



## ADMINISTRATION REPORT **REZONING** AVONMORE

### 8311 - 76 Avenue NW

To provide for ground oriented housing.



**Recommendation:** That Charter Bylaw 19418 to amend the Zoning Bylaw from the (RF1) Single Detached Residential Zone with the Mature Neighbourhood Overlay to the (RF5) Row Housing Zone with the Mature Neighbourhood Overlay be APPROVED.

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

- would allow for an increase in residential density at a key node in the neighbourhood near an LRT stop; and
- has a high degree of conformity with The City Plan, the Southeast Area Plan and the Transit Oriented Development Guidelines.

## Report Summary

This rezoning application was submitted by Green Space Alliance in April 2020 on behalf of Rosecroft Custom Homes. If approved, the proposed RF5 Zone would facilitate the redevelopment of a lot that currently contains one single detached house to a row housing development with between 3 and 6 principal dwellings.

The application was originally received as a proposal for the (RA7) Low Rise Apartment Zone. Due to the cost of water infrastructure upgrades to meet fire protection standards required by the RA7 Zone, the applicant scaled down their proposal to the RF5 Zone to decrease the requirements and cost of upgrades.

The location along the new Valley Line LRT line near the Avonmore Stop is ideal for intensification away from single detached housing and this proposal is in alignment with the applicable direction and guidance of The City Plan, the Southeast Area Plan and the Transit Oriented Development Guidelines.

## The Application

1. CHARTER BYLAW 19418 to rezone the site from the (RF1) Single Detached Residential Zone with the Mature Neighbourhood Overlay to the (RF5) Row Housing Zone. The Mature Neighbourhood Overlay would continue to apply to the site to ensure the building design responds appropriately to the context of the surrounding area and maintains the pedestrian-oriented design of the streetscape.

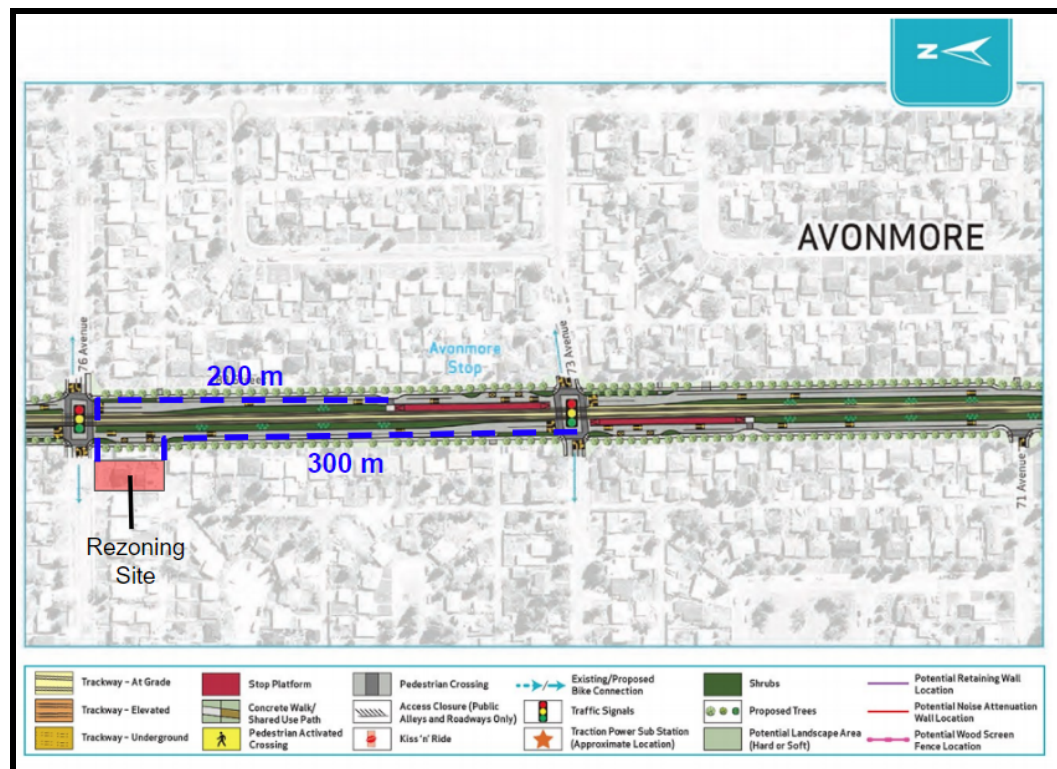
## Site and Surrounding Area

This 855.8 square metre site is currently one lot in from the intersection of 76 Avenue NW and 83 Street NW. There is one abutting lot to the east of this site that was expropriated for LRT construction. When LRT construction is finished, this lot will be a landscaped buffer from the LRT, effectively making the site subject to this rezoning the new corner lot. 83 Street NW is an arterial road with the Valley Line LRT Line running down the centre. 76 Avenue NW is a collector road.



AERIAL VIEW OF APPLICATION AREA

The site is nearest to the Avonmore LRT Stop, with the platforms located between 200 and 300 metres walking distance, depending on whether a northbound or southbound train is being sought.



VALLEY LINE LRT DRAWING SHOWING WALKING DISTANCES FROM REZONING SITE TO LRT PLATFORMS



	<b>EXISTING ZONING</b>	<b>CURRENT USE</b>
<b>SUBJECT SITE</b>	(RF1) Single Detached Residential Zone	Single Detached House
<b>CONTEXT</b>		
North	(RF3) Small Scale Infill Development Zone	Vacant Lot/LRT Construction
East	(RF1) Single Detached Residential Zone	Vacant Lot/LRT Construction
South	(RF1) Single Detached Residential Zone	Single Detached House
West	(RF1) Single Detached Residential Zone	Single Detached House



VIEW OF SITE LOOKING SOUTH FROM 76 AVENUE NW



VIEW OF SITE LOOKING NORTH FROM REAR LANE

## Planning Analysis

This location, being a future corner lot at an intersection of a collector road and arterial road and within walking distance of an LRT stop, is ideal for intensification away from single detached housing. The large site size for a single lot (over 850 square metres) allows for many options without risking being an overdevelopment.

### BUILT FORM AND COMPATIBILITY

The proposed RF5 Zone is specifically designed to create larger units, suitable for families, with multiple ground oriented entrances. The allowable built form is very comparable to the (RF1) Single Detached Residential Zone that currently applies to the site and adjacent properties, with the Mature Neighbourhood Overlay regulating both zones in similar ways in terms of setbacks. The main difference is that the Mature Neighbourhood Overlay restricts height to 8.9 metres for most lower intensity residential zones, but allows up to 10.0 metres for the RF5 Zone. The built form allowed by the RF5 Zone is considered compatible with the sites nearby zoned (RF1) Single Detached Residential Zone and (RF3) Small Scale Infill Development Zone.

## THE CITY PLAN

The City Plan does not provide specific direction for the development intensity of this site, as it is not within an identified development node or corridor. However, being on an LRT line, the site is connected to the identified Mass Transit Network and 76 Avenue NW is also identified as a District Connector Bike Route as part of the Active Transportation Network. As such, this application contributes to a number of higher level targets within The City Plan, including:

- 50% of net new units added through infill city-wide;
- 600,000 additional residents will be welcomed into the redeveloping area; and
- 50% of trips are made by transit and active transportation.

## SOUTHEAST AREA PLAN

Avonmore is one of seven communities within the Southeast Area Plan, approved by Resolution in 1998. When it was written, LRT through these neighbourhoods was not contemplated, but the plan does recognize that there should be increases in density near transit. Policy 5.2.C.1 of the plan states:

*Proposed and existing multiple family development will be located at the periphery of neighbourhoods, along arterial and transit routes.*

This site is on the northern periphery of the Avonmore neighbourhood (across 76 Avenue NW to the north is King Edward Park), and after LRT construction will be along an arterial road with future LRT services. Therefore, this site fits the Southeast Area Plan's locational criteria for this form of development quite well. Specific direction for RF5 Zoning is found in Policy 5.2.A.4:

*Row housing (RF5) development will be used as a transition between predominantly single family detached housing forms (RF1, RPL)/semi-detached housing forms (RF2 to RF4) and medium density/low rise apartment-housing (RF6, RA7).*

Because the surrounding area is almost exclusively zoned RF1, the fully described transition can't exist yet, but the compatibility between RF1 and RF5 is clearly supported by this policy. As the area intensifies in response to the LRT and desired transit-oriented development, this site will be well positioned to contribute to this transition.

## **TRANSIT ORIENTED DEVELOPMENT GUIDELINES**

The Transit Oriented Development Guidelines were approved by City Council in 2012 when the route for the Valley Line LRT expansion through Avonmore was known. As such, they are a much better indication of Council's intent for development near LRT stops for the communities that are part of the Southeast Area Plan. The Avonmore Stop is classified as a Neighbourhood Station Type and the guidelines give direction for development within 400 metres of the station.

For sites fronting or flanking an arterial road, like this one will be after LRT construction, the guidelines call for a minimum of 63 and a maximum of 125 dwellings per hectare. As such, it could be argued that these guidelines do not technically support the RF5 Zone because it only requires 35 dwellings per hectare which would be 3 dwellings on this site. However, the maximum number of dwellings allowed by the RF5 Zone would be 6 based on the site size, which would be 70 dwellings per hectare, within the range suggested by the guidelines. The applicant has indicated that they intend to develop 5 units, which would be 58 dwellings per hectare, nearly at the 63 recommended.

It should be recognized that the applicant did attempt to rezone to a more intense form of development (RA7) that would have better aligned with the TOD Guidelines, but this became cost prohibitive due to significant water infrastructure upgrade requirements for which this developer would have been entirely responsible.

Overall, the RF5 Zone is appropriate at this location, though at the lower end of the intensity of development that is desired this close to an LRT Stop.

## **TECHNICAL REVIEW**

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

Water infrastructure upgrades to ensure proper fire protection are required at the expense of the owner/developer. When the proposal was for the RA7 Zone, the applicant was to be responsible for paying for 2 new fire hydrants and 335 metres of new water main. With the change to the RF5 Zone, the requirement has been reduced to just one new hydrant. This will be reviewed again at the Development Permit stage and the exact details may change, but proper fire protection requirements will still need to be met.

## **PARKING, LOADING AND VEHICULAR ACCESS**

With redevelopment of the site, vehicular accesses will need to be from the rear lane and access details for the site will be reviewed upon submission of a Development Permit application.

## **Community Engagement**

When the proposal was for the (RA7) Low Rise Apartment Zone, the City received 12 responses to the mailed notification. Three of which were in favour and nine were opposed. The applicant also had two online meetings with the Community League president and some league members on June 9 and July 23, 2020. The applicant wrote a 2-page newsletter about the project to the Community League on June 17, 2020. The newsletter was posted on the League's website and a short article with a link to the newsletter was shared in the Southeast Voice, a free community newsletter that is delivered by Canada Post to over 18,000 households in the Edmonton region.

When notice was given of the change to the proposed (RF5) Row Housing Zone, no responses were received and no other engagement activities were carried out.

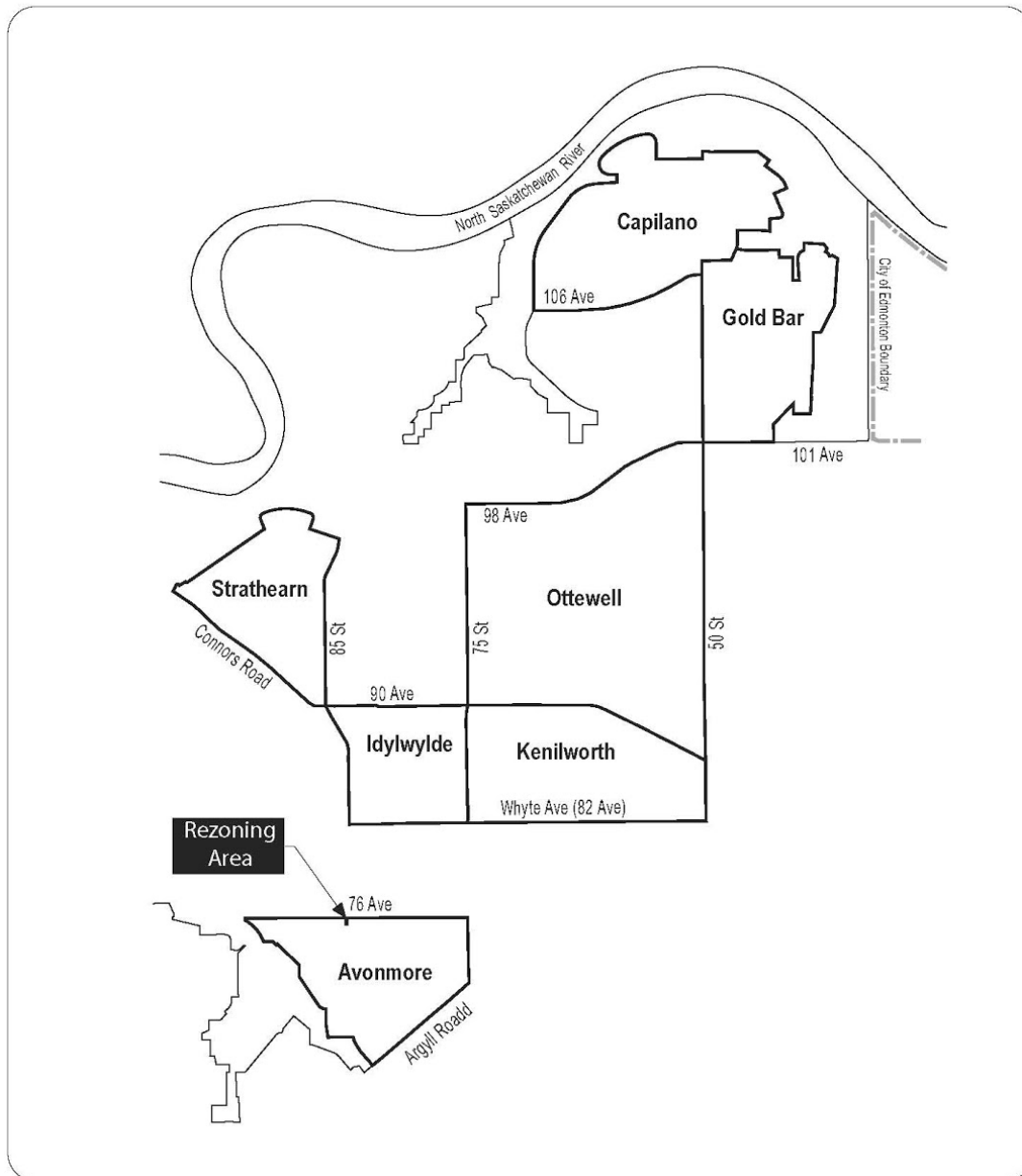
## Conclusion

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

## APPENDICES

- 1 Plan Context Map
- 2 Application Summary

## PLAN CONTEXT MAP





## APPLICATION SUMMARY

### INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19418
Location:	South side of 76 Avenue NW, west of 83 Street NW
Address:	8311 - 76 Avenue NW
Legal Description:	Lot 9, Blk 1, Plan 959KS
Site Area:	855.8 m <sup>2</sup>
Neighbourhood:	Avonmore
Notified Community Organizations:	Avonmore Community League King Edward Park Community League Southeast Area Council of Community Leagues
Applicant:	Green Space Alliance

### PLANNING FRAMEWORK

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

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