

14503 - Stony Plain Road NW & 14508 - 101 Avenue NW Position of Administration: Support



Summary

Bylaw 21249 proposes rezoning from a Direct Control Zone (DC2.1000) and 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. Administration heard from 20 people, with 19 in opposition and one in support. Most concerns are related to potentially increasing parking congestion in the area and the proposed height being too tall for the area.

Administration supports this application because it:

- Is 500 metres from the future Grovenor/142 Street LRT Station.
- Proposes a scale of development which is appropriate within a Primary Corridor.

- Enables people to easily complete their daily needs within 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 maximum site coverage of 60%.
- A minimum rear setback of 5.5 metres.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Direct Control Zone (DC2.1000) Small Scale Residential Zone (RS)	Single Detached Houses
North	Direct Control Zone (DC2.618)	Multi-unit Housing & Parking Lot
East	Medium Scale Residential Zone (RM h23.0) Small Scale Residential Zone (RS)	Single Detached Houses
South	Small Scale Residential Zone (RS)	Single Detached Houses
West	Small Scale Residential Zone (RS)	Single Detached Housing



View of the site looking southwest from Stony Plain Road NW & 145 Street NW



View of the site looking northwest from 145 Street NW & 101 Avenue NW

Community Insights

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

Mailed Notice, April 22, 2025

- Notification radius: 60 metres
- Recipients: 53
- Responses: 20
 - In support: 1
 - In opposition: 19

Site Signage, May 9, 2025

- Two rezoning information signs were placed on the property so as to be visible from 145 Street NW & Stony Plain Road NW and 145 Street NW & 101 Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Grovenor Community League
- Stony Plain Road and Area Business Improvement Area

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

Concerns

- The proposed redevelopment without parking will increase congestion in the area. (14x)
- The proposed redevelopment is too tall, will tower over the streets and cast shadow on the adjacent properties. (11x)
- The absence of an alley presents potential challenges concerning garbage collection, deliveries and access for emergency services. (9x)
- The proposed redevelopment does not align with the character of the neighbourhood. (9x)
- The proposed density is too high. (8x)
- There are mature elm trees on the periphery of the subject site which will be impacted by redevelopment. (6x)
- There is no alley abutting the site. (4x)
- The proposed redevelopment will result in an increase in traffic congestion in the area and with no additional traffic calming measures, it will increase the safety risk for the residents. (4x)
- The loss of mature trees and landscaping due to infill is leading to a decrease in permeable land. (3x)

- There is no adequate infrastructure to support the increase in density. (3x)
- If approved, this could lead to more unsustainable proposals in similar areas. (2x)
- The mature trees on the subject site were not protected when the existing homes were demolished. (2x)
- Opposed to the rezoning of the property. (2x)

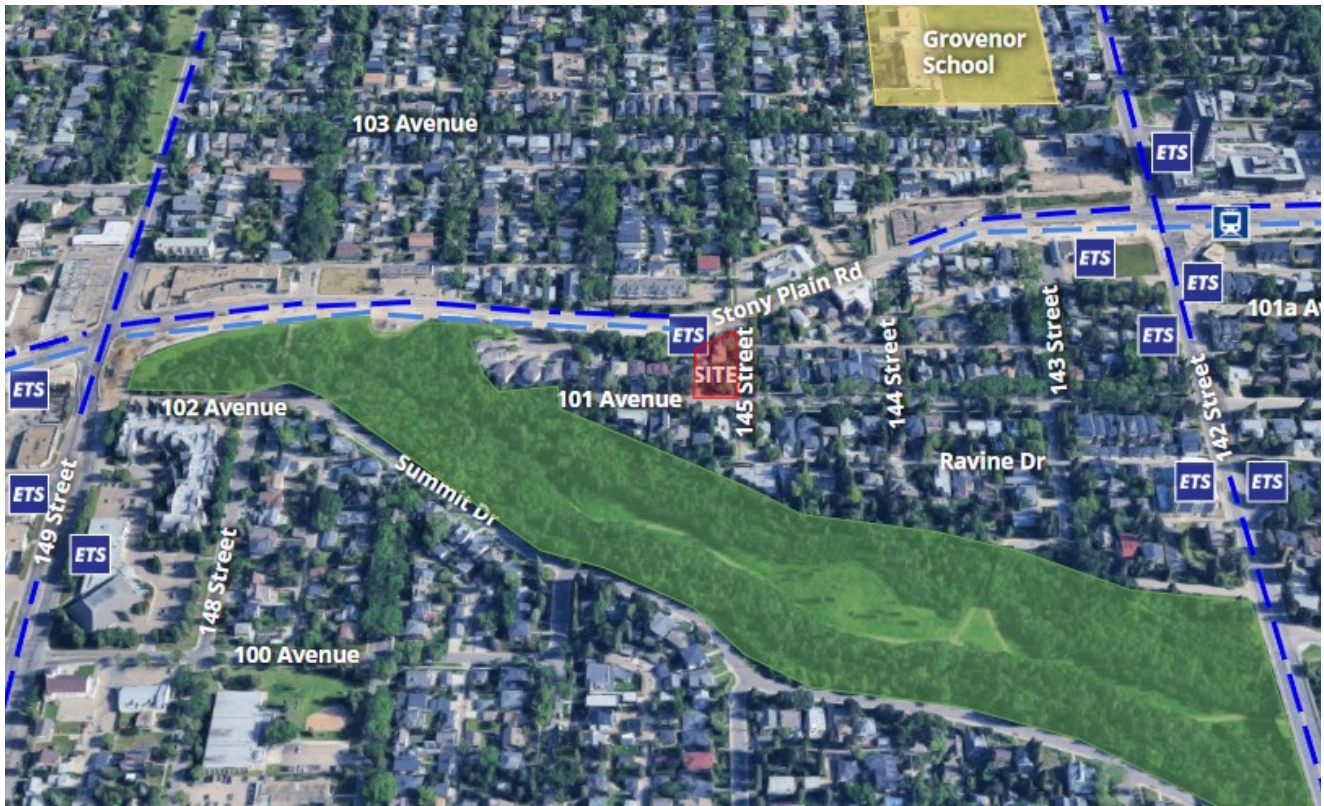
Support

- The proposed redevelopment will fit with other existing townhouses in the area.
- The proposed density increase is suitable for this location due to its proximity to the new LRT line.

Suggestions

- Row housing or townhomes with a maximum height of 3 storeys would be more appropriate at this location. (5x)
- 2.5 storey development, with a maximum of 5 units and a minimum of one parking space/unit will be more appropriate.
- The proposed redevelopment would be more appropriate on a larger parcel of land with alley access and the infrastructure to support it.

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 Jasper Place District Plan, the subject site is located within the Stony Plain Road Primary Corridor, which is envisioned as a dense and vibrant urban area along a prominent street that services residents from multiple districts.

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

Land Use Compatibility

When compared with the existing DC2.1000 Zone, the proposed RSM h14.0 Zone would allow for an additional 2 metres in height, raise site coverage to 60%, and reduce flanking setback.

When compared with the existing RS Zone, the proposed RSM h14.0 Zone would allow for increased site coverage, additional 3.5 meters in height, and reduced rear setback.

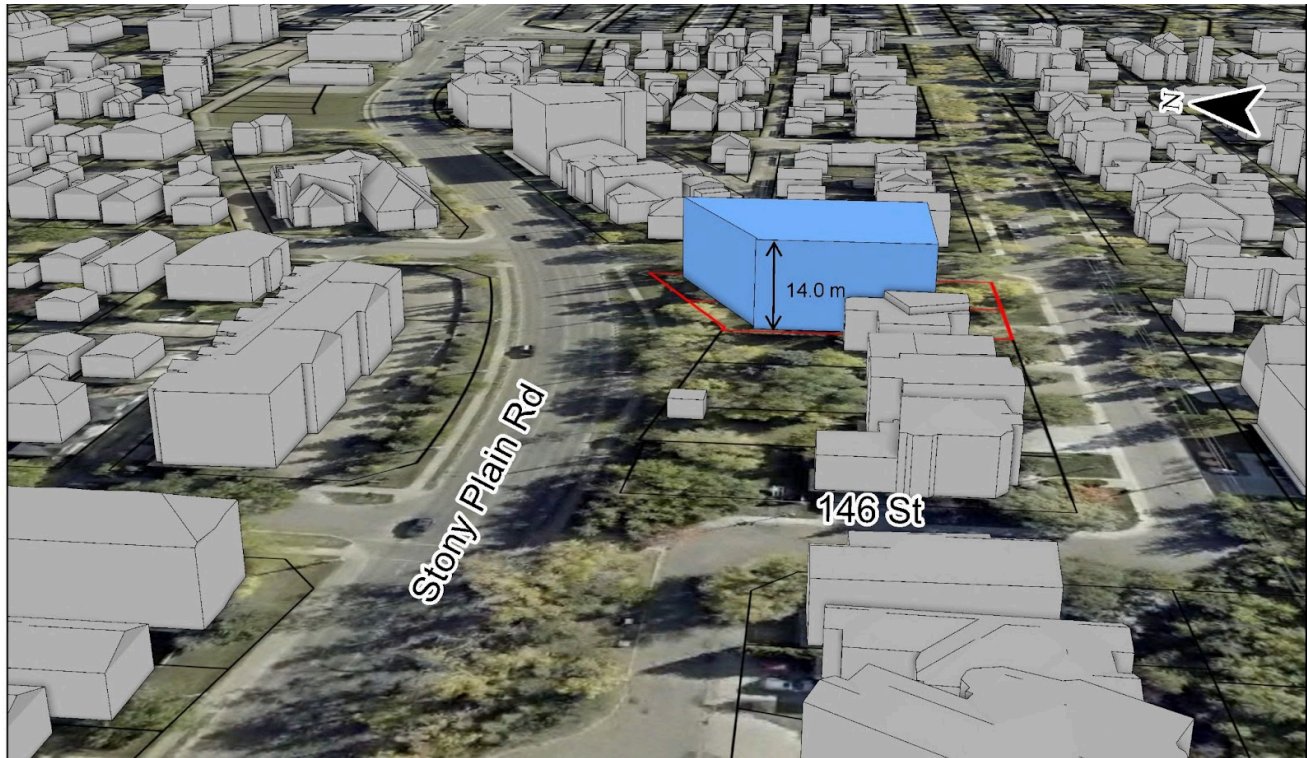
	DC2.1000 Current	RS Current	RSM h14.0 Proposed
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Typical Uses	Residential	Residential	Residential
Maximum Height	12.0 m	10.5 m	14.0 m
Maximum Site Coverage	48%	45% - 47%	60%
Minimum Front Setback (Stony Plain Road NW)	4.5 m	4.5 m	4.5 m
Minimum Interior Side Setback	1.2 m 1.8 m (for portions of development greater than 8.9 m in height)	1.2 m	1.2 m
Minimum Flanking Side Setback (145 Street NW)	3.6 m	n/a	2.0 m
Minimum Rear Setback (101 Avenue NW)	4.5 m	10.0 m	5.5 m

The subject site is a 1,580 m² corner site, abutting small scale residential development to the west.

The proposed RSM h14.0 Zone is anticipated on sites which are within or adjacent to a Node or Corridor, or located along major roadways, or within 400 m of a mass transit station. The subject site is located within a Primary Corridor, along an arterial road (Stony Plain Road NW), and within 500 m of a future LRT Station and adjacent to a site zoned for mid rise development (approximately 6 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 h14.0 Zone is appropriate for this location.



3D Model of proposed RSM h14.0 Zone showing maximum height & site coverage with increased setback from 101 Avenue NW

Mobility

Direct vehicle access is not permitted from Stony Plain Road NW. The existing access to 145 Street NW may need to be removed upon redevelopment of this site as it does not meet Access Management Guidelines. The owner may be required to construct a sidewalk on the west side of 145 Street NW, adjacent to the site, as part of any future redevelopment.

As part of the Valley Line West LRT (VLW) construction project, the northbound approach at the intersection of 145 Street NW and Stony Plain Road NW is expected to remain closed for the remainder of the season. Upon completion, the intersection of 145 Street NW and Stony Plain Road NW will feature a full traffic signal.

There is a bus stop directly adjacent to this site along Stony Plain Road NW. ETS operates numerous bus routes near the rezoning site on 142 Street NW and 149 Street NW. A range of services are available on these corridors, including frequent and local bus routes. A mass transit bus route is anticipated to operate on Stony Plain Road NW in the future mass transit network associated with the 1.25 million population scenario of the Edmonton City Plan. This route is anticipated to be similar to existing frequent bus service in the area.

Due to the proximity of this application to the VLW right-of-way, the applicant will be required to coordinate future project design and construction with the VLW project team to ensure there are no construction impacts to LRT infrastructure.

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. 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