

10355 - 61 AVENUE NW

Position of Administration: Support



Summary

Bylaw 21172 proposes a rezoning from the Heavy Industrial Zone (IH) to the Business Employment Zone (BE) to allow for light industrial and small commercial businesses.

Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. No response was received at the time this report was written.

Administration supports this application because it:

- Is compatible with the surrounding land use.
- Aligns with the purpose of the Urban mix land use concept by providing opportunities for businesses and services that meet the daily needs of nearby residents.
- Proposes a rezoning which aligns with the direction from District policy for primary corridors to promote employment growth.

Application Details

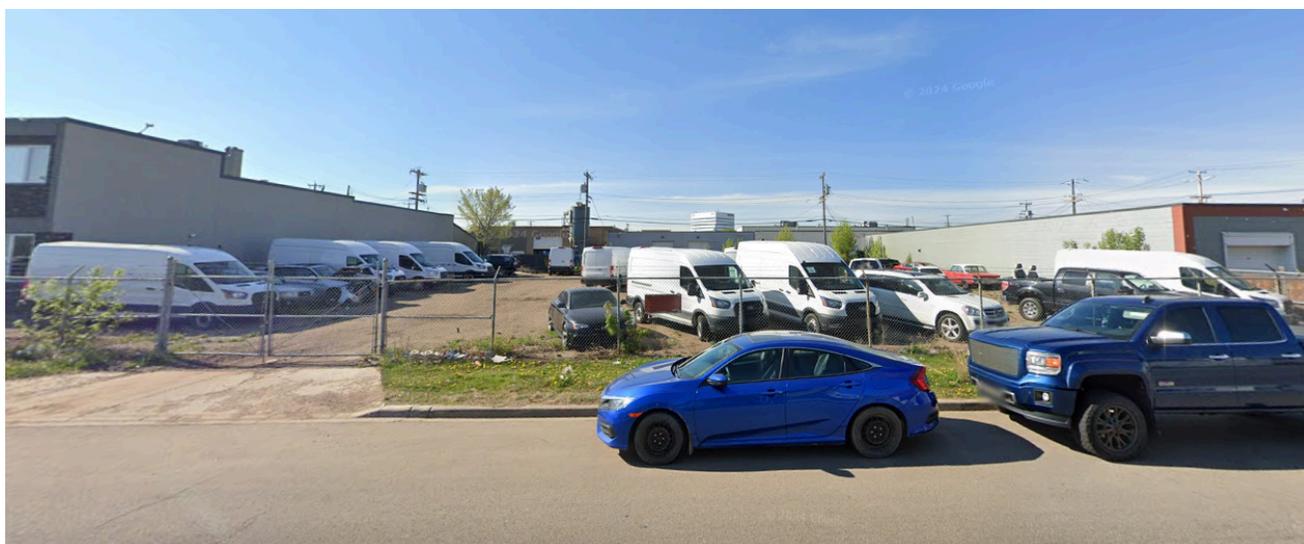
This application was submitted by Eins Consulting Ltd. on behalf of D&D Development Inc..

The proposed Business Employment Zone (BE) would allow development with the following key characteristics:

- A maximum height of 16.0 metres.
- A maximum Floor Area Ratio of 1.6.
- Light industrial and a variety of commercial businesses.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Heavy Industrial Zone	Vacant land used for the temporary storage of Trucks.
North	Heavy Industrial Zone	Vehicle Support Service (Derrick Dodge Dealership)
East	Heavy Industrial Zone	General Industrial Site (Furnace Family)
South	Heavy Industrial Zone	Vehicle Support Service (Dland Auto Service, GI Autosalon) General Industrial Use (Jenric Millwork)
West	Heavy Industrial Zone	Vehicle Support Services (Brunei Autobody, Canadian Insta-Tune)



Google Street View - May 2022

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the advance notice garnered no response. The basic approach included:

Mailed Notice, January 16, 2025

- Notification radius: 60 metres
- Recipients: 82
- Responses: 0

Site Signage, February 7, 2025

- One rezoning information sign was placed on the property so as to be visible from 61 Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- None

Application Analysis



Site analysis context

The City Plan

The proposed rezoning aligns with The City Plan's vision for livability and adaptability by encouraging redevelopment. As a Primary Corridor, the Gateway Boulevard/Calgary Trail area is envisioned as a dense, vibrant urban hub supporting employment and residential growth. The rezoning's allowance for limited light industrial and various commercial uses contributes to this vision, potentially boosting employment opportunities and fostering diverse, resident-serving development in the surrounding areas.

District Plans

The proposed BE zone aligns with the non-residential component of the Urban Mix land use designation in the Scona District Plan. This designation allows for a mix of housing, shops, services, and offices, providing opportunities for businesses and services that meet the daily needs of area residents. The BE zone also serves as an appropriate buffer between the existing industrial lands to the east and the commercial and residential lands west of 104 Street. This aligns with District policy, which supports transitional development at the edges of Nodes and Corridors to match the scale of the surrounding development.

Land Use Compatibility

The subject site is located midblock fronting onto 61 Avenue NW within the Gateway Boulevard/Calgary Trail Primary Corridor and is surrounded on all sides by Heavy Industrial zoned sites mostly developed as Vehicle Support Services.

	IH Current	BE Proposed
Typical Uses	Major Industrial Natural Resource Development Major Utility Minor Utility	Minor Industrial Health Services Office Outdoor Sales and Service
Maximum Height	30.0 m	16.0 m
Minimum Setback abutting Streets (61 Avenue NW - Collector Road)	3.0 m	4.5 m
Minimum Setback abutting a Site or Alley	0.0 m	0.0 m
Maximum Floor Area Ratio	2.0	1.6

The proposed BE Zone, compared to the existing IH Zone, permits a reduced height and floor area ratio and an increased Front setback, which will have minimal impacts on the adjacent developments. The BE Zone also allows for a wider range of commercial uses, such as Office, Food and Drink Service, and Minor Industrial uses, that are not permitted in the existing IH Zone. Furthermore, the BE Zone is designed to be more compatible with non-industrial uses, like residential and commercial uses, located to the west of the subject site. This is further supported by the site's location on the edge of the industrial area, adjacent to a collector road, which aligns with the general purpose of the BE Zone.

Mobility

The rezoning site is adequately served by many transportation mode options. There are existing and future district connector bike routes on 63 Avenue. Upon redevelopment of the site, the owner may be required to construct a sidewalk along the south side of 61 Avenue from the west property line of the site to 103A Street, and install a marked and signed crosswalk at 103A Street and 61 Avenue. These requirements will be further evaluated at the development permit stage.

ETS operates local bus routes near the rezoning site on 63 Avenue at Calgary Trail and along 106 Street.

The future mass transit network in the area is anticipated to include a Bus Rapid Transit (BRT route B1) bus route on Calgary Trail (as part of the future mass transit network associated with the 1.25 million population scenario of the City Plan). Route B1 will operate from Eaux Claires to Century Park (via Calgary Trail). The location of future mass transit bus stops on Calgary Trail is still to be determined, but a stop is likely to be located near the rezoning site at 63 Avenue.

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 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 providing required water supply including any changes to the existing water infrastructure required by the proposed zoning.

Written By: Kailey Lamont

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination