

13640 - 142 Street NW

Position of Administration: Support



Summary

Bylaw 21426 proposes a rezoning from the Medium Industrial Zone (IM) to the Medium Scale Residential Zone (RM h23) to allow for medium scale housing. Charter Bylaw 21425 proposes an amendment to the Northwest District Plan to facilitate the proposed rezoning.

Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. No public feedback was received.

Administration supports this application because it:

- Aligns with the goals and policies of The City Plan.
- Aligns with District Policy objectives.
- Is compatible with surrounding land uses.
- Allows for the continued and orderly development of the McArthur Industrial neighbourhood.

Application Details

This application was submitted by Clarity Development Advisory on behalf of Nova Builders Inc.

Rezoning

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

- A range of multi-unit residential development up to 23.0 m in height (approximately 6 storeys).
- A maximum Floor Area Ratio of 3.0.
- A minimum density of 75 dwellings/hectare.
- Limited opportunities for commercial uses on the ground floor.

Northwest District Plan Amendment

Charter Bylaw 21425 proposes to amend the Northwest District Plan to:

- Amend Map 4: Land Use Concept to 1.25 Million to redesignate the land use from Industrial/Commercial to Urban Mix.
- Amend the boundary of the large site designation on Map 4: Land Use Concept to 1.25 Million.
- Extend the 137 Avenue Primary Corridor boundary westward to St. Albert Trail on Map 3: Nodes and Corridors map, and corresponding changes to all other District Plan maps to reflect the revised boundary of 137 Ave Primary Corridor.

Site and Surrounding Area

The subject site is located in the northern part of the McArthur Industrial neighbourhood along 142 Street NW (a local road), near 137 Avenue NW (arterial road). It is approximately 1 hectare in size and is currently undeveloped. The rezoning site is bordered to the west by the Cineplex Cinema building, to the south by the Christian Credit Union, and to the east by the CN rail right-of-way and the McArthur Supportive Housing site.

| | Existing Zoning | Current Development |
|---------------------|------------------------------------|----------------------|
| Subject Site | Medium Industrial Zone (IM) | Vacant |
| North | Business Employment Zone (BE) | Vacant |
| East | Alternative Jurisdiction Zone (AJ) | CN Rail right of way |
| South | Business Employment Zone (BE) | Office Building |
| West | Direct Control Zone (DC2 - 1014) | Commercial |



Site view looking south from 142 Street NW (Google Street View, May 2025)



Site view looking north west from 142 Street NW (Google Street View, May 2025)



Site view looking south east from 142 Street NW (Google Street View, May 2025)

Community Insights

This application was brought forward to the public using a broadened approach. This approach was selected because the proposed rezoning necessitates amendments to the Northwest District Plan, and the proposed administrative amendments impact areas beyond the rezoning site itself. The broadened approach included:

Mailed Notice, April 9, 2025 and Nov 24, 2025

- Notification radius: 120 metres
- Recipients: 84
- Responses: 0

Site Signage, April 30, 2025

- One rezoning information sign was placed on the property visible from 142 Street NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Cumberland / Oxford Community League
- The Wellington Park Community League
- Castle Downs Recreation Society Area Council
- Edmonton Area Council One Society Area Council

Application Analysis



Site analysis context

The City Plan

The City Plan identifies the site within the redeveloping area of the city. The proposed rezoning aligns with the Big City Moves “Rebuildable City” and “Community of Communities” by advancing city building outcomes that support residential infill at various scales and designs. The proposal also aligns with The City Plan’s direction to facilitate housing, job growth and intensification within nodes and corridors. It enables districts to foster a greater mix of land uses by adding housing units near existing services and infrastructure, allowing more Edmontonian’s to meet their daily needs within 15-minutes of where they live.

Northwest District Plan and District Policy

In the Northwest District Plan the site is located within the 137 Avenue Primary Corridor. The 137 Avenue Primary Corridor is an important urban thoroughfare that connects to the Northgate District Node and Clareview Major Node, and functions as a commercial hub for surrounding communities. District Policy 2.4.6.1 supports mid-rise development (defined as buildings between 5 and 8 storeys) throughout Primary Corridors. The proposed RM h23 Zone, which allows for a building of approximately 6 storeys is consistent with this policy direction.

The proposed amendment to Map 4: Land Use Concept to 1.25 Million would change the land use designation from Industrial/Commercial to Urban Mix for the rezoning site and the adjacent commercial area to the west. This amendment will facilitate the proposed rezoning and future redevelopment of the surrounding area by ensuring the map accurately reflects the existing land

use patterns in the area. The Urban Mix designation is also better suited to achieve the policy goals of a Primary Corridor, as it supports future redevelopment opportunities and aligns with The City Plan's goal of gradually transitioning such corridors toward more pedestrian-oriented, mixed use development.

The proposed amendment to the Large Site designation on Map 4: Land Use Concept to 1.25 Million better aligns with redevelopment potential and will facilitate future site integration. This change would give stronger policy direction to address known challenges related to the 137 Avenue and 142 Street intersection as the surrounding sites redevelop over time.

The proposed amendment to Map 3: Nodes and Corridors boundary map extends the 137 Avenue Primary Corridor boundary westward to the edge of St. Albert Trail. This amendment corrects a long-standing misalignment between the policy boundary and the existing commercial development footprint, Direct Control Zoning, and lot configuration.

Land Use Compatibility

This portion of the McArthur Industrial area has development with a predominantly commercial and residential built character, similar in form and structure to developments located north of 137 Avenue and across the CN rail right-of-way. The proposed RM h23 Zone would allow for medium-scale residential development with a maximum height of 23 metres, which is not permitted under the current IM Zone. The proposed RM h23 Zone better aligns with the site's size and surrounding context.

| | IM Zone Current | RM h23 Zone Proposed |
|---|--|---|
| Typical Uses | Industrial and limited commercial uses | Residential with limited opportunities for commercial |
| Maximum Height | 18.0 m | 23.0 m |
| Minimum Density | - | 75 dwellings/ha |
| Maximum Floor Area Ratio | 2.0 | 3.0 |
| Minimum Setback to Abutting Streets (142 Street NW) | 3.0 | 3.0 m |
| Minimum Setback to Abutting Sites | 6.0 m | 3.0 m |

Risk

The City reviews land use risk based on area-specific Quantitative Risk Assessment (QRA) reports. These reports are prepared by a registered professional and establish minimum setback requirements for different land use categories, consistent with the standardized risk assessment guidelines of the Major Industrial Accidents Council of Canada (MIACC).

The subject site is located 23 m from the western edge of a CN Rail right-of-way, a corridor that may transport dangerous goods. The applicable QRA for the McArthur Industrial Area (prepared by Thomson Environmental Consulting, 2018) establishes a 15 m setback from the edge of the rail right-of-way for sensitive uses. The proposed development exceeds the required setback from a Risk Assessment perspective.

The document produced by the Railway Association of Canada (RAC) and Federation of Canadian Municipalities (FCM) titled "Guidelines for New Development in Proximity to Railway Operations" recommends a minimum setback of 30 m from the edge of the rail right-of-way to any residential building. This setback can be achieved on the subject site. While the site is approximately 23 m from the corridor, a registered utility right-of-way along the eastern portion of the site requires a minimum 8 m setback, effectively pushing the proposed building location to beyond 31 m from the rail corridor.

Mobility

A Traffic Impact Assessment (TIA) was conducted by the applicant to evaluate the 142 Street NW and 137 Avenue NW intersection, including the closely spaced mall access on the south leg. The study found that the proposed rezoning would result in a marginal impact on the adjacent network.

With the development of the site, the owner will be required to construct a sidewalk along the south and west sides of 142 Street NW adjacent to the subject site and remove the inactive bus stop on 142 Street NW. Existing bike district connector routes near the site include 137 Avenue, St Albert Trail and 142 Street north of 137 Avenue.

ETS currently operates crosstown and local bus service nearby on 137 Avenue NW and 142 Street NW which provides transit riders connections to West Edmonton Mall Transit Centre, Clareview Transit Centre and LRT Station, Northgate Transit Centre and Westmount Transit Centre. One mass transit bus route is anticipated to operate nearby on 137 Avenue NW as part of the future mass transit network associated with the 1.25 million population scenario of the Edmonton City Plan. This route is anticipated to follow similar routing as current ETS frequent bus route 4 in the area.

Utilities

There are existing EPCOR owned facilities protected by a Utility Right-of-Way (URW) within the subject site that must remain. There are also existing sewer mains within the parcel not protected by a URW. The sewer mains not protected, will need a URW registered in favour of EPCOR at a later stage of the development process.

The proposed rezoning is not anticipated to have a significant impact to the existing sanitary and storm sewer systems in the area, and the existing service connections can continue to be utilized. Development allowed under the proposed zone would be required to include onsite stormwater management techniques utilizing a controlled outflow rate to mitigate its impact on the existing drainage infrastructure. Details of the 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.

Appendices

1. Northwest District Plan Map Comparisons

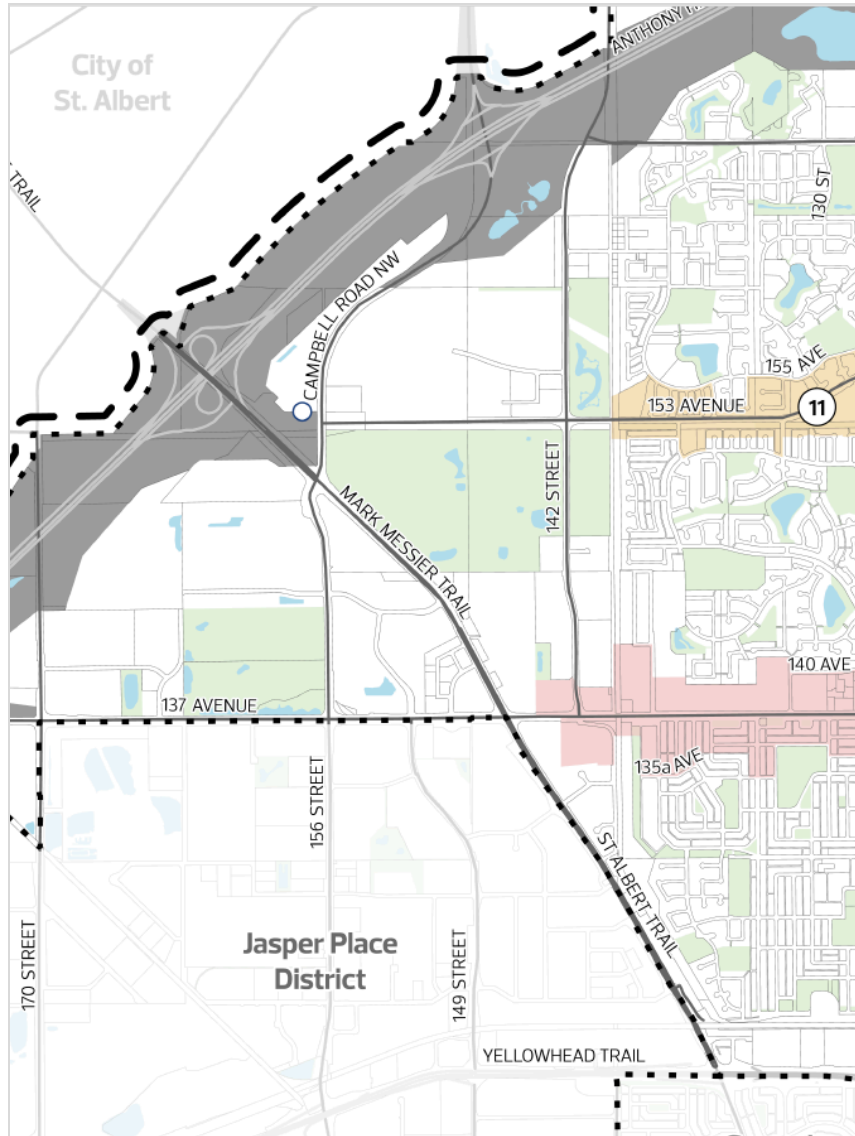
Written By: Eyouel Yimer

Approved By: Tim Ford

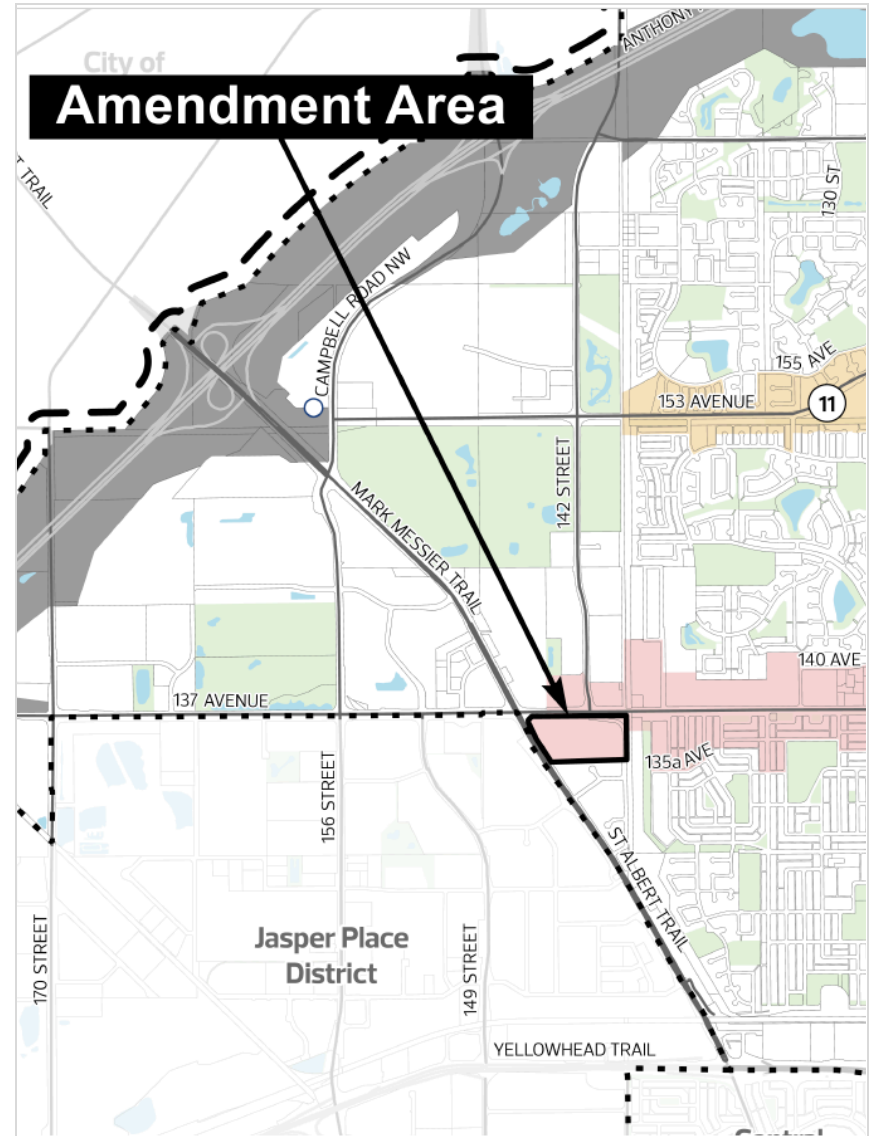
Branch: Development Services

Section: Planning Coordination

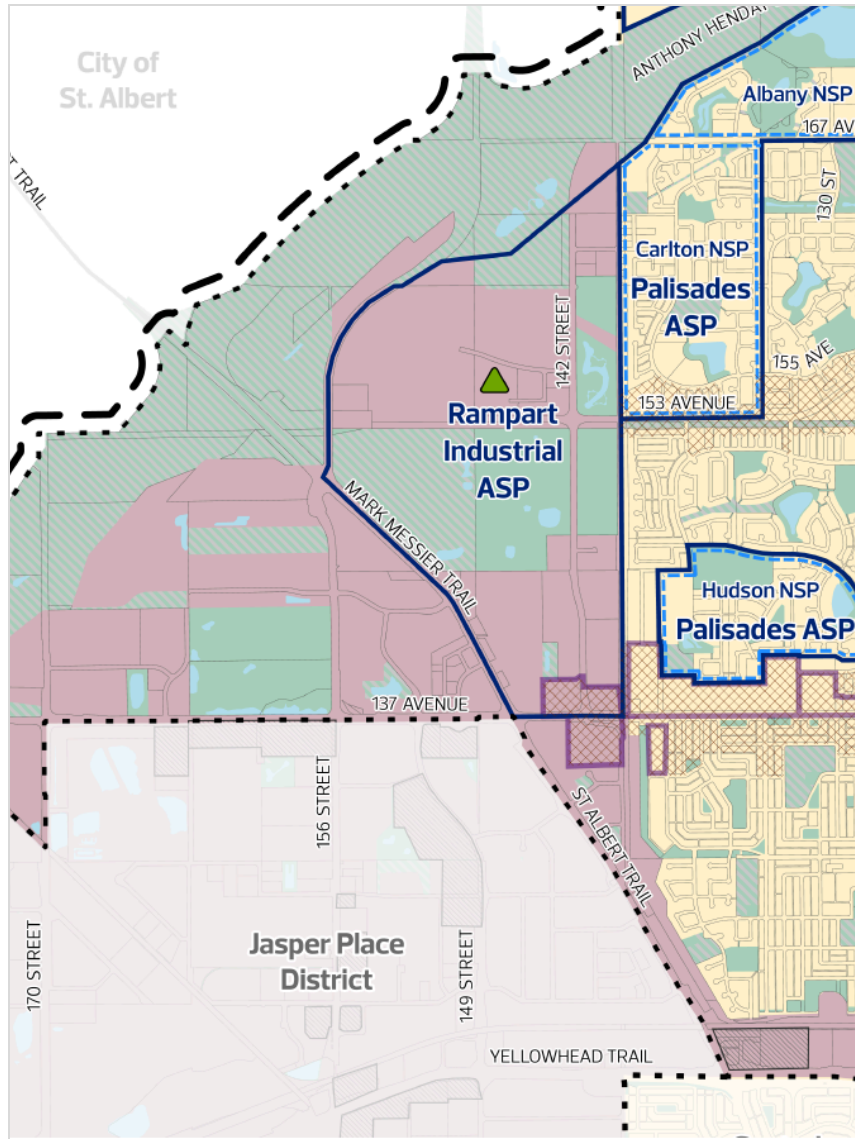
Northwest District Plan Map Comparisons



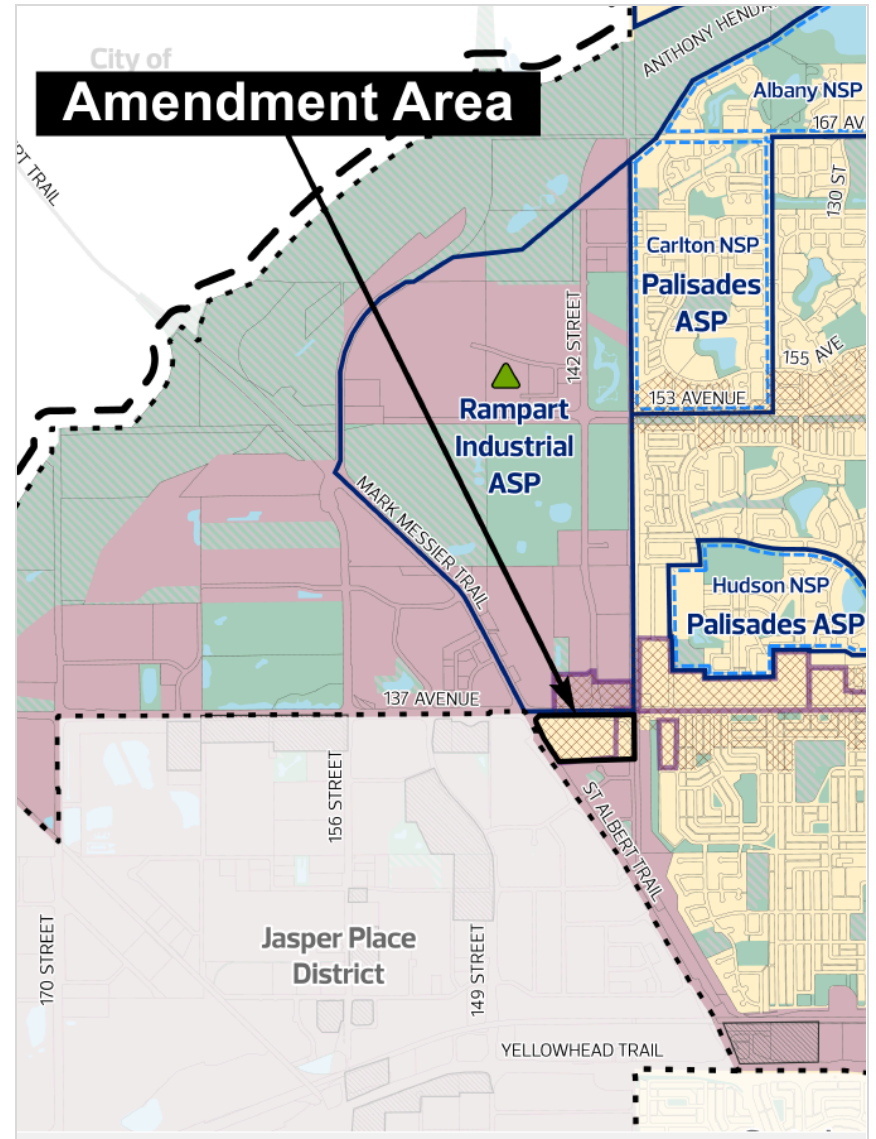
Current Map 3: Nodes and Corridors



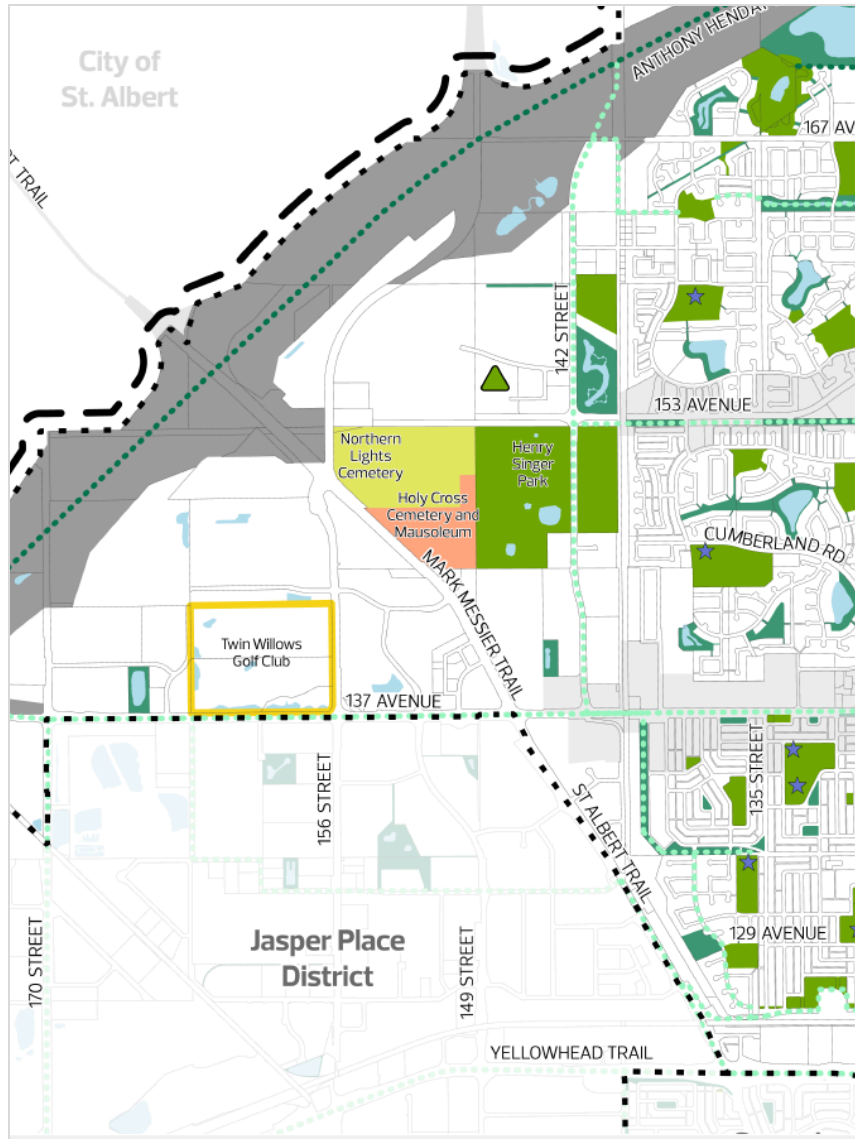
Proposed Map 3: Nodes and Corridors



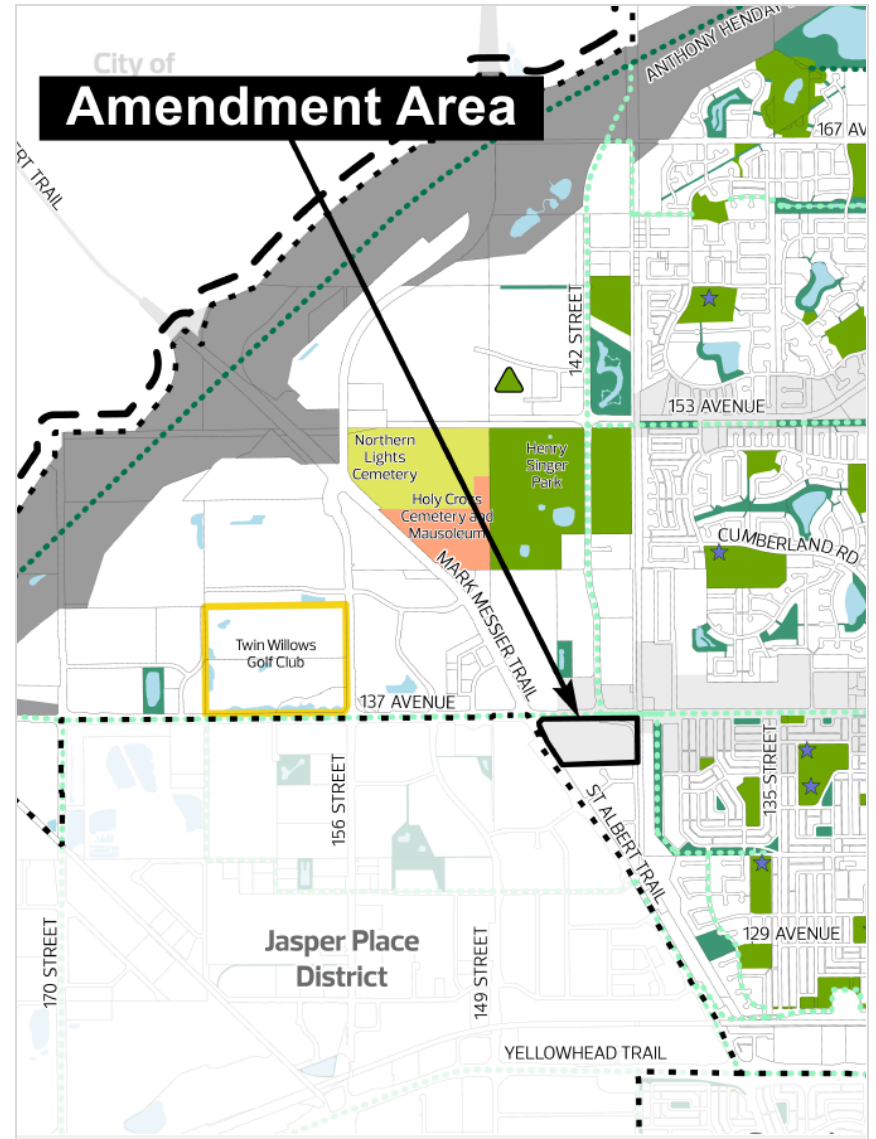
Current Map 4: Land Use Concept to 1.25 Million



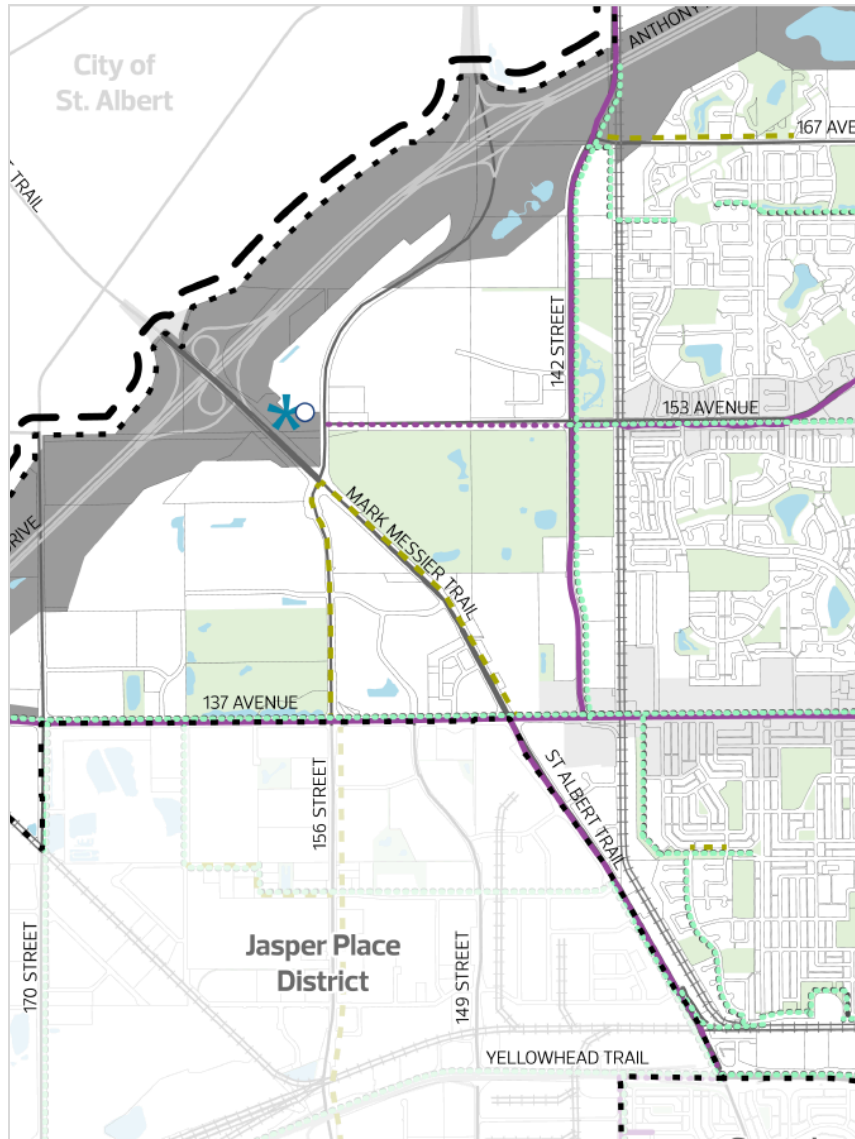
Proposed Map 4: Land Use Concept to 1.25 Million



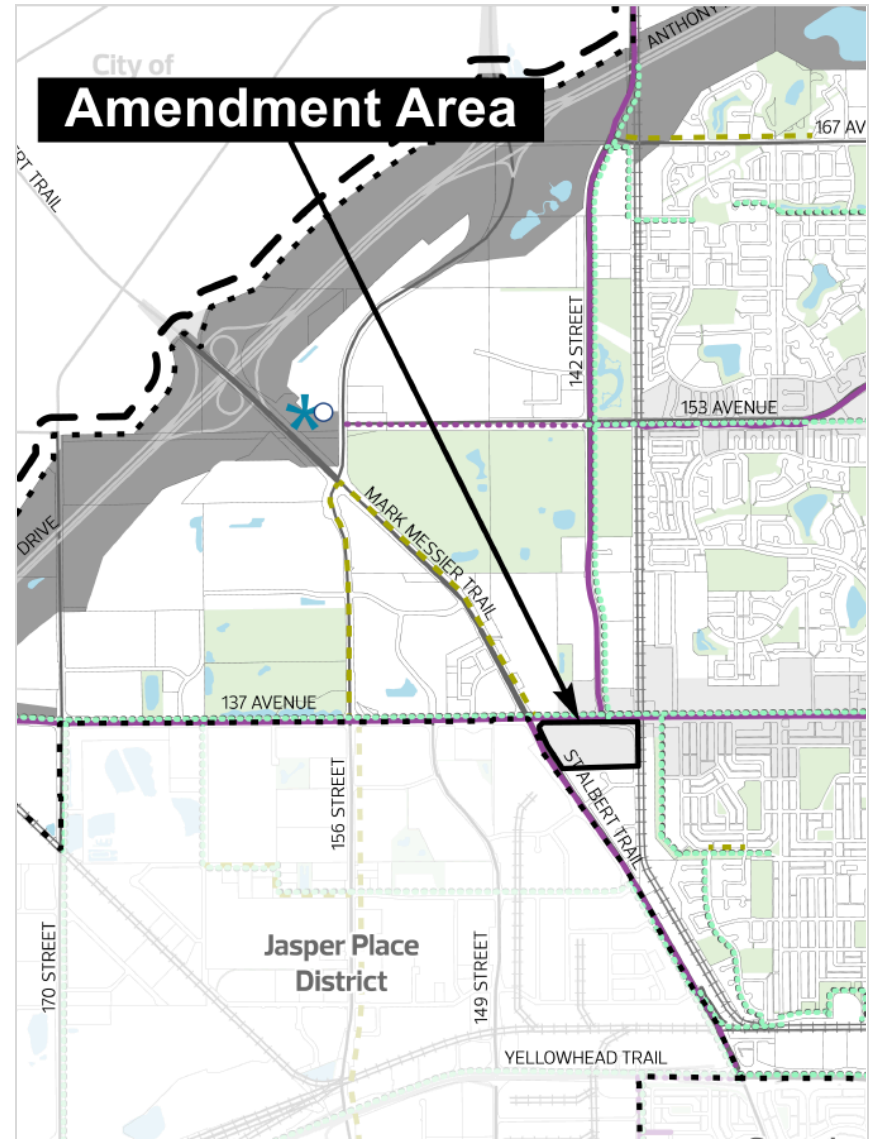
Current Map 5: Open Space and Natural Areas to 1.25 Million



Proposed Map 5: Open Space and Natural Areas to 1.25 Million



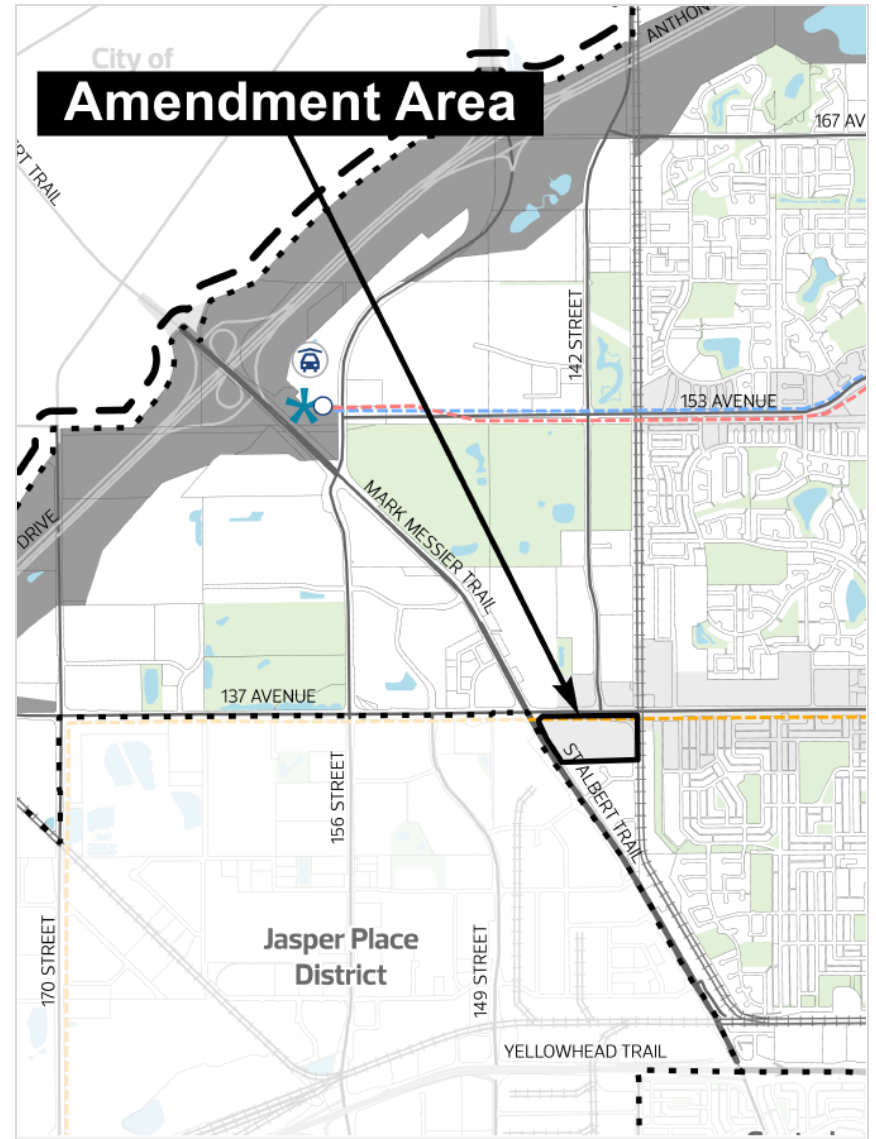
Current Map 6: Active Transportation to 1.25 Million



Proposed Map 6: Active Transportation to 1.25 Million



Current Map 7: Transit to 1.25 Million



Proposed Map 7: Transit to 1.25 Million