

11723 - 84 Avenue NW

Position of Administration: Non support



Summary

Bylaw 21105 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. The Administration heard from 30 people, with 28 in opposition and 2 requesting more information on the proposal. Most concerns were related to potential increase in parking congestion and the proposed rezoning allowing for a taller building.

Administration **does not support** this application because:

- It is not located within a Node or Corridor as identified in the Scona District Plan.
- The site context does not offer enough to consider District Policy for additional scale.

Application Details

This application was submitted by BM Homes Ltd. on behalf of the Landowner.

Rezoning

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

- A maximum height of 12.0 metres (approximately 3 Storeys).
- A minimum density of 45 dwellings/hectare.
- A maximum site coverage of 60%.
- A minimum rear setback of 5.5 metres.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Small Scale Residential Zone (RS)	Single Detached Housing
North	Small Scale Residential Zone (RS)	Single Detached Housing
East	Small Scale Residential Zone (RS)	Vacant City owned lot (pathway connecting 84 Avenue NW & alley)
South	Small Scale Residential Zone (RS)	Single Detached Housing
West	Small Scale Residential Zone (RS)	Single Detached Housing



View of the site looking south from 84 Avenue NW (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 rezoning to a standard residential zone. The basic approach included:

Mailed Notice, January 14, 2025

- Notification radius: 60 metres
- Recipients: 40
- Responses: 30
 - In opposition: 28
 - Mixed/Questions only: 2

Site Signage, February 19, 2025

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

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Windsor Park Community League
- Central Area Council of Community Area Council

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

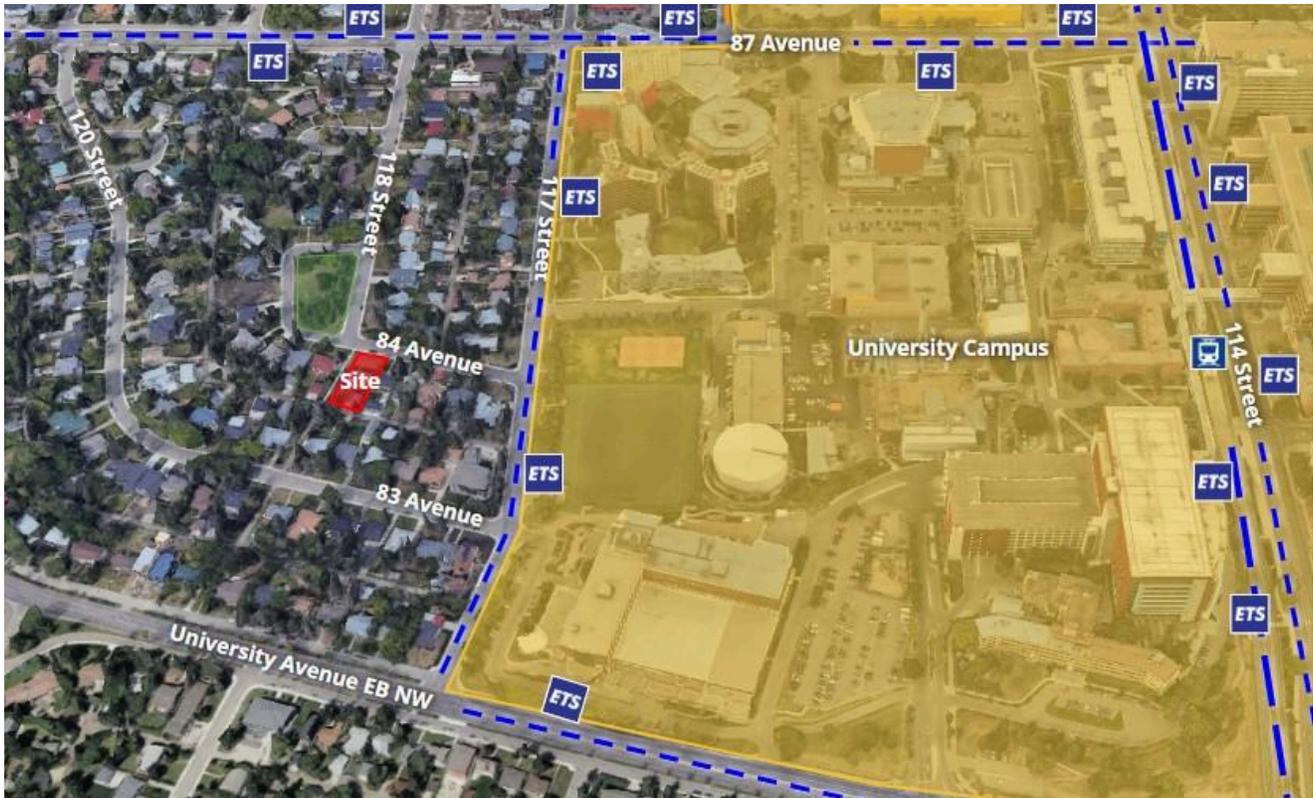
- There is already parking congestion in the area and the proposed redevelopment will increase it. (13x)
- The proposed rezoning allows for a taller building (12.0 m), which is not consistent with the height of other adjacent properties. (11x)
- The proposed rezoning does not align with the planning guidelines established for this area. (10x)
- The proposed rezoning permits a site coverage of 60%, which exceeds what is currently allowed in the existing RS Zone (9x).
- As per the Scona District Plan, the site is not included in the Priority Growth Area and therefore no rezoning should be required. (9x)
- The proposed redevelopment will create significant shadow impacts. (8x)
- The proposed redevelopment does not align with the existing character of the neighbourhood and is disrespectful to the community. (8x)
- There is already traffic congestion on the surrounding road networks and proposed redevelopment will increase it. (5x)
- The proposed RSM h12.0 Zone is not appropriate at this location as it is surrounded by small scale residential properties and does not provide any transition. (5x)
- The proposed rezoning would allow for limited commercial opportunities. (3x)
- The developer has applied for rezoning in different communities and is not willing to comply with the existing zones. (2x)
- The potential traffic increase from the proposed rezoning will pose significant risks to children who use the pathway on the west side of the subject site to walk to and from school. (2x)
- The neighbourhood's existing infrastructure is unable to accommodate the increased demand for services. (2x)
- There is a lack of community engagement on this application. (2x)
- Need more information on the proposal. (2x)
- The City has already allowed for multiple multi-unit housing projects in the neighbourhood. (2x)
- Due to an increase in density in the area, the property owners have sold their houses and moved to other parts of the City.
- Developers, urban planners, designers, and architects, struggle to find a balance between the original concept of infill development and the current needs and desires of the community.

- In Edmonton, infill development targets established neighbourhoods rather than new subdivisions.
- New Zoning Bylaw has resulted in the rapid development of large and costly projects that have led to the fragmentation of established neighbourhoods.
- More single family homes are needed in the area.
- Green space should be preserved in the area.
- Rezoning applications which appear to be made solely to maximize builder profit should not be approved by the City.
- The current infill development process increases land speculation and property values, making development unaffordable and leading to oversized projects that are not conducive to a livable and walkable neighbourhood.
- The current infill development process in Edmonton prioritizes developers and fails to demonstrate respect for the community. Furthermore, it neglects the substantial time and effort that residents have invested into establishing their homes and neighbourhoods.
- Infill was meant to address sprawl and infrastructure costs, but now it's mainly used to solve the housing crisis. This is the wrong approach.
- Bad infill development can result in demolition of good housing and expensive developments that break up neighbourhoods. A mix of housing types and styles is needed, not just density.

The Windsor Park Community League (WPCL) submitted a formal response expressing their opposition to the proposed rezoning.

- As per the Scona District Plan and District Policy, this rezoning application should not be recommended or approved because it isn't in a location where additional scale can be considered.
- The proposed RSM h12.0 Zone is intended for locations that provide a transition between larger-scale developments and small-scale developments; this location is surrounded by small-scale developments in all directions.
- WPCL suggests the developer, BM Homes Ltd., develop this property according to the regulations in the current RS Zone, or sell the property to someone who will.

Application Analysis



Site analysis context

The City Plan

As per The City Plan, the subject site is not identified within a Node or Corridor. However, 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.

District Plans

In the Scona District Plan, the subject site is 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 RSM h12.0 Zone allows for predominantly residential uses and limited commercial use opportunities.

The following District Policy is relevant to this proposed rezoning and is being interpreted by Administration as indicated:

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.*
 - The site complies with this criteria.
 - The west boundary of University-Garneau Major Node runs along the middle of 117 Street NW. The north-east corner of the site is approximately 99 metres from the boundary of University-Garneau Major Node.
- *Within 400 metres of a Mass Transit Station.*

- This site does not fully comply with this criteria.
- The closest Mass Transit Station is the Health Sciences/Jubilee LRT station which is approximately 540 metres from this site.
- *Along an Arterial Roadway or a Collector Roadway.*
 - This site does not comply with this criteria.
 - 84 Avenue NW is a Local Roadway.
- *At a corner site or adjacent to a park or open space.*
 - This site does not fully comply with this criteria.
 - Although the site's west boundary abuts a public walkway, which could act as a buffer to neighbouring properties in the same way a roadway can, this is not the Zoning Bylaw's technical definition of a corner site. The site is located in close proximity to Lemoine Park, however, the Administration has determined it is not adjacent.
- *Adjacent to a site zoned for greater than Small Scale development.*
 - This site does not comply with this criteria.
 - All adjacent zoning is Small Scale Residential Zone (RS).

With this site only meeting one of the above criteria, indicates that the additional scale sought through the proposed RSM h12.0 Zone is not suitable for this location.

Land Use Compatibility

When compared with the existing RS Zone, the proposed RSM h12.0 Zone would allow for 1.5 metres increase in height, at least 13 percent increase in site coverage, and similar setbacks, except reduced rear setback.

	RS Current	RSM h12.0 Proposed
Typical Uses	Residential Limited commercial	Residential Limited commercial
Maximum Height	10.5 m	12.0 m
Maximum Site Coverage	45% - 47%	60%
Minimum Front Setback (84 Avenue NW)	4.5 m	4.5 m

Minimum Interior Side Setback	1.2 - 1.5 m	1.2 - 1.5 m
Minimum Rear Setback (Alley)	10.0 m	5.5 m

Since the proposed RSM h12.0 allows for a taller and larger 3 storey building with reduced rear setbacks, it is ideally expected to be applied on sites which are adjacent to a Node or Corridor or located along arterial or collector roadway or adjacent to a site zoned for larger scale development so that it acts as a transition towards small scale development, which are generally located in the interior of the neighbourhood. On the whole, the subject site is interpreted to be an interior lot, along a local roadway and despite being close to University-Garneau Major Node, it is not considered to be transitioning from larger to smaller scale development. Therefore, the proposed RSM h12.0 is not appropriate at this location.

The lot abutting the subject site on the west side currently operates as a public pathway connecting 84 Avenue NW with the alley to the south. This space does provide a buffer and can mitigate impacts to the west.

Mobility

Vehicle access for the proposed rezoning site would be restricted to the abutting alley. This site is well connected to various transportation mode options. University Avenue NW is an existing neighbourhood bike route, and Saskatchewan Drive NW is an existing District Connector Bike route. ETS operates numerous bus routes near the rezoning site on 87 Avenue NW and 117 Street NW and the subject site is located roughly 250 m walking distance from a nearby bus stop.

The future mass transit network in the area is anticipated to include Bus Rapid Transit routes operating on 87 Avenue NW (east of 114 Street NW) as well as frequent and rapid mass transit bus routes on 114 Street NW.

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 fire flows and 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 infrastructure changes required by this application.

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