

**SUBDIVISION
AND
DEVELOPMENT APPEAL BOARD
AGENDA**

**Friday, 9:00 A.M.
February 6, 2026**

**River Valley Room, City Hall
1 Sir Winston Churchill Square NW, Edmonton, AB**

SUBDIVISION AND DEVELOPMENT APPEAL BOARD
RIVER VALLEY ROOM

TO BE RAISED

I 9:00 A.M. SDAB-D-26-024

To construct exterior alterations to a Residential Use building (Front parking pad, 9.4m x 6.2m)

10951 - 153 Street NW
Project No.: 587559197-002

TO BE RAISED

II 10:00 A.M. SDAB-D-26-025

To construct a Residential Use building in the form of a 4 Dwelling Row House with unenclosed front porches and 4 Secondary Suites in the basements

11831 - 134 Street NW
Project No.: 634128255-002

NOTE: *Unless otherwise stated, all references to "Section numbers" in this Agenda refer to the authority under the Edmonton Zoning Bylaw 12800.*

TO BE RAISEDITEM I: 9:00 A.M.FILE: SDAB-D-26-024**AN APPEAL FROM THE DECISION OF THE DEVELOPMENT PLANNER**

APPELLANT:

APPLICATION NO.: 587559197-002

APPLICATION TO: Construct exterior alterations to a Residential Use building (Front parking pad, 9.4m x 6.2m)

DECISION OF THE
DEVELOPMENT AUTHORITY: Refused

DECISION DATE: December 17, 2025

DATE OF APPEAL: December 23, 2025

MUNICIPAL DESCRIPTION
OF SUBJECT PROPERTY: 10951 - 153 Street NW

LEGAL DESCRIPTION: Plan 2028AO Blk 31 Lot 11

ZONE: RS - Small Scale Residential Zone

OVERLAY: N/A

STATUTORY PLAN: N/A

DISTRICT PLAN: Jasper Place District Plan

Grounds for Appeal

The Appellant provided the following reasons for appealing the decision of the Development Authority:

I am writing regarding our front driveway and the reasons we needed to install this. We purchased our home 37 years ago and at that time there were cement sidewalk slabs that led from our front door to the street. As the years went on, these sank and broke into the soil and caused many

issues with mud and being able to walk from the front door to the street safely. We have always had my mother living with us and at the time she had a walker, and it was very difficult for her to get from the front door to the street where our car was parked. My mother lived with us until her passing two years ago at 93 years old. In addition to this we received a letter from the post office about it being difficult for the mail to be delivered to our front door due to the damaged front pathway. After receiving this letter, we had the front sidewalk and driveway paved in 2010 to fix our issues with getting to the front door. At this point my mother was now in a wheelchair and this newly paved driveway allowed her access to get in and out of the house and to her vehicle safely. My wife and I are now 72 and 71 and this has also helped with our ability to get to and from our front door to the street. Thank you in advance for your understanding and help in this matter.

General Matters

Appeal Information:

The Subdivision and Development Appeal Board made and passed the following motion on December 3, 2025:

“That the appeal be scheduled for February 4, 2026.”

***Due to significant flooding at the Churchill Building, the Appellant agreed to a hearing date of February 6, 2026.**

The *Municipal Government Act*, RSA 2000, c M-26 states the following:

Grounds for Appeal

685(1) If a development authority

- (a) fails or refuses to issue a development permit to a person,
- (b) issues a development permit subject to conditions, or
- (c) issues an order under section 645,

the person applying for the permit or affected by the order under section 645 may appeal the decision in accordance with subsection (2.1).

...

(2) In addition to an applicant under subsection (1), any person affected by an order, decision or development permit made or issued by a

development authority may appeal the decision in accordance with subsection (2.1).

(3) Despite subsections (1) and (2), no appeal lies in respect of the issuance of a development permit for a permitted use unless the provisions of the land use bylaw were relaxed, varied or misinterpreted or the application for the development permit was deemed to be refused under section 683.1(8).

Appeals

686(1) A development appeal is commenced by filing a notice of the appeal, containing reasons, with the board hearing the appeal

(a) in the case of an appeal made by a person referred to in section 685(1)

(i) with respect to an application for a development permit,

(A) within 21 days after the date on which the written decision is given under section 642, or

(B) if no decision is made with respect to the application within the 40-day period, or within any extension of that period under section 684, within 21 days after the date the period or extension expires,

or

(ii) with respect to an order under section 645, within 21 days after the date on which the order is made, or

(b) in the case of an appeal made by a person referred to in section 685(2), within 21 days after the date on which the notice of the issuance of the permit was given in accordance with the land use bylaw.

Hearing and Decision

687(3) In determining an appeal, the board hearing the appeal referred to in subsection (1)

...

(a.1) must comply with any applicable land use policies;

(a.2) subject to section 638, must comply with any applicable statutory plans;

(a.3) subject to clause (a.4) and (d), must comply with any land use bylaw in effect;

(a.4) must comply with the applicable requirements of the regulations under the *Gaming, Liquor and Cannabis Act* respecting the location of premises described in a cannabis licence and distances between those premises and other premises;

...

(c) may confirm, revoke or vary the order, decision or development permit or any condition attached to any of them or make or substitute an order, decision or permit of its own;

(d) may make an order or decision or issue or confirm the issue of a development permit even though the proposed development does not comply with the land use bylaw if, in its opinion,

(i) the proposed development would not

(A) unduly interfere with the amenities of the neighbourhood, or

(B) materially interfere with or affect the use, enjoyment or value of neighbouring parcels of land,

and

(ii) the proposed development conforms with the use prescribed for that land or building in the land use bylaw.

General Provisions from the Zoning Bylaw 20001:

Under section 2.10.2.2, a **Residential Use** is a **Permitted Use** in the **RS - Small Scale Residential Zone**.

Under section 8.10, a **Residential Use** means:

Means a development where a building or part of a building is designed for people to live in. The building contains 1 or more Dwellings or 1 or more Sleeping Units.

This includes: Backyard Housing, Duplex Housing, Lodging Houses, Multi-unit Housing, Row Housing, Secondary Suites, Semi-detached Housing, Single Detached Housing, and Supportive Housing.

Under section 8.20, **Semi-detached Housing** means “a building that contains 2 principal Dwellings that share, in whole or in part, a common vertical party wall. Each Dwelling has individual, separate and direct access to ground level. This does not include Duplex Housing.”

Under section 8.20, **Accessory** means “a Use, building or structure that is naturally or normally incidental, subordinate, and devoted to the principal Use or building, and located on the same Lot or Site.”

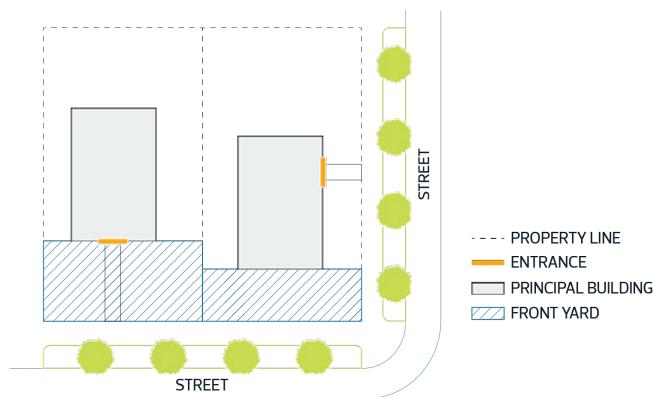
Under section 8.20, **Driveway** means:

an area that provides vehicle access to the Garage or Parking Area of a small scale Residential development from a Street, Alley, or private roadway. A Driveway does not include a Pathway.



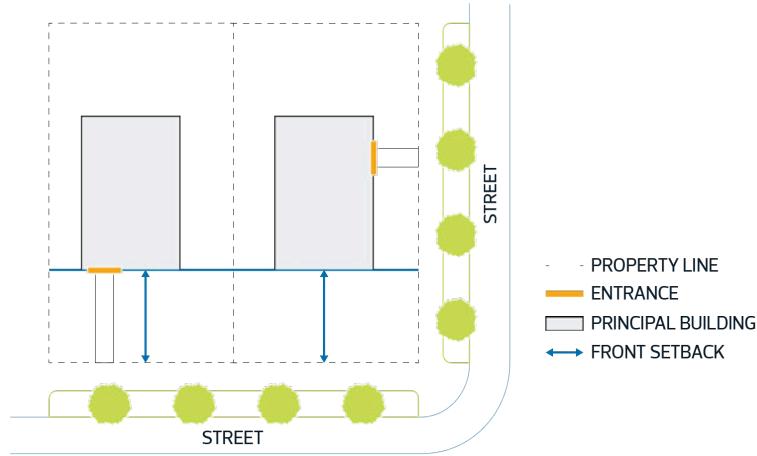
Under section 8.20, **Front Yard** means:

the portion of a Site Abutting the Front Lot Line extending across the full width of the Site, between the Front Lot Line and the nearest wall of the principal building, not including projections.



Under section 8.20, **Front Setback** means:

the distance that a development or a specified portion of a development, must be from a Front Lot Line. A Front Setback is not a Front Yard.



Under section 8.20, **Parking Area** means “an area that is used for vehicle parking. A Parking Area has 1 or more parking spaces and includes a parking pad, but does not include Street parking, a vehicle access, a Driveway, or a Drive Aisle.”

Under section 8.20, **Pathway** means “a Hard Surfaced path of travel that is located on private property that cannot be used for motor vehicles.”

Section 2.20.1 states that the **Purpose of the RS - Small Scale Residential Zone** is:

To allow for a range of small scale Residential development up to 3 Storeys in Height, including detached, attached, and multi-unit Residential housing. Limited opportunities for community and commercial development are permitted to provide services to local residents.

RS - Small Scale Residential Zone - General Regulations

Section 2.10.6.1 states “Vehicle access must be from an Alley where a Site Abuts an Alley.”

Development Planner’s Determination

1. Vehicular Access - Where a site abuts an alley at the rear lot line, vehicle access must be from the alley (Subsection 2.10.6.1).

Proposed: Vehicular access is off 153 Street NW (front lot line).

[unedited]

Site Circulation and Parking Regulations for Small Scale Residential Development

Section 5.80.2.1 states:

Single Detached Housing, Duplex Housing, Semi-detached Housing, Backyard Housing, and Row Housing, and Multi-unit Housing with 8 Dwellings or less must comply with the following:

Site Circulation

2.1.1 1 or more Pathways with a minimum unobstructed width of 0.9 m must be provided from all main entrances of principal Dwellings directly to an Abutting sidewalk or to a Driveway, except that:

2.1.1.1 A handrail on 1 side is permitted to project a maximum of 0.1 m into the Pathway.

2.1.2 For Multi-unit Housing, Row Housing and Cluster Housing a Pathway with a minimum unobstructed width of 0.9 m must connect main entrances of Dwellings to shared waste collection areas and Parking Areas, where provided.

Driveways

2.1.3. Where vehicle access is permitted from a Street, a maximum of 1 Driveway with Street access is permitted for each ground-oriented principal Dwelling.

2.1.4. A Driveway must lead directly from the Street or Alley to the Garage or Parking Area.

2.1.5. A Driveway provided from a Street must comply with the following:

2.1.5.1 Where a Garage or Parking Area has 1 vehicle parking space, the maximum Driveway width is 4.3 m, or the width of the Garage or Parking Area, whichever is less, except:

2.1.5.1.1 Where 1 or more Pathways Abut and run parallel to a Driveway that leads to a Garage or Parking Area with 1 vehicle parking space, the

combined maximum width of the Driveway and Abutting Pathways is 4.3 m.

2.1.5.2. Where a Garage or Parking Area has 2 or more vehicle parking spaces, the maximum Driveway width is equal to the width of the Garage or Parking Area, or the number of side-by-side vehicle parking spaces multiplied by 3.7 m, whichever is less, except:

2.1.5.2.1. Where 1 or more Pathways Abut and run parallel to a Driveway that leads to a Garage or Parking Area with 2 or more vehicle parking spaces, the combined maximum width of the Driveway and Abutting Pathways is the width of the Garage or Parking Area, or the number of side-by-side vehicle parking spaces multiplied by 3.7 m, whichever is less.

2.1.6. Vehicle parking spaces, other than those located on a Driveway or Parking Area, must not be located within:

2.1.6.1. a Front Yard;

2.1.6.2. a Flanking Side Yard; or

2.1.6.3 a Flanking Side Setback.

2.1.7. For Zero Lot Line Development, a Parking Area must not encroach on the easement area.

Development Planner's Determination

2. Vehicular Parking - Vehicle parking spaces, other than those located on a driveway, must not be located within a front yard

(Subsection 5.80.2.1.6.1).

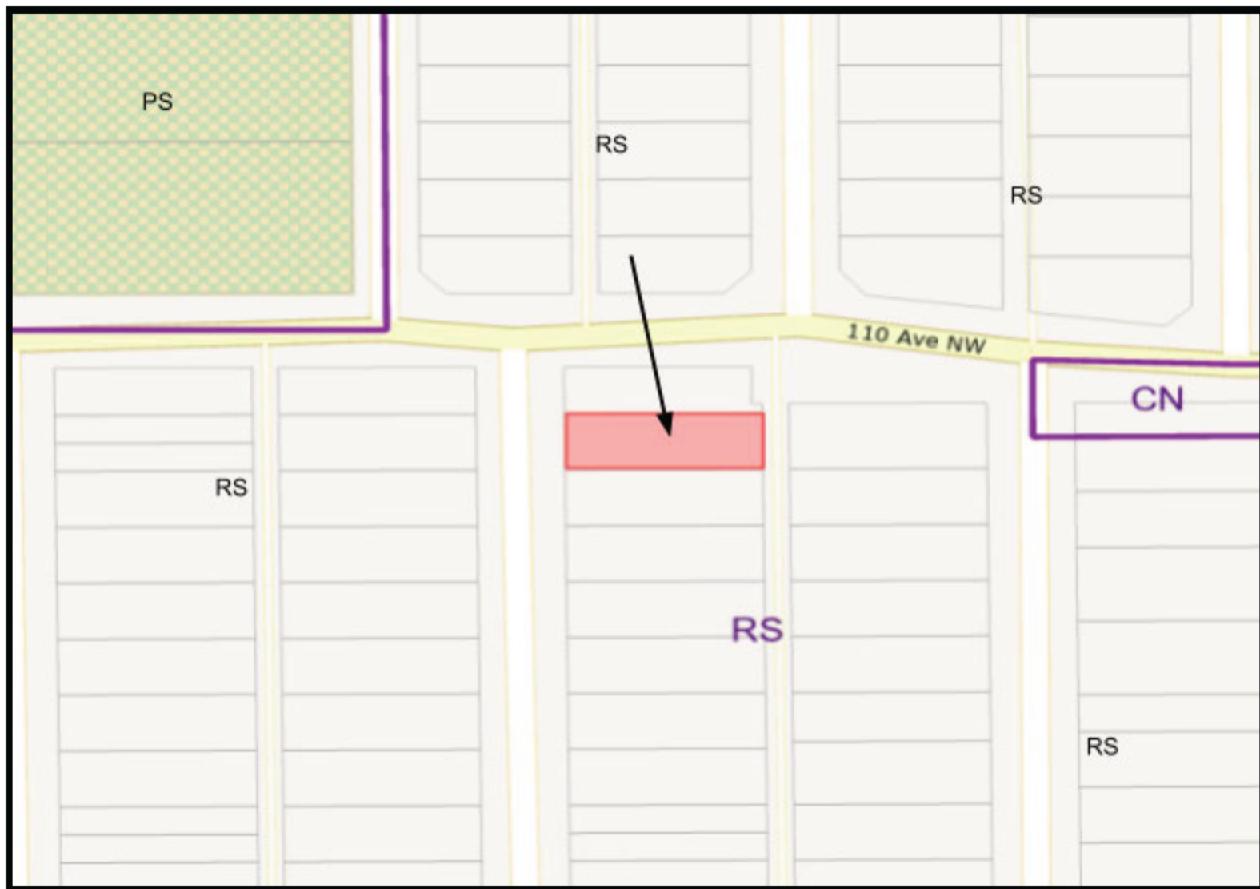
Proposed: Vehicular parking space is in the front yard.

[unedited]

Notice to Applicant/Appellant

Provincial legislation requires that the Subdivision and Development Appeal Board issue its official decision in writing within fifteen days of the conclusion of the hearing.

		Project Number: 587559197-002 Application Date: APR 16, 2025 Printed: December 17, 2025 at 9:54 AM Page: 1 of 1																						
<h2 style="margin: 0;">Application for</h2> <h3 style="margin: 0;">Driveway Extension Permit</h3>																								
<p>This document is a Development Permit Decision for the development application described below.</p>																								
Applicant		Property Address(es) and Legal Description(s) 10951 - 153 STREET NW Plan 2028AO Blk 31 Lot 11																						
Location(s) of Work		Suite: 10951 - 153 STREET NW Entryway: 10951 - 153 STREET NW Building: 10951 - 153 STREET NW																						
Scope of Application To construct exterior alterations to a Residential Use building (Front parking pad, 9.4m x 6.2m)																								
Details <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;"> Development Category: Discretionary Development Site Area (sq. m): 687.01 </td> <td style="width: 50%; padding: 5px;"> Overlay: Statutory Plan: </td> </tr> </table>					Development Category: Discretionary Development Site Area (sq. m): 687.01	Overlay: Statutory Plan:																		
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Development Application Decision Refused Issue Date: Dec 17, 2025 Development Authority: OLTHUIZEN, JORDYN																								
Reason for Refusal <ol style="list-style-type: none"> 1. Vehicular Access - Where a site abuts an alley at the rear lot line, vehicle access must be from the alley (Subsection 2.10.6.1). Proposed: Vehicular access is off 153 Street NW (front lot line). 2. Vehicular Parking - Vehicle parking spaces, other than those located on a driveway, must not be located within a front yard (Subsection 5.80.2.1.6.1). Proposed: Vehicular parking space is in the front yard. 																								
Rights of Appeal The Applicant has the right of appeal to the Subdivision and Development Appeal Board (SDAB) within 21 days after the date on which the decision is made as outlined in Chapter M-26. Section 683 through 689 of the Municipal Government Act.																								
Building Permit Not Applicable Not required																								
Fees <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;"></th> <th style="width: 20%; text-align: center;">Fee Amount</th> <th style="width: 20%; text-align: center;">Amount Paid</th> <th style="width: 20%; text-align: center;">Receipt #</th> <th style="width: 10%; text-align: center;">Date Paid</th> </tr> </thead> <tbody> <tr> <td>Development Application Fee</td> <td style="text-align: center;">\$190.00</td> <td style="text-align: center;">\$190.00</td> <td style="text-align: center;">09549214</td> <td style="text-align: center;">Apr 30, 2025</td> </tr> <tr> <td>Total GST Amount:</td> <td style="text-align: center;">\$0.00</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Totals for Permit:</td> <td style="text-align: center;">\$190.00</td> <td style="text-align: center;">\$190.00</td> <td></td> <td></td> </tr> </tbody> </table>						Fee Amount	Amount Paid	Receipt #	Date Paid	Development Application Fee	\$190.00	\$190.00	09549214	Apr 30, 2025	Total GST Amount:	\$0.00				Totals for Permit:	\$190.00	\$190.00		
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THIS IS NOT A PERMIT																								
<small>P0702003</small>																								



SURROUNDING LAND USE DISTRICTS

Site Location ←

File: SDAB-D-26-024



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TO BE RAISEDITEM II: 10:00 A.M.FILE: SDAB-D-26-025**APPEALS FROM THE DECISION OF THE DEVELOPMENT PLANNER**

APPELLANT(S):

APPLICATION NO.: 634128255-002

APPLICATION TO: Construct a Residential Use building in the form of a 4 Dwelling Row House with unenclosed front porches and 4 Secondary Suites in the basements

DECISION OF THE
DEVELOPMENT AUTHORITY: Approved with Conditions

DECISION DATE: December 17, 2025

DATE OF APPEAL(S): January 5, 6, 7 and 8, 2026

RESPONDENT:

MUNICIPAL DESCRIPTION
OF SUBJECT PROPERTY: 11831 - 134 Street NW

LEGAL DESCRIPTION: Plan 5902HW Blk 1 Lot 29

ZONE: RS - Small Scale Residential Zone

OVERLAY: N/A

STATUTORY PLAN: N/A

DISTRICT PLAN: Central District Plan

Grounds for Appeal

The Appellants provided the following reasons for appealing the decision of the Development Authority:

Appellant No. 1

We are property owners who live next door to the proposed development (permit #634128255-002) at 11831 – 134 Street NW. Our home lies North-West of the lot in question, meaning that our property is likely to experience increased impacts from the proposed building. We will also experience the impacts of this development through changes to neighbourhood scale, streetscape character, and the overall sense of openness and livability in the area.

From the perspective of neighbours, development outcomes are not experienced as technical measurements but as built form. What concerns us most is that the approval appears to rely on compliance with individual numeric regulations without adequately considering how interpretation of those regulations combine on a narrow-frontage pie-shaped lot in an established low-rise neighbourhood to create foreseeable cumulative impacts on amenities, use and enjoyment of neighbouring properties.

We hereby seek to appeal development permit #634128255-002, on the following grounds.

Cumulative Massing and Scale Resulting in Unreasonable Impacts on Adjacent Properties

The Development Authority approved the Development Permit based on compliance with individual numeric calculations without considering the planning outcomes of cumulative massing and scale of the development as experienced by adjacent properties. The subject development combines:

- a narrow frontage (39 feet), • near-maximum building width at the front lot line (9 metres),
- minimum side setbacks functioning as service corridors,
- an exposed basement wall approximately 1.31 metres above grade,
- near-maximum building height measured from an averaged grade,
- elevated decks (over an extended basement) contributing to site coverage,
- and a detached garage contemplated for the same lot under a separate permit (home improvement permit #641083388-002).

Taken together, these elements result in height, bulk, and site intensity that is materially greater than what is conveyed by the reported regulatory height and site coverage figures. The Development Authority relied on individual interpretations of zoning regulations applied without consideration of their cumulative planning impacts on neighbouring properties.

Incomplete and Segmented Site Assessment Through Separate Permits for a Single Development Site

The Development Authority approved the principal 8-plex building on an 891 m. sq. lot, while excluding the detached garage from the Development Permit, despite the garage being clearly contemplated for the same lot and now subject to a separate permit application. The Development Authority confirmed that the site coverage for the approved building and structures (decks) is 35.2% and combined with a garage on the same lot (under a separate home improvement permit application) totals 47 – 48% of the lot once built. As a result, rear massing, lane impacts, drainage considerations, garbage access, and snow storage were assessed on an incomplete site configuration. Furthermore, neighbours were deprived of a meaningful opportunity to understand or assess the full development as it will exist.

Although on-site parking is not required under Zoning Bylaw 20001, the garage remains part of the development and materially alters site coverage, massing, and lane functionality. Approving the principal building without considering the full build-out of the site constitutes an unreasonable segmentation of development review that prevented a realistic assessment of cumulative impacts.

From the standpoint of immediate neighbours, this fragmented approach compromises the ability to understand cumulative neighbourhood impacts until after approvals are already in place.

Understatement of Effective Height and Massing Due to Grade Averaging and Basement Exposure

The Development Authority reported a building height of 8.62 metres, calculated to the midpoint of the roof using an average grade derived from the four corners of the lot, not including the exposed portion of the basement. However, the approved elevations show an apparent height and massing, resulting from basement exposure and grade interpretation, that create a materially greater visual and physical impact on our property than is reflected in the reported height.

Even from a short distance away, this building will be experienced as substantially taller and bulkier than surrounding development. This contributes to a sense that neighbourhood scale and visual impact were not fully or realistically considered. Given that the proposed development will result in a building that is closer to our property line, longer, and much taller than the existing structure, we are concerned that it will result in increased overshadowing and a loss of enjoyment of our property.

Lot Coverage Assessed on an Incomplete Basis: The Development Authority confirmed that when both the approved building and the detached garage on the same lot are considered, total site coverage would exceed the allowable limit under the Zoning Bylaw. Approval of the Development Permit without considering the full site build-out prevents a meaningful assessment of whether site coverage limits are exceeded.

Even if site coverage were ultimately found to be technically compliant, the Development Authority's decision relied on a partial site condition, resulting in an unreasonable assessment of development intensity and cumulative impact. For neighbouring properties, this level of site coverage contributes to a sense that the development is overbuilt for its lot and that broader neighbourhood impacts were underestimated.

In light of the above, we respectfully submit that the Development Authority's approval of Development Permit #634128255-002 relied on individual interpretations of zoning regulations without adequate consideration of their cumulative planning outcome. As approved, the development results in massing, scale, and site intensity that unduly interfere with the amenities of the neighbourhood and materially affect the use and enjoyment of adjacent properties.

We respectfully request that the Board exercise its authority under the Municipal Government Act to review the merits and substance of the decision and to vary, revoke, or remit the Development Permit so that the cumulative impacts of the development can be fully and realistically assessed.

Appellant No. 2

We are the owners and residents of the property located at 11827 – 134 Street, immediately adjacent to the proposed development at 11831 – 134 Street. We submit this letter as directly affected neighbours in support of the appeal of Development Permit #634128255-002. Our concerns relate to the cumulative scale, massing, grading, and site impacts of the approved development as they will be experienced from adjacent properties. In our view, the Development Authority's discretionary interpretations of individual zoning regulations, while defensible in isolation, were applied without adequate consideration of their cumulative impacts on adjacent properties or how the development will function in practice in relation to neighbouring lands. The approved development combines a narrow lot frontage, near-maximum building width, minimal side setbacks that function primarily as service corridors, an exposed basement wall, building height measured from an averaged grade, elevated decks contributing to site coverage, and a detached garage contemplated for the same lot under a separate permit. While each of these elements may appear compliant in isolation, the interpretations applied create a combined effect that results in height, bulk, and site intensity materially greater than what is conveyed by the plans and considered in the Development Authority's decision. From the perspective of adjacent properties, this cumulative outcome creates an unreasonable planning impact that was not adequately considered at the time of approval. The Development Authority's reliance on abstracted measurements and segmented interpretation of the zoning bylaw obscures the real, experienced massing and scale of the development as it will exist on the site. We are further concerned that the site was assessed

incompletely due to the separation of approvals for the principal building and the detached garage on the same lot. Although the garage was excluded from the Development Permit and is subject to a separate Home Improvement Permit application, it is clearly contemplated for the same lot and materially alters site coverage, rear massing, lane functionality, and snow storage. The Development Authority did not assess the cumulative impacts of the full site build-out, and neighbours were deprived of a meaningful opportunity to understand or evaluate the development as it will ultimately function. Approving the principal structure without considering the cumulative impacts of the full site build-out undermines a realistic assessment of impacts on adjacent properties. With respect to height and massing, the approved drawings show an exposed basement wall of approximately 1.31 metres above grade. Although the zoning bylaw permits basement exposure to be excluded from numeric height calculations, the combined effects of basement exposure, grade variation, and roof form result in a substantially taller and bulkier building as experienced from neighbouring properties. The reliance on averaged grade and abstract height measurements understates the apparent height and massing impacts of the development in real terms. We are also concerned that, given the high site coverage and unresolved grading, the Development Authority did not assess whether the site configuration creates foreseeable drainage and snow-melt impacts on adjacent properties. Deferring consideration of these impacts to later processes prevents a meaningful evaluation at the planning stage of whether runoff and related effects can be reasonably contained on site or may be externalized to neighbouring properties. This uncertainty directly affects the use and enjoyment of adjacent properties and should have been considered as part of the development approval.

SDAB guidance explicitly states that, in determining whether a development approval should be upheld, the Board must consider whether the development “unduly interferes with the amenities of the neighbourhood, or materially interferes with or affects the use, enjoyment or value of neighbouring parcels of land.” In this case, the cumulative impact of the Development Authority’s interpretations and application of the zoning bylaw has resulted in an outcome that, in our respectful submission, meets this threshold. While we understand that the Municipal Government Act does not require the Board to protect property values as a standalone consideration, section 685 requires the Board to consider the merits and substance of the Development Authority’s decision. Here, the combined effects of height, grade, site coverage, setbacks, massing, and unresolved site impacts were not adequately assessed in their totality, resulting in an approval that is unreasonable in its cumulative impact on adjacent properties. We respectfully request that the Board consider these cumulative and practical impacts in exercising its authority, and that the Development Permit be varied, revoked, or remitted for reconsideration based on a complete and realistic assessment of how the development will function and affect neighbouring lands.

Appellant No. 3

I am writing to appeal Development Permit #634128255-002 for the following reasons:

The drawings of this home absolutely do not fit with the compatibility of the crescent.

MASSING: This 8-plex complex is right in the middle of single family homes that are all one story. These homes face a beautiful park in a keyhole crescent. The massing effect of this complex will surpass every house in this crescent and the siting of the complex will be completely out of place with the other homes in the crescent.

PARKING: Cars drive in and out of this key-hole crescent one way, with parking only on one side of the street due to the neighbourhood revitalization plan several years back where the street was narrowed.

If cars parked on both sides, there would not be enough room to drive through the middle. This 8-plex could bring up to 16 additional cars into the crescent. There is simply not enough room because of the curvature of the road.

As this is a key-hole crescent, it will result in approx. 16x more traffic in front of our homes which currently has minimal traffic.

From my living room, I have a clear view of the park out front of my house. Since I am only four houses over from the proposed 8-plex, these cars will block the view and again because the curvature of the road limits parking, cars will be parked in front of my home.

DRAINAGE: From the 'in person' meeting, drainage appears to be inadequate and storm water storage on site appears to be inadequate. When it rains heavily, there is already a sewer hole right outside this single family home that backs up causing the road to flood. This 8-plex will be exceptionally close to the small house on the north side. Where will all the snow, melting snow, and rainwater go?

Who will be in charge of snow removal and where would they put that snow due to the massing of this complex which also further reduces areas for storm water run-off in the spring. Not to mention the falling snow when it does start to melt. The 'main door' the neighbours use is on the same side as the gigantic wall of this 8-plex.

SITE COVERAGE: I am of the opinion after viewing the plans that the site coverage will exceed 45%. The building reads as a 3 story building as there is 6 feet between the grade and the main floor and it is impossible to determine where the grade is calculated from.

At the ‘in person’ meeting, the staff of the planning department told us there is no application for a garage despite the fact it was on the plans but then crossed off in red. However, the City of Edmonton assessment page clearly indicates a plan for a garage! So: Is there a plan for a garage or not? Excuse me if I feel there may be some trickery involved in this. It appears and then doesn’t yet is on the application etc. This must be sorted out.

SITE CIRCULATION: The site plans do not make it clear how residents of the new development will move to and from between the back lane and the front street.

GARBAGE: 16 garbage cans on a single family lot? I already have personal experience with garbage debris blowing because the back alley of this crescent is a commercial strip mall. The owners of this commercial property are insensitive to the cleanliness of the alley despite repeated attempts to reach out to them to address this situation. This area already attracts homeless people regularly foraging through our garbage cans and the commercial ones.

PROPERTY VALUES: I am a 65 year old retired single woman. My house (my real estate) is what I have for retirement. It has been shown neighbourhoods that have infill housing have a 7%+ loss in value. What has held the value of my home, is this quintessential keyhole crescent with open green space that I am blessed to live in.

ADDITIONAL PLANNING CONCERNS: The process to even view the drawings was extremely frustrating. At the ZOOM meeting, we were not able to have access to a set of drawings and instead the development person had actually presented to us, a drawing on white paper she had TRACED from the permit drawings and then submitted those to us while trying to conceal most of it with her hands! It was inconceivable that we were supposed to find grounds for an appeal from THAT!

For decades this was not standard planning process. When you apply for a permit it is a PUBLIC document. Instead we were cited all these reasons for privacy. We were actually given advice from the planning department to use FOIP as a means to gain access and to contact our Councillor for more help. We had already met with the Councillor and she was of no value.

But where is the due process? Even when we requested an in-person meeting, we were not allowed to take pictures. We weren’t provided a copy. I said to them, “Redact the names, it matters naught, but let us have access to the plans”!

So tell me: How is the average Edmontonian, who has never been involved in anything like this, supposed to appeal something we are not even

allowed to access, have a copy of, take pictures of, to understand what is going to happen to this lot?

These development people acted like we were trying to view someone's personal home instead of an apartment complex going up in our neighbourhood.

In addition, this will be the FOURTH 8-plex in this block radius (one in the crescent and 3 others along the back alley of this house). FOUR within one block. This is completely unnecessary to ruin a beautiful keyhole crescent when there will be THREE 8-plexes along the backside. Notwithstanding what that will do to the sewer along that lane.

CONCLUSION: I ask you to PLEASE review and revoke this development approval. There is a rental glut in Edmonton with vacancy rates currently at 4.5%. There is no reason to ruin this beautiful crescent with this monstrosity when there are so many places to rent in Edmonton already. There are three 8-plexes and one 12-plex already built in Dovercourt with up to 12+ other lots already purchased ready to tear down, to build in-fills. PLEASE, let's slow this madness down until things get under control.

Appellant No. 4

GROUND FOR APPEAL: Additional Planning Concerns: In addition to the technical issues identified by the adjoining and nearby neighbours, I have found the Development Permit process to have been changed, to the negative.

No notice of application, or issuance of Development Permit (DP) to nearby property owners was provided. Plans of the proposed development provided by the applicant are always made available to the public.

Correct me if I am wrong, but previously all property owners within 60M. were notified of DP application and of the approval of a DP approval.

Compounding this problem of lack of communication and normal transparency in planning acts found in other municipalities across Alberta (Canada too) in my experience of over 40 years as a developer of multifamily housing, both with infill mature neighbourhoods, and in green field new communities, in Edmonton, and across Alberta.

In this situation, by Zoom Meeting, we were informed that drawings could not be provided, or even viewed without arranging an 'in person' meeting at City Planning.

One of the planning officials stated in the Zoom call that this was due to "confidential personal" information that such plans might contain.

Sketches hand drawn by the planning official to represent the applicants plans were partially exposed on the Zoom Call, believe it or not.

Participants are obviously new to the DP process and were greatly confused by this approach, and again in a subsequent in person meeting later scheduled with planning staff.

They were told planning has no obligation to notify adjoining neighbours and community members on Conforming applications (which has not been clearly established, in this case).

I appeal the process that this application has undergone as being needlessly confusing, unprofessional, and certainly does not provide a normal level of transparency, nor does it build trust.

The detail needed to ask informed questions was not available until the last day before New Year's as drawings were not available.

Nor was there any representation able to discuss potential lot drainage issues.

A garage development on the rear lane was drawn on the site plans, and then cross hatched out on the DP application. But on the City of Edmonton Assessment site it clearly indicates (Job No 641083388-002) there is a plan for a garage.

This process has been embarrassing to the City of Edmonton to date.

I personally would not be surprised if a great many other infill applications were not, and will not, be similarly confusing and frustrating to the people appealing.

Rather than simplifying infill Development, this process, is poorly described and reinvented, and will only serve to destroy trust with planning, and diminish respect and positive relationships with the home building industry.

Turn this application down; send a message to Planning.

Appellant No. 5

As an Edmonton resident living across from 11831-134 Street (Permit No. 634128255-002), I wish to appeal the Development Authority's approval of the Development Permit for an eightunit residential building at this location. I submit that the approval is flawed and unreasonable for the reasons outlined below, and I request that the Board revoke the permit on these grounds.

Massing and Neighbourhood Character: The Development Permit was approved based on compliance with individual numeric zoning standards without adequate consideration of cumulative massing, scale, and contextual impacts. While height, setbacks, and site coverage may meet technical limits when viewed in isolation, their combined effect produces a structure that is materially larger and more visually dominant than surrounding single-storey bungalow homes.

The proposed multi-storey, multi-unit building creates an abrupt and incompatible transition in scale, height, and form within an established low-density residential cul-de-sac. This imbalance disrupts the existing streetscape, undermines neighbourhood cohesion, and detracts from the established character that defines the area. Similar scrutiny is routinely applied in new subdivisions through architectural controls; comparable contextual review should be required for infill developments to ensure compatibility rather than maximum build-out.

Property Value Impacts: Independent analysis from Edmonton examining nearly 12,000 single-family home sales found that properties located within 50 metres of new multi-unit developments sold for an average of 7.4% less than comparable homes elsewhere, equating to average losses exceeding \$34,000 per household. The study employed robust statistical controls and identified proximity to multi-unit buildings as the primary driver of depreciation.

Where multi-family developments cluster, cumulative equity loss becomes significant, undermining long-term homeowner investment and neighbourhood stability. These findings demonstrate that scale and compatibility concerns carry measurable economic consequences, not merely subjective or aesthetic impacts.

Traffic, Parking, and Public Safety: An eight-unit building would significantly increase vehicle and pedestrian activity in a narrow cul-de-sac not designed for such density. The removal of minimum parking requirements exacerbates these impacts, as the site provides inadequate on-site parking and relies on unrealistic assumptions of low vehicle ownership. The cul-de-sac's geometry—including curved frontage, inward-facing homes, a central green space, and reduced curb availability—already restricts safe and legal parking. Overflow parking would create chronic congestion, impede emergency access, and increase safety risks for residents, pedestrians, and children. The single access point further amplifies these concerns by creating potential choke points during peak times and emergencies.

Waste Management and Collection Challenges: Garbage and compost management present additional practical concerns. The proposed eightplex would introduce approximately 16 waste and organics bins on a single lot. Direct discussions with garbage collection operators indicate that multiplex

developments frequently experience operational challenges, including bin clutter, cleanliness issues, insufficient space for proper separation, accessibility constraints, and difficulties safely loading bins into collection vehicles. These issues would likely be intensified in a constrained cul-de-sac environment, further impacting safety, cleanliness, and livability for surrounding residents.

Infrastructure Capacity Concerns: The proposed development would be the third eight-unit complex within approximately 180 metres, introducing up to 36–48 additional residents in a compact area. Existing water and sanitary infrastructure was not designed for this level of intensity, and residents have already reported reduced water pressure—an indicator of system strain.

Without infrastructure assessments or upgrades, additional density risks worsening pressure loss, impairing fire protection capability, and increasing the likelihood of sewer system overloads, resulting in avoidable long-term risks and costs.

Conclusion: The proposed eight plex fails to adequately consider cumulative impacts on neighbourhood character, property values, traffic safety, parking, waste management, and infrastructure capacity. Approval based solely on technical compliance establishes an unsound precedent for similar low-density cul-de-sac neighbourhoods. The appeal respectfully requests denial of the permit (Permit No. 634128255-002) or, at minimum, substantial revisions, including contextual design review, reinstated parking requirements, and mandatory traffic and infrastructure impact assessments.

Appellant No. 6

INTRODUCTION: We are writing to appeal the Development Authority's decision to approve the Development Permit for an eight-unit residential building at 11831 134 Street, Edmonton (Permit #634128255-002) ("the Proposed Development"). We are homeowners at 11847 134 Street, Edmonton, which is three houses away from the Proposed Development and as such, are very concerned about the impact that it will have on the enjoyment of our property and its impact on the neighbourhood.

GROUNDS OF APPEAL: Pursuant to the powers of the Subdivision and Development Appeal Board's ("SDAB") powers under the Municipal Government Act, we are seeking an appeal and requesting that the permit be revoked. The following letter outlines our concerns and sets out why an appeal is required and why revocation is the most appropriate remedy. Notably, the concerns outlined in this letter should be considered in conjunction with the concerns set out by other concerned residents. That is

to say, we accept and adopt grounds put forward by other residents who have also filed appeals.

We request the SDAB allow our appeal and revoke the permit for the Proposed Development on the following grounds:

1. The Proposed Development would fundamentally undermine the character of the street

To fully appreciate the concerns that we and the other residents of the neighbourhood have, it is important to first understand that the neighbourhood is unique in its layout and character. Unlike other streets in Edmonton, our neighbourhood is made up of bungalows (most built in 1950's) set in a circle around a greenspace. The homes are of uniform height and character. They share an aesthetic that is simple and unobtrusive to surrounding houses. As a result, the Proposed Development is completely out of scale with the current character and scale of the street. It would be much larger – both in height and width – and would overtake significantly more space than any other residence on the street leaving little to no space on each side and front and back.

This factor was not adequately accounted for by the Development Authority as it approved the permit based on compliance with individual numeric regulations and did not adequately consider the cumulative massing and scale of the development on adjacent properties and the neighbourhood. Specifically, the Proposed Development combines:

- a narrow frontage (39 feet);
- near-maximum building width at the front lot line (9 metres);
- minimum side setbacks functioning as service corridors;
- an exposed basement wall approximately 1.31 metres above grade;
- near-maximum building height measured from an averaged grade;
- elevated decks contributing to site coverage; and
- a detached garage contemplated for the same lot under a separate permit.

Taken together, these elements result in a level of apparent height, bulk, and site intensity that is materially greater than what is conveyed by the reported regulatory height and site coverage figures. Having relied on abstracted measurements rather than assessing the actual planning outcome, the Development Authority's approval failed to account for the cumulative impact on neighbouring properties. However, when this is accounted for, it is clear that the Proposed Development would be simply too big for the space and would have a detrimental impact due to its size and scope.

2. Additional parking required to service the Proposed Development will cause congestion and safety concerns

The front street wraps around the greenspace and is quite narrow. It only allows for vehicles to drive in one direction and where vehicles are parked

on the street, care is required not to cause a collision due to limited space and pedestrian use. Hence, most residents park in the back of their residences. At this point and time, because of the lack of information provided, we do not know the unit configuration of each unit or how many people each unit is expected to house. However, with just eight single person units, one could expect an additional eight vehicles to require parking. In the event each unit is occupied by two people, there is potential for 16 vehicles to require parking. Having regard to the space available on the street, such an increase in vehicles requiring parking and adding to overall local traffic would cause unreasonable congestion and safety issues.

This factor cannot be overstated – should even a couple vehicles park on the street, the ability of an ambulance or fire truck to access homes would be severely impaired, if not made impossible, depending on the location of the parked vehicles. Additional traffic will undoubtedly increase safety concerns for residents walking and using the greenspace, especially children. Similar issues exist in the alley behind the Proposed Development where the road is extremely narrow and cannot accommodate two vehicles passing at the same time throughout most of the alley.

While there is a proposed garage under a separate permit being considered, it is impossible to determine how many actual vehicles will require parking and given eight units are planned (without any information provided on how many people each unit is expected to hold), unlikely that the garage will be able to accommodate the parking needs required for the Proposed Development.

3. Reliance on unverified developer representations regarding unit configuration

As is noted above, the Development Authority approved the permit without verifying bedroom counts and unit layouts. In addition, other than the developer's representation that the Proposed Development would not be used as lodging, the Development Authority did not obtain any verifiable information of this. Bedroom count and unit configuration are development-related factors affecting intensity, servicing, and use classification. Reliance on unverified representations, combined with the refusal to disclose material planning information, undermines the reasonableness and transparency of the decision.

The neighbourhood currently benefits from close relationships between neighbours who are community minded and known to look out for one another or lend a helping hand. Having a surplus of people added to the street who may only be renting on a short-term basis and have very little connection to, or interest in, the well-being of the neighbourhood will significantly change how safe residents feel in the neighbourhood.

4. The Development Authority failed to adequately consider management of waste storage and collection

The Development Authority could not and did not adequately scrutinize the proposed garbage storage and collection plan for the Proposed Development. First, the Development Authority was not provided with all of the relevant information to assess this issue. We understand that garbage storage and collection was detailed by the developer to take place on the rear parking area of the Proposed Development. However, this plan was put forward without the Development Authority having knowledge of the separate permit being sought for a garage. Accordingly, the impact of the garage's existence was not information that was known to the Development Authority when they considered garbage storage and collection. The Development Authority could not reliably assess whether sufficient space will exist for garbage storage and collection once the site is fully developed. This represents a failure to assess basic site functionality.

Further, having personal experience with the alley and given the parameters of the Proposed Development, it is extremely unlikely that there will be enough space to accommodate garbage, recycling and compost for an additional eight homes in the alley or anywhere else on the site. The additional garbage bins alone would cause congestion and issues in the alley with passing vehicles. In winter months, very little space would be available to clear snow and make room for eight bins to be picked up. On the other side of the alley there is a daycare – vehicles will not have room to pass if garbage bins are out. The lane cannot be made wider. Moreover, it is likely that during summer months, the sheer amount of garbage sitting along the alley would cause issues such as pests and odour, which would undoubtedly cause the children who play in the daycare yard across the alley to lose enjoyment of their time outside. Having regard to these issues and the information about the garage permit which was not shared with the Development Authority, the appeal must be allowed and the permit revoked for a lack of adequate assessment of site functionality.

CONCLUSION: Respectfully, we are asking the SADB to find that the Development Authority approved a complex multi-unit development based on segmented permits, abstracted measurements, deferred impacts, and incomplete site information, resulting in an outcome that is unreasonable in its cumulative massing and impact on the homes in the area.

While the Municipal Government Act does not require the SADB to protect property values, it does require the Board, under section 685, to consider the merits and substance of the Development Authority's decision. This includes assessing the cumulative planning impacts of a development on the use and enjoyment of adjacent properties. We submit that, although individual zoning regulations may be partially met, the combined effects of height, grade, site coverage, setbacks, and massing

result in an unreasonable impact on neighbouring properties that was not adequately considered in the approval.

General Matters

Appeal Information:

The Subdivision and Development Appeal Board (“SDAB”) made and passed the following motion on January 8, 2026:

“That the appeal hearing be scheduled for February 3, 5 or 6, 2026.”

The *Municipal Government Act*, RSA 2000, c M-26 states the following:

Grounds for Appeal

685(1) If a development authority

- (a) fails or refuses to issue a development permit to a person,
- (b) issues a development permit subject to conditions, or
- (c) issues an order under section 645,

the person applying for the permit or affected by the order under section 645 may appeal the decision in accordance with subsection (2.1).

...

(2) In addition to an applicant under subsection (1), any person affected by an order, decision or development permit made or issued by a development authority may appeal the decision in accordance with subsection (2.1).

(3) Despite subsections (1) and (2), no appeal lies in respect of the issuance of a development permit for a permitted use unless the provisions of the land use bylaw were relaxed, varied or misinterpreted or the application for the development permit was deemed to be refused under section 683.1(8).

Appeals

686(1) A development appeal is commenced by filing a notice of the appeal, containing reasons, with the board hearing the appeal

- (a) in the case of an appeal made by a person referred to in section 685(1)

- (i) with respect to an application for a development permit,
 - (A) within 21 days after the date on which the written decision is given under section 642, or
 - (B) if no decision is made with respect to the application within the 40-day period, or within any extension of that period under section 684, within 21 days after the date the period or extension expires,
- or
- (ii) with respect to an order under section 645, within 21 days after the date on which the order is made, or
- (b) in the case of an appeal made by a person referred to in section 685(2), within 21 days after the date on which the notice of the issuance of the permit was given in accordance with the land use bylaw.

Hearing and Decision

687(3) In determining an appeal, the board hearing the appeal referred to in subsection (1)

...

- (a.1) must comply with any applicable land use policies;
- (a.2) subject to section 638, must comply with any applicable statutory plans;
- (a.3) subject to clause (a.4) and (d), must comply with any land use bylaw in effect;
- (a.4) must comply with the applicable requirements of the regulations under the *Gaming, Liquor and Cannabis Act* respecting the location of premises described in a cannabis licence and distances between those premises and other premises;
- ...
- (c) may confirm, revoke or vary the order, decision or development permit or any condition attached to any of them or make or substitute an order, decision or permit of its own;

(d) may make an order or decision or issue or confirm the issue of a development permit even though the proposed development does not comply with the land use bylaw if, in its opinion,

(i) the proposed development would not

(A) unduly interfere with the amenities of the neighbourhood, or

(B) materially interfere with or affect the use, enjoyment or value of neighbouring parcels of land,

and

(ii) the proposed development conforms with the use prescribed for that land or building in the land use bylaw.

General Provisions from the *Zoning Bylaw 20001*:

Under section 2.10.2.2, a **Residential Use** is a **Permitted Use** in the **RS - Small Scale Residential Zone**.

Under section 8.10, a **Residential Use** means:

a development where a building or part of a building is designed for people to live in. The building contains 1 or more Dwellings or 1 or more Sleeping Units.

This includes: Backyard Housing, Duplex Housing, Lodging Houses, Multi-unit Housing, Row Housing, Secondary Suites, Semi-detached Housing, Single Detached Housing, and Supportive Housing.

Under section 8.20, **Row Housing** means:

a building that contains 3 or more principal Dwellings joined in whole or in part at the side, the rear, or the side and the rear, with none of the principal Dwellings being placed over another. Each principal Dwelling has separate, individual, and direct access to ground level.

Under section 8.20, **Secondary Suite** means:

a Dwelling that is subordinate to, and located within, a building in the form of Single Detached Housing, Semi-detached Housing, Row Housing, or Backyard Housing. A Secondary Suite is not a principal Dwelling. A Secondary Suite has a separate entrance from the principal Dwelling, either from a common indoor landing or directly from outside the building. A Secondary Suite has less Floor Area than the principal

Dwelling. A Secondary Suite is not separated from the principal Dwelling by a condominium conversion or subdivision.

Under section 8.20, **Dwelling** means:

a self-contained unit consisting of 1 or more rooms used as a bedroom, bathroom, living room, and kitchen. The Dwelling is not intended to be moveable, does not have a visible towing apparatus or visible undercarriage, must be on a foundation, and connected to utilities.

Section 2.10.1 states that the **Purpose** of the **RS - Small Scale Residential Zone** is:

To allow for a range of small scale Residential development up to 3 Storeys in Height, including detached, attached, and multi-unit Residential housing. Limited opportunities for community and commercial development are permitted to provide services to local residents.

Notice to Applicant/Appellant

Provincial legislation requires that the Subdivision and Development Appeal Board issue its official decision in writing within fifteen days of the conclusion of the hearing.

Edmonton	Project Number: 634128255-002 Application Date: OCT 23, 2025 Printed: December 17, 2025 at 2:27 PM Page: 1 of 7								
Development Permit									
<p>This document is a record of a Development Permit application, and a record of the decision for the undertaking described below, subject to the limitations and conditions of this permit, of the Zoning Bylaw as amended.</p>									
Applicant	Property Address(es) and Legal Description(s) 11831 - 134 STREET NW Plan 5902HW Blk 1 Lot 29								
Specific Address(es)	Suite: 1, 11831 - 134 STREET NW Suite: 2, 11831 - 134 STREET NW Suite: 3, 11831 - 134 STREET NW Suite: 4, 11831 - 134 STREET NW Suite: BSMT1, 11831 - 134 STREET NW Suite: BSMT2, 11831 - 134 STREET NW Suite: BSMT3, 11831 - 134 STREET NW Suite: BSMT4, 11831 - 134 STREET NW Entryway: 1, 11831 - 134 STREET NW Entryway: 2, 11831 - 134 STREET NW Entryway: 3, 11831 - 134 STREET NW Entryway: 4, 11831 - 134 STREET NW Building: 1, 11831 - 134 STREET NW								
Scope of Permit To construct a Residential Use building in the form of a 4 Dwelling Row House with unenclosed front porches and 4 Secondary Suites in the basements.									
Details <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">1. Titled Lot Zoning: RS</td> <td style="width: 50%;">2. Number of Principal Dwelling Units To Construct: 4</td> </tr> <tr> <td>3. Overlay:</td> <td>4. Number of Secondary Suite Dwelling Units to Construct: 4</td> </tr> <tr> <td>5. Statutory Plan:</td> <td>6. Backyard Housing or Secondary Suite Included?: Yes</td> </tr> <tr> <td>7. Neighbourhood Classification: Redeveloping</td> <td>8. Development Category / Class of Permit: Permitted Development</td> </tr> </table>		1. Titled Lot Zoning: RS	2. Number of Principal Dwelling Units To Construct: 4	3. Overlay:	4. Number of Secondary Suite Dwelling Units to Construct: 4	5. Statutory Plan:	6. Backyard Housing or Secondary Suite Included?: Yes	7. Neighbourhood Classification: Redeveloping	8. Development Category / Class of Permit: Permitted Development
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7. Neighbourhood Classification: Redeveloping	8. Development Category / Class of Permit: Permitted Development								
Development Permit Decision Approved Issue Date: Dec 17, 2025 Development Authority: ZAZULA, NICKOLAS									
Subject to the Following Conditions Zoning Conditions: 1 This Development Permit authorizes the construction of a Residential Use building in the form of a 4 Dwelling Row House with unenclosed front porches and 4 Secondary Suites in the basements. 2 The development must be constructed in accordance with the approved drawings. 3 WITHIN 14 DAYS OF APPROVAL, prior to any demolition or construction activity, the applicant must post on-site a Development Permit Notification Sign (Subsection 7.160.2.2).									
<small>00702003</small>									

Edmonton	Project Number: 634128255-002 Application Date: OCT 23, 2025 Printed: December 17, 2025 at 2:27 PM Page: 2 of 7
<h2 style="margin: 0;">Development Permit</h2>	
<p>4 Pathway(s) connecting the main entrance of the Dwelling directly to an Abutting sidewalk or to a Driveway must be a minimum unobstructed width of 0.9 m (Subsection 5.80.2.1.1).</p> <p>5 Unenclosed steps require a minimum setback of 0.6 m from Lot lines (Subsection 2.10.4.6.). If the unenclosed steps are oriented toward the Interior Side Lot Line, a minimum distance of 1.1 m must be maintained between the Interior Side Lot Line and the unenclosed steps (Subsection 2.10.4.8.1.). If the unenclosed steps are oriented away from the Interior Side Line and have a landing less than or equal to 1.5 m², a minimum distance of 0.15 m must be maintained from the Interior Side Lot line and the unenclosed steps (Subsection 2.10.4.8.2.)</p> <p>6 A Secondary Suite must have a separate entrance from the principal Dwelling, either from a common indoor landing or directly from outside the building (Section 8.20).</p> <p>7 A Hard Surfaced Pathway connecting the main entrance of a Secondary Suite directly to an Abutting sidewalk or to a Driveway is required, which must be a minimum width of 0.9 m (Subsection 5.80.2.1.1).</p> <p>8 A Secondary Suite must have less Floor Area than the principal Dwelling (Section 8.20).</p> <p>9 A Secondary Suite must not be separated from the principal Dwelling by a condominium conversion or subdivision (Section 8.20).</p> <p>10 Screening must be provided for the waste collection area, to the satisfaction of the Development Planner (Subsection 5.120.4.1.5)</p> <p>11 Outdoor lighting must: be arranged, installed, and maintained to minimize glare and excessive lighting, and to deflect, shade, and focus light away from surrounding Sites to minimize Nuisance; generally be directed downwards, except where directed towards the Site or architectural features located on the Site; be designed to provide an appropriately-lit environment at building entrances, outdoor Amenity Areas, parking facilities, and Pathways; and not interfere with the function of traffic control devices (Subsection 5.120.3).</p> <p>12 Provided parking spaces must include wheel stops to prevent vehicle overhang where adjacent to Streets, Pathways, sidewalks, required Landscaped areas, and other similar features, that must be a minimum 0.1 m in Height and located 0.6 m from the front of the parking space (Subsection 5.80.5.1.2).</p> <p>13 Parking Spaces must be Hard Surfaced where vehicle access is provided from a Street or an Alley (Subsection 5.80.5.7).</p> <p>14 The development must not be used as a Lodging House. A Lodging House means a building, or part of a building, containing 4 or more Sleeping Units that are rented out individually.</p> <p>15 This Development Permit will be revoked if the conditions of this permit are not met.</p> <p>Landscaping Conditions Landscaping must be installed in accordance with the approved Landscape Plan, and Section 5.60 of Zoning Bylaw 20001, to the satisfaction of the Development Planner.</p> <p>A minimum Soft Landscaped area equal to 30% of the total Lot area must be provided (Subsection 5.60.3.2).</p> <p>Any change to the approved Landscape Plan requires the approval of the Development Planner prior to the Landscaping being installed.</p> <p>Landscaping must be installed within 12 months of receiving the Final Occupancy Permit. Landscaping must be maintained in a healthy condition for a minimum of 24 months after the landscaping has been installed, to the satisfaction of the Development Planner.</p>	
P0702003	



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Development Permit

Transportation Conditions:

1. The existing sidewalk connection connecting to the city sidewalk adjacent to 134 Street NW must be removed, and the boulevard must be restored to grass, from the back of the City sidewalk up to the West property line to the City of Edmonton Complete Streets Design and Construction Standards.
2. Access is proposed to the alley and does not require a crossing permit. The area between the property line and the alley driving surface must be hard surfaced to the satisfaction of Subdivision and Development Coordination. This area within the alley road right-of-way must not exceed a slope of 8%.
3. A Public Tree Permit will be required for any boulevard trees within 5 meters of the site; trees must be protected during construction as per the Public Tree Bylaw 18825. If tree damage occurs, all tree related costs will be covered by the proponent as per the Corporate Tree Management Policy (C456C). This includes compensation for tree value on full or partial tree loss as well as all operational and administrative fees. The owner/applicant must contact City Operations, Parks and Roads Services at citytrees@edmonton.ca to arrange any clearance pruning or root cutting prior to construction.
4. Permanent objects including concrete steps, railings, planters, etc. must NOT encroach into or over/under road right-of-way. Any proposed landscaping for the development must be provided entirely on private property.
5. There may be utilities within the road right-of-way not specified that must be considered during construction. The owner/applicant is responsible for the location of all underground and above ground utilities and maintaining required clearances as specified by the utility companies. Utility Safety Partners (Online: <https://utilitiesafety.ca/wheres-the-line/submit-a-locate-request/>) (1-800-242-3447) and Shaw Cable (1-866-344-7429; www.digshaw.ca) should be contacted at least two weeks prior to the work beginning to have utilities located. Any costs associated with relocations and/or removals shall be at the expense of the owner/applicant.
6. Any alley, sidewalk, and/or boulevard damage occurring as a result of construction traffic must be restored to the satisfaction of Development Inspections, as per Subsection 7.150.5.6 of the Zoning Bylaw. All expenses incurred for repair are to be borne by the owner. The applicant is responsible to contact Trevor Singbeil of Development Inspections at 780-496-7019 for an onsite inspection 72 hours prior to and following construction of the access.
7. Any hoarding or construction taking place on road right-of-way requires an OSCAM (On-Street Construction and Maintenance) permit. OSCAM permit applications require Transportation Management Plan (TMP) information. The TMP must include:
 - a. the start/finish date of project;
 - b. accommodation of pedestrians and vehicles during construction;
 - c. confirmation of lay down area within legal road right of way if required;
 - d. and to confirm if crossing the sidewalk and/or boulevard is required to temporarily access the site.
 It should be noted that the hoarding must not damage boulevard trees. The owner or Prime Contractor must apply for an OSCAM online at: https://www.edmonton.ca/business_economy/oscam-permit-request.aspx

EPCOR Conditions:

1. There is a 250mm PVC water main 1.2m east of the east property line of the subject site in the lane east of 134 Street NW adjacent to Lot 29. Any party proposing construction involving ground disturbance to a depth exceeding 2m within 5m of the boundary of lands or rights-of-way (ROW) containing EPCOR Water facilities is required to enter into a Facility Proximity Agreement with EWSI, prior to performing the ground disturbance. Additional information and requirements can be found in the City of Edmonton Bylaw 19626 (EPCOR Water Services and Wastewater Treatment). The process can take up to 4 weeks. More information can be requested by contacting waterlandadmin@epcor.com.

Subject to the Following Advisements

Zoning Advisements:

- 1 Unless otherwise stated, all above references to "section numbers" or "subsection numbers" refer to the authority under the



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Development Permit

Zoning Bylaw.

2 An issued Development Permit means that the proposed development has been reviewed against the provisions of this bylaw. It does not remove obligations to conform with other legislation, bylaws or land title instruments including, but not limited to, the Municipal Government Act, the Safety Codes Act, the Historical Resource Act, or any caveats, restrictive covenants or easements that might be attached to the Site (Subsection 7.110.2.1).

3 Any proposed change from the original issued Development Permit may be subject to a revision/re-examination fee. The fee will be determined by the reviewing planner based on the scope of the request and in accordance with current fee schedules. A review fee may be collected for each change request.

4 All work within 5 metres of City of Edmonton trees or 10 metres of a City of Edmonton natural stand will require a Public Tree Permit in accordance with Bylaw 18825. For more information on tree protection and Public Tree Permits please see https://www.edmonton.ca/residential_neighbourhoods/gardens_lawns_trees/public-tree-permit. All new installations, above and below ground, within 5m of a City tree require forestry consultation.

5 In the event that tree removal or relocation is required on City of Edmonton land, including road right-of-way, all costs associated with the removal or relocation will be borne by the owner/applicant as per the City of Edmonton Corporate Tree Management Policy (C456C). City of Edmonton Forestry will schedule and carry out any and all required tree work. Contact Urban Forestry at City Operations, Parks and Roads Services (311) a minimum of 4 weeks prior to construction, to remove and/or relocate the trees.

6 City of Edmonton Drainage Bylaw 18093 requires this site to obtain an approved lot grading plan prior to the construction of any buildings, additions to buildings, or alterations of surface drainage.

7 A site mechanical plan stamped by a professional engineer showing water and sewer services, stormwater management calculations and the proposed lot grading design must be submitted to EPCOR Infill Water and Sewer Servicing for review. Following EPCOR's review, the grading plan is forwarded to Development Services for final review and approval. New plan submissions can be made via EPCOR's Builder and Developer web portal in My Account. Visit epcor.com/newconnection and click 'ONLINE APPLICATION' for instructions on the plan submission process.

8 The site must be graded in accordance with its approved lot grading plan. Any proposed change from the original approved lot grading plan must be submitted to lot.grading@edmonton.ca for review and approval.

9 For more information on Lot Grading requirements, plans and inspections refer to the website:
https://www.edmonton.ca/residential_neighbourhoods/residential-lot-grading

10 Please be advised that if the grading plan review results in changes to your approved drawings to incorporate a Low Impact Development (LID) grading design, it is the owner/applicant's responsibility to inform the Urban Planning and Economy department. This notification is necessary to determine whether a new development permit is required.

11 Signs require separate Development Permit application(s).

Transportation Advisements:

1. It is our understanding that Waste Services may have concerns with the site submission as it relates to carts/bins. Any revisions to the design of the parking/waste area will require recirculation to Subdivision and Development Coordination. This may result in further changes to the site plan or additional conditions.

2. The proposed driveway length of 1.2 m from the garage to the property line will not allow for perpendicular parking on the driveway pad. The land owner is advised that any potential vehicles parking perpendicular on the driveway must not overhang onto City road right-of-way resulting in an obstruction within the alley. Non-compliance of this issue may result in enforcement measures.



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EPCOR Advisements:

1. The site is currently serviced by a 20mm copper water service (N27806) located 1.52m south of the north wall of house on Lot 29. If this service will not be used for the planned development, it must be abandoned back to the water main prior to any on-site excavation. The applicant is to contact EPCOR's Water Meter Inspector at 780-412-4000 a minimum of four weeks prior to commencing any work on the site including demolition, excavation or grading for direction on the correct process to follow to have the service isolated and meter removed.
- 1a. The existing service is not of sufficient size for the proposed development. The owner/applicant must review the total on-site water demands and service line capacity with a qualified engineer to determine the size of service required and ensure adequate water supply to the proposed development.
2. EPCOR Water Services Inc. does not review on-site servicing. It is the applicant's responsibility to obtain the services of a professional to complete on-site water distribution design and to ensure the supply will meet plumbing code and supply requirements.
3. A new water service may be constructed for this lot directly off EPCOR's 250mm water main along the lane east of 134 Street NW adjacent to the subject site.
4. For information on water and/or sewer servicing requirements, please contact EPCOR Infill Water and Sewer Servicing (IWASS) at wass@epcor.com or at 780-496-5444. EPCOR Strongly encourages all applicants to contact IWASS early in development planning to learn about site specific minimum requirements for onsite water and/or sewer servicing.
- 4a. For information and to apply for a new water service please go to www.epcor.com/ca/en-ab/edmonton/operations/service-connections.html.
5. For information on service abandonments contact EPCOR Infill Water and Sewer Servicing (IWASS) at wass@epcor.com or at 780-496-5444.
6. For information on metering and inquiries regarding meter settings please contact EPCOR's Water Meter Inspector at EWSSinspections@epcor.com or 780-412-3850.
7. The applicant must submit bacteriological test results to EPCOR Water Dispatch and must have a water serviceman turn on the valve. Contact EPCOR Water Dispatch at 780-412-4500 for more information on how to provide the test results. EPCOR Water Dispatch can provide information on the tie-in and commissioning procedure.
8. In reference to City of Edmonton Bylaw 19626 (EPCOR Water Services Bylaw), a private service line must not cross from one separately titled property to another separately titled property even if these properties are owned by the same owner. Refer to the City of Edmonton Design and Construction Standards, Volume 4, Water Service Requirements drawings WA-005-11a and WA005-11b for permitted water service configurations.
9. Development engineering drawings including landscaping and hardscaping must meet Volume 1 (Table of Minimum Offsets) and Volume 4 (April 2021) of the City of Edmonton Design and Construction Standards.
10. Dimensions must be provided as part of the engineering drawing submission package where a tree or shrub bed is installed within 5.0m of a valve, hydrant or curb cock, as per 1.6.1.3 of City of Edmonton Design and Construction Standards Volume 4 (April 2021).
11. The applicant/owner will be responsible for all costs related to any modifications or additions to the existing municipal water infrastructure required by this application.
12. No contractor or private developer may operate any EPCOR valves and only an EPCOR employee or EPCOR authorized agent can remove, operate or maintain EPCOR infrastructure.

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<p>13. This review was completed to the best of our knowledge with the information provided and is not an official response to any DP or LDA applications.</p> <p>Should you require any additional information, please contact Jonathan Fong at jfong@epcor.com.</p> <p>Fire Rescue Services Advisements: Upon review of the noted development application, Edmonton Fire Rescue Services has the following advice for your implementation and information:</p> <p>1) Travel distance from the emergency access route to each principal entrance must not exceed 45m. https://www.edmonton.ca/sites/default/files/public-files/B19-04_Small_Building_Access_Policy.pdf?cb=1737101329</p> <p>2) Emergency access path widths must be a minimum of 0.9m and the path must be of a hard surface and accessible in all climate conditions. Soft surfaces such as grass or landscaped areas will not be considered. https://www.edmonton.ca/sites/default/files/public-files/B19-04_Small_Building_Access_Policy.pdf?cb=1737101329</p> <p>3) The fire safety plan required for construction and demolition sites in accordance with Article 2.8.1.1. of Division B shall be provided to the fire department as the authority having jurisdiction. Edmonton Fire Rescue Services may review your plan prior to a site visit and/or at the initial construction site safety inspection upon commencement of construction. Reference: NFC(2023-AE) 5.6.1.3. Fire Safety Plan</p> <p>Have the plan ready for review in-person at the first construction site safety inspection by a Fire Safety Codes Officer (Fire SCO). The applicant of a building permit declares that they are aware of the project team's responsibility to have an FSP prepared according to section 5.6 of the NFC(AE).</p> <p>A Fire SCO may attend a site at any reasonable hour and will review the FSP. The owner or contractor must have the FSP in place and ready for review in accordance with section 5.6 of the NFC(AE).</p> <p>You can locate a copy of the FSP guide for your reference here: https://www.edmonton.ca/sites/default/files/public-files/FireSafetyPlanGuide.pdf?cb=1692102771</p> <p>4) To meet the requirements of the National Fire Code - 2023 Alberta Edition, Sentence 5.6.1.2.(1), protection of adjacent properties during construction must be considered.</p> <p>Reference: NFC(2023-AE) 5.6.1.2.(1) Protection of Adjacent Building -Protection shall be provided for adjacent buildings or facilities that would be exposed to fire originating from buildings, parts of buildings, facilities and associated areas undergoing construction, alteration or demolition operations.</p> <p>Reference: Protection of Adjacent Building- STANDATA - Joint fire/building code interpretation: Measures to mitigate fire spread to adjacent buildings https://open.alberta.ca/dataset/cb3d1662-1354-45c8-aab8-29b91f2a6c35/resource/699821b7-26ed-40ec-a5a0-6ba344cdc514/download/ma-standata-interpretation-building-23-bci-030-23-fci-012-2025-03.pdf.pdf</p> <p>Waste Management Advisements: This review follows Waste Services' current standards and practices and will expire when the Development Permit expires.</p> <p>Adding any number of additional dwellings beyond what is indicated in this letter may result in changes to your waste collection. Waste Services reserves the right to adjust the collection method, location, or frequency to ensure safe and efficient service.</p> <p>Additional information about waste service at your proposed development:</p>	
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Waste Services Bylaw 20363 notes that as a residential property, your development must receive waste collection from the City of Edmonton.

To help in planning and designing your development, please refer to Bylaw 20363 to review clauses related to:

- Access to containers and removal of obstructions.
- Container set out, and
- The responsibility for wear and tear or damages.

This property with 8 dwellings would receive Curbside Collection. The City will provide each dwelling with two carts, for a total of 16 carts, one for garbage and one for food scraps. Each unit will be charged the waste utility rate. Residents would be required to use their own blue bags for recycling.

A minimum of 7.5 m unobstructed overhead space is required above the collection area to allow proper servicing of the containers.

If the locations of the transformer and switching cubicles do not exactly match the approved drawings, Waste Services must be advised and reserves the right to make changes to the approved plan to ensure waste can still be collected safely and efficiently.

If the waste enclosure or room is incomplete or does not match the approved drawings upon resident move-in, Waste Services reserves the right to select an alternate location for the waste containers to ensure safe and efficient waste collection. The alternate location may be in a parking stall, loading area, green space, etc.

For developments with rear lanes, waste will only be collected from the rear lane for all dwellings in the development. It is the responsibility of the owner to ensure all residents have access to the rear lane for waste set out.

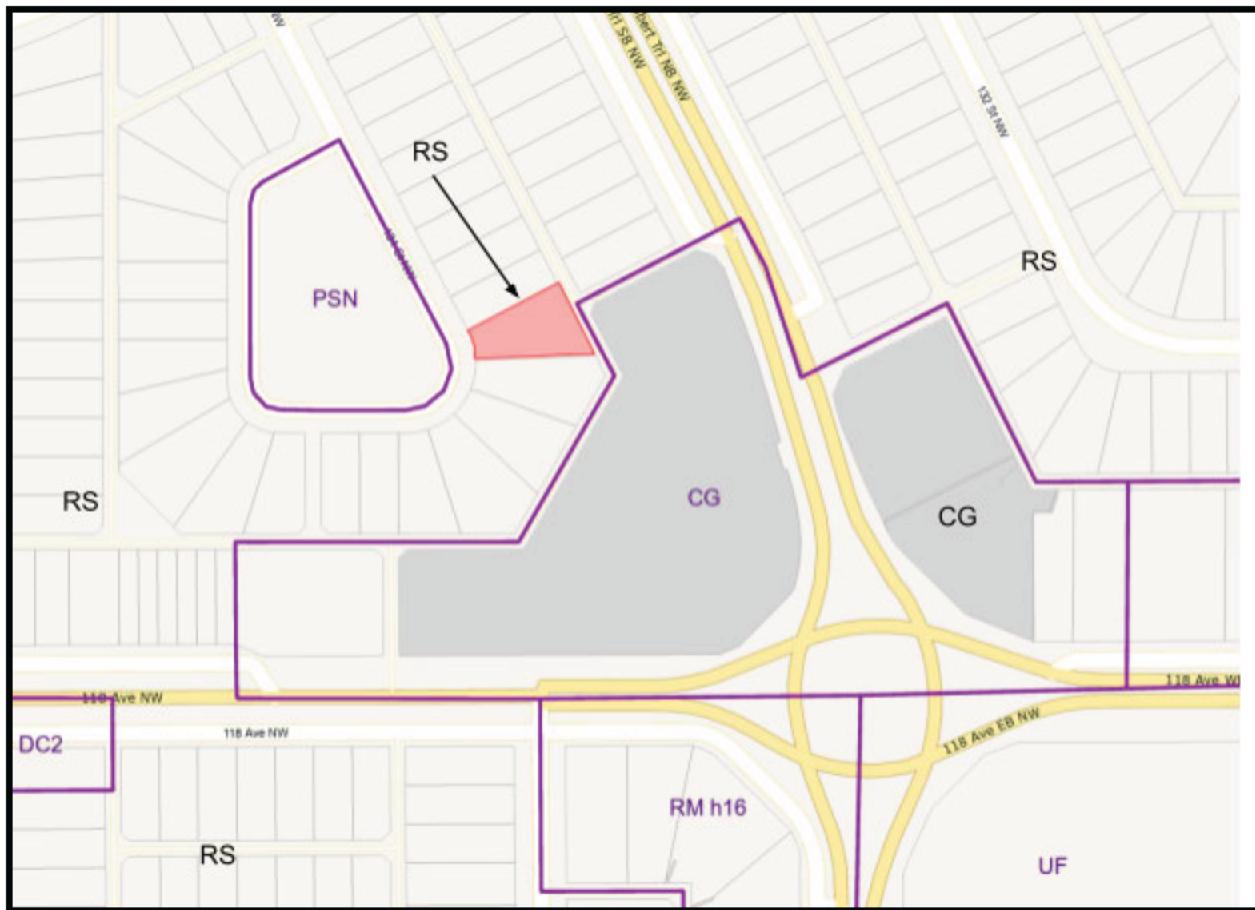
Rights of Appeal

This approval is subject to the right of appeal to the Subdivision and Development Appeal Board (SDAB) as outlined in Chapter M-26, Section 683 through 689 of the Municipal Government Act.

Fees

	Fee Amount	Amount Paid	Receipt #	Date Paid
Dev. Application Fee	\$1,020.00	\$1,020.00	024544001001711	Oct 23, 2025
Lot Grading Fee	\$490.00	\$490.00	024544001001711	Oct 23, 2025
Development Permit Inspection Fee	\$560.00	\$560.00	024544001001711	Oct 23, 2025
Total GST Amount:	\$0.00			
Totals for Permit:	<u>\$2,070.00</u>	<u>\$2,070.00</u>		

P0702003



SURROUNDING LAND USE DISTRICTS

Site Location ←

File: SDAB-D-26-025



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