



CITY PLANNING REPORT REZONING GLENORA

10403 134 STREET NW

To allow for a small scale commercial development adjacent to a future LRT Stop.



RECOMMENDATION AND JUSTIFICATION

City Planning is in **SUPPORT** of this application because:

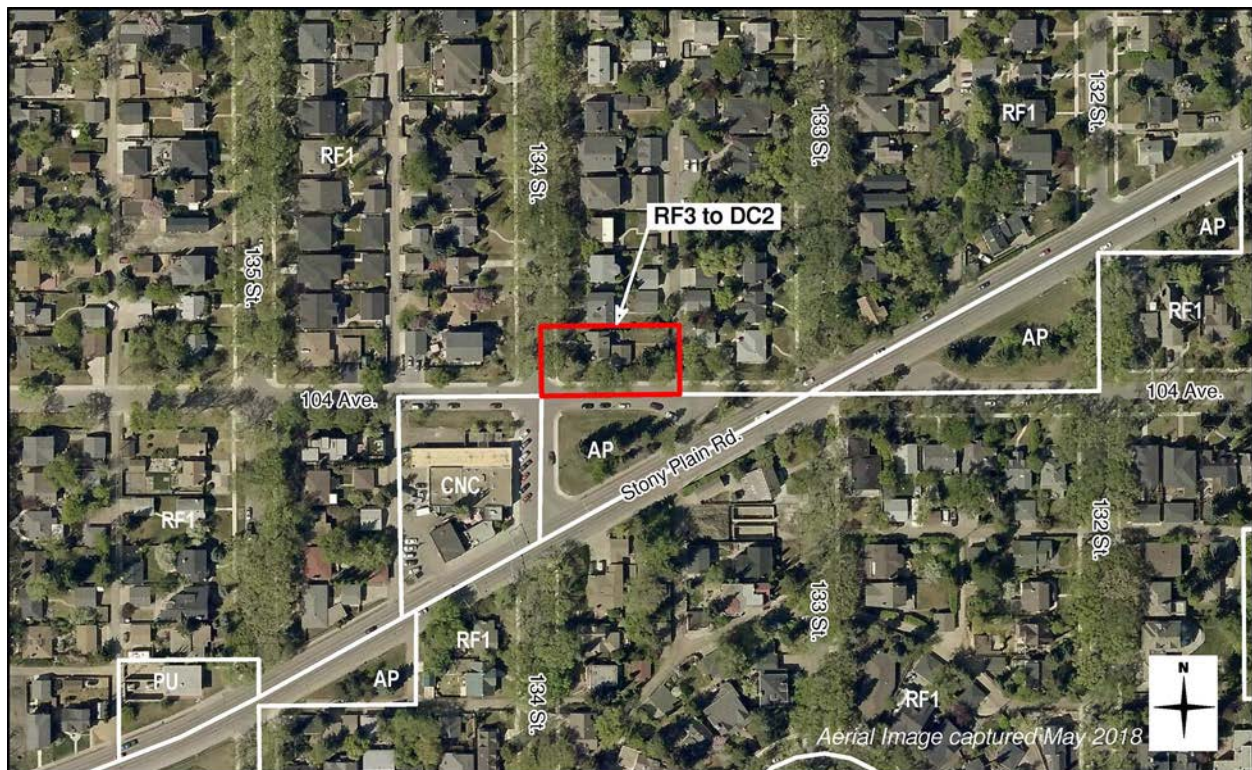
- The site is located across from and facing the future Glenora LRT Stop;
- The proposed building design is sensitive to the surrounding commercial and residential development;
- The development would provide small scale commercial services to residents; and
- The proposed development meets the Transit Oriented Development Guidelines for Neighbourhood Station Areas.

THE APPLICATION

Charter Bylaw 19000 proposes to amend the Zoning Bylaw from (RF3) Small Scale Infill Development Zone to (DC2) Site Specific Development Control Provision. The proposed provision will allow for a small scale, 2-storey commercial building designed to serve the surrounding community. In combination with the existing small scale commercial adjacent to the future Glenora LRT Stop, it will add to the neighbourhood node. The proposal includes a variety of commercial uses that would be suitable for a building of this size and location.

SITE AND SURROUNDING AREA

The site is located along a major arterial road (Stony Plain Road), where there is limited access to commercial development within walking distance. It is directly to the north of the future Glenora LRT Stop. There is a triangle of parkland, which will accommodate the LRT platform and retain the existing vehicle turnaround. There is an existing commercial development located to the southwest facing the same triangle of greenspace.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RF3) Small Scale Infill Development Zone	Single Detached House
CONTEXT		
North	(RF1) Single Detached Residential Zone	Single Detached House
East	(RF1) Single Detached Residential Zone	Vacant Lot
South	(AP) Public Parks Zone (CNC) Neighbourhood Convenience Commercial Zone	Public park/treed green space Small scale commercial buildings
West	(RF1) Single Detached Residential Zone	Single Detached House



VIEW OF SITE LOOKING SOUTHEAST
(taken Saturday, July 27 at 12:45)



VIEW OF SITE LOOKING NORTHWEST

PLANNING ANALYSIS

Neighbourhood scale commercial is an appropriate land use in such close proximity to a new LRT stop. This proposed development would not only provide a buffer between the station and the residential uses to the north, but it would also help create a walkable and transit accessible neighbourhood mixed use node. This type of development helps to maximize the benefit of direct access to an LRT line, and provides sensitive development that is in scale with the surrounding neighbourhood.

LAND USE COMPATIBILITY

This proposed rezoning is located in the mature neighbourhood of Glenora, directly to the north of the future Valley Line West LRT Glenora Stop. The site is in an excellent location for the development of a small scale commercial building. It will form a cohesive pedestrian oriented commercial frontage with the existing commercial development on 134 Street NW further enhancing this activity node. The triangle created with these commercial units would front directly onto the green space across from the future Glenora LRT Stop enabling a vibrant urban environment that will serve local residents, transit users, and visitors. Furthermore, developing a commercial building at the end of the block will serve to provide a buffer between the LRT stop and the properties to the north of the site.

The proposed building design responds to the local context and proposes modified adjustments to the comparable (CNC) Neighbourhood Convenience Commercial Zone within the Main Streets Overlay, in order to fit the site more efficiently. The (CNC) zone would be appropriate for this site, as it is intended for convenience commercial uses to serve the day-to-day needs of residents within residential neighbourhoods.

It is recognized that any new development within either the CNC zone or the proposed DC2 will have a greater impact on the residence to the north. However, through the DC2, aspects of the development can be regulated more specifically to allow a more sensitive integration with the neighbourhood and the existing single family house to the north. These include:

- step-down to one-storey along 134 Street NW;
- the restriction of illuminated signage to the south facade only;
- providing enhanced landscaping along the north setback to improve privacy and aesthetic for the directly abutting neighbour; and

development can be regulated more specifically to allow a more sensitive integration with the neighbourhood and the existing single family house to the north. These include:

- step-down to one-storey along 134 Street NW;
- the restriction of illuminated signage to the south facade only;
- providing enhanced landscaping along the north setback to improve privacy and aesthetic for the directly abutting neighbour; and
- an increase in bicycle parking requirements.

Additionally, the boulevard to the south of the property is very wide, and the existing driveway accessing 104 Avenue NW will be removed. This will allow the applicant to preserve the large mature trees, and maintain a landscaped buffer between the road and the building.

The proposed site regulations are compared to the existing (RF3) Small Scale Infill Development Zone under the Mature Neighbourhood Overlay (MNO) and the comparable (CNC) Neighbourhood Convenience Commercial Zone under the Main Streets Overlay (MSO) in the table below.

Zoning Comparison Table			
Regulation	Current: RF3 + MNO	Comparable: CNC + MSO	Proposed: DC2
Height	8.9 m	10.0 m	10.5 m
Floor Area Ratio	N/A	1.0	1.4
Site Coverage	45%	approx. 80%	approx. 74%
Setbacks			
West/front (from 134 Street)	6.3 m	1.0 m	1.5 m
North/interior side	3.0 m	3.0 m	2.5 m
South/flanking side	2.0 m	0.0 m	0.0 m
East/rear (from lane)	principal building 17.1 m	N/A	3.4 m
	accessory building 1.2 m		

TRANSIT ORIENTED DESIGN (TOD) GUIDELINES

The proposed site is situated directly across from the future Glenora LRT Stop, providing it with good pedestrian and transit access. This stop is designated as a Neighbourhood Stop, which identifies appropriate TOD characteristics for commercial to be “neighbourhood serving retail uses, eating and drinking establishments and professional offices close to station”. Furthermore, ground floor retail is considered appropriate when on sites with direct access to an arterial or collector road.



VALLEY LINE WEST (Spring 2019): GLENORA STOP

PUBLIC CONTRIBUTIONS

C599 - Community Amenity Contributions

A contribution for this proposal of \$20,870 is required to comply with City Policy C599, Community Amenity contributions in Direct Control Provisions. The proposed application complies with this policy through the provision of public art that shall be located on the property in a publicly visible location.

TECHNICAL REVIEW

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

PARKING AND TRANSPORTATION DEMAND MANAGEMENT

The vehicular traffic impacts of the proposed development are anticipated to be minor given its neighbourhood scale and its proximity to a variety of transportation modes, including the future Glenora LRT Stop. Despite this, a Parking and Transportation Demand Management study was prepared for the application, which focused on vehicular parking demand and encouraging travel by alternative modes. The study considered two scenarios: the existing pre-LRT context, and post-LRT, assumed to be in 2026/2027.

By current Zoning Bylaw standards, the development requires eight vehicular parking spaces, increasing to eleven if food and beverage-related uses are developed. The development proposes a minimum of six vehicle parking spaces. A minimum of six secure indoor, and five outdoor bicycle parking spaces are also included, which exceeds Bylaw requirements. The

walkable, cycle-friendly and high quality transit accessibility of the neighbourhood, combined with the small-scale, cycle-supportive nature of the development, will encourage non-vehicle trips.

Pre-LRT (existing scenario)

The study highlights the success of the existing commercial site at the northwest corner of the Stony Plain Road and 134 Street intersection, and its reliance on the adjacent streets to support parking for its clientele and some of its employees. At times of peak parking demand (weekday noon - 1 pm), on-street parking in the vicinity of the site, while turning over, was essentially at capacity. Outside of peak times, on-street parking was generally available. Parking Services has not received any recent complaints with respect to existing parking demand.

The study recommends establishing parking time limits along 134 Street and 104 Avenue (ex. two-hour maximum 0900-1800h), which would encourage turnover and limit the number of employees parking on-street, as well as a residential parking program on 134 Street north of 104 Avenue. Parking Services has committed to reviewing the on-street parking impacts of the development should it precede construction of the LRT, and implementing time restrictions and other measures as necessary.

Post-LRT (future scenario)

With the introduction of the Glenora LRT Stop, changes to the road network will reduce the number of on-street parking on 134 Street and 104 Avenue by approximately 15 spaces. The Valley Line project will not replace these spaces in other areas. While modelling the precise impacts to parking demand post-LRT is challenging, it is recognized that these impacts (changes in travel modes and patterns, the loss of on-street parking, potential for commuter park-and-ride) are much larger than those posed by the proposed small-scale development.

Parking Services is presently establishing parking management programs in the vicinity of Valley Line Southeast LRT stops, and is looking at a similar approach for the Valley Line West extension, including the area surrounding the Glenora Stop. These programs employ a variety of on-street parking management tools (time restrictions, residential parking programs, EPark) in areas where residents may be impacted by non-resident commuter LRT parking activity. The programs will be adaptable, encourage shared parking, and are supportive of future (re)development.

PUBLIC ENGAGEMENT

<p>PRE-APPLICATION NOTICE October 19, 2019</p>	<ul style="list-style-type: none"> ● Number of recipients: 24 <p>As reported by the applicant:</p> <ul style="list-style-type: none"> ● Number of responses received: 16 (including several in addition to those notified) ● Common comments included: <ul style="list-style-type: none"> ○ commercial is not appropriate at this location ○ the site should remain as residential ○ development will exacerbate parking and traffic congestion in the area
<p>ADVANCE NOTICE December 17, 2018</p>	<ul style="list-style-type: none"> ● Number of recipients: 24 ● Number of responses in support: 5 ● Number of responses with concerns: 10 ● Common comments included: <ul style="list-style-type: none"> ○ good location, great to be able to walk to some more commercial services within the neighbourhood, easy to access near LRT ○ bad location, neighbourhood is primarily residential and should stay that way, adding more commercial will compromise the character of the area ○ traffic and parking concerns
<p>PUBLIC MEETING May 1, 2019</p>	<ul style="list-style-type: none"> ● Number of notifications sent: 67 ● Number of attendees: 93 ● See “What We Heard Report” in Appendix 1 for details of comments received
<p>WEBPAGE</p>	<ul style="list-style-type: none"> ● edmonton.ca/glenora

Following the public engagement session, the proposed design of the building was revised to address some of the concerns that were identified with regards to massing, interface with the property to the north and parking.

- Reduction in height from 14.0 m (partial third storey with rooftop terrace) to 10.5 m (2 storeys)
- Increased interior side setback from 1.2 m to 2.5 m
- Increased the rear setback (from the lane) from 0 m to 3.4 m
- Reduced the FAR from 1.8 to 1.4
- Increased the number of parking stalls from 3 to 6
- Increased the number of bicycle parking stalls from 5 to 11
- Removed Bars and Neighbourhood Pubs from the list of uses

CONCLUSION

City Planning recommends that City Council **APPROVE** this application.

APPENDICES

- 1 "What We Heard" Public Engagement Report
- 2 Application Summary

WHAT WE HEARD REPORT

Rezoning Public Engagement Session Feedback Summary LDA18-0697 - Glenora

PROJECT ADDRESS: 10403 - 134 STREET NW

PROJECT DESCRIPTION: Proposed rezoning from (RF3) Small Scale Infill Development Zone to (DC2) Site Specific Development Control Provision to allow for a 14 m (approximately 3 storey) commercial building. The proposal would allow for a variety of small scale, neighbourhood-serving uses.

PROJECT WEBSITE: edmonton.ca/glenora

EVENT TYPE: Public Engagement Session

MEETING DATE: Wednesday, May 1, 2019

NUMBER OF ATTENDEES: 93

ABOUT THIS REPORT

The information in this report includes feedback gathered during and after the May 1st, 2019 public engagement session. This report is shared with all attendees who provided their email address during the event. This summary will also be shared with the applicant and the Ward Councillor. If/when the proposed rezoning advances to Public Hearing this report will be included in the information provided to City Council.

MEETING FORMAT

The meeting format was a drop-in open house where attendees were able to view display boards with project information and ask questions of City Staff, the applicant, and the developer.

Attendees were invited to share their feedback on a "Graffiti wall" by offering responses to the following questions:

- What do you LIKE about this application?
- What do you NOT LIKE about this application?

Additional written feedback forms were also available for attendees to provide further feedback relating to the application. 61 forms were collected and 2 additional emails were received afterwards.

FEEDBACK SUMMARY

The following section summarizes main themes collected.

The most common concerns heard were:

- **Parking/Transportation:** Residents are concerned with the limited existing/planned parking as well as the increase of traffic in an already congested area.
- **Neighbourhood Preservation:** Residents believe Glenora should remain a residential, family-oriented neighbourhood.
- **Proposed Uses:** Residents are concerned with the broad scope of businesses which the DC2 zoning would allow.

The most common comments of support heard were:

- **Walkability/Access to amenities:** Residents feel that a commercial development would allow for an increased walkability within the neighbourhood.

WHAT WE HEARD

The following section includes a summary of collected comments with the number of times a comment was recorded in brackets.

Parking and Traffic:

- Concerned about an increase of traffic and limited parking for proposed commercial development. (x20)
- Concerned about pre-existing street-parking congestion. (x17)
- Concerned about safety due to a potential increase of traffic in a family-oriented community. Two schools in proximity of development. (x7)
- Commercial development would increase walkability and decrease automobile dependence, and therefore reduce congestion and parking issues in the neighbourhood. (x4)
- Parking study was done in winter and makes unclear assumptions

Effect of LRT:

- This type of development is why our community did not want the LRT stop in Glenora (x11)
- LRT will help reduce the number of people driving and assume that a parking program will be put in place, which will mitigate traffic/parking concerns (x3)
- The proposal with minimal parking is too soon, the LRT isn't here yet
- LRT will make this property less desirable as a residential lot, good idea to make it commercial

Location:

- Concerned about proposed commercial developments within a traditionally residential and family-oriented neighbourhood. (x22)
- Commercial needs are met through the few businesses here and those on 142 Street and 124 Street, no need to have it here. (x11)

- Concerns that approval of this development would lead to an increase of commercial developments/proposals in the area. (x6)
- This proposal will provide amenities/services to improve upon the variety of the businesses already here, and which residents would like to see in this location within close proximity to their homes. (x6)

Proposed Uses:

- Proposed DC2 would allow for specific businesses, such as liquor and cannabis sales, which residents don't believe are a suitable fit for the family neighbourhood. (x8)
- Would like to see a nice restaurant, wine bar, bakery, spa, or convenience retail (x3)
- Outdoor patio spaces will be noisy (x2)

Built Form:

- Residents are concerned that the proposed development is too high, impacting sun/shadow of neighbouring houses and community. (x9)
- Concerns regarding overall scale of proposed development (too big, site coverage too high). (x6)
- Design is unexciting and is out of character for the neighbourhood (x2)

Other Comments:

- Disappointed that the City Councillor was not in attendance (x4)
- This property was rezoned to RF3 recently, and nothing was built, now this proposal makes the first seem deceptive (x3)
- Need a larger scale plan than just spot zoning (x2)
- Feel like this is already a done deal

ADDITIONAL COMMENTS FROM GRAFFITI WALL:

What Do You Like About This Proposal:

- Fills gap in walkable services within the neighbourhood (x4)
- Community requires mixed use developments to be vibrant (x2)
- Draws visitors to spend money in local stores
- Great location to grab some things on the way home from the LRT
- Great for families to walk to stores
- Increased street parking creates safer/slower streets for children
- Increase in property values
- Good location for veterinarian

What Do You Not Like About This Proposal:

- Commercial needs are met through businesses on 142 Street and 124 Street, no need to have it here. (x7)
- LRT will be increasing the parking and changing the neighbourhood, this proposal will accentuate that problem (x5)
- This is not driven by the needs of residents, but rather by profit (x4)

- Feel that this is already a done deal (x2)
 - This LRT stop should not be TOD (x2)
 - Parking study is not comprehensive, traffic/parking increases in the spring/summer, doesn't consider the parking needs of the different types of possible uses (x2)
 - Keep the integrity of the historical neighbourhood
 - Need more families in Glenora
 - Pretty much everything
-

If you have questions about this application please contact:

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APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19000
Location:	North of Stony Plain Road east of 134 Street NW
Address:	10403 134 Street NW
Legal Description:	Lot 20, Block 78, Plan 3875P
Site Area:	650 m ²
Neighbourhood:	Glenora
Notified Community Organization:	Glenora Community League
Applicant:	Chris Dulaba, Beljan Development

PLANNING FRAMEWORK

Current Zone and Overlay:	(RF3) Small Scale Infill Development Zone (MNO) Mature Neighbourhood Overlay
Proposed Zone:	(DC2) Site Specific Development Control Provision
Plan in Effect:	None
Historic Status:	None

Written By:	Heather Vander Hoek
Approved By:	Tim Ford
Branch:	City Planning
Section:	Planning Coordination