texture and colour and not be plain, grey concrete.
- The requirement for the front yards to be in general conformance with the below site/landscaping plans.



*DC Zone Appendix 2 – Front Yard Landscaping Designs*

The proposed DC Zone is compatible with the surrounding RS Zone. It allows for the same height and site coverage and has the same minimum setbacks from all lot lines. It proposes a lower density at 4 dwellings whereas the RS Zone would allow 8. It also limits the type of residential development to single detached housing, backyard housing and secondary suites and removes all commercial use opportunities.

## Utilities

The proposed rezoning is not anticipated to have a significant impact to the existing sanitary and storm sewer systems in the area, and these existing service connections can continue to be utilized.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing and flow rates. The developer will be required to address this deficiency at the development permit stage. 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 infrastructure changes required by this application.

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