

14203-91 Avenue NW and 9046-142 Street NW Position of Administration: Support



Summary

Bylaw 21494 proposes a rezoning from the Small Scale Residential Zone (RS) to the Mixed Use Zone (MU h18 f3.5 cf) to allow for medium scale mixed-use development.

Public engagement for this application included a mailed notice, site signage, information on the City's webpage, and an Engaged Edmonton webpage. Administration heard from 318 people with most concerns related to the proposed building scale, loss of neighbourhood character, and increased parking/traffic congestion.

Administration supports this application because it:

- Proposes a scale of development which is appropriate within a Secondary Corridor.
- Enables people to easily complete their daily needs within close proximity to local businesses, open space, schools, and active travel options.

- Provides additional housing units, while ensuring an appropriate transition in scale.

Application Details

This application was submitted by Green Space Alliance on behalf of the landowner. The application has been revised twice since the initial submission.

Rezoning

The application originally proposed rezoning properties located at 9046 - 9044U 142 Street & 14203 - 91 Ave NW from the Small Scale Residential Zone (RS) to the the Mixed Use Zone (MU h23 f3.8 cf) and the Public Utility Zone (PU).

Based on feedback received during Phase 1 engagement, the applicant reduced the scale of the development to improve compatibility with the surrounding area. Key revisions included:

- Removal of the proposed Public Utility (PU) Zone at 9044U-142 Street NW (City-owned utility lot), with the site remaining zoned RS
- Rezoning for 14203-91 Avenue NW and 9046-142 Street NW was reduced from a height of 23 m to 21m and floor area ratio from 3.8 to 3.5.

Following Phase 2 engagement, the application was further revised to reduce the maximum height from 21 m to 18 m to enhance compatibility with currently existing built forms.

The proposed Mixed Use Zone (MU h18 f3.5 cf) would allow development with the following key characteristics:

- A range of uses that support housing, recreation, commerce, and employment opportunities up to a maximum height of 18 m (approximately 5 storeys)
- Mandatory commercial uses on the ground floor
- A Floor Area Ratio of 3.5

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Small Scale Residential Zone (RS)	Single Detached House (one storey)
North	Neighbourhood Commercial Zone (CN)	Commercial (one storey)
East	Small Scale Residential Zone (RS)	Single Detached House (one storey)
South	Small Scale Residential Zone (RS)	Utility Right of Way and Single Detached House
West	Small Scale Residential Zone (RS)	Single Detached House (one storey)



View of the site looking southwest from the intersection of 142 Street NW & 91 Avenue NW (Google Street View, August 2024)



View of the site looking northwest from the 142 Street NW Service Road (Google Street View, May 2025)

Community Insights

This application was initially brought forward to the public using a basic approach. Due to the large amount of feedback received the application was shifted to a broadened approach which included:

Mailed Notice, October 23, 2025

- Notification radius: 130 metres

- Recipients: 116
- Responses: 169
 - In support: 3
 - In opposition: 163
 - Mixed/Questions only: 3

Phase 1 Engaged Edmonton Webpage, November 10, 2025 to November 23, 2025

- Visited the page: 741
- Submitted a question or forum response: 82
 - In support: 4
 - In opposition: 74
 - Mixed/Questions only: 4

Phase 2 Engaged Edmonton Webpage, January 5, 2026 to January 18, 2026

- Visited the page: 660
- Submitted a question or forum response: 67
 - In support: 3
 - In opposition: 61
 - Mixed/Questions only: 3

Site Signage, October 14, 2025

- One rezoning information sign was placed on the property visible from both 142 Street NW and 91 Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

Optional Email Notifications

- my.edmonton.ca

Notified Community Organizations

- Parkview Community League

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

- Six-storey height is out of character with nearby predominantly 1- 2 storey single-family homes (137).
- No minimum on-site parking will lead to increased on-street congestion (142).

- Increased traffic poses safety risks for school children and pedestrians (97).
- Privacy and shadowing impacts from building overlook and reduced setbacks (65).
- Negative impacts on surrounding property values (48).
- Existing infrastructure is not capable of supporting additional density (34).
- The proposal is not responsible infill (28).
- The rezoning should not be approved without clear project timelines, early notification, and in-person engagement opportunities (28).

A full “What We Heard” Public Engagement Report, which summarizes the comments gathered during the two-phased engagement process, is found in Appendix 1. No formal feedback or position was provided by the community league.

Application Analysis

The City Plan

The City Plan combines Edmonton’s Municipal Development Plan and Transportation Master Plan, acting as the city’s strategic direction for planning and development. To achieve the City Building Outcomes, the plan calls for more intense forms of development to follow a network of nodes and corridors, while recognizing that all areas of the city will densify over time.

The City Plan identifies the site within the 142 Street Secondary Corridor. The proposed rezoning will contribute to the density target set for secondary corridors while aligning 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. It also enables districts to foster a greater mix of land uses by adding housing units near existing businesses, services and infrastructure, allowing more Edmontonian’s to meet their daily needs within 15-minutes of where they live.

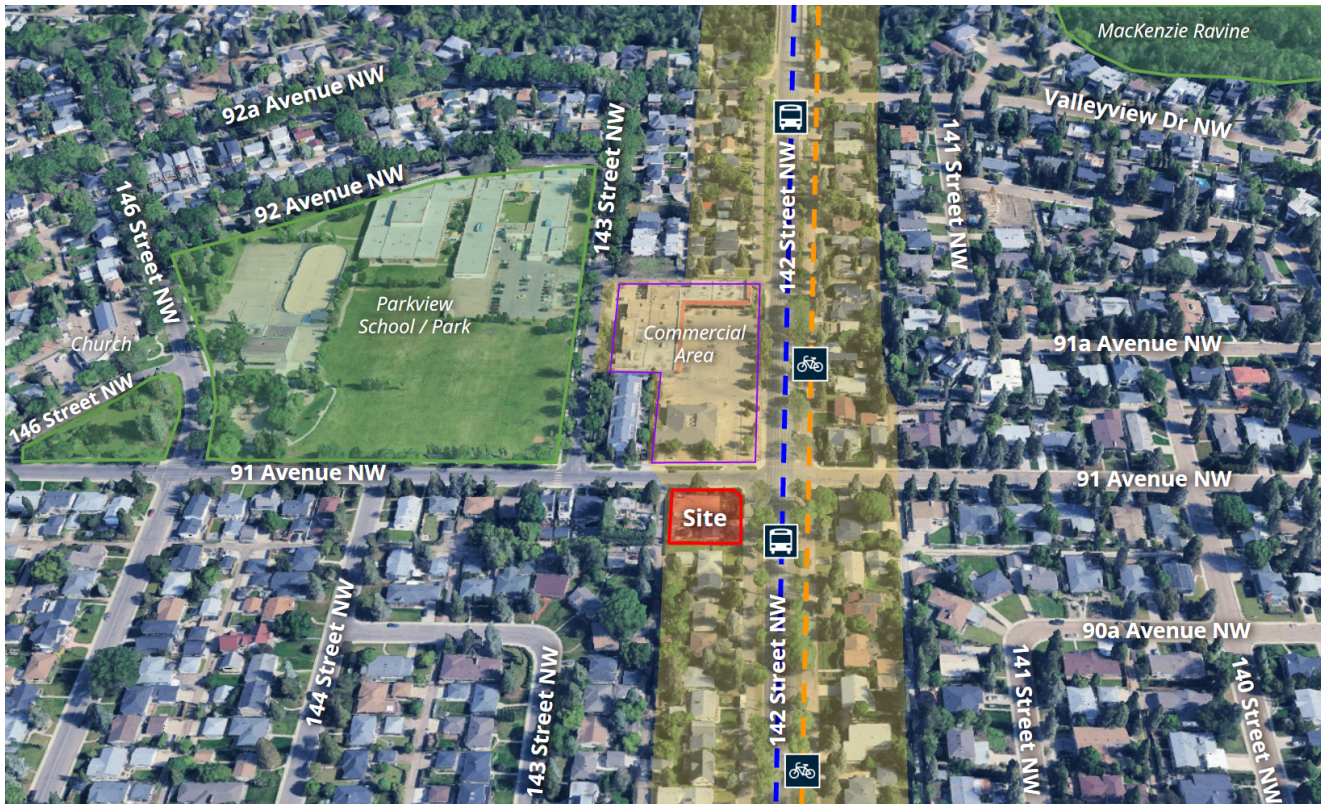
Jasper Place District Plan

In the Jasper Place District Plan the site is located within the 142 Street Secondary Corridor and is designated for Urban Mix uses. Urban Mix areas include a variety of land uses, including residential, commercial and mixed use development.

The 142 Street Secondary Corridor is an important urban thoroughfare that links to the Stony Plain Primary Corridor and functions as a local hub for surrounding communities. District Policy 2.4.7.2 supports Mid-Rise (defined as buildings between 5 and 8 storeys) developments within Secondary Corridors along Arterial Roadways like 142 Street.

The proposed MU h18 f3.5 cf Zone, which permits an approximately 5 storey mixed use building, aligns with this policy direction.

Land Use Compatibility



Site analysis context

The subject site is a corner lot bordering right-of-ways on all four sides with an arterial roadway to the east, a collector roadway to the north, an alley to the west, and a Public Utility lot to the south. This context provides separation from surrounding properties and reduces impacts on small-scale residential uses. The site is close to key amenities such as Parkview Public School, Mackenzie Ravine, Parkview Community League, St. Rose Catholic School, Parkview Park, and a commercial area to the north that functions as a local destination for the surrounding community.

The site is accessible by transit and active modes, with a district connector bike route and bus service available along 142 Street NW. In addition, planning and design for the renewal of the Parkview neighbourhood (east of 142 Street) is underway, with construction anticipated to begin in 2028.

The current RS Zone allows for a range of small-scale residential development up to 3 storeys in height with up to 14 dwelling units if the lots were consolidated. In comparison, the proposed MU h18 f3.5 cf Zone would allow for a five-storey mixed-use development with ground-floor commercial uses, which better aligns with the site's context and visibility along 142 Street.

Key differences between the current RS Zone and the proposed MU h18 f3.5 cf Zone include:

- An additional 7.5 m in height.
- The introduction of commercial uses on the ground floor.
- No maximum number of dwelling units.
- Reduced front and flanking setbacks and increased setback to abutting properties.

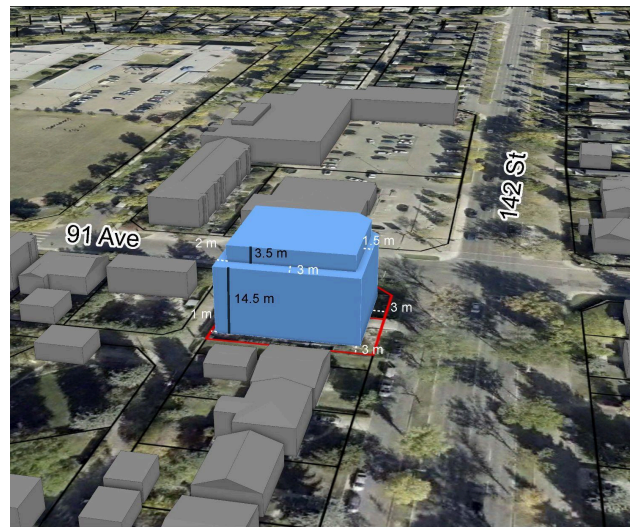
In addition to the separation provided by the abutting rights-of-way, stepbacks are required for portions of the building above 16 m (approximately 4 storey) in height along all property lines. This includes a 3 m stepback along the southern property line, a 2 m stepback along the western property line, and stepback requirements ranging from 1.5 m to 3.5 m along the front and flanking roadways. These requirements create additional separation and help provide an appropriate transition to nearby small-scale residential properties.

The proposed scale and uses in the zone are appropriate at this location. A comparison of key differences between the zones is provided below:

	RS Current	MU h18 f3.5 cf Proposed
Typical Uses	Small scale residential	Multi-unit residential Required commercial on ground floor
Maximum Height	10.5 m	18 m
Maximum Floor Area Ratio	n/a	3.5
Minimum Front Setback (142 Street NW)	4.5 m	1.0 - 3.0 m 4.5 m (for portions of development greater than 16.0 m in Height)
Minimum Interior Side Setback	1.2 m - 1.9 m	3.0 m 6.0 m (for portions of development greater than 16.0 m in Height)
Minimum Flanking Side Setback (91 Avenue NW)	1.2 m - 2.0 m	1.0 - 3.0 m 4.5 m (for portions of development greater than 16.0 m in Height)
Minimum Rear Setback (Alley)	10.0 m	1.0 m 3.0 m (for portions of development greater than 16.0 m in Height)
Maximum Site Coverage	45%	n/a
Maximum Number of Dwellings	14	n/a



Current RS Zone 3D Model



Proposed MU h18 f3.5 cf Zone 3D Model



Proposed MU h18 f3.5 cf Zone 3D Model using the maximum front and flanking setbacks (showing the potential built form allowed for the adjacent properties to the north and south)

Mobility

The rezoning site is well-served by multiple transportation options and is not expected to have a significant impact on the network. There is an existing district connector bike route along 142 Street NW. Bus service is available adjacent to the rezoning site on 142 Street NW, including frequent, local and school special routes. To promote pedestrian connectivity and transit access, a sidewalk along the 142 Service road will be required with redevelopment of the site.

Access to the site will be restricted to the abutting alley, and existing accesses to 142 Street NW service road and 91 Avenue NW will need to be removed. Upgrades to the alley may be required as determined at the development permit stage.

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.

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

Appendices

1. "What We Heard" Public Engagement Report

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Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination



Public Engagement Feedback Summary

Project Address: 14203 - 91 Ave NW, 9044U - 142 St NW, and 9046 - 142 St NW

Project Description: The City has received a rezoning application from Green Space Alliance. The application originally proposed rezoning properties located at 9046 - 9044U 142 Street & 14203 - 91 Ave NW from the Small Scale Residential Zone (RS) to the the Mixed Use Zone (MU h23.0 f3.8 cf) and the Public Utility Zone (PU). Phase 1 online engagement ran from November 10 to November 23, 2025.

Based on feedback received during Phase 1 engagement, the application was revised to reduce the scale of the development and improve compatibility with the surrounding area.

Key revisions to the application include:

- The proposed rezoning for 14203–91 Avenue NW and 9046–142 Street NW has been reduced from the Mixed Use Zone MU h23 f3.8 cf to MU h21 f3.5 cf. This change results in:
 - A reduction in the maximum permitted building height from 23 metres to 21 metres; and
 - A reduction in the maximum permitted Floor Area Ratio (FAR) from 3.8 to 3.5, decreasing the total allowable floor area from 4,195 m² to 3,864 m².
- Removal of the proposed Public Utility (PU) Zone from the City-owned lot at 9044U–142 Street NW, allowing the site to remain zoned RS. As a result, the required setback for portions of the mixed-use development exceeding 16 metres (approximately 4 storeys) in height increases from 3.0 metres to 6.0 metres. This increased setback improves the built form transition and further mitigates impacts on properties located to the south of the rezoning area.

The proposed Mixed Use Zone (MU h21.0 f3.5 cf) would allow for:

- A range of uses that support housing, recreation,

commerce, and employment opportunities

- Mandatory commercial uses on the ground floor
- A maximum height of 21.0 m (approximately 6 storeys)
- A Floor Area Ratio of 3.5

Engagement Format: Online Engagement Webpage - Engaged Edmonton:
<https://engaged.edmonton.ca/parkviewrezoning>

Engagement Dates: November 10, 2025 - November 23, 2025 (Phase 1)
January 5, 2026 - January 18, 2026 (Phase 2)

Number Of Visitors:

- Visited the page:
 - 741 on Phase 1
 - 660 on Phase 2
- Submitted a question or forum response:
 - 82 on Phase 1
 - 67 on Phase 2
- Contacted the planner directly:
 - 153 on Phase 1
 - 16 on Phase 2

About This Report

The information in this report includes summarized feedback received during two rounds of online engagement on the Engaged Edmonton platform, as well as through direct emails and phone conversations with the file planner.

Phase 1 Engagement includes all feedback received on the initial rezoning application. This consists of:

- Online feedback collected through the Engaged Edmonton platform, which was open from November 10 to November 23, 2025; and
- Comments received through direct emails and phone calls to the file planner up to December 31, 2025.

Phase 2 Engagement includes all feedback received on the revised rezoning application. This consists of:

- Online feedback collected through the Engaged Edmonton platform from January 5 to January 18, 2026; and
- Comments received through direct emails and phone calls to the file planner between January 1 and January 23, 2026.

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

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 their answers are also included in this report.

This section summarizes the main themes collected.

Number of Responses from Phase 1 engagement: 235

In Opposition: 222

In Support: 7

Mixed / Questions only: 6

Number of Responses from Phase 2 engagement: 83

In Opposition: 77

In Support: 5

Mixed / Questions only: 1

★ The most common **concerns** heard were:

Scale and Neighbourhood Character: The proposed height, massing, and density are incompatible with the surrounding low-rise residential character. Residents expressed that the scale would fundamentally change the neighbourhood and negatively impact livability through shadowing and loss of privacy.

Parking and Traffic Congestion: Limited or no on-site parking would increase congestion on surrounding residential streets and worsen traffic conditions at nearby intersections. Parking spillover and winter snow clearing were identified as specific operational challenges. Parking congestion also poses a safety risk, as it could reduce visibility and endanger pedestrians.

Safety Concerns: Safety was a major theme, particularly related to increased traffic near schools and pedestrian routes. Respondents highlighted existing visibility issues and collision risks at nearby intersections and expressed concern about emergency vehicle access.

Impact on Property Value and Affordability: Several residents expressed concern that the rezoning could negatively affect surrounding property values and that the proposed development would not meaningfully contribute to affordable housing. Some linked potential decreased property values to long-term financial and retirement security.

Policy Context: Some comments indicated the rezoning is not appropriate for this location, as it is outside of walking distance to LRT and could set a precedent for similar rezonings in established low-density neighbourhoods. While the site is served by bus routes, many respondents felt that current transit frequency and reliability do not support higher-density development. Transit service levels were viewed as insufficient to offset reduced parking requirements.

Community Amenities and Infrastructure: Comments indicated that existing amenities are already at capacity and that additional density could strain infrastructure such as roads, water, and sewer systems. Some residents raised concerns about garbage storage, collection logistics, and potential visual impacts associated with servicing a multi-unit building. Some residents expressed concern that infrastructure upgrades would occur only after impacts are experienced.

Engagement: Some residents indicated that notification and engagement occurred too late in the process or lacked sufficient clarity. There were requests for earlier, more transparent, and in-person engagement opportunities to better understand the proposal and its implications.

Other Themes: Additional comments reflected opposition to the pace and cumulative impact of redevelopment in the area, alongside support for smaller-scale, incremental infill that better integrates with existing neighbourhood context.

Requests were made to restrict certain commercial uses and to apply stronger design and use controls. These comments focused on ensuring compatibility with nearby residential uses, particularly given the proximity to schools.

Some submissions expressed support for infill or increased density in principle, but opposed the rezoning application as proposed, citing site specific concerns related to scale, height, neighborhood character, traffic and parking.

★ The most recurring comments of **support** heard were:

Location: A smaller number of respondents felt the site's corner location along an arterial roadway makes it more suitable for redevelopment than interior residential or mid-block sites, suggesting it is a more suitable location for this type of development within the neighbourhood.

Policy Context and Growth Direction: A small number of submissions supported the rezoning as consistent with broader City objectives to accommodate growth within existing neighbourhoods. These comments emphasized the importance of enabling redevelopment inside the city rather than continued outward expansion.

Housing Supply and Choice: A few comments noted that the rezoning could contribute to additional housing options, including rental and multi-unit forms. These respondents viewed the proposal as an opportunity to increase housing availability in an established area.

What We Heard on Phase 1 Engagement

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

Scale and Neighbourhood Character

- Six-storey height is out of character with predominantly 1- 2 storey single-family homes (137).
- Privacy and shadowing impacts from overlook and reduced setbacks (65).
- Building massing and density are excessive for the site (41).
- Development would fundamentally alter the character of the neighbourhood (38).

Parking and Traffic Congestion

- No minimum on-site parking will lead to increased on-street congestion (142).
- The proposal will worsen traffic issues at the intersection of 142nd Street and 91st Avenue (98).
- Spillover parking will clog residential streets, service roads, and alleys (75).
- Open Option Parking policy is unsuitable for this location (22).

Safety Concerns

- Increased traffic will create safety risks for school children and pedestrians (97).
- Poor visibility and collision history at the intersection would worsen with this project (60).
- Emergency vehicle access potentially constrained by congestion and parking (27).
- Safety hazards (crowding/visibility) on the adjacent bus stop (18).

Property Value and Affordability

- Negative impacts on surrounding property values (48).
- The proposal will not provide meaningful affordable housing options (29).
- Concerns regarding long-term financial security of homeowners in the area (24).

Community Amenities and Infrastructure

- Existing infrastructure is not capable of supporting additional density (34).
- No demonstrated need for additional commercial space; existing commercial properties nearby are vacant (35).
- Concerns about cumulative impacts of multiple nearby developments (21).

- Winter snow clearing would be negatively impacted by increased street parking (21).
- Existing schools and other community services do not have the capacity to support the proposed density (18).
- Concerns about garbage storage, smell, and bin placement (16).
- The proposed development will increase littering and impacts waste collection capacity in the neighbourhood (10).

Policy Context

- The proposal is not responsible infill (28).
- Rezoning is not appropriate outside a Transit Oriented Development (TOD) area, and the existing transit service can not support higher density development (18).
- This rezoning sets an undesirable precedent for further large-scale developments in established low-density neighbourhoods (15).
- The city-wide densification or “15-minute neighbourhood” policies override local context (15).
- The site should redevelop under existing RS zoning; rezoning is not required (14).
- Avoid TOD-level density without corresponding transit investment (3).

Public Engagement and Available Information

- The rezoning should not be approved without clear project timelines, early notification, and in-person engagement opportunities (28).

Other Comments

- Loss of trees/green space (10).
- Noise and light pollution: the proposed building, with its retailers and associated vehicle traffic (cars and trucks), will create noise and light pollution that will negatively impact adjacent homes (8).
- Construction Disturbance (4).
- Increased fire risk (2).

Reasons For Support

- Site’s corner location on a major road is suitable for increased density (4)
- The proposed development would have a positive impact on local businesses in the area (2)
- The proposed development will contribute to the declining student population (1)
- The proposed additional density would increase the value of the land for nearby properties (1)
- The rezoning could contribute to additional housing options, including rental and multi-unit forms (1)
- The proposed rezoning aligns with City’s planning goals for densification, reducing sprawl, and accommodating growth along corridors (1)

While not directly in support, we heard from 21 residents that they would support redevelopment at a scale and design that better reflects the existing neighbourhood character.

Suggestions For Improvement

- Reduce building height to 2 - 4 storeys (28)
- Provide adequate on-site parking (underground or surface) (25)
- Clarify how waste collection and servicing will be managed on-site (14)
- Prioritize high-density builds in the Blatchford development, downtown, or directly adjacent to LRT lines (13).
- Restrict certain commercial uses (e.g., cannabis or adult-oriented businesses) due to proximity to schools and the residential character of the area (12)
- In-person engagement opportunities early in the process should be required (11)
- Incorporate stronger architectural controls to minimize shadowing and privacy impacts to surrounding low-density homes (7)
- Install full traffic signals at the intersection of 142 Street and 91 Avenue, it currently only has pedestrian-activated signals (6)
- Utilize nearby vacant/commercial lots instead (5).
- Implement "Local Traffic Only" signage to prevent commuters from using 91 Avenue as a shortcut to avoid 142/149 Street congestion (1).
- City administration should provide technical advice to residents on how to effectively oppose rezoning applications (1)

Questions & Answers (Phase 1 Engagement)

1. Is it the intent of the proponent to consolidate the lots to support the proposed development? Can the proponent share the site plan being submitted as part of the rezoning application?

Yes, the intent of the applicant is to consolidate the two lots (14203 - 91 Ave NW and 9046 - 142 St NW) to support the proposed development. The city-owned lot at 9044U - 142 Street NW is currently used for public utilities and will remain as is.

The file is currently in the rezoning stage. It is important to note that applicants are not required to submit a site plan or building design during the rezoning phase. These details will be reviewed in the subsequent development permitting stage, which only occurs should the rezoning be approved by City Council.

During the rezoning stage, City staff and external partners assess whether the proposed zone aligns with Council approved statutory plans, planning principles, and infrastructure requirements.

2. Parking will be a concern with this proposal. What are you going to require that the

developer's parking problem does not become the neighborhood's parking problem?

Parking is addressed through a future development permit process, and the City follows an [Open Option Parking Policy](#), which means there are no minimum parking requirements for new developments.

Removing parking minimums doesn't necessarily mean that no parking will be provided. Businesses and homeowners know their parking needs best and have an interest in ensuring they are met, making this approach more likely to result in the "right amount" of parking.

Please also refer to the [City's Curbside Management Strategy](#), as it provides clear guidance on how on-street parking and curbside spaces are planned, prioritized and managed.

- 3. Please share the plan for parking for the proposed building? Is on site parking available for residents and/or clients? If no, where are they expected to park? With a school zone within meters of the 6 story building, safety is a concern. As well, that corner is difficult to navigate if you are travelling east on the avenue and turning north onto 142nd Street?**

Transportation review on rezoning stage:

City of Edmonton Transportation Engineers review rezoning applications to determine whether any infrastructure upgrades are necessary to support the requested zoning. The costs for these upgrades are the responsibility of the developer.

Parking:

Details, such as the amount of on-site parking, will be determined at the development permit stage. The City follows an [Open Option Parking Policy](#), which means there are no minimum parking requirements for new developments. Removing parking minimums doesn't necessarily mean that no parking will be provided. Businesses and homeowners know their parking needs best and have an interest in ensuring they are met, making this approach more likely to result in the "right amount" of parking.

Please also refer to the [City's Curbside Management Strategy](#), as it provides clear guidance on how on-street parking and curbside spaces are planned, prioritized and managed.

- 4. 10 m seems very high for the area and this intersection is already quite busy throughout the day. The developer should provide a site plan of how the building will look like on this site. Also, how many units will be here? As someone who lives quite close by I think that going from a 2 storey to 6 storey building on such a small site will look ridiculous. Please provide how the developer will make this building not look like an eyesore.**

Important note: Site plan and building design are not required for rezoning applications for a standard zone such as the MU h23 f3.8 cf Zone. Site plan and building design details will be reviewed in the subsequent development permitting stage, which only occurs should the rezoning application be approved by City Council.

Land Use Guidelines:

The subject property is part of the 142 Street Secondary Corridor which is envisioned for larger and denser development in the form of low-rise (4 storey) and mid-rise (5 to 8 storey) buildings.

Understanding Potential Built Form:

This Engaged Edmonton webpage provides visual representations of the potential built form allowed under the current Small Scale Residential (RS) Zone and proposed Mixed Use (MU h23.0 f3.8 cf) Zone. To view these, please click on the "Learn More" section and expand "Application Details." You will find a description of the proposed rezoning and potential 3D models. It is important to understand that these models represent a general idea of the maximum development possible under these zones.

Managing Scale and Transition with the Proposed Mixed Use Zone:

The proposed Mixed Use Zone has built in regulations designed to manage the impacts from larger buildings and ensure an efficient transition to surrounding properties. This includes:

- Setbacks: Determine the minimum distance a building must be from the property line
- Floor Area Ratio (FAR): Limits the overall size of the building in relation to the size of the site.
- Stepbacks: Requirements for upper floors to be set back from the floors below. This minimizes the perceived bulk of the building and improves its transition to neighbouring sites.

There are also regulations around architectural design and facade articulation that enhance good design practices.

5. Parking and height of buildings?

Proposed Height:

The proposed rezoning applies to the 3 lots located at the intersection of 142 Street and 91 Avenue NW. Two of these lots, 14203 - 91 Ave NW and 9046 - 142 Street NW, are proposed for the Mixed Use Zone (MU h23 f3.8 cf). The third lot, 9044U - 142 Street NW, which is city-owned, is proposed for the Public Utility Zone (PU).

The proposed Mixed Use Zone (MU h23 f3.8 cf) would allow for a maximum height of 23 m (approximately 6 storey) multi-unit building that supports residential uses above ground floor and commercial uses on ground floor. The proposed Public Utility Zone (PU) at the City-owned lot located at 9044U - 142 Street NW allows for the development and protection of infrastructure, systems, and facilities.

Parking:

Details, such as the amount of on-site parking, will be determined at the development permit stage. The City follows an [Open Option Parking Policy](#), which means there are no minimum parking requirements for new developments. Removing parking minimums doesn't necessarily mean that no parking will be provided. Businesses and homeowners know their parking needs best and have an interest in ensuring they are met, making this approach more likely to result in the "right amount" of parking.

6. The city is committed to "Vision Zero" and the newly elected Mayor (and many other councillors) have committed to lowering midblock maximums and to maintain old trees in mature neighbourhoods. This current plan is proposing a six story building with no parking and is taking up multiple lots which would require many trees to be cut down. How do these plans enhance street safety and encourage mature trees? It appears to only benefit the developers.

Trees on public property:

At the Development Permitting stage (before construction begins), The [Public Tree Bylaw](#) requires that all public trees that are located within 5 meters of a construction site or an active haul route must have a tree protection plan in place. A tree protection permit is required prior to starting any construction work. For more information on tree protection in Edmonton, please visit <https://www.edmonton.ca/treep permit>.

If any tree damage occurs, remediation or removal will be required and must be covered by the developer in accordance with the [Corporate Tree Management Policy \(C456C\)](#). This includes compensation for the value of trees that are fully or partially lost, as well as operational and administrative fees.

Trees on private property:

The City doesn't require trees on private property to be preserved. However, [Section 5.6 subsection 7 of the Zoning Bylaw](#) offers incentives to retain mature trees during redevelopment. If trees must be removed, the bylaw requires developers to plant multiple replacement trees.

Vision Zero:

The City of Edmonton's [Vision Zero](#), outlined in the Safe Mobility Strategy 2021-2025, aims to eliminate traffic related serious injuries and fatalities by creating safer and more livable streets for everyone.

As part of the review process for rezoning applications, City of Edmonton Transportation Engineers review rezoning applications to determine if any infrastructure upgrades are necessary to accommodate the proposed zoning. This assessment also addresses potential traffic safety concerns resulting from new developments. Developers are responsible for the costs of any required infrastructure upgrades to mitigate these issues.

Parking:

Details, such as the amount of on-site parking, will be determined at the development permit stage. The City follows an [Open Option Parking Policy](#), which means there are no minimum parking requirements for new developments. Removing parking minimums doesn't necessarily mean that no parking will be provided. Businesses and homeowners know their parking needs best and have an interest in ensuring they are met, making this approach more likely to result in the "right amount" of parking.

7. With no parking requirements is the City assessing the nearby roads, crosswalks, and school zones to ensure that residents and children are safe? Currently the Bravo

building 10024-142 street people are parking on either side of the alley because there is not enough street parking. On 95 ave and 146 street only 1 of the 4 row houses are complete and cars are parked on either side of the street. It will be interesting to see how cars will navigate this during winter months.

Parking is addressed through a future development permit process, and the City follows an [Open Option Parking Policy](#), which means there are no minimum parking requirements for new developments.

Removing parking minimums doesn't necessarily mean that no parking will be provided. Businesses and homeowners know their parking needs best and have an interest in ensuring they are met, making this approach more likely to result in the "right amount" of parking.

Please also refer to the [City's Curbside Management Strategy](#), as it provides clear guidance on how on-street parking and curbside spaces are planned, prioritized and managed.

As part of the review process for rezoning applications, City of Edmonton Transportation Engineers review rezoning applications to determine if any infrastructure upgrades are necessary to accommodate the proposed zoning. This assessment also addresses potential traffic issues resulting from new developments. Developers are responsible for the costs of any required infrastructure upgrades to mitigate these issues.

8. How would a developer, one that may not even live in Edmonton know what the right amount of parking is? You are referencing that home owners and businesses know how much parking they need. In some cases these developers/investors do not even live in Canada. Why are they the ones to decide how much parking is required? Shouldn't it be the City in conjunction with the surrounding community? Blanket bylaws have allowed projects to be approved that do not fit at all with the surroundings.

Removing parking minimums doesn't mean developers decide parking in isolation. Instead, the City sets the land-use rules, reviews every application, and ensures that development fits the context, transportation options, and [City Plan](#) goals.

Developers are responsible for providing the amount of parking that their customers, tenants, and market actually demand. If they under-provide, they feel the impact directly so they have a strong incentive to get it right. Similar to how a property owner knows best how many on-site parking spaces they need to accommodate their own personal vehicles.

The City still reviews impacts on the surrounding area, manages curbside parking, and can request changes when needed. Removing blanket parking minimums simply recognizes that different areas have different needs, and that a one-size-fits-all rule often creates too much unused parking.

Please also refer to the [City's Curbside Management Strategy](#), as it provides guidance on how on-street parking and curbside spaces are planned, prioritized and managed.

9. What opportunities does this development provide for the City to address ever-increasing use of 91 avenue as a shortcut between 142 and 149 streets?

City of Edmonton Transportation Engineers review rezoning applications to determine if any infrastructure upgrades are needed to support the proposed zoning. If upgrades are required because of this development, the City can require the developer to enter into an agreement to complete and pay for those upgrades before the Development Permit is issued (this happens after rezoning approval).

Under Section 650 of the Municipal Government Act, the City can only require improvements that are directly needed for the new development. This means that if shortcutting on 91 Avenue is already an existing issue, the City cannot require this rezoning applicant to address it.

Traffic-calming measures were installed through the [Parkview StreetLabs project](#) in 2024. Your feedback about shortcutting has been forwarded to the Safe Mobility team for further review.

What We Heard on Phase 2 Engagement

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

Scale and Neighbourhood Character

- The revised height and massing remain excessive and incompatible with the surrounding low-density housing (56).
- The development will cause significant loss of privacy and overlook into adjacent backyards and homes (18).
- The building will create sun/shadow impacts on neighbouring properties (15).
- Concerns regarding the loss of mature trees, green space, and insufficient setbacks (10).
- The proposal does not provide an appropriate transition to the adjacent residential properties (8).

Parking and Traffic Congestion

- Insufficient parking will cause vehicles to spill over onto streets and alleys, exacerbating existing congestion (45).
- The development will dangerously increase traffic volume at the busy intersection of 142 Street and 91 Avenue and in rear alleys (32).
- Winter conditions and windrows will exacerbate parking shortages and access issues (8).

Engagement

- The revision is insignificant and does not address core community concerns (33).
- Residents feel ignored by the City and Developer; and described the engagement process as a formality (26).

Safety Concerns

- Pedestrian safety risks, particularly for students attending the nearby school (17).
- Intersection and alley safety concerns due to blind spots and increased traffic volume (12).

Policy Context

- The proposed rezoning sets a negative precedent for spot zoning and up-zoning in established residential (RS) neighbourhoods, undermining planning predictability and stability (12).
- The development should be located in Priority Growth Areas or TOD zones (e.g., Stony Plain Road, 149 Street, or near LRT), not mid-block or in areas without frequent transit (15).
- The proposal contradicts the recent City-wide rezoning intent, which was meant to provide certainty and gentle density (e.g., 8-plexes), not 6-storey mixed-use buildings (10).

Community Amenities and Infrastructure

- Local infrastructure (sewer, water, roads) is not designed to support this level of intensity (10).
- Additional commercial space is not required as there are existing vacancies and the area already meets "15-minute city" criteria (8).
- Concerns regarding garbage/recycling collection access, bin placement, and alley blockage (8).

Property Value and Affordability

- The development will negatively impact property values of adjacent homes (10).
- The proposal prioritizes developer profit over community livability (10).

Other Themes

- The location is not within walking distance of the LRT or adequate transit, forcing car dependency (10).
- Concerns regarding foreign ownership or absentee landlords (2).
- General support for infill development but want to see building design details that address community concerns before they can support this specific rezoning project (1).

Reasons For Support

- Site's location is suitable for increased density (4)
- The proposed Mixed use rezoning will provide convenient shopping and vibrancy opportunities for the neighbourhood (3)
- Support for the project as a means to provide more affordable housing options (2).
- The proposal will improve tax base for the city (1)

- The proposed rezoning aligns with City's planning goals for densification, reducing sprawl, and accommodating growth along corridors (1)

Suggestions For Improvement

- Restrict this area to "Gentle Density" such as secondary suites, duplexes, triplexes, skinny homes, or 8-plexes (8).
- Relocate this type of projects to the City Core like Downtown, Oliver, or Blatchford to revitalize the core and utilize vacant lots (6).
- Move this proposal to the Stony Plain Road or other designated PGAs where high density is already planned (5).
- Limit the building height at 2 or 4 storeys to match the neighbourhood character (5).
- Require at least 1 parking stall per residential unit plus guest parking to prevent spillover (3).
- Development of this scale should be restricted to areas within walking distance of the LRT (3).
- Pause or slow down the pace of densification to assess the impact of recent bylaw changes or pause until infill legislation is revisited (3).
- Retain mature trees and ensure meaningful green space/buffers are included in the design (2).
- Redevelop the existing nearby vacant commercial buildings instead of residential lots (2).
- Incentivise and distribute density to other lower-priced neighborhoods rather than established high-value residential zones (2).
- The city should compensate adjacent property owners for loss of value (1).
- Apply stricter accountability measures to foreign or non-resident landlords (1).
- Install a full traffic light with pedestrian crossings on both sides of the 142 Street and 91 Avenue intersection to manage safety (1).
- Add Bike Infrastructure in the area to support density (1).

Questions & Answers (Phase 2 Engagement)

1. How many accessible and affordable units will there be??

The Mixed Use Zone includes regulations that incentivize inclusive, family oriented, and/or supportive housing units in exchange for additional floor area ratio (reference Section 4.2 and 4.3)

However, specific design details and the final number of units will be determined during the Development Permit stage, should the rezoning be approved by City Council.

2. If the building is built as currently proposed, how many residential units will there be? Also, how many commercial units are expected?

Important note: Building design and number of units are not required for rezoning applications for a standard zone such as the Mixed Use Zone. Site plan and building design details will be

reviewed in the subsequent development permitting stage, which only occurs should the rezoning application be approved by City Council.

Additionally, the Mixed Use Zone does not include a minimum density and where the Commercial Frontage modifier is present, 100% of the ground floor facing a street must include non-residential uses. This could take the form of numerous small businesses or one large shop.

3. Is there any information as to why they choose mixed used and not neighbourhood mixed use zone?

The Neighbourhood Mixed Use (MUN) Zone is intended for neighbourhood-scale, pedestrian-oriented mixed-use development located within Local Nodes. These areas are meant to serve nearby residents with relatively lower-intensity development.

In contrast, the Mixed Use (MU) Zone supports pedestrian-oriented mixed-use development on sites located within identified nodes and corridors, where higher levels of activity and intensity are anticipated.

The rezoning site is located within the 142 Street Secondary Corridor, which is planned to accommodate medium-scale mixed-use (MU Zone) development, in the form of low and mid-rise buildings. As such, the Mixed Use Zone (MU) is more appropriate than the MUN Zone, as it better aligns with the site's corridor designation and planned development intensity.

4. What is the maximum number of suites? How many on site parking stalls will be provided? What are the benefits to the community if this proposal goes forward? What would be the timeline for construction and what would be the potential traffic upset caused by construction? Will I get a response from the city planner as there has been no response to my other queries? Will the city planner engage with Parkview residents and provide feedback and explain why decisions were made regarding the proposal?

Number of Units

Building design details, such as number of units, will be reviewed in the subsequent development permitting stage, which only occurs should the rezoning application be approved by City Council. The site is within the 142 Street Secondary corridor, which aims for a minimum density of 75 people/jobs per hectare, through low rise (4 storey) and mid-rise (5 to 8 storey) buildings.

On Site Parking

The City's Open Option Parking Policy eliminates minimum parking requirements for new developments. This approach recognizes that business owners and residents are best positioned to determine and provide the appropriate amount of parking, aiming to meet actual demand. Parking details, including the number of stalls, will be determined at the Development Permit Stage and are not required with an application for a standard zone.

Benefits to the community

The addition of higher-density housing options in a neighborhood can make the area more accessible and appealing to a wider range of demographics, including young professionals, families, and seniors. This increase in new residents has the potential to reverse population decline, fostering a more vibrant and inter-generational community. It also supports the long-term sustainability of local amenities and institutions. A larger residential base boosts the viability of local businesses by providing a crucial customer base and increasing foot traffic. Additionally, it makes public transit more efficient and cost-effective, encouraging higher ridership and reducing reliance on personal vehicles.

A more densely populated neighborhood can support a wider variety of community services, cultural activities, and public spaces, ultimately enhancing the overall quality of life for all residents. It also promotes the efficient use of existing infrastructure, thereby delaying the need for costly expansions.

Construction Timelines and Impacts

During the rezoning stage, City staff and external partners assess whether the proposed zone aligns with Council approved statutory plans, planning principles, and infrastructure requirements.

Construction timelines are subject to the project plans of the developer. If Council approves the rezoning, the applicant will then need to submit development & building permit applications. Building construction can only commence once the building permit has been approved. Adjacent property owners will not be notified by mail unless a development variance is granted.

Reporting a problem related to construction?

Construction/demolition taking place near where you live can be unsettling. Most impacts are temporary and considered typical of construction activities. If you have concerns about the activities you can contact the builder first as they may be able to resolve the concern quickly, their contact details are posted on the development site sign. If concerns persist, or if you are unable to reach the builder, you can report the problem to the City of Edmonton by calling 311 or submitting a ticket online at edmonton.ca/311. The appropriate city team will investigate, take action, and notify you of the outcome.

Communication of City Administration's Recommendation

Upon completion of the rezoning application review process, City Administration will release two public documents: a Planning Report outlining Administration's recommendations and a "What We Heard" report summarizing all community feedback collected. Together, these reports will inform Council (elected decision makers), allowing them to consider public opinion alongside our analysis and recommendations.

5. Someone asked already about onsite parking and your answer was so vague as to be a non-answer. So I'll ask again: will your development have on site parking, yes or no. I find it inconceivable that parking has not yet been determined and you know full well the lack of designated parking is a major concern for residents. So in the spirit of transparency, provide an answer that is conclusive. Second: will these units be rental

or condos?

On-site parking:

At this stage, a definitive yes or no answer cannot be provided, and that is not an attempt to avoid the question. Design details, such as but not limited to parking, are not required as part of a rezoning application nor are they finalized at the rezoning stage for a standard zone. Rezoning establishes the rules (how the property is used and how big a building can be) for what can be built, not the final design details.

The proposed zone allows on-site parking, and it is typical for developments of this scale to provide parking. However, the City follows an Open Option Parking Policy, meaning there are no minimum parking requirements. The exact number of parking spaces and how they are provided (underground, surface level, tandem, small-car, etc) will be determined at subsequent phases of the development process should the rezoning be approved by City Council.

In short: parking is anticipated as part of the project, but a specific number of stalls cannot be enforced in a standard zone.

Rental vs. condominium units:

The Zoning Bylaw does not regulate who can use a property, rather, it controls how the property is used (residential, commercial, industrial, etc). Furthermore, it does not regulate tenure.

The units could be rental or condominium, and that decision is made by the property owner/developer, often closer to construction and influenced by financing and market conditions.

Tenure is not controlled through zoning and may also change over time (for example, rental buildings can later convert to condos).

6. If the property is approved for rezoning can the developer change the proposed design, parking, and lot coverage? If approved will the City implement design requirements to ensure that the character of the neighbourhood is preserved? For example the large apartment building going up along 159 Street and 87ave with the bright red panels would not be an appropriate choice. The brick condo building in crestwood on 142 street and 97 ave fits the neighbourhood.

Important Note: There is no design being reviewed as part of this rezoning application. At the rezoning stage City staff assess whether the proposed zone aligns with statutory plans and policies, planning principles, and whether servicing (drainage, sanitary, transportation, etc.) can support the change.

If Council approves the rezoning, the developer will need to apply for Development and Building Permits. At that stage, detailed plans are reviewed, including site layout, building massing, setbacks, landscaping, fire safety, accessibility, and compliance with building codes and applicable City policies.

The proposed MU h21 f3.5 Zone is a standard zone. This means the City regulates form and impacts, not specific architectural style. Key controls include:

- Setbacks from property lines
- Floor Area Ratio (FAR) to limit overall building size
- Stepbacks to reduce visual massing and improve transitions to neighbouring properties

While there are general requirements for facade articulation and good design practice (reference section 2.80.6), the City cannot require specific colours, materials, architectural styles, or exact parking counts in standard zones. These controls are only possible under Direct Control zoning, which is not proposed here.

That said, developers are encouraged to choose designs that reflect neighbourhood character and sometimes engage the community on design elements. However, this is not mandatory. Property owners are entitled to develop their land in accordance with approved zoning and City regulations.

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:

Eyouel Yimer, Planner
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eyouel.yimer@edmonton.ca

Note

1. Green Space Alliance hosted a drop-in style Open House meeting with the community on December 12, 2025.