

10417 - 85 Avenue NW

Position of Administration: Support



Summary

Bylaw 21137 proposes a rezoning from the Small Scale Residential Zone (RS) to the Small-Medium Scale Transition Residential Zone (RSM h14.0) 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 7 people, with 6 in opposition and one resident had a mixed response. Most concerns were related to lot size being insufficient to accommodate the maximum site coverage and height proposed in the RSM h14.0 Zone and existing parking congestion in the area.

Administration supports this application because it:

- Proposes intensification within a Primary Corridor.

- Enables people to easily complete their daily needs with close proximity to open space, school sites, active travel options and commercial opportunities.

Application Details

This application was submitted by EINS Development Consulting Ltd. on behalf of the Landowner.

Rezoning

The proposed Small-Medium Scale Transition Residential Zone (RSM h14.0) would allow development with the following key characteristics:

- A maximum height of 14.0 metres (approximately 4 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 House
North	Small Scale Residential Zone (RS)	Railway track (across 85 Avenue NW)
East	Small Scale Residential Zone (RS)	Single Detached Houses
South	Medium Scale Residential Zone (RM h16.0)	Vacant (used for parking)
West	Small Scale Residential Zone (RS)	Single Detached House



View of the site looking south from 85 Avenue NW



View of the site looking north from 84 Avenue NW

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, and it aligns with The City Plan goals and Scona District Plan & District Policy. The basic approach included:

Mailed Notice, February 12, 2025

- Notification radius: 60 metres
- Recipients: 106
- Responses: 7
 - In opposition: 6
 - Mixed/Questions only: 1

Site Signage, March 7, 2025

- One rezoning information sign was placed on the property so as to be visible from 85 Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Strathcona Centre Community League
- Central Area Council of Community Area Council

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

Concerns

- The lot is too small to accommodate site coverage of 60% and maximum height of 14 metres (approximately 4 storeys). (3x)
- There is already an existing parking congestion in the area.
- The applicant did not take an initiative to engage with the residents.
- The proposed redevelopment will not be consistent with the 3 new homes built adjacent to the subject site.

Suggestions

- A 2.5 storey structure will be more appropriate at this location. (2x)
- The developer should look for a larger lot where the proposed RSM h14.0 Zone will be more appropriate.

Mixed/Questions

- No issues with rezoning if the access from the alley is not obstructed.
- Need more information on the proposal.

Application Analysis



Site analysis context

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 Scona District Plan, the subject site is located within the Gateway Boulevard/Calgary Trail Primary Corridor and it offers the following description:

"Primary Corridors are dense and vibrant urban areas along prominent streets that serve residents from multiple Districts. They connect to Nodes, feature diverse travel modes and may evolve as more commercial or residential. Over time, they should redevelop and grow along their entire length."

The District Policy 2.4.6.1 supports low rise development, as proposed throughout Primary Corridors.

Land Use Compatibility

When compared with existing RS Zone, the proposed RSM h14.0 Zone would allow 3.5 metres increase in height, at least 13 percent increase in site coverage, reduced front and rear setbacks, similar interior setback and increased flanking setback.

	RS Current	RSM h14.0 Proposed
Typical Uses	Residential Limited commercial	Residential Limited commercial
Maximum Height	10.5 m	14.0 m
Maximum Site Coverage	45%	60%
Minimum Front Setback (85 Avenue NW)	4.5 m	3.0 m
Minimum Interior Side Setback	1.2 - 1.5 m	1.2 - 1.5 m
Minimum Flanking Side Setback (North-South Alley)	1.2 m - 2.0 m	2.0 m
Minimum Rear Setback (East - West Alley)	10.0 m	5.5 m

The subject site is 328.2 m² in area and is located along 85 Avenue NW, abutting a small scale residential development on the west side. With a maximum height of 14.0 metres and a site coverage of 60%, the proposed RSM h14.0 Zone allows for a larger structure than permitted under the existing RS Zone.

The proposed RSM h14.0 Zone is ideally expected on sites which are within or 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. The subject site is located within a Primary Corridor where additional density is expected and considered appropriate.

Additionally, the subject site, surrounded by two alleys on the south and east sides and 85 Avenue NW on the north, can function as a corner lot despite being an interior lot. These roadways act as a buffer and help to reduce the impacts of the redevelopment. Therefore, the proposed RSM h14.0 Zone is appropriate for this location.



3D Model of proposed RSM h14.0 Zone showing maximum height & site coverage with minimum setbacks

Mobility

Vehicular access for the site is required exclusively from the abutting lane. The abutting east-west alley may require a 0.5 m hard-surfaced setback upon redevelopment to functionally widen the alley in accordance with City standards.

ETS operates bus routes near the site on 82 Avenue NW and 104 Street NW.

Bus Rapid Transit (BRT) routes are anticipated to operate nearby on 82 Avenue NW and Calgary Trail (south of 82 Avenue) as part of the future mass transit network. Design of 82 Avenue NW and Calgary Trail is still to be finalized, but infrastructure required to accommodate BRT routes on these corridors is anticipated to include improved sidewalks, rebuilt bus stops and a dedicated lane for transit.

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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Branch: Development Services

Section: Planning Coordination