

## 10448 - 84 Avenue NW Position of Administration: Support



### Summary

Bylaw 21087 proposes a rezoning from the Small Scale Residential Zone (RS) to the Medium Scale Residential Zone (RM h16.0) to allow for low-rise residential development with limited commercial opportunities at the ground level. Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. Administration heard from three people in opposition. Most concerns were related to the scale of building allowed in the proposed zone compared to the relatively small size of the property and surrounding small scale buildings.

Administration supports this application because it:

- Will facilitate an increase in residential density in a redeveloping area of the City near transit, active mobility routes, amenities, and services.

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

## Application Details

This application was submitted by Eins Consulting. The proposed Medium Scale Residential Zone (RM h16.0) would allow development with the following key characteristics:

- Low rise residential development with limited commercial opportunities at the ground level.
- A maximum height of 16.0 metres (approx. 4 storeys).
- A maximum floor area ratio of 2.3 (with bonusing, up to 3.7).

## Site and Surrounding Area

	Existing Zoning	Current Development
<b>Subject Site</b>	Small Scale Residential Zone (RS)	Single detached house
<b>North</b>	Direct Control Zone (DC1.10886)	Single detached house (John Jackson Residence)
<b>East</b>	Small Scale Residential Zone (RS)	Single detached house
<b>South</b>	Large Scale Residential Zone (RL h65.0)	High-rise tower (Heritage House)
<b>West</b>	Small Scale Residential Zone (RS)	Single detached house (McLean Residence)



*View of the site looking north from 84 Avenue NW (Google Street View).*



## Community Insights

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

### Mailed Notice, December 20, 2024

- Notification radius: 60 metres
- Recipients: 200
- Responses: 3
  - In support: 0
  - In opposition: 3
  - Mixed/Questions only: 0

### Site Signage, November 25, 2024

- One rezoning information sign was placed on the property so as to be visible from 84 Avenue NW.

### Webpage

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

### Notified Community Organizations

- Strathcona Community League
- Central Area Council of Community Leagues

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

- Concerns:
  - The proposed zone allows for development that is too large (2).
  - The site seems too small for the proposed zone.
  - The proposed zone allows for development that is out of character with the surrounding bungalows.
  - The proposed zone would negatively impact the abutting heritage property (McLean Residence), and refurbished carriage house to the north.
  - Nearby commercial space is vacant, do not add additional commercial space.
- Other Comments:
  - Retain the current RS zoning, which has less impactful opportunities for infill (2).

- The house would be occupied if rented/sold, unlike nearby sites which would remain vacant (e.g. former St. Anthony School site).
- High quality services and amenities in the area (e.g. library, businesses, schools, and child care).
- Support the benefits of densification over sprawl.
- Recognition that change is inevitable.

At the time of writing this report, no formal position was taken by the community league.

## **Application Analysis**

### **The City Plan**

The proposed rezoning would increase residential density within a Primary Corridor, and near bus routes, active modes, 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 of new dwellings constructed through infill, and helping meet the target of having 50 percent of trips made by transit and active transportation.

### **Scona District Plan**

Within the Scona District Plan, the site is within the Gateway Boulevard/Calgary Trail Primary Corridor. Low and Mid rise buildings are supportable throughout Primary Corridors. The RM h16.0 Zone would facilitate low rise, primarily residential development, which fits with this direction.

## Land Use Compatibility



### Site analysis context

The RM h16.0 Zone is considered compatible with the mix of land uses in the immediate area including existing small scale residential buildings, and a high-rise tower.

Impacts to surrounding properties are mitigated by side setbacks of 3 metres. Alternatively, if the height of the proposed development is 12 metres or less, side setback requirements would be 1.5 metres each.

	<b>RS Zone Current</b>	<b>RM h16.0 Zone Proposed</b>
<b>Typical Uses</b>	Residential	Residential, with limited commercial at ground level
<b>Maximum Height</b>	10.5 m	16.0 m
<b>Maximum Site Coverage</b>	45%	N/A
<b>Maximum Floor Area Ratio</b>	N/A	2.3 (with bonusing, up to 3.7)

<b>Minimum Setback from Street</b> (84 Avenue NW)	4.5 m	1.0 m (ground floor non-residential uses + main street development), or 3.0 m (residential)
<b>Minimum Setback from Sites</b> (East and west)	1.2 m, or 1.5 m (if multi-unit housing faces the interior lot line)	3.0 m (if height above 12.0 m) 1.5 m (if height 12.0 m or less)
<b>Minimum Setback from</b> (Alley)	10.0 m	3.0 m
<b>Number of Dwellings</b>	5 maximum No minimum	No maximum 1 minimum

While both the current and proposed zones would allow for a small multi-unit housing development, the proposed zone allows for more height and site coverage. Given the small size of the site, it is unlikely that the full height of 16.0 m could be achieved because of the required side setbacks (see Model #3 below). It is more likely that the development will be 12.0 m in height with the reduced side setbacks (see Model #2 below).





Model #1 - Current RS Zone



Model #2 - RM h16.0 Zone - 12 m



Model #3 - RM h16.0 Zone - 16 m

## Mobility

This rezoning site is well connected to many transportation mode options. There are district connector bike routes along Saskatchewan Drive NW, 106 Street NW, and 83 Avenue, and there are neighbourhood bike routes along 104 Street and 86 Avenue. ETS currently operates a local bus route near the site on 104 Street. Frequent bus routes are also available on 82 Avenue. Bus Rapid Transit (BRT) routes are anticipated to operate nearby on 82 Avenue and Calgary Trail (south of 82 Avenue) as part of the future mass transit network associated with the 1.25 million population scenario of The City Plan. The site is roughly 150 m walking distance to a nearby bus stop on 104 Street and less than 300m walking distance to a bus stop on 82 Avenue.

Vehicle access for the rezoning area 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. 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 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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Branch: Development Services

Section: Planning Coordination