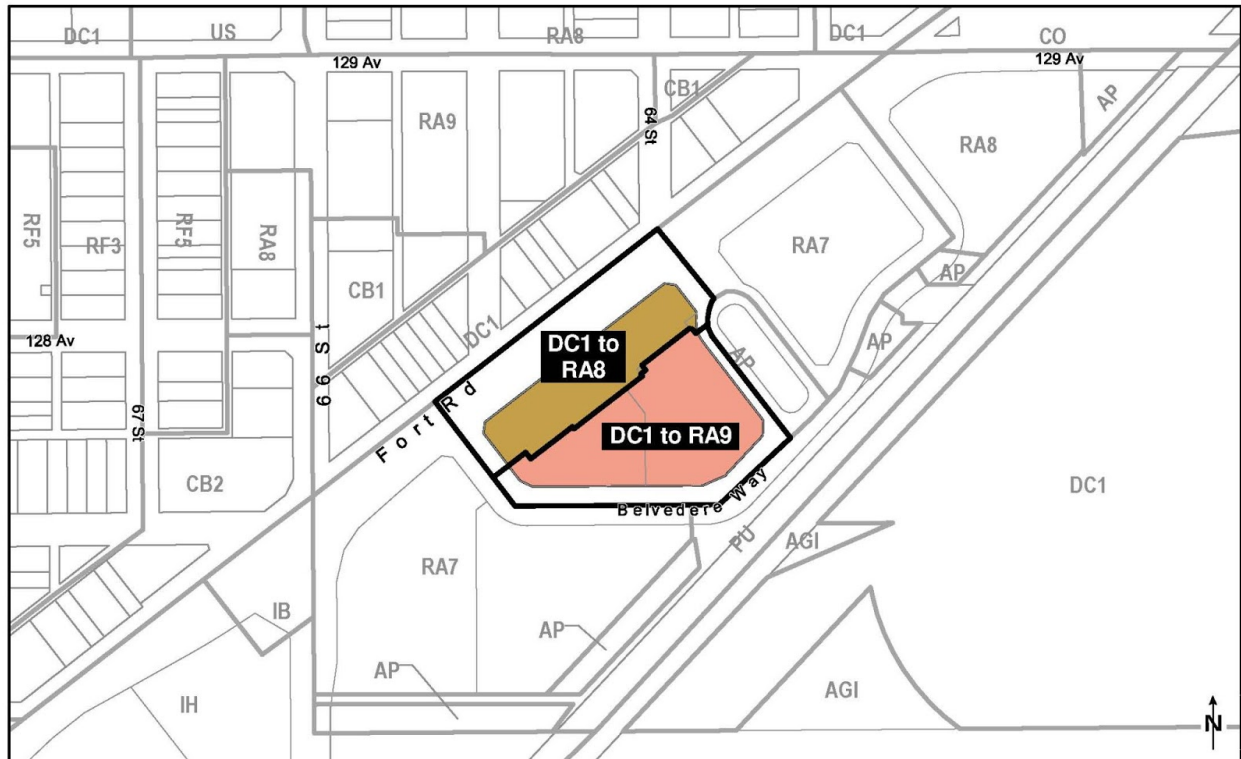




ADMINISTRATION REPORT REZONING BELVEDERE

403 and 407 Belvedere Gate NW

To allow for medium and high rise multi-unit housing on portions of the Station Pointe Lands.



Recommendation: That Charter Bylaw 19841 to amend the Zoning Bylaw from (DC1) Direct Development Control Provision to (RA8) Medium Rise Apartment Zone and (RA9) High Rise Apartment Zone be APPROVED.

Administration is in **SUPPORT** of this application because it:

- will contribute towards residential densification on vacant land approximately 400 metres from an existing LRT station in a mature neighbourhood;
- will utilize land and infrastructure efficiently as there has been considerable City investment in public realm and infrastructure improvements to support the development of these vacant parcels;
- is compatible with the existing and proposed development in the area; and

- conforms to the Belvedere Station Area Redevelopment Plan and Fort Road Old Town Master Plan

Report Summary

This application was submitted by ISL Engineering on April 19, 2021 on behalf of KSV Restructuring Inc.

The application proposes to rezone two lots in the Station Pointe sub area of Belvedere from the existing (DC1) Direct Development Control Provision to (RA8) Medium Rise Apartment Zone and (RA9) High Rise Apartment Zone. The proposed RA8 and RA9 Zones allow for a variety of multi-unit housing forms, with a primary focus on medium-rise and high-rise apartment developments. The RA8 Zone also allows for a mixed-use development with residential and commercial uses in the same building, and a maximum height of 23 metres (approximately six stories), which is an increase from the current maximum of 18 metres (approximately five stories) for the northwestern portion of the site. The RA9 Zone also allows for a mixed-use development with residential and commercial uses in the same building, and a maximum height of 60 metres, which is an increase from the current maximum of 52 metres for the southern site.

The proposal supports The City Plan by aligning with the goals and policies to accommodate future residential growth in redeveloping areas within the plan's first population horizon from 1 to 1.25 million people within Edmonton's existing boundaries. To do this, 50 percent of all new residential units are intended to be created through infill city wide, with a focus on key nodes and corridors. The rezoning area is located on the Fort Road Secondary Corridor, which is envisioned as a vibrant residential and commercial street that accommodates redevelopment, investment and growth. The rezoning provides increased density, variety in housing in proximity to an existing LRT station, and promotes compact development in line with the City Plan.

The plans in effect are Belvedere Station Area Redevelopment Plan (ARP) and Fort Road Old Town Master Plan (MP), which designate the sites for mixed-use commercial, and medium- to high-density residential development.

The Application

CHARTER BYLAW 19841 proposes to rezone the subject property by changing the zoning from (DC1) Direct Development Control Provision (Belvedere Area C) to (RA8) Medium Rise Apartment Zone and (RA9) High Rise Apartment Zone.

The proposed RA8 Zone allows for 23 metre high (approximately 6 storey) buildings and RA9 Zone allows for 60 metre high (approximately 18 storey) buildings. Both the RA8 and RA9 zones allow mixed-use buildings in the form of multi-unit housing with limited commercial opportunities at the ground level, such as Health Services, Convenience Retail Stores and Specialty Food Services. The applicant's intent is to allow more flexible development options for this Station Pointe site. The RA8 and RA9 zones provide more flexible zoning than the existing DC1 Provision but have similar comparable heights.

Site and Surrounding Area

The subject property is Area C of the Station Pointe portion of the Belvedere neighbourhood. A five storey, mixed-use residential development with ground floor commercial along Fort Road has been developed along the northwest frontage of the property. The remainder of the site is vacant.



AERIAL VIEW OF THE PROPOSED REZONING AREA



AERIAL VIEW OF SURROUNDING AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(DC1) Direct Development Control Provision (Area C)	Mixed-use/medium-rise residential & Vacant lot
CONTEXT		
Northwest	(DC1) Direct Development Control Provision (Area F)	Small scale pedestrian and auto-oriented commercial
Northeast	(RA7) Low Rise Apartment Zone (AP) Public Parks Zone	Vacant lot Public plazas and walkways
Southwest	(RA7) Low Rise Apartment Zone	Vacant lot
Southeast	(PU) Public Utility Zone	CN Railway and LRT tracks

Planning Analysis

The proposed rezoning is compatible with surrounding area land uses, and conforms to the approved Belvedere Station ARP and Fort Road Old Town Master Plan, which designate the sites for mixed-use commercial and medium- to high-density residential development.

LAND USE COMPATIBILITY

The proposed rezoning allows for the development of an unfinished building and the remainder of the site to be developed with standard zoning. The existing DC1 provision is very prescriptive and ambitious, as it was developed with intentions for this general area to be a pilot project for a high-density transit oriented urban village. While the intention for a transit oriented urban village is not being revised, and while there is an intention to keep the same level of intensity of development for the subject sites, the proposed standard zones allow more flexibility in the development of the site.

One of the components that acts as a barrier to development under the current DC1 provision is the requirement for at-grade commercial retail uses on this block. Commercial space has been challenging to lease in the existing development on the site along Fort Road and the DC1 does not provide the opportunity for at-grade residential uses along Fort Road, which is more feasible in the current economic climate. The proposed RA8 and RA9 zones preserve the potential for at-grade commercial retail to develop as it becomes feasible. Other concerns about the requirements of the current DC1 provision include the specificity about where commercial/residential development is to be provided, the requirement for public art contributions, the requirement for residential parking to be provided underground, and sustainable design requirements. These barriers would be addressed and removed through the rezoning to standard RA8 and RA9 zones.

Station Pointe and the subject site have a unique presence with a six-lane arterial road on one side and a CN rail line on the other. There are minimal amenities and limited employment opportunities within walking distance. The area does, however, benefit from the close proximity of the Belvedere Transit Centre and LRT station, which is why medium- to high-density is being proposed.

DC1, RA8 and RA9 COMPARISON SUMMARY

The table below shows a comparison of zoning regulations for the existing DC1 Provision and the proposed RA8 and RA9 zoning for the two sites. The RA8 and RA9 Zones are suitable for providing a mix of medium- and high-density residential uses with the opportunity for commercial development at the ground level. The allowable commercial uses in the RA8 and RA9 zones are smaller in scale than proposed in the DC1, as they are intended to serve the local residents. This is in contrast to the required commercial development at the ground level in the existing DC1 Provision.

A sun shadow analysis was submitted by the applicant for the existing medium-rise building development and a potential development under the proposed rezoning, which was then compared to a sun shadow analysis for a previously proposed DC1 development for the subject sites. The models show that there is not a substantive change in shadowing on neighbouring residential and commercial properties when an 18 storey high-rise residential building is part of the RA9 Zone on the site versus a 16 storey high-rise residential building under the DC1 Provision (see Appendix 2). The effects are mostly seen on the undeveloped portion of Station Pointe to the northeast.

	DC1 Zone <i>Current</i>	RA8 Zone <i>Proposed</i>	RA9 Zone <i>Proposed</i>
Maximum Height	18.0 m for mid-rise and 52.0 m for high-rise building	23.0 m (mid-rise building)	60.0 m (high-rise building)
Maximum Floor Area Ratio (FAR)	2.57	3.00	4.30
Maximum Density	280 dwellings/ha	No maximum	550 dwellings/ha
Minimum Setbacks			
Front	3.0 m for residential ground floor 0-1.0 m for commercial ground floor	4.5 m	6.0 m above 15.0 m 1.0 m for commercial ground floor
Rear	none	7.5 m	3.0 m above 15.0 m 1.0-3.0 m below 15.0 m
Side	0-1.0 m	3.0 m	7.5 m

PLANS IN EFFECT

Belvedere Station Area Redevelopment Plan (ARP)

The Belvedere Station ARP provides general guidance on the development of the Belvedere neighbourhood. It was amended in 2007 in order to incorporate the Fort Road Old Town Master Plan which identified the Station Pointe lands as an urban village with medium to high density residential uses. The ARP was further amended in 2020 to allow the redevelopment of Station Pointe lands as lower intensity development under more flexible standard zones, including RA7 and RA8 Zones. The proposed rezoning to RA8 and RA9 Zones aligns with the goals and objectives of the Belvedere ARP which designates the subject site for mixed-use and medium-to high-density residential development with the opportunity for commercial at ground level within an urban village that includes parks and open space in close proximity to the Belvedere LRT Station.

Fort Road Old Town Master Plan

The Master Plan was designed to assist and encourage the redevelopment of the Old Town along Fort Road. The plan provides a concept for the redevelopment of the area through the widening of Fort Road, the development of medium- to high-density residential development, new commercial development, improvement of the pedestrian orientation along Fort Road and a network of pedestrian walkways. This plan for redevelopment was further expanded through the Implementation Report and Urban Design Plan as described below. The plan provided an ambitious goal for the area with regard to high density development and prescriptive land uses. The concept is generally still possible under the proposed RA8 and RA9 Zones, albeit in a less prescriptive way. The possibility of developing an urban village near the Belvedere LRT Station

is still possible, but with the revised zones, it will be up to developers to provide high quality design in order to take advantage of the upgrades completed in the area.

Fort Road Old Town Master Plan Implementation Report

The Implementation Report provides guidance on the implementation of the Master Plan, including the accommodation of future traffic increases on Fort Road and revitalizing the historic Fort Road Old Town. As a result of this plan, Fort Road was widened, the Station Pointe lands were subdivided, serviced (utilities, roadways, sidewalks, multi-use trails, etc.), remediated, a berm/safety wall separation from the CN rail line was built and a private developer initiated development on Area C. The intent of the plan was that the ultimate build out of this area would be completed, or at least in progress by 2010.

Fort Road Urban Design Plan

The Design Plan builds on the Implementation Plan and provides some more specific direction to encourage the development of the urban village. This document is not statutory. However, it is referenced in the Belvedere Station ARP and the DC1 Provisions for the area. By rezoning these portions of land, the urban design plan will have less weight in decision making for the allowable future development on the sites subject to this application. The guidance provided in the plan could provide assistance to a Development Officer when making a decision on a requested variance to the regulations in the proposed RA8 and RA9 Zones. Similar to the Implementation Report, the Urban Design Plans anticipated the completion of build out in 2010. The portions of the development that were possible on the public lands, including the streetscape, parks and open space improvements, have been completed according to the specifics of the Design Plan.

THE CITY PLAN

This proposal supports The City Plan by aligning with the goals and policies to accommodate future residential growth in redeveloping areas within the plan's first population horizon from 1 to 1.25 million people within Edmonton's existing boundaries. To do this, 50 percent of all new residential units are intended to be created through infill city wide, with a focus on key nodes and corridors. The rezoning area is located on the Fort Road Secondary Corridor, which is envisioned as a vibrant residential and commercial street that accommodates redevelopment, investment and growth. The rezoning provides increased density and variety in housing in proximity to an existing LRT station, and promotes compact development in line with the City Plan.

RESIDENTIAL INFILL GUIDELINES

The Residential Infill Guidelines (RIGs) identify the proposed rezoning area to be suitable for the proposed RA8 and RA9 Zones. The RIGs generally defer to the ARP to guide redevelopment in neighbourhood infill sites with high-rise residential buildings and for sites located near LRT stations, which includes Station Pointe. Generally though, the Station Pointe lands meet the requirements within the RIGs for both medium- and high-rise residential buildings. The locations identified as suitable for medium- to high-rise apartments include: Sites with direct access to an arterial road, large infill sites, and areas adjacent to LRT stations and along high frequency transit corridors. The subject sites meet the requirements for infill development of this scale.

TRANSIT ORIENTED DEVELOPMENT GUIDELINES

The Transit Oriented Development (TOD) guidelines identify the Belvedere Station as an Employment Centre. This means that residential development is encouraged to be of a higher density, employment/commercial development is not auto-oriented, and should have a minimum 1.0 Floor Area Ratio.

The guidelines set the expectation that residential development on any site within 400 metres larger than 0.25 hectares will be developed with a minimum density of 225 dwelling units per hectare (du/ha). The boundary of Area C is located 415 metres from the Belvedere LRT Station. The current DC1 provision allows for development beyond the minimum densities. The proposed RA8 Zone allows more flexibility with minimum densities of 75 du/ha, and the proposed RA9 zone allows minimum densities of 250 du/ha. It is important to note that while these numbers are a minimum requirement, the actual build out is typically higher, and there are no maximum densities in the RA8 Zone, while the maximum density in the RA9 Zone is 550 du/ha for the subject site.

Technical Review

Transportation

The Fort Road Widening (Yellowhead Trail to 66 Street) begins construction this year and is expected to take three years to complete. This project is expected to start at 66 Street, which is approximately 100 metres southwest of the subject site.

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

Community Engagement

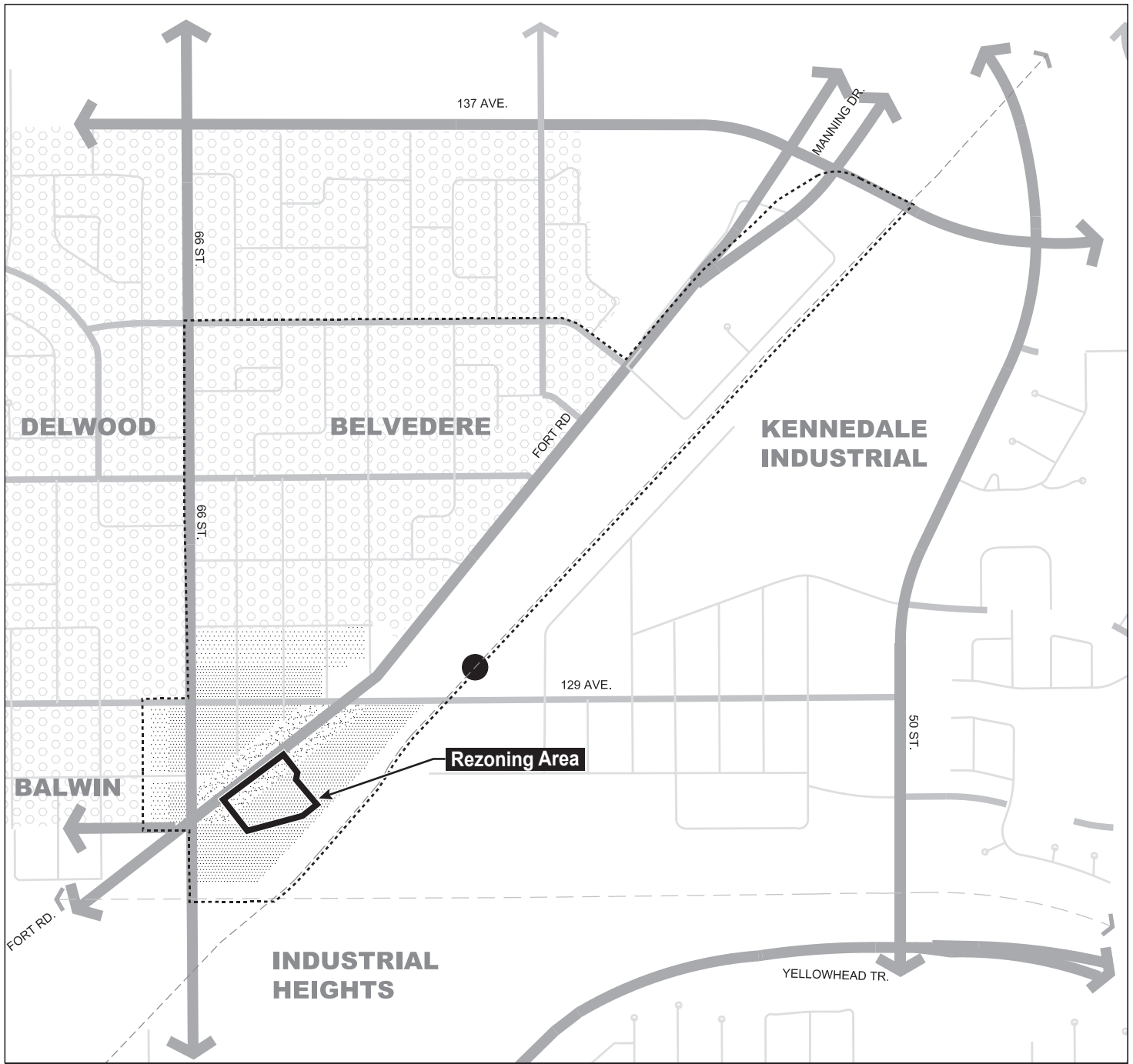
<p>ADVANCE NOTICE May 3, 2021</p>	<ul style="list-style-type: none"> ● Number of recipients: 201 ● Number of responses in support: 1 ● Number of responses with concerns: 1 ● Comments included: <ul style="list-style-type: none"> ○ Supports the rezoning as area is in dire need of private investment and increasing flexibility for developer is the right move ○ Concerns with potential increase in units and density since community already has a high number of multi-dwelling complexes (around 50% of units) in comparison to some surrounding neighbourhoods like Delwood and most of the city; multi-dwelling complexes should be scattered across the city
<p>WEBPAGE</p>	<ul style="list-style-type: none"> ● edmonton.ca/belvedereplanningapplications

Conclusion

Administration recommends that the City Council **APPROVE** this application.

APPENDICES

- 1 Context Plan Map
- 2 Application Summary



LEGEND












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|--|---|
|  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



APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19841
Location:	South of Fort Road NW and west of Belvedere Gate NW
Addresses:	403 Belvedere Gate NW and 407 Belvedere Gate NW
Legal Descriptions:	Lot 1, Block 3, Plan 0924862 and Lot 2, Block 3, Plan 1821512
Site Area:	1.34 ha
Neighbourhood:	Belvedere
Notified Community Organizations:	Balwin Community League, Belvedere Community League, Hairsine Community League Edmonton North District Area Council, and Fort Road and Area Business Improvement Area
Applicant:	Tyler Olsen, ISL Engineering

PLANNING FRAMEWORK

Current Zone: Current Overlays:	(DC1) Direct Development Control Provision (MSO) Main Streets Overlay (MNO) Mature Neighbourhood Overlay and (MCCO) Major Commercial Corridor Overlay
Proposed Zones: Proposed Overlays:	(RA8) Medium Rise Apartment Zone (RA9) High Rise Apartment Zone (MSO) Main Streets Overlay (MNO) Mature Neighbourhood Overlay and (MCCO) Major Commercial Corridor Overlay
Plans in Effect:	Belvedere Station Area Redevelopment Plan and Fort Road Old Town Master Plan Implementation Report
Historic Status:	N/A

Written By: Kenan Handzic
 Approved By: Tim Ford
 Branch: Development Services
 Section: Planning Coordination