

11137 - 61 Street NW

Position of Administration: Support



Summary

Bylaw 21269 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. Administration heard from 17 people with most concerns related to the preservation of the bus turnaround as a historical resource and developing the site as a pocket park.

Administration supports this application because it:

- Contributes to the big city moves to be a Rebuildable City and a Community of Communities.

- Enables redevelopment at a scale that aligns with The District Policy for Urban Mix.

Application Details

This application was submitted by the City of Edmonton - Real Estate Land Development.

Rezoning

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

- A range of small to medium scale housing
- A maximum height of 12.0 m (approximately 3 storeys)
- A maximum site coverage of 60%

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Small Scale Residential Zone (RS)	Bus turnaround
North	Small Scale Residential Zone (RS)	Single Detached House
East	Small Scale Residential Zone (RS)	Single Detached House
South	Small Scale Residential Zone (RS)	Single Detached House
West	Small Scale Residential Zone (RS)	Single Detached House



View of site looking southeast from 112 Avenue (Google Streetview August, 2023)

Community Insights

This application was brought forward to the public using a broadened approach. This approach was selected because the application is in a neighbourhood where previous applications have prompted extensive public response. The broadened approach included sending the advanced notice to a broader catchment area.

Mailed Notice, June 10, 2025

- Notification radius: >120 metres (custom)
- Recipients: 90
- Responses: 17
 - In support: 0
 - In opposition: 15
 - Mixed/Questions only: 2

Site Signage, July 9, 2025

- One rezoning information sign was placed on the property so as to be visible from 112 Avenue and 61 Street.

Webpage

- edmonton.ca/rezoningapplications

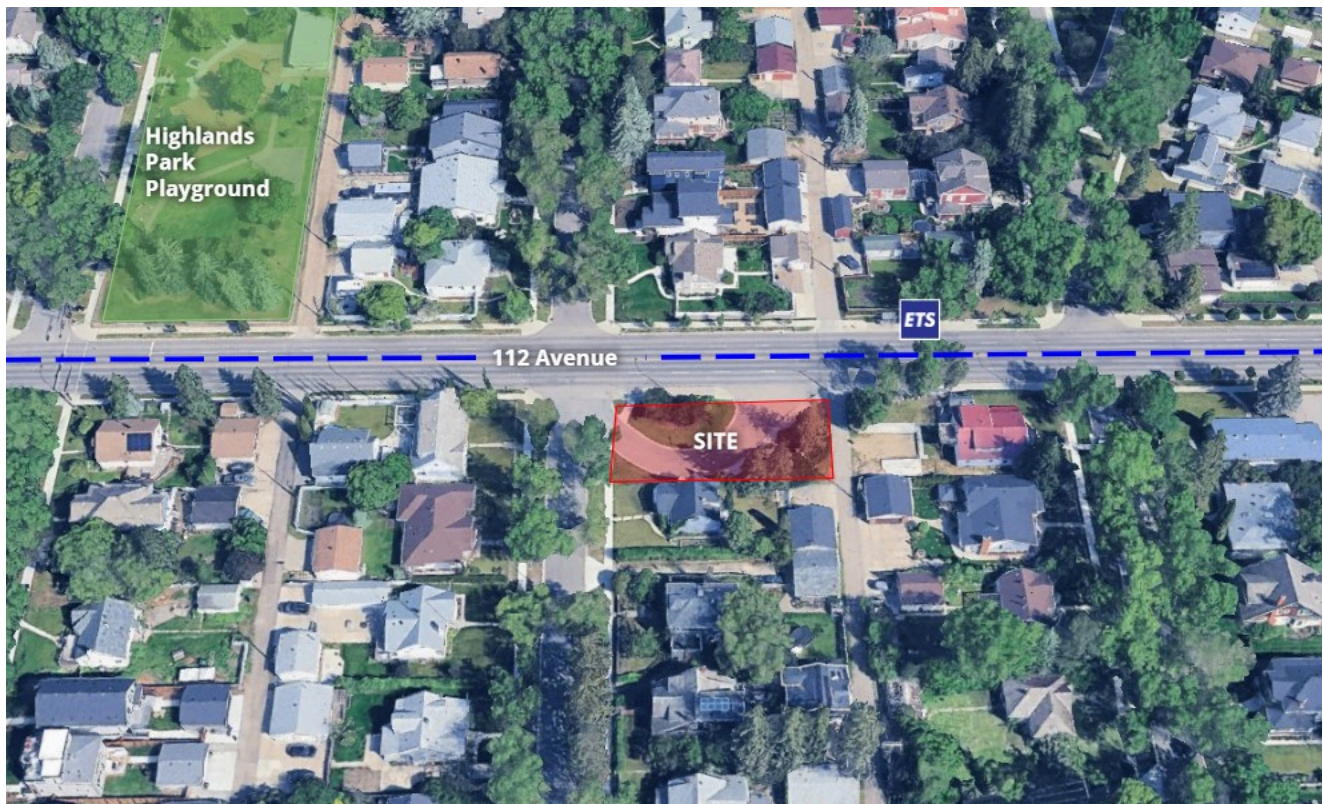
Notified Community Organizations

- Highlands Community League

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

- The bus turnaround is the end of the line for the former highlands streetcar line. Its historical value should be preserved and the site used as a pocket park. This would align with the goals and objectives from *Breathe: Green Network Strategy* (13)
- Supportive housing does not belong in the Highlands
- Multi-unit housing is inappropriate for this neighbourhood
- Infill results in a loss to the tree canopy
- The rezoning process needs to be improved

Application Analysis



Site analysis context

The City Plan

The proposed rezoning aligns with the big city moves of “A Rebuildable City” and “A Community of Communities” by supporting the creation of new infill units and contributing to the creation of 15 minute districts where residents can easily meet their daily needs.

District Plans

The Highlands neighbourhood is located within the North Central District Plan. The subject site is not located within a node or a corridor and forms part of the Urban Mix. When located outside of a node or corridor, the Urban Mix allows for small scale buildings (up to 3 storeys).

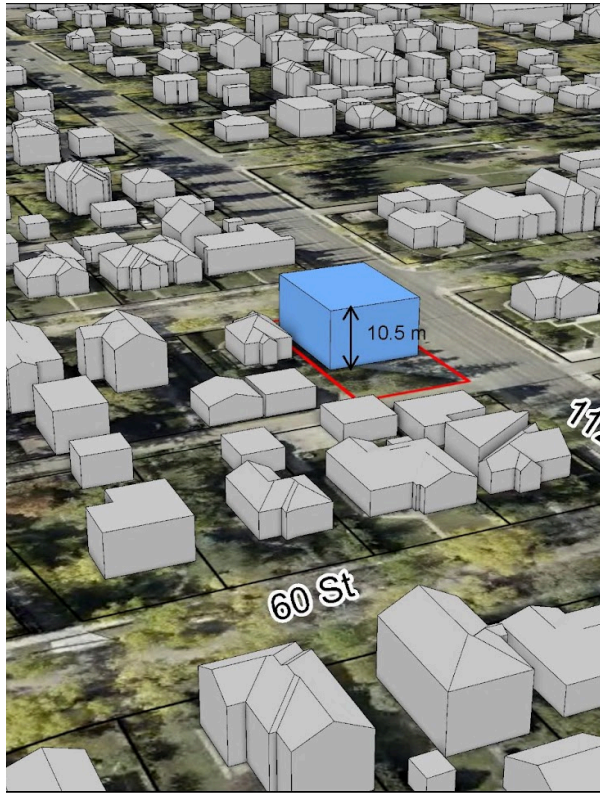
While the proposed RSM h12.0 zone aligns with the definition of small scale , it enables a larger building footprint and an additional 1.5 metres in height. The District Policy provides direction on where more intense small scale buildings are supported and as a corner site along an arterial roadway, the subject property is suitable for the RSM h12.0 zone.

Land Use Compatibility

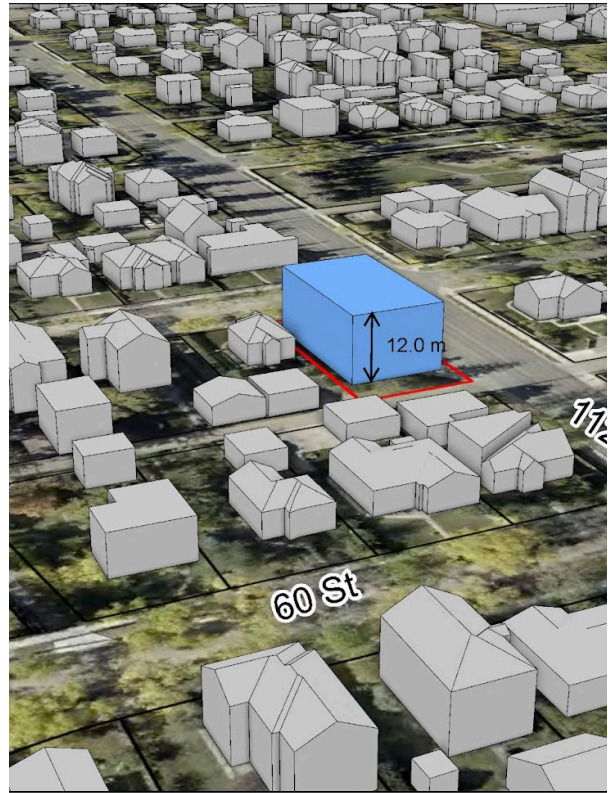
The RSM h12.0 Zone is considered compatible with the small-scale residential development found in the surrounding area. While both the existing and proposed zones allow for small scale residential development in the form of row housing and multi-unit housing, the proposed zone would enable the opportunity for slightly taller structures with a bigger footprint. The impact from this larger building form would be mitigated by the abutting arterial roadway and the site's location on the north end of the block.

	RS Current	RSM h12.0 Proposed
Typical Uses	Small scale residential	Small scale residential
Maximum Height	10.5 m	12.0 m
Maximum Site Coverage	45%	60%
Minimum Setback (112 Avenue)	4.5 m	3.0 m
Minimum Setback (61 Street)	2.0 m	2.0 m
Minimum Setback (Alley)	10.0 m	5.5 m

Maximum Number of Dwellings	10	N/A
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Current: RS Zone 3D Model



Proposed: RSM h12.0 Zone 3D Model

Open Space

When the bus turnaround was deemed surplus as road right of way, the property was circulated to determine if other City business areas had an interest in the land. Open Space did not pursue the property for a pocket park due to its small size (~0.08 hectares) being significantly below the minimum target of 0.5 hectares. Additionally, the property is in close proximity to existing parks, so converting this site to a park would not materially improve open space distribution in the neighbourhood.

Heritage

The subject site, which recently operated as a bus loop/operator washroom, was historically the end of the line for the Highlands streetcar route. The streetcar lines in Edmonton operated under the Edmonton Radial Railway system from 1908 until 1951. They were replaced with trolley bus vehicles at that time, until their removal in 2009. The property is not currently designated a Municipal Historic Resource nor listed on the Inventory of Historic Resources.

Mobility

The rezoning site is adequately served by many transportation mode options and is not expected to have a significant impact on the transportation network. Vehicle access for the proposed rezoning site would be restricted to the abutting alley. In the Bike Plan, Ada Boulevard is an existing district connector bike route, and 65 Street, 113 Avenue, and 55 Street are neighborhood bike routes.

ETS operates bus service on 112 Avenue and 118 Avenue, with a bus stop located adjacent to the site on 112 Avenue. This stop must be retained or reconstructed with site redevelopment and site design should consider pedestrian connectivity to the bus stop. Mass transit bus routes are anticipated to operate on 118 Avenue as part of the future mass transit network associated with the 1.25 million population scenario of the Edmonton City Plan.

Utilities

A sanitary service connection is available 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.

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 at the Development Permit stage. 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.

Written By: Jordan McArthur

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination