

7411 - 113 Street NW

Position of Administration: Support



Summary

Bylaw 21256 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 7 people with most concerns related to perceived non-compliance of the existing building on the site and overall lack of developer accountability in the rezoning process.

Administration supports this application because it:

- Supports the objectives of The City Plan by increasing residential density at an appropriate location near mass transit, active modes of transportation, and a variety of other services and amenities.
- Proposes a scale that is compatible with the surrounding neighbourhood and aligned with direction in the Scona District Plan and District Policy.

Application Details

This application was submitted by Everfor Studio Ltd. on behalf of Rui Gao and Zidi Li.

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

- Small scale residential development in the form of row housing and multi-unit housing.
- A maximum height of 12.0 metres (approximately 3 storeys).
- A maximum site coverage of 60%.

Site and Surrounding Area

| | Existing Zoning | Current Development |
|---------------------|-----------------------------------|---------------------|
| Subject Site | Small Scale Residential Zone (RS) | Small Scale Housing |
| North | Small Scale Residential Zone (RS) | Small Scale Housing |
| East | Small Scale Residential Zone (RS) | Small Scale Housing |
| South | Small Scale Residential Zone (RS) | Small Scale Housing |
| West | Small Scale Residential Zone (RS) | Small Scale Housing |



Image 1 - View of the site looking southeast from the intersection of 113 Street NW and 75 Avenue NW

Community Insights

This application was brought forward to the public using a broadened approach. This approach was selected because past applications in the area have prompted extensive community interest. The broadened approach included:

Mailed Notice, April 24, 2025

- Notification radius: 120 metres
- Recipients: 171
- Responses: 7
 - In support: 1
 - In opposition: 6

Site Signage, June 16, 2025

- One rezoning information sign was placed on the property so as to be visible from 113 Street NW and 75 Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- McKernan District Community League

- Central Area Council of Community Leagues

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

In Opposition:

- Concern that ongoing construction is in contravention of rules (e.g. construction before rezoning approval, construction in contravention of development permit) (5x).
- Discontent with the lack of developer accountability in the rezoning process; they should have to share their intentions at this stage, and follow through with them (2x).
- Concern regarding cumbersome and unsightly nuisance and waste from these infill sites (debris during construction and waste collection once in operation) (2x).
- Infill development results in loss of greenery and creates hostile environments for wildlife (e.g. reflective windows on the new building on the site puts birds at risk) (2x).
- Development compliance history should be a consideration when processing rezoning applications and development permits (development by this applicant should be paused, and additional scrutiny should be given to them in the future) (2x).
- Parking and fire risk concerns associated with higher intensity infill development.
- Concern that these developments do not create affordable housing for families.
- These infills will decrease property value of surrounding houses; new multi-unit housing should instead go on vacant sites outside of mature neighbourhoods.
- Belief that utilities are not able to support this kind of density here, and preference for less intense forms of density than the building being constructed on the site.
- The population is not growing as the City says and Transit Oriented Development doesn't work, meaning that infill housing will sit empty due to lack of demand.
- Discontent with the way City Council deals with these rezonings (prioritising future tenants over current homeowners, ignoring residents who give feedback, not coming to communities to feel the effects of the rezonings).
- Concern that the new building will be used for Lodging Houses, and belief that Edmontonians who rent (particularly lodging housing) do not contribute to a sense of character and community in the area, and rather take away from it.

In Support

- More neighbours means more support for local businesses, more community, and more affordability.

Due to the ongoing construction on the site, residents were concerned that the construction was taking place without the appropriate approvals in place, and that the applicant was retroactively asking for approval. Administration shared that there is an approved development permit under the current RS Zone for the ongoing construction on the site. Some residents are also concerned that the ongoing construction is not following the

approved development permit. Administration shared information on how to contact the development compliance team to start an inquiry into the matter.

At the time of writing this report, no formal feedback from the community league was received.

Application Analysis

The City Plan

This proposal aligns with two big city moves in The City Plan: a rebuildable city, and a community of communities. Targets associated with a rebuildable city include adding 50% of new units through infill city-wide, and adding 600k additional residents to the redeveloping area. Targets associated with a community of communities include 50% of trips being made by transit and active transportation, and 15-minute districts that allow people to easily complete their daily needs.



Image 2 - Site analysis context

District Plans

Within the Scona District Plan, the site is located in the Urban Mix land use designation, which is intended to support small scale (3 storeys or less) housing outside of nodes and corridors.

Due to the proposal's location, it aligns with Urban Mix Policy 2.5.2.5 in the overarching District Policy, which supports more intense Small Scale residential development with greater massing on corner sites that meet at least one of the criteria outlined in the table below.

| District Policy 2.5.2.5 Criteria | Analysis | Compliance (Yes or No) |
|--|--|------------------------|
| a. Within 100 metres of a Node or Corridor Area, | The site is 12 metres from the 114 Street Secondary Corridor & 70 m from the 76 Avenue Secondary Corridor. | Yes |
| b. Within 400 metres of a Mass Transit Station, or | The site is 270 metres from the McKernan/Belgravia LRT Station. | Yes |
| c. Along an Arterial Roadway or a Collector Roadway. | The site is not along a Collector or Arterial Roadway. | No |

Because the proposed rezoning is on a corner site that is both within 100 metres of a Node or Corridor Area, and within 400 metres of a Mass Transit Station, more intense small residential development with greater massing (which the proposed zone allows for) is supported here.

Land Use Compatibility

The current RS Zone on this site allows for small scale residential development up to 3 storeys in height. This includes everything from a single detached house up to a 3 storey, 7 unit multi-unit housing building.

A development permit for 4 row housing dwellings and 3 secondary suite dwellings on the site (total of 7 dwellings) was issued on July 10, 2024, and the building is currently under construction as shown in Image 1.

The proposed RSM Zone, with a height modifier of 12 meters, a maximum site coverage of 60%, and smaller front and rear setbacks, would allow for a taller and larger building than the existing zone. Key differences between both zones are outlined below:

| | RS Zone Current | RSM h12.0 Proposed |
|------------------------------|--------------------|-----------------------|
| Typical Uses | Residential | |
| Maximum Height | 10.5 m | 12.0 m |
| Maximum Site Coverage | 45% | 60% |

| | | |
|---|----------------------------|----------------------------|
| Number of Dwellings | Minimum: N/A Maximum: 7 | Minimum: 3 Maximum: N/A |
| Minimum Front Setback (75 Avenue NW) | 4.5 m | 3.0 m |
| Minimum Interior Side Setback | 1.2 m | 1.2 m |
| Minimum Flanking Side Setback (113 Street NW) | 1.2 m | 2.0 m |
| Minimum Rear Setback (Alley) | 10.0 m | 5.5 m |



3D Model: Current RS Zone (looking northwest)



3D Model: Proposed RSM h12.0 Zone (looking northwest)

This site is located on a corner where it has the benefit of being surrounded on three of its four sides by roads or an alley. This creates natural buffer space that will help create a sensitive transition from the additional scale of the RSM h12.0 Zone to surrounding properties.

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 only. 114 Street is an existing neighbourhood bike route, and 112 Street and 76 Avenue are existing district connector bike routes.

ETS operates frequent and rapid bus routes near the rezoning site on 114 Street. Mass transit bus routes are anticipated to operate near the rezoning site on 114 Street as part of the future mass transit network associated with the 1.25 million population scenario of the City Plan. These routes will be similar to existing frequent and rapid bus routes on the corridor.

The site is roughly 250 m walking distance to bus stops on 114 Street and less than 400 m to McKernan/Belgravia LRT Station.

Utilities

Development allowed under the proposed zone would be required to include Low Impact Development or on-site stormwater management techniques utilizing a controlled outflow rate to mitigate its impact on the existing drainage infrastructure. Details of the required Low Impact Development or stormwater management will be reviewed at the Development Permit stage.

The applicant/owner will be responsible for all costs associated with infrastructure changes required by this application.

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