

11267 - 73 Avenue NW and 7225 - 113 Street NW Position of Administration: Support



Summary

Bylaw 21085 proposes a rezoning from the Small Scale Residential Zone (RS) to the Small-Medium Scale Transition Residential Zone (RSM h12.0) to allow for small to medium scale residential development. Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. Administration heard from 19 people, with approximately 17 in opposition, and 2 with questions only/mixed. Most concerns were related to traffic and on-street parking congestion worsening, and the large scale of the proposed building.

Administration supports this application because it:

- Supports District Plan policies to allow additional scale in urban mix areas, and provides a transition between the 114 Avenue secondary corridor and urban mix area.

- Is compatible in scale with the surrounding land uses.

Application Details

This application was submitted by Situate on behalf of Brookside Realty Inc. The proposed Small-Medium Scale Transition Residential Zone (RSM h12.0) would allow development with the following key characteristics:

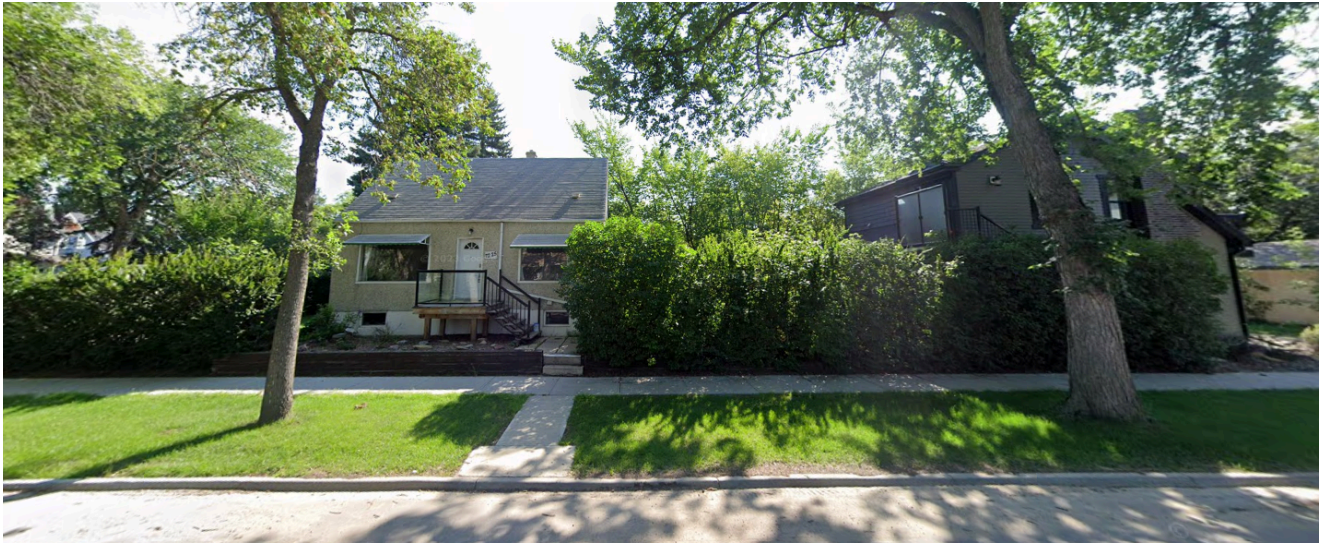
- A range of residential built forms including multi-unit housing and row housing.
- A maximum height of 12.0 metres.
- A maximum site coverage of 60%.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Small Scale Residential Zone (RS)	Small scale housing
North	Small Scale Residential Zone (RS)	Small scale housing
East	Small Scale Residential Zone (RS)	Small scale housing
South	Small Scale Residential Zone (RS)	Small scale housing
West	Small Scale Residential Zone (RS)	Small scale housing



View of the site looking south from 73 Avenue NW (Google Street View).



View of the site looking east from 113 Street NW (Google Street View).

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the proposed zone conforms with Urban Mix policies in the District Plan. The basic approach included:

Mailed Notice, December 20, 2024

- Notification radius: 60.0 metres
- Recipients: 56
- Responses: 19
 - In support: 0
 - In opposition: 17
 - Mixed/Questions only: 2

Site Signage, February 6, 2025

- One rezoning information sign was placed on the property so as to be visible from 73 Avenue NW and 113 Street NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- McKernan Community League
- Central Area Council of Community Leagues

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

- Existing on-street parking and traffic congestion in the area will worsen (e.g. grid-lock at rush hour, residents will own a private vehicle, no available on-street parking, unsafe for cyclists using the road, impedes emergency vehicle response, blocks access to private property, plugging in vehicles across public sidewalks, on-site parking should be required, parking concerns are dismissed) (14).
- Too large (e.g. height, site coverage, setbacks) (14).
- Too dense/too many dwellings (10).
- McKernan is experiencing rapid change (e.g. approval of RS Zoning in the neighbourhood, proximity to the university, rezonings, rapid infill development and growth in the area, speculation and investors purchasing property, LRT station, residential parking program, bike lanes) (10).
- Only 7225 - 113 Street NW should be considered a 'corner site', not 11267 - 73 Avenue NW (i.e. should not meet District Policy 2.5.2.6) (9).
- Reduced green space on site (increased site coverage, smaller setbacks, removal of private trees, environmental impacts, heat island impacts) (9).
- Build at a different location (e.g. edge of the neighbourhood, more spread out in the neighbourhood, former St. Peters site, along 114 Street, Blatchford) (9).
- Negative impacts to adjacent properties (e.g. cooling, enjoyment of property) (8).
- Sun/shading impacts (including impacts to solar panels) (8).
- New development is unaffordable/does not address the housing crisis (9).
- The site is not within a Priority Growth Area (8).
- The site is not within a Node or Corridor (8).
- City density goals must not occur at the expense of other city goals (e.g. climate resilience, affordability, family-friendliness, walkability, safety, and quality of life) (8).
- Not opposed to increased density, but the RSM h12.0 Zone does not make sense at this location (8).
- Maintain the current RS Zone, which allows for a variety of infill opportunities (7).
- There should be a maximum number of new units per neighbourhood (7).
- Hyperactive housing market around LRT stations. Pause new rezoning applications and complete a comprehensive study of neighbourhoods around the LRT station (including infrastructure, transportation, zoning, drainage/water, waste, safety, electricity) (7).
- Infrastructure cannot handle additional residents (e.g. drainage, water, power, parks) (7).

- Concerns related to the development permit stage (e.g. building design, noise, odour, window placement, inadequate outdoor amenity areas, construction disruption/damage to adjacent properties) (7).
- Poor quality of construction (4).
- Lack of inspections (4).
- New development is not accessible/suitable for seniors/families (6).
- Out of character with the single family development/neighbourhood (6).
- Developers should be held to their intent, and should not be able to change development plans if a rezoning is approved (6).
- Would set a precedent for rezonings in the neighbourhood interior (6).
- Open option parking does not adequately address on-street parking needs in neighbourhoods (9).
- Surrounding property values will increase resulting in additional taxes for neighbours who experience negative impacts of infill most directly (4).
- Over-construction in the area. Corner lots being redeveloped as apartment buildings. This should not spread further into the block (e.g. don't want walkups mid-block like in Strathcona) (3).
- Near LRT, and other parking generators (U of A, Hospital, Crawford Centre, etc.), yet they have taken away the Residential Parking Program in south McKernan (3).
- New developments that do not provide on-site parking should only be given 0-2 parking permits in Residential Parking Permit zones (per address) (3).
- Resident feedback is not taken into consideration (6).
- Fires during construction (4).
- Negative impacts to surrounding property values (2).
- Increased crime (2).
- Concern about maintenance of multi-unit/rental sites (5).
- The site should not be considered within a transition zone (interior of the neighbourhood, surrounded by small scale residential dwellings, and not abutting 114 Street or 72 Avenue NW) (5).
- Once 50% of new units in McKernan are infill, infill should be paused and another plan should be developed (6).
- Complete the 1-year Zoning Bylaw review on multi-unit infill prior to considering this rezoning application (6).
- Council members are elected to represent their constituents, not developers (4).
- Developers and others involved in infill do not live in the area (4).

- Situates sign/postcard/website direct feedback away from the City and interfere with the rezoning process (4).

General comments:

- The location is near the University of Alberta, amenities, active modes, and transit in the form of bus service and LRT (7).
- Support row housing style multi-unit development.
- Supportive of bike lanes.

At the time of writing this report, the McKernan Community League is in opposition to the proposed rezoning. The league is concerned that District Plan policy 2.5.2.6 allows for the consideration of the RSM Zone throughout the neighbourhood, when the zone should be used as a transition between larger and smaller scale developments, and immediately facing main corridors.

Application Analysis

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: 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.

District Plans

The McKernan neighbourhood is located within the Scona District Plan. The subject site is located within the Urban Mix land use designation, and is east of the 114 Street Secondary Corridor (see map 3 below). The Urban Mix designation includes all types of housing, shops, services, and offices in one land use category. Outside of nodes and corridors, Urban Mix allows for small scale buildings (up to 3 storeys) throughout. Additional scale can be considered if the site meets a minimum of two contextual criteria. These criteria are outlined in the table below, with an associated assessment of whether this site is compliant or not:

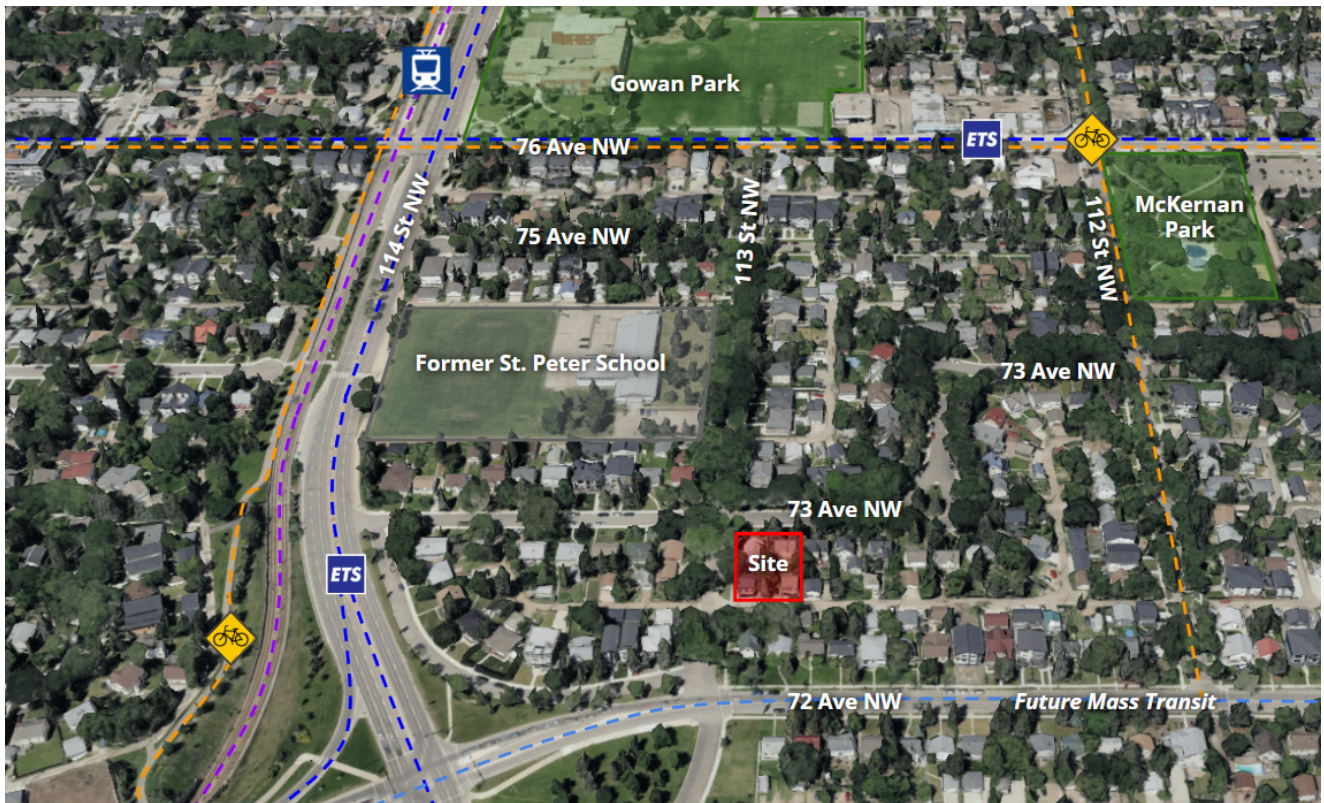
District Policy Criteria for Consideration of Additional Height	Analysis	Compliance (Yes or No)
In a Node or Corridor Area or within 100 metres of a Node or Corridor Area	The site is within 100 metres of the 114 Street Secondary Corridor (approx. 21 metres from the corridor - see image of the boundary below).	Yes
Within 400 metres of a Mass Transit Station	The site is just over 400 metres from the McKernan/Belgravia LRT Station (approx. 415 metres).	No
Along an Arterial Roadway or a Collector Roadway	113 Street NW and 73 Avenue NW are both local roadways, not collector or arterial roadways.	No
At a corner site or adjacent to a park or open space	The site is a corner site. The site is not adjacent to a park or open space.	Yes
Adjacent to a site zoned for greater than Small Scale development	Adjacent sites are zoned for small scale development.	No

With the site meeting two of the above criteria, consideration can be given to the addition scale of the proposed RSM h12.0 Zone at this location. In addition, the site will act as a transition from taller buildings within the corridor, to the urban mix area outside of the corridor (2.1.1.4), and will provide a transition to the surrounding scale of development (2.5.2.3) as the Secondary Corridor redevelops.



Rezoning site outlined in black shown in proximity to the 114 Street Secondary Corridor, shaded in yellow (Scona District Plan Map 3 - Nodes and Corridors).

Land Use Compatibility



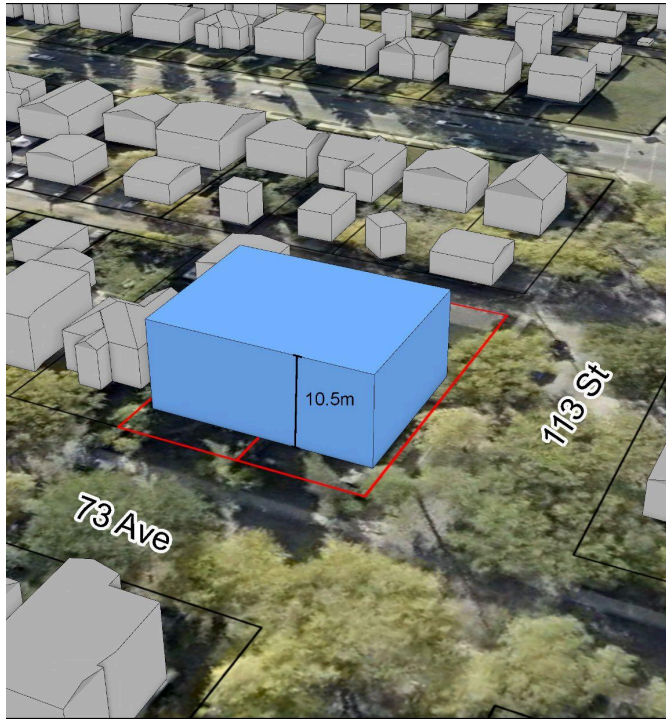
Site analysis context

The current RS Zone allows for a range of small scale residential development up to 3 storeys in height. This includes everything from a single detached house to multi-unit housing. A maximum of 14 dwellings are allowed under the current zone.

The proposed RSM h12.0 Zone would allow for a larger multi-unit building due to additional height (an additional 1.5 metres) and site coverage (an additional 15%, smaller rear setback, and smaller front setback). There is not a maximum number of dwellings in the RSM h12.0 Zone. The RSM h12.0 Zone is compatible in scale with the surrounding small scale development. A

minimum setback of 1.2 metres is required between the subject site and the abutting site to the east. Additional separation from surrounding sites is provided by the minimum setbacks and roadways (alley, 73 Ave NW, and 113 Street NW). A comparison of key differences between the zones is provided below:

	RS Zone Current	RSM h12.0 Zone Proposed
Typical Uses	Small Scale Residential	
Maximum Height	10.5 m	12.0 m
Maximum Site Coverage	45%	60%
Minimum Soft Landscaped Area	30%	25%
Minimum Front Setback (73 Ave NW)	4.5 m	3.0 m
Minimum Interior Side Setback (East)	1.2 m 1.5 m (if row housing/multi-unit housing faces an interior or flanking side lot line)	
Minimum Flanking Side Setback (113 St NW)	1.2 m 2.0 m (if main entrance of a principal dwelling faces the flanking side lot line)	2.0 m
Minimum Rear Setback (Alley)	10.0 m	5.5 m
Maximum Number of Dwellings	No minimum 14 Maximum	5 minimum No maximum



Model #1 - RS Zone (current)



Model #2 - RSM h12.0 Zone (proposed)

Mobility

This site is in a location that is well served by multiple travel modes; it is near a district connector bike route along 112 Street, bike routes along 114 Street and 71 Avenue, and frequent transit service on 114 Street and 73 Avenue. Bus stops are in close proximity to the rezoning area and the McKernan Belgravia LRT Station is within 600m of the property.

Vehicle access for the rezoning area will be restricted to the abutting alley. This rezoning will have minimal impacts to the transportation network. The nearby intersection of 113 Street and 72 Avenue is planned for improvements in the 2024-2026 Safe Crossings Program.

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.

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 infrastructure changes required by this application.

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