

## 9502, 9512 & 9518 153 Street NW

### Position of Administration: Support



## Summary

Bylaw 21104 proposes a rezoning from a Direct Control Zone (DC2.920) to the Medium Scale Residential Zone (RM h16.0) to allow for low rise housing. The applicant originally proposed the Medium Scale Residential Zone with a height of 23 metres (RM h23.0), but reduced the height in response to public feedback.

Public engagement for the original RM h23.0 application included a mailed notice, site signage, information on the City's webpage, and an Engaged Edmonton webpage. Administration heard from 61 people, 11 of which were in support and 48 of which were in opposition, and 2 of which were asking clarifying questions. Most concerns were related to the height and density of the proposed zone and the potential negative parking and traffic impacts of a 6 storey building in this location.

After the proposed zone changed to RM h16.0, public engagement included a mailed notice, site signage, and information on the City's webpage. Administration heard from 17 people, all of whom were in opposition. Most concerns were related to the proposal's location outside of a corridor, its potential negative impacts on the character of the neighbourhood, and the negative impacts of the height and massing permitted under the proposed zone.

Administration supports this application because it:

- Contributes to The City Plan's Big City Move to be a rebuildable city by adding new infill units, and the Big City Move to be a community of communities by allowing more Edmontonians to access their daily needs within 15 minutes of their homes.
- Supports intensification along the edge of the neighbourhood, in alignment with the Jasper Place District Plan and District Policy.
- Increases residential density at an appropriate location near a future mass transit station and a variety of other services and amenities.

## Application Details

This application was submitted by Green Space Alliance on behalf of the landowner.

The proposed Medium Scale Residential Zone (RM h16.0) would allow development with the following key characteristics:

- Maximum height of 16.0 metres (approximately 4 storeys).
- A maximum floor area ratio of 2.3 - 3.7.
- Limited opportunities for commercial uses at the ground floor.

## Site and Surrounding Area

|                     | Existing Zoning                   | Current Development           |
|---------------------|-----------------------------------|-------------------------------|
| <b>Subject Site</b> | Direct Control Zone (DC2.920)     | Small Scale Housing           |
| <b>North</b>        | Small Scale Residential Zone (RS) | Small Scale Housing           |
| <b>East</b>         | Parks and Services Zone (PS)      | École Jean-Claude-Mahé School |
| <b>South</b>        | Small Scale Residential Zone (RS) | Small Scale Housing           |
| <b>West</b>         | Small Scale Residential Zone (RS) | Small Scale Housing           |





*View of the site looking west from 153 Street NW (Google Maps 2022)*



*View of the site looking northwest from 95 Avenue NW & 153 Street NW intersection (Google Maps 2023)*

## **Community Insights**

This application was brought forward to the public using a broadened approach. This approach was selected because this site has had previous rezoning applications which have prompted extensive public response and there was considerable response to the advanced notice. The broadened approach included:

## **Former RM h23.0 Proposal:**

### **Mailed Notice, August 26, 2024**

- Notification radius: 60 metres
- Recipients: 63
- Responses: 35
  - In support: 2
  - In opposition: 31
  - Mixed/Questions only: 2

### **Engaged Edmonton Webpage, November 25, 2024 - January 5, 2025**

- Notification radius: 120 metres
- Recipients: 112
- Visited the page: 317
- Submitted a question or forum response: 26
  - In support: 9
  - In opposition: 17

### **Site Signage, September 16, 2024**

- One rezoning information sign was placed on the property, angled so as to be visible from both 95 Avenue NW and 153 Street NW.

### **Webpage**

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

### **Notified Community Organizations**

- West Jasper-Sherwood Community League

A full “What We Heard” Public Engagement Report for the former RM h23.0 proposal is found in appendix 1.

## **RM h16.0 Proposal:**

### **Mailed Notice, January 21, 2025**

- Notification radius: 60 metres
- Recipients: 58
- Responses: 17
  - In support: 0

- In opposition: 17

## **Site Signage, January 23, 2025**

- One rezoning information sign was placed on the property, angled so as to be visible from both 95 Avenue NW and 153 Street NW.

## **Webpage**

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

## **Notified Community Organizations**

- West Jasper-Sherwood Community League

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

- Developments of this scale should be on the perimeter of communities and in primary corridors, not in the interior of communities which already have increased redevelopment opportunities under the new zoning bylaw (11).
- Sun/shadow impacts to adjacent properties (e.g. shading yards and relied on food gardens) (11).
- This proposal would negatively impact the character of the community (10).
- Four storeys is too tall for the location (e.g. visually too high, and incompatible with adjacent residences) (10).
- The proposal could increase traffic congestion in the area, especially considering the adjacent school site and associated pick-up and drop-off area (8).
- This proposal could set a precedent leading to similar types of inappropriate developments in the neighbourhood (8).
- Underground parking should be provided to minimize additional vehicle parking on the street (7).
- The potential commercial space should not be cannabis or liquor stores (6).
- Despite the policy alignment, this kind of proposal is not good for a community like this one (6).
- Concern about the resulting impacts of over-densification (e.g. overcrowding, increased crime, traffic congestion, parking congestion, strained infrastructure, lack of green space, garbage collection challenges) and a lack of research, planning and reporting on such issues by the city (4).
- This proposal would not create more affordable housing (3).
- People won't use the LRT as much as the City thinks, making this type of development less logical (3).
- Concerns about increased parking congestion (3).

- Developers are driven by economic viability/profit, not true concern for the neighbourhood (e.g. choosing the RM h16.0 Zone over the RSM Zone) (2).
- Consider smaller builds; preference for lower intensity infill such as row houses and duplexes in this location (2).
- Rezoning impacts the lives of residents (e.g. stress, disruption, concern about impacts, makes the area unlivable and reduces vibrancy) (2).
- The development will not be affordable, sustainable, or livable (contrary to the Why We Grow signage) (2).
- Opposed to policy 2.5.2.6 in the District Plan; exceptions to this policy may be made in certain circumstances, depending on the community and conditions, and this should be one of those exceptions (2).
- Neighbourhood uniquely impacted by Priority Growth Areas (PGAs) and corridors (surrounded on three sides) (2).
- Potential to devalue surrounding properties (2).
- A desire for working groups to liaise with the city and developers to collaboratively build the city (vs. residents opposing rezonings) (2).
- A building of this scale would reduce the privacy of nearby residents (2).
- Too many units (not gentle density), in an area impacted by many other infill projects (2).
- There is a lack of greenspace in the neighbourhood already, nevermind with new residents added.
- Do not need additional commercial space in the neighbourhood.
- Discontent with homes being bought by developers, making it hard for young families to buy homes.
- This proposal would increase traffic congestion on 95 Avenue NW.
- The neighbourhood is aging, and seniors want to be able to buy small homes that are not close to apartment buildings.
- Single family homes should replace aging housing stock.
- There would be no height transition (which is the true intent of the District Plans and Policy 2.5.2.6) if this were to be built, because it would be a four storey apartment next to a bungalow.
- Infill requires adequate parking (we don't have an extensive transit system, difficult for those who use transit outside of the core of the city, limited transit use, and residents own multiple private vehicles).
- This neighbourhood already has high density housing compared to other neighbourhoods (e.g. Crestwood, Parkview, Laurier Heights). Higher density housing should be spread out.



- Garbage collection issues on infill sites (e.g. unsightly, numerous bins, blocks traffic flow). The waste collection plan needs to be feasible.

## 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: 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

In the Jasper Place District Plan, the site is designated ‘Urban Mix’, which is intended to support 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 RM h16.0 Zone allows for standalone residential, and an opportunity for mixed use development by allowing for limited commercial uses at the ground floor.

Policy 2.5.2.5 of the District Policy supports low rise development when at least one of the following criteria are met:

- On corner sites at the edge of the neighbourhood where the block face fronts onto an Arterial Roadway or Collector Roadway,
- On or adjacent to sites zoned for greater than Small Scale development or for commercial or mixed use development and along an Arterial Roadway or Collector Roadway, or
- Within 400 metres of Mass Transit Stations and along an Arterial Roadway or Collector Roadway.

This site aligns with the Jasper Place District Plan and District Policy as this corner site is approximately 300 metres from the future Glenwood LRT Station, is along 95 Avenue NW (a collector roadway) and is located at the edge of the West Jasper Place neighbourhood. Low rise development is appropriate at this location, and the proposed RM h16.0 Zone aligns with this direction.

In the proposed RM h16.0 Zone, ground floor dwellings must provide individual entrances facing 153 Street NW and 95 Avenue NW, as well as main building entrances. Redevelopment on adjacent and nearby sites front onto 95 Avenue NW, and the entrance requirements in the proposed zone will ensure that new development on this site contributes to the ongoing transition of the block to front 95 Avenue NW.

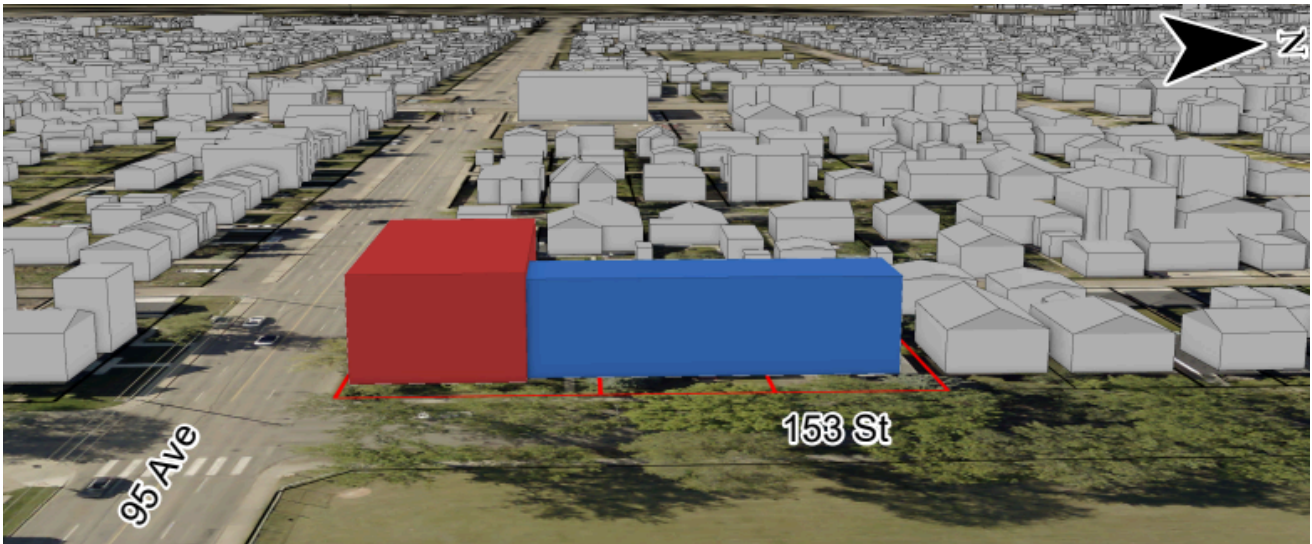
### **Land Use Compatibility**

When compared with the existing DC2.920 Zone, the proposed RM h16.0 Zone would allow for an increase in height, reduced setbacks from 153 Street NW and the alley, and an increased setback from 95 Avenue NW.

With a maximum height of 16.0 metres and a floor area ratio of 2.3, the proposed RM h16.0 Zone allows for a larger structure than permitted under the existing DC2.920. Being on a corner, the site has the benefit of being surrounded by primarily road right-of-way which creates a buffer between the site and most surrounding properties. The site is adjacent to open space to the east, which creates an additional buffer. The buffers reduce massing impacts on adjacent properties. The site shares its northern property line with a property zoned for, and currently containing, a small scale residential building in the form of a single detached house. To help mitigate impacts along this edge, the RM h16.0 Zone requires a setback of 3.0 metres, which stays consistent with the interior setback in the current DC2.920. The proposed RM h16.0 Zone is compatible with the surrounding development and zoning.



|   | <b>DC2.920 Zone<br/>Current</b>  | <b>RM h16.0 Zone<br/>Proposed</b>                                   |
|---|--|---|
| <b>Typical Uses</b>                       | Residential development with commercial uses on the ground floor fronting 95 Avenue NW and row housing fronting 153 Street NW. | Residential with limited commercial opportunities at ground level.  |
| <b>Maximum Height</b>                     | 8.6 m - 10.0 m   | 16.0 m  |
| <b>Maximum Floor Area Ratio</b>           | N/A  | 2.3 - 3.7   |
| <b>Minimum Setback</b><br>(95 Avenue NW)  | 0.5 m  | 4.5 m (residential ground floor)<br>1.0 m (commercial ground floor) |
| <b>Minimum Setback</b><br>(153 Street NW) | 0.0 m - 6.0 m  | 3.0 m (residential ground floor)<br>1.0 m (commercial ground floor) |
| <b>Minimum North Setback</b>              | 3.0 m  | 1.5 m<br>3.0 m (buildings greater than 12.0 metres in height)       |
| <b>Minimum Setback</b><br>(Alley)         | 0.0 m  | 3.0 m   |
| <b>Number of Dwellings</b>                | Minimum: N/A<br>Maximum: 10  | Minimum: 11<br>Maximum: N/A   |



3D Model: Current DC2.920 (looking west)



3D Model: Proposed RM h16.0 (looking west)

## Mobility

This rezoning site is well connected to many transportation mode options. There are future district connector bike routes along 153 Street NW and 95 Avenue NW. The 95 Avenue NW route is included in the Active Transportation Network Expansion Project for 2026. ETS operates frequent transit along the 95 Avenue NW corridor with stops in close proximity to the rezoning area. The future Glenwood LRT Station is approximately a 300 metre walking distance from the subject property.

Vehicle access for the site will be restricted to the abutting alley and the owner will be required to remove the existing access from 153 Street NW. Alley upgrades may be required and will be further reviewed based on the details of the development at the development permit stage.

## 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. The developer will be required to address this deficiency. 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.

## Appendices

1. "What We Heard" Public Engagement Report

Written By: Dezmond Coyes-Loiselle & Saffron Newton

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination

# What We Heard Report

## West Jasper Place

### LDA24-0324

Edmonton

## Public Engagement Feedback Summary

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|   |   |
|---|---|
| <b>Project Address:</b>                             | 9502, 9512, 9518 - 153 Street NW  |
| <b>Project Description:</b>                         | <p>The City is currently reviewing an application to rezone 9502, 9512 &amp; 9518 153 Street submitted by Green Space Alliance. The current zone is a Direct Control Zone (DC2.905) and the proposed zone is the Medium Scale Residential Zone (RM h23.0) which would allow:</p> <ul style="list-style-type: none"><li>• A maximum height of 23 metres (approximately 6 storeys).</li><li>• A Floor Area Ratio of 3.0.</li><li>• Limited opportunities for commercial uses on the ground floor.</li></ul> |
| <b>Engagement Format:</b>                           | Online Engagement Webpage - Engaged Edmonton:<br><a href="https://engaged.edmonton.ca/WestJPRezoning">https://engaged.edmonton.ca/WestJPRezoning</a>  |
| <b>Engagement Dates:</b>                            | November 25, 2024 - January 5, 2025   |
| <b>Number Of Visitors on Engaged Edmonton page:</b> | Visited the page: 317<br>Submitted a question or forum response: 26   |

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## About This Report

The information in this report includes summarized feedback received between November, 2024, and January 5, 2025 through online engagement via the Engaged Edmonton platform and emails submitted directly to the file planner. The applicant has formally changed the application to a different zone (RM h16 instead of RM h23). Comments and correspondence with regard to the updated application will be summarised in the Council Report. This What We Heard Report summarizes feedback received for the original proposed rezoning only (RM h23.0).



The public feedback received will be considered during the planning analysis to ensure the review of the application takes local context into consideration and is as complete as possible. It will also be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised.

This report is shared with all web page visitors who provided their email address for updates on this file, and residents who provided feedback directly to the file planner via email. This summary will also be shared with the applicant and the Ward Councillor, and will be an Appendix to the Council Report should the application proceed to a Public Hearing.

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## Engagement Format

The Engaged Edmonton webpage included an overview of the application, information on the development and rezoning process and contact information for the file planner. Two participation tools were available for participants: one to ask questions and one to leave feedback. Community members also contacted the file planner directly by email and phone before, during, and after the Engaged Edmonton page was open.

The comments and correspondence are summarized by the main themes below, with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

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## Feedback Summary

This section summarizes the main themes collected.

Number of Responses:

In Support: 11

In Opposition: 48

Mixed / Questions: 2

The most common **concerns** heard were:

**Parking/Traffic:** The increase of residents and visitors in the area as a result of the proposal would result in a lack of adequate parking and increased traffic congestion, potentially reducing safety. 153 Street and 95 Avenue in particular would be impacted, due to 95 Avenue's limited parking and existing congestion, and 153 Street's use as a pick up/drop off area for parents and buses from the École Jean-Claude-Mahé School.

**Building Size and Density:** The building is out of scale with the neighbourhood and is not suitable for this location. Specifically, having six storeys next to bungalows would reduce privacy and sunlight for surrounding residents and there would not be a height transition into the neighbourhood. The increased density as a result of this height would also lead to infrastructure and amenity strain in the neighbourhood.

**Community Cohesion/Character:** This proposal would bring unwanted change to the community. The scale of the building, the potential commercial activity, the lack of affordability, and the different life stages of new residents would deviate from the norm in the area.

The most recurring comments of **support** heard were:

**Location:** The site's proximity to transit and diverse amenities make it an ideal location for this kind of density. Open spaces, bike routes, bus routes, services, and most notably, the future Valley Line West LRT Station are all nearby, meaning residents of an apartment building could access them easily without a car.

**Vibrancy:** The commercial opportunities and increase of residents in the neighbourhood would increase foot traffic and liveliness in the area, making it more vibrant overall.

**Affordability:** This level of density is what is needed to create affordable housing and address the housing crisis.

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## What We Heard

The following section includes a summary of collected comments with the number of times a comment was recorded in brackets (comments received once do not have a number).

## Reasons For Opposition

### Scale and Density Concerns

- Density is important, but this is the wrong location for larger scale residential (e.g. there are existing apartments elsewhere in the neighbourhood, there are better locations elsewhere in the neighbourhood) (17).
- Thoughtful planning can create the necessary density in a way that truly benefits communities; Lower intensity housing (row houses, town houses, duplexes, skinnies) should be on these kinds of corner lots in the community instead of higher intensity apartment buildings (16).
- Concerns about a building of this scale casting large shadows on nearby residents and the associated negative impacts of a lack of sunlight (e.g. negative health impacts, shade of the school site) (14).
- Concerns that this could be precedent setting for the development of more large scale mixed use buildings in inappropriate locations in the area (13).
- A building of this scale would reduce the privacy of nearby residents (8).
- A building of this scale would not be compatible with surrounding buildings (6).
- General concern about the building being too tall (6).
- The area does not have enough park space for existing residents, nevermind new ones that would live in this building (6).
- The increase in residents would lead to infrastructure strain (5).
- The influx of residents would lead to overcrowding (4).
- A building of this scale would not create a good height transition as it would mean bungalows next door to a 6 storey building (3).
- Increased residents in neighbourhood would lead to over use of community amenities (3)

- The influx of residents would reduce safety in the area (2)
- A building of this scale would block views in the area.
- A building of this scale would reduce safety, particularly for children using the park space.

### **Traffic/Parking/Safety Concerns**

- Concerns regarding lack of adequate parking to accommodate the existing residents in addition to new ones, and customers of the potential commercial space (25).
- Concerns regarding increased traffic congestion due to added residents and customers of potential commercial space on site (18).
- Increased traffic would negatively impact the safety of the community, school, and playground (7).
- A Traffic Impact Assessment for West Jasper Place should be conducted before any such applications are considered (3).
- There is not enough parking on 95th Avenue in particular (2).
- Increased parking on 153rd street will make bus pickup from the school chaotic and could create visibility/safety concerns for the students using it (2).
- The increased traffic from the development will create noise and air pollution (2).
- Traffic concerns for parents picking up and dropping off children at the school (2).
- Increased traffic in the alleyway would lead to its accelerated deterioration.
- Traffic would increase on 95th Avenue in particular.

### **Community Cohesion/Character Concerns**

- Concerns regarding impact on character and harmony of the neighbourhood (14).
- The proposal does not benefit the community (5).
- Concerns about the proposal's impact on the area's sense of community (3).
- Proposals like this should align with values of nearby land owners, this does not.

### **Property Value/Affordability Concerns**

- The proposal would not create affordable housing, and thus would not make the area more affordable than it already is (9).
- The proposal could decrease surrounding property values (5).
- The proposal could increase surrounding property values, making housing less affordable in the area and taxes higher (2).

### **Commercial Activity Concerns**

- The community will not have control over the commercial activity in this location, leading to negative outcomes (3).
- Concerns for the vitality of commercial space in this location (3).
- Commercial activity in this location would decrease safety and security, particularly for children (3).
- Fear that it could become a Liquor or Cannabis sales business (3).
- Commercial activity in this location would create noise and air pollution (2).
- There is enough commercial space elsewhere in the neighbourhood, more is not needed (2).

### **Overarching Policy Concerns**

- Concern that the district plans (through policies such as 2.5.2.6 in particular) allow for this scale of development across almost the whole neighbourhood—despite it not being the will of the community—due to it being surrounded by LRT stations (7).
- A citizens planning group should be created and funded by the City of Edmonton to address the unique nature of the area under land use policy, being adjacent to three future LRT stations (4).
- Transit Oriented Development doesn't make sense in this location (e.g. the new LRT is not true rapid transit, most people will not use the LRT, distance from station does not create TOD transition) (2).

### **Engagement Process Concerns**

- Concern with the nature of the engagement process for rezoning applications in general (5).
- Discontent about the communication with the community (4).

### **Other**

- Proposal will negatively impact the environment, and greenspaces (e.g. loss of trees and biodiversity associated with infill development in general) (7).
- Discontent with the proposal adding a diversity of residents to the neighbourhood (income level, life stage, etc.), particularly in close proximity to a school yard (4).
- The city should focus on revitalizing existing buildings before building new ones (2).
- West Jasper Place has already receives an unfair amount of infill compared to other neighbourhoods, this uneven approach puts strain on the community (2).
- The neighbourhood is currently largely made up of apartments and single family homes, and adding another apartment zone would not diversify housing in the area (2).
- The neighbourhood is changing too much, too fast.
- Concerns regarding a lack of housing demand in the area resulting in empty units in the potential new apartment building.

### **Reasons For Support**

- Perfect location for increased density due to the site's proximity to the future LRT station and other amenities and services (e.g. transit, park, church, ravine, library, food services, arts hub) (10).
- This type of apartment specifically is what will increase affordability, rather than lower intensity forms of infill (3).
- Neighbourhood population is shrinking, and new housing is needed to support nearby businesses (2).
- Community has existing apartments, but higher quality ones are needed (2).
- Projects like this help keep property taxes lower by better utilizing existing infrastructure and amenities (2).
- The proposal will allow the residents of the building not to depend on a car (2).
- This will allow for good return on investment of the LRT project (2).
- General support for density (e.g. as means to combat the housing crisis) (2).
- Support for commercial space in this location and its potential to increase vibrancy (2).
- Disappointment that the original zone did not develop.
- Good location for density due to its proximity to 95th Avenue (bus route, future bike route, and important connection).



- There is abundant street parking to help accommodate the added density.
  - The increased residents and subsequent vibrancy and foot traffic in the neighbourhood will decrease crime and increase safety in the neighbourhood
  - Density in mature transit-served areas like this as opposed to at the periphery of the city will help decrease traffic city-wide.
  - If built without parking, it could decrease traffic congestion in the area.
  - Local commercial would reduce the need for residents to leave their community to access amenities.
  - This proposal would allow professionals and students to access downtown via the LRT
  - The tenants of this new development would help revitalize the neighborhood
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## Questions & Answers

### **1. Will the building provide parking for residents with cars or is this a zero parking building?**

Specific site design, including the location and number of parking spots, would not occur until the Development Permit stage which will occur if zoning for the site is approved. It is important to note that City Council voted to enable Open Option Parking city-wide effective July 2, 2020. Open Option Parking means that minimum on-site parking requirements have been removed from Edmonton's Zoning Bylaw, allowing developers, homeowners and businesses to decide how much on-site parking to provide on their properties based on their particular operations, activities or lifestyle.

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## Next Steps

The planning analysis, and how feedback informed that analysis, will be summarized in Administration's report to City Council if the proposed rezoning goes to a future City Council Public Hearing for a decision.

The administration report and finalized version of the applicant's proposal will be posted for public viewing on the [City's public hearing agenda](#) website approximately three (3) weeks prior to a scheduled public hearing for the file.

When the applicant is ready to take the application to Council:

- Notice of Public Hearing date will be sent to surrounding property owners and residents and applicable nearby Community Leagues and Business Associations.
- Once the Council Public Hearing Agenda is posted online, members of the public may register to speak at Council by completing the form at [edmonton.ca/meetings](http://edmonton.ca/meetings) or calling the Office of the City Clerk at 780-496-8178.
- Members of the public may listen to the Public hearing on-line via [edmonton.ca/meetings](http://edmonton.ca/meetings).
- Members of the public can submit written comments to the City Clerk ([city.clerk@edmonton.ca](mailto:city.clerk@edmonton.ca)).

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If you have questions about this application please contact:

Saffron Newton, Planner

780-423-3224

[saffron.newton@edmonton.ca](mailto:saffron.newton@edmonton.ca)