



Belvedere Station Area Redevelopment Plan Bylaw

Belvedere Station Area Redevelopment Plan

Office Consolidation September 2020

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

Bylaw 5988 was adopted by Council in September 1980. In September 2020, this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original bylaw.

Bylaw 5988	Approved September 24, 1980 (ARP Approval)
Bylaw 7430	Approved January 24, 1984 (Text changes to Section 3.12 and 9)
Bylaw 12801	Approved May 30, 2001(Replace Section 6 and Schedule B)
Bylaw 12925	Approved January 9, 2002 (Add text to Section 3.1)
Bylaw 1311	Approved August 19, 2002 (Text changes to Section 3.2 and 6.6; Replace Schedule B)
Bylaw 14651	Approved September 10, 2007 (Text Changes to Section 3.1, 3.2, 3.5, 3.7, 3.8, 3.10, 3.11, 3.12, 4, 5.3, 6, 8, and 10; Replaced Figures 12, 13, 14, 15, 16, 17, and Schedules B and C)
Bylaw 19251	Approved September 1, 2020 (To update text and relevant maps as a result of the Northeast Light Rail Transit Corridor Study)

Editor's Note:

This is an office consolidation edition for the Belvedere Station ARP. This edition contains all amendments and additions to the original Bylaw 5988. For the sake of clarity, new maps and a standardized format were utilized in this Plan. All changes are noted and italicized where applicable. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton
Urban Planning and Economy

APPENDIX 1

TABLE OF CONTENTS (Amended by Editor)

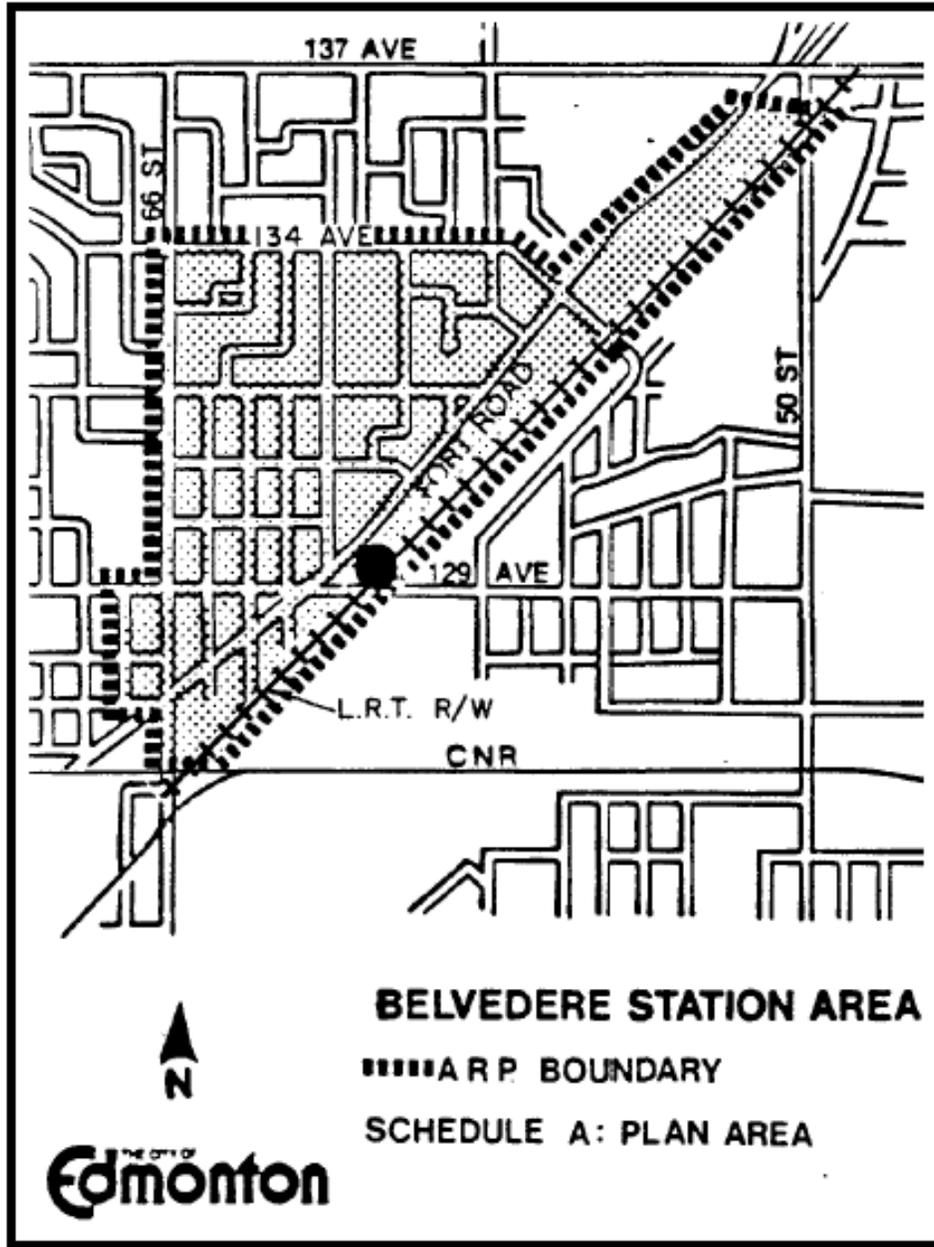
1.	PLAN AREA (Schedule A)	1
2.	PURPOSE	3
3.	PLAN OBJECTIVES	4
3.1.	Community Integrity	4
3.2.	Density and Building Form	6
3.3.	Scale of Development	8
3.4.	Residential Security	8
3.5.	Landscaped Edges	10
3.6.	Energy Conservation	11
3.7.	Residential Development	13
3.8.	Retail Development	15
3.9.	Office Space	17
3.10.	Mixed Use	17
3.11.	Industry	17
3.12.	Schools and Neighbourhood Parks	20
3.13.	Pedestrian Circulation	20
3.14.	Automobile Circulation	22
3.15.	Commuter Parking	25
4.	PLAN OF LAND USE DISTRICTS (Schedule B) <i>(Deleted, Bylaw 19251, September 1, 2020)</i>	26
5.	PLAN OF CIRCULATION SYSTEMS (Schedule C)	27
6.	LAND USE REGULATIONS AND GUIDELINES <i>(Deleted, Bylaw 19251, September 1, 2020)</i>	28
7.	UTILITIES	29
8.	SPECIAL STUDY AREAS	30
9.	REDEVELOPMENT LEVY	32
10.	DEFINITIONS	33

1. PLAN AREA

The area designated as the Belvedere Redevelopment Area is shown on Schedule A on the following page. A five minute walking distance to the L.R.T. Station, described by a 1500 foot radius from the transit facility, delineates the approximate boundaries of the Redevelopment Area. This site has been adjusted to incorporate the complete sites of major land uses and other areas bounded by arterial roads and the C.N.R./L.R.T. right-of-way.

The area east of the rail right—of—way adjacent to the Plan Area (forming part of the original N.E.L.R.T.C.S. Belvedere Station Area) will be regulated by an Area Structure Plan Bylaw.

Schedule A: Plan Area



2. PURPOSE OF THIS PLAN

1. To promote the efficient operation of light rail transit, automobile and pedestrian traffic in Northeast Edmonton.
2. To establish a pattern of land use and development which will favour ridership of the light rail transit. This involves the provision of higher densities close and convenient to the stations, and a general land use change from the existing industrial uses adjacent to the tracks to residential and commercial uses.
3. To preserve the scale and character of the major portion of existing neighbourhoods by minimizing the adverse impact of additional traffic and development.
4. To maximize the benefits of increased transit accessibility and road re-alignments in new and existing development.
5. To establish guidelines for the application of Land Use Bylaw Districts and for the exercise of discretion by the Development Officer.
6. To provide a clear allocation of municipal and private opportunities and responsibilities concerning redevelopment of the Belvedere Redevelopment Area.

3. PLAN OBJECTIVES

The following planning objectives describe the major land use planning concepts that will shape the physical content, character, and organization of the Redevelopment Area.

3.1. COMMUNITY INTEGRITY

(Bylaw 12925, January 9, 2002 and Bylaw 14651, September 10, 2007)

The heart of existing residential neighbourhoods should be preserved and protected from the intrusion of through traffic and excessive new development, the bulk of which should occur at the edges of the neighbourhoods, not the centres. Sites in need of community repair will be given high priority for development approvals. Redevelopment of currently healthy and attractive buildings, particularly those with historic value, will be discouraged.

The Planning and Development Department will be responsible for the preparation of amendments to this Area Redevelopment Plan for Council approval, after a general meeting in the community, prior to Council's consideration of:

1. *any development that substantially changes any objective or policy of the Plan;*
2. *any major new civic projects undertaken for arterial roadways or parks and recreation facilities which have not been described already in this Plan: and*
3. *where directed by Council.*

The Plan amendment will be comprised of the following components:

1. *full map and text amendments along with a discussion outlining the new planning rationale for the land use rezoning or other planning decision; and circulation of the proposed Plan amendment and notification to the affected property owners and the Community League*

Action:

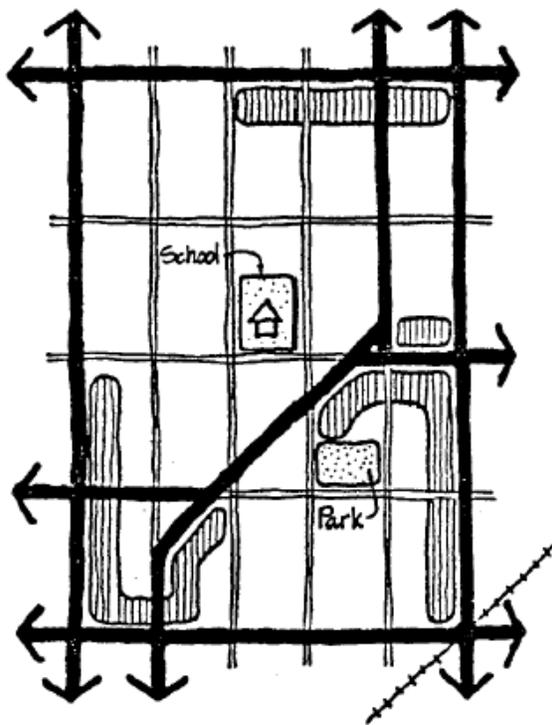
- (a) Preserve the major portion of each existing neighbourhood as a single family housing land use. Within this major area, low scale redevelopment of slightly higher density will be permitted in areas requiring community repair.
- (b) Relocate arterials to the periphery of neighbourhoods. Modify the local road grid or traffic pattern to discourage through traffic within neighbourhoods.
- (c) Require the provision of suitable landscape edges between incompatible land uses; e.g. residential communities and industry or parking lots (see objective 5.)
- (d) Control the quantity and distribution of new development in order to avoid displacing existing healthy housing, and restrict major redevelopment sites to the edges of the neighbourhoods.
- (e) Protect the existing community scale and character against the intrusion of inappropriate new development by means of transition zoning (see objective 2).

(f) Encourage the provision of additional family housing in neighbourhoods facing declining school enrollments.

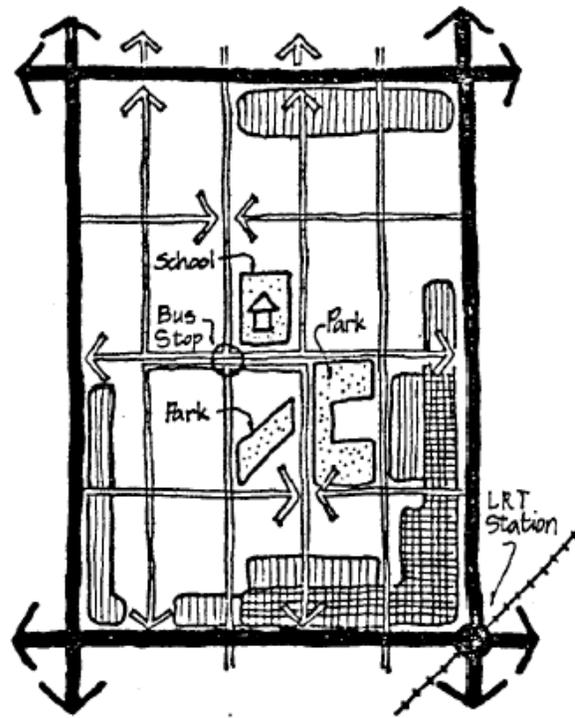
(g) Encourage the revitalization of a commercial strip which includes:

- A pedestrian commercial shopping street;
- Residential development above commercial development; and
- Vehicular parking at the rear of commercial development.

(h) Encourage the development of an urban village which includes the integration of residential and commercial development, parks and open space and the Belvedere LRT Station.



 Medium Density Residential/Commercial



 Medium Density Residential/Commercial

 High Density Residential/Commercial

Fig. 1 Existing Road Network Disrupts Neighbourhood

Fig. 2 Future Road Network and Land Use Distribution Reinforces Neighbourhood

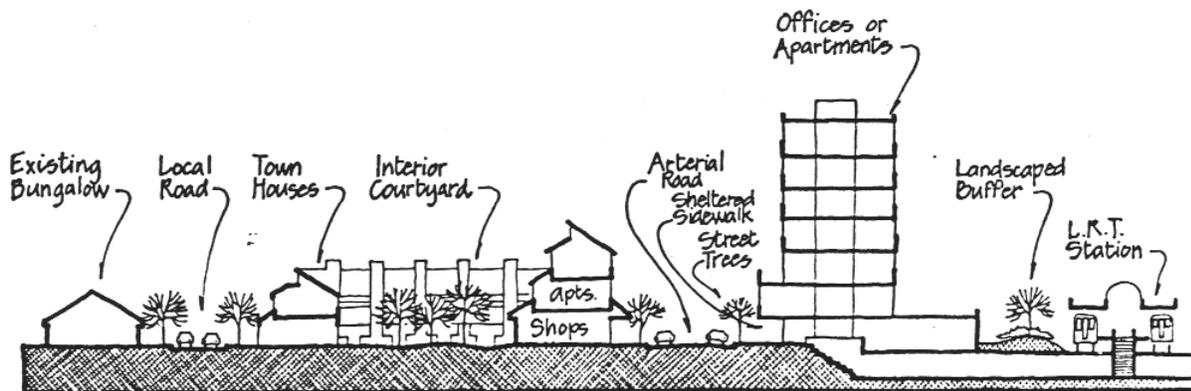
3.2. DENSITY AND BUILDING FORM

(Bylaw 13133, August 19, 2002 and Bylaw 14651, September 10, 2007)

Higher density redevelopment should concentrate around points of high accessibility at the stations, and scale down further away so that there is a transition zone between high density and existing low density neighbourhoods. Building massing should be organized so as to maximize usable open space at grade. This encourages low rise, courtyarded, higher density building forms.

Action:

- (a) Residential lands northwest of the Fort Road commercial strip, south of 129 Avenue and east of 66 Street, may be redeveloped with high rise apartments with a maximum height of 10 storeys. The scale and intensity of the residential redevelopment between this high rise apartment area and the low density residential areas north of 130 Avenue and west of 67 Street will be progressively reduced by stepping down the maximum height of development from 10 storeys to 2 ½ storeys.
- (b) Residential lands on the west side of 66 Street between 128 Avenue and 129 Avenue, and on the north side of 129 Avenue between 63 Street and 66 Street may be developed with low rise high density apartments and have a maximum height limit of 5 storeys with a top floor setback. However, for development on the southwest and northeast corners of the 129 Avenue/66 Street intersection, the maximum building height may be increased by 1 storey, to a maximum building height of 6 storeys.
- (c) Low rise medium density multiple family housing has a four storey height limit.
- (d) Residential lands to the west and north of these two low rise high density apartment areas may be developed with row housing and have a maximum building height of 2 ½ storeys. These areas include all these properties that front onto the east side of 67 Street south of 129 Avenue, and on the south side of 130 Avenue.



"Transition Zoning" buffers existing family housing from high-rise buildings while providing greater densities around the stations

Fig. 3 Transition Zone

- (e) Encouragement of continuous courtyarded building forms to create more usable open space.
- (f) Reduction of residential parking standards adjacent to L.R.T. stations.
- (g) *Encourage the development of an urban village which includes:*
 - *Built form ranging from row housing and stacked row housing (maximum of 4 storeys to high rise apartments (maximum of 20 storeys); and*
 - *Mixed use development with a mixture of densities.*

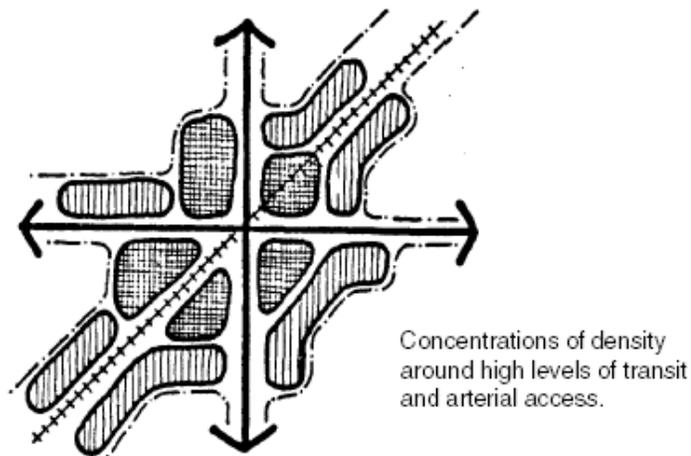


Fig. 4 Density Distribution

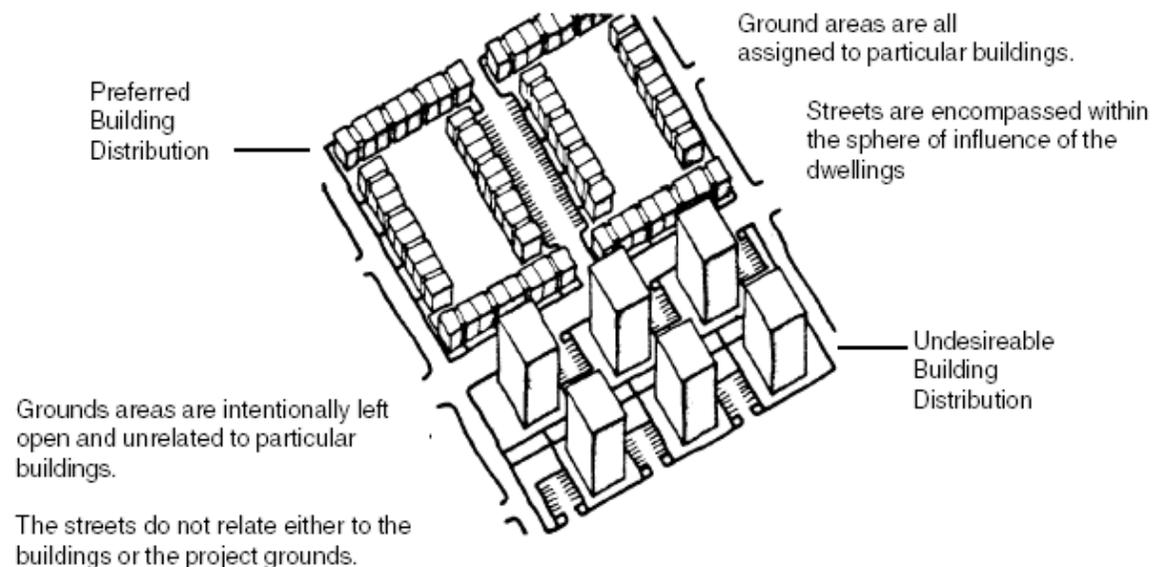


Fig. 5 Comparison Between Desirable and Undesirable Building Massing to the Same Total Density

3.3 SCALE OF DEVELOPMENT

Land Use Districts should be precise and applied in a fine-grain manner rather than spread over large portions of the city. Within this general provision, larger and comprehensive development parcels are restricted to the immediate vicinity of the stations - selective or infill development will be permitted further out.

Action:

Permissible locations for development by type and density are prescribed by the Zoning Bylaw.

*Bylaw 19251
September 1, 2020*

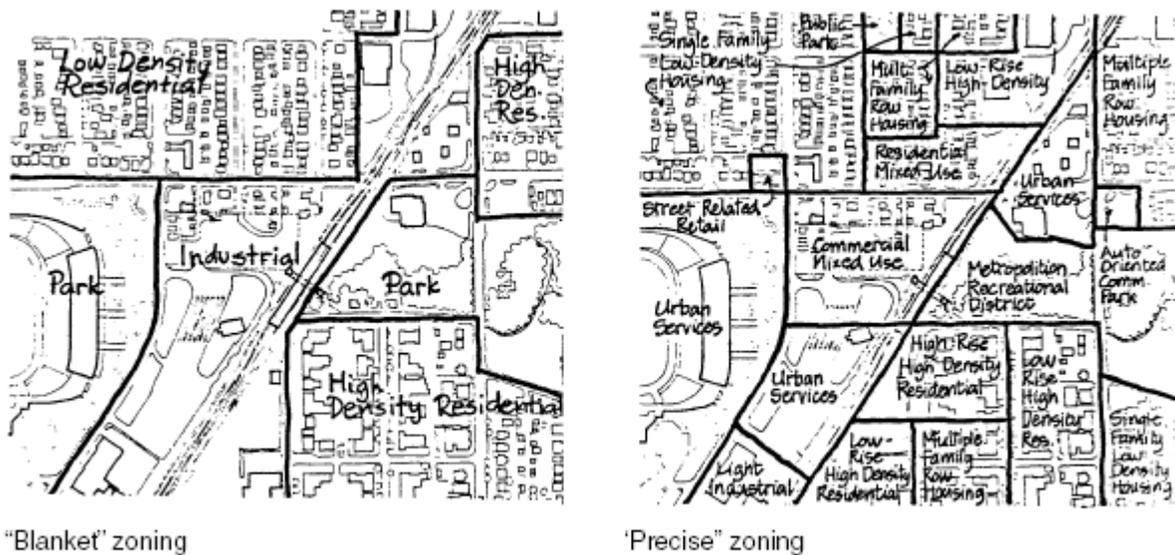


Fig. 6 Scale of Zoning

3.4 RESIDENTIAL SECURITY

New medium and high density residential projects should be designed using principles of crime prevention through urban design. This will encourage designs with well-defined outdoor space between buildings that seem to “belong” to residents, that are overlooked by them, and it should be obvious to an outsider that this is the case.

Action:

- (a) Encourage designs which assign outdoor space to small and homogeneous user groups for their own use and control.

- (b) Encourage the design of outdoor space so that it can be easily defined, so that residents will easily adopt proprietary attitudes towards it.
- (c) Encourage the design of exterior spaces which can be surveyed from the dwelling interiors.
- (d) Encourage the design of dwelling entries along the streets so that the street will seem to be part of the residential environment.

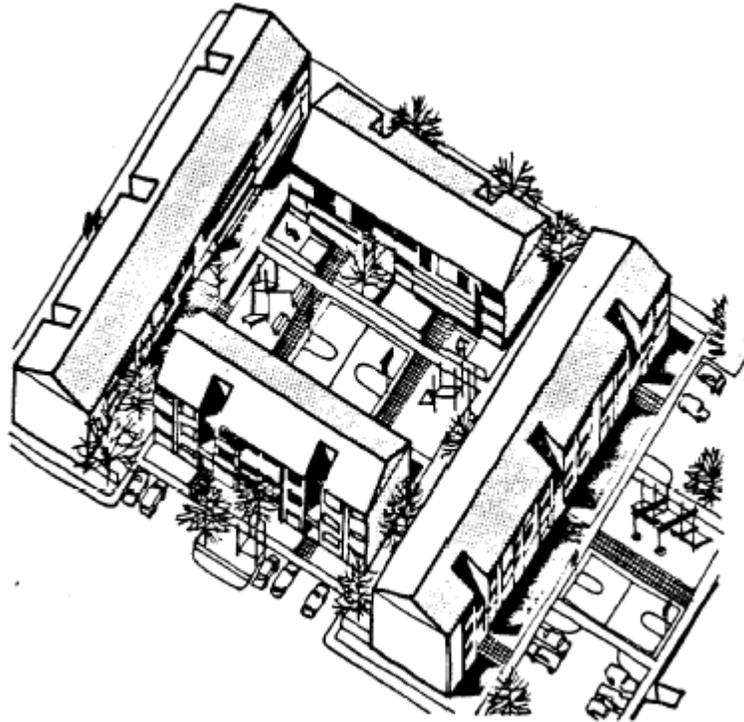


Fig. 7 Walk-up Multiple Family Housing Designed to Create Secure Communal Areas

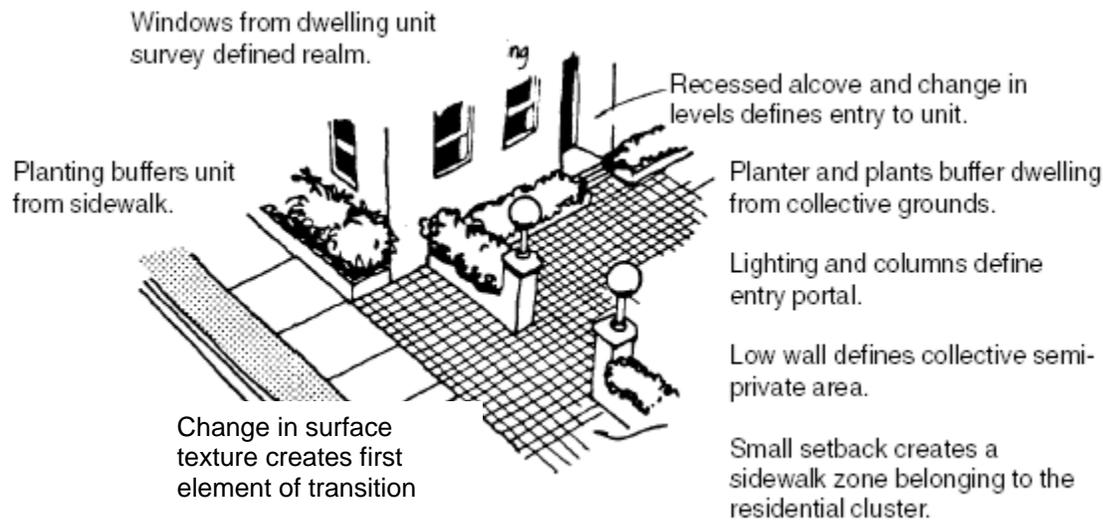


Fig. 8 Examples of Design Elements Used to Define Space Between Public and Private Realms

3.5 LANDSCAPED EDGES (Bylaw 14651, September 10, 2007)

A landscaped edge should be provided between the C.N.R./L.R.T right-of-way and adjacent development to create a pleasant view from the trains and the buildings. Similar landscape edges should be provided between residential areas and incompatible uses such as industry and major parking areas.

Action:

- (a) A landscaped edge along the L.R.T. right-of-way (i.e. screening of parking lots, storage yards, and service areas, and the provision of a safety barrier) shall be incorporated in new developments as stated in Section 69.3 of the Land Use Bylaw.
- (b) A 3 metre landscaped strip shall be provided around all major parking areas.
- (c) *A multi-use trail corridor located adjacent to the LRT line which will act as a buffer between the LRT line and residential development. Located between the multi-use trail corridor and the LRT line will be a safety barrier that will also act as a noise attenuation measure.*

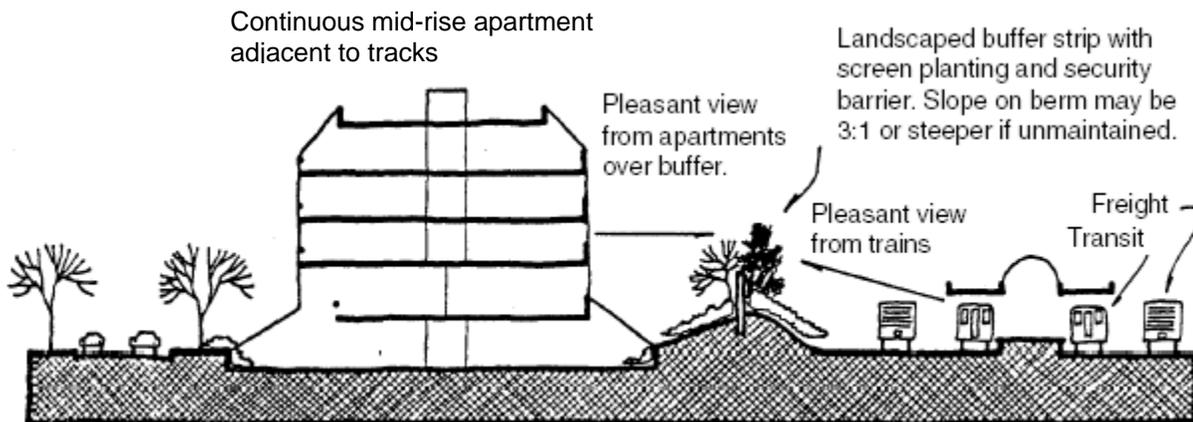


Fig. 9 Principles of Trackscape Improvement

3.6 ENERGY CONSERVATION

Medium to high density development projects should be laid out, and the buildings designed to conserve energy, and make use of the sun's warmth. This results in medium density arrangements of buildings which are low (so as to prevent overshadowing), continuous (so as to conserve heat), and south facing (so as to absorb the sun's warmth).

Action:

- (a) Encourage low rise medium to higher density concentrations of building form.
- (b) Encourage mixed use projects to facilitate the transfer of spare energy from one use to another.
- (c) Encourage building geometrics which minimize the ratio between the surface area and internal volume compatible with other objectives such as building character.
- (d) Orient buildings so that sunlight can fall on them if this is an energy advantage.
- (e) Around buildings, plant deciduous trees to provide summer shade and coniferous trees to provide shelter from winter winds.
- (f) Promote higher densities with direct and shelter from winter winds, easy access to efficient modes of transport such as walking, bicycling, and transit.

3.7. RESIDENTIAL DEVELOPMENT
(Bylaw 14651, September 10, 2007)

Housing should be developed in close proximity to the L.R.T. Station, primarily in the Fort Road commercial strip area. Adult-oriented housing should be developed adjacent to the revitalized commercial strip, with family-oriented housing providing a buffer between high-density commercial (residential) uses and the existing low-density residential neighbourhood.

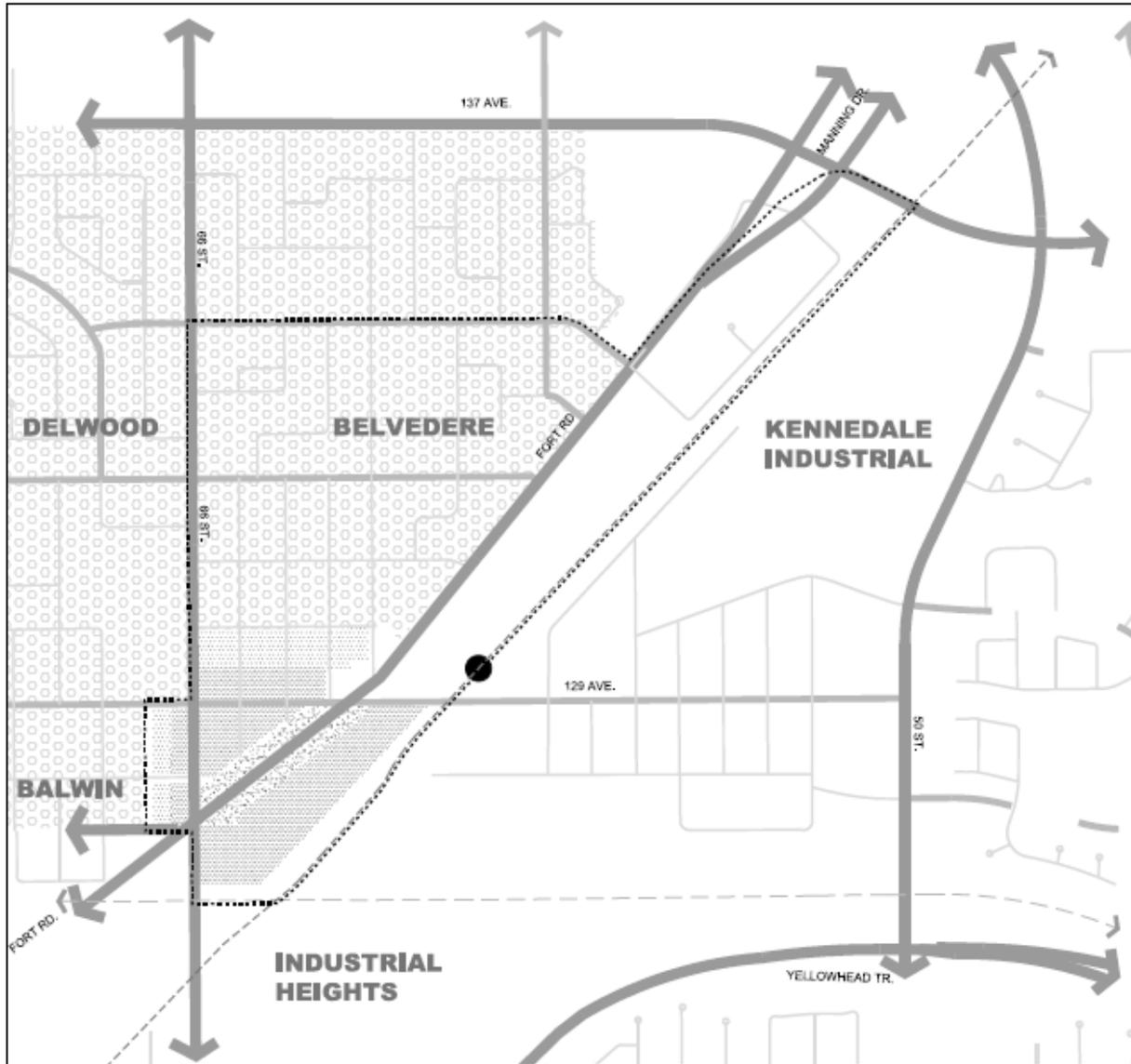
Action:

(a) Locate housing in areas shown on *Figure 12*.

(b) *Urban Village Development will include:*

- *a range of medium and high residential densities;*
- *an affordable housing component (20%) as directed by Council which will be provided through various means and mechanisms including:*
 - *Allowances for development of smaller secondary units, secondary suites, and/or garage suites; and*
 - *Development of such housing by third party organizations for rent or sale, with limited home equity and first-right-of-refusal upon resale. This latter tool would address the issue of creating a sustainable housing stock; and*
- *Strategies for incorporating affordable housing units in major residential development including:*
 - *Dispersing affordable units throughout the development or in specific structures in the development;*
 - *Making affordable housing units visually indistinguishable from market-priced units; and*
 - *Introducing a method to allocate affordable units on an on-going basis (sustaining affordable housing).*

Fig. 12 Housing Strategy (Bylaw 19251, September 1, 2020)



LEGEND

- | | |
|---|---|
|  A. R. P. BOUNDARY |  CANADIAN NATIONAL RAILWAY |
|  L.R.T. STATION |  MEDIUM TO HIGH DENSITY |
|  L.R.T. RIGHT-OF-WAY |  MIXED-USE, MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT |
|  ARTERIAL ROAD SYSTEM |  MEDIUM DENSITY |
|  COLLECTOR ROAD SYSTEM |  STABLE COMMUNITY |
|  LOCAL ROAD SYSTEM | |

Figure 12
Housing Strategy



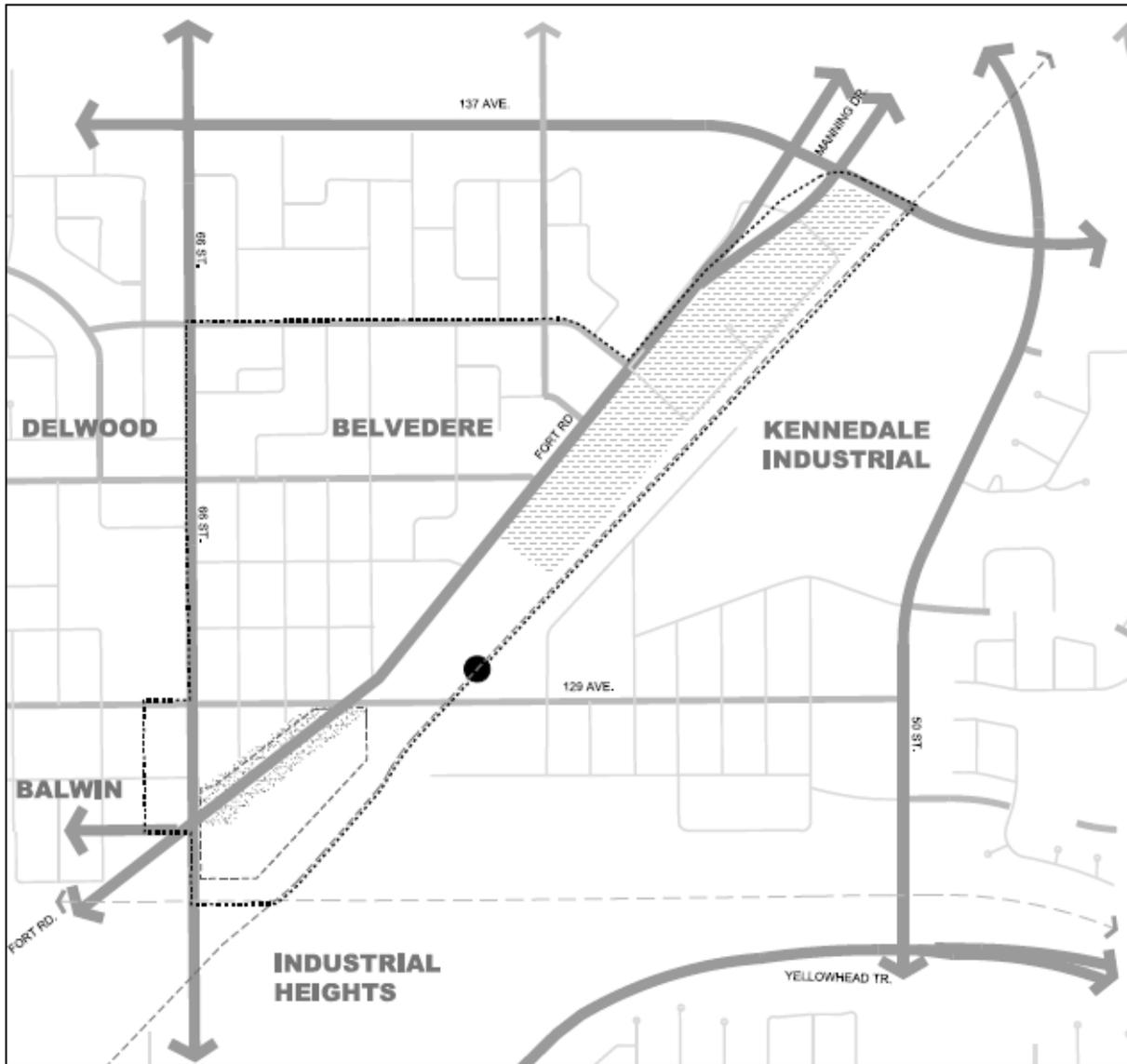
3.8. RETAIL DEVELOPMENT
(*Bylaw 14651, September 10, 2007*)

The Fort Road Commercial Strip should be revitalized, convenience shopping should be provided at the station, and retail outlets located in industrial districts should be environmentally upgraded.

Action:

- (a) *implementation of the Fort Road Old Town Master Plan for the revitalization of the commercial strip along Fort Road.*
- (b) Locate retail development in areas shown *on Figure 13*

Fig. 13 Retail Strategy (*Bylaw 19251, September 1, 2020*)



LEGEND

- | | |
|-----------------------|---|
| A. R. P. BOUNDARY | CANADIAN NATIONAL RAILWAY |
| L.R.T. STATION | FORT ROAD OLD TOWN URBAN DESIGN PLAN AREA |
| L.R.T. RIGHT-OF-WAY | MIXED-USE COMMERCIAL/RESIDENTIAL AREA |
| ARTERIAL ROAD SYSTEM | AUTO-ORIENTED RETAIL STRATEGY |
| COLLECTOR ROAD SYSTEM | |
| LOCAL ROAD SYSTEM | |

Figure 13
Retail Strategy



3.9. OFFICE SPACE

Sufficient amounts of office space should be permitted adjacent to the L.R.T. stations in order to encourage transit passenger movement in both directions. Office space should be encouraged in mixed use projects next to the stations.

Action:

- (a) Locate offices in areas shown *on Figure 14*.

3.10 MIXED USE

(Bylaw 14651, September 10, 2007)

Retail, office and residential uses should be combined in projects located immediately adjacent to the station and in the vicinity of the Fort Road commercial strip.

Action:

- (a) Locate mixed-use projects in areas adjacent to the L.R.T. stations and provide for air-rights development over the station and bus transfer facilities where appropriate.
- (b) *Develop a mixed-use urban village as per the principles and guidelines outlined in the Fort Road Old Town Urban Design Plan”.*
- (c) Allow addition of compatible alternative uses to most districts.

3.11 INDUSTRY

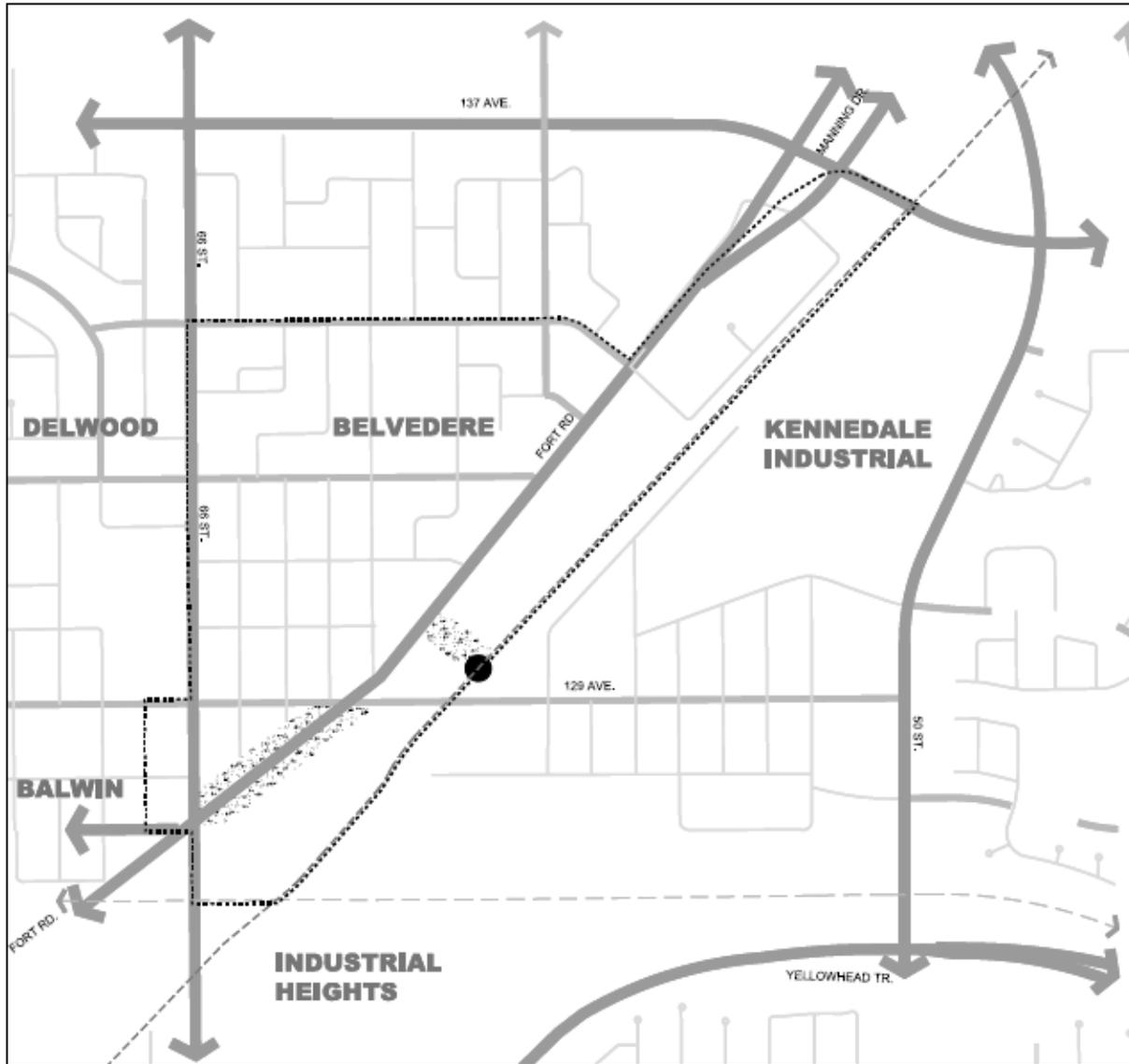
(Bylaw 14651, September 10, 2007)

Present industrial uses should be redistricted to permit residential uses, or upgraded to commercial park standards where appropriate.

Action:

- (a) Consolidate commercial park development in the areas shown *on Figure 15*.
- (b) *Development of the urban village including a range of medium and high density residential development.*

Fig. 14 Office Development Strategy (*Bylaw 19251, September 1, 2020*)



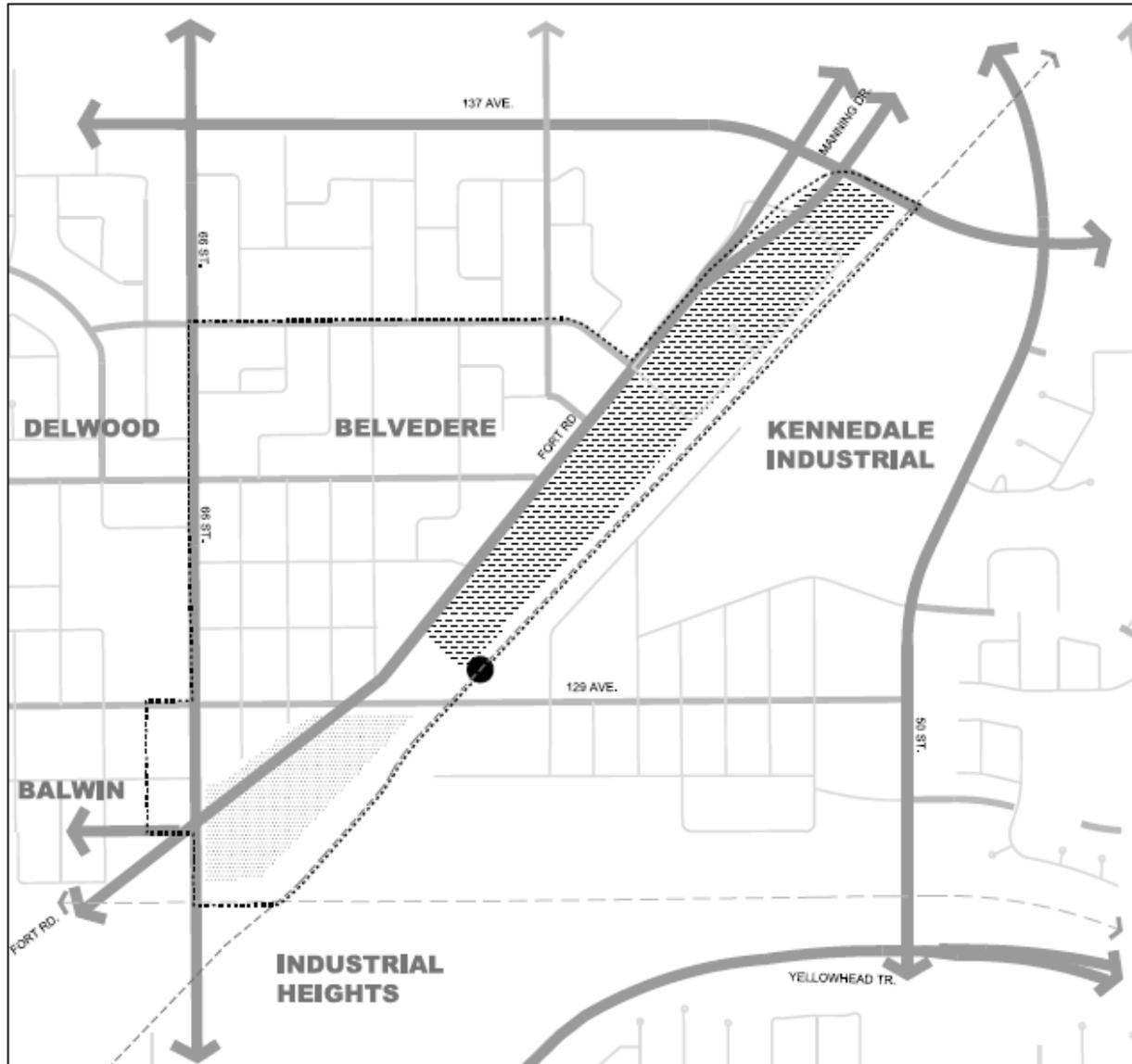
LEGEND

-  A, R, P. BOUNDARY
-  CANADIAN NATIONAL RAILWAY
-  L.R.T. STATION
-  POTENTIAL OFFICE AREAS
-  L.R.T. RIGHT-OF-WAY
-  ARTERIAL ROAD SYSTEM
-  COLLECTOR ROAD SYSTEM
-  LOCAL ROAD SYSTEM

Figure 14
Office Development Strategy



Fig. 15 Industrial Lands Redevelopment Strategy (Bylaw 19251, September 1, 2020)



LEGEND

- | | |
|-----------------------|--|
| A, R, P, BOUNDARY | CANADIAN NATIONAL RAILWAY |
| L.R.T. STATION | MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT |
| L.R.T. RIGHT-OF-WAY | COMMERCIAL PARK DEVELOPMENT |
| ARTERIAL ROAD SYSTEM | |
| COLLECTOR ROAD SYSTEM | |
| LOCAL ROAD SYSTEM | |

Figure 15
Industrial Lands
Redevelopment Strategy



3.12 SCHOOLS AND NEIGHBOURHOOD PARKS
(Bylaw 7430, January 24, 1984 and Bylaw 14651, September 10, 2007)

These should be retained, improved where necessary, and preserved. If appropriate, schools and parks may be combined. Land acquisition for expansion of existing facilities or new construction will be funded in part by the Redevelopment Levy. New locations for additional park space will be established when the need for them arises and funds for their purchase are available. No portion of the redevelopment levy will be used to provide land for schools.

Action:

- (a) The Belvedere Park site needs upgrading and improved pedestrian access.
- (b) *Additional parkland and community-oriented recreation facilities commensurate with increases in population will be provided on the basis of 2.0 ha parkland/1000 people as per the Urban Parks Master Plan (2006), page 53, Principle 9(viii). The exception to this is the urban village located east of Fort Road in which such facilities as the multi-use trail corridor adjacent to LRT line and the village square located in the centre of the urban village will be developed.*

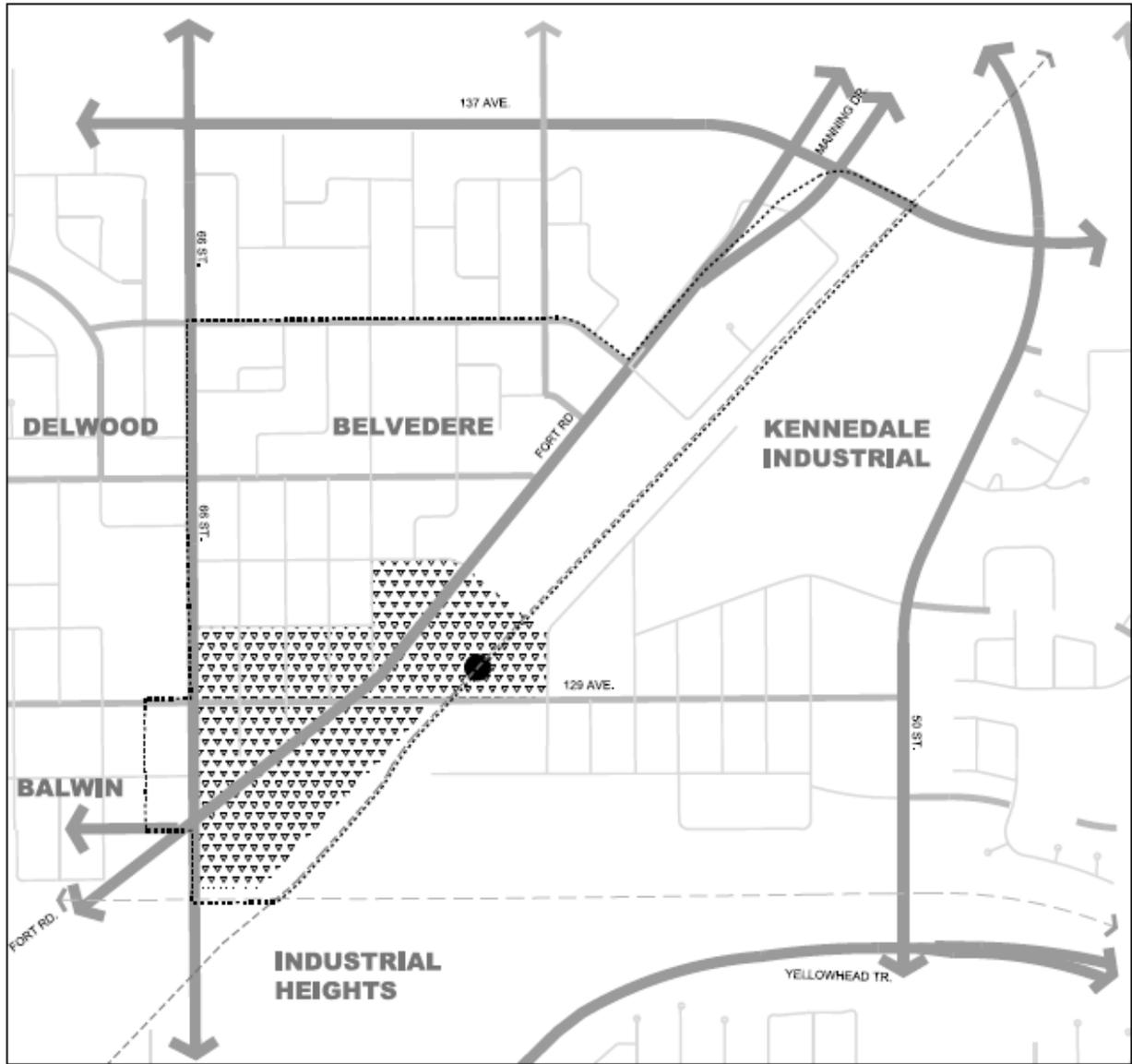
3.13 PEDESTRIAN CIRCULATION

A pedestrian priority zone is established within a five-minute walking distance from the L.R.T. stations. Within this zone, a strong pedestrian network integrating public and private properties should be developed.

Action:

- (a) Encourage the provision of: outdoor walkways; walkways under shelter (such as colonnades); and climate-controlled interior walkways within areas of private development which are accessible to the public.
- (b) Provision should be made for the handicapped.
- (c) Establish generous pedestrian spaces on public land (such as road right-of-ways) within the pedestrian priority zones. This relates to sidewalk improvements and street closures.
- (d) Adjacent private developments should be co-ordinated with each other in order to insure continuity of pedestrian circulation.

Fig. 16 Pedestrian Priority Zone (Bylaw 19251, September 1, 2020)



LEGEND

-  A, R, P, BOUNDARY
-  CANADIAN NATIONAL RAILWAY
-  L.R.T. STATION
-  PEDESTRIAN PRIORITY ZONE
-  L.R.T. RIGHT-OF-WAY
-  ARTERIAL ROAD SYSTEM
-  COLLECTOR ROAD SYSTEM
-  LOCAL ROAD SYSTEM

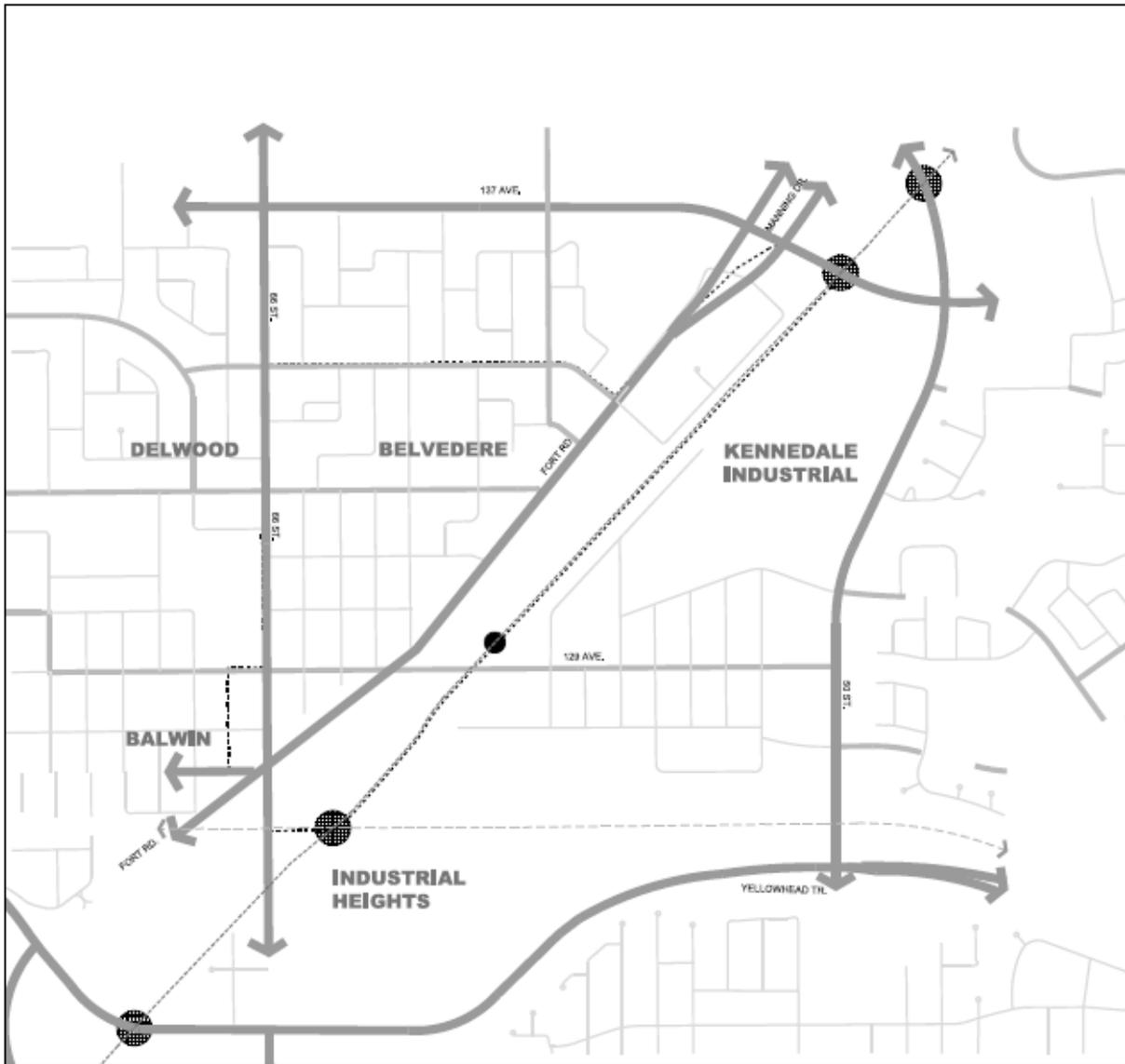
Figure 16
Pedestrian Priority Zone



3.14 AUTOMOBILE CIRCULATION

Provide an efficient and rational arterial grid, accommodating increases in traffic while diverting it to the periphery of neighbourhoods. Arterial road/L.R.T. track crossings shall be grade separated, but the arterial road layout should minimize the number of track underpasses required. Vehicular through traffic, with the exception of buses travelling designated routes, should be discouraged within neighbourhoods (see Objective 1).

Fig. 17 Locations of LRT Grade Separations (Bylaw 19251, September 1, 2020)



LEGEND

----- A. R. P. BOUNDARY

● L.R.T. STATION

----- L.R.T. RIGHT-OF-WAY

▬ ARTERIAL ROAD SYSTEM

▬ COLLECTOR ROAD SYSTEM

▬ LOCAL ROAD SYSTEM

..... CANADIAN NATIONAL RAILWAY

▬ GRADE SEPARATIONS

Figure 17
Locations of L.R.T. Grade Separations



Action:

- (a) Relocate arterials to the periphery of neighbourhoods so that they form a continuous grid requiring a minimum number of rail underpasses, as shown below:

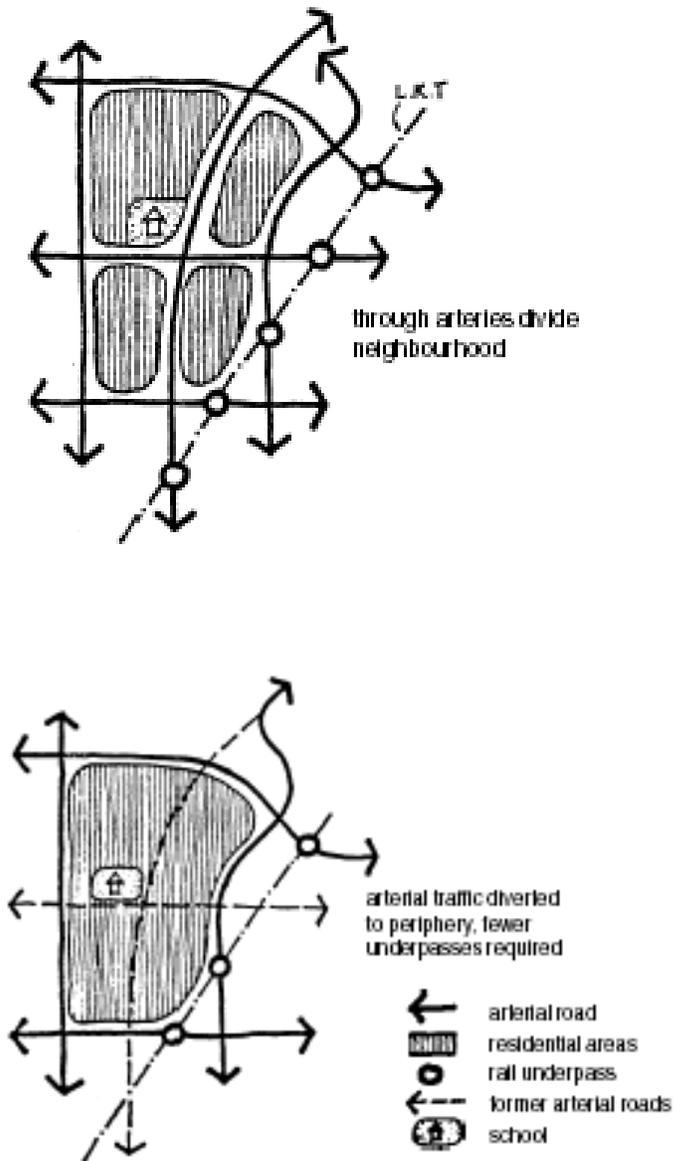


Fig. 19 Application of the Arterial Grid Strategy to a Typical Neighbourhood

3.15 COMMUTER PARKING

In order to promote transit usage, sufficient commuter parking, supplemented with kiss-and-ride facilities, should be provided at the terminal station of the Northeast L.R.T. line. If necessary, a parking ban should be established to prevent commuter parking from overflowing into adjoining neighbourhood streets.

Action:

- (a) Maintain existing commuter parking capacity at Belvedere Station and monitor use and demand.

4. PLAN OF LAND USE DISTRICTS
(Bylaw 14651, September 10, 2007)

The type and distribution of land uses within the plan boundary are conceptually shown in Figures 12 through 15. These land uses are based on the Northeast Light Rail Transit Corridor Study (N.E.L.R.T.C.S.)” Council-approved recommendation and respond to the plan objectives outlined in the previous section.

Bylaw 19251
September 1, 2020

The major policy proposals implemented by this plan are:

1. Land Use Change From Industrial to Residential: Smaller and relatively marginal industrial uses paralleling the rail right-of-way within the Station Areas have been reclassified to encourage residential development and employee-intensive, light industrial type uses.
2. Development of Transit-oriented Sub-centres: Through the process of selective redistricting in the immediate vicinity of the L.R.T. Stations, a higher density, mixed-use nucleus of development is encouraged.
3. Re-enforcement of Other Land Uses: Equivalent land use district designations have been applied to existing, stable low density residential areas in an effort to preserve neighbourhood units.
4. *Fort Road Project: commercial revitalization and development of the urban village replacing industrial uses with medium and high density residential uses and mixed use commercial/residential development.”*

5. PLAN OF CIRCULATION SYSTEMS
(Bylaw 14651, September 10, 2007)

Schedule C of this Bylaw illustrates the pedestrian and vehicular circulation systems which constitute the framework for redevelopment within the station area. The existing Transportation Plan Bylaw forms the basis of this plan.

The plan will be reviewed in the future as part of the Transportation Systems Plan Monitoring Program and shall consider alternatives which fulfill three primary aims:

1. Improved access to the area, particularly the station.
2. A smoother flow of through traffic.
3. *Upgrading of Fort Road to 6 vehicular lanes with the provision of on-street parking alternating with peak flows and improving pedestrian crossings as part of the implementation of the Fort Road Old Town Master Plan.*

6. LAND USE REGULATIONS AND GUIDELINES
(*Bylaw 12801, February 22, 2001 – Entire Section 6*)

Deleted.

*Bylaw 19251
September 1, 2020*

7. UTILITIES

Utility services include:

- (a) water distribution systems
- (b) storm sewers
- (c) sanitary sewers
- (d) street lighting, power and telephone

The utility services infrastructure in Northeast Edmonton in general, and within the Area Redevelopment Plan boundaries in particular, is sufficient to meet current demand. It is recognized, however, that major new development will require upgrading of the drainage, water and power distribution systems in excess of current capacities. In this regard, the extent of improvements necessary will be specifically determined as development proceeds, and the developer, in each case, shall assume costs for all new services within or to the site in accordance with plans and specifications to be submitted to and approved by the appropriate City Department.

It shall be a condition of all new development that all utility lines, including existing aerial power distribution lines shall be placed underground.

The provision of a zero increase run-off system is a further condition of new development, until such a time as a storm trunk is extended from the Kennedale Ravine Area. To avoid overloading storm sewers, new development shall be designed to temporarily store extra run-off until it can be handled by the existing system capacity. Specifications for 'the zero run-off' system design shall be submitted to the Water and Sanitation Department for review and approval.

8. SPECIAL STUDY AREAS
(Bylaw 14651, September 10, 2007)

There are a number of on-going studies within the Redevelopment Plan Bylaw area. Furthermore, there are several planning sub-areas identified in the N.E.L.R.T.C.S. Land Use Plans that require further study. These are briefly outlined below:

a. Fort Road Old Town Urban Design Plan:

Prepare an Urban Design Plan and Urban Design Guidelines to implement the Fort Road Old Town Master Plan to create a vibrant high density mixed-use residential-commercial transit oriented urban village.

b. Transportation Systems Plan Monitoring Program:

The arterial road system in Northeast Edmonton shall be reviewed by the Transportation System Design Department in conjunction with the Transportation Systems Plan Monitoring Program and within the proposed District Plan System. The adequacy of the existing roads system to absorb additional capacity (as a result of new development) will be assessed, along with specific proposals for road realignments, widenings, closures, as set forth in the N.E.L.R.T.C.S. Land Use Plans.

c. Task Force on Industrial Zoning in the North East Corridor:

A joint municipal/provincial task force will study the future of industrial development in the corridor, and specifically, examine the impact of the meat-packing industries on surrounding residential development. The feasibility of relocating these uses will be reviewed with regard to adequacy of achievable levels of pollution control.

d. Commercial/Industrial Park Design Guidelines:

This study will involve the formulation of specific site planning and architectural design guidelines for auto-oriented commercial and light industrial land use districts. These guidelines, developed in line with established industrial park standards, are intended to assist the Development Officer in the development application review process.

They may be implemented through amendment to the Land Use Bylaw General Land Use Regulations or, where appropriate, through application of Direct Control Districts or Statutory Plan Overlays to specified areas.

e. Kennedale Area Structure Plan:

Formerly part of the Belvedere Area Redevelopment Plan area, the Kennedale district will be regulated by an Area Structure Plan. This plan will address the type and distribution of land uses in light of: recent developments in the Clareview Outline Plan Area; D.A.B. approval of industrial uses in the vicinity of 50 Street; and long term planning proposals for the Western Stockyards property and Municipal Service Yard.

9. REDEVELOPMENT LEVY
(Bylaw 7430, January 24, 1984)

The levy will provide for the acquisition of additional park space in the amount of 1.8 acres per 1,000 population generated by new transit-oriented development.

10. DEFINITIONS
(Bylaw 14651, September 10, 2007)

Adult-Oriented Housing: Referred to also as “Non-family Housing”, it is synonymous with conventional apartment type accommodation. Requirements with respect to private open space and unit size are less onerous than those pertaining to family type accommodation.

Arterial Road: A public roadway, the function of which is to expedite the movement of through traffic to major traffic generators and from community to community, and primarily, to serve the adjacent land and distribute traffic to collector roads or directly to traffic destinations.

Building Bulk: This pertains to the intensity (or density) and form (or shape) of development.

Commercial Strip: A linear development located on a major roadway, varying in length from one block to several miles, and containing a diverse mix of retail stores, services, and offices.

Community Repair: The process of preserving components of a physical neighbourhood which are intrinsically valuable and healthy, and improving those aspects that are of value but have suffered from neglect.

Commuter Parking: Parking reserved for the L.R.T. users.

Comprehensive Redevelopment: Assembly of a land parcel equivalent in size to a city block for construction of a single large project.

Coverage: The combined area of all buildings or structures on a site, including accessory buildings or structures, measured at 1 m (3.28 ft.) above grade, including open or covered porches or verandas, covered terraces, and air wells and all other space within a building, but excluding steps, eaves, cornices, and similar projections, and excluding unenclosed inner and outer courts where these are less than 1 m (3.28 ft.) above grade. Where any building or structure projects beyond the coverage of the building or structure measured at 1 m (3.28 ft.) above grade, the coverage shall then include such projection.

Demonstration Project: A pilot building project embodying exemplary planning and design principles.

Density: The population, or amount of built space occupying a given site in relation to the area of the site. This may be expressed in terms of people per hectare (P.P.ha.), floor area ratio (F.A.R.), or dwelling units per hectare (U.P. ha.).

District: A Section contained in Part II of the Land Use Bylaw which prescribes the use and development of land as depicted on the Land Use District Map comprising Part III of the Land Use Bylaw.

Dwelling, Family-oriented: Means a Dwelling suitable as a residence for a household with children and meeting the following criteria:

- (a) the lowest storey of the dwelling is no higher than the third storey of the building;
- (b) the dwelling has two bedrooms or more, and the average number of bedrooms per dwelling is not less than 2.25 for all such dwellings in a development;
- (c) the dwelling has individual and private access to grade, except that in the case of Stacked Row Housing access to dwellings above the first storey may be shared by 2 dwellings; and in the case of Apartment Housing, access to dwellings above the first storey may be shared, provided that entrances to not more than six dwellings are located on any one storey or landing
- (d) the dwelling has direct access to a Private Outdoor Amenity Area

Environmental Impact: In this context, the effect of identifiable external social and physical factors upon the existing natural and manmade environment.

High Rise Building: Any building exceeding 5 storeys in height.

Height: When used with reference to a building or structure, the vertical distance between a horizontal plane through grade and a horizontal plane through:

- (a) the highest point of the roof in the case of a building with a flat roof or a roof having a slope of less than 20 degrees;
- (b) the average level between eaves and ridges in the case of pitched, gambrel, mansard or hipped roof, or a roof having slope of more than 20 degrees; provided that in such cases ridge line of the roof shall not extend more than 1.5 m (ft.) above the maximum permitted building height of the district.

Industrial Park: A tract of land suitable for industrial uses regulated by protective minimum requirements including landscaping in conformance with planning guidelines set for the park. All requirements are to be compatible with surrounding land uses in accordance with a comprehensive plan for the area.

Infill Development: Consolidation and development of scattered vacant land parcels within an existing developed area.

Landscaping: Refers to changes or modifications to the natural features of a site so as to make it more attractive by adding lawns, trees, shrubs, ornamental buildings, fencing, paving, walks, drives or other structures and materials used in landscape design.

Landscape Plan: A plan which delineates all physical site features including berms, contours, walls, fences, utilities (underground and overhead), trees, shrubs, and other plan material, existing or proposed. It also provides specifications for parking layout, paving, outdoor furniture, signage, and lighting. The plan shall take into account the effect of proposed development and proposed landscaping in terms of shade, wind, and other environmental considerations.

Light Rail Transit: A form of transit that is a modern version of the street car transit system. It is capable of operating on mixed traffic right-of-ways, and can be incrementally upgraded in terms of carrying capacity as population growth requires.

Low Rise Building: Any building less than or equal to five storeys in height.

Mixed Use: A land use concept defined by three basic criteria:

- (a) Multiple (two or more) land uses;
- (b) Functional and physical integration of land use components;
- (c) Physical integration with a coherent plan encompassing the mixed use district and surrounding area.

Neighbourhood: A primarily residential land use area which forms a physically and/or socially separate entity from other similar or differing groups.

Pedestrian Priority Zones: In this context, an area defined by convenient walking distance to the transit stations (five to ten minutes) within which is established a continuous network of external, sheltered, and interior pedestrian routes.

Private Open Space: With respect to residential land use districts, yards or terrace or balconies reserved for exclusive use of owners and tenants.

Public Utility: A system, works, plant, equipment, or service which furnishes services and facilities for the use of all inhabitants of the City including but not limited to:

- (a) telephone communication
- (b) public transportation
- (c) water, gas, and electricity
- (d) sewage and garbage collection and disposal.

Quasi-Industrial Areas: Under-utilized or marginal industrial land use areas generally located adjacent to the rail right-of-way.

Recreation Area, Passive: A landscaped area intended for peaceful relaxation, strolling, picnics, and other similar activities.

Row Housing/Terraced Housing: A block of three or more family dwelling units, with each unit designed vertically on two or three storeys, and with each unit attached to its neighbor at its side, under a common roof and in which each family dwelling unit shall be separated from each other by a party wall insulated against sound transmission extending from the lowest foundation to the underside of the roof covering.

Screen Planting: Evergreen trees or shrubs and/or flowering trees or shrubs planted in such a manner so as to provide a maximum opacity from the ground to a height of 1.5 metres.

Selective Redevelopment: Assembly of marginal land parcels within a generally stable land use area for construction of medium to large sized projects.

Streetscape: Refers to the built form, furnishing and landscaping of a physical area defined by a street and its edges.

Traffic Impact: The potential disruption to vehicular and pedestrian movement, and to the amenity and privacy of adjacent land uses, within and around a specified area.

Transition Districting: A method of controlling building bulk such that high density land uses are contained and isolated from low density uses by intermediate scale medium density forms that are compatible with both low and high density forms.

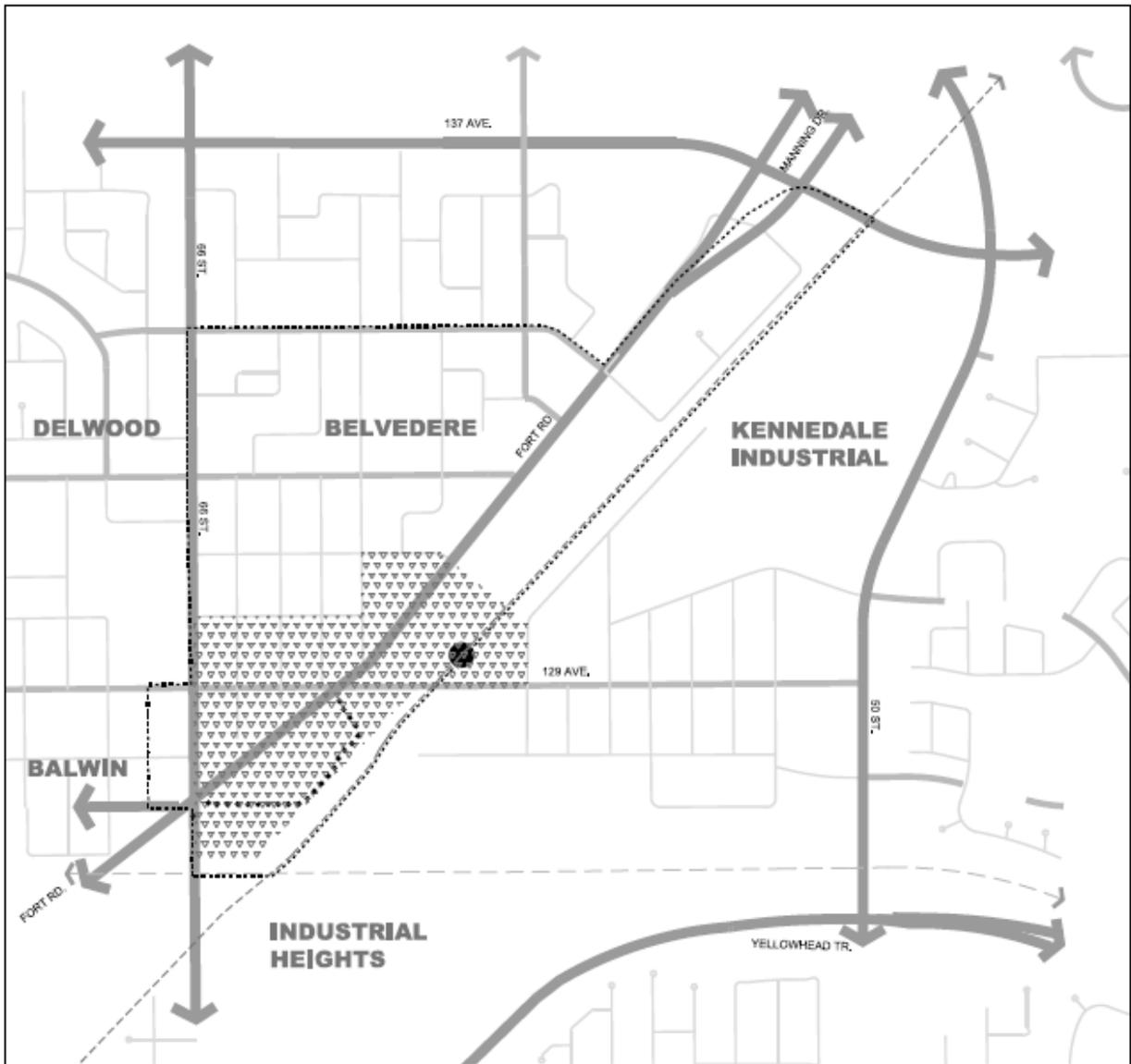
Urban Village: a primarily residential area complemented by commercial uses, in a pedestrian-friendly environment that supports higher-intensity Transit Oriented Development (TOD) at transit hubs.

Schedule B: Land Use Districts (*Bylaw 14651, September 10, 2007*)

Deleted.

*Bylaw 19251
September 1, 2020*

Schedule C: Circulation Systems (Bylaw 19251, September 1, 2020)



**Belvedere Station Area Redevelopment Plan, Bylaw No. 5988
Schedule C: Circulation System**

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|  A, R, P. BOUNDARY |  MULTI-USE TRAIL |
|  L.R.T. STATION |  CANADIAN NATIONAL RAILWAY |
|  L.R.T. RIGHT-OF-WAY |  PEDESTRIAN PRIORITY ZONE |
|  ARTERIAL ROAD SYSTEM | |

