

11520 Ellerslie Road SW Position of Administration: Support



Summary

Bylaw 21431 proposes a rezoning from the Urban Facilities Zone (UF) to the Medium Scale Residential Zone (RM h23) and the Small-Medium Scale Residential Transition Zone (RSM h12) to allow for a range of small to medium scale housing. Charter Bylaw 21430 proposes an amendment to the Southwest District Plan to facilitate the proposed rezoning.

Public engagement for this application included a mailed notice, site signage, information on the City's webpage, an Engaged Edmonton webpage and an in-person public engagement session. Administration heard from 145 people with most concerns related to negative impacts to adjacent sites, traffic and parking issues and the loss of perceived green space and community amenity.

Administration supports this application because it:

- Aligns with The City Plan's goals for future population growth; and supports two Big City Moves, A Community of Communities and a Rebuildable City.
- Conforms with the District Policy and the Southwest District Plan by facilitating anticipated development along the Ellerslie Road Secondary Corridor.
- Is compatible with surrounding land uses.

Application Details

This application was submitted by Stantec Consulting Ltd. on behalf of Streetside Development Corp., and the landowner Rosedale Developments.

Rezoning

The proposed zones would allow development with the following key characteristics:

Medium Scale Residential Zone (RM h23):

- Multi-unit residential development with limited commercial opportunities at ground level.
- A maximum height of 23 metres (approximately 6 storeys).
- A maximum floor area ratio of 3.0.
- A minimum density of 75 dwellings per hectare.

Small-Medium Scale Residential Transition Zone (RSM h12):

- Small scale residential including row housing and multi-unit housing.
- A maximum height of 12.0 m (approximately 3 storeys).
- A maximum site coverage of 60%.
- A minimum density of 45 dwellings/ha.

Initially the Medium Scale Residential Zone (RM h16) was proposed for the northern portion of the site. After feedback from the City and public response to the initial mailed notice (including concerns about the scale of development), the applicant chose to revise the application by proposing the Small-Medium Scale Residential Transition Zone (RSM h12 & RSM h14) in place of the RM h16 zone.

The revised application (UF to RM h23, RSM h14 and RSM h12) was presented at the November 5, 2025 Open House and the related online Engaged Edmonton webpage.

Based on public feedback during this second round of engagement, the applicant revised the application for a second time by proposing only the RSM h12 Zone for the northern portion of the site. Appendix 1 of this report contains a visual comparison of these revisions.

Plan Amendment

An amendment to the Southwest District Plan is proposed to facilitate the rezoning including:

- Redesignating the site from Urban Services (which allows uses such as institutions and community services) to the Urban Mix designation to allow residential and/or commercial development.
- Expanding the Ellerslie Road Secondary Corridor to include the entirety of the proposed RM h23 site. Currently, only the southern portion of RM h23 site is within the secondary corridor.
- Applying the “Large Site” designation, as defined by the District Policy, to the subject site.

Maps 3 to 7 of the Southwest District Plan will be updated to reflect the proposed amendment.

Site and Surrounding Area

Located in the south-central portion of the MacEwan neighbourhood, the 200 m by 400 m site is within a 5 minute walk from commercial uses and bus stops, and is accessible by a shared use path and Ellerslie Road (an arterial road) in the south.

	Existing Zoning	Current Development
Subject Site	Urban Facilities Zone (UF)	Church building and private park / open space
North	Small Scale Flex Residential Zone (RSF)	Single detached dwellings
East	Small Scale Flex Residential Zone (RSF) Medium Scale Residential Zone (RM h16) Small-Medium Scale Residential Transition Zone (RSM h12)	Single detached dwellings 4 storey multi-unit housing Semi-detached dwellings
South	Medium Scale Residential Zone (RM h16)	4 storey multi-unit housing
West	Small Scale Flex Residential Zone (RSF)	Single detached dwellings



View of the site from Ellerslie Road SW looking north, showing the church building.



View of the site from Ellerslie Road SW looking northwest, showing east side of the site and privately-owned open space north of the church building



View of the site from Ellerslie Road SW looking north, showing west side of the site and privately-owned open space north of the church building

Community Insights

This application was brought forward to the public using a broadened approach. This approach was selected because it requires numerous amendments to the District Plan and there was a high level of interest from the public. The broadened approach included:

Mailed Notice, July 31, 2025

- Notification radius: 61 metres
- Recipients: 1070
- Responses: 33
 - In support: 0
 - In opposition: 33

Public Engagement Session, November 5, 2025

- Attendees: 63

Engaged Edmonton Webpage, November 3 - 16, 2025

- engaged.edmonton.ca/macewanellerslieroad
- Visited the page: 560
- Submitted a question or forum response: 30
 - In support: 1
 - In opposition: 144

Site Signage, August 20, 2025

- Two rezoning information signs were placed on the property so as to be visible from Ellerslie Road SW and McMullen Place SW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

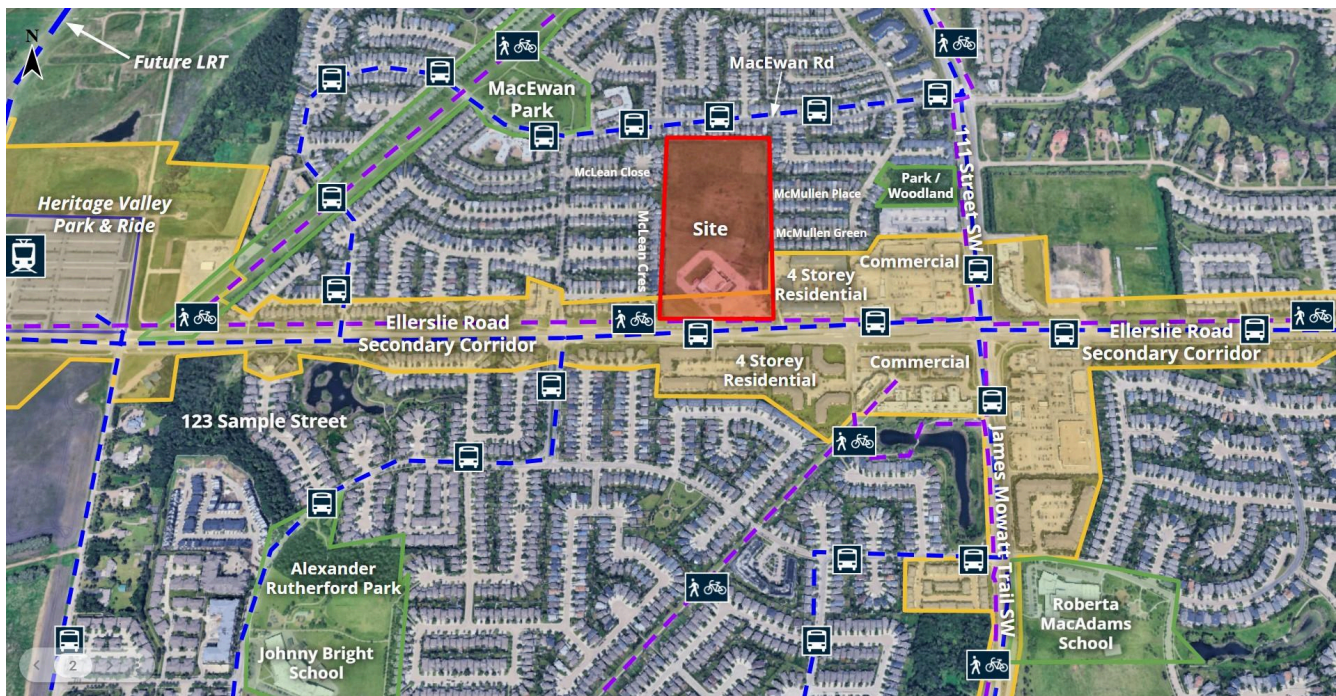
- Heritage Point Community League

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

- Negative impacts to adjacent sites (87)
- Traffic/Parking congestion (68)
- Loss of greenspace/community amenity (61)
- Fire safety / Emergency services access (31)
- Infrastructure capacity / Schools (29)

A full “What We Heard” Public Engagement Report is found in Appendix 2.

Application Analysis



Site analysis context

There is no neighbourhood-level plan in effect governing the MacEwan neighborhood. Consequently, The City Plan, the District Policy and Southwest District Plan provide land use policy direction/guidance.

The City Plan

Within The City Plan's Developing Area, the subject site is identified as Residential, along the Ellerslie Road Secondary Corridor, and is expected to contribute to population growth within Edmonton's existing boundaries. Furthermore, the proposal supports two Big City Moves, given the proposed residential development's proximity to commercial uses and amenities including, transit and trails:

- A Rebuildable City, by adapting to market demands and promoting growth in/along corridors.
- A Community of Communities, by providing opportunities for more people to easily meet their daily needs within 15 minutes of travel time.

Southwest District Plan

Within the Southwest District Plan (SDP), the subject site with its southern portion within the Ellerslie Road Secondary Corridor, is designated as Urban Service to allow publicly and privately owned facilities, institutional and community services such as schools and cemeteries.

Proposed RM h23

While the SDP seeks to ensure districts have enough Urban Service lands, the sites within Secondary Corridors are expected to evolve as more commercial or residential over time. Consequently, the proposed SDP amendment (See Appendix 3) is appropriate to facilitate the proposed residential zones and aligns with the SDP's vision for secondary corridors.

Moreover, the district policy supports the scale of development (Mid Rise / 6 stories) allowed by the RM h23 zone within Secondary Corridors along arterial roadways. The increased residential density will reinforce the corridor's vibrancy and would support the existing amenities and commercial uses.

Proposed RSM h12

The scale of development allowed by the RSM h12 zone (approximately 3 storeys) is considered "Small Scale" in the District Policy, and is intended to act as a transition to smaller or larger scale development as noted in the Zoning Bylaw.

The proposed RSM h12 zone complies with SDP and District Policy by providing appropriate transition to the single-detached dwellings along the periphery of the subject site. Subject to the approval of the proposed Urban Mix designation, the small-scale housing allowed by the proposed RSM h12 aligns with district policy which supports small sale housing in Urban Mix areas outside corridors.

Land Use Compatibility

The proposed zones are compatible with the surrounding development. For example, the six storey maximum height allowed by the RM h23 is compatible with the four storey residential buildings in the east. The regulations of the proposed RM h23 zone (including setbacks and landscaping) and the large site size will help ensure compatibility with the single detached dwellings in the west.

The proposed RSM h12 zone, allowing for 3-storey buildings, has the same height (and several other requirements) as the surrounding Small Scale Flex Residential Zone (RSF) but is also a suitable transition to the surrounding single-detached homes built in the past at lower heights. This is in line with the intent of the RSM h12 zone and mirrors the transition function of the existing RSM h12 zones located to the east and south of the site.

The district plan amendment to apply the Large Site designation to the site will help enable appropriate integration of the site with the surrounding urban structure through features including potential pedestrian connections. Future residents will benefit from and support the amenities and commercial uses including transit and restaurants in close proximity to the site.

	RSF Predominant Surrounding Zoning	RSM h12 Proposed	RM h23 Proposed
Typical Uses	Small scale residential including attached, detached, row housing	Small scale residential including row housing	Mid rise Multi-unit residential Limited commercial
Maximum Height	12.0 m (approx. 3 storeys)	12.0 m (approx. 3 storeys)	23.0 m (approx. 6 storeys)
Maximum Coverage	55%	60%	N/A
Maximum Floor Area Ratio	N/A	N/A	3.0
Minimum Density	N/A	45 Dwellings/ha	75 Dwellings/ha
Minimum Front Setback	3.0 m - 4.5 m	3.0 m - 4.5 m	4.5 m (from Ellerlie Road SW)

Minimum Rear Setback	6.0 m (1.2 m for rear attached garage)	5.5 m	3.0 m - 6.0 m (from proposed northern RSM h12 site)
Minimum Side Setback	1.2 m - 2.0 m	1.2 m - 2.0 m	3.0 - 6.0 m (from western RSF sites lots) 3.0 m (from eastern RM h16 residential site)

Mobility

A Transportation Impact Assessment (TIA) was completed with the application and included analysis of study area intersections and roadways together with active mode considerations. The site's primary access at Ellerslie Road SW was found to require signalization. As a condition of a future subdivision or development permit application the owner will likely be required to complete the following infrastructure upgrades:

- A publicly accessible roadway connecting Ellerslie Road SW and McMullen Place SW or McMullen Green SW.
- An active mode connection (accommodates pedestrians, cyclists, and other micromobility) from Ellerslie Road SW to McMullen Place SW or McMullen Green SW.
- Signalization of the site access and Ellerslie Road SW.
- A new westbound right turn bay at the site access and Ellerslie Road SW.

The assessment also includes analysis of the 111 Street SW and Macewan Road SW intersection, which was highlighted as a key concern by residents due to existing peak hour congestion. The majority of site traffic will use the Ellerslie Road SW primary access. A vehicular connection will also be available through the existing MacEwan neighbourhood but will not carry significant traffic. Several options were still explored to improve the eastbound left turn. Upgrades to the eastbound movements are not feasible as part of the site development. Further analysis would be required to explore holistic solutions to intersection reconstruction and trade-offs.

The site is well-connected to transportation options. It is located next to a district connector bike route along Ellerslie Road SW and along 111 Street SW. ETS operates numerous bus routes near the rezoning site on Ellerslie Road SW, MacEwan Road SW, and 111 Street SW. A range of service levels are available on these corridors, including rapid and local bus routes. Rapid and Local bus service operates adjacent to the site on Ellerslie Road SW. One mass transit bus route R3 is anticipated to operate nearby on Ellerslie Road SW as part of the future mass transit network associated with the 1.25 million population scenario of The City Plan.

Open Space

This property is located in proximity to multiple Open Space features including North Virginia Park Woodland to the east, a district Urban Greenway to the south, MacEwan Park and a district

Habitat Greenway to the northwest. A Deferred Reserve Caveat is registered on title and the landowner will be required to provide cash in lieu of Municipal Reserve at the subdivision stage.

As a condition of any future subdivision, Administration considered the option of having the 10% of owing Municipal Reserve as land dedication, as opposed to cash-in-lieu of reserves, and presented the applicant with the opportunity to rezone a portion of the site for a public park, but they declined.

Through public engagement, it was heard that the community uses the undeveloped space on the site and does not want to see a loss of this amenity, with some suggesting that this could become a future school site instead of the proposed residential. As privately owned land in an already developed neighbourhood, there is no practical mechanism for the City or School Boards to compel the land to be converted to a school site.

Schools Boards

The Edmonton Catholic School Board (ECSB) has no objection to the proposed rezoning but requests to be kept informed of the type of residential units including the number of bedrooms, for student planning purposes. In addition, students from the MacEwan neighborhood may be designated to the new Cavanagh K-9 school (tentative construction scheduled in Spring 2026) or to the existing Monsignor Fee Otterson Catholic Elementary/Junior High School.

The Edmonton Public School Board (EPSB) are concerned that the proposed rezoning could lead to a higher student enrollment than anticipated, thereby worsening the current capacity issues at Johnny Bright School and Roberta MacAdams School, which are currently operating at 90% and 106% capacity, respectively. The EPSB also requested information on the type of residential units for school capacity planning purposes.

Administration provided the school boards general population estimates based on the minimum densities of the proposed zones and sites' sizes. The type of units / number of bedrooms will be available to the school boards at the development permit stage.

Utilities

The applicant has submitted a Drainage Servicing Report that has been reviewed and accepted by Development Services for the purpose of supporting this rezoning application.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing and flow rates. 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.

Appendices

1. Revisions of Proposed Zoning
2. "What We Heard" Public Engagement Report
3. District Plan Land Use Concept Map Comparison

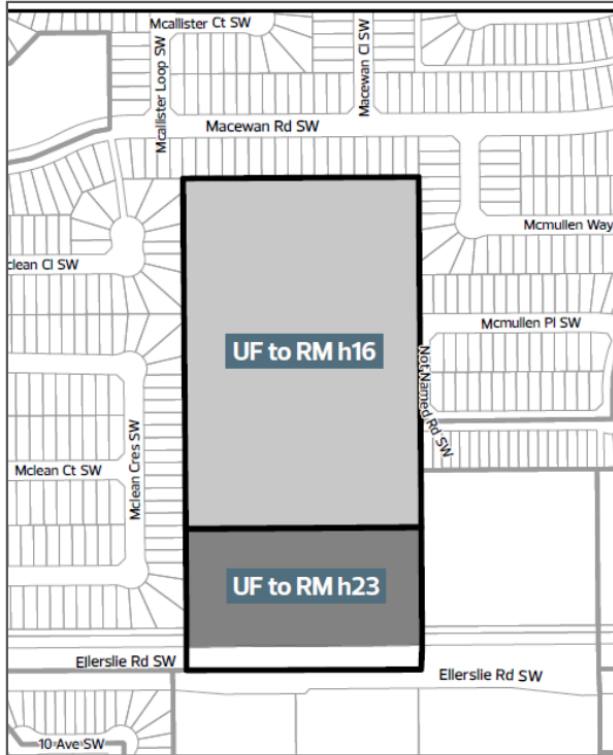
Written By: Gilbert Quashie-Sam

Approved By: Tim Ford

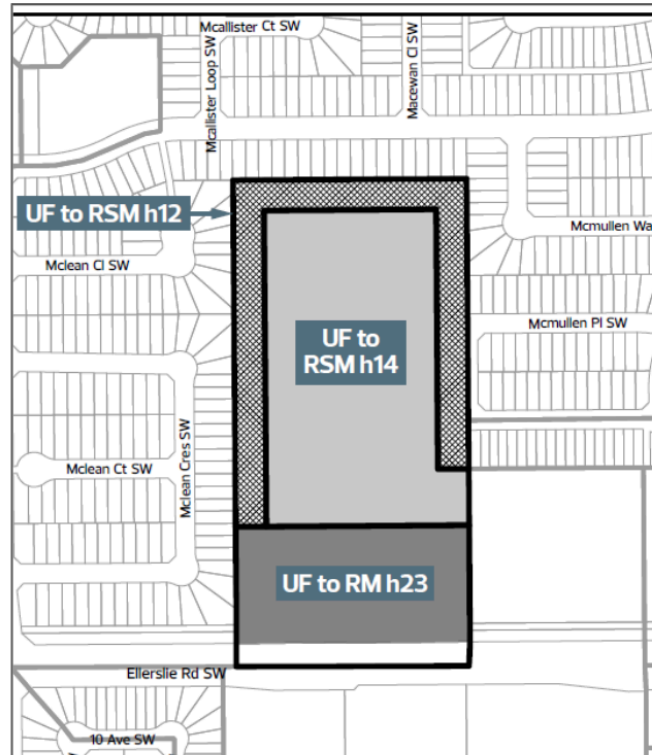
Branch: Development Services

Section: Planning Coordination

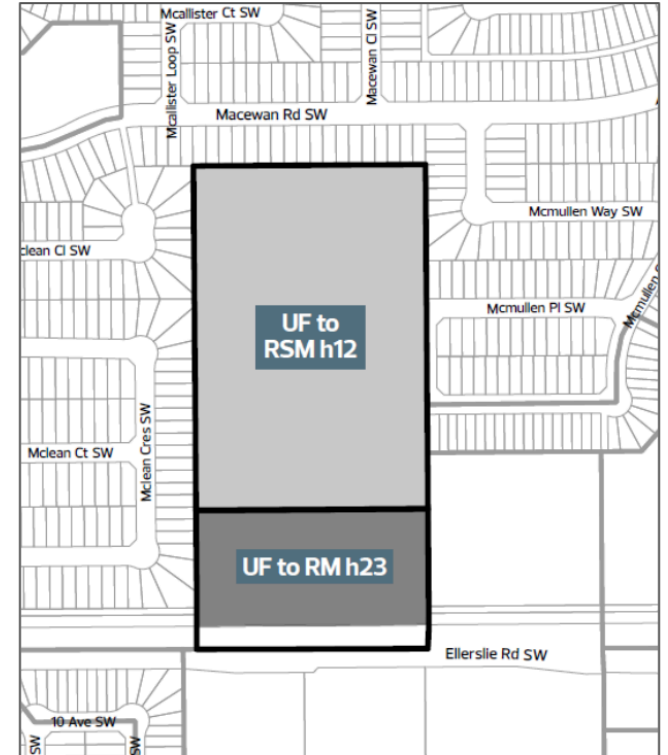
Revisions of Proposed Zoning



Initial Proposal
(Initial Mailed Notice)



1st Revision
(Open House / Webpage)



2nd Revision: Final Proposal



Public Engagement Feedback Summary

Project Address: 11520 Ellerslie Road SW

Project Description:

The City has received a rezoning application from Stantec Consulting Ltd. The site is currently zoned Urban Facilities Zone (UF).

Initially the Medium Scale Residential Zone (RM h23) was proposed for the southern portion of the site; and the Medium Scale Residential Zone (RM h16) was proposed for the northern portion, as shown on the initial rezoning map on the left (see screenshot below).

After feedback from the City and the public's response to the initial mailed notice, the applicant chose to revise the application by proposing the Small-Medium Scale Residential Transition Zone (RSM h14) and the Small-Medium Scale Residential Transition Zone (RSM h12) instead of RM h16, as shown on the revised rezoning map on the right.

The revised application (UF to RM h23, RSM h14 and RSM h12) was presented at the November 5, 2025 Open House and the related [Online Engaged Edmonton Webpage](#).

About This Report

The information in this report includes summarized feedback received from July 30, 2025 to January 21, 2026, including through online engagement, an in-person open house and by directly contacting the file planner through phone or email.

The public feedback received will be considered during the planning analysis to ensure the review of the application takes local context into consideration and is as complete as possible. It will also be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised.

This report is shared with everyone who emailed the file planner and all web page or open house visitors who provided their email address for updates on this file. This summary will also be shared with the applicant and the Ward Councillor, and will be an Appendix to the Council Report should the application proceed to a Public Hearing.

Engagement Format

The initial notice of the proposed rezoning was mailed to owners, residents and businesses within 61 m of the subject site. This notice included details of the application and contact information for the file planner and applicant to provide feedback for the proposal.

The Engaged Edmonton webpage included an overview of the application, information on the development and rezoning process and contact information for the file planner. Two participation tools were available for participants: one to ask questions and one to leave feedback.

The open house was a drop-in style event with the City having display boards with details of the application and process, and the applicant/developer with boards highlighting aspects of the proposal. There were opportunities to provide written or verbal feedback as well as ask questions and discuss the proposal with City and applicant staff.

Feedback Summary

The comments are summarized by the main themes below, with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and the answers provided are also included in this report.

Number of Responses: 154

In Support: 1

In Opposition: 144

Questions only: 9

The most common **concerns** heard were:

Traffic Congestion: Many respondents feel strongly that the proposed redevelopment will worsen existing traffic congestion, especially during peak hours. Respondents believe that current infrastructure, specifically Ellerslie Road SW and 111 Street SW, is insufficient to handle growth in the area. Limited access points, anticipated LRT construction, and shortcutting were also mentioned as contributing factors to traffic congestion.

Residents are also concerned that there is a lack of parking in the area; that traffic congestion would compromise emergency services' response; and that the traffic impact assessment (TIA) did not properly assess the traffic on abutting roadways.

Services and Infrastructure: There is concern that there will be another fire similar to that of 2007, when many homes in the MacEwan neighbourhood were destroyed by arson that spread from a construction site.

Respondents question whether water, stormwater, and sanitary sewer networks can handle an influx in population and a reduction in permeable surface. Bringing new residents to the area will also increase demand for policing. Furthermore, residents are frustrated because schools are already struggling to keep up with student enrollment. Many believe this site would better serve the community if it were developed as a school site instead.

Loss of Communal Space / Lack of Community Benefit: The neighbourhood protests the loss of this well-loved site because of its important communal and recreational functions. The church congregation, and other groups that use the existing building on the site will be displaced if the site is redeveloped. Residents will also lose access to an important outdoor gathering place. Respondents wish the City would intervene to preserve or create amenities in this location.

Negative Impact to Adjacent Properties: Many respondents did not expect this site to redevelop when they bought their homes in the area. They worry that their property values will decline, because building new housing adjacent to their homes will result in lack of privacy, increased noise, and loss of view, sunlight (resulting in shadowing).

What We Heard

The following section includes a summary of collected comments. The number of times a comment was recorded is then presented in brackets (comments received once do not have a number).

Reasons For Opposition

Negative Impacts to Adjacent Sites (87)

- The development will affect the livability of surrounding homes through:
 - o Loss of privacy. (32)

- Loss of sunlight, impacting the ability to install solar panels, and residents' mental health. (23)
- Concern around impacts from construction and long-term noise (19)
- Surrounding residents will lose property value because of the loss of open space (25)
- The density is too high (16)
- The proposed density / scale of development does not align with the low density character of the area. (15)
- There are too many apartment buildings in the area already. (12)
- The proposed development is an infringement on residents' right to enjoyment of property (6)
- There is already enough commercial development in the area. (3)

Traffic/Parking (68)

- Traffic will get worse with this development. (40)
- Surrounding arterial roads (Eggers Road SW, 111 Street SW) are not equipped for growth or current needs. (33)
- Increased traffic will cause safety issues. (19)
- It is already hard to get out of the neighbourhood during peak hours, specifically Macewan Road. (13)
- There will not be enough parking in the neighbourhood. (7)
- The Transportation Impact Assessment does not accurately reflect traffic conditions in the area. (4)
- There are too many traffic lights in the area. (2)
- Existing transit service is at capacity for the area. (1)

Loss of Greenspace/Community Amenity (61)

- The open space on the site is currently well-used by the neighbourhood as a recreational area, and the site hosts community events such as Canada Day fireworks. (16)
- There is a lack of community amenities in the area. (14)
- The church that currently uses the building on site will be displaced by this development. (7)
- The Macewan area currently has insufficient green spaces. (6)
- Concern for the displacement of urban wildlife. (3)
- Expanding green spaces should be a priority to benefit the environment and promote sustainability. (2)
- Loss of an opportunity for community sports (1)

Fire Safety / Emergency Services (31)

- The fire hazard in this neighbourhood will be worsened by this development and the limited accesses to the community. (9)
- There is a history of destructive fire in this neighbourhood (in 2007). (7)
- Bringing new residents to the neighbourhood will increase crime. (6)
- Existing traffic conditions impact emergency service operations (3)

Infrastructure Capacity / Schools (29)

- Local schools are overcrowded and this site would better serve the community as a school site. (17)

- Water/sewer networks will be overwhelmed. (7)
- Lack of healthcare facilities in the area. (3)
- There is poor connectivity to the site. (1)

Reasons For Support

The one respondent in support of this application noted that although construction is having an impact in this area, they support additional density in the neighbourhood and are in favour of this development helping introduce a mix of housing types to the city.

Suggestions For Improvement

- The city should acquire land to create community amenities such as a school/community hall/recreation centre, or to preserve the green space (34)
 - o Zone area for a school site and work with the province for more public classrooms (1)
- Lower the proposed density (9)
- Increase setbacks or impose a landscaped buffer to prevent shading, preserve privacy, and prevent fire (7)
- Make room for the current church and community space to keep functioning while balancing the need for housing in the area (7)
- Split the property / compromise on development and public benefit (6)
- Make sure drainage, traffic, other technical aspects are properly studied (4)
 - o Provide traffic calming to mitigate impacts from the additional traffic
- Create better pedestrian connectivity to the west and north, and to the commercial to the east (2)
- Leave the fences to the west and north intact (1)
- Encourage development of this scale on undeveloped parcels surrounding the new LRT project in Heritage Valley. (1)
- Provide housing with enough bedrooms for large families (1)

Questions & Answers

1. What does the current zoning for the area permit? What was the original plan?

The old Neighbourhood Area Structure Plan (NASP) identified the site as an "Existing Church/Private School" (when the NASP was approved by Council in 2001). However, the NASP no longer applies to the site because it has been repealed by Council. The NASP's intention was to accommodate the continuing use of the facilities while allowing for future re-development if and when the owners choose to pursue that opportunity.

The new plan for the area, the Southwest District Plan, identifies the privately-owned site for Urban Service, which is a land use category for uses such as institutions and community services.

The existing zoning is the Urban Facilities Zone which allows for facilities that provide institutional services, community services, or recreational activities in line with the Southwest District Plan.

- 2. How many residences will be created by rezoning this area and how many parking spots will be allocated to each unit? Current complexes in the area have residents parking on main roads and bus routes creating substantial congestion.**

The exact number of dwellings are determined (and reviewed) at the development permit stage, if the rezoning is approved. The number of on-site parking spots allocated to each unit will be determined by the developer in accordance with the city's [Open Option Parking](#). Under Open Option Parking, which came into effect in July 2020, developers and homeowners decide how much on-site parking to provide on their properties based on their needs.

- 3. Please provide on-site and off-site stormwater management plan to ensure no flooding to the adjacent properties due to increased runoff from the site.**

The stormwater flow from this development was accounted for as part of the MacEwan Neighbourhood Design Report (NDR). A Drainage Servicing Report (DSR) has also been submitted and approved for this rezoning application. As per the DSR, no on-site stormwater storage is required. If the rezoning/proposed development is approved, the storm drainage will be directed toward the nearest new catchbasins and carried through new storm sewers which will tie into the existing storm sewers within the McEwan neighbourhood in the northeast. The sewer ultimately drains into the TUC pond northeast of the MacEwan neighbourhood as intended.

The DSR provides the minor and major stormwater drainage schematics with supporting calculations to ensure that adjacent properties are not affected.

- 4. What kind of construction will be used for the new units - wood frame or concrete? Will these pose a fire hazard to the neighborhood?**

The Alberta Building Code regulates fire protection and occupant safety. If the rezoning is approved, future building permits and inspections will help ensure that the Code is followed. Please [click here](#) for more information about the development approvals and building permits.

Information From the Applicant:

"The new units will use wood-frame construction, which is standard for residential buildings of this scale. Wood-frame construction will meet all current building and fire safety codes.

The number of units and parking details are contingent on the zoning approval. Once the rezoning is finalized, landowners will begin concept site design for the sites to determine unit counts and parking allocations in compliance with the approved zoning and City regulations. At this time, we do not have specific numbers, however they will need to meet the minimum density requirements outlined in the associated zones.

Parking requirements will be addressed during the development permit stage based on transportation context and anticipated demand – demand often results in one-to-one parking being provided per unit. For the southern RMH23 portion of the site, there is a possibility for parking on site and below grade parkade to accommodate market demand.”

5. Do we have an expected timeline on when we anticipate construction would start if everything flows smoothly vs what we realistically expect? And how long would the construction take? Is there a deadline (year) for this project currently?

Construction can commence only when/if the private developer obtains all permits and approvals, including rezoning and development permit approvals. Please [click here](#) for more information on the type of permits and approvals required for development within the city.

City Council has not made a decision on the rezoning application; the public hearing date at which council will consider the rezoning application is to be determined but it is anticipated to be in late February 2026.

Developers ultimately determine their construction timelines, that is if/when all necessary approvals and permits are granted.

Information From the Applicant:

“If everything proceeds with Council approval anticipated in early 2026, concept design work would follow shortly after. Construction could then begin in approximately one to two years. Residents may notice early activity on the site, such as grading and preparation, before full construction starts. Timelines may vary based on permitting, market conditions, and site readiness.”

6. In 2007 July, there was a huge fire at an apartment complex close to our house at 119 Street & MacEwan Road. According to Edmonton news article, the fire eventually burned itself out destroying the 149-unit complex, along with 18 nearby duplexes. Another 70 homes were damaged. Fortunately, there was no loss of life, but the blaze levelled everything in its path due to strong winds. Does the City consider fire risks to adjacent houses when developments allowing tall buildings are approved?

The Alberta Building Code regulates fire protection and occupant safety. If the rezoning is approved, future building permits and inspections will help ensure that the Code is followed. Please [click here](#) for more information about the development stages including development permits and building permits.

Please [click here](#) for more information on required safety-related permits and approvals; or [click here](#) for specific requirements for larger scale residential buildings.

7. Construction of tall buildings require deep excavations and vibrations can cause structural damages to adjacent houses. What actions will the City take to ensure

that the Developer's actions during construction/demolition will not damage adjacent houses? Will the City guarantee that the proposed construction will not cause structural damages to adjacent houses? Does the City confirm that the Developer's Contractors carry sufficient insurance to pay fire and structural damages prior to issuing permit?

The City and developers have different roles and responsibilities in ensuring safe development and protecting private or public property from damage. Please [click here](#) (and scroll halfway down the page) for more information on the roles and responsibilities.

The City reviews all applications/permits and plans to ensure compliance with the zoning bylaw and applicable safety standards. Construction can commence only when/if the developer obtains all permits and approvals. Please [click here](#) for more information on the type of permits and approvals required for development within the city.

An important role of developers is to manage the construction process and ensure that all construction activities comply with City bylaws, building codes and safety standards. In addition, the developer must limit excavation and construction to within the construction site and prepare a Project Implementation Plan (PIP) to help protect neighboring properties.

Please see the [PIP Guide](#), including relevant information on pages 3, 5 and 6. Also note that, when applicable, developers must submit a [PIP letter of commitment](#) along with the required building permit application.

In addition, the developer is responsible for ensuring adequate insurance coverage for potential damage to adjacent properties during construction. As noted on page 9 of the [PIP](#), if construction activity damages adjacent private property, the developer's insurance and/or the home insurance policy of an affected property owner may provide coverage.

While the City cannot guarantee that construction will not cause damage to adjacent properties, the requirements, roles and responsibilities outlined above will help reduce risk and address damages caused by construction.

You might find the following information helpful:

- Please [click here](#) for information on how to deal with construction related concerns; you may also report concerns by filling out [this form](#).
- Information for developers, including best practices, expectations, and requirements, is available on [The Working With Neighbourhoods web page](#)

- 8. Local bird watcher here and I'm concerned with this area being rezoned. We enjoy this area as much as anyone, we also respect and keep our distance in spring as it's a common nesting area for many species such as geese, killdeer, meadowlark and even sparrows. Do you plan to build another green space for these bird species to nest? I don't think it's right to destroy such a prevalent nesting area. There must be a protection act that covers this.**

The preservation and protection of environmentally significant areas is important to the City; the City will act accordingly whenever the opportunity arises to do so. However, the subject site is privately owned and it is not within the control of the City.

This location has not been identified for Open Space purposes. The North Virginia Park Woodland is a natural area approximately 250 metres to the east of this property, and is dedicated to providing habitat and retention of ecological functions within the community.

The land owners are responsible for complying with all Municipal, Provincial, and Federal regulations including but not limited to the [Wildlife Act](#) and the [Migratory Birds Convention Act](#).

- 9. The area to be developed is about 1.4m above the level of McMullen Green SW. Reading the Stantec report, it would seem that this area needs to be levelled down to at least McMullen Place's level. This may represent the removal of 66 thousand cubic meters of dirt, or 106 thousand tons. The ingress/egress of the trucks is planned at McMullen Place. I am assuming this is a residential road which, I believe, limits the max capacity of road weight load of 8 to 12 tons per truck of pavement preservation, considering the age of these residential roads. I have seen and experienced the deterioration of residential roads by large dirt dump trucks, not only to the integrity of the roads but also to the roughness of the surface. Has the City considered actions to preserve the conditions of the road, or have the developer to resurface the roads that they will use as part of their construction site?**

The construction vehicles are subject to Provincial requirements regarding legal Gross Vehicle Weight (GVW) and axle weights. As stated on the [City's website](#), heavy vehicles (over 8000 kg GVW/12.5 m long) and vehicles carrying dangerous goods must adhere to the Truck Route Network.

If the destination cannot be reached directly from a Truck Route, they take the most direct and practical road off the nearest Truck Route. If many trucks are found using a long "No Truck" route, law enforcement can stop them, and the driver must provide a compelling reason why that specific route was the only option to reach the site. Ellerslie Road is a designated truck route, therefore MacEwan Road, McMullen Green and McMullen Place are unlikely to be heavily impacted by construction traffic.

As stated in the [Zoning Bylaw, Part 7, Section 7.150, Subsection 5.6](#), The Development Planner may, as a condition of issuing a Development Permit, require that an applicant enter into an agreement to protect, repair or reinstate, or to pay for the repair or reinstatement, to original condition, any street furniture, curbing, sidewalk, boulevard landscaping, and tree planting that may be damaged or destroyed, or otherwise harmed by development or building operations upon the Site.

10. The exit point to 111 St and the Henday is at intersection of McMullen Green SW and Macewan Rd which is already a very busy intersection during peak times in all directions of the intersection McMullen Green - Macewan Rd - Mcallister Road, and there are two Bus stops and several school buses during school days. Has the City done a traffic study of the impact to the vehicular movement "current" and the added dump trucks? Please publish the information when available so that residents are better prepared.

The applicant submitted a required Traffic Impact Assessment (TIA) with the proposal. The TIA is still under review and requires revisions; however, a copy of [the draft \(now out of date\) TIA](#) was made available during the online engagement process. The final version of the study can be made available when complete.

The TIA does not include consideration for dump trucks because the impacts of construction are assessed at the development permit stage (if the rezoning is approved). At that time, a Project Implementation Plan and OSCAM (On-Street Construction & Maintenance) Permits will be required.

The construction vehicles are subject to Provincial requirements regarding legal Gross Vehicle Weight (GVW) and axle weights. Heavy vehicles and vehicles carrying dangerous goods must adhere to the Truck Route Network. If the destination cannot be reached directly from a Truck Route, they take the most direct and practical road off the nearest Truck Route. If many trucks are found using a long "No Truck" route, law enforcement can stop them, and the driver must provide a compelling reason why that specific route was the only option to reach the site. Ellerslie Road is a designated truck route, therefore MacEwan Road, McMullen Green and McMullen Place are unlikely to be heavily impacted by construction traffic.

11. There are over 10 high density apartments between 111 Street and 127 Street, is there demand for additional? Did City of Edmonton do projections on demographic and growth of family, is small scale townhomes and single homes in demand when projecting 5 years, 10 years down the road? Any considerations in school capacity in the area?

The City does not complete demand studies for private developers/owners. Private owners/developers complete their market research / demand studies to help ensure that any investments they make are worth it. It is worth noting that the site is located along the Ellerslie Road Secondary Corridor which The City Plan and District Plan directs mostly for low and mid-rise development.

The application analysis includes impacts of the proposal on infrastructure, services and amenities, including schools. Both the public and catholic school boards responded to the City's circulation process. They noted that the schools in the area are either at capacity or near capacity and that the impact of the proposal will depend on the type of residential units (for example number of bedrooms). If the rezoning is approved, the type of units

would be determined and made available to the school boards at the development permit stage for their planning purposes.

A Council report containing a comprehensive analysis of the proposal including its impacts would be made available to the public prior to the Public Hearing meeting at which Council will make a decision on the application.

12. Can the infrastructure truly support the increased use? What will you give to the community in this development?

City Administration is still in the process of reviewing the application; our review includes an analysis of the proposal's impacts on/and the adequacy of infrastructure such as roads, parks, water and sewer systems.

A Council report, containing a comprehensive analysis of the proposal including the ability of infrastructure to support the proposal, would be made available to the public prior to the Public Hearing meeting at which Council will make a decision on the application.

From the Applicant:

"Although nothing is required to be provided to the community through City policy, this project will develop the private site to provide new housing options for the community, will provide upgrades to infrastructure in the area to improve traffic issues, and enhance neighbourhood connectivity.

Specifically, this development will:

- add active mode connections through the site to improve neighborhood connectivity*
- provide a publicly accessible roadway connection through the site. Currently, this private site does not allow legal public access through it. This will provide an alternative access to and exit from the neighbourhood.*
- support the upgrades to signaling/intersection infrastructure on Ellerslie Rd to address traffic concerns at that location, as outlined by the TIA."*

13. What is the impact of these rezoning proposals and what specifically is being done to address traffic and public service availability?

A Council report containing a comprehensive analysis of the proposal (including its impacts) would be made available to the public prior to the Public Hearing at which Council will make a decision on the application.

A Transportation Impact Assessment (TIA) was required with the application. Based on the TIA, the following infrastructure upgrades are required (if City Council approves the proposal):

- A publicly accessible roadway connecting Ellerslie Road and McMullen Place.

- An active mode connection (accommodates pedestrians, cyclists, and other micromobility) from Ellerslie Road to McMullen Green.
- Signalization of the site access and Ellerslie Road.
- A new westbound right turn bay at the site access and Ellerslie Road.

14. Is the church involved in this proposed rezoning?

The church is the current tenant of the building onsite. They are not the landowner and are not the applicant for this proposal. All community stakeholders, including church members are welcome to provide feedback about the proposal.

15. Will the developer work around the church? What will happen with the church?

The portion of the site where the church building is located is proposed to be rezoned RM h23 to allow development with the following key characteristics:

- Multi-unit residential with limited commercial opportunities at the ground floor.
- A maximum height of 23 metres (approximately 6 storeys).

Based on the application, if City Council approves the rezoning, the church building can be replaced with the type of development allowed by the RM h23 zone, but this would be at the discretion of the landowner.

16. Is this feedback being taken in while it has been decided? Or are [you] solely looking for opinions that can end up changing whatever is about to happen?

City Council has not made a decision on this rezoning application. The role of the public when participating in engagement activities for proposed rezonings is at the advise level of the City's Public Engagement Spectrum. This means that the City will use any feedback you share to:

- Inform the City's planning analysis and ensure all factors are taken into consideration.
- Help inform conversations with the applicant about making revisions to address concerns.
- Summarize feedback for City Council so they are aware of the public's perspectives prior to making a decision at Public Hearing.

City Administration is still reviewing the application; the Public Hearing at which Council will make a decision on the application is anticipated in late Feb 2026. If/when a Public Hearing is scheduled, postcards will be mailed again to surrounding landowners and the community league. These postcards will contain information regarding the date, location, and instructions on how to register to speak, allowing you to provide feedback directly to City Council for their consideration before a decision is made.

17. The Alberta Bill of Rights and the Canadian Bill of Rights promise us the enjoyment of property, and that we are not to be denied them without due process. Why are our property rights being removed through this proposed rezoning?

The [Municipal Government Act](#) (MGA) outlines the legal rezoning process / requirements in the Province of Alberta to ensure a fair process for all parties including adjacent landowners and property owners looking to rezone their property.

The public hearing date at which council will consider the rezoning application is anticipated to be in late February 2026. If/when a Public Hearing is scheduled, postcards will be mailed again to surrounding landowners and the community league. These postcards will contain information regarding the date, location, and instructions on how to register to speak, allowing you to provide feedback directly to City Council for their consideration before a decision is made. In addition, two newspaper ads will be placed in the Edmonton Journal indicating the same information.

18. Questions 18, 19, and 20 make reference to Stantec's [Drainage Servicing Report \(DSR\)](#) [Stantec's File No.: 51-115-007-0275] completed for this proposal.

Option 2 recommended by Stantec mentions that the "the proposed design flow of 1,059 L/s is lower than what the downstream system was designed to accommodate (1,104 L/s)". This represents 95.5% of the capacity of the current "downstream system". Has the City determined the current utilization of the downstream system? Based on Stantec's designed flow, the "current" utilization system should 5% of the capacity to avoid the new planned flow overwhelm the capacity of the said downstream system.

Please note that 1,104L/s is not the sewer's capacity but was the design flow calculated during detailed design of MacEwan Stage 2 (see page 17 of 29 in DSR). The designed sewer capacity is 1,161L/s as shown in the drawing. The current design flow is less than the design flow that was previously calculated to be so the sewer will be able to accommodate the flow without overwhelming the downstream system.

19. I live on McMullen Green and my house is right next to a manhole which could be 84.82 or 305B (not clear on the nomenclature). When we have intense rain or a big thaw, the water already pools, likely because it overwhelms the stormwater drain. I am concerned we may be facing more frequent and larger water ponding by our houses.

The major stormwater flow is designed to be carried through McMullen Place SW and heads north (please see page 28 of 29 in the [Drainage Servicing Report](#)). No stormwater is to be directed from the proposed development through McMullen Green and will not affect the storm sewers along McMullen Green.

20. The development will remove the existing permeable surface by concrete and asphalt. Has the City considered the need for a stormwater pond as part of the development? The area to be developed (approx 46,170 square meters) will collect approx 46000 liters of water of every 1 mm of rainfall water. A pond could be a

mitigation measure to avoid flooding and/or overwhelming the storm collection system downstream, i.e., McMullen Green/Place. Would you kindly inform us of your decision in this respect?

The increase in stormwater runoff due to the proposed concrete and asphalt surfaces is accounted for in the [Drainage Servicing Report](#) (DSR) with the proposed zoning in respect to its run-off coefficients. Note that this DSR has been submitted as part of this rezoning application to prove that the downstream sewer system can accommodate the increased run-off from the proposed development without requiring any onsite stormwater storage system.

21. I had planned to attend the open house yesterday but due to unforeseen circumstances I was unable to attend. Is it possible to view the information provided on line or some other way?

If you missed the Open House please note that we are providing additional/online opportunities for residents:

- To learn more about the application including the development allowed by the proposed zones;
- To review the applicable land use planning policies; and
- To provide feedback through (from Nov 3 to Nov 16) which is accessible by [clicking on this link](#).

The information presented at the Open House is available on the online engagement webpage: scroll down and see the documents under “Document Library” located on the right hand side of the webpage.

Next Steps

The planning analysis, and how feedback informed that analysis, will be summarized in Administration’s report to City Council if the proposed rezoning goes to a future City Council Public Hearing for a decision.

The administration report and finalized version of the applicant’s proposal will be posted for public viewing on the [City’s public hearing agenda](#) website approximately three (3) weeks prior to a scheduled public hearing for the file.

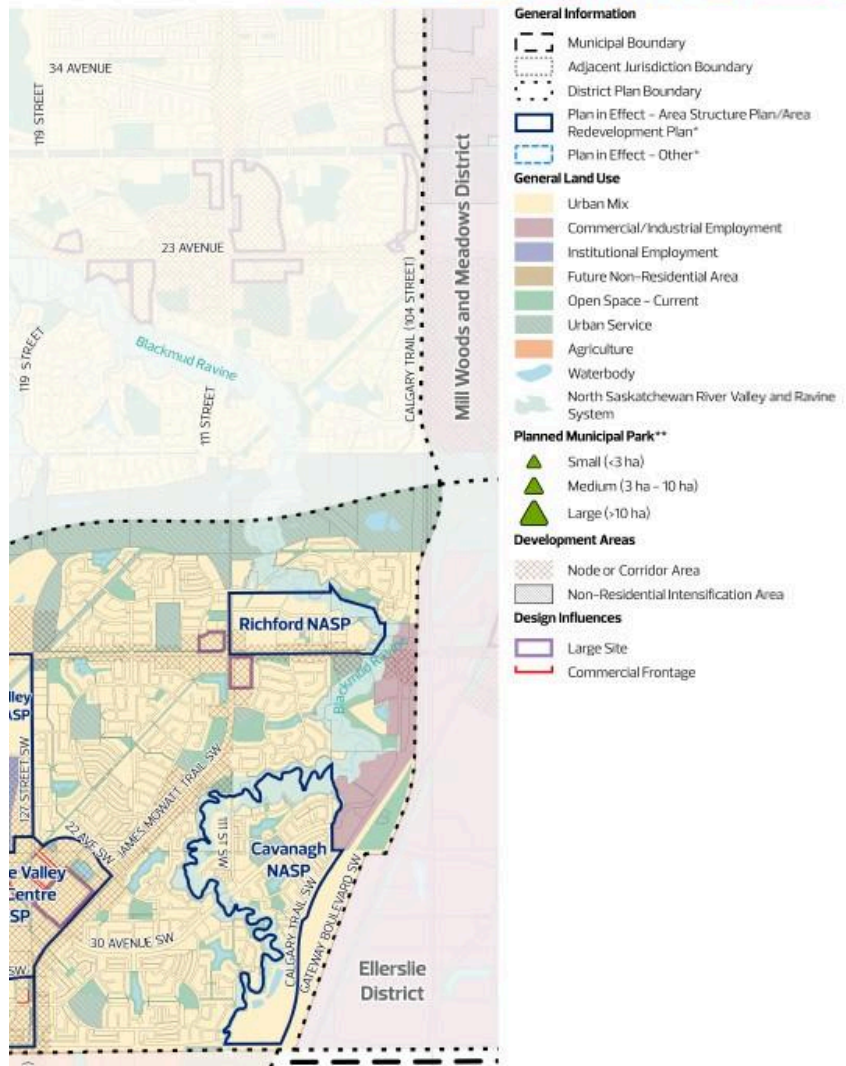
When the applicant is ready to take the application to Council:

- Notice of Public Hearing date will be sent to surrounding property owners and residents and applicable nearby Community Leagues and Business Associations.
- Once the Council Public Hearing Agenda is posted online, members of the public may register to speak at Council by completing the form at [edmonton.ca/meetings](#) or calling the Office of the City Clerk at 780-496-8178.
- Members of the public may listen to the Public hearing on-line via [edmonton.ca/meetings](#).
- Members of the public can submit written comments to the City Clerk (city.clerk@edmonton.ca).

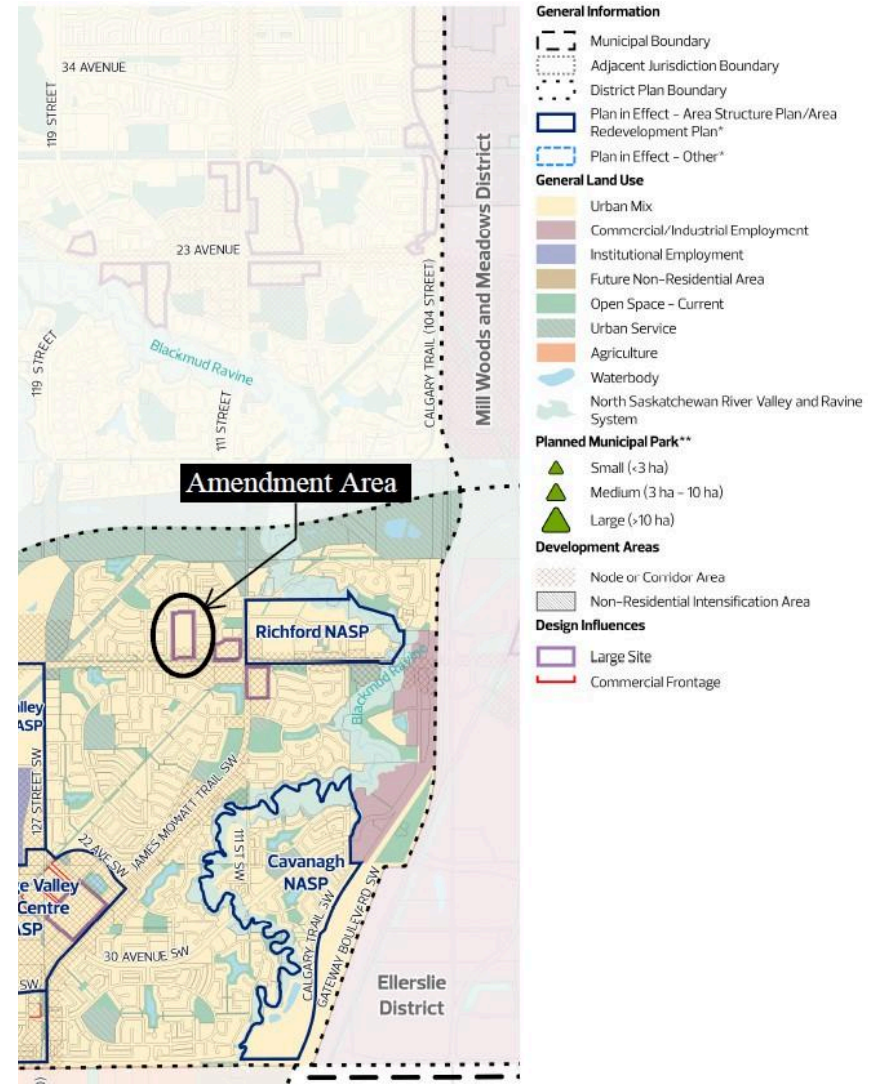
If you have questions about this application please contact:

Gilbert Quashie-Sam, Planner
780 496 6295
gilbert.quashie-sam@edmonton.ca

District Plan Land Use Concept Map Comparison (Portion of Map 4)



Current Land Use Concept Map



Proposed Land Use Concept Map