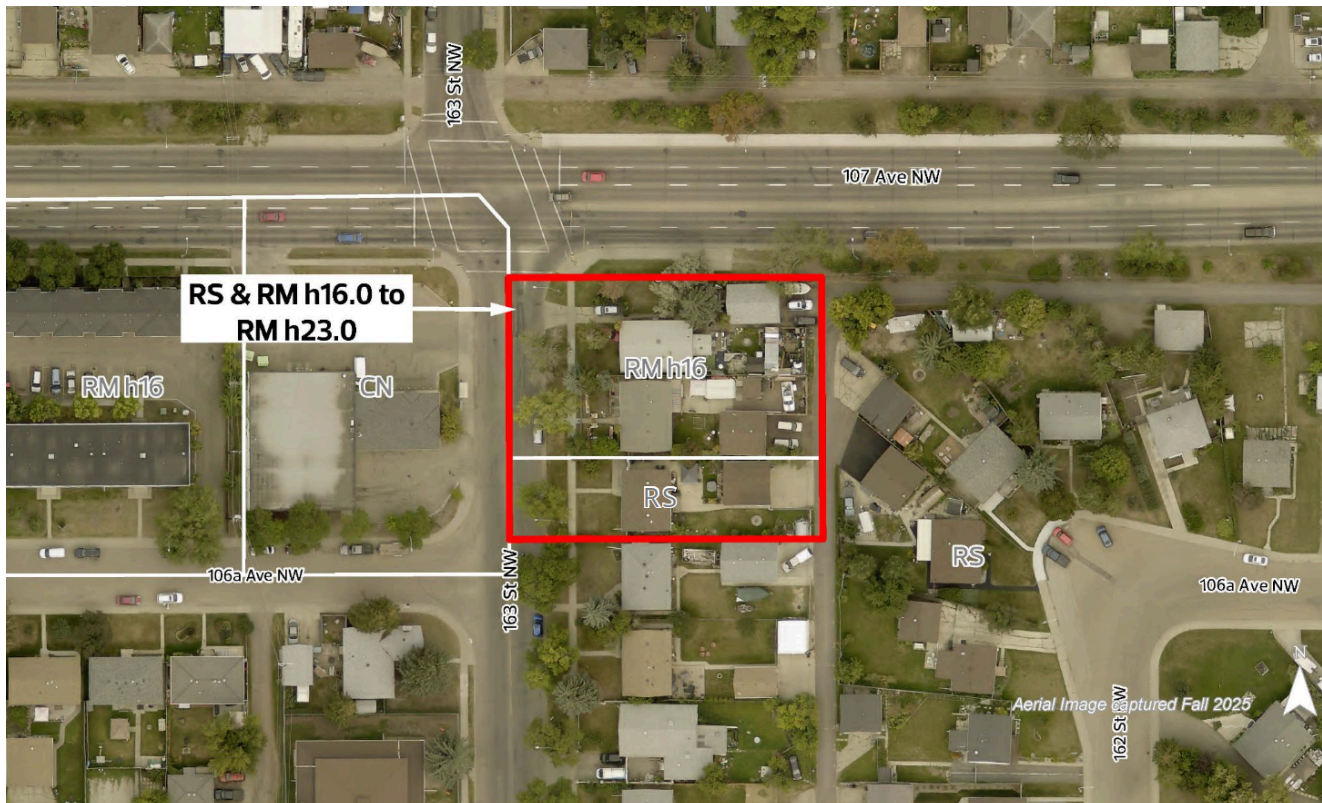


## 10571 & 10575 - 163 Street NW Position of Administration: Support



### Summary

Bylaw 21484 proposes a rezoning from the Small Scale Residential Zone (RS) and Medium Scale Residential Zone (RM h16.0) to the Medium Scale Residential Zone (RM h23.0).

Public engagement for this application included a mailed notice and information on the City's webpage. Six people were heard from, all in opposition. Most concerns were related to an increase in parking & traffic congestion in the area and reduced privacy.

Administration supports this application because it:

- Is compatible with surrounding land uses.
- Contributes to the goal of becoming a more compact city.
- Aligns with District Policy direction for appropriate locations for Mid Rise developments.

## Application Details

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

### Rezoning

The proposed Medium Scale Residential Zone (RM h23.0) would allow development with the following key characteristics:

- Multi-unit housing with a limited range of commercial uses at ground level.
- A maximum building height of 23 metres (approximately 6 storeys).
- A maximum floor area ratio of 3.0.

### Site and Surrounding Area

	Existing Zoning	Current Development
<b>Subject Site</b>	Small Scale Residential Zone (RS) Medium Scale Residential Zone (RM h16.0)	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>	Neighbourhood Commercial Zone (CN)	Car wash and convenience store



*View of the site facing south from 107 Avenue NW.*



*View of the site facing east from 163 Street NW.*

## **Community Insights**

This application was brought forward to the public using a basic approach. This approach was selected because little response was received from the initial mailed notifications. The basic approach included:

### **Mailed Notice, February 6, 2026**

- Notification radius: 60 metres
- Recipients: 55
- Responses: 6
  - In support: 0
  - In opposition: 6

### **Site Signage, February 27, 2026**

- One rezoning information sign was placed on the property so as to be visible from both 107 Avenue NW and 163 Street NW.

### **Webpage**

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

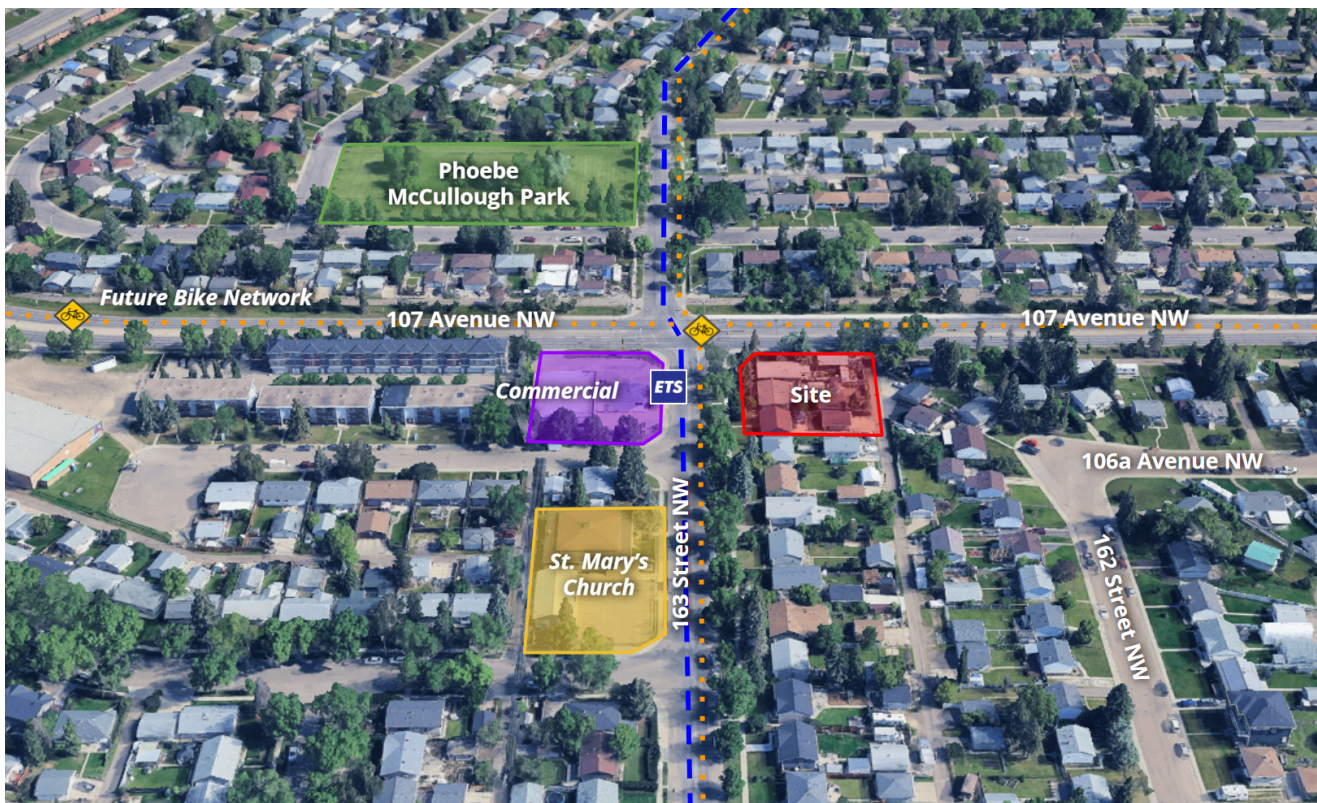
### **Notified Community Organizations**

- Britannia Youngstown Community League
- Mayfield Community League

## Common comments heard

- Rear alley
  - The alley behind the subject site is used by the community as an informal Shared Use Path along the south side of 107 Avenue NW. Concerns were heard regarding increased crime, foot, and vehicular traffic in the alley. (3)
  - Concerns were heard regarding the narrow width of the alley and difficulties for multiple vehicles to pass each other. (2)
  - The site is located at the inside corner of the alley which extends 250 metres to the south and 400 metres to the east. During construction access to residential properties could be limited in both directions. (2)
- Shadow impacts on neighbouring properties. (1)
- Availability of street parking on 163 Street NW is limited due to frequent services at St. Mary's Church. The proposed redevelopment will increase traffic and further restrict parking availability. (4)
- Reduced privacy of the neighbouring properties. (1)

## Application Analysis

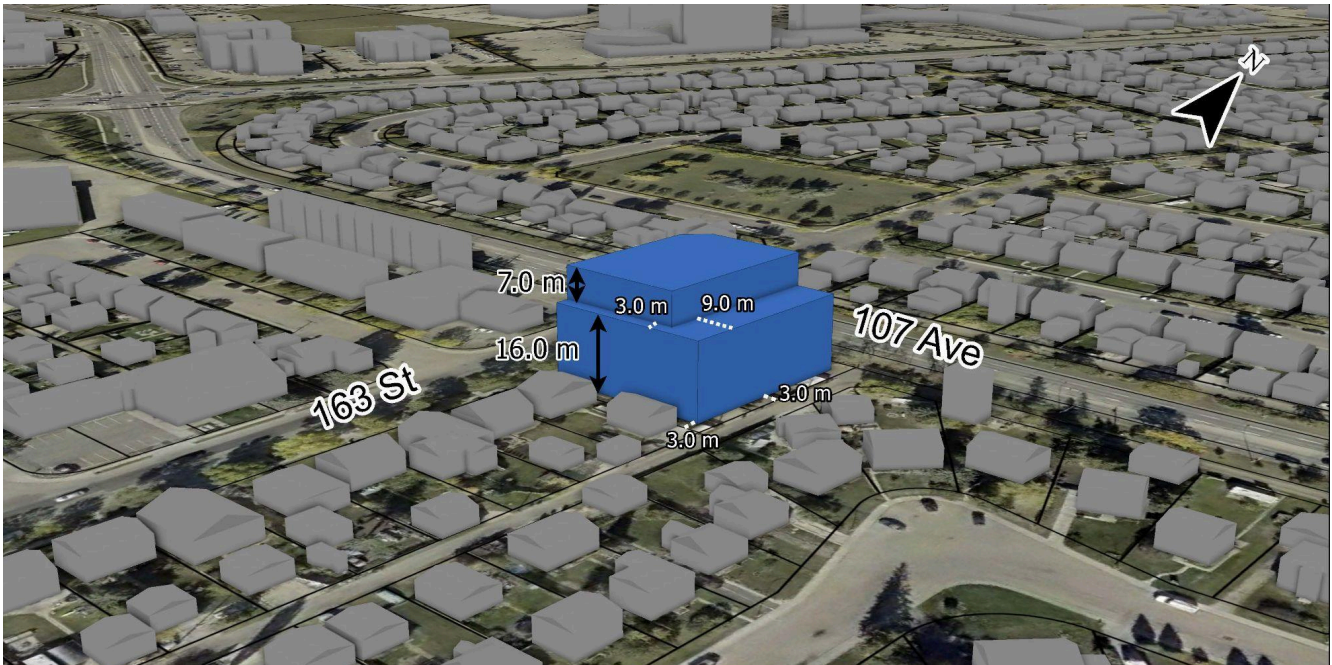


*Site analysis context.*

## Jasper Place District Plan

In the Jasper Place District Plan, the site is designated Urban Mix. District Policy categorizes the existing RM h16 Zone as Low Rise, which is supported in Urban Mix outside of nodes and corridors because this is a corner site located at the edge of the neighbourhood and faces two arterial roads. District Policy allows for consideration of additional scale, meaning Mid Rise, on sites that meet this criteria but also have a site size and context to allow for appropriate transition to surrounding development, like this does (see Land Use Compatibility section below).

While the proposed zone is supportable if considered as outside the nodes and corridors network, the area around this intersection could also be considered an emerging Local Node. Local Nodes are neighbourhood focal points that must include commercial uses and should also include another community use, such as a park, community hall, religious assembly or school. These features appear around the site as a car wash, convenience store, Phoebe McCullough Park, and St. Mary's Church. Mid Rise is supported at Local Nodes when the site is along an arterial or collector roadway, especially when there are strong active transportation connections and transit service. Both 107 Avenue NW and 163 Street NW are arterial roads, are planned to be district connector bike routes, and bus service is located on 163 Street NW.



*3D Model of the proposed RM h23.0 Zone showing maximum height, minimum setbacks in all directions, and maximum floor area ratio after accounting for the height and setbacks.*

## Land Use Compatibility

The subject site is located at the edge of the neighbourhood and is surrounded by roadways on three sides; 107 Avenue NW to the north and 163 Street NW to the west are arterial roads, and

an alley is located east of the site. These roadways act as a buffer to surrounding development and address community concerns by reducing both privacy impacts and shadow impacts.

To mitigate the impacts of redevelopment on the existing single detached home south of the site, the proposed RM h23.0 Zone requires an interior setback of 3.0 metres, increasing to 6.0 m for the upper storeys. The maximum Floor Area Ratio of 3.0 means that development cannot be built to the full height with the minimum setbacks on all four sides of the property, so it is possible that side setbacks or stepping back of upper storeys could be greater.

	<b>RS Current</b>	<b>RM h16.0 Current</b>	<b>RM h23.0 Proposed</b>
<b>Typical Uses</b>	Small scale residential	Low rise residential	Mid rise residential
<b>Maximum Height</b>	10.5 m	16.0 m	23.0 m
<b>Maximum Site Coverage</b>	45%	N/A	N/A
<b>Maximum Floor Area Ratio</b>	N/A	2.3	3.0
<b>Setback</b> (163 Street NW)	4.5 m	3.0 m	3.0 m
<b>Setback</b> (107 Avenue NW)	1.2 m	4.5 m	4.5 m
<b>Setback</b> (Alley)	10.0 m	3.0 m	3.0 m
<b>Setback</b> (Abutting Residential Lot)	1.2 m	3.0 m	3.0 m (up to 16 m in height) 6.0 m (above 16 m in height)

## Mobility

Vehicle access for the rezoning area will be restricted to the alley abutting the site, which was recently resurfaced in 2024 with a 4 metre wide paved surface, meeting the City's residential

standard for alleys. At the development permit stage, depending on the scale and density of the proposed building, further widening of the alley to support the development may be considered.

Planning and design is underway for future district connector bike routes along 107 Avenue NW and 163 Street NW. A local bus route operates on 163 Street NW and bus stops are within a 50 metre walk of the site.

## Utilities

The proposed rezoning is not anticipated to have a significant impact to the existing sanitary and storm sewer systems in the area, and these existing service connections can continue to be utilized.

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.

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 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: Tom Lippiatt

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination