

9623 - 142 Street NW

Position of Administration: Support



Summary

Bylaw 21045 proposes a rezoning from the Small Scale Residential Zone (RS) to the Small-Medium Scale Residential Zone (RSM h12.0) to allow 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. The Administration heard from one person who had questions about what would be developed and cited four concerns.

Administration supports this application because it:

- Contributes to The City Plan's big city move of having a rebuildable city.
- Supports District Plan policy to allow additional scale in corridors.
- Is compatible with surrounding land uses.

Application Details

This application was submitted by Situate Inc. on behalf of Christopher Cameron and Kimberly Plante.

The proposed Small-Medium Scale Residential Zone (RSM h12.0) would allow development with the following key characteristics:

- A range of residential built forms including row housing and multi-unit housing.
- A maximum height of 12.0 m.
- A maximum site coverage of 60%.

Site and Surrounding Area

This is a 362 m² site that was created through a subdivision in March 2021. The site is located one lot south of a newly redeveloped corner site, and fronts a service road along 142 Street. 142 Street is a north/south arterial road, with service roads on either side. The site is accessed from an alley at the rear. The service road has no sidewalk and has an approximate 3.0 m boulevard. Land east of the 142 Street service road, between Summit Drive to the north and Mackenzie Drive to the south, is generally composed of low density residential and open space. This area is bordered by the North Saskatchewan River Valley and Ravine System along the north, south and east.



View of site looking east from 142 Street NW

	Existing Zoning	Current Development
Subject Site	Small Scale Residential Zone (RS)	Undeveloped

North	Small Scale Residential Zone (RS)	Single detached housing
East	Small Scale Residential Zone (RS)	Single detached housing
South	Small Scale Residential Zone (RS)	Single detached housing
West	General Commercial Zone (CG)	Crestwood Centre

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because a standard zone is proposed, it aligns with District Policy and one response to the advance notification was received. The basic approach included:

Pre-Application Notice (from applicant), October 25, 2024

- Notification radius: 60 metres
- Number of recipients: 17
- Number of responses (as reported by the applicant): 0
- No comments were received (as reported by the applicant)

Mailed Notice, October 30, 2024

- Notification radius: 61 metres
- Recipients: 53
- Responses: 1
 - Questions
 - Concerns (4)

One citizen had several questions about how the site will develop. Given the flexibility of the zone, such questions cannot be answered comprehensively until the development permit stage; however, regulations related to massing potential were provided. Generally that citizen's concerns included the following: site coverage, impact to open space, parking and access, and community engagement and future planning.

Site Signage, November 19, 2024

- One rezoning information sign was placed on the property so as to be visible from 142 Street service road.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Crestwood Community League

Application Analysis



Site analysis context

The City Plan

The subject property is identified as being within the redeveloping area under The City Plan. The proposed rezoning contributes to the Big City Move to be a rebuildable city.

District Plans

This site is located within the Jasper Place District Plan and is located within the 142 Street Secondary Corridor. Secondary Corridors are prominent residential and commercial streets that serve as a local destination for surrounding neighbourhoods. They connect to Nodes, feature diverse travel modes and may evolve as more commercial or residential over time.

District land use policy for a Secondary Corridor that has been considered for this rezoning application includes:

2.4.7.1 Support Low Rise Development throughout Secondary Corridors.

The proposed rezoning, while not considered low rise development, would facilitate a marginal increase in development scale along the 142 Street Secondary Corridor.

Land Use Compatibility

The RS Zone provides residential development opportunities that range from one single detached dwelling to multi-unit housing. The RSM h12.0 Zone provides residential development opportunities that range from row housing to multi-unit housing. The proposed RSM h12.0 Zone allows for a greater height and increased site coverage, and may act as a transition zone from larger scale residential development.

	RS Current	RSM h12.0 Proposed
Typical Uses	Residential (2) Commercial (5) Community (3) Agricultural (1) Signs (3)	Residential (2) Commercial (5) Community (3) Agricultural (1) Signs (3)
Maximum Height	10.5 m	12.0 m
Minimum Front Setback (142 Street)	3.0 m	3.0 m
Minimum Interior Side Setback	1.2 m for single detached or semi-detached housing 1.5 m for row housing or multi-unit housing	1.2 m for single detached or semi-detached housing 1.5 m for row housing or multi-unit housing
Minimum Rear Setback (Alley)	10.0 m	5.5 m
Maximum Site Coverage	45%	60%
Density	1- 4* dwellings *based off of 75 m ² site area per dwelling	Minimum Density: 45 Dwellings/ha = 1 No maximum

The 3D model below illustrates the provision of minimum setbacks. Due to the smaller site size, Administration notes that the development cannot achieve a maximum 60% site coverage (217.8 m²) where minimum setbacks are provided. Any attempt to maximize site coverage would require consideration of a variance to one or more of the minimum required setbacks at the development permit stage. The applicant is aware of this impact. Only approximately 184m² or 50.7% site coverage can be achieved where minimum setbacks are provided on this site.



View of site looking west

Mobility

This rezoning site is well connected with infrastructure and services that support multiple modes of transportation. Vehicle access for the rezoning area will be restricted to the abutting alley. There is a district connector bike route adjacent to the rezoning site along 142 Street service road. This rezoning will have minimal impacts to the transportation network.

ETS operates numerous bus routes nearby on 142 Street. A bus stop is located adjacent to the site. Upon redevelopment, the owner will be required to construct a sidewalk from 97 Avenue to the south property line of the site, which will increase accessibility to the nearby bus stop.

Utilities

Sanitary and storm service connections are required for this development.

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. The developer will be required to address this deficiency at the development permit stage. An Infill Fire Protection Assessment (IFPA) to be performed by Edmonton Fire Rescue Services (EFRS) was requested, however, the results are not yet known. The results may 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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