



# ADMINISTRATION REPORT REZONING HOLYROOD

## 9312 and 9320 - 83 Street NW

To allow for the development of ground oriented Multi-unit Housing.



## RECOMMENDATION AND JUSTIFICATION

Administration is in **SUPPORT** of this application because it:

- supports the development of “missing middle” housing;
- supports the utilization of significant transit infrastructure and intensification of areas in close proximity to the new Holyrood Neighbourhood Station; and
- it is in line with the Transit Oriented Development Guidelines for Neighbourhood Stations.

## THE APPLICATION

CHARTER BYLAW 19497 proposes to amend the Zoning Bylaw from (RF1) Single Detached Residential Zone to (RF5) Row Housing Zone.

The proposed Zone will allow for the development of ground oriented residential. The owner's stated intention is to develop a 5 unit Row Housing development, with the potential for Secondary Suites.

## SITE AND SURROUNDING AREA

The subject properties are located north of 93 Avenue NW, and west of 83 Street NW, in close proximity to the Holyrood Neighbourhood LRT Station currently under construction.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
<b>SUBJECT SITE</b>	(RF1) Single Detached Residential Zone	Single Detached Housing and a vacant lot
<b>CONTEXT</b>		
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 (across lane)	(DC2.1001, Area 2) Site Specific Direct Development Control Provision	Existing open space of apartment complex. Area 2-A in this location is planned as a private park within the mixed use TOD development.
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VIEW OF SITES FROM 83 STREET NW



VIEW OF PROPERTY ACROSS THE ALLEY

The Holyrood Neighbourhood LRT Station is located on 85 Street NW, south of 93 Avenue NW and is currently under construction.



VIEW OF LRT STATION FROM 85 STREET NW

## PLANNING ANALYSIS

There is no plan in effect for the Holyrood neighbourhood. The proposed rezoning aligns with the draft City Plan targets of optimizing existing established neighbourhoods by adding 50% of new units added throughout infill areas such as Holyrood. In hopes to increase and diversify Edmonton's housing supply, this application meets draft City Plan policies which include enabling ongoing residential infill to occur at a variety of scales and densities within all parts of the residential areas.

### LAND USE COMPATIBILITY

The purpose of the (RF5) Row Housing Zone is to provide for ground oriented housing. Multi-unit Housing is a Permitted Use with this zone. Multi-unit Housing in the context of the RF5 Zone could be in the form of Row Housing or stacked row housing.

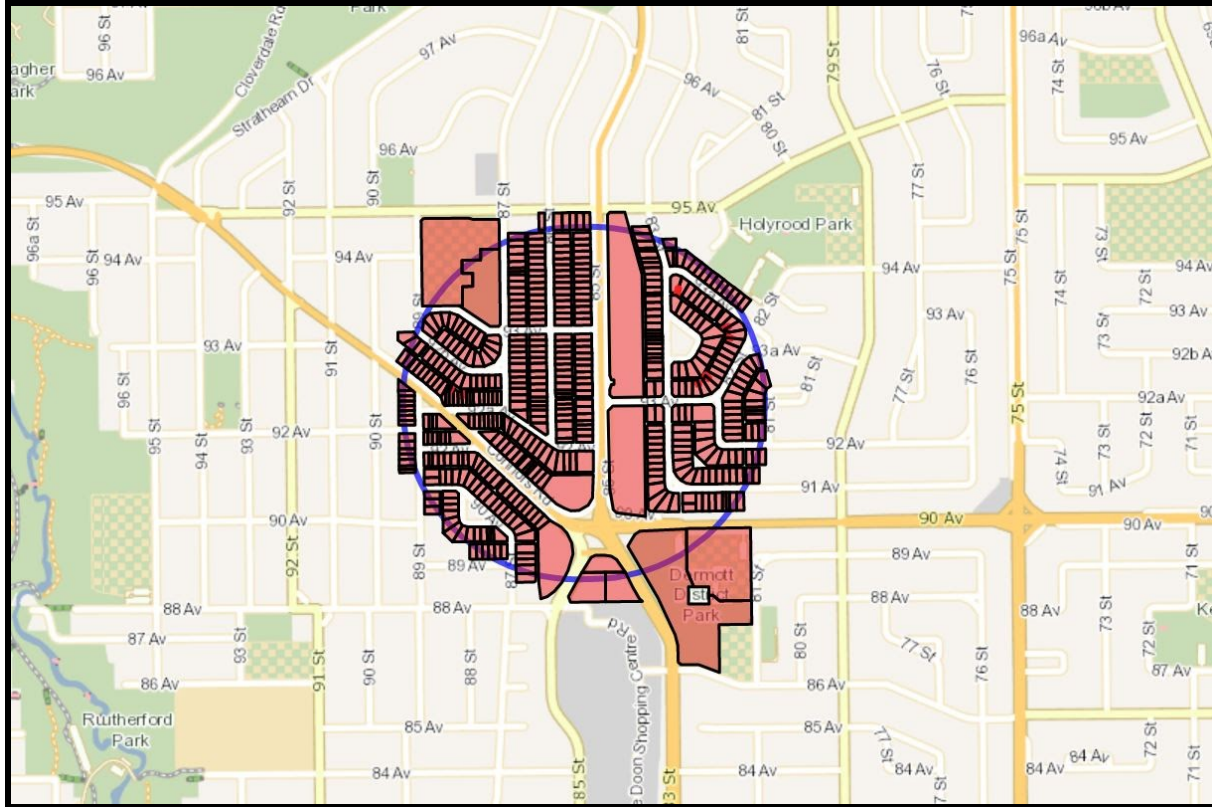
The minimum density of the zone would be 3 units for a site of this size, with a maximum density of 8 units. The RF5 Zone requires an average bedroom count of 2.25 bedrooms / principal Dwelling suggesting a larger unit size. The applicant has stated the intention of the owner is to develop a 5-unit Row House, with the potential for Secondary Suites.

A comparison chart of current Zones (RF3 and RF5) that allow Row House development (including stacked row housing), relative to the RF1 Zone is included as Appendix 1. Of particular note are the following:

- RF5 Zone allows a 10 m Height vs. an 8.9 Height under the RF3 and RF1 Zones ;
- The maximum density of the RF5 Zone is 8 vs. 7 under the RF3 Zone vs. 3 under the RF1 zone;
- The RF5 Zone requires an average bedroom count of 2.25 per principal Dwelling whereas the RF3 Zone does not. (This suggests a larger unit size may be required to meet this regulation and therefore lower the overall unit count, and suggests a development that could be more conducive to families.)

### TRANSIT ORIENTED DEVELOPMENT (TOD) GUIDELINES

TOD Guidelines for sites less than one hectare within 400 m of an LRT Station will apply due to the site's close proximity to the Holyrood Station. TOD Guidelines support infill development (including two-storey townhouses) in proximity to Neighbourhood Stations. The guidelines suggest that for sites less than one hectare not on an arterial or collector, within 200-400 m of an LRT Neighbourhood Station, a maximum density of 42 du/ha is desired. The RF5 Zone requires a minimum density of 35 du/ha; however, based on Site Area requirements of 125 m<sup>2</sup> / principal Dwelling for Row Housing, the maximum density could be as high as 8 principal Dwellings for this site. The applicant's stated intention is for the development of a 5-unit Row House with potential Secondary Suites. Zoning Bylaw changes to residential zones to accommodate increased density have occurred since the time the TOD Guidelines were developed, in support of development of the "missing middle". The proposed rezoning supports the intensification that is desired in proximity to significant transit infrastructure.



400 m TOD BUFFER

## RESIDENTIAL INFILL GUIDELINES

TOD Guidelines are applied to areas within 400 m of transit stations and Residential Infill Guidelines (RIGs) are to be applied to such areas beyond the 400 m. That being said, the RIGs support “small scale infill” in certain locations. Row housing is considered “small scale infill” and the guidelines suggest that row house development be on lots fronting or flanking an arterial or service road, or on lots fronting a school or park site. While these specific locational attributes do not describe this site, the following attributes of this site should be taken into consideration as being suitable for row house development. The site is:

- located one block from an arterial road;
- in very close proximity to the Holyrood LRT Station under construction at 85 Street NW, just north of 93 Avenue NW;
- kitty-corner to a park site where many lots front the park site and would meet the locational criteria of the RIGs and would be considered suitable for row house development; and
- in a mature neighbourhood where intensification is generally desired from a city wide policy perspective.

## TECHNICAL REVIEW

As part of the technical review, the following advisements and comments were provided:

- Vehicular access shall be from the rear lane and the existing access to 83 Street NW will need to be removed with redevelopment of the site.

- Permanent sanitary servicing is available in the lane; however, a storm sewer service connection is required for the development of multi-unit housing and the site will require on-site stormwater management. Additional detailed information will be required at the development permit stage.
- The property is in close proximity to the future LRT stop, the current bus service along 93 Avenue will be changed to community routing with the implementation of the Bus Network Redesign, and 90 Avenue (within 400m of the property) will have Frequent Transit service.
- A water service connection is available in the lane. The existing service connection is not of sufficient capacity and will require review with a qualified engineer to ensure adequate water supply to the development.

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

## PUBLIC ENGAGEMENT

<p><b>ADVANCE NOTICE</b> July 29, 2020</p>	<ul style="list-style-type: none"> <li>• Number of recipients: 21</li> <li>• Five responses received</li> <li>• Concerns included: Potential built form of the zone does not fit the single detached residential character of the area and density is too much, and opens up the potential for significant change to the area; the cumulative impact on traffic and parking, and safety concerns with increased on street parking on 83 Street.</li> <li>• All wanted to know what the development would look like.</li> </ul>
<p><b>PUBLIC MEETING</b> n/a</p>	<ul style="list-style-type: none"> <li>• Not held</li> </ul>
<p><b>WEBPAGE</b></p>	<p><a href="https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/holyrood-planning-applications.aspx">https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/holyrood-planning-applications.aspx</a></p>

Most comments / questions were with regard to the type of development that could occur under the RF5 Zone. Examples of what a Row House built form could look like were provided; however, it was emphasised that such details are determined at the Development Permit stage, should zoning be approved. Clarification on the density calculation was emailed to four of the five respondents on October 27, 2020. The fifth respondent was contacted by phone as she did not have an email address. One response to the email was received reiterating objection to the increased density that would be allowed by the rezoning.

With regards to parking and safety concerns, applicable respondents were advised the following:



- The removal of minimum parking requirements has the potential to cause increased on-street parking pressures in some neighbourhoods, particularly those near future LRT stations and large Transit Oriented Developments like Holyrood Gardens. Edmonton Parking Services section will continue their work in neighbourhoods and will apply tools such as paid parking, restricted parking, or residential parking programs to manage on-street parking where needed. The sight line concerns raised by this citizen would also be reviewed by Parking Services through the course of their work.
- City Bylaw C5590 restricts parking within 5 metres of an intersection, which should help with sight line safety concerns. At the southern access to the crescent, the fire hydrant along 83 Street further restricts parking on the east side of the road which should further alleviate sight line issues to the south.

The applicant and owners met with the Holyrood Development Committee (HDC) on August 26, 2020 to discuss their intention to develop a 5-unit Row House with a modern design. The applicant reported that there was general support for the proposal described to the HDC because the development displayed intention to encourage families and affordability, and proposed additional housing options in proximity to LRT. The City received no formal communication from the HDC.

## CONCLUSION

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

## APPENDICES

- 1 Zoning Comparison
- 2 Application Summary

<b>APPENDIX 1, ZONE COMPARISON</b>			
	<b>Current RF1 - Single Detached Zone</b> (Single Detached)	<b>Potential RF3 – Small Scale Infill Development Zone</b> (Multi-unit Housing)	<b>Proposed – RF5 Row Housing Zone</b> (Multi-unit Housing)
Size of Lots proposed for rezoning: 18.9 + 9.13 = 28.03 m Width x 39.01 m Depth = 1,093 m <sup>2</sup> or 0.11 ha			
<b>Regulation is modified by the Mature Neighbourhood Overlay</b>			
Site Area	250.8 m <sup>2</sup>	150 m <sup>2</sup> per principal Dwelling	125 m <sup>2</sup> per principal Dwelling
Site Width	7.5 m	7.5 m	5 m
Site Depth	30 m	30 m	30 m
Density	n/a	n/a	Minimum 35 du/ha = 3.85 du or 3 du
	Maximum 3 (Site Width 28.03 / 7.5)	Maximum 7 (Site Area 1093 m <sup>2</sup> / 150 m <sup>2</sup> )	Maximum 8 (Site Area 1093 m <sup>2</sup> / 125 m <sup>2</sup> )
Secondary Suites	Permitted (3)	Permitted with Multi-unit Housing that is Row House development (Potential 7)	Permitted with Multi-unit Housing that is Row House development (Potential 8)
Garden Suite	Permitted (3)	Currently not allowed; however, is being proposed as Permitted in an upcoming Zoning Bylaw Omnibus amendment.	Not Allowed
<b>Height</b>	<b>8.9 m</b>	<b>8.9 m</b>	10 m
Site Coverage Principal Dwelling (PD) Accessory Building (AB)	28% PD, 12% AB, 40% total > 300m <sup>2</sup>	45% PD, 17% AB 45% with attached garage	50%
<b>Front Setback</b> <b>*Estimated</b>	Minimum 20% of site depth (7.8 m) or 1.5 m less than the average Front Setback on Abutting Lots (6.5+7/2-1.5 = <b>5.5 m*</b> ; whichever is less. No Front Setback shall be less than 3 m.	Minimum 20% of site depth (7.8 m) or 1.5 m less than the average Front Setback on Abutting Lots (6.5+7/2-1.5 = <b>5.5 m*</b> ; whichever is less. No Front Setback shall be less than 3 m.	Minimum 20% of site depth (7.8 m) or 1.5 m less than the average Front Setback on Abutting Lots (6.5+7/2-1.5 = <b>5.5 m*</b> ; whichever is less. No Front Setback shall be less than 3 m.
Rear Setback	7.5 m	7.5 m	7.5 m
<b>Side Setback</b>	Total Side Setbacks to be 20% of Site Width (5.6 m) with a minimum 1.2 m on each side. <b>2.8 m</b>	Total Side Setbacks to be 20% of Site Width (5.6 m) to a maximum of 6 m (1.2 m minimum) <b>2.8 m</b>	Total Side Setbacks to be 20% of width to a maximum of 6 m (5.6m) with a 2 m minimum, unless underlying zone (1.2) is greater <b>2.8 m</b>
Average # of bedrooms per principal dwelling	n/a	n/a	2.25
Maximum Width of Multi-unit building	n/a	28.1 m; however, given the 28.03 m Site Width, the maximum width of the building would 22.43 m due to Side Setback requirements.	No regulation; however, given the 28.03 m Site Width, the maximum width of the building would 22.43 m due to Side Setback requirements.
Amenity Area	n/a	7.5 m <sup>2</sup> / Dwelling, Minimum 50% at grade	7.5 m <sup>2</sup> / Dwelling, Minimum 50% at grade



## APPLICATION SUMMARY

### INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19497
Location:	North of 93 Avenue NW and west of 83 Street NW
Addresses:	9312 and 9320 - 83 Street NW
Legal Descriptions:	Lot 22, Block 15, Plan 5112 HW Lot 21B, Block 15, Plan 2020893
Site Area:	1,093 m <sup>2</sup>
Neighbourhood:	Holyrood
Notified Community Organization:	Holyrood Community League
Applicant:	Clarity Development

### PLANNING FRAMEWORK

Current Zone and Overlay:	(RF1) Single Detached Residential Zone (814) Mature Neighbourhood Overlay
Proposed Zone and Overlay:	(RF5) Row House Zone (814) Mature Neighbourhood Overlay
Plan in Effect:	None
Historic Status:	None

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