

8509 - Connors Road NW (formerly 8521 - Connors Road NW)
Position of Administration: Support



Summary

Bylaw 20986 proposes a rezoning from the Small Scale Residential Zone (RS) to the Small-Medium Scale Transition Residential Zone (RSM h14.0) to allow for a range of small to medium scale housing.

Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. Administration heard from seven people in opposition with concerns related to the proposed building being too large, and increased on-street parking congestion.

Administration supports this application because it:

- Is compatible in scale and use with the existing surrounding development, and would act as a transition from the Bonnie Doon District Node.
- Allows for an increase in density in proximity to mass transit, amenities, and services in alignment with The City Plan, and the Southeast District Plan.

Application Details

This application was submitted by Situate on behalf of Hasco Development. The proposed Small-Medium Scale Transition Residential Zone (RSM h14.0) would allow development with the following key characteristics:

- Allow for a range of small to medium scale housing.
- A maximum height of 14.0 metres.
- A maximum site coverage of 60%.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Small Scale Residential Zone (RS)	Single detached house
North	Medium Scale Residential (RM h16.0) Small Scale Residential (RS)	High rise and low rise residential development (Sir William Place) Single detached house
East	Medium Scale Residential (RM h23.0)	Community Service (religious assembly)
South	Medium Scale Residential (RM h23.0)	High rise and low rise residential development (Sir William Place)
West	Small Scale Residential (RS)	Single detached house



View of the site looking southwest from Connors Road NW

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because few responses to the initial mailed notice were received. The basic approach included:

Mailed Notice, August 28, 2024

- Notification radius: 60.0 metres
- Recipients: 257
- Responses: 7
 - In support: 0
 - In opposition: 7
 - Mixed/questions only: 0

Site Signage, October 7, 2024

- One rezoning information sign was placed on the property so as to be visible from Connors Road NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Bonnie Doon Community League

- Strathearn Community League
- South East Community Leagues Association Area Council

Common comments heard

- Will result in increased on street parking congestion (7).
- The proposed zone allows for development that is too large (6).
- Will reduce surrounding property values which is not fair to existing residents (5).
- The developer could develop under the current zone without asking for additional development rights. This would ensure the integrity and character of the neighbourhood and promote safe and functional communities (4).
- Sunlight obstruction for adjacent properties (3).
- Also in opposition to the approved development permit under the existing zone (7 dwelling multi-unit housing) (3).
- Understand the need for densification in Edmonton (2).
- Bonnie Doon has transitioned from a quiet older neighbourhood with 1950s character houses and a thriving mall to a loud, busy, crowded, less desirable area with unaffordable infill for mid-income people (2).
- Likely a rental building due to the costs, and renters are more transient people who may not take interest or become involved in the community (2).
- Profit is the only driver for this rezoning, and if the city approves it their interest will be the same (2).
- Quality of life in Bonnie Doon is deteriorating and residents are considering moving to other cities due to the new zoning bylaw (2).
- Not opposed to infill. It can enhance a neighbourhood and quality of life for residents.
- The City should ensure that developers are held to a high standard.
- Concerned about the landowner/developer due to a history with them.
- Feel bullied out of the community and not included in adequate consultation. 60 meters radius is not sufficient nor fair to the community.
- If the rezoning is granted it will set a precedent.
- Most citizens have lost confidence in the City Council to make strong/good decisions about planning.
- A sun shadow and transportation study should be required for this application.
- Privacy requirements (to mitigate overlook) used to be in the zoning bylaw and have since been removed in the new zoning bylaw.
- To be considered a climate resilient city, net zero/green roofs/etc should be looked at otherwise it is a hoax and all talk to convince people that increased density is acceptable.

- Zoning should have architectural guidelines, not just regulate the building envelope/overall scale.
- The City should regulate on-street parking (e.g. with parking permits) as on-site parking is not mandatory or require residents of the new development to not have cars, take transit, or use active modes.
- Drawings of a proposed development should be required before a rezoning request is even considered.
- Rezoning sign was taken down and needs to be reinstalled.
- This density is too high in a single family neighbourhood.

No formal position on the application was received from the community leagues or area council.

Application Analysis

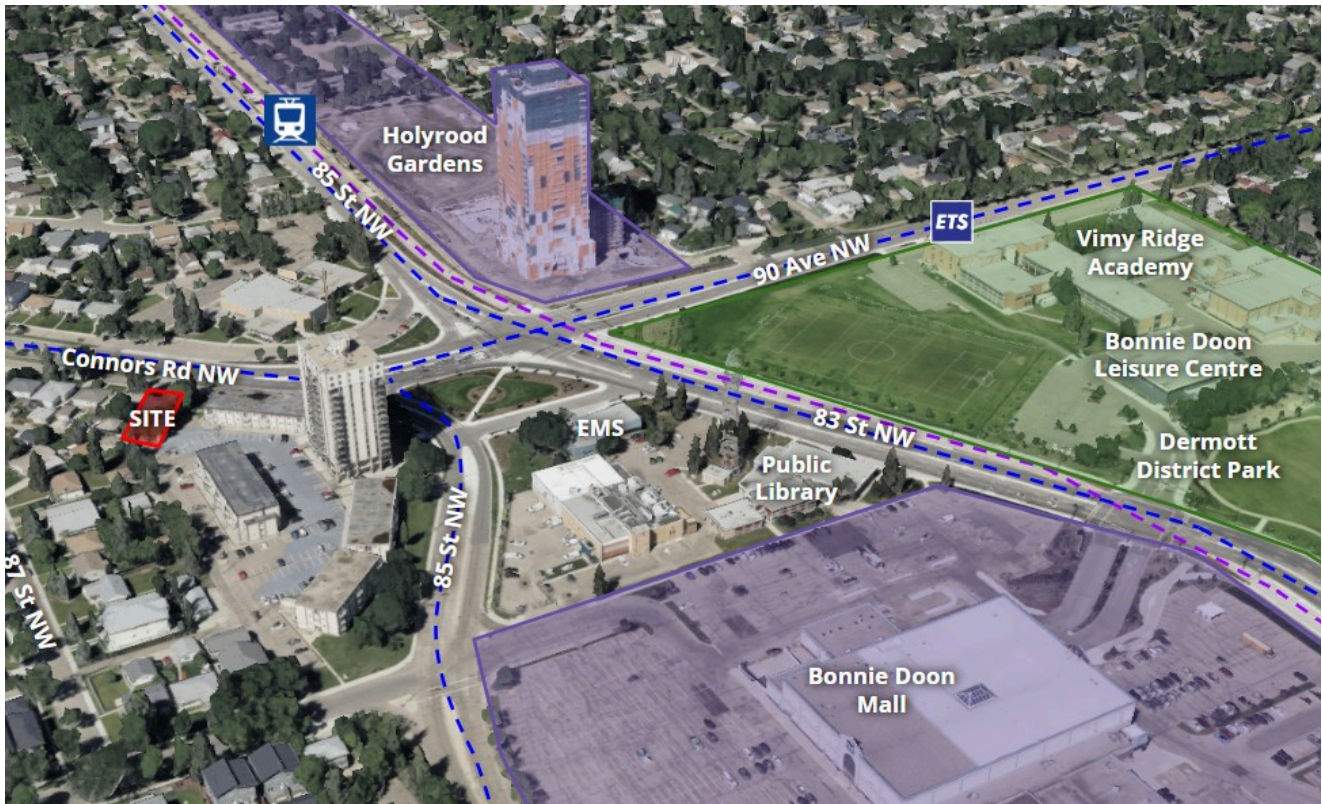
The City Plan

The proposed rezoning would increase residential density abutting the Bonnie Doon District Node, and near an LRT stop, bus routes, services, and amenities. This application contributes to the Big City Moves of 'A Rebuildable City' and 'A Community of Communities' by helping meet the targets of 50 percent new dwellings constructed through infill, and helping meet the target of having 50 percent of trips made by transit and active transportation.

District Plans

Within the Southeast District Plan, the site is within the Urban Mix designation and abuts the Bonnie Doon District Node, but is not within a node or corridor. The urban mix designation allows for a range of housing, shops and services and low rise development is supported at this location because the site is within 400 metres of a mass transit station, adjacent to a site zoned for greater than small scale development, and is along Connors Road NW which is an arterial roadway (2.5.2.5). Development that provides a transition to the scale of surrounding development is supported at the edges of nodes and corridors (2.5.2.3). The proposed RSM h14.0 Zone aligns with this direction by allowing for a low rise development and acting as a transition from the Bonnie Doon District Node and the existing medium to large scale residential development to the southeast.

Land Use Compatibility



Site analysis context

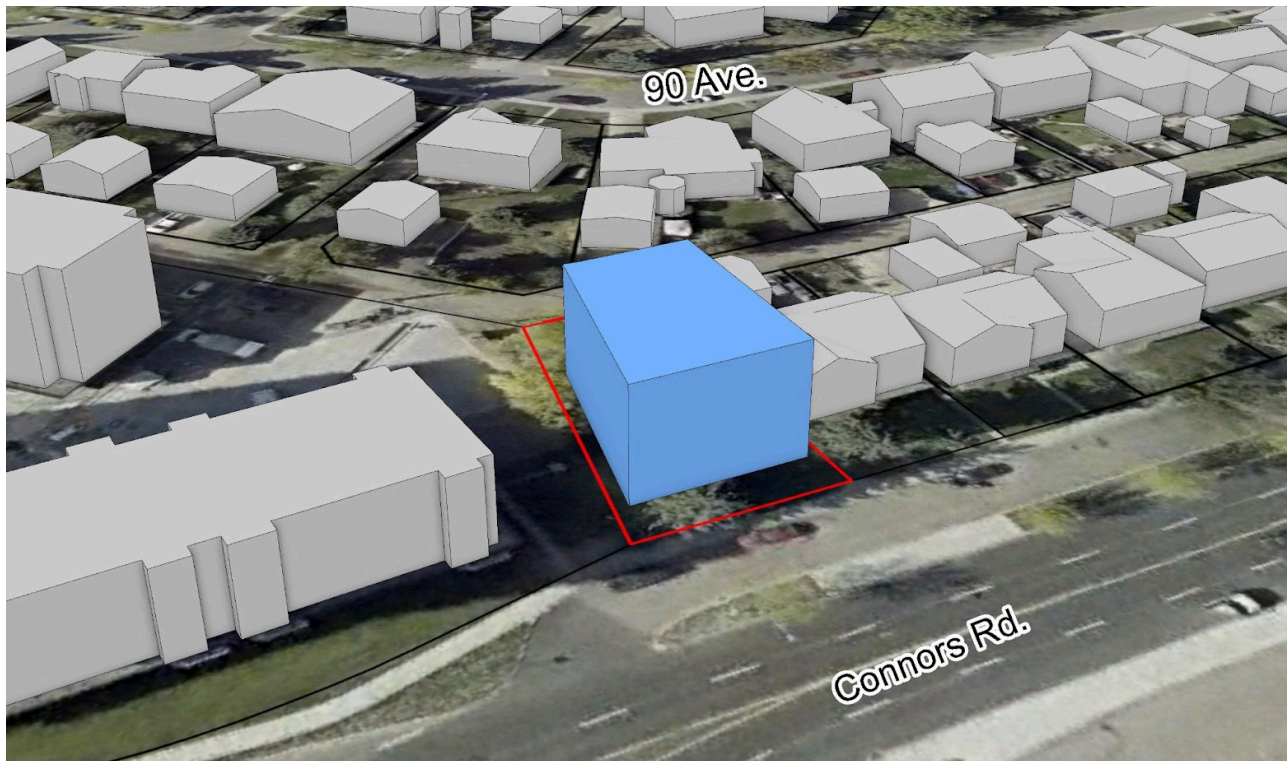
The 553 square metre interior site is in close proximity to a variety of services and amenities including: Holyrood LRT stop and bus service (see 'Mobility' section of this report), Bonnie Doon Mall, and Dermott District Park.

The proposed RSM h14.0 Zone would allow for small to medium scale residential development up to 14.0 metres in height (approx. 4 storeys). The RSM h14.0 Zone limits where commercial uses are permitted. Commercial uses are not possible at this location. An abutting site would need to be a non-residential zone that already permits commercial uses for commercial to be possible on the subject site.

Key differences between the current and proposed zone include an additional 3.5 metres in height, an additional 15% of site coverage, and smaller setbacks which will result in a larger building overall. The proposed zone is appropriate in scale with the existing surrounding development. The abutting site to the southeast is currently a mix of medium and large scale residential development. Holyrood Gardens and Bonnie Doon Mall are both nearby large sites which allow for medium and large-scale mixed-use development.

A comparison between the current zone and proposed zone is provided in the table below:

	RS Zone Current	RSM h14.0 Zone Proposed
Typical Uses	Small scale residential	Small to medium scale residential
Maximum Height	10.5 m (approx. 3 storeys)	14.0 m (approx. 4 storeys)
Maximum Site Coverage	45% - 47%	60%
Minimum Front Setback (Connors Road NW)	4.5 m	3.0 - 4.5 m
Minimum Interior Side Setbacks	1.2 m - 1.5 m	1.2 m - 1.5 m
Minimum Rear Setback (Alley)	10.0 m	5.5 m
Maximum Number of Dwellings	7 dwellings	n/a



3D Model

Mobility

Holyrood LRT Stop is within 400 m walking distance of the rezoning property.

Vehicle access for the rezoning area will be restricted to the abutting alley south-west of the site. The rezoning area is located in proximity to a future district connector bike route along 89 Street and a future neighbourhood bike route along 98 Avenue. As part of the Active Transportation Network Expansion project, several bike routes will be implemented throughout the Bonnie Doon neighbourhood in 2026.

ETS operates numerous bus routes near the rezoning site on 83 Street, 85 Street, Connors Road and 90 Avenue. A range of service levels are available on these corridors, including frequent, local, community and OWL bus routes.

Utilities

The proposed rezoning is not anticipated to have a significant impact to the existing sanitary and storm sewer systems in the area, and these existing service connections can continue to be utilized. Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilizing a controlled outflow rate to mitigate its impact on the existing drainage infrastructure. Details of the required stormwater management will be reviewed at the Development Permit stage. 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.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing. Edmonton Fire Rescue Services (EFRS) may be able to perform an Infill Fire Protection

Assessment (IFPA) at the Development Permit stage to potentially alter or lessen on-street fire protection infrastructure upgrades, assuming certain criteria are met. The applicant/owner will be responsible for all costs associated with providing required water supply including any changes to the existing water infrastructure required by the proposed zoning.

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