

## 10039 - 87 Avenue NW

### Position of Administration: Support



## Summary

Bylaw 21076 proposes a rezoning from the Small Scale Residential Zone (RS) to the Small-Medium Scale Transition Residential Zone (RSM h12.0) 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 12 people, all in opposition. Most concerns were related to increased parking and traffic congestion on 87 Avenue NW and the larger scale of the building in terms of loss of privacy and sunlight access.

Administration supports this application because it:

- Will facilitate an increase in residential density in a redeveloping area of the City near transit and active modes of transportation.

- Proposes a scale that is compatible with the surrounding neighbourhood and aligned with direction in the Scona District Plan and District Policy.

## Application Details

This application was submitted by Eins Development Consulting Ltd. on behalf of the landowner. The proposed Small-Medium Scale Transition Residential Zone (RSM h12.0) would allow development with the following key characteristics:

- A range of small to medium scale residential development.
- A maximum height of 12.0 m (approximately 3 storeys).
- A maximum site coverage of 60%.

## Site and Surrounding Area

	Existing Zoning	Current Development
<b>Subject Site</b>	Small Scale Residential Zone (RS)	Small scale housing
<b>North</b>	Small Scale Residential Zone (RS)	Small scale housing
<b>East</b>	Small Scale Residential Zone (RS)	Small scale housing
<b>South</b>	Medium Scale Residential Zone (RM h16.0)	Low rise multi-unit housing
<b>West</b>	Small Scale Residential Zone (RS)	Small scale housing



View of site looking south from 87 Avenue NW



View of site looking north from rear alley

## Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because it proposes a rezoning to a standard zone of the same category in the Zoning Bylaw. The basic approach included:

### Mailed Notice, December 18, 2024

- Notification radius: 60 metres
- Recipients: 81
- Responses: 12, all in opposition.

### Site Signage, November 22, 2024

- One rezoning information sign was placed on the property facing 87 Avenue NW.

### Webpage

- [edmonton.ca/rezoningapplications](https://edmonton.ca/rezoningapplications)

### Notified Community Organizations

- Strathcona Community League
- Scona District Community Council

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

- Street parking is already very congested and this will add to it (x9).
- Worried about additional density through 10 or more microsuites which is what this developer has built elsewhere in the City (x4).
- A taller building with more site coverage would create more shadow impacts (x4).
- Would result in loss of privacy for nearby properties (x4).
- 87 Avenue is very tight with a bike lane and boulevard trees. Cannot handle more traffic (x4).
- Worried this will set a precedent for more rezonings in this area (x3).
- This small lot is more suitable to a single infill or duplex, not something larger (x2).
- Increased traffic could be a safety issue for pedestrians and kids near the school (x2).
- Larger buildings are compromising the character of the neighbourhood (x2).
- This rezoning goes against the spirit of the new Zoning Bylaw which already increased development intensity in the RS Zone (x2).
- Loss of family oriented housing (x2).
- Do not want to see the loss of an old, historic house.

- The large rezoning sign on the property made it easy to provide feedback.
- Location in the middle of the block is not right for a larger building.
- Do not want to see the loss of mature trees on the property through redevelopment (increased heat island impact).

## Application Analysis



Site analysis context

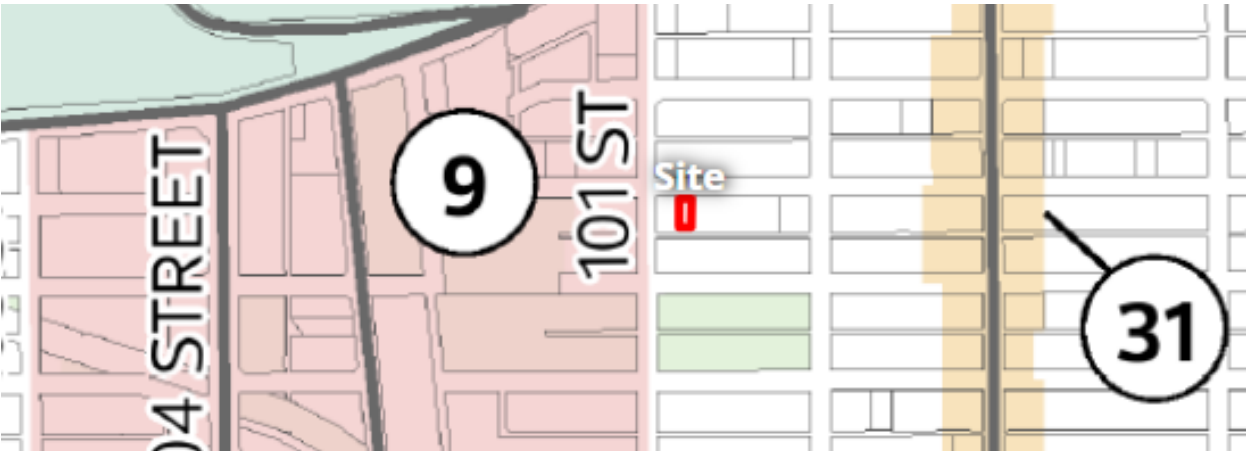
## The City Plan

The proposed rezoning aligns with two big city moves in The City Plan: “a rebuildable city”, and a “community of communities”. Goals associated with a rebuildable city include adding 50% of net new units through infill city-wide, and welcoming 600,000 additional residents into the redeveloping area. Goals associated with the community of communities big city move include having 50% of trips made by transit and active transportation, and the creation of areas that allow people to meet their daily needs within 15-minutes of where they live.

## Scona District Plan

In the Scona District Plan, the site is located in the Urban Mix, to the east of the Gateway Boulevard/Calgary Trail Primary Corridor and west of the 99 Street Secondary Corridor. Normally, only small scale development would be supportable at this kind of location; however, the District Policy allows additional scale to be considered, when at least two of the criteria outlined in the table below are met.

<b>District Policy Criteria for Consideration of Additional Height</b>	<b>Analysis</b>	<b>Compliance (Yes or No)</b>
<b>In a Node or Corridor Area or within 100 metres of a Node or Corridor Area</b>	The Gateway Boulevard/Calgary Trail Primary Corridor is approximately 50 metres to the west.	Yes
<b>Within 400 metres of a Mass Transit Station</b>	There are no transit stations in the vicinity.	No
<b>Along an Arterial Roadway or a Collector Roadway</b>	87 Avenue NW is a local road.	No
<b>At a corner site or adjacent to a park or open space.</b>	The site is mid block and the nearest open spaces are a block to the south and west.	No
<b>Adjacent to a site zoned for greater than Small Scale development</b>	The zoning of the block directly to the south across the alley allows for low rise residential development.	Yes



*Rezoning site outlined in red shown in proximity to the Gateway Boulevard/Calgary Trail Primary Corridor, shaded in pink, and the 99 Street Secondary Corridor, shaded in yellow.*

With this site meeting two of the above criteria, consideration can be given to the additional scale of the proposed RSM h12.0 Zone at this location.

**Land Use Compatibility**

The RSM h12.0 Zone is considered compatible with the mostly small scale residential development in the immediate area. This area also has several blocks and portions of blocks

zoned for, or developed as, 3 to 4 storey low rise mutli-unit housing buildings. This includes the block to the south of this site and at the eastern end of the same block the rezoning site is on.

The RSM h12.0 Zone would allow for more development intensity than the current RS Zone:

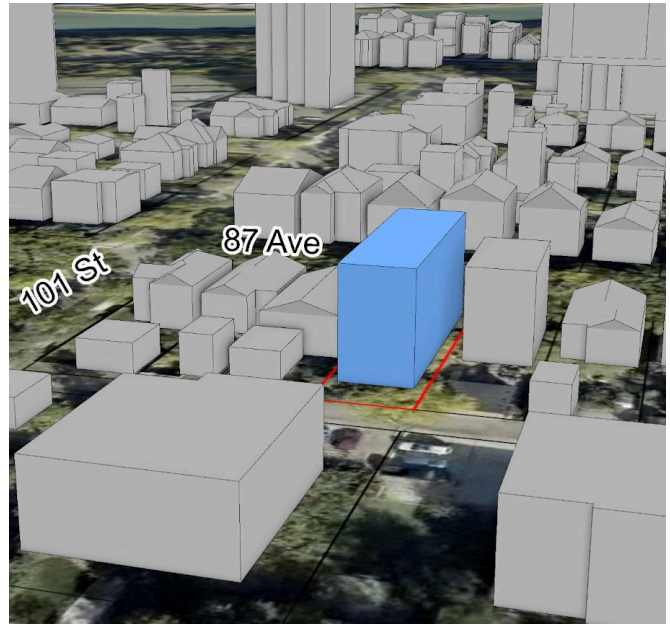
- An increase in maximum height from 10.5 m to 12.0 m.
- An increase in maximum site coverage from 45% to 60%, though respecting all required setbacks would only achieve approximately 57% site coverage.
- Density would change from a maximum of 4 dwellings to a minimum of 2 dwellings with no maximum.

A comparison of key differences between the zones is provided below.

	<b>RS Zone Current</b>	<b>RSM h12.0 Proposed</b>
<b>Typical Uses</b>	Small scale residential	Small scale residential
<b>Maximum Height</b>	10.5 m	12.0 m
<b>Minimum Front Setback</b> (87 Avenue NW)	4.5 m	3.0 m
<b>Minimum Interior Side Setbacks</b>	1.2 m	1.2 m
<b>Minimum Rear Setback</b> (Alley)	10.0 m	5.5 m
<b>Maximum Site Coverage</b>	45%	60%
<b>Minimum Soft Landscaped Area</b>	30%	25%
<b>Number of Dwellings</b>	No minimum, maximum of 4	Minimum of 2, no maximum



Model #1: Current RS Zone



Model #2: Proposed RSM h12.0 Zone

## Heritage

The existing house on the property is not on the City's Inventory or Register of Historic Resources, though it appears to be an older original home from the establishment of the neighbourhood. Administration met with the applicant and landowner to discuss potential inclusion on the Inventory and retention of it as a designated historic resource through adaptive reuse. After considering the feasibility of site redevelopment and the City's financial incentives for retention, the landowner opted not to pursue this further and it is likely the redevelopment of the site will lead to the demolition of the house.

## Mobility

This rezoning site is well connected to many transportation mode options. There are neighbourhood bike routes along 100 Street NW and 87 Avenue NW. ETS currently operates frequent and local bus service on 99 Street NW and the site is a roughly 300 metre walking distance to nearby bus stops. A mass transit bus route is anticipated to operate on 99 Street NW as part of the future mass transit network associated with the 1.25 million population scenario of The City Plan. This route will be similar to existing frequent bus service in the area.

Vehicle access for future development on the rezoning site will be restricted to the abutting alley. This rezoning will have minimal impacts to the transportation network.

## Utilities

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. Low Impact Development (LID) is recommended for the development allowed under the proposed zone. Details of the required stormwater management and 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 and flow rates. 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 infrastructure changes required by this application.

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Section: Planning Coordination