

10575 & 10581 - 163 Street NW Position of Administration: Support



Summary

Bylaw 20992 proposes a rezoning from the Small Scale Residential Zone (RS) to the Medium Scale Residential Zone (RM h16.0) to allow for medium scale housing.

Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. 16 people were heard from, with one in support, one requested more information and 14 in opposition. Most concerns were related to an increase in parking & traffic congestion in the area and reduced privacy for the neighbouring properties.

Administration supports this application because it:

- Is compatible with the surrounding land use.
- Enables people to easily complete their daily needs with close proximity to open space, school sites, commercial uses and transit.

- Aligns with the direction from The City Plan to encourage redevelopment that contributes to the livability and adaptability of districts.

Application Details

This application was submitted by Situate on behalf of the landowner.

Rezoning

The proposed Medium Scale Residential Zone (RM h16.0) would allow development with the following key characteristics:

- Maximum height of 16.0 metres (approximately 4 storeys).
- A maximum floor area ratio of 2.3 - 4.0.
- Limited opportunities for commercial uses at the ground floor.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Small Scale Residential Zone (RS)	Single Detached Housing
North	Small Scale Residential Zone (RS)	Vacant narrow land
East	Small Scale Residential Zone (RS)	Single Detached Housing
South	Small Scale Residential Zone (RS)	Single Detached Housing
West	Neighbourhood Commercial Zone (CN)	Car wash



View of the site looking southeast from 107 Avenue NW & 163 Street NW intersection (Source: Google maps)



View of the site looking east from 163 Street NW intersection (Source: Google maps)

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the application proposes a standard residential zone, and it aligns with The City Plan goals and Jasper Place District Plan & District Policy. The basic approach included:

Mailed Notice, September 6, 2024

- Notification radius: 60 metres
- Recipients: 42
- Responses: 16
 - In support: 1 (6.25%)
 - In opposition: 14 (87.5%)
 - Mixed/Questions only: 1 (6.25%)

Site Signage, September 24, 2024

- One rezoning information sign was placed on the property so as to be visible from 107 Avenue NW & 163 Street NW

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Britannia Youngstown Community League
- Mayfield Community League

Common comments heard (number of similar comments in brackets beside comments below):

Opposition:

- The Church and car wash already adds to the parking & traffic congestion in the area. The proposed redevelopment will make it worse (12x).
- The proposed redevelopment will reduce the privacy of the neighbouring properties (7x).
- The proposed redevelopment will attract homeless people in the area. They will build encampments and it will increase the crime, littering, illegal dumping and garbage spillage in the area (7x).
- The proposed redevelopment will increase the traffic congestion in the area (6x).
- The proposed redevelopment does not align with the existing character of the neighbourhood (6x).
- The proposed redevelopment will reduce the property value of the neighbouring properties (4x)
- The alley behind the subject site experiences significant foot and vehicular traffic. If the rezoning is approved, it will increase the crime, foot and vehicular traffic in the alley and will pose a safety risk for the residents using it (4x).
- Alley is too narrow to accommodate fire rescue services and garbage trucks (4x).

- Due to the LRT construction, the traffic has moved to 107 Avenue NW, which has created high noise pollution (3x).
- The proposed height (4 storeys) is too tall for the neighbourhood and there is no building of this scale nearby (2x).
- Skinny homes, row housing and duplexes will be sufficient and it will double the number of homes on sites with single family homes (2x).
- There is no sidewalk south of 107 Avenue NW due to which residents have to use the alley (2x).
- The proposed redevelopment will result in more similar developments in the area (2x)
- Vehicles heading north on 163 Street NW and turning right on 107 Street NW will make it impossible to provide any on-street parking for the proposed redevelopment.
- The proposed redevelopment is best suited around large commercial locations.
- City transit system is in shambles and it will not service the potential tenants.
- Vehicles heading south on 159 Street NW, regularly speed west along 106A Avenue thinking that it will connect them to 163 Street NW.
- Proposed redevelopment will increase the traffic congestion in the alley and it will be hard for the residents trying to access their driveway.
- At least north Britannia Youngstown should remain as a family friendly residential area which would attract the younger population to affordable single family homes and raise a family here.
- Alley should not be blocked during the construction.
- There is already existing crime in the area. The proposed redevelopment will allow an increase in population and use of alley, which will increase the crime rate.
- The proposed redevelopment will increase the property taxes.
- There are already existing vacant commercial buildings on Stony Plain Road (west of 156 Street NW).

Support:

- The subject site is located along a major roadway and is therefore ideal for high density with commercial on the main floor.

Mixed/Questions:

- Need more information on the proposal.

Application Analysis



Site analysis context

Land Use Compatibility

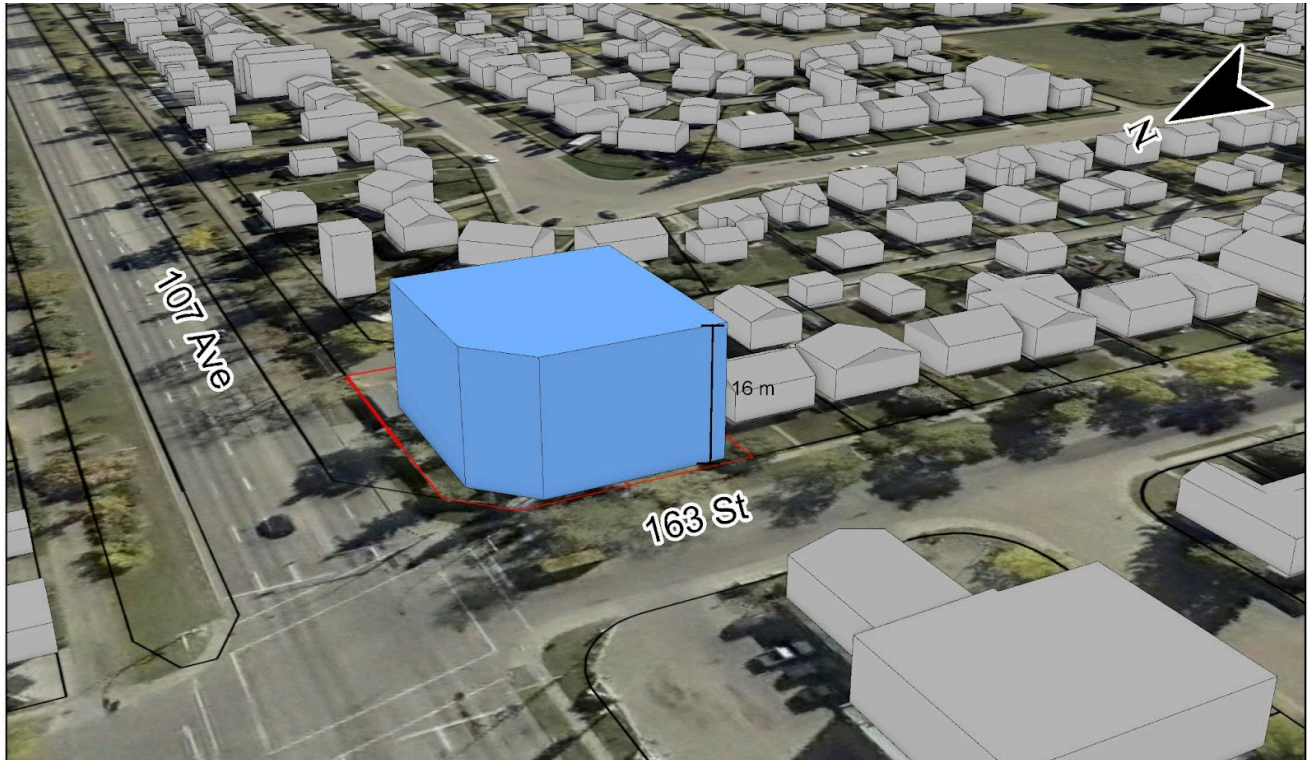
When compared with the existing RS Zone, the proposed RM h16.0 Zone would allow for an increase in height, reduced front and rear setbacks and an increase in interior setback.

The subject site abuts a narrow vacant site in the north and small scale residential development on the south. The abutting site in the north is a vacant narrow land extending from 107 Avenue NW & 163 Street NW to 107 Avenue NW & 159 Street NW intersection. It is highly unlikely that this vacant lot will get developed in the future as it consists of a portion of 107 Avenue NW, boulevard trees, utility poles and a short sidewalk abutting the subject site. Therefore, the subject site can still function as a corner site.

With a maximum height of 16.0 metres and a Floor Area Ratio of 2.3, the proposed RM h16.0 Zone allows for a larger structure than permitted under the existing RS Zone.

The subject site is located at the edge of the neighbourhood and surrounded by roadways on three sides. These roadways act as a buffer and help to reduce the impact of the proposed redevelopment. Additionally, to mitigate the impacts of the proposed redevelopment on the abutting south site, the proposed RM h16.0 Zone requires an interior setback of 3.0 metres, which is greater than what is required in the existing RS Zone. Therefore, the proposed RM h16.0 Zone would have minimal impact on the abutting property in the south and is appropriate for this location.

	RS Current	RM h16.0 Proposed
Typical Uses	Residential	Residential Limited commercial
Maximum Height	10.5 m	16.0 m
Maximum Floor Area Ratio	N/A	2.3 - 4.0
Maximum Site Coverage	45% - 47%	N/A
Minimum Front Setback (163 Street NW)	4.5 m	1.0 m - 3.0 m
Minimum Interior Side Setback	1.2 m - 1.5 m	3.0 m
Minimum Rear Setback (Alley)	10.0 m	3.0 m



3D Model of proposed RM h16.0 Zone showing maximum height & floor area ratio, minimum interior and front setback and increased rear setback

District Plans

In the Jasper Place District Plan, both sites are designated 'Urban Mix', which includes housing, shops, services and offices in one land use category. It includes stand alone residential and commercial development as well as mixed use development. The proposed RM h16.0 Zone allows for standalone residential, and an opportunity for mixed use development by allowing commercial uses at the ground floor.

There are two subsequent District Policies that apply to 'Urban Mix' designation which suggest that low rise or additional scale should be considered at this location:

2.5.2.5 - Support Low Rise development (residential, commercial or mixed use) in locations outside of Nodes and Corridors that meet at least one of the following criteria:

- *On corner sites at the edge of the neighbourhood where the block face fronts onto an Arterial Roadway or Collector Roadway,*
- *On or adjacent to sites zoned for greater than Small Scale development or for commercial or mixed use development and along an Arterial Roadway or Collector Roadway, or*
- *Within 400 metres of Mass Transit Stations and along an Arterial Roadway or Collector Roadway.*

The subject site can function as a corner site, and it is located at the edge of the neighbourhood where the block face fronts onto an Arterial Road (107 Avenue NW).

2.5.2.6 - Consider additional scale in locations that meet at least two of the following criteria:

- *In a Node or Corridor Area or within 100 metres of a Node or Corridor Area,*
- *Within 400 metres of a Mass Transit Station,*

- *Along an Arterial Roadway or a Collector Roadway,*
- *At a corner site or adjacent to a park or open space, and/or*
- *Adjacent to a site zoned for greater than Small Scale development*

The subject site meets two of the above criteria: it is located on a corner site, and is located along two arterial roadways, 107 Avenue NW & 163 Street NW (becomes a collector roadway from north of 107 Avenue).

Therefore, the proposed rezoning aligns with the District Plan and Policies.

The City Plan

The proposed rezoning aligns with the big city move 'A Community of Communities' by enabling 15-minute districts that allow people to easily complete their daily needs.

Mobility

This rezoning site is well connected to many transportation mode options. There are future district connector bike routes planned adjacent to the site along 107 Avenue and 163 Street. Both routes are planned to be delivered by the Active Transportation Network Expansion Project; 107 Street in 2025 and 163 Street in 2026. ETS currently operates local bus service nearby on 163 Street. The site is less than 100m walking distance from bus stops on 163 Street and 107 Avenue.

Vehicle access for the rezoning area will be restricted to the abutting alley east of the site. This rezoning will have minimal impacts to the transportation network.

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.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing. The developer will be required to contact the Edmonton Fire Rescue Services (EFRS) to address this deficiency. EFRS will perform an Infill Fire Protection Assessment 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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