

MCKERNAN/BELGRAVIA

Education Information
Drop-In Session

WELCOME

The purpose of tonight's information session is to raise awareness and understanding of the approved McKernan-Belgravia Area Redevelopment Plan (ARP) and its long-term implementation as it relates to neighbourhood infill and redevelopment.

TONIGHT'S AGENDA

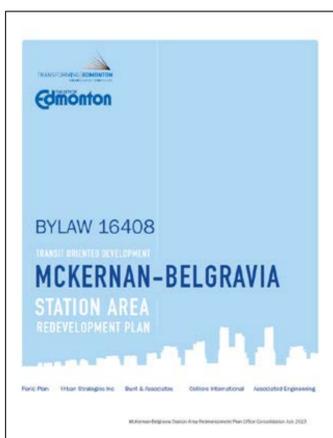
6:00 to 9:00 pm Welcome and Tour Panels with City Staff

Tonight's session is to provide you information and to answer questions you may have about the McKernan-Belgravia Station ARP, its policies on neighbourhood infill, consultation and planning processes such as rezoning, and factors affecting the plan's long-term implementation.

Please take your time to review the information boards here tonight, ask us any questions you may have, and provide us your input on section 4.4.6 of the plan regarding neighbourhood infill.



BACKGROUND



On July 3, 2013, City Council approved the McKernan-Belgravia Station Area Redevelopment Plan (ARP) which provides a clear vision and framework for future development within McKernan and Belgravia over the next 25 years.

The goal of McKernan-Belgravia Station ARP is to enhance and strengthen the local character of these neighbourhoods while capitalizing on the presence of the McKernan/Belgravia LRT station through transit oriented development and encouraging infill development.

The McKernan-Belgravia Station ARP was prepared with community input collected during 2011 to 2013 from three public open house workshops including letters, phone calls, and emails. This was used to identify areas suitable for long-term incremental change as well as shape the vision, design principles, and policies of the plan.



As a result of community input, the plan accommodates transit oriented development by focusing more intensive residential development on the periphery of the neighbourhoods, along major arterial and collector roads, and close to the LRT station. The Plan also seeks to ensure infill redevelopment is compatible with the scale of existing single family dwellings internal to each of the two neighbourhoods in order to maintain the fundamental character of these areas.

MOVING FORWARD

The McKernan-Belgravia Station ARP is an important planning document that will help guide future land use and zoning decisions in your neighbourhood.

While neighbourhood infill and redevelopment will occur incrementally over many years, you may have questions about the plan, its policies, how it is being implemented, and what this means for you.

If you would like further information about the McKernan-Belgravia Station ARP, please visit / email:

www.edmonton.ca/tod

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780 496 1909



CITY OF EDMONTON'S VISION

In order to accommodate anticipated future growth, the City of Edmonton is pursuing more sustainable development options including transit oriented development (TOD) around existing and future Light Rail Transit (LRT) stations.

The City's vision is to transform urban form, shift transportation modes, improve livability and sustaining the environment. This can be achieved through transit oriented development and the preparation of plans around existing and future stations along Edmonton's LRT Network.

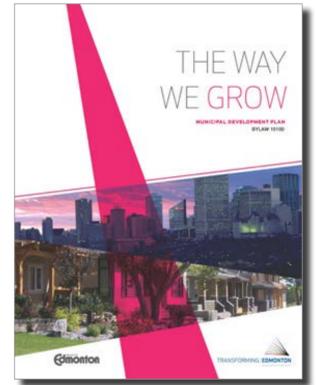
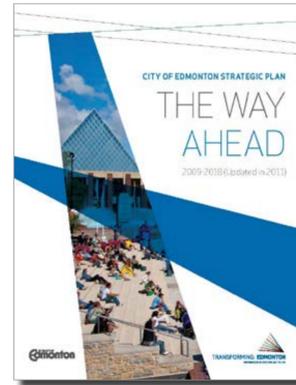
Transit oriented development aligns with the following Transforming Edmonton policy documents:

The Way Ahead: Edmonton's Strategic Plan

The Way We Grow: Municipal Development Plan

The Way We Move: Transportation Master Plan

The Way We Green: Edmonton Strategic Environmental Plan



TRANSIT ORIENTED DEVELOPMENT (TOD)

Transit oriented development is development that is planned and integrated around LRT stations and transit centres. The goal is to create attractive, livable and compact neighbourhoods with a mix of land uses within walking distance of a transit station.



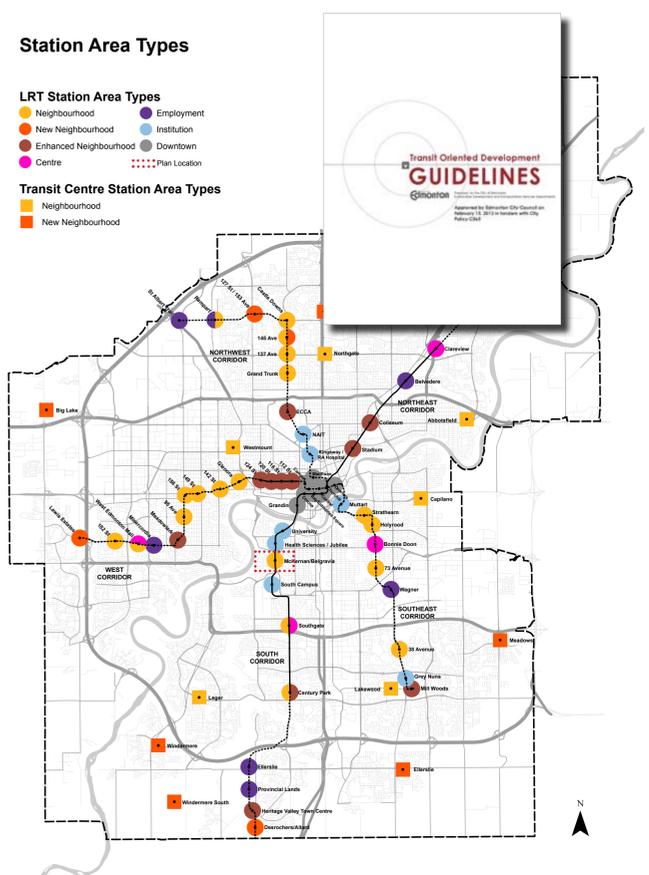
BENEFITS OF TOD

- Fewer and shorter automobile trips
- Increased transit ridership, farebox revenue and recovery of City capital investment in the LRT network
- Increased walkability and cycling connectivity that support healthy lifestyles
- Greater housing choice and affordability
- Easier access to daily needs through a concentration of neighbourhood serving stores and service
- More efficient and sustainable use of land and infrastructure

TOD POLICY C565 AND GUIDELINES

In 2012, Edmonton City Council passed City Policy C565 and Transit Oriented Development Guidelines, which allows the City to achieve the following:

- Locate higher density development close to LRT stations and transit stations
- Locate major trip generators such as shopping streets, office buildings, and schools close to transit
- Encourage station-specific mix of land uses to let people live and shop near their jobs
- Encourage high-quality projects
- Provide facilities that ensures the efficient, safe, and convenient transfer of passengers between transit modes
- Planning for the creation of an attractive green city



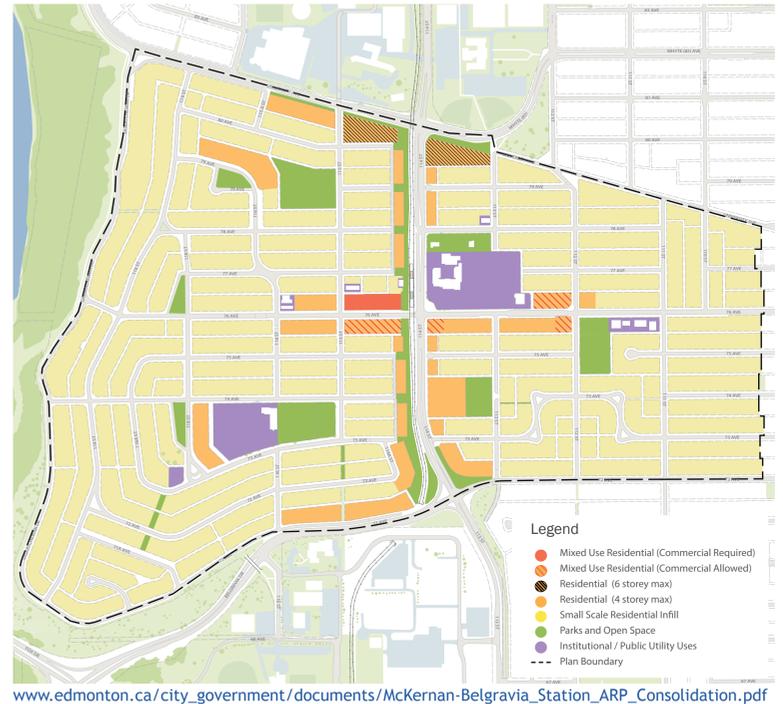
MCKERNAN-BELGRAVIA STATION ARP VISION

The McKernan-Belgravia Station ARP will accommodate transit oriented development by focusing redevelopment and intensification on the periphery of the neighbourhoods, along major arterial and collector roads, and adjacent to the LRT station. The fundamental character of these neighbourhoods will be protected by limiting the type and form of development within the interior of the neighbourhoods to be compatible with the existing character.

GUIDING PRINCIPLES

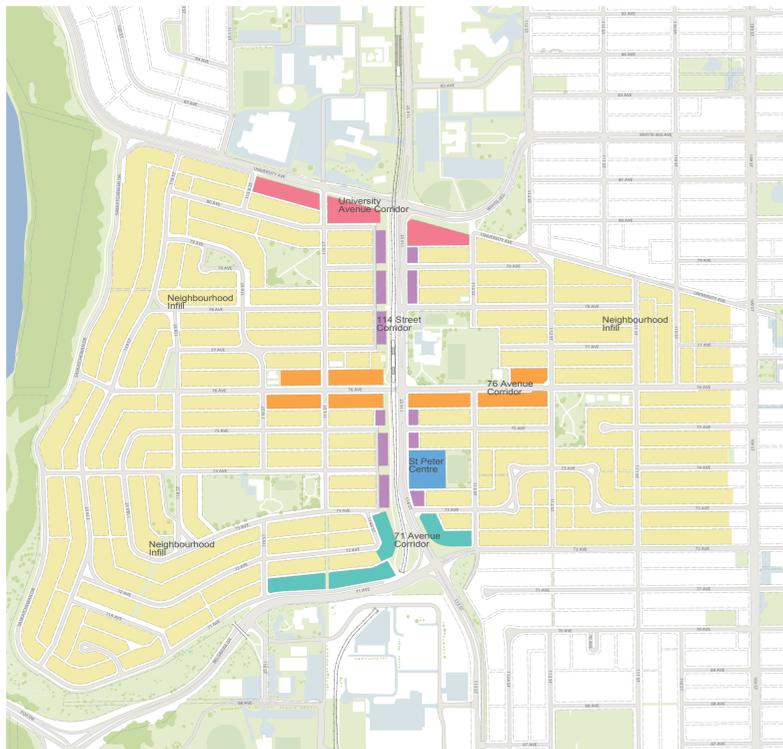
- Ensure that transit oriented development is appropriately located and scaled to fit the community
- Maintains and enhances the interior of the neighbourhoods
- Improves the public realm and focuses on enhanced place making
- Improves the public realm and focuses on enhanced place making
- Enhances mobility choices
- Strives for a more complete community
- Pursue design excellence
- Encourages environmentally sustainable neighbourhood design

DEVELOPMENT CONCEPT



www.edmonton.ca/city_government/documents/McKernan-Belgravia_Station_ARP_Consolidation.pdf

LAND USE PRECINCTS



ZONING SUMMARY

- RF1 – Single Detached Residential Zone**
This zone provides the opportunity for single family housing
- RF3 – Low Density Infill Zone**
This zone provides the opportunity for single family and duplex housing while allowing some apartment or row housing with up to four units
- UCRH – Urban Character Row Housing Zone**
This zone provides for medium density Row Housing in a manner that is characteristic of urban settings and can include more intensive development in the form of, but not limited to, smaller yards, greater height, orientation to a public street, and greater attention to architectural detail. This zone is intended as a transition zone between low and higher density housing
- RF6 – Medium Density Multiple Family Zone**
This zone provides the opportunity for medium density housing, such as row houses or town houses that may have separate second storey units
- RA7 – Low Rise Apartment Zone**
This zone provides the opportunity for low rise apartment buildings up to four storeys
- RA8 – Medium Rise Apartment Zone**
This zone provides the opportunity for medium rise apartment buildings up to six storeys in height
- CB2 - General Business Zone**
The purpose of this Zone it to provide for businesses that require large Sites and a location with good visibility and accessibility along, or adjacent to, major public roadways.

PRECINCT	BUILT FORM	EXAMPLE ZONING	MAX HEIGHT
University Avenue Corridor	Medium rise apartments Low rise apartments	RA8 RA7	6 storeys 4 storeys
114 Street Corridor	Low rise apartments Stacked row housing	RA7 RF6	4 storeys 4 storeys
76 Avenue Corridor	Low rise apartments Ground floor retail	RA7 CB2	4 storeys 4 storeys
St. Peter Centre	Low rise apartments Row housing	RA7 UCRH	4 storeys 3 storeys
71 Avenue Corridor	Low rise apartments Stacked row housing Row housing	RA7 RF6 UCRH	4 storeys 4 storeys 3 storeys
Neighbourhood Infill	Single detached housing Small scale infill at specified locations	RF1 RF3	2 1/2 storeys 2 1/2 storeys

NEIGHBOURHOOD INFILL

Neighbourhood infill forms a key component of the McKernan-Belgravia Station ARP development concept. This precinct is used to achieve the vision and principles of the Plan, identify development opportunities, and regulate built form in keeping with the existing neighbourhood character.

Under Section 4.4.6 of the Plan, the Neighbourhood Infill precinct recognizes opportunities to support modest intensification or density through small scale neighbourhood infill up to two and one half storeys.

4.4.6 Neighbourhood Infill

For areas not identified as appropriate for significant redevelopment there are still opportunities to support modest intensification through small scale neighbourhood infill. In these locations redevelopment should be limited to construction of garden/garage suites, duplexes and semi-detached dwellings with row housing and apartment housing up to four dwellings per site. All new developments should be required to match the scale of existing single family dwellings.

Where historical or architecturally significant buildings and structures form an important part of the area's history, opportunity is provided to retain and/or integrate buildings such as 11511-75 Avenue. Additional policy regarding historical preservation is provided under 4.4.15.

Policies

1. Permit new development in this precinct to be developed to a maximum height of 2 ½ storeys in accordance with the Mature Neighbourhood Overlay.
2. Ensure that new development respects the character and scale of existing development through the retention of the Mature Neighbourhood Overlay.
3. Generally retain RF1 (Single Detached Residential) and RF3 (Low Density Development) zoning in their existing locations within the precinct.
4. Consider rezoning from RF1 to RF3 for properties within approximately 400 metres of the McKernan-Belgravia LRT Station (see Figure 10: Pedestrian Priority Area) subject to appropriate community consultation prior to submission of an application.
5. Allow small scale infill (secondary suites, garden suites, garage suites, duplexes, semi-detached, row housing and apartment housing with up to four dwelling units per site) in locations specified in the Zoning Bylaw 12800.



NEIGHBOURHOOD INFILL WITHIN 400 METRES OF MCKERNAN-BELGRAVIA LRT STATION

Policy 4 of this section allows properties located within 400 metres of the existing LRT Station to be considered for rezoning from Single Detached Residential Zone (RF1) to Small Scale Infill Development Zone (RF3), subject to appropriate community consultation.

The purpose of this policy is to create increased opportunity for infill within walking distance of the McKernan/Belgravia LRT station as well as encourage early community consultation in the rezoning process.



WHEN WILL REZONING FROM RF1 TO RF3 WITHIN 400 METRES OF THE MCKERNAN-BELGRAVIA LRT STATION HAPPEN?

The timing, frequency and feasibility of rezoning proposals from RF1 to RF3 within 400m of LRT will be dependent on a number of factors. Some of these include: market demand, land owner preference, land ownership patterns, servicing and technical requirements, and economic feasibility.

For these reasons, infill redevelopment is expected to occur incrementally, take many years, and may not necessarily achieve full build-out.

CONSULTATION AND THE REZONING PROCESS

The McKernan-Belgravia Station ARP provides opportunity for consultation (i.e. pre-consultation) in addition to the City of Edmonton's formal Land Development Application (LDA) process when a property is being considered for rezoning from RF1 to RF3 within 400 meters of LRT.

When a landowner or developer makes an inquiry about rezoning their property, Administration informs them that it is a requirement that they contact adjacent property owners and the Community League to discuss their proposal in advance of submission of the application, and provide a summary of that consultation with the rezoning application documents.

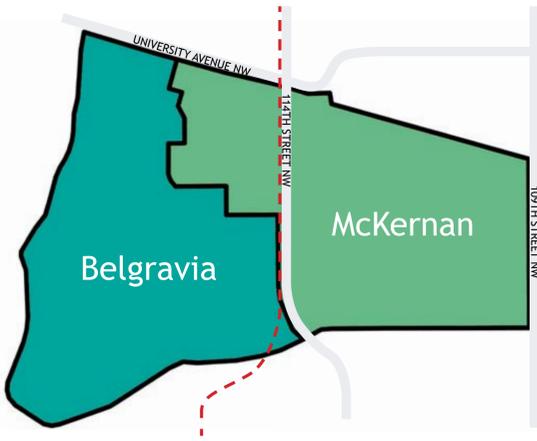
This pre-consultation provides an opportunity for the applicant and Community League to consider meeting and discussing a potential rezoning application, share information, increase community awareness, and identify potential concerns, issues, and solutions in advance of formal application submission.

Following this stage, a landowner or developer may decide to submit a formal LDA to rezone their property at which time it is formally processed by the City of Edmonton.

MCKERNAN/BELGRAVIA

Education Information Drop-In Session

WHAT WE KNOW



NEIGHBOURHOOD CONTEXT

McKernan and Belgravia are mature neighbourhoods centrally located adjacent to the Edmonton River Valley Park System and between the University of Alberta's North and South Campuses. The majority of development within these two mature neighbourhoods is within walking distance of LRT and is currently low density residential comprised of single-family housing built between 1946 and 1960.

Belgravia has easy access to the river valley and is characterized predominantly by larger single family homes with some low rise apartments. It has a relatively high proportion of long term residents and almost 70% of homes in the neighbourhood are owner occupied.

In McKernan, lot sizes and homes are generally smaller. The housing form is primarily single detached and duplex housing. As only 33% of dwellings are owner occupied, McKernan has a greater proportion of rental accommodation.

Both Belgravia and McKernan's location near the University of Alberta and its supply of rental housing make it an attractive neighbourhood for University students and employees utilizing the campuses.

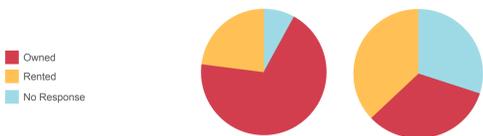
DEMOGRAPHICS 2014

POPULATION

Belgravia	2,350
McKernan	2,785

TENURESHIP

	B	M
Owned	69%	33%
Rented	23%	37%
No Response	8%	30%



HOUSING COMPOSITION

	B	M
Single Detached	78%	77%
Duplex/Fourplex	1%	20%
Row Housing	0%	1%
Apartment (5+ stories)	0%	0%
Apartment (1-4 stories)	21%	2%



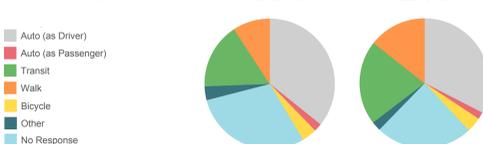
TOP 3 AGE GROUPS

Belgravia	20-24 years:	9%
	60-64 years:	7%
	55-59 years:	7%

McKernan	20-24 years:	13%
	25-29 years:	8%
	30-34 years:	5%

MODE SPLIT

	B	M
Auto (Driver)	36%	33%
Auto (Passenger)	2%	2%
Transit	16%	21%
Walk	9%	14%
Cycle	4%	4%
Other	3%	2%
No Response	30%	24%



GENDER RATIO (M/F)

Belgravia	49/51
McKernan	51/49

Source: City of Edmonton Census 2014

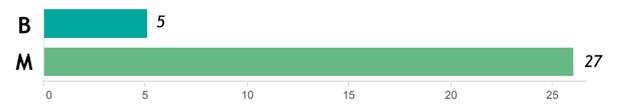
DEVELOPMENT STATISTICS

2003-2014

Land Use Rezoning

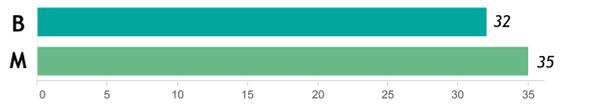
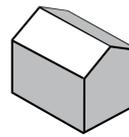


Subdivision of Land

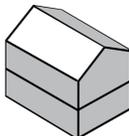


2009-2013

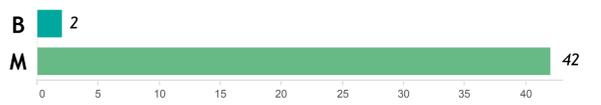
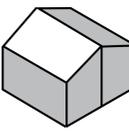
Single New Units (Not including secondary suites)



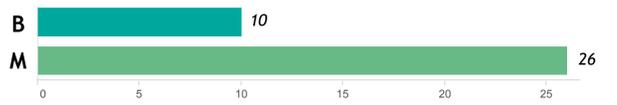
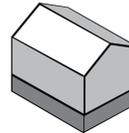
New Duplex Units (2 Units/Dwelling)



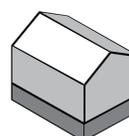
New Semi Units (2 Units/Dwelling)



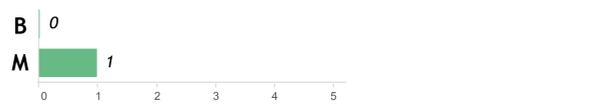
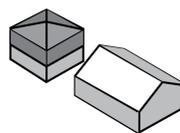
New Single Secondary Suites



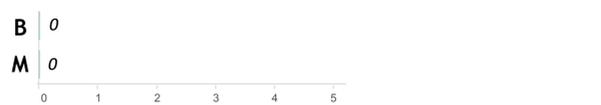
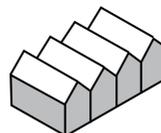
New Secondary Suites Built with New Units



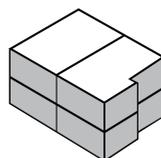
New Garage Suites



New Row Units



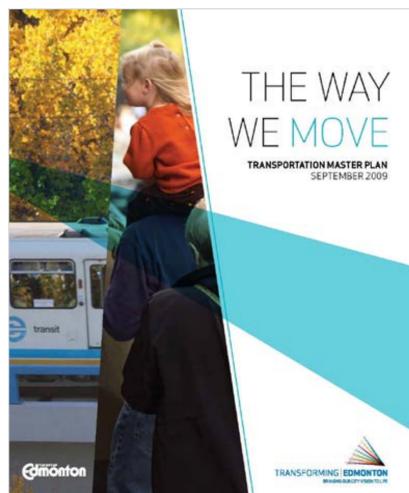
New Apartment Units



Source: City of Edmonton, 2014

TRANSPORTATION

Shifting Edmonton's transportation modes is one of the City's highest priorities. We are building an interconnected, multi-modal transportation system where citizens can walk, bike and ride transit efficiently and conveniently to their desired location.



CITY VISION

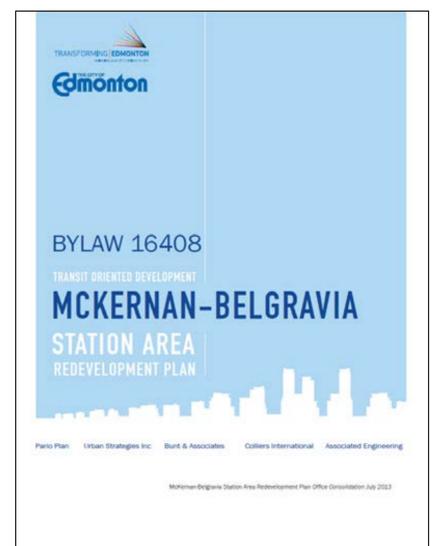
The Way We Move is about building a sustainable, 21st century city that will meet the needs of our diverse and growing urban and regional population.

- Integrate land use planning and transportation to create an accessible, efficient and compact urban form
- Shift transportation modes
- Integrate higher density development with transit

MCKERNAN-BELGRAVIA STATION ARP

The McKernan-Belgravia Station ARP is defined by an urban grid street pattern and hierarchy of streets that balance the needs of cars, buses, pedestrians and cyclists. This plan emphasizes pedestrian connectivity, active transportation, and transit use minimizing private automobile dependence and use. Key objectives include:

- Integrate land uses & transportation
- Support transit ridership & active transportation modes
- Improve connectivity within and between the Belgravia and McKernan neighbourhoods
- Enhance existing pedestrian and cycling routes and facilities



WHAT IS A TRANSPORTATION IMPACT ASSESSMENT?

One of the tools used to evaluate development impact on a particular site is a Transportation Impact Assessment also known as a TIA. For this plan, a much larger area, a Transportation Overview Assessment was performed and prepared based on the proposed **full build-out** of the development concept over the next 25 years. This could potentially result in:

- 1356 new dwelling units
- 68,000 SF of additional commercial retail space
- 100 additional office employees

SUMMARY FINDINGS

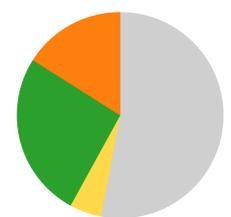
- The McKernan-Belgravia Station ARP optimizes transit and transportation infrastructure by focusing development on the edges of the neighbourhood in proximity to the LRT station, major institution and employment centres
- The Belgravia neighbourhood will continue to experience traffic congestion and on an incremental basis as development occurs
- Additional passenger vehicle traffic is anticipated to be generated as new development occurs
- Transportation movements will increasingly be accomplished via transit and active modes
- McKernan and Belgravia residents prefer more active transportation options and a more walkable, transit friendly community rather than roadways and vehicle infrastructure improvements

For more information please contact:

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780 442 0691

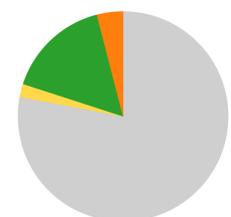
MCKERNAN-BELGRAVIA*

Transit: 26%
Walk: 16%
Cycle: 5%



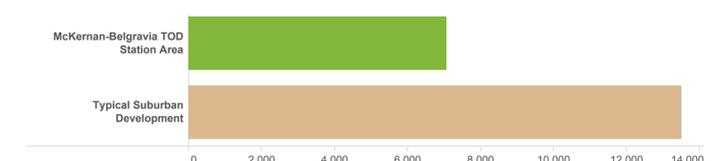
CITY OF EDMONTON*

Transit: 16%
Walk: 4%
Cycle: 2%



* Numbers reflect 2014 City Census main mode of transportation from home to work.

POTENTIAL DAILY EXTERNAL TRIP GENERATION BASED ON FULL BUILD-OUT OF ADDITIONAL LAND USES



ACTIVE TRANSPORTATION

Any mode of transportation by which people use their own energy to power their motion and includes walking, running, cycling, cross-country skiing, skateboarding, snowshoeing, roller blading, and use of mobility aids.

AFFORDABLE HOUSING

Housing that requires no on-going operating subsidies and that is targeted for occupancy by households who earn less than the median income for their household size and pay more than 30 percent of that income for housing and require no in-situ support services.

Area Redevelopment Plan (ARP)

A statutory plan that is primarily applied to mature areas and may designate an area for the purpose of preservation or improvement of land and buildings; rehabilitation of buildings; removal of buildings and/or their construction and replacement; or, the relocation and rehabilitation of utilities and services.

COMPLETE STREETS

Streets designed to enable safe and efficient access for people using a variety of transportation modes and for users with varying levels of physical and cognitive abilities or sensory impairments.

CONNECTIVITY

The directness of routes between origins and destinations and the density of connections in a pedestrian or road network. A connected transportation system allows for more direct travel between destinations, offers more route options, and makes active transportation more attractive.

CONGESTION

The situation that results from travel demand exceeding the capacity of the transportation network.

DENSITY

The number of dwelling units, square meters of floor space or people per acre or hectare

DEVELOPMENT

The transformation of an area from being undeveloped or underdeveloped. Development includes all improvements on a site where areas are modified from their existing condition to support any kind of activity.

INFILL DEVELOPMENT

Development in the existing areas of a city, occurring on vacant or underutilized lands, or behind or between existing development and which is compatible within the characteristics of the existing area

LEVELS OF SERVICE

These are indicators of the quality of operating conditions for the transport system facilities as perceived by its users.

ON-SITE PARKING

Vehicle parking stalls provided within the development site that are private owned and maintained

PUBLIC RIGHT-OF-WAY

Public property which has been designated for traffic and pedestrians

PUBLIC / OPEN SPACE

Space on public or private property that is open to the public where an open space is an area of land or water that are semi-natural.

REZONING

The process of establishing a new zone designation for a site or area

SETBACK

A minimum distance from the property line at which a building must be built

SMALL SCALE INFILL

Refers to secondary, garage and garden suites, duplexes, semi detached dwellings, row housing and apartment housing up to four dwellings per site.

STREETSCAPE

All the elements that make up the physical environment of a street and defines its character

SUSTAINABILITY

A way of living which meets the needs of the present and does not compromise the ability of future generations to meet their own needs. It requires an integrated, holistic view of urban environments and defines sustainability in the context of interrelated ecosystems encompassing economic, social, environmental and cultural sustainability. The principle of sustainability also includes financial sustainability, ensuring urban planning recognizes and addresses resource constraints and capacities.

TRAFFIC

The passage of people or vehicles along transportation facilities.

TRANSIT ORIENTED DEVELOPMENT

Urban Development that is planned and integrated with an LRT station at its core. In TOD, housing, shopping and employment are concentrated along a network of walkable and bikeable streets within 400 metres of a transit station.

UNIVERSAL DESIGN

The design of buildings, streets, transportation systems, and public spaces that accommodate the wildest range of potential users. This is accomplished by removing barriers for those with mobility, visual and hearing impairments, and accounting for other special needs.

WALKABILITY

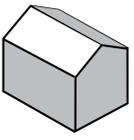
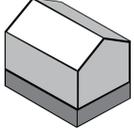
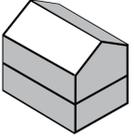
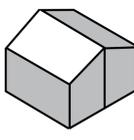
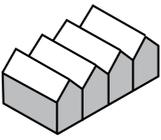
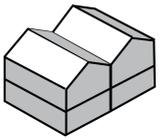
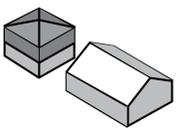
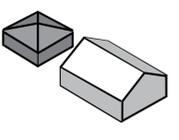
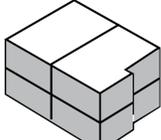
A built environment designed to make travel on foot convenient, attractive and comfortable for people of various ages and abilities. Considerations include directness of the route, safety, amount of street activity, mix of land uses, local destinations, separation of pedestrian and auto circulation, street furniture, surface material, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps and landscaping.

WINTER CITY

A concept used by communities in northern latitudes where transportation systems, buildings and recreation projects are planned around the idea that the infrastructure can be used during all four seasons.

ZONING BY-LAW

The land use bylaw that divides the city into zones and establishes procedures for processing and deciding upon development applications. It sets out rules which affect how each parcel of land in the city may be used and developed.

RF1	RF3	RF6	RA7	RA8	UCRH	HOUSING TYPES	EXAMPLES
●	●	●	●	●	●	 <p>SINGLE DETACHED HOUSING One dwelling unit - a house</p>	  
●	●	●	●	●	●	 <p>SECONDARY SUITE An additional dwelling unit located within a single detached house, typically in the basement</p>	  
●	●	●	●	●	●	 <p>DUPLEX HOUSING * Two attached dwelling units, arranged vertically</p>	  
●	●	●	●	●	●	 <p>SEMI-DETACHED HOUSING * Two attached dwelling units, arranged horizontally</p>	  
●	●	●	●	●	●	 <p>ROW HOUSING * Three or more attached dwelling units, arranged horizontally</p>	  
●	●	●	●	●	●	 <p>STACKED ROW HOUSING * Three or more attached dwelling units, arranged vertically or horizontally. Each dwelling unit has its own entrance directly outdoors</p>	  
●	●	●	●	●	●	 <p>GARAGE SUITE An additional dwelling unit located above a detached garage, on the same lot as a single detached house</p>	  
●	●	●	●	●	●	 <p>GARDEN SUITE An additional dwelling unit located in a stand-alone building on the same lot as a single detached house</p>	  
●	●	●	●	●	●	 <p>APARTMENT HOUSING Three or more attached dwelling units, typically arranged both vertically and horizontally. The building has one common entrance directly from outdoors</p>	  

LEGEND

● Permitted ● Discretionary ● Not Permitted * No additional secondary suites, garden suites permitted

REZONING PROCESS

The City of Edmonton Zoning Bylaw 12800 is the rulebook for all development in Edmonton. It regulates how land is used, with rules outlined in zones that are assigned to all properties throughout the city such as site coverage, density, height of buildings, yard dimensions, landscaping and parking.

Edmonton's Zoning Bylaw provides a key tool for implementing the City's land use and development policies as expressed through the Municipal Development Plan (*The Way We Grow*), Area Redevelopment Plans such as the McKernan-Belgravia Station ARP, and other non-statutory local planning studies.

The Zoning Bylaw defines what can be built in your community, and helps keep land appearance and use consistent within your neighbourhood.

Zoning controls the use and development of land and specifies different permitted and discretionary use opportunities and development regulations for a particular property.

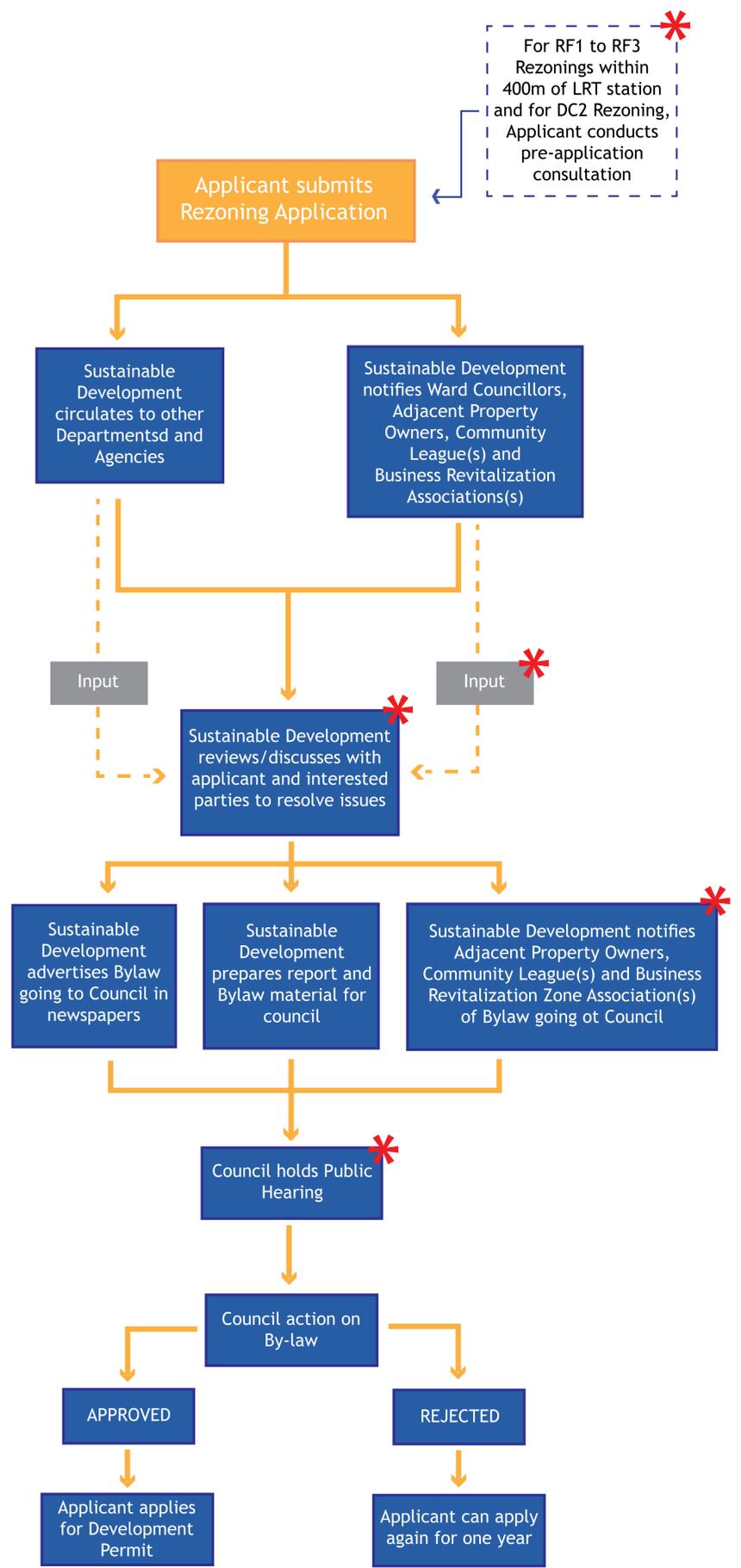
Rezoning is the process of changing the zone that applies to a property or piece of land. Rezoning is needed if you want to develop your site in a way that isn't allowed by the current zoning.

Example Zoning Map



For more information on the rezoning of land, please contact:

Beatrice McMillan (Senior Planner) - beatrice.mcmillan@edmonton.ca
780 496 6177



* Public input opportunity

SUBDIVISION PROCESS

A subdivision is a large piece of property that is legally divided into smaller properties. These smaller pieces of land can then be sold separately.

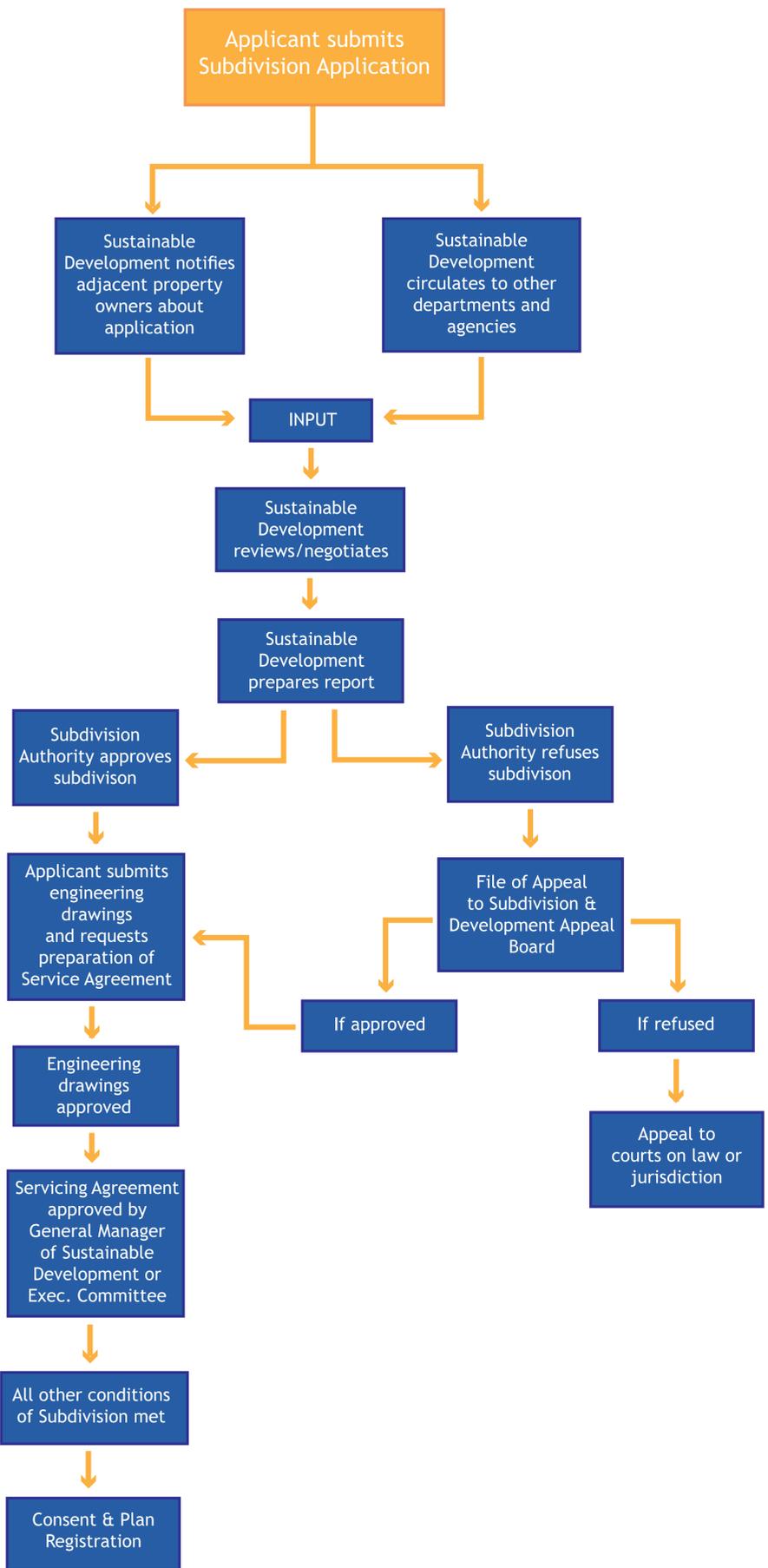
The subdivision of land is an important land use management and planning tool for the City. We need to approve the subdivision of land to make sure the new properties have the right infrastructure, and that the use is consistent with the context of the neighbourhood.

Subdivision is governed by the Municipal Government Act (MGA) and the Subdivision and Development Regulation, which gives City Council the power to subdivide land. City Council delegates this power through a bylaw to the Subdivision Authority.

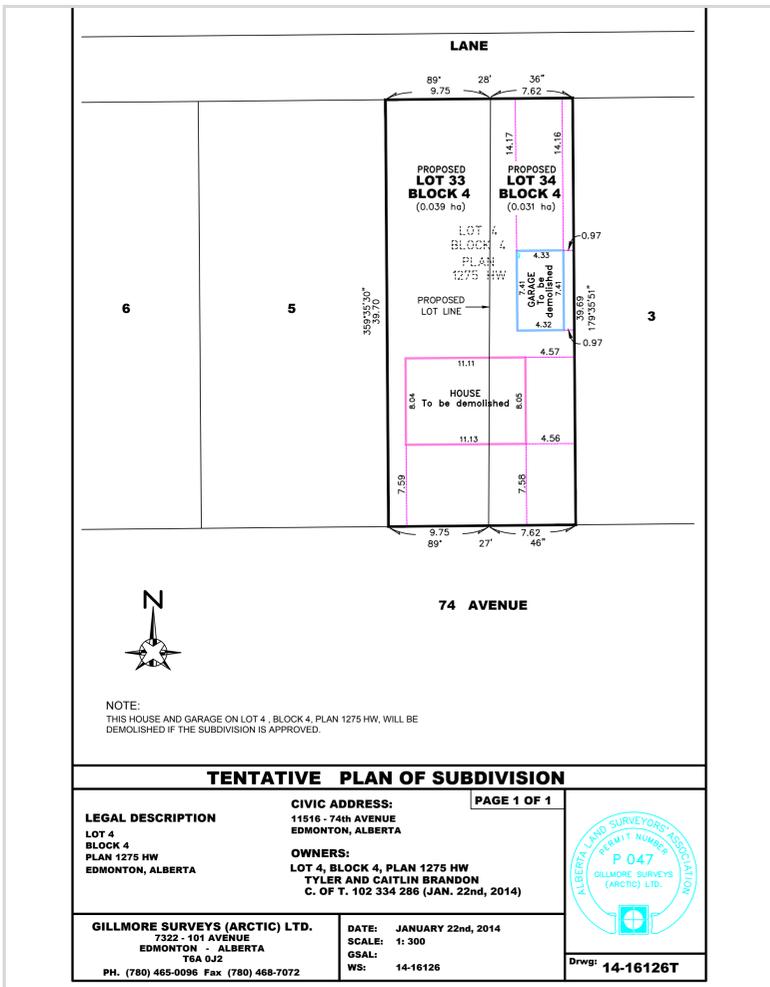
The Subdivision Authority is made up of three staff members from the Sustainable Development department. They review technical matters involved in subdivision proposals, including conformity with the City's development plans, and any infrastructure requirements that should be included in a servicing agreement. Their meetings are not open to the public.

The Sustainable Development department processes applications to:

- Subdivide land into two or more pieces
- Create bare land condominium units
- Convert existing buildings into condominiums



Example Subdivision Plan



For more information on the subdivision of land, please contact:

Beatrice McMillan (Senior Planner) - beatrice.mcmillan@edmonton.ca
780 496 6177

DEVELOPMENT PERMIT PROCESS

The development permit process is used to review and ensure that any new development specifically being proposed meets the zoning regulations of the property in terms of use class, lot dimensions, setbacks, lot area, etc. This is the stage when site and building design details are often prepared and submitted.

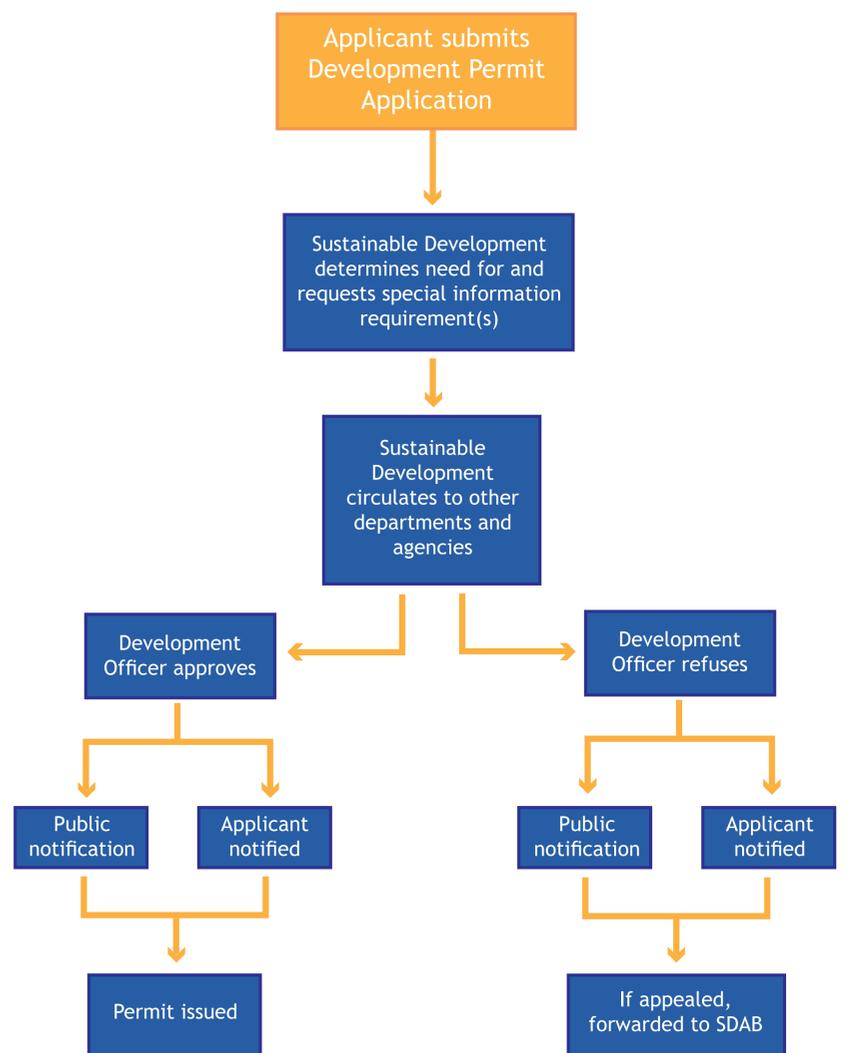
If you plan to construct a new building, alter an existing one, change how a property is being used, or change the scale to which a property is being used, you will need a development permit.

A development permit is both necessary and important as it provides written approval from the City that the proposed plan(s) are in accordance with Edmonton Zoning Bylaw regulations. Once a valid development permit is obtained, an applicant can then apply for a building permit to construct the building or structure, or to apply for a business license.

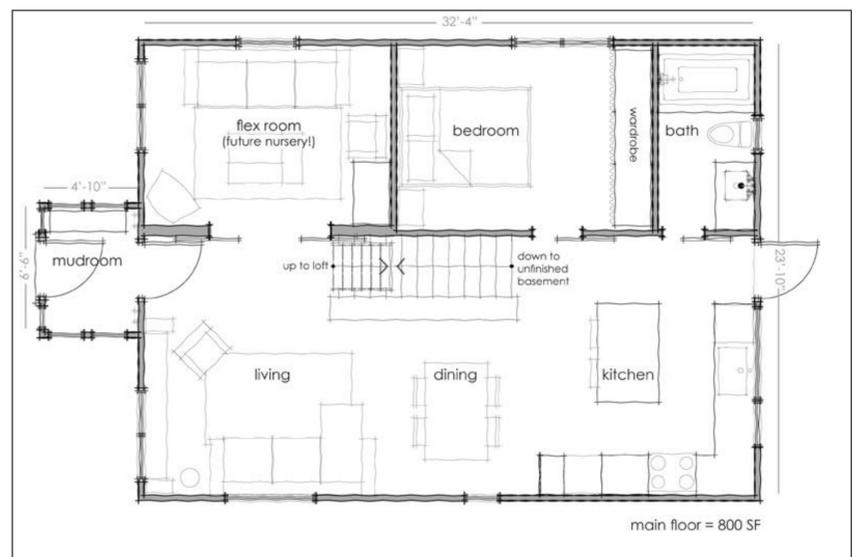
There are three development classifications of development permits:

- **No Permit Required**
 Minor types of construction (e.g. Minor repairs or fences under a certain height)
- **Class A Permitted Developments**
 For applications involving Permitted Uses that comply with all Zoning Bylaw Regulations (e.g. residential garages, decks, patios, minor home occupations)
- **Class B Discretionary Developments**
 Includes all developments that are classified as Discretionary Uses, or for any development that requires a variance to the Zoning Bylaw regulations, and applications within direct control districts

The City is responsible for reviewing applications for construction or changing how a structure is used to ensure the building meets all the requirements established under the Edmonton Zoning Bylaw, Alberta Building Code and the Mechanical Permits Bylaw.



Example of Floor Plan



Example of Building Elevation



For more information on the development permit process, please contact:

Trevor Illingworth (Principal Planner) - trevor.illingworth@edmonton.ca
780 495 0393

WHAT IS RESIDENTIAL INFILL?

Residential infill is the development of new housing in established neighbourhoods. This new housing may include secondary suites, garage suites, duplexes, semi-detached and detached houses, row houses, apartments and other residential and mixed-use buildings

INFILL IN EDMONTON

Edmonton is a young, growing, and evolving city. Enabling opportunities for new housing development in established neighbourhoods helps make the best use of our existing infrastructure and amenities, and supports a range of housing choices and ongoing community vibrancy.

Council's vision is to sustain great neighbourhoods across our city. Encouraging redevelopment is therefore a key component in many Council approved plans, policies and strategies. These include *The Way We Grow*, the *Elevate* report on community sustainability, and the Residential Infill Guidelines.

WHAT IS EDMONTON'S INFILL ROADMAP?

Edmonton's Infill Roadmap is a two-year work plan that identifies what the City and its partners can and will do together to support more new housing in our established neighbourhoods. It emerged out of a 10 month public conversation about residential infill and neighbourhood change.

The Roadmap contains 23 priority actions that were identified based on what we heard and learned from citizens, builders and other stakeholders over the course of Evolving Infill.

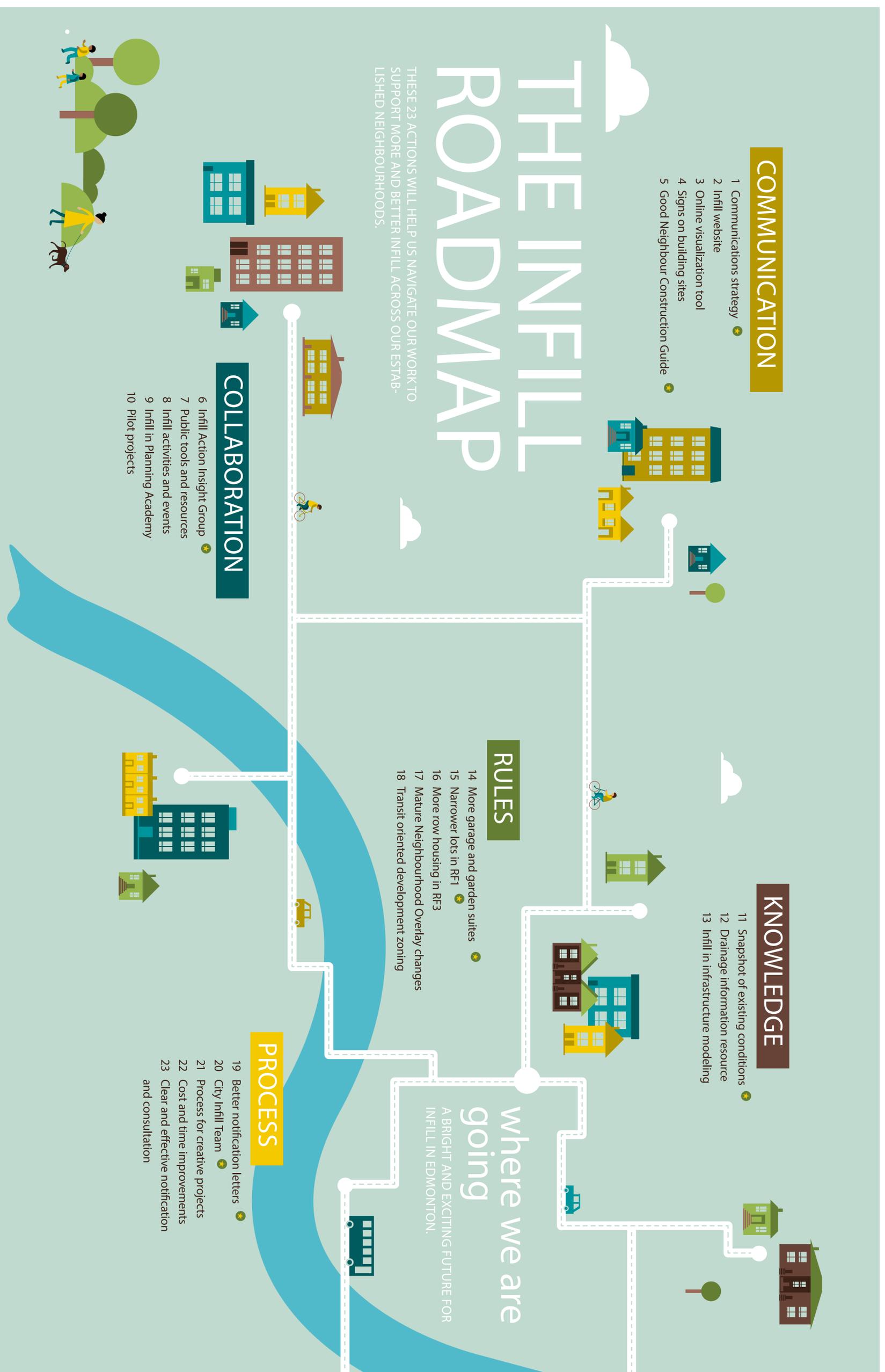
As a City, we are committed to the 23 actions in this work plan. They are key activities that are needed to remove barriers to the development of more new housing and proactively manage growth.

Work on these activities will happen over the next two years. If other needs or opportunities to support more and better infill come up along the way, we may act on them too!

www.edmonton.ca/evolvinginfill

Jeff Chase (Senior Planner) - jeff.chase@edmonton.ca

780 496 5401



COMMENTS

Thank you for attending tonight's information session.

We appreciate any comments you would like to share on this board using sticky notes or filling out one of the separate comment sheets provided. A summary of tonight's feedback will be shared with McKernan and Belgravia Community Leagues.

Do you have any specific questions regarding the plan OR comments you want to share regarding Neighbourhood Infill policy section 4.4.6? Please let us know.