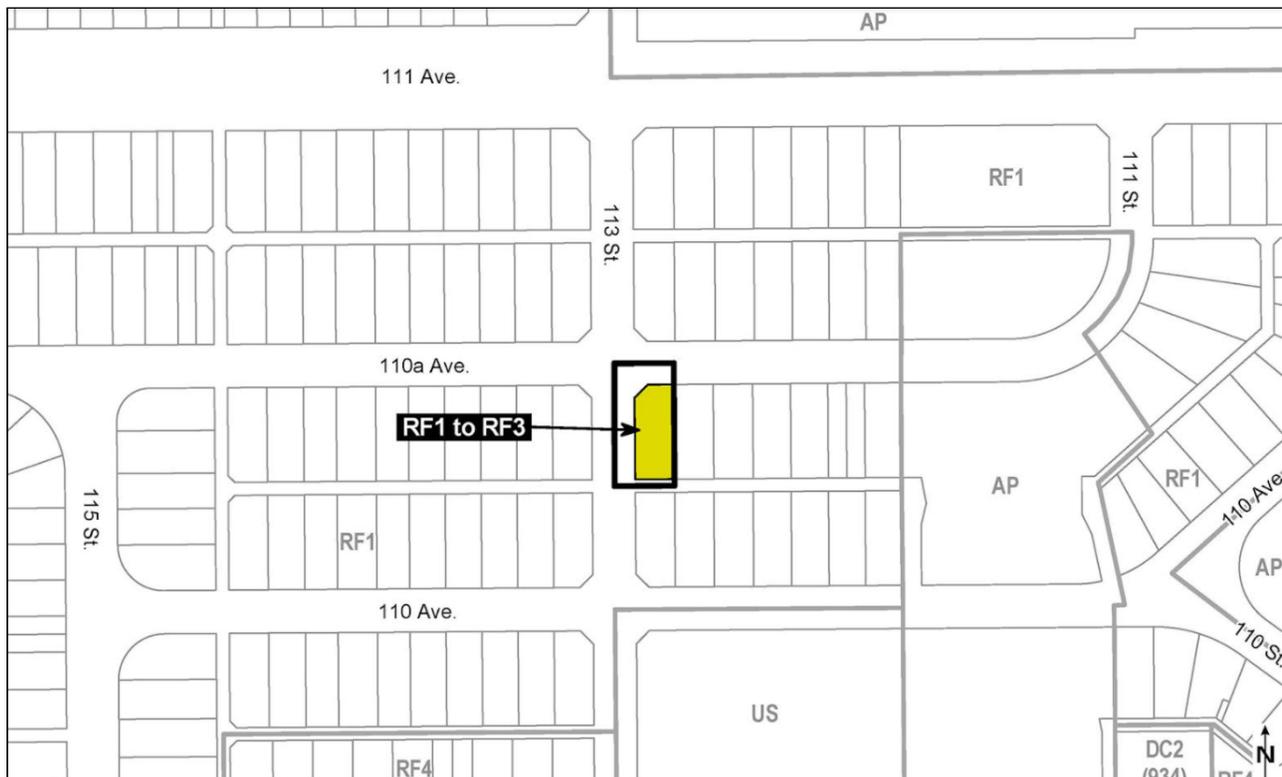


11151 - 110A Avenue NW

To allow for small scale infill development.



Recommendation: That Bylaw 20105 to amend the Central McDougall/Queen Mary Park Area Redevelopment Plan (ARP) and Charter Bylaw 20106 to amend the Zoning Bylaw from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone be **APPROVED**.

Administration **SUPPORTS** this application because it:

- provides the opportunity for housing diversity in the Queen Mary Park neighbourhood
- is located on a corner lot, where row housing is an appropriate and compatible form of development
- provides sensitive transitions and setbacks to adjacent properties

Application Summary

BYLAW 20105 will amend Map 6 the Central McDougall/Queen Mary Park Area Redevelopment Plan (ARP) from single family residential to row housing in order to reflect the proposed zoning.

CHARTER BYLAW 20106 will amend the Zoning Bylaw, as it applies to the subject site, from the (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone. The purpose of the proposed (RF3) Zone is to provide for a mix of small scale housing such as Single Detached, Duplex, Semi-detached, and Multi-unit Housing.

This application was accepted on January 26, 2022, from Situate Inc. on behalf of Elysian Holdings Ltd.

This proposal aligns with the goals and policies of The City Plan to accommodate all future growth for an additional 1 million population within Edmonton's existing boundaries. To do this, 50% of new residential units are intended to be created at infill locations.

Community Insights

Based on the characteristics of this application the file was brought forward to the public using the Basic Approach. This approach was selected because the application proposes a standard zone of the same category in the Zoning Bylaw and aligns with the objectives of The City Plan

The Basic, Approach included the following techniques:

Advance Notice, February 17, 2022

- Number of recipients: 26
- Number of responses with concerns: 2

Webpage

- edmonton.ca/queenmaryparkplanningapplications

Common comments heard throughout the various methods include:

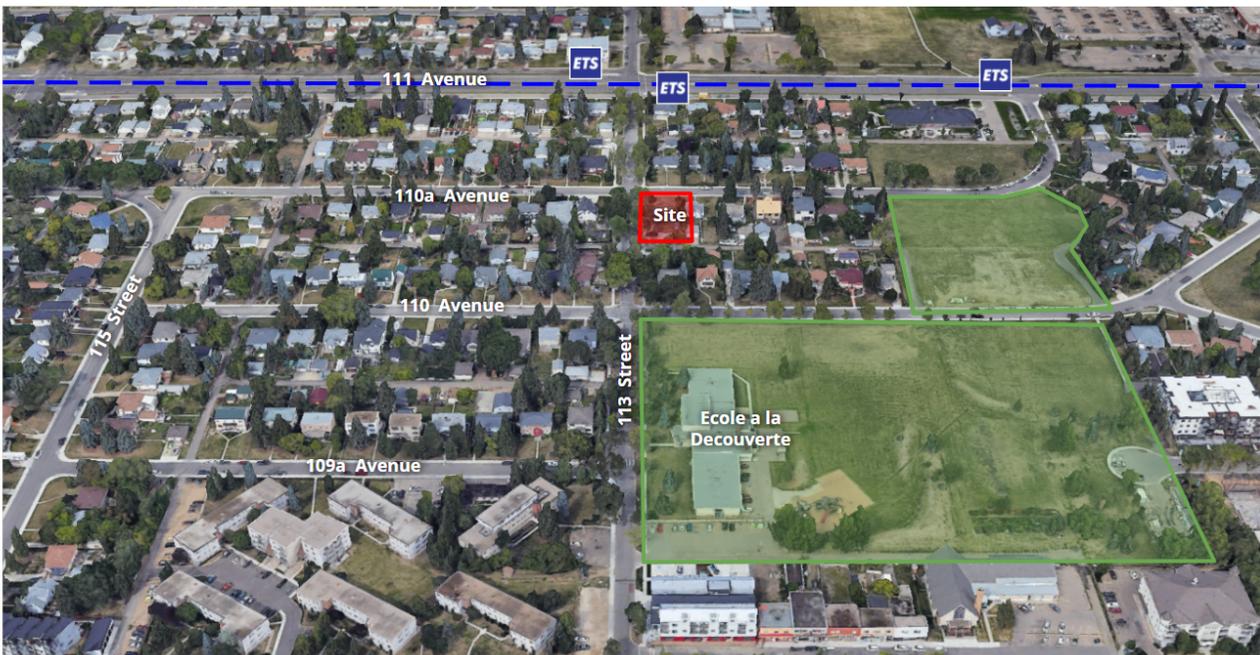
- Increased units will contribute to vehicular congestion with potential parking impacts to the neighbourhood
- Intended row housing is not in keeping with the single detached residential nature of the neighbourhood

- Increased height and coverage will block view and sunlight

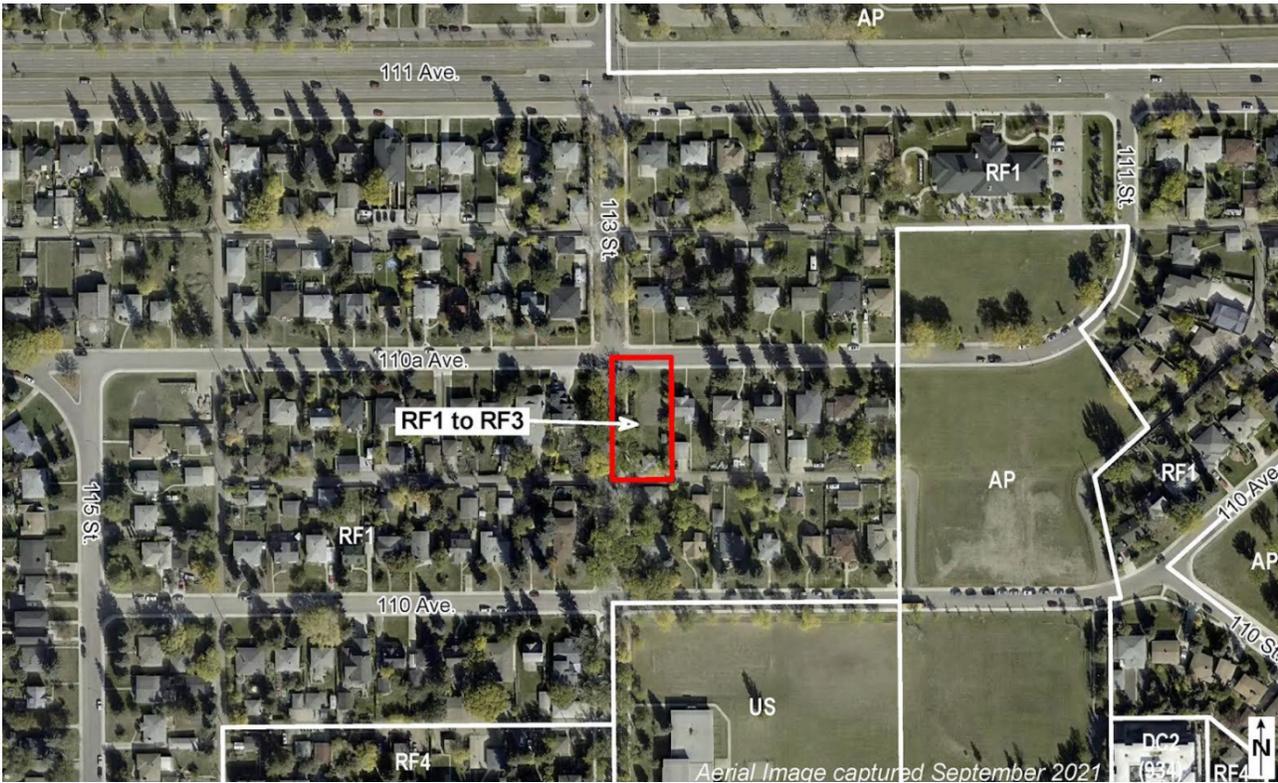
Feedback was received from the Vice President of the Queen Mary Park Community League. The community is concerned about traffic and parking impacts especially at school drop off and pick up times. They also expressed a desire to review the ARP and modernize it to reflect contemporary planning and development pressures.

Site and Surrounding Area

The subject site is approximately 787 square metres in area, located on a corner lot abutting two local roads within the interior northeast portion of the Queen Mary Park neighbourhood. Vehicular access is through the rear lane south of the site. The property is one block south of 111 Avenue, an arterial road and transit corridor bordering the neighbourhood. Additional transit access is available along 109 Street approximately 450 metres to the east. The site is walking distance from several parks and schools. The surrounding area is developed with single detached housing. The southern portion of the neighbourhood contains mostly low rise apartments.



Contextual view of the application area



Aerial view of application area

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RF1) Single Detached Residential Zone	Vacant Lot
CONTEXT		
North	(RF1) Single Detached Residential Zone	Single Detached House
East	(RF1) Single Detached Residential Zone	Single Detached House
South	(RF1) Single Detached Residential Zone	Single Detached House
West	(RF1) Single Detached Residential Zone	Single Detached House



View of the site looking south from 110a Avenue NW



View of the site looking northeast from 113 Street NW

Planning Analysis

The City Plan

Within The City Plan, 111 Avenue NW is designated as a Primary Corridor. It is meant to include a wide range of activities supported by a concentration of mixed-use developments and mass transit. While Primary Corridors suggest more dense zones, the RF3 zone is an appropriate level of densification for a single lot surrounded exclusively by RF1 zoning as this area transitions to further densification in the

future. This proposal still meets the goal of 50% of net new units added through infill as set by The City Plan.

Plan in Effect

The site is located within the Central McDougall/Queen Mary Park Area Redevelopment Plan (ARP). Map 6 of the ARP indicates that the site is “single detached residential.” In order to ensure the zoning aligns with the plan, Map 6 will be amended to label the site as “row housing.” Multi Unit Housing in the form of Row housing is an underrepresented building form and would support the neighbourhood vision of a well-balanced blend of housing options including those for families. RF3 zoning supports this use class while providing housing options that would allow for family oriented housing and increases the diversity in housing types for the Neighbourhood.

Land Use Compatibility

The subject site is a corner lot located in a mature neighbourhood with good connectivity both locally and to broader city networks. The proposed RF3 Zone is subject to the Mature Neighbourhood Overlay (MNO), which is designed to ensure that infill development, such as row housing, is sensitive to the surrounding context. The regulations of the RF3 Zone, in conjunction with those of the MNO, are largely equivalent to the RF1 Zone. Rear setbacks, along with building heights, will remain the same. However, the RF3 Zone requires a more sensitive interior setback of 3.0 metres while the RF1 zone requires only 1.2 metres. For these reasons, the proposed rezoning is considered sensitive intensification as future buildings will be limited to the same height, but with an increased interior setback to the existing single detached house.

RF1 & RF3 Comparison Summary

	RF1 + MNO Current	RF3 + MNO Proposed
Principal Building	Single Detached Housing Duplex Housing Semi-detached Housing	Multi-Unit Housing
Maximum Height	8.9 m	8.9 m
Front Setback Range (approximate) (110a Avenue)	8.18 m - 11.18 m	6.68 m - 7.0 m
Minimum Interior Side Setback	1.2 m	3.0 m
Minimum Flanking Side Setback (113 Street)	1.2 m	2.0 m
Minimum Rear Setback (Lane)	17.62 m (40% of Site Depth)	17.62 m (40% of Site Depth)
Maximum Site Coverage	40% ¹	45%
Maximum No Dwelling Units	Two (2) Principal Dwellings ² Two (2) Secondary Suites ² Two (2) Garden Suites ²	Five (5) Principal Dwellings ³ Five (5) Secondary Suites ³ Five (5) Garden Suites ³

¹ A maximum Site Coverage of 40% would be applicable to each subdivided lot

² Lot Subdivision would be required to accommodate two Single Detached principal structures/dwellings under RF1. Semi-detached could be built without subdividing under RF1. Each principal dwelling could have a Secondary Suite and/or Garden Suite.

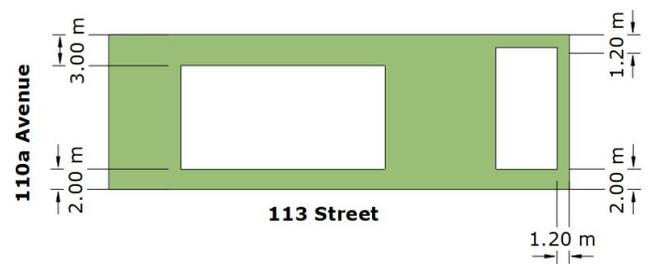
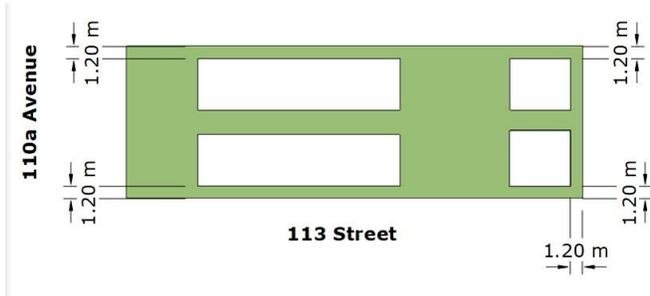
³ Secondary Suites and Garden Suites are allowed with each existing principal dwelling, the likelihood of these suites diminishes as the number of principal dwellings increase. The applicant's current intent for the redevelopment is for three (3) Principal Dwellings.

	RF1 + MNO: Current		RF3 + MNO: Proposed	
Accessory Building	Garden Suite	Detached Garage	Garden Suite	Detached Garage
Maximum Height	6.5 m	4.3 m	6.5 m	4.3 m
Minimum Interior Side Setback	1.2 m	0.6 m	1.2 m	0.6 m
Minimum Flanking Side Setback	1.2 m	1.8 m	2.0 m	2.0 m
Minimum Rear Setback	1.2 m	1.2 m	1.2 m	1.2 m

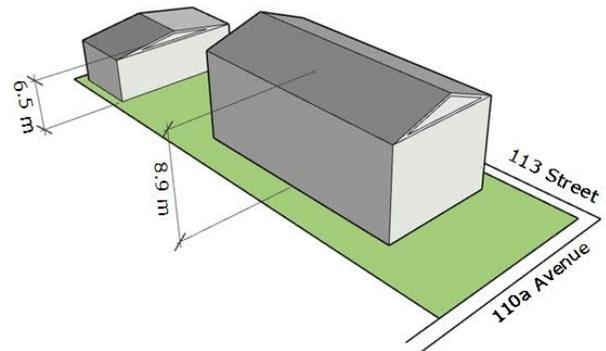
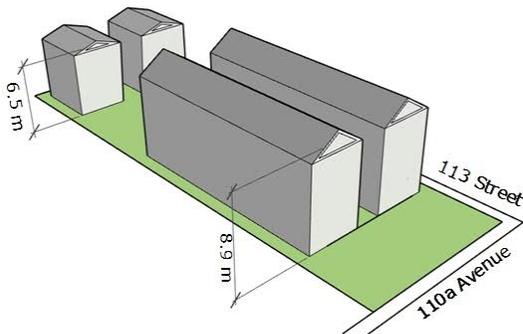
POTENTIAL RF1 BUILT FORM

POTENTIAL RF3 BUILT FORM

Top view



3D view



Technical Review

Transportation

Vehicular access for future development shall be from the adjacent lane. The owner will be required to remove the existing driveway onto 113 Street and restore the curb, gutter, sidewalk and boulevard at the time of redevelopment to the satisfaction of Subdivision and Development Coordination (Transportation).

Drainage

Development allowed under the proposed zone would not have a significant impact on the existing drainage infrastructure in the area. Permanent sanitary servicing for the subject rezoning area is available from the existing 250 mm combined sewer main within the lane. Storm service connection can be satisfied by connecting to the main within the lane or the one within 113 Street.

EPCOR Water

The applicant/owner will be responsible for all costs associated with providing City standards for water supply including any changes to the existing water infrastructure required by this application. A deficiency in on-street fire protection adjacent to the property was identified by EPCOR Water. A Fire Protection Engineer may be able to perform an Infill Fire Protection Assessment (IFPA) at development permit application to potentially alter or lessen on-street fire protection infrastructure upgrades, assuming certain criteria are met. An IFPA determined that the existing water infrastructure provides sufficient capacity so no upgrades are required.

All other comments from affected City Departments and utility agencies have been addressed.

Appendices

- 1 Application Summary

Application Summary

Information

Application Type:	Plan Amendment and Rezoning
Bylaw and Charter Bylaw:	20105, 20106
Location:	South of 110A Avenue NW and east of 113 Street NW
Address(es):	11151 - 110A Avenue
Legal Description:	Lot 1, Block 12A, Plan 2109HW
Site Area:	787.734 m ²
Neighbourhood:	Queen Mary Park
Ward:	O-day'min
Notified Community Organization:	Queen Mary Park Community League
Applicant:	Situate Inc.

Planning Framework

Current Zone and Overlay:	(RF1) Single Detached Residential Zone (MNO) Mature Neighbourhood Overlay
Proposed Zone and Overlay:	(RF3) Small Scale Infill Development Zone (MNO) Mature Neighbourhood Overlay
Plan in Effect:	Central McDougall/Queen Mary Park Area Redevelopment Plan
Historic Status:	None

Written By:

Approved By:

Branch:

Section:

Marco Beraldo

Tim Ford

Development Services

Planning Coordination