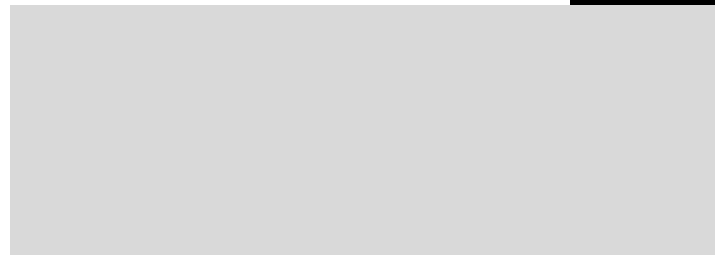


**13302 106 AVE NW**  
**LDA21-0373**



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## FOCUS

- Development intent – 3-unit townhouse
- Application conforms to higher-level policy
  - City Plan
  - Residential Infill Guidelines
  - T.O.D. Guidelines
- Neighbourhood involvement at DP phase likely if more density sought than intended

# DEVELOPMENT INTENT



Intent of application is to allow for a 3-unit row housing development, utilizing geographical advantages to support higher density and new housing typology.

Located in North Glenora, approximately 150m south of 107 Ave and 350m north of the future LRT stop on Stony Plain Road & 133 Street.

Site is 780m<sup>2</sup>, currently used for a single-detached dwelling, and surrounding by low density residential uses primarily.

# DEVELOPMENT INTENT

## Edmonton Zoning Bylaw 12800

Bylaw 16271  
March 18, 2013

### **140 (RF3) Small Scale Infill Development Zone**

Bylaw 18115  
July 10, 2017  
Effective Date: September 1, 2017  
Charter Bylaw 18484  
August 20, 2018

#### **140.1 General Purpose**

Charter Bylaw 18967  
August 26, 2019

The purpose of this Zone is to provide for a mix of small scale housing.

#### **140.2 Permitted Uses**

1. [Duplex Housing](#)

Bylaw 18115  
July 10, 2017  
Effective Date: September 1, 2017

2. [Garden Suites](#)

Charter Bylaw 19490  
November 5, 2020

3. [Supportive Housing](#), Restricted to Limited Supportive Housing
4. [Minor Home Based Business](#)
5. [Multi-unit Housing](#)
6. [Secondary Suites](#)
7. [Semi-detached Housing](#)
8. [Single Detached Housing](#)

Bylaw 17403  
October 19, 2015  
Effective date: February 1, 2016

9. [Urban Gardens](#)
10. [Fascia On-premises Signs](#)

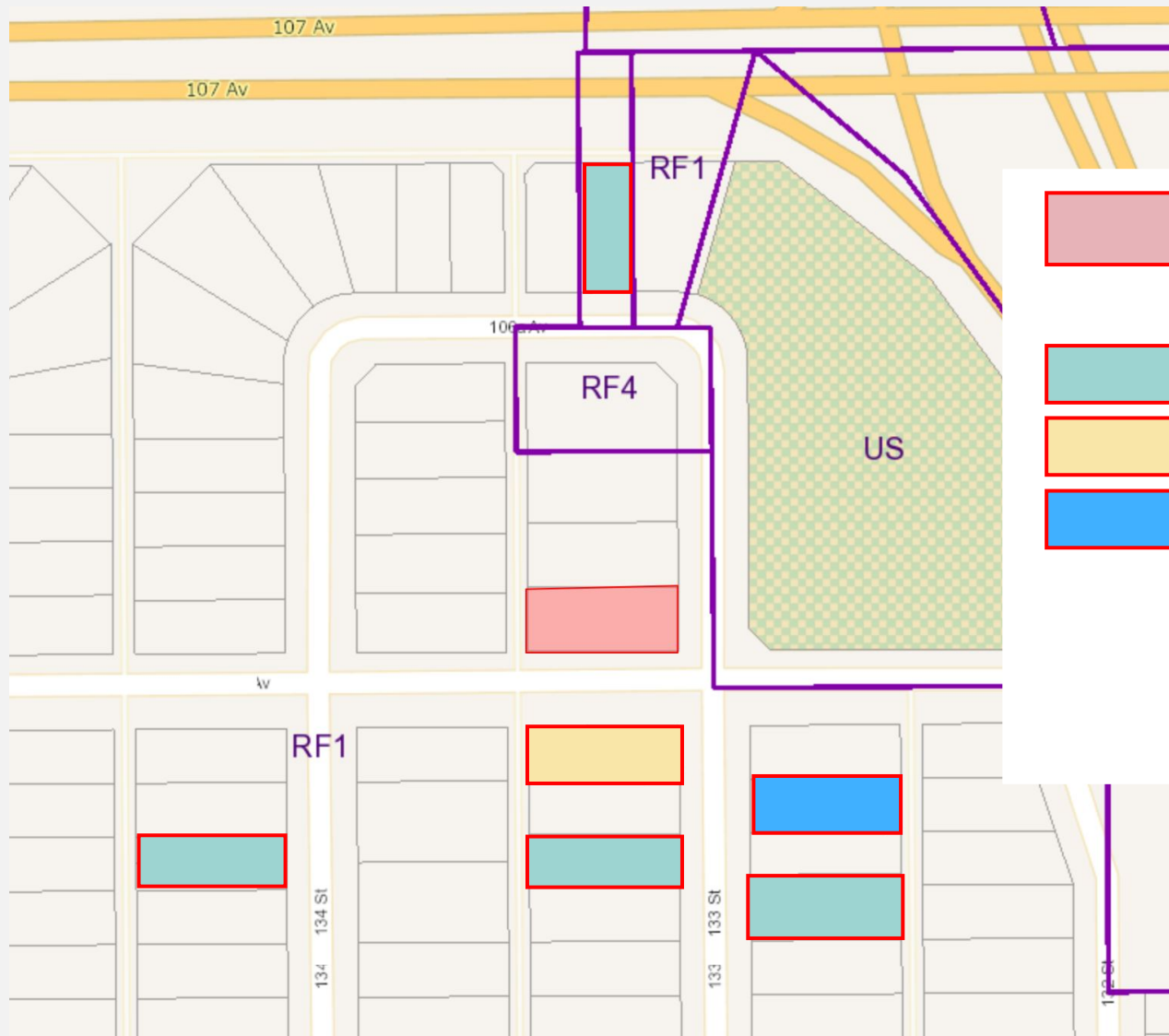
Purpose of application is to rezone to RF3

RF3 Zoning allows for:

- Small scale redevelopment
- Multi-Unit Housing (row housing)
  - New housing typology for this area of Glenora

E1NS

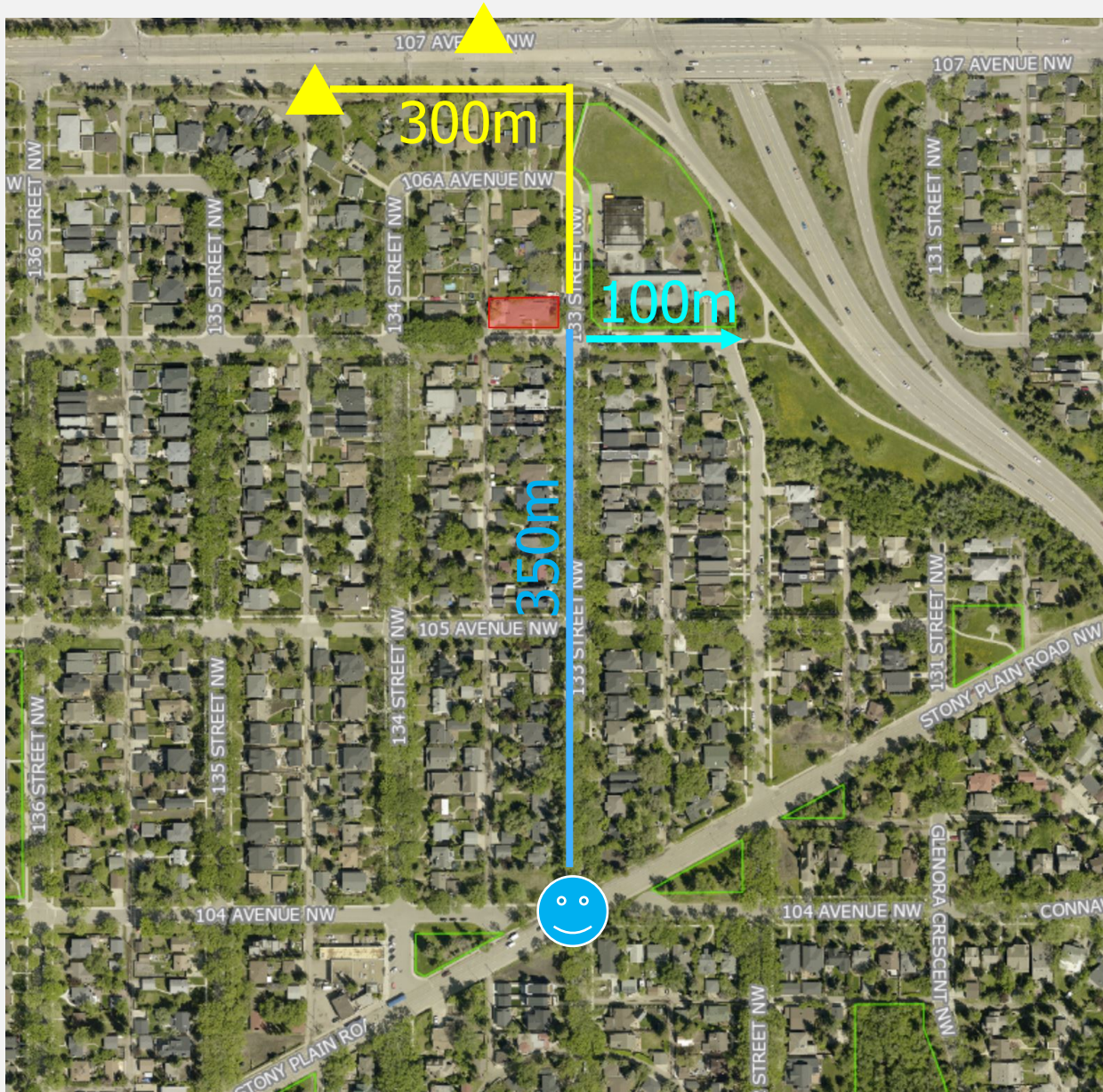
## DEVELOPMENT NEARBY



- Site in question
  - Lot Split & redevelopment
  - New Garden Suite
  - New Single-family dwelling



# GLENORA – NOW AND THEN



- Property in question



- Park & School Site



- River Valley access



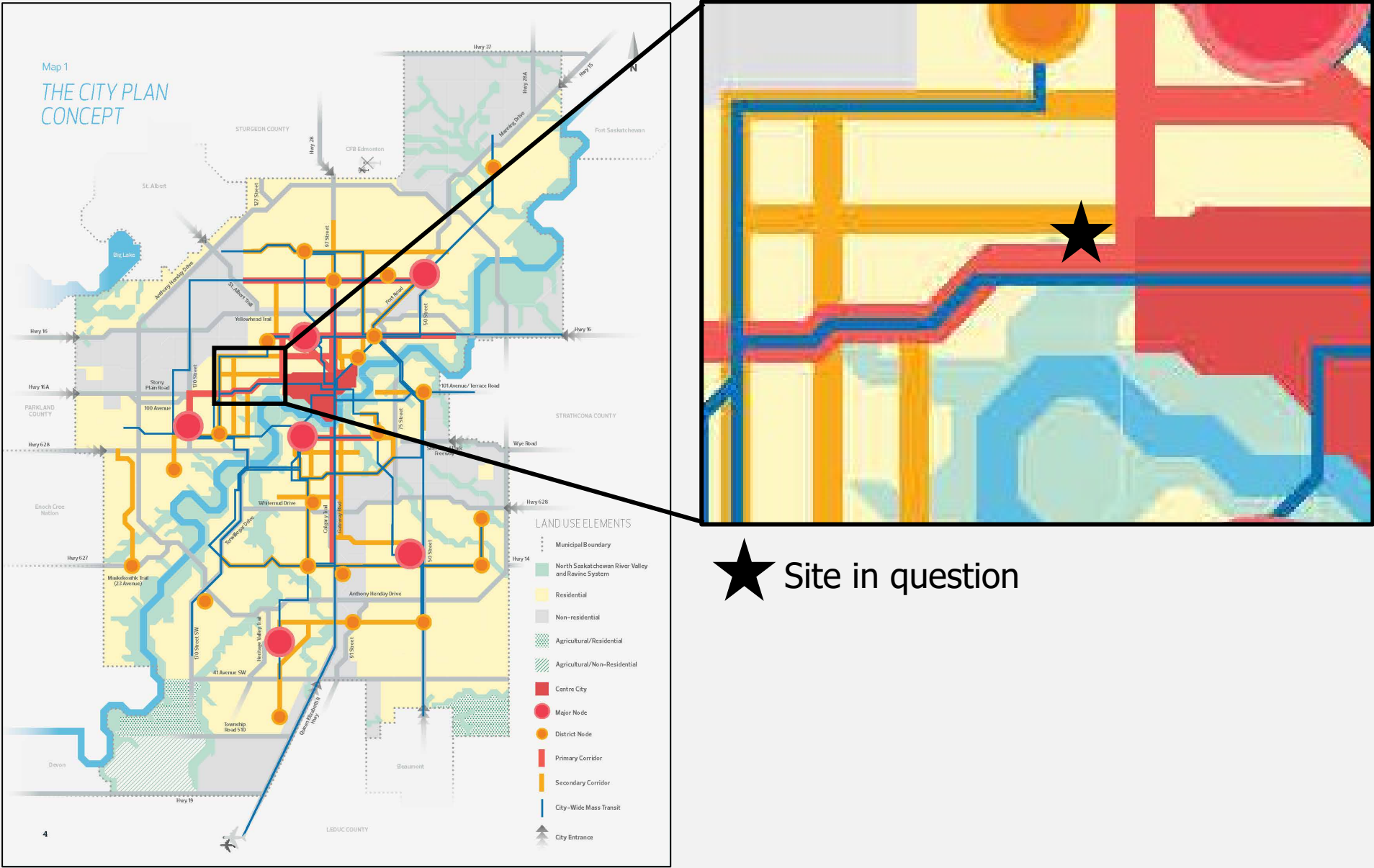
- Transit stops



- Future LRT Station



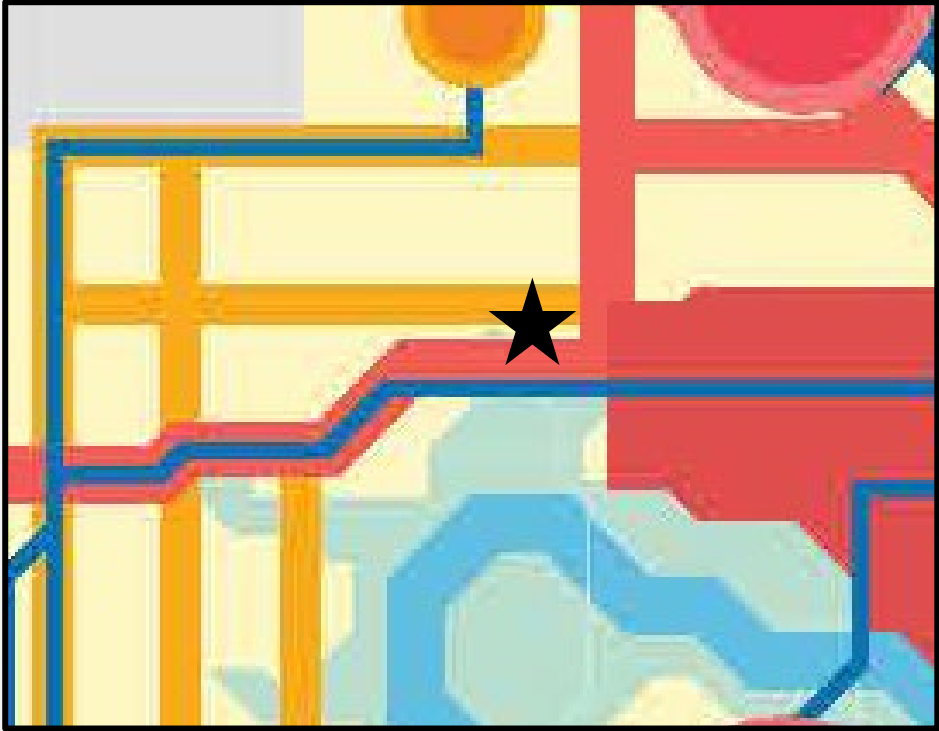
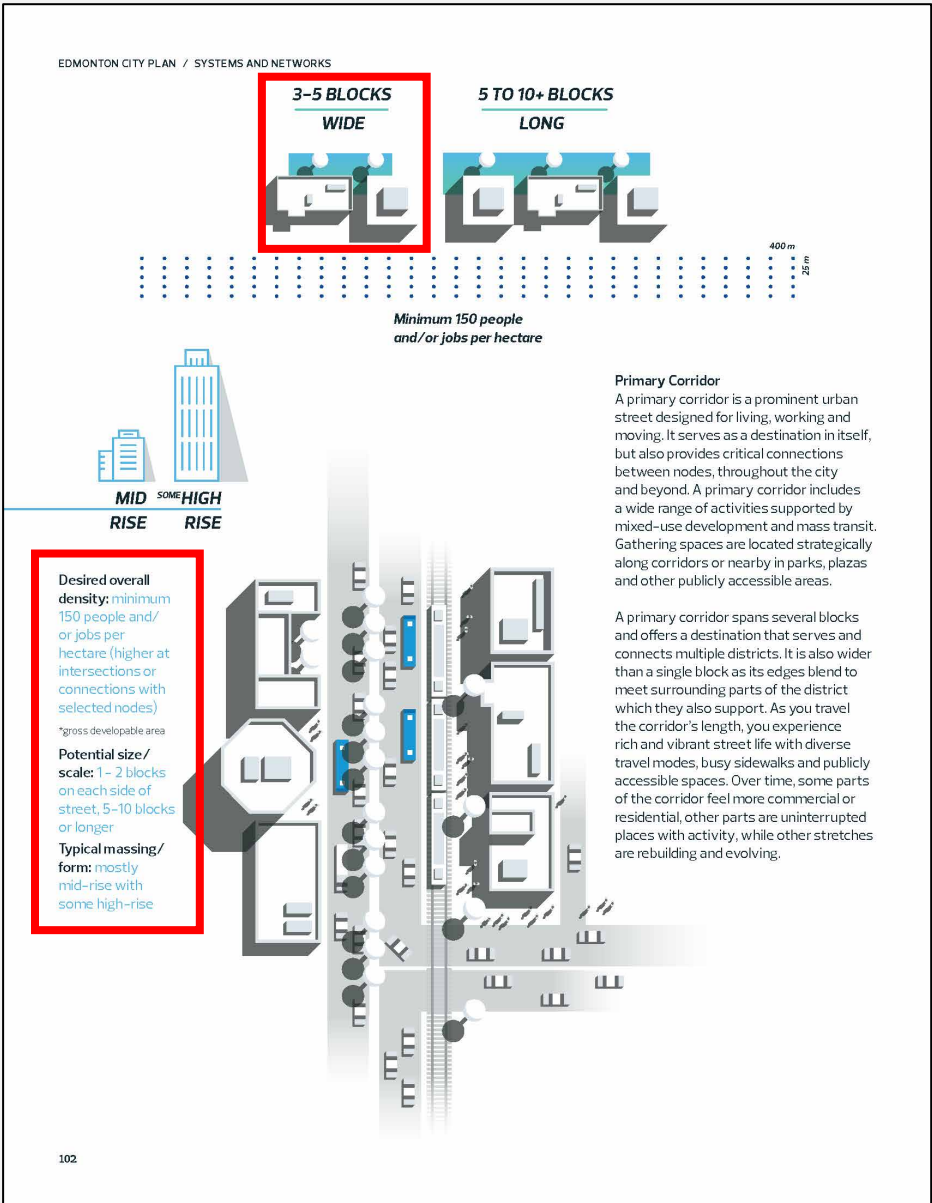
# CITY PLAN – NODES & CORRIDORS



★ Site in question



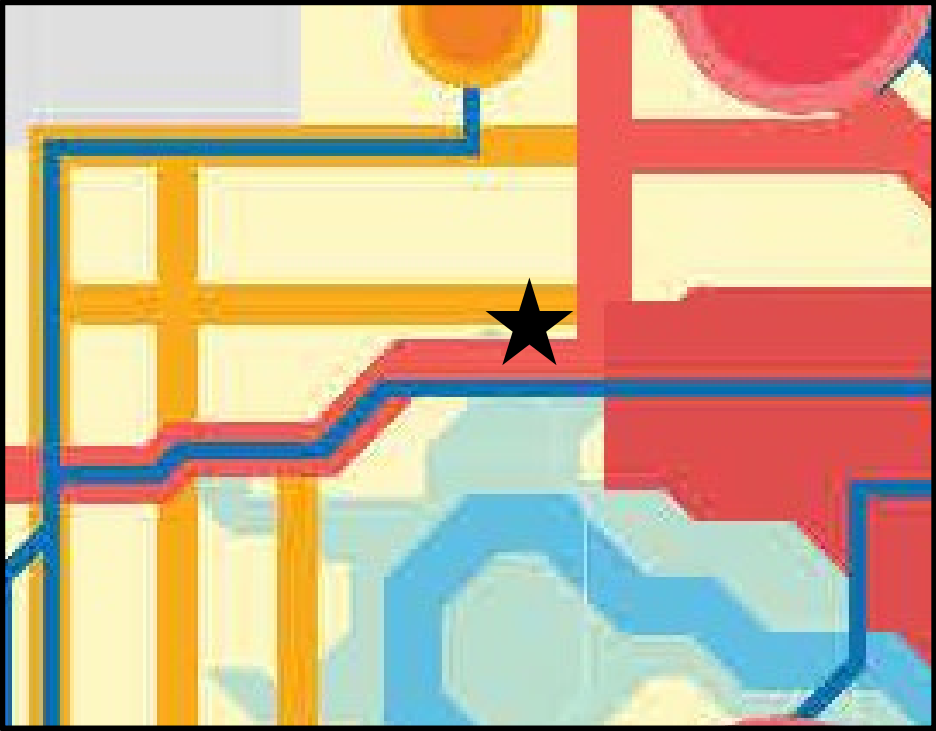
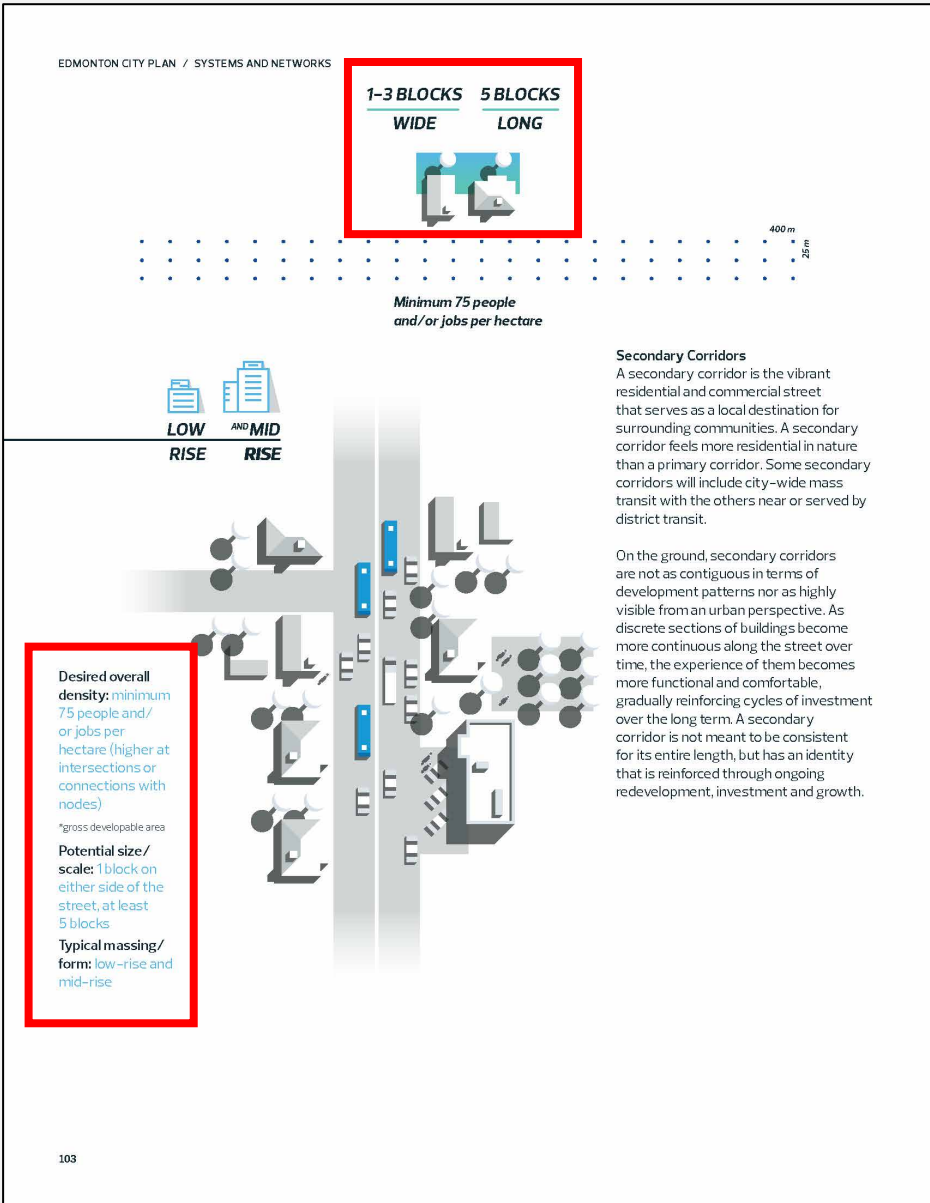
# CITY PLAN – NODES & CORRIDORS



★ Site in question

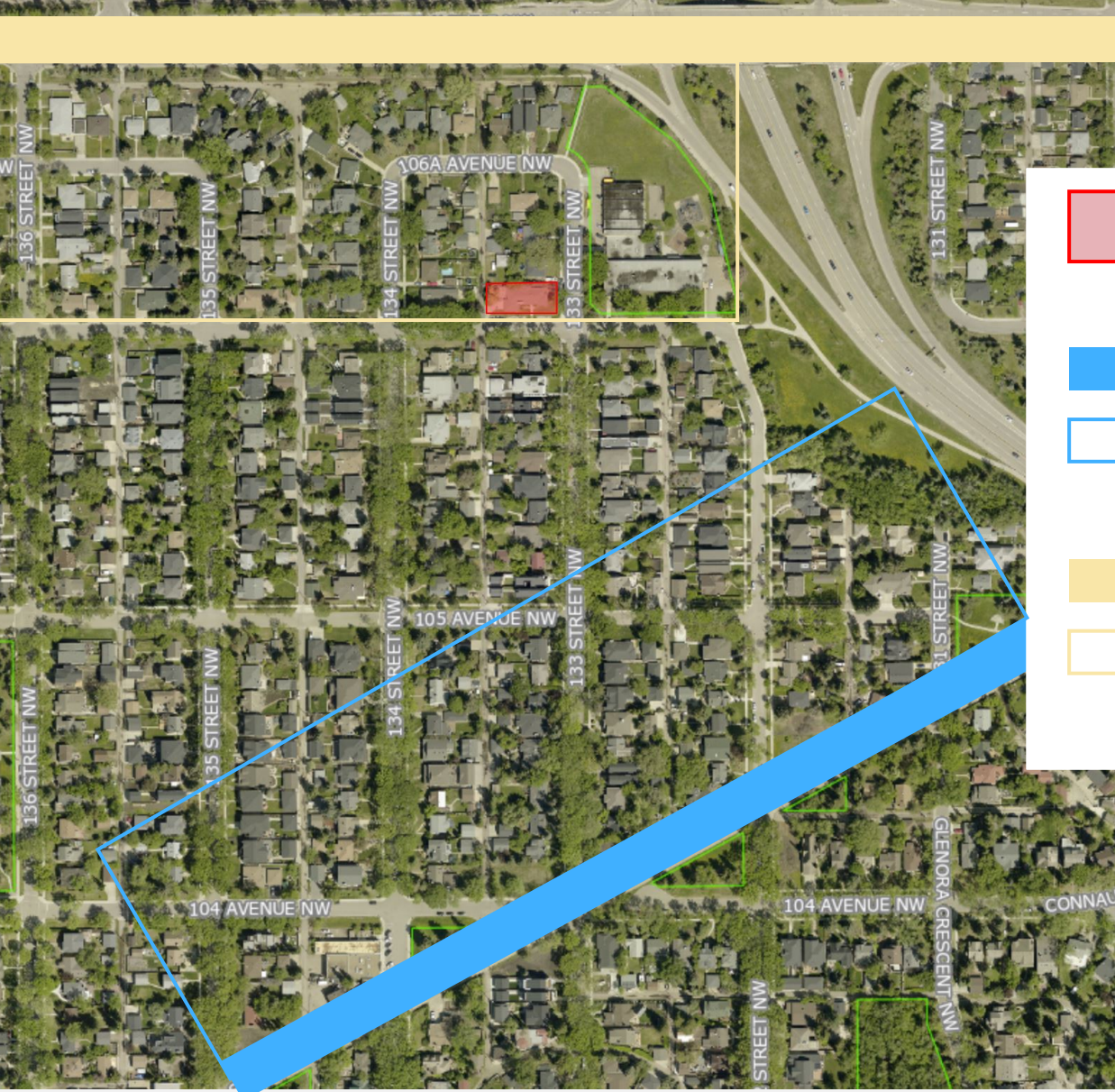


# CITY PLAN – NODES & CORRIDORS



★ Site in question

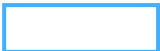
# DEVELOPMENT NEARBY



Site in question



Primary Corridor



1 block of Primary Corridor



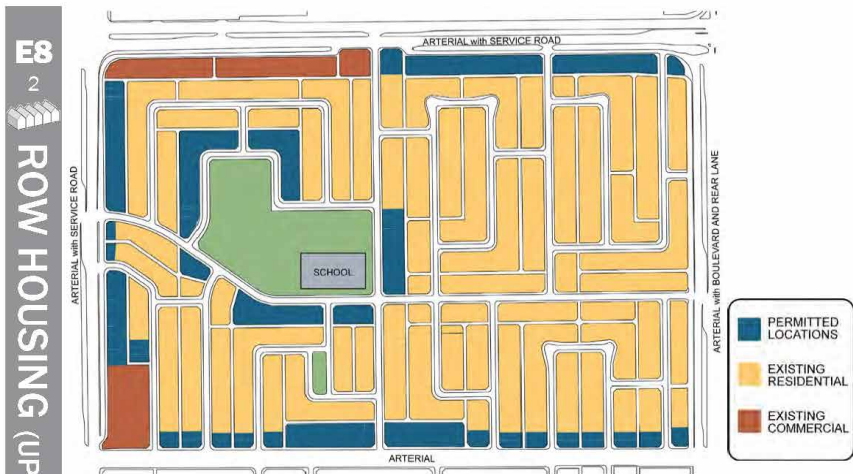
Secondary Corridor



1 block of Secondary Corridor



# RESIDENTIAL INFILL GUIDELINES

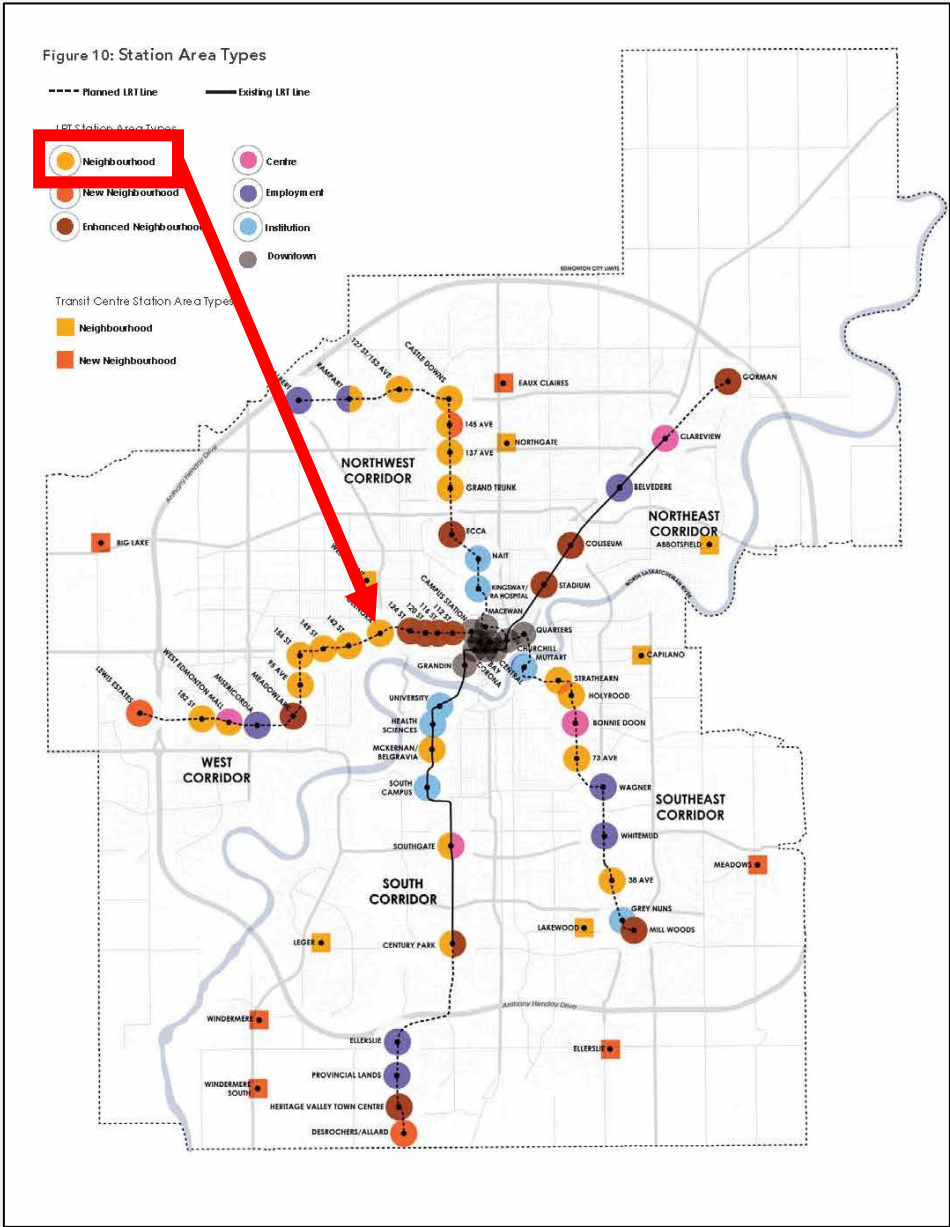


## Location + Distribution

- Small Scale Row Houses of five units or less may be located:
  - On the edges of the neighbourhood, where the block face fronts onto an arterial or service road;
  - On lots that flank onto an arterial or service road, providing that frontage on the primary local street does not exceed 30 metres;
  - Directly across from and fronting neighbourhood school or park sites, except in neighbourhoods where there is a large site within the interior of the neighbourhood that may be redeveloped to include row housing or where zoning for low rise apartments already extends one block or more beyond the
  - perimeter arterials into the interior of the neighbourhood;
  - On sites flanking commercial sites and apartments;
  - On corner sites in neighbourhoods that are zoned RF3;
  - On large sites within mature neighbourhoods for which comprehensive plans have been prepared.
- All Row House units should have direct access to a lane or service road from which parking can be accessed.



# T.O.D. GUIDELINES



Site is located ~350m away from a (future) Neighbourhood LRT Station



# T.O.D. GUIDELINES

## STATION AREA TYPE CHARACTERISTICS

Figure 11: Neighbourhood



Figure 12: New Neighbourhood



NEIGHBOURHOOD

**Location**

- Infill development settings.

**Current Characteristics**

- Predominantly single-family homes.
- Condition and value of homes vary widely.
- A mix of multi-family, employment and retail uses may occur, especially at stations close to downtown and along arterial roadways.
- Street grids are typically present within more urbanized areas; fewer are present within suburban areas and often include cul-de-sacs.

**Appropriate TOD Characteristics**

- **Infill**—2 storey townhomes and duplex housing, except on arterials, collector roads and large sites where 4 storey apartment housing is appropriate. Neighbourhood serving retail uses, eating and drinking establishments and professional offices close to station. Improved pedestrian and bike access.

Land Use and Intensity Guidelines on page 15.

NEW NEIGHBOURHOOD

**Location**

- Predominately greenfield development settings.

**Current Characteristics**

- Predominantly undeveloped land and large redevelopable sites; in some cases, portions of the area may already be developed for predominately single-family housing.
- Large development or redevelopment sites.

**Appropriate TOD Characteristics**

- **Infill**—2 storey townhomes and duplex housing, except on arterials, collector roads and large sites where 4 storey apartment housing is appropriate. Neighbourhood serving retail uses, eating and drinking establishments and professional offices close to station. Improved pedestrian and bike access.
- **Greenfield**—2 to 3 storey townhomes and 4 storey apartments. Neighbourhood serving retail uses, eating and drinking establishments and professional offices close to station. Interconnected street grid interspersed with neighbourhood parks.

Land Use and Intensity Guidelines on page 16.

Site is located ~350m away from a (future) Neighbourhood LRT Station

- Allowing for 2-storey townhomes and duplex housing on local roadways
  - RF3/MNO allow for 8.9m height maximum

# T.O.D. GUIDELINES

## LAND USE AND INTENSITY GUIDELINES

### NEIGHBOURHOOD STATION AREAS

The Neighbourhood Station Area Guidelines for LRT stations and transit centres ensure that incremental small-site development is of an appropriate scale and fit. These areas are typically comprised of single-family residential neighbourhoods. Arterial and collector roads and larger sites provide an opportunity for more transit supportive densities, and the guidelines allow for intensification with

the provision that development is sympathetic to surrounding existing uses. The guidelines promote a mix of uses. Where opportunity sites meet fundamental real estate siting requirements for access and visibility, neighbourhood-serving retail uses are encouraged. These guidelines should be used in conjunction with the Land Use and Intensity Descriptions (page 21).

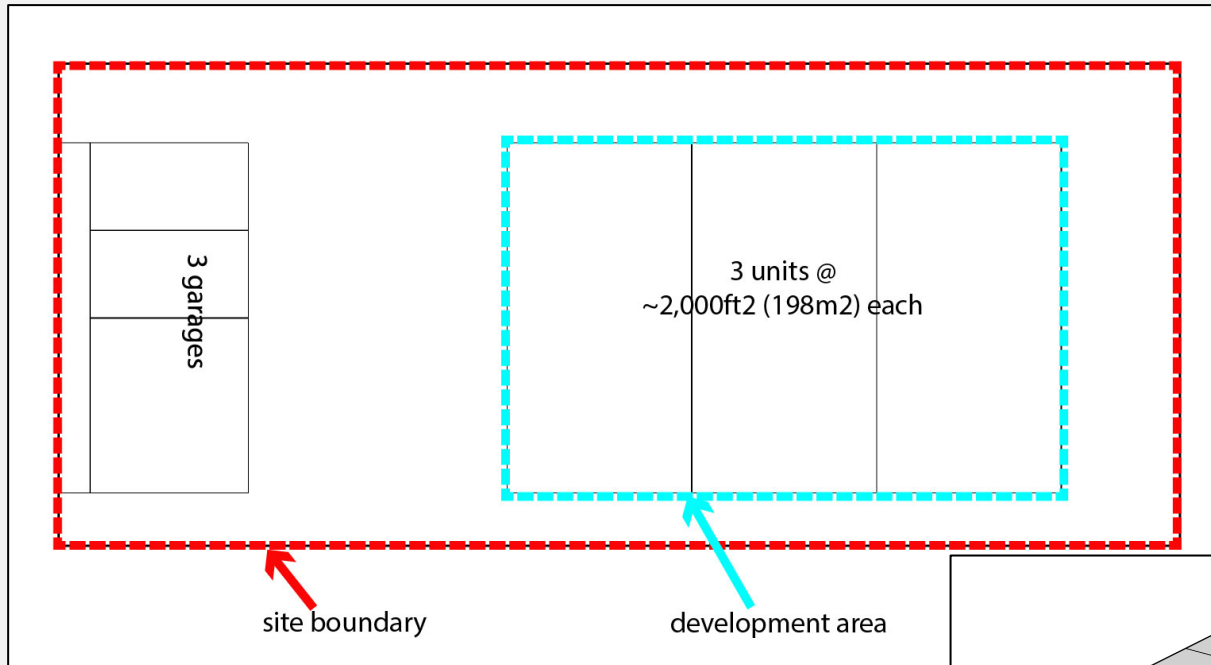
Figure 18: Neighbourhood–Land Use and Intensity Guidelines

NEIGHBOURHOOD LAND USE AND INTENSITY GUIDELINES			
EXPECTATIONS FOR LRT AND TRANSIT CENTRE STATION AREAS WITHOUT STATION AREA PLANS			
	RESIDENTIAL (NET)	EMPLOYMENT	GROUND FLOOR RETAIL
Sites within 400 metres of the LRT platform or Transit Centre	For sites 1.0 ha or larger: <ul style="list-style-type: none"><li>125 du/ha min; or</li></ul> For sites fronting or flanking a collector road: <ul style="list-style-type: none"><li>42 du/ha min to 125 du/ha max; or</li></ul> For sites fronting or flanking an arterial road: <ul style="list-style-type: none"><li>63 du/ha min to 125 du/ha max; or</li></ul> For all other sites: <ul style="list-style-type: none"><li>42 du/ha max</li></ul> Secondary or Garage or Garden suites are appropriate on selected sites.	Appropriate on arterial or collector roads, located above ground floor retail.	Appropriate on sites with direct access to an arterial or collector road, supported by curbside parking; or Appropriate on existing shopping centre sites of 2 or more ha. Auto oriented site design is not appropriate. Residential, retail or office uses can be accommodated on upper floors.
EXPECTATIONS FOR ALL PLANS THAT INCLUDE AN LRT OR TRANSIT CENTRE STATION AREA			
	RESIDENTIAL	EMPLOYMENT	GROUND FLOOR RETAIL
Area of application varies depending on the neighbourhood context and can extend up to 800 metres from the LRT platform or Transit Centre	Densities are the same as expectations for stations without a Station Area Plan, but these may be increased to accommodate the unique context of the specific neighbourhood.	Appropriate on arterial or collector roads, located above ground floor retail.  Should occupy no more than 20% of all net developable area within 400 metres of the LRT platform or transit centre.	Recommended 500 to 2000 m2 cumulative building area within 200 metres of the LRT platform or transit centre.  Appropriate on sites with direct access to an arterial or collector road, supported by curbside parking, or on existing shopping centre sites of 2 or more ha. Auto oriented site design is not appropriate. Residential, retail or office uses can be accommodated on upper floors.

Site is located ~350m away from a (future) Neighbourhood LRT Station

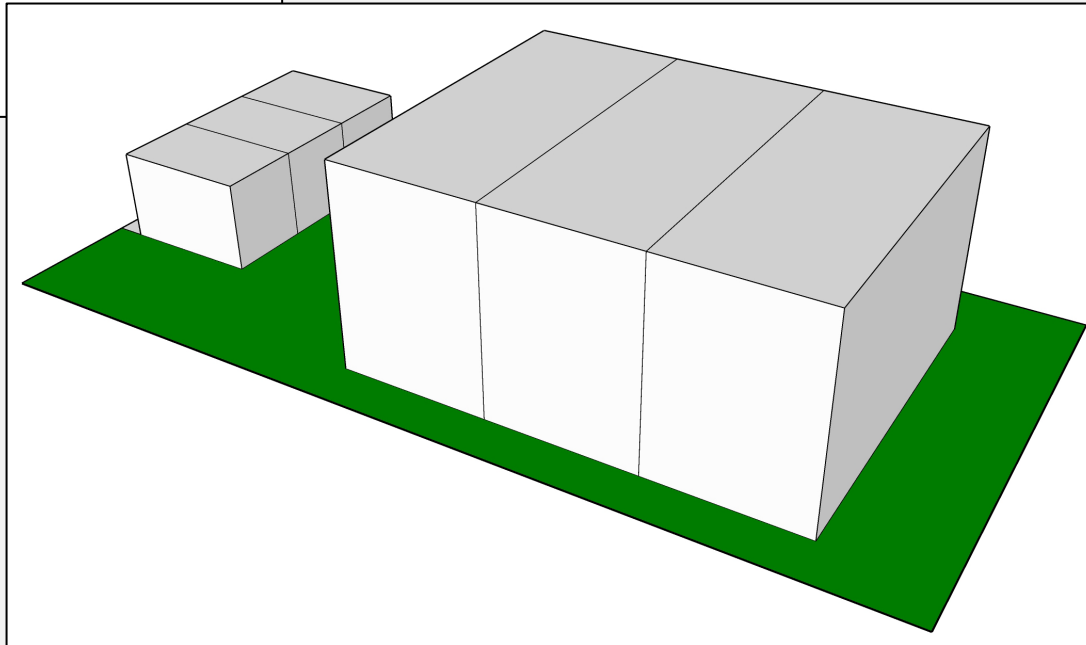
- Allowing for 2-storey townhomes and duplex housing on local roadways
  - RF3/MNO allow for 8.9m height maximum
- For sites within 400m – allow for sensitive intensification
  - $780\text{m}^2 \times 42\text{du/ha} = 3.2 \text{ units}$

# RF3 + MNO REGULATIONS



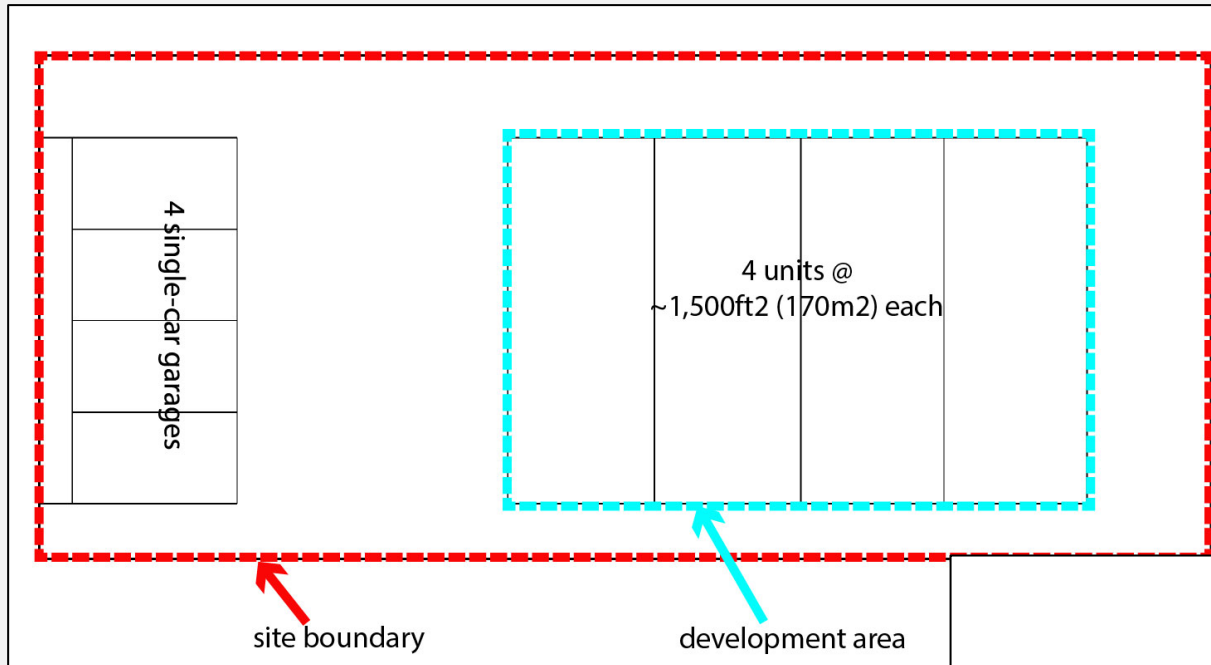
Class A – compliance with Zoning Bylaw

- Setbacks
- Height
- Site coverage
- Etc.



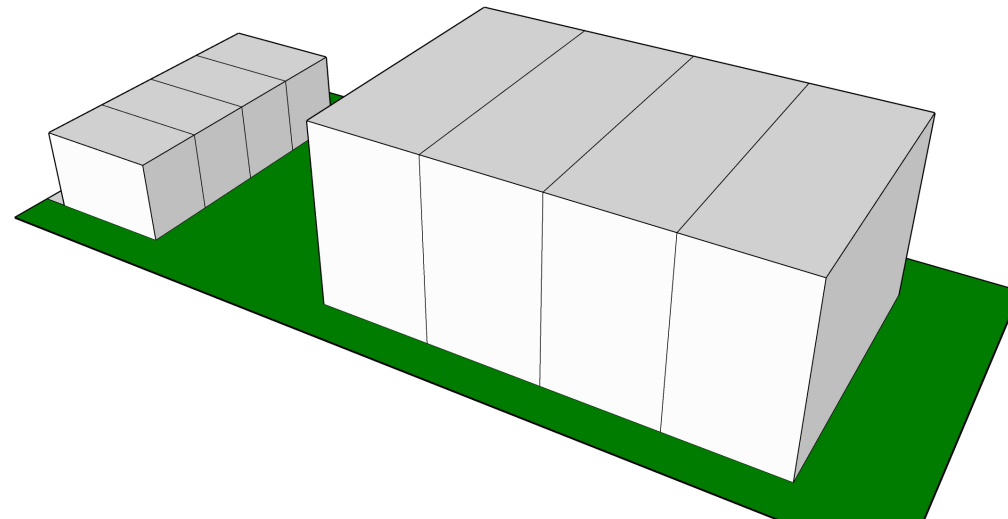
E1NS

# RF3 + MNO REGULATIONS



Class A – compliance with Zoning Bylaw

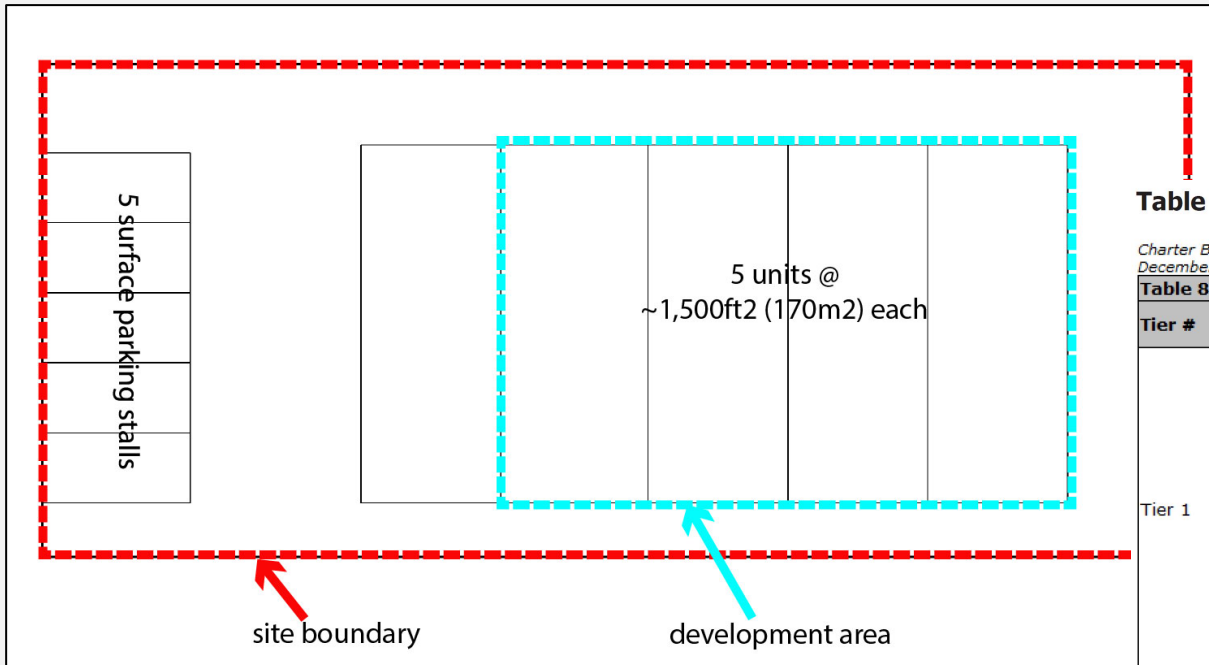
- Setbacks
- Height
- Site coverage
- Etc.



E1NS



# RF3 + MNO REGULATIONS



**Table 814.5(2) - Zoning Bylaw 12800, Mature Neighbourhood Overlay - Proposed Variances**

Charter Bylaw 18637  
December 10, 2018

Tier #	Recipient Parties	Affected Parties	Regulation of this Overlay Proposed to be Varied
Tier 1	The municipal address and assessed owners of the land wholly or partially located within a distance of <u>60.0 m</u> of the Site of the proposed development and the President of each Community League	The assessed owners of the land wholly or partially located within a distance of <u>60.0 m</u> of the Site of the proposed development and the President of each Community League	814.3(1) - Front Setback 814.3(2) - Front Setback (RF3 Corner Sites) 814.3(5) - Height 814.3(6) - Basement Elevation 814.3(7) - Dormer Width 814.3(13) - Façade Articulation between Semi-Detached Dwellings 814.3(14) - Façade Articulation for Row Housing Dwellings 814.3(15) - Architectural Treatment 814.3(16) - Variation of Building Design 814.3(17) - Driveway Access 814.3(18) - Attached Garage 814.4(1) - Additional Development Regulations for Specific Areas
Tier 2	The municipal address and assessed owners of the land Abutting the Site, directly adjacent across a Lane from the Site of the proposed development and the President of each Community League	The assessed owners of the land Abutting the Site and directly adjacent across a Lane from the Site of the proposed development	814.3(4) - Rear Setback 814.3(19) - Rear Attached Garage
Tier 3	The municipal address and assessed owners of the land Abutting the Site of the proposed development and the President of each Community League	The assessed owners of the land Abutting the Site of the proposed development	814.3(3) - Side Setbacks 814.3(8) - Side Setbacks and Privacy 814.3(9) - Privacy Screening on Platform Structures 814.3(10) - Platform Structures (Front Yard) 814.3(11) - Platform Structures (Flanking Side Yard) 814.3(12) - Cantilevers in Side Setbacks 814.3(21) - Garden Suite Location

## Class B – non- compliance with Zoning Bylaw

- Circulation to neighbours for comment
- DO consideration of those comments in decision
- Variances required – subject to appeal

## SUMMARY

- Application meets approved policy for densification at the proposed location
  - City Plan
  - Residential Infill Guidelines
  - T.O.D. Guidelines
- Site's intent is to be a new 3-unit townhouse development
  - Can be accommodated within the Zoning Bylaw without variances
  - If variances are required, neighbourhood will be given plans and provided opportunity to be directly involved in decision-making

**THANK YOU**



E1NS