

## 7303 - 78 Street NW

### Position of Administration: Support



## Summary

Bylaw 21257 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 5 people, with 3 in opposition and 2 (including the Community League) requested for more information on the proposal. Most concerns are related to the proposal not aligning with the character of the neighbourhood and that it will increase traffic congestion in the area, compromising the safety of residents.

Administration supports this application because it:

- Is located within a Local Node and where more intense forms of housing are supported.

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

## Application Details

This application was submitted by Situate on behalf of the Landowner.

## Rezoning

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

- A maximum height of 12.0 metres (approximately 3 Storeys).
- A maximum site coverage of 60%.
- A minimum rear setback of 5.5 metres.

## Site and Surrounding Area

	Existing Zoning	Current Development
<b>Subject Site</b>	Small Scale Residential Zone (RS)	Single Detached Housing
<b>North</b>	Small Scale Residential Zone (RS)	Single Detached Housing
<b>East</b>	Small Scale Residential Zone (RS)	Single Detached Housing
<b>South</b>	Small Scale Residential Zone (RS)	Single Detached Housing
<b>West</b>	Medium Scale Residential Zone (RM h16.0)	Commercial



*View of the site looking north from 73 Avenue NW*



*View of the site looking east from 78 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 zone, and it aligns with The City Plan goals and Southeast District Plan & District Policy. The basic approach included:

## **Mailed Notice, May 29, 2025**

- Notification radius: 60 metres
- Recipients: 42
- Responses: 5
  - In opposition: 3
  - Mixed/Questions only: 2

## **Site Signage, June 27, 2025**

- One rezoning information sign was placed on the property so as to be visible from 78 Street NW and 73 Avenue NW.

## **Webpage**

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

## **Notified Community Organizations**

- The Avonmore Community League
- South East Community Leagues Association Area Council

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

### Concerns

- The proposed redevelopment does not align with the character of the neighbourhood which is predominantly low density and should stay as it is. (x3)
- The proposed redevelopment is located in close proximity to a school, it will bring more traffic in the area and compromise safety of residents. (x2)
- The proposed redevelopment will increase noise in the area. (x2)
- If the proposed redevelopment is approved by the City, it will be an incentive to the developers and construction businesses to continue developing similar projects in the area. (x2)
- Approving this redevelopment sets a bad precedent, making it harder to oppose similar future 3-story developments in Avonmore. (x2)
- There is already an existing parking congestion in the area.
- People park their vehicles on the commercial property across 78 Street NW.
- The proposal will result in architectural discord, lacking cohesion and symmetry with the surrounding landscape.
- There are no advantages for the adjacent property owners from the proposed redevelopment. It is against the interests of local residents.

- The height is too tall, it will cast shadow on the adjacent properties and will reduce their privacy.
- There are many new developing areas in the City.
- Proximity to the LRT Station should not justify ignoring existing zoning regulations.
- Developers often use initial zoning changes as a preliminary step to request variances, resulting in larger, more intrusive constructions. This practice compromises public trust and undermines the integrity of zoning bylaws.

### Mixed/Questions

- Need more information on the proposal (x2)

## 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

The subject site is located within the Southeast District Plan and is designated 'Urban Mix', which includes housing, shops, services and offices in one land use category. District Plans contemplate places within Urban Mix areas called Local Nodes which are described as follows:

*“Local Nodes are places in Urban Mix areas, separate from other Nodes and Corridors, that act as focal points for the neighbourhoods where they are located. They must include commercial uses and should also include another community use, such as a park, community hall, religious assembly or school. They are integrated within their neighbourhood and feature strong active transportation connections and transit service.”*

The area adjacent to the subject site, along 73 Avenue NW and 78 Street NW, meets the description of Local Node as it is the neighbourhood focal point and includes a commercial building, community hall, park, school, and the Avonmore LRT stop within walking distance. District Plans support more intense forms of housing at Local Nodes such as Low Rise development. The proposed RSM h12.0 Zone is considered consistent with this direction.

### Land Use Compatibility

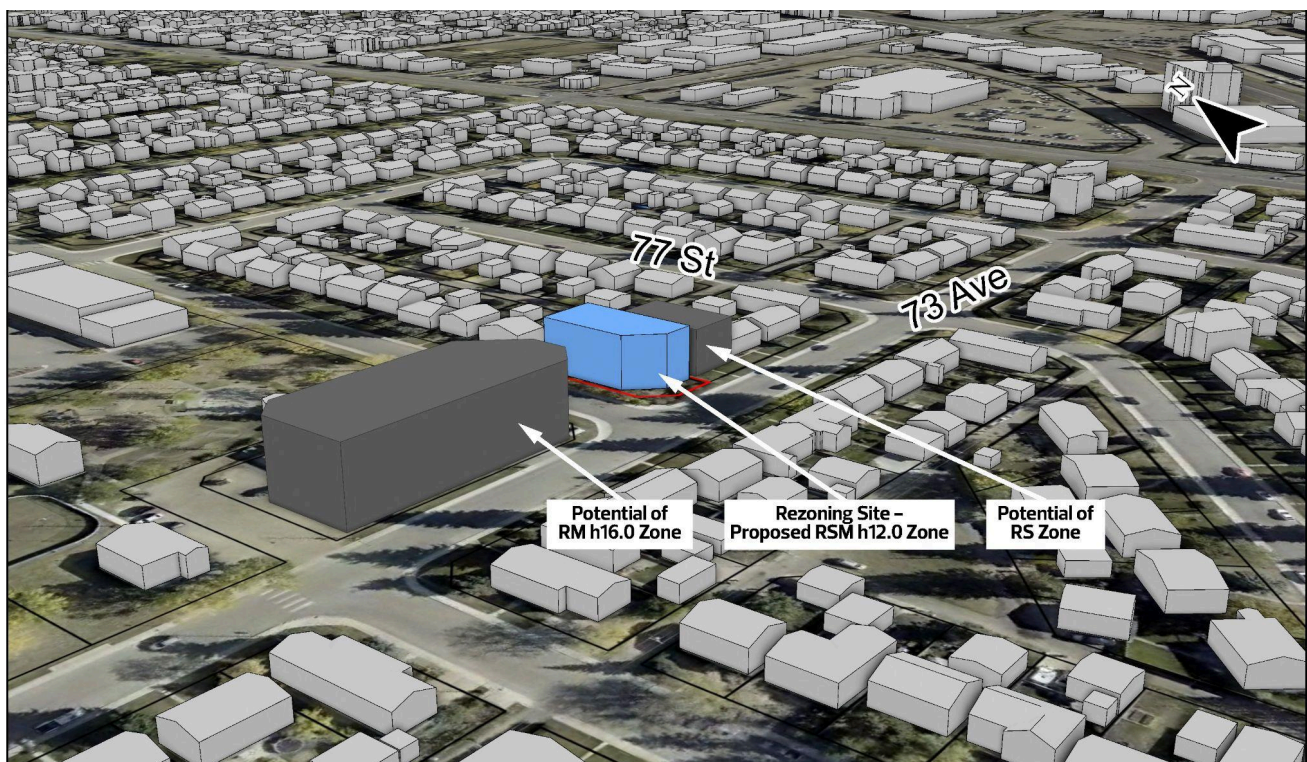
When compared with the existing RS Zone, the proposed RSM h12.0 Zone would allow for 1.5 metres increase in height, at least 13 percent increase in site coverage, similar setbacks, except reduced rear setback and increased flanking setback.

	<b>RS Current</b>	<b>RSM h12.0 Proposed</b>
<b>Typical Uses</b>	Residential	Residential
<b>Maximum Height</b>	10.5 m	12.0 m
<b>Maximum Site Coverage</b>	45% - 47%	60%
<b>Minimum Front Setback</b> (73 Avenue NW)	4.5 m	4.5 m
<b>Minimum Interior Side Setback</b>	1.2 m	1.2 m
<b>Minimum Flanking Side Setback</b> (78 Street NW)	1.2 m	2.0 m
<b>Minimum Rear Setback</b> (Alley)	10.0 m	5.5 m

The subject site is 645 m<sup>2</sup> in area and is located on a corner lot, abutting a small scale residential development on the east side. With a maximum height of 12.0 m and a site coverage of 60%, the proposed RSM h12.0 Zone allows for a larger structure than permitted under the existing RS Zone.

The proposed RSM h12.0 Zone is ideally expected on sites which are within or adjacent to a Node or Corridor or located along arterial or collector roadway or within 400 m of a mass transit station. The subject site is located within a Local Node, where additional density is expected, along a collector road (73 Avenue NW), within 500 m of an existing LRT Station and adjacent to a site zoned for low rise development (approximately 4 storeys).

Additionally, the subject site is surrounded by roadways on three sides. These roadways act as a buffer and help to reduce the impacts of the redevelopment. Therefore, the proposed RSM h12.0 Zone is appropriate for this location.



3D Model (in blue) of proposed RSM h12.0 Zone showing maximum site coverage & height with increased rear setbacks. The 3D model in grey shows the potential maximum built form of the abutting site to the east, which is zoned RS and adjacent site to the west, which is zoned RM h16.0.

## Mobility

The proposed rezoning is not anticipated to have a significant impact on the existing transportation network. ETS currently serves the Avonmore neighbourhood with On Demand Transit. The closest active On Demand Transit stops to the rezoning area are within 200m walking distance. The Avonmore LRT Stop is within 600m walking distance from the subject property as well.

## 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 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.

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Branch: Development Services

Section: Planning Coordination