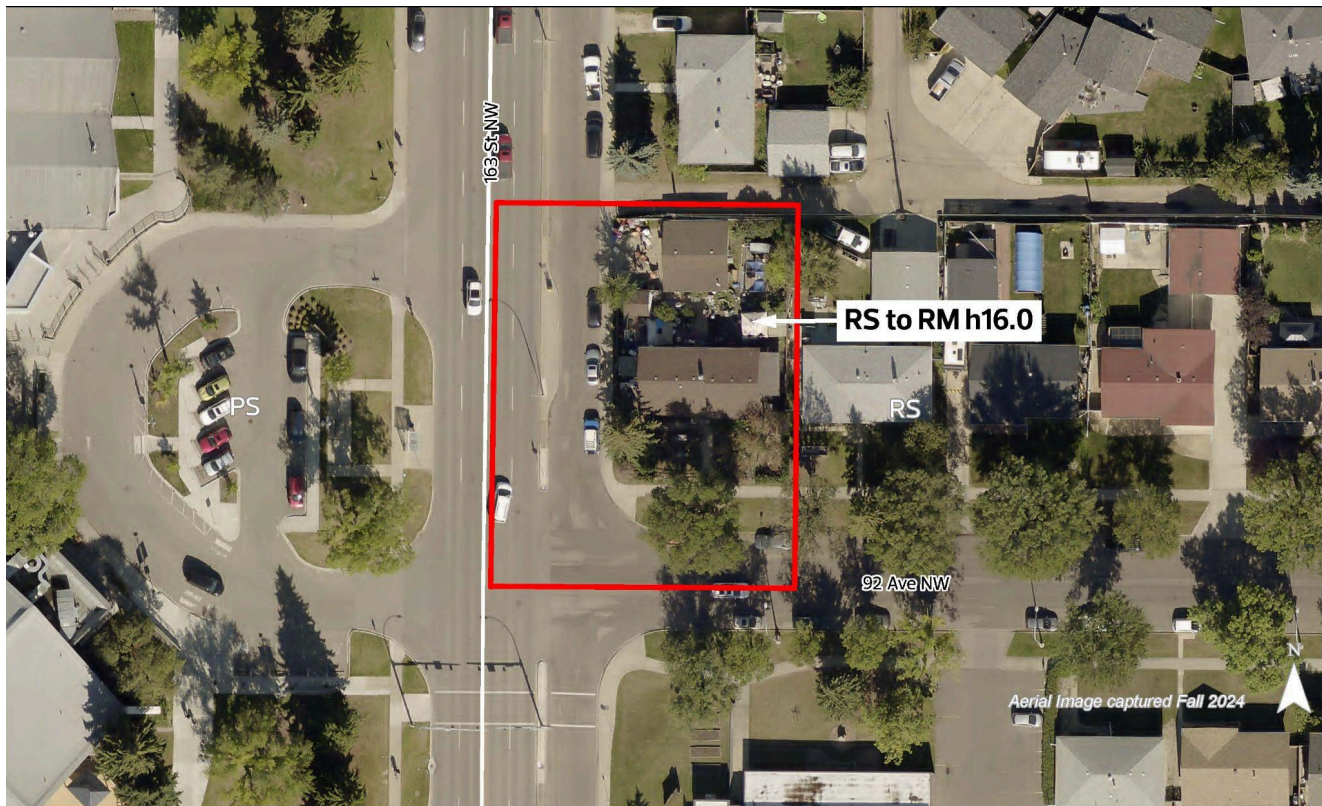


## 16222 - 92 Avenue NW

### Position of Administration: Support



## Summary

Bylaw 21150 proposes a rezoning from the Small Scale Residential Zone (RS) to the Medium Scale Residential Zone (RM h16.0) to allow for 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 20 people, with 2 in support and 18 in opposition. Most concerns were related to existing traffic and parking congestion in the area and existing infrastructure is not adequate to support additional density.

Administration supports this application because it:

- Complies with District Policy to support Low Rise development in Urban Mix.
- Enables people to easily complete their daily needs with close proximity to open spaces, school sites, a sports complex and bus services.

# Application Details

This application was submitted by Span Architecture on behalf of YSR Ventures Ltd.

## Rezoning

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.
- Limited opportunities for commercial uses at the ground floor.

## Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Small Scale Residential Zone (RS)	Single Detached House
North	Small Scale Residential Zone (RS)	Single Detached House
East	Small Scale Residential Zone (RS)	Single Detached House
South	Small Scale Residential Zone (RS)	Church
West	Parks and Services (PS)	Jasper Place Sports Complex





*View of the site looking north from 92 Avenue NW*



*View of the site looking southeast from 163 Street NW*

## **Community Insights**

This application was brought forward to the public using a basic approach. This approach was selected because the application proposes a standard residential zone, and it aligns with The City Plan goals and Jasper Place District Plan & District Policy. The basic approach included:

## **Mailed Notice, February 21, 2025**

- Notification radius: 90 metres
- Recipients: 43
- Responses: 20
  - In support: 2
  - In opposition: 18

## **Site Signage, February 28, 2025**

- One rezoning information sign was placed on the property so as to be visible from 163 Street NW and 92 Avenue NW.

## **Webpage**

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

## **Notified Community Organizations**

- Meadowlark Community League
- West Meadowlark Community League

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

### Concerns

- There is an existing traffic & parking congestion on the surrounding road networks due to schools and a sports complex in the area. The proposed redevelopment will increase traffic congestion. (16)
- Existing infrastructure is not sufficient to support additional density in the area. (5)
- 92 Avenue NW is frequently used by emergency responders. The proposed redevelopment can cause issues for them. (5)
- The existing traffic issues have caused safety concerns for the residents. The intersection (92 Ave & 163 St) is prone to accidents and pedestrians crossing light is not sufficient to slow down the traffic. (4)
- The proposed redevelopment will increase the crime rate in the area. (4)
- The proposed height is too tall and will change the existing character of the neighbourhood. (4)
- If the commercial uses are allowed on site, it will contribute to traffic & parking congestion in the area. (3)
- The proposed redevelopment will reduce the privacy of the adjacent property owners. (3)
- The proposed redevelopment will cast shadow on the adjacent properties. (2)

- The property value of adjacent properties will reduce. (2)
- There is no requirement for commercial uses in the area.
- LRT construction has created significant traffic congestion which will continue for the next 2-3 years.
- The location is not appropriate for proposed rezoning.
- The proposed rezoning could lead to additional loitering in the area.
- The residents have been using the Jasper Place Jubilee Park as an off leash park.
- Littering by local residents is already a significant problem.

#### Support

- The location is ideal for additional density.
- The proposed redevelopment will renovate the site which has long been in disrepair and failed to meet community standards.
- Redevelopment projects that increase density in this area and align the neighbourhood with the City's densification objectives, are welcomed.

#### Suggestions

- Speed bumps should be installed around the park and schools to slow down the traffic.
- Proposed redevelopment should include underground parking.
- Properties on 87 & 95 Avenue NW and 163 Street NW should also be considered for more density.
- Developers should be encouraged to allow density along major transit routes and regulations & red tapes should be minimized.
- Downtown needs more improvement than Meadowlark Park.

## **Application Analysis**

### **The City Plan**

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 Jasper Place District Plan, the subject site is not located within a Node or Corridor boundary and 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 RM h16.0 Zone allows for predominantly residential uses and limited opportunity for commercial uses.

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



2.5.2.5 - Support Low Rise development (residential, commercial or mixed use) in locations outside of Nodes and Corridors that meets at least one of the following criteria:

- 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.
- 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 lot is located at the edge of the neighbourhood, along 92 Avenue NW (a collector roadway) and adjacent (across 163 Street NW) to a Parks and Services zoned site. Low rise development is appropriate at this location, and the proposed RM h16.0 Zone aligns with this direction.

### Land Use Compatibility

When compared with the existing RS Zone, the proposed RM h16.0 Zone would allow for opportunity for commercial uses at the ground floor, an increase in height, reduced front and rear setbacks, increased interior setback and potential increase in flanking setbacks.

	<b>RS Current</b>	<b>RM h16.0 Proposed</b>
<b>Typical Uses</b>	Residential Limited commercial	Residential Limited commercial
<b>Maximum Height</b>	10.5 m	16.0 m
<b>Maximum Site Coverage / Maximum Floor Area Ratio</b>	45% - 47%	2.3
<b>Minimum Front Setback</b> (92 Avenue NW)	4.5 m	1.0 m - 3.0 m
<b>Minimum Interior Side Setback</b>	1.2 m - 1.5 m	3.0 m

<b>Minimum Flanking Side Setback</b> (163 Street NW)	1.2 m - 2.0 m	1.0 m - 4.5 m
<b>Minimum Rear Setback</b> (Alley)	10.0 m	3.0 m



*3D Model of proposed RM h16.0 Zone showing maximum floor area ratio & height with increased rear setbacks*



#### *Site analysis context*

The subject site is located on a corner lot, at the edge of the neighbourhood, and abutting a small scale residential development on the east side. 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 RS Zone.

The subject site is surrounded by roadways on three sides, which act as a buffer and help to reduce the impact of the redevelopment. Additionally, to mitigate the impacts of the proposed redevelopment on the abutting site, the proposed RM h16.0 Zone requires an interior setback of 3.0 m, which is greater than what is required in the existing RS Zone. Therefore, the proposed RM h16.0 Zone would have minimal impact on the abutting property and is appropriate for this location.

## **Mobility**

This rezoning site will be well connected and served by many transportation options. There are future district connector bike routes along 163 Street NW and 95 Avenue NW that are being designed as part of the Active Transportation Network Expansion project for implementation in 2026. ETS operates crosstown bus service along 163 Street NW and frequent transit service along both 87 Avenue NW and 95 Avenue NW. Due to the high schools along 163 Street NW there are two (2) school special routes as well.

Vehicle access for the rezoning area will be restricted to the abutting alley. This rezoning will have minimal impacts to the transportation network. Administration is aware of safety concerns along 163 Street as it relates to the large number of people accessing schools, churches, and leisure facilities along the street. Safe Mobility has identified speeding as one of the main issues. The crosswalks of 163 Street NW were upgraded to overhead flashers in 2017. Traffic calming



cannot be installed due to the arterial classification of the road, and automated mobile enforcement cannot be used outside a 30 km/h playground zone as per direction from the provincial government. Safe Mobility has used temporary driver feedback signs along 163 Street NW in the past to address speeding and they have been requested at this location. Administration will continue to monitor 163 Street NW to ensure safety and roadway regulations are followed.

## **Utilities**

A sanitary service connection is available to the site. No storm service currently exists to the site. Either Low Impact Development (LID) must be utilized with the proposed development, or a storm service with onsite stormwater management will be required.

The applicant/owner will be responsible for all costs associated with infrastructure changes required by this application.

Written By: Abhimanyu Jamwal

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination