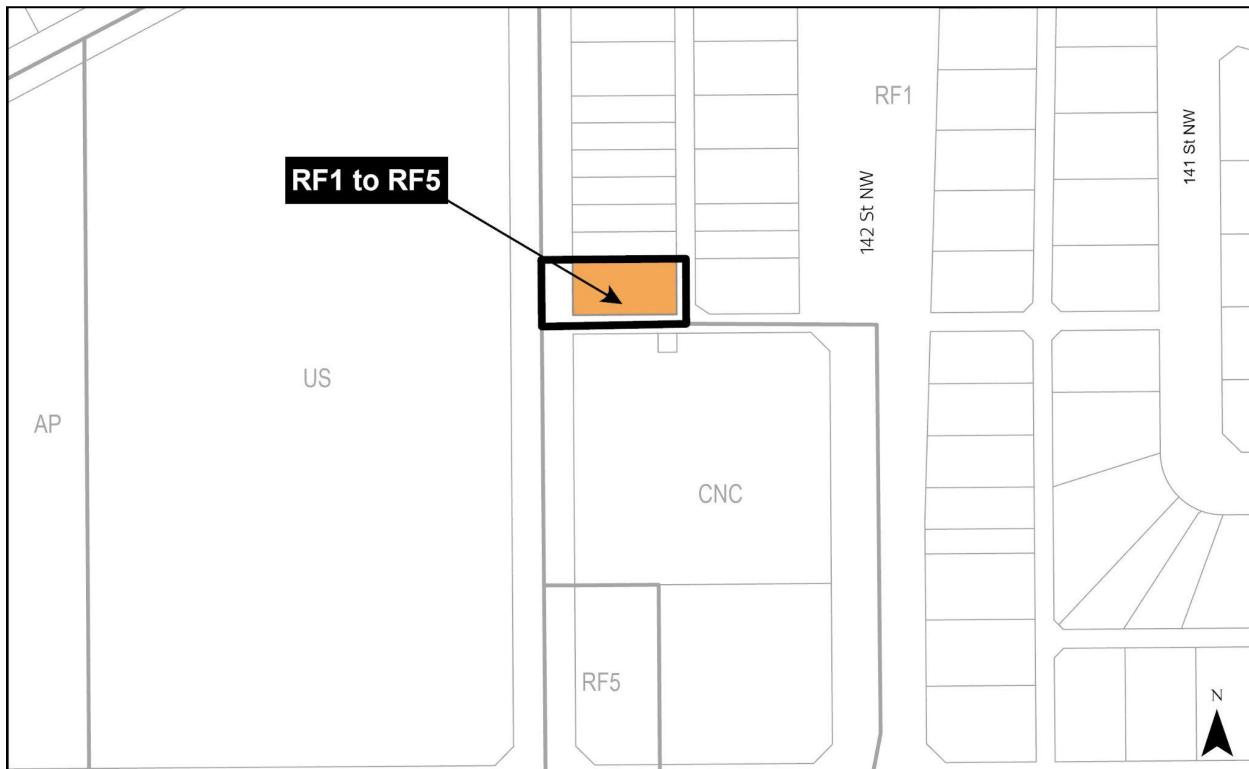


## 9115 - 143 Street NW

To allow for row housing, Parkview



**Recommendation:** That Charter Bylaw 20522 to amend the Zoning Bylaw from the (RF1) Single Detached Residential Zone to the (RF5) Row Housing Zone be **APPROVED**.

Administration **SUPPORTS** this application because it:

- Increases density in alignment with The City Plan direction for secondary corridors, and contributes to the broader target of adding 50 percent of new units through infill city-wide;
- Diversifies housing types in a predominantly single detached housing neighbourhood, contributing to the livability and adaptability of the area; and,
- Is an appropriate site in a mature neighbourhood with excellent access to a variety of educational, recreational, and retail amenities.

## Application Summary

This application was accepted on February 24, 2023 from Eins Consulting.

**CHARTER BYLAW 20522** would amend the Zoning Bylaw, as it applies to the subject site, from the (RF1) Single Detached Residential Zone to the (RF5) Row Housing Zone for the purpose of accommodating ground oriented multi-unit housing.

The proposed rezoning conforms with The City Plan direction for secondary corridors by facilitating residential intensification, and helping to achieve The City Plan target of adding 50 percent of new units through infill city-wide.

## Community Insights

Based on the characteristics of this application, the file was initially brought forward to the public using the basic approach. The basic approach was chosen because the application proposes a rezoning to a standard zone in the Zoning Bylaw (RF1 to RF5). The approach was changed to a broadened approach due to strong concerns from residents about the proposed rezoning.

The broadened approach included the following techniques:

### **Webpage**, March 6, 2023

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

### **Mailed notice of proposed land use changes**, March 6, 2023

- Number of recipients: 19
- Number of responses (all with concerns): 8

### **Virtual Meeting with the Community League (hosted by applicant)**, April 5, 2023

- Number of attendees: 6

### **Engaged Edmonton Page**, April 24, 2023 - May 7, 2023

- Number of site visits:
- Aware: 84
- Informed: 27
- Engaged: 5
  - In support: 2
  - In opposition: 3
  - Mixed: 0

**Common comments heard throughout City Administration's engagement (number of similar comments in brackets beside comments below):**

- Site is located in a dangerous high-traffic area within a school zone, with a crosswalk directly in front of the property (6).
- The proposed plan could mean four to eight more cars in the area which will further complicate the dynamics of school drop-off and pick-up making the area more dangerous for children (6).
- Limited on-street parking in the area due to the lanes and crosswalk, which will become worse (7).
- Build “skinny” single detached housing instead (5).

In addition to the above engagement, the applicant chose to door knock at surrounding properties leaving behind a postcard if resident(s) were not home.

The Parkview Community League indicated that they are in opposition to the proposed rezoning. A summary of their concerns is provided below:

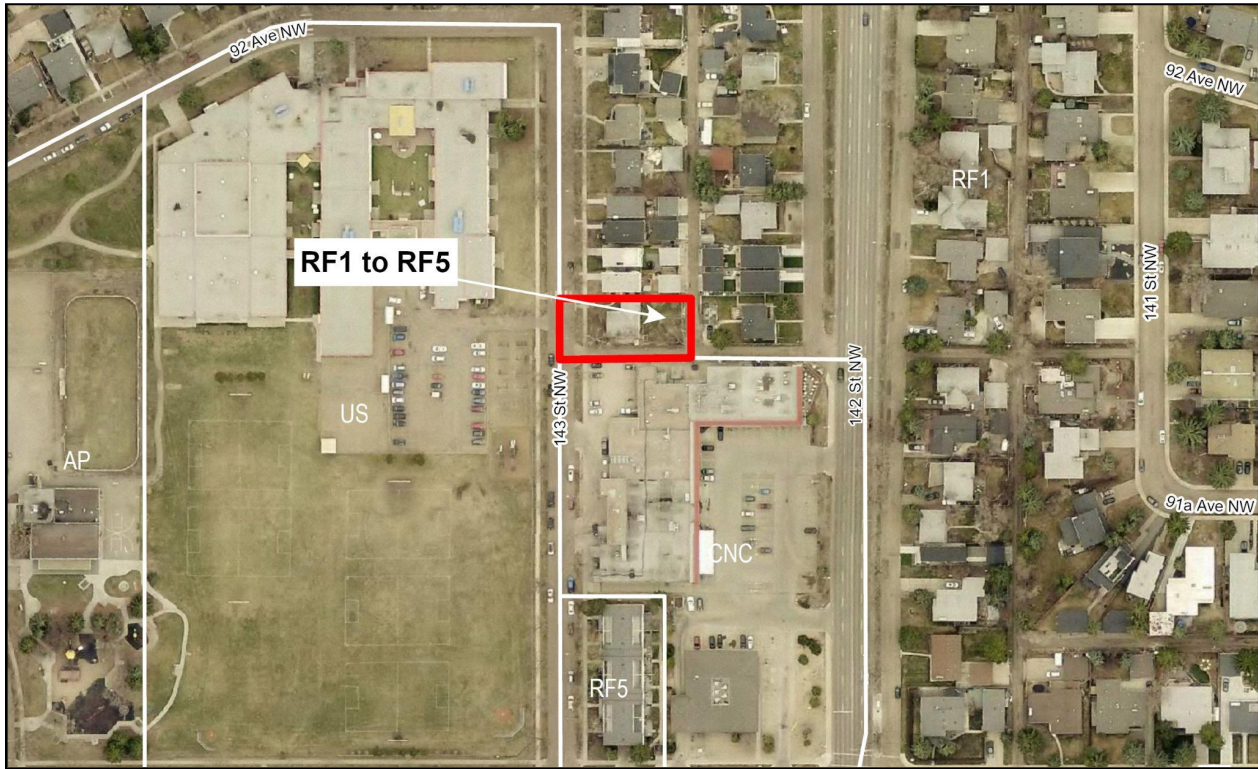
- Multi-unit housing would change the single-family character of the community and negatively impact property values;
- Multi-unit housing would result in increased noise, traffic, on-street parking use and congestion;
- Concern that schools, public transit, and on-street parking supply cannot support additional residents in the area; and,
- The site is within a school zone which becomes dangerous at school pick-up and drop-off times due to poor visibility and congestion. Additional vehicles could make this worse.

A “What We Heard” report summarizing feedback received by City Administration is found in appendix 1 of this report.

## **Site and Surrounding Area**

The subject site consists of one residential lot within the interior of the Parkview neighbourhood. The site abuts three public roadways: 143 Street NW to the west, and a lane to the east and south. Vehicular access is currently from the east lane. Nearby transit service is available along 142 Street NW and other notable amenities include a commercial site to the south (grocery store, restaurant, etc), and Parkview Park (including Parkview Public School and the Parkview Community League) to the west.

The predominant built form in the Parkview neighbourhood is single detached housing (98% as per the 2016 Federal Census). Existing infill in the area consists of “skinny” single detached housing, achieved through the subdivision of larger sites.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
<b>SUBJECT SITE</b>	(RF1) Single Detached Residential Zone	Single detached house
<b>CONTEXT</b>		
North	(RF1) Single Detached Residential Zone	Single detached house
East	(RF1) Single Detached Residential Zone	Single detached house
South	(CNC) Neighbourhood Convenience Commercial Zone	Commercial building (grocery store, restaurant, etc.).
West	(US) Urban Services Zone	Parkview school



*View of the site looking east from 143 Street NW*



*View of the site looking northwest for the intersection of the rear and flanking lane*



*View of the crosswalk (east-west) across 143 Street NW. The crosswalk aligns with the subject site's northern property line.*

# Planning Analysis

## The City Plan

As per The City Plan, the site is located within and at the edge of the 142 Street NW secondary corridor. Secondary corridors are envisioned to be vibrant residential and commercial streets that provide connections within and across areas, and are destinations in themselves. The typical massing within a secondary corridor is planned to be low-rise and mid-rise. The proposed RF5 Zone would facilitate residential intensification within an identified secondary corridor, and would act as a transition between any future low-rise/mid-rise built form abutting the 142 Street secondary corridor and the interior of the neighbourhood to the west. Additionally, this application would help to achieve The City Plan target of adding 50 percent of net new units through infill city-wide, diversify housing types in the neighbourhood, and contribute to the re-buildability and adaptability of the area.

## Land Use Compatibility

The subject site is surrounded by roadways on three sides, and is located in a mature neighbourhood with excellent access to a variety of educational, recreational, and retail amenities. The site is also directly across from a commercial site and from a park site where larger and denser forms of infill housing, like row housing, are considered appropriate. With these contextual factors in mind, this property is well situated for an increase in density, as proposed.

The RF5 Zone regulations which control the built form, in combination with the Mature Neighbourhood Overlay (MNO) regulations, are similar to the current RF1 zoning with the exception of the following:

- An increase in maximum height of 1.1 metres;
- An increase in maximum site coverage of 8-10%; and,
- The potential for an additional 2 units of density.

The setback requirements in the current and proposed zone are identical. The table below provides a comparison of the current and proposed zone.

Though the proposed zone will allow for a slightly larger and denser development, it also allows for additional housing types in Parkview by allowing for row housing development in an area where single detached housing remains the dominant housing form. The proposed RF5 Zone also requires that the average number of bedrooms per unit be at least 2.25 in an effort to diversify unit types and size to support a variety of households.

## RF1 & RF5 Comparison Summary

	<b>RF1 + MNO Current</b>	<b>RF5 + MNO Proposed</b>
<b>Principal Building</b>	Single detached housing Duplex housing Semi-detached housing	Multi-unit housing
<b>Maximum Height</b>	8.9 m	10.0 m
<b>Minimum Front Setback</b> (133 Street)	4.3 m	4.3 m
<b>Minimum Side Setback</b>	1.2 m	1.2 m
<b>Minimum Rear Setback</b> (Lane)	13.4 m (40% of site depth)	13.4 m (40% of site depth)
<b>Maximum Site Coverage</b>	40-42% <sup>1</sup>	50%
<b>Maximum Number of Principal Dwellings</b>	Two (2) <sup>2</sup>	Four (4)

	<b>RF1 + MNO: Current</b>		<b>RF5 + MNO: Proposed</b>
<b>Accessory Building</b>	Garden Suite	Detached Garage	Detached Garage
<b>Maximum Height</b>	6.5 m	4.3 m	4.3 m
<b>Minimum Interior Side Setback</b>	1.2 m	0.6 m	0.6 m
<b>Minimum Rear Setback</b>	1.2 m	1.2 m	1.2 m

<sup>1</sup> A maximum site coverage of 40%-42% would be applicable to each subdivided lot

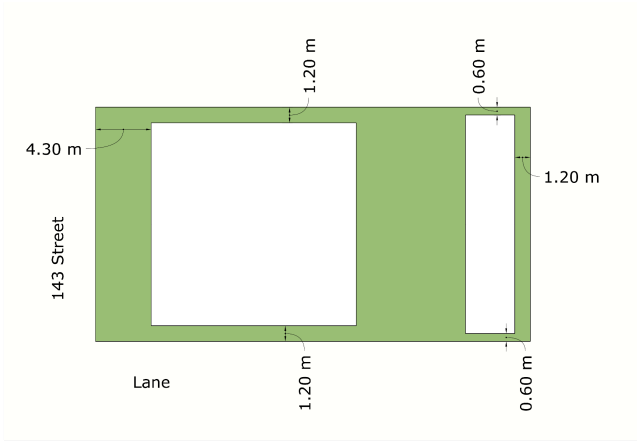
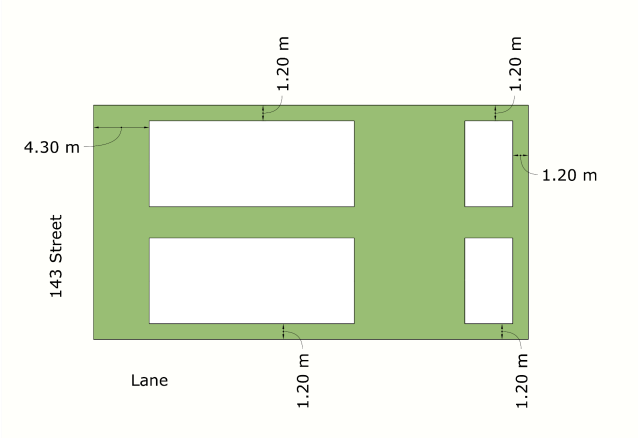
<sup>2</sup> Lot subdivision would be required to accommodate two single detached principal structures/dwellings under RF1. Semi-detached could be built without subdividing under RF1. Each principal dwelling could have a secondary suite and/or garden suite.

Secondary suites and garden suites are allowed with each existing principal dwelling in the RF1 Zone, but the likelihood of these suites diminishes as the number of principal dwellings increase.

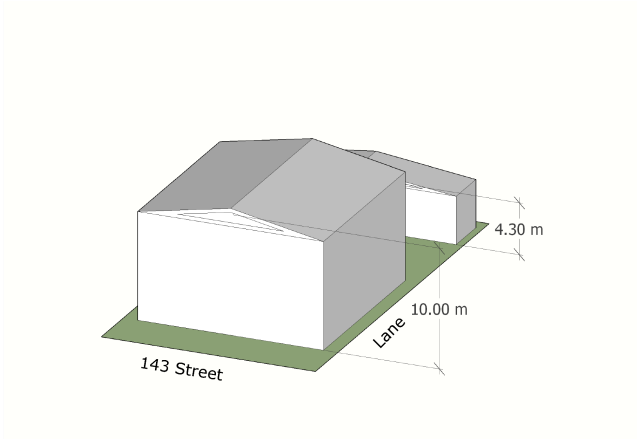
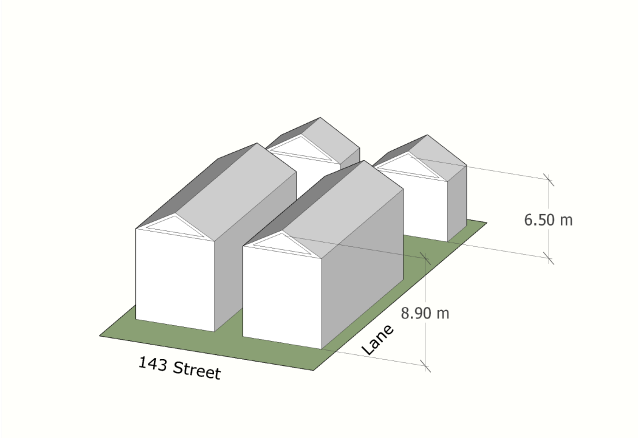
POTENTIAL RF1 BUILT FORM

POTENTIAL RF5 BUILT FORM

Top view



3D view





## **Technical Review**

### **Transportation**

The subject land is well connected with infrastructure and transit services to support all modes of transportation. 142 Street is an existing district connector bike route which serves as a cycling artery, connecting multiple neighbourhoods and providing access to major city-wide and regional destinations.

### **Transit**

ETS currently operates numerous bus routes on 142 Street NW. The site is approximately 300m walking distance to bus stops on 142 Street NW at 91 Avenue NW and 92A Avenue NW. Future bus service on 142 Street NW will connect residents to the Grovenor / 142 Street Stop on the Valley Line West LRT.

### **Drainage**

The proposed zoning change will not significantly impact the sewer and drainage systems in the area. Low Impact Development (LID) is recommended for the development allowed under the proposed zone. Details of any proposed LID would be reviewed at the Development Permit stage.

### **EPCOR Water**

Edmonton Fire Rescue Services has performed a risk-based Infill Fire Protection Assessment and determined that the site is functionally compliant with the municipal standards. Therefore, upgrades to existing municipal fire protection infrastructure are not required to support the rezoning. This could potentially be re-evaluated at the development permit stage.

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

## Appendices

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



## Public Engagement Feedback Summary

---

<b>Project Address:</b>	9115 - 143 Street NW
<b>Project Description:</b>	Proposed rezoning from the <a href="#">(RF1) Single Detached Residential Zone</a> to the <a href="#">(RF5) Row Housing Zone</a> with the <a href="#">Mature Neighbourhood Overlay (MNO)</a> .
<b>Project Website:</b>	<a href="https://edmonton.ca/rezoningapplications">https://edmonton.ca/rezoningapplications</a>
<b>Engagement Format:</b>	Receiving emails and phone calls in response to the mailed notice  Online Engagement Webpage - Engaged Edmonton: <a href="https://engaged.edmonton.ca/rf5parkview">https://engaged.edmonton.ca/rf5parkview</a>
<b>Engagement Dates:</b>	Mailed notice, mailed: March 6, 2023  Engaged Edmonton page: April 24, 2023 - May 7, 2023
<b>Number of Responses to Mailed Notice</b>	8, including the Parkview Community League
<b>Number Of Online Engaged Edmonton Visitors</b>	<ul style="list-style-type: none"><li>• Engaged: 5</li><li>• Informed: 27</li><li>• Aware: 84</li></ul> <p>See “Web Page Visitor Definitions” at the end of this report for explanations of the above categories.</p>

---

### About This Report

The information in this report includes summarized feedback received between March 6, 2023 to May 7, 2023, through emails and phone calls received in response to the mailed notice or online engagement via the Engaged Edmonton platform.

The public feedback received will be considered during the planning analysis to ensure the review of the application takes local context into consideration and is as complete as possible.

This report is shared with all web page visitors who provided their email address for updates on this file. This summary will also be shared with the applicant, and will be an appendix to the Council Report should the application proceed to a Public Hearing.

The planning analysis, and how feedback informed that analysis, will be summarized in the City's report to City Council if the proposed rezoning goes to a future City Council Public Hearing for a decision. The City's report and finalized version of the applicant's proposal will be posted for public viewing on the City's public hearing agenda approximately three (3) weeks prior to a scheduled public hearing for the file.

---

## Engagement Format

The mailed notice of proposed land use changes included details of the application and contact information for providing feedback to the file planner.

The Engaged Edmonton webpage included an overview of the application, information on the development and rezoning process and contact information for the file planner. Two participation tools were available for participants: one to ask questions and one to leave feedback.

The comments are summarized by the main themes below. The questions asked and their answers are also included in this report.

---

## Feedback Summary

This section summarizes the main themes collected.

Number of responses in response to mailed notice of proposed land use changes:

In Support: 0

In Opposition: 8

Mixed: 0

Number of responses online through Engaged Edmonton

In Support: 2

In Opposition: 3

Mixed: 0

The most common **concerns** heard were:

**Neighbourhood Character:** Residents feel that infill in the form of multi-unit housing is out of character with mature, single family home neighbourhoods. Additionally, some residents feel that infill development in general is inconsistent with the character of mature neighbourhoods.

**Safety:** The site is located within a schoolzone, with a pedestrian crosswalk across 143 Street NW connecting the site to Parkview Park. Residents indicate that the area has high traffic and pedestrian volumes due to the school, and the commercial site to the south. Residents indicate that school drop-off and pick-up times are especially dangerous for children due to the high volumes of vehicular traffic and poor visibility from cars parking in on-street parking stalls near the crosswalk. Additionally, vehicles already park illegally in no-stopping zones, or stop in the middle of the road to pick-up/drop-off children.

The proposed rezoning could complicate pick-up/drop-off times further by adding additional cars to limited on-street parking, or the new development further obstructing views.

The most recurring comments of **support** heard were:

**Amenities and Transit:** The site is in proximity to public transit, and a variety of amenities such as: commercial opportunities (grocery store, restaurant, etc.), schools, and open spaces including MacKenzie Ravine.

**Density:** The proposed rezoning would allow for a gentle increase in density, helping to achieve The City Plan target of adding 50% of new units through infill city-wide. Additionally, the proposed rezoning will allow additional residents to access the Parkview neighbourhood by providing units that are more affordable than a single family home, in an ongoing housing crisis.

---

## What We Heard

The following section includes a summary of collected comments with the number of times similar comments were recorded in brackets (comments received once do not have a number). Some participants responded to both the mailed notice and online through Engaged Edmonton. Each response was counted as a unique comment below, even if they were from the same person.

## Reasons For Opposition

### Safety, Traffic, and Parking:

- Limited on-street parking in the area due to the lanes and crosswalk, which will become worse (7).
- Site is located in a dangerous high-traffic area within a school zone, with a crosswalk directly in front of the property (6).
- The proposed plan could mean four to eight more cars in the area which will further complicate the dynamics of school drop-off and pick-up making the area more dangerous for children (6).
- The lane is already heavily used by both the residents of the area and the high-volume commercial complex located directly south (3).
- Many students walk through the back alley when they take the bus home (2).
- Many parents either block the road or park illegally to pick up their children (2).
- No parking or stopping zone near the school crosswalk on 143 Street NW limits available on-street parking in the area (2).
- Site across the street from the elementary classrooms at Parkview School.
- Proposed 4-plex will create more blind spots when children are walking toward the alley, increasing the potential for accidents.
- Recently there was a close call where a student was hit though no injuries were sustained.
- Would likely result in increased noise, traffic, and congestion.

### General/Other:

- Development out of character/incongruous with the “look and feel” of the street/ no continuity with the rest of the homes/neighbourhood is characterized by single family homes (6).
- New infill is inconsistent and ruined the existing mature neighbourhood.
- Negative impact that such a development would have on property values in the area.
- Development could put a strain on community resources such as public transit and schools.
- The street is at the limit for row housing on this particular street (saturation).
- Concern that the rezoning would use capacity in utility infrastructure and limit future proposals for lot splitting on other sites.

**Engagement:**

- For a project that deviates so heavily from the rest of the area, community engagement is necessary (2).
- A sketch of how the building will sit on the lot, and the front and rear elevations should be made available prior to the City asking for feedback.
- Resident does not feel that they have enough information to discuss the actual building that is being proposed.
- City will say anything but when it comes to a developer, the City doesn't want to discourage infill so you do not stand up for the neighbours' rights.
- The rezoning sign was not visible for a period of time (face down on the site), preventing members of the community from being notified about the rezoning. The sign has now been affixed to the construction fence.
- If studies were submitted by the developer for this application, they should become available for public inspection.

**Building Design and Impacts:**

- Allowed height is too tall (3).
- The second floor windows on the back side of the units would presumably have an unobstructed view into the neighbours' back yards to the north.
- Variances could be required if four principal dwellings are proposed at the development permit stage.
- Additional height will block sunlight to adjacent properties
- Height could lead to decreased privacy for existing homes.

**Developer Intent/Actions:**

- Developer is choosing the RF5 Zone to maximize profit (3).
- There has been zero engagement from the developer with the neighbors on this project (2).
- We are completely in the dark on the development plan and how it will impact other homes in the area (2).

**Economics:**

- The orientation of the proposed development is south facing, which means the residents' view out of the front of their houses would be the backside of the shopping center. This is hardly a strong selling feature.

**Planning Policy:**

- Mature Neighbourhood Overlay only allows for multi-unit dwellings around the outside edges of communities, not embedded within the residential area.

**Environmental Concerns:**

- Mature tree removal.

**Reasons For Support**

- Gentle increase in density at an appropriate location (2).
- Site is in proximity to transit and a variety of amenities (economic opportunities, schools, grocery store, MacKenzie Ravine, and transit such as a bus route along 142 Street NW) (2).
- Helps to achieve The City Plan goal of 50% population growth being met with infill development.
- Helps to achieve The City Plan goal of 50% of trips being made by active or public transportation.
- We are in a housing crisis and need to increase the number of dwellings available, especially those that will be more affordable than a single family house located in a beautiful neighbourhood.

## Suggestions For Improvement

- Build "skinny" single detached housing instead (5).
- 

## Questions & Answers

Question: Can I see a sketch of how the building will sit on the lot, and the front and rear elevations?

- Answer: Architectural drawings and plot plans are not available/required at the rezoning stage for a zoning change of this kind. If this rezoning is approved by City Council at a public hearing, we would then move to the development permit stage where drawings and plot plans must be submitted.
- 

## Web Page Visitor Definitions

### Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

### Informed

An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

### Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

---

## Next Steps

The public feedback received will be considered during the planning analysis and will be included in the administration report for City Council. The administration report and finalized version of the applicant's proposal will be posted for public viewing on the [City's public hearing agenda](#) website approximately three (3) weeks prior to a scheduled public hearing for the file.

When the applicant is ready to take the application to Council (Administration makes a recommendation of Support or Non-Support):

- Notice of Public Hearing date will be sent to surrounding property owners and applicable nearby Community Leagues and Business Associations.
  - Once the Council Public Hearing Agenda is posted online, members of the public may register to speak at Council by completing the form at [edmonton.ca/meetings](http://edmonton.ca/meetings) or calling the Office of the City Clerk at 780-496-8178.
  - Members of the public may listen to the Public hearing on-line via [edmonton.ca/meetings](http://edmonton.ca/meetings).
  - Members of the public can submit written comments to the City Clerk ([city.clerk@edmonton.ca](mailto:city.clerk@edmonton.ca)).
- 

If you have questions about this application please contact:

Saffron Newton, Planner  
780-423-3224  
saffron.newton@edmonton.ca



## Application Summary

### Information

<b>Application Type:</b>	Rezoning
<b>Charter Bylaw:</b>	20522
<b>Location:</b>	North of a lane and east of 143 Street NW
<b>Address:</b>	9115 - 143 Street NW
<b>Legal Description:</b>	Lot 1, Block 1, Plan 6054HW
<b>Site Area:</b>	601 m <sup>2</sup>
<b>Neighbourhood:</b>	Parkview
<b>Ward:</b>	sipiwiyiniwak
<b>Notified Community Organization:</b>	Parkview Community League
<b>Applicant:</b>	Eins Consulting

### Planning Framework

<b>Current Zone and Overlay:</b>	(RF1) Single Detached Residential Zone (MNO) Mature Neighbourhood Overlay
<b>Proposed Zone and Overlay:</b>	(RF5) Row Housing Zone (MNO) Mature Neighbourhood Overlay
<b>Plan in Effect:</b>	None
<b>Historic Status:</b>	None

Written By: Saffron Newton  
Approved By: Tim Ford  
Branch: Development Services  
Section: Planning Coordination