

## Zoning Bylaw Amendment- 3300 Anaquod Road (PL202000245)

<b>Date</b>	May 5, 2021
<b>To</b>	Regina Planning Commission
<b>From</b>	City Planning & Community Development
<b>Service Area</b>	Planning & Development Services
<b>Item No.</b>	RPC21-37

### RECOMMENDATION

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Regina Planning Commission recommends that City Council:

1. Approve the application to rezone portions of lands located at 3300 Anaquod Road, part of SE 14-17-19-2 Ext 11, located within the Towns Concept Plan, as shown in Appendix A-1 as follows:
  - a. Parts of Block 3 and 5 from UH – Urban Holding Zone to RL - Residential Low-Rise Zone.
  - b. Parts of Block 2, 3 and 5; and Blocks 4 and 6 from UH – Urban Holding Zone to RU – Residential Urban Zone.
  - c. Apply LA - Lane Access Overlay Zone to the identified portions of the proposed RU – Residential Urban Zone within Block 2 and Block 6.
2. Instruct the City Solicitor to prepare the necessary bylaw(s) to give effect to the recommendations, to be brought forward to the meeting of City Council following approval of the recommendations and the required public notice.
3. Approve these recommendations at its meeting on May 12, 2021, following the required public notice.

### ISSUE

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The applicant, Dream Asset Management Corporation, proposes an amendment to the Zoning Bylaw to accommodate low and medium-density residential development. The

applicant is also proposing a LA - Lane Access Overlay Zone to allow front and lane vehicle access to some residential lots, as labelled on Appendix A-1, where the subject property backs onto a proposed lane. The *Regina Zoning Bylaw, 2019-19* (Zoning Bylaw) prohibits front parking when there is rear lane access; however, the LA – Lane Access Overlay Zone is intended to allow flexibility regarding front and lane access to residential lots.

A property owner/developer can submit applications to amend the zoning designation of their property, which requires an amendment to the Zoning Bylaw. The process requires review by the Regina Planning Commission (RPC) and approval of the amendment by City Council. These applications include a public and technical review process in advance of consideration by RPC and Council.

These applications are being considered pursuant to the *Planning and Development Act, 2007* (Act); *Design Regina: The Official Community Plan Bylaw 2013-48* (OCP) and the Zoning Bylaw. The proposal has been assessed and is deemed to comply with the Act, OCP and the Zoning Bylaw.

## IMPACTS

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### Financial Impact

The applicant will be responsible for the cost of any additions or changes to existing infrastructure that may be required to directly or indirectly support the development in accordance with City standards and applicable legal requirements.

### Environmental Impact

City Council set a community goal for the City of Regina of achieving net-zero emissions and sourcing of net-zero renewable energy by 2050. In support of this goal, City Council asked Administration to provide energy and greenhouse gas implications of recommendations so that Council can evaluate the climate impacts of its decisions. The recommendations in this report have limited direct impacts on energy consumption and greenhouse gas emissions.

### Policy / Strategic Impacts

The proposed development supports the following goals, policies and objectives of Part A of the OCP:

- Section D6: Goal 1 – Housing Supply and Affordability: Increase the housing supply and improve housing affordability.
  - Policy 8.8: *Support residential intensification in existing and NEW NEIGHBOURHOODS to create complete neighbourhoods.*
- Section C: Goal 2 – Efficient Servicing: Maximize the efficient use of existing and new infrastructure.
  - Policy 2.5: *Develop compact and contiguous neighbourhoods.*
- Section D11: Goal 3-*Ensure that Regina is a safe community where everyone feels secure in their homes and neighbourhoods.*
  - Policy 13.12: *Promote health and safety by embracing the principles of Crime*

*Prevention through Environmental Design (CPTED).*

- Appendix A: Guidelines for Complete Neighbourhoods.
  - Policy 7.1.8: *A distinctive character, identity and sense of place.*
    - *Avoid walls that segregate and visually block neighbourhoods from adjacent streets and neighbourhoods.*
  - Policy 7.1.9: *Buildings which are designed and located to enhance the public realm, and which contribute to a better neighbourhood experience.*
    - *Avoid direct frontage onto arterial streets, except where they function as well-designed, landscaped, multi-modal streets.*
    - *Create active streetscapes through ground floor uses and by limiting at-grade parking and blank facades to provide a sense of activity, safety and surveillance, and “eyes on the street.”*
  - Policy 7.1.10: *Convenient access to areas of employment.*
    - *Ensure that street and block patterns allow for a changing and adaptable urban environment.*
- Part B. 16 - Southeast Regina Neighbourhood Plan (SENP):
  - *4.2(b) Neighbourhood Areas shall consist of predominantly residential uses with limited and compatible non-residential uses.*
  - *6.3(e) Driveway access to Anaquod Road (future alignment) will be considered only on the west side of the collector between Primrose Green Drive and Chuka Creek.*

The proposed rezoning of the subject area aligns with associated land uses as outlined in the Towns Concept plan, first approved in April 2016 and amended in March 2021.

## **OTHER OPTIONS**

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Alternative options would be:

1. Approve the application with specific amendments to the plan.
2. Refer the application back to Administration. If City Council has specific concerns with the proposal, it may refer the application back to Administration to address or make additional recommendations and direct that the report be reconsidered by Regina Planning Commission or brought directly back to Council following such further review. Referral of the report back to Administration will delay approval of the development until the requested information has been gathered or changes to the proposal have been made.
3. Deny the application. Rezoning of the subject land will not proceed on the subject property if City Council rejects the application.

## COMMUNICATIONS

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The applicant and other interested parties will receive a copy of the report and notification of their right to appear as a delegation at the Council meeting when the application will be considered. Public notice of the public hearing required when Council considers the proposed bylaw will be given in accordance with *The Public Notice Policy Bylaw, 2020*. The applicant will receive written notification of the City Council's decision.

## DISCUSSION

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### Proposal

The applicant proposes an amendment to the Zoning Bylaw to accommodate low and medium-density residential development, which includes lots intended for single-detached and attached lots for townhouse residential. Further to this, the applicant also proposes to apply the LA - Lane Access Overlay Zone over a portion of the development to allow flexibility regarding front and lane vehicle access to residential lots as shown in Appendix A-1 – A-3 and maintain consistency with the building types along the proposed street frontage where front access is prohibited.

This area is currently zoned UH - Urban Holding Zone, and rezoning is necessary to accommodate the development. The applicant proposes the following zoning amendments and are illustrated in Appendix A-3.

- Parts of Block 3 and 5, intended for residential townhouse (“Building, Row”), be rezoned from UH – Urban Holding to RL – Residential Low-Rise Zone.
- All of Blocks 2, 4 and 6, and parts of Block 3 and 5, be rezoned from UH – Urban Holding to RU – Residential Urban Zone.
- That a portion of Block 2 and all of Block 6 (shown in hatched area) be rezoned with the LA - Lane Access Overlay Zone.

In accordance with the *Southeast Neighbourhood Plan*, Anaquod Road (formerly Tower Road) will be realigned approximately 40 metres to the east, allowing for another row of laned homes backing the proposed lane. SENP policy 6.3(e) restricts direct residential driveway access on future Anaquod Road for traffic safety purposes. Therefore, the proposed rear lane, running parallel to Anaquod Road, is necessary to achieve these requirements.

The surrounding uses are medium-density residential, and Primrose Green Drive to the south, storm channel and walkway to the west, Buckingham Drive to the north and Anaquod Road to the east.

The proposed land uses are compliant with the Towns Concept Plan, in Appendix A-4, which identify these lands for low-medium density residential development.

### Lane Access Overlay Analysis:

The LA – Lane Access Overlay Zone, proposed along portions of Maya Road and Favel Road, is planned for single-detached homes with double car garages, with an approximate

frontage of 10 meters per lot. The new streets will be 11 meters wide, which is wide enough to accommodate two driving lanes and two parking lanes. The LA – Lane Access Zone would extend approximately 255 meters along the east side of the proposed Maya Road and 60 meters along the south side of the proposed Favel Road (for a total of 34 Lots). The Lane Access Overlay zone is intended to allow flexibility regarding front and lane access to residential lots on a block face. The applicant intends to develop this area for dwellings with a front attached garage. Without the implementation of the LA – Lane Access Overlay Zone, these lots would be required to have vehicle access via the rear lane only where any front attached dwelling units at this location would not be permitted.

Currently the design has approximately 79 on-street parking stalls available along the proposed Maya and Favel Roads (63 along Maya Road between Primrose Green Drive and Buckingham Road and 16 along the south side of Favel Road immediately west of Green Poppy Street). Implementing the LA – Lane Access Overlay Zone at this location would reduce the amount of available on-street parking by approximately 33 stalls within the area highlighted in Figure 1.

As per the information provided by the applicant, a total of 34 lots will be affected by the LA-Zone and approximately 181 on street parking will be available within the vicinity of this development as shown in Figure 1 and Appendix A-5.



Figure 1: Parking Analysis with Lane Access Overlay Zone

The Zoning Bylaw requires a minimum of one parking stall per dwelling. With double car garages being proposed, each lot may accommodate up to four cars within the property itself.

### Community Engagement

In accordance with the public notice requirements of *The Public Notice Policy Bylaw, 2020*, neighbouring property owners within 75 metres of the proposed development received written notice of the application, and a sign was posted on the subject site. A summary of public comments is outlined in Appendix B of this report. Arcola East Community Association was included in the circulation of the application. Following circulation, the

Administration attempted follow-up contact with the Community Association but did not receive a response prior to the deadline for submission of this report.

## **DECISION HISTORY**

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On April 25, 2016, City Council approved The Towns Concept Plan (CR16-36).

On March 10, 2021, City Council approved an amendment to The Towns Concept Plan (CR21-37) by changing the part Flex Use and High-Density Residential area to Low and Medium Density Residential Area.

Respectfully Submitted,



Fred Scarle, Director, Planning & Development Services

4/23/2021

Respectfully Submitted,



Diana Hawryluk, Executive Director, City Planning & Community Dev.

4/29/2021

Prepared by: Binod Poudyal, City Planner II

## **ATTACHMENTS**

- Appendix A-1 (Subject Property Map)
- Appendix A-2 (Aerial map)
- Appendix A-3 (Proposed Subdivision plan)
- Appendix A-4 (Towns Concept plan)
- Appendix A-5 (Parking Analysis Map)
- Appendix B (Public Comment Summary)