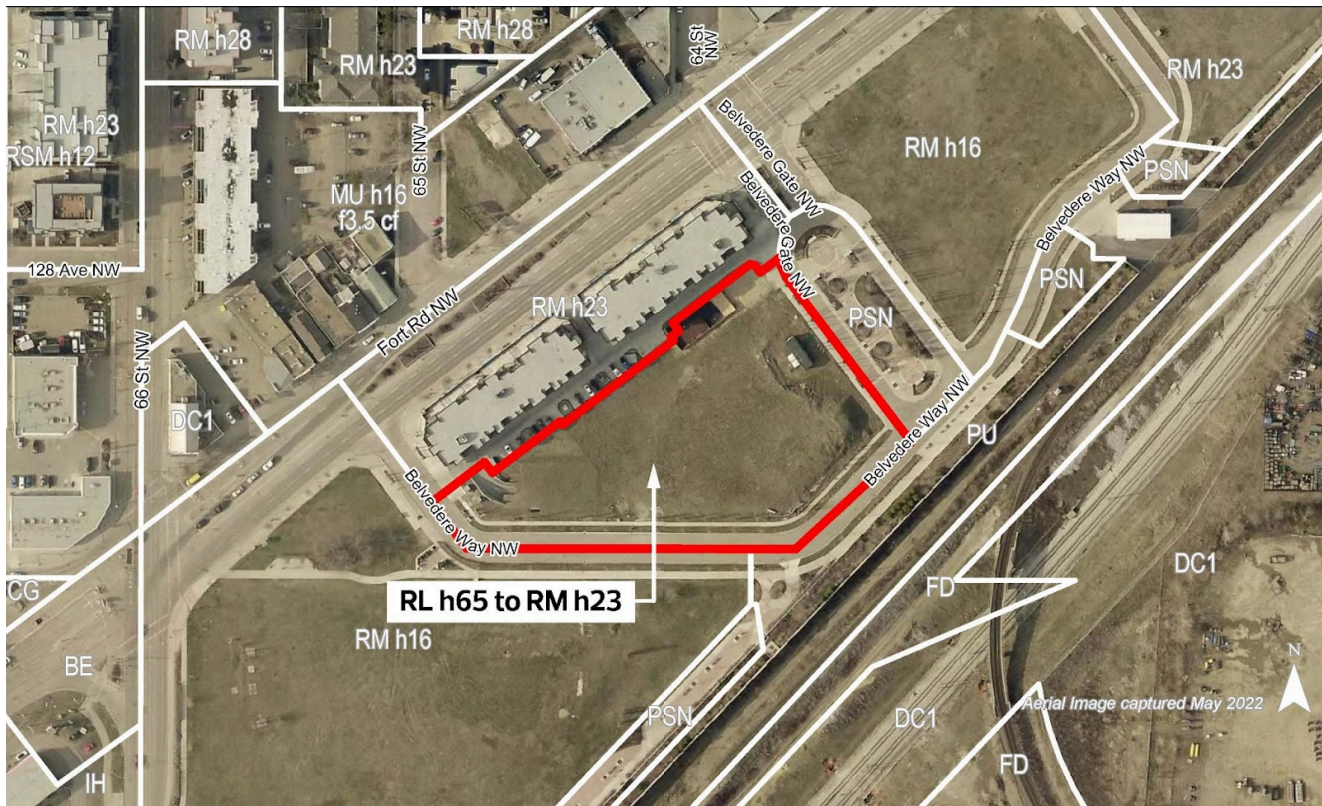


403 & 407 - Belvedere Gate NW Position of Administration: Support



Summary

Charter Bylaw 20822 proposes a rezoning from the Large Scale Residential Zone (RL h65) to the Medium Scale Residential Zone (RM h23) to allow for medium scale housing.

Public engagement for this application included a mailed notice and information on the City's webpage. No response was received at the time this report was written.

Administration supports this application because it:

- Is in close proximity to transit and commercial opportunities.
- Proposes a range of uses and intensification within a Secondary Corridor.
- Proposes a rezoning which aligns with the direction from The City Plan to encourage redevelopment that contributes to the livability and adaptability of districts.

Application Details

This application was submitted by Scheffer Andrew Ltd. There is an associated subdivision application (LDA24-0087) submitted by the applicant .

Rezoning

The proposed Medium Scale Residential Zone (RM h23) would allow development with the following key characteristics:

- Maximum height of 23.0 metres (approximately 6 storeys).
- Maximum Floor Area Ratio of 3.0 - 4.4.
- Limited opportunities for non-residential uses at the ground floor.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Large Scale Residential Zone (RL h65)	Undeveloped
North	Medium Scale Residential Zone (RM h23)	Mid-rise development
East	Medium Scale Residential Zone (RM h16)	Undeveloped
South	Public Utility Zone (PU)	CN & LRT Tracks
West	Medium Scale Residential Zone (RM h16)	Undeveloped



Figure 1 - View of the site looking northwest from Belvedere Way NW (Source: Google maps)



Figure 2 - View of the site looking south from Belvedere Gate NW (Source: Google maps)

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the application proposes a standard residential zone, and the advance notice of the proposed land use change garnered no response. The basic approach included:

Mailed Notice, March 7, 2024

- Notification radius: 61 metres
- Recipients: 180
- Responses: 0

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Belvedere Community League
- Steele Heights Community League
- Hairsine Community League

Application Analysis

The City Plan

The City Plan supports this type of built form within the Fort Road Secondary Corridor. Secondary Corridors are supportive of mid rise development, as proposed, and are envisioned to be vibrant residential and commercial streets that serve as a local destination for surrounding communities.

The proposed RM h23 allows for a mid-rise residential development up to 23 metres in height (approximately 6 storeys). The zone allows for a range of uses and provides limited opportunities for non-residential uses at the ground floor. Future development on site has the potential to increase residential density and commercial opportunities in the area that would facilitate intensification within a Secondary Corridor. Additionally, the proposed rezoning contributes to the direction outlined in The City Plan by encouraging redevelopment that contributes to the livability and adaptability of an area.

Area Redevelopment Plan

The site is located within the Belvedere Area Redevelopment Plan (ARP). In Figure 12 (Housing Strategy) of the ARP, the subject site is identified for medium to high density residential development. The proposed RM h23 facilitates medium to high density residential development on site and is consistent with the plan.

Master Plan

The site is located within the Fort Road Old Town Master Plan. In Map 6 (Overall Planning Concept) of the Master Plan, the site is identified for mixed use residential/commercial. The policy in the Master Plan supports development of medium to high density residential housing between Fort Road and the CN/LRT tracks which is consistent with this proposal.

Land Use Compatibility



Figure 3 - Site analysis context

The subject site is approximately 8,320 m² in area, located on a corner lot, is surrounded by roadways on three sides and abuts an RM h23 zoned site to the northwest.

When compared to the existing RL h65 Zone, the proposed RM h23 Zone would allow for decrease in height, Floor Area Ratio and similar setbacks. With a maximum height of up to 23.0 metres and a maximum Floor Area Ratio of 4.4, the RM h23 Zone allows for a smaller structure than permitted under the RL h65 Zone. In further comparison with RL h65 Zone, RM h23 Zone requires identical setbacks. Additionally, the uses under the proposed RM h23 Zone are also identical to the existing RL h65 Zone. Therefore, the proposed development is intended to have minimal impacts on the adjacent properties and is appropriate at this location.

	RL h65 Current	RM h23 Proposed
Typical Uses	Residential Limited commercial	Residential Limited commercial
Maximum Height	65.0 m	23.0 m

Maximum Floor Area Ratio	5.5 - 7.5	3.0 - 4.4
Minimum Front Setback (Belvedere Gate & Belvedere Way)	1.0 m - 3.0 m + 3.0 m setback above 23.0 m in height	1.0 m - 3.0 m
Minimum Interior Side Setback	3.0 m + 3.0 m setback above 23.0 m in height	3.0 m
Maximum Number of Dwellings	No maximum	No maximum

Draft District Plan

The District Policy and District Plans are still in draft form. With consideration of this policy and these plans by Council anticipated in the near future, the following analysis is for information purposes only and was not a factor in Administration's recommendation.

Pursuant to the Northeast District Plan, the site is located within the Fort Road Secondary Corridor. District General Policy 2.4.7.2. supports mid rise development within Secondary Corridors along arterial and collector roadways. The subject site is surrounded by local roads on three sides and RM h23 zoned site on the northwest, which abuts arterial road (Fort Road).

Mobility

Edmonton Transit Service operates bus service north of the site on Fort Road NW and 129 Avenue NW. 66 Street NW (south of 129 Avenue NW) and 129 Avenue NW (west of 66 Street NW) are potential future transit corridors. However, there are no plans to put bus service on either corridor in the foreseeable future. Additionally, the site is located near Belvedere Transit Centre & LRT Station (Capital Line LRT). Due to the large size of the rezoning area, the site is between 500 to 750 metres walking distance to this Transit Centre & LRT Station.

The vehicle access locations and requirements for any marked crossings on adjacent roadways will be reviewed at the development permit stage with the development of the site.

Utilities

The proposed rezoning is not anticipated to have a significant impact to the existing sanitary and storm sewer systems in the area, and these existing service connections can continue to be utilized.

Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilizing a controlled outflow rate of 35 L/s/ha to mitigate its impact on the existing drainage infrastructure, and shall include storage provisions to accommodate the excess runoff from a 1:100 year storm event. Details of the required stormwater management will be reviewed at the Development Permit stage.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing. The developer will be required to contact Edmonton Fire Rescue Services (EFRS) to address this deficiency. Edmonton Fire Rescue Services (EFRS) may be able to perform an Infill Fire Protection Assessment (IFPA) at the Development Permit stage to potentially alter or lessen on-street fire protection infrastructure upgrades, assuming certain criteria are met. The applicant/owner will be responsible for all costs associated with providing required water supply including any changes to the existing water infrastructure required by the proposed zoning.

Appendices

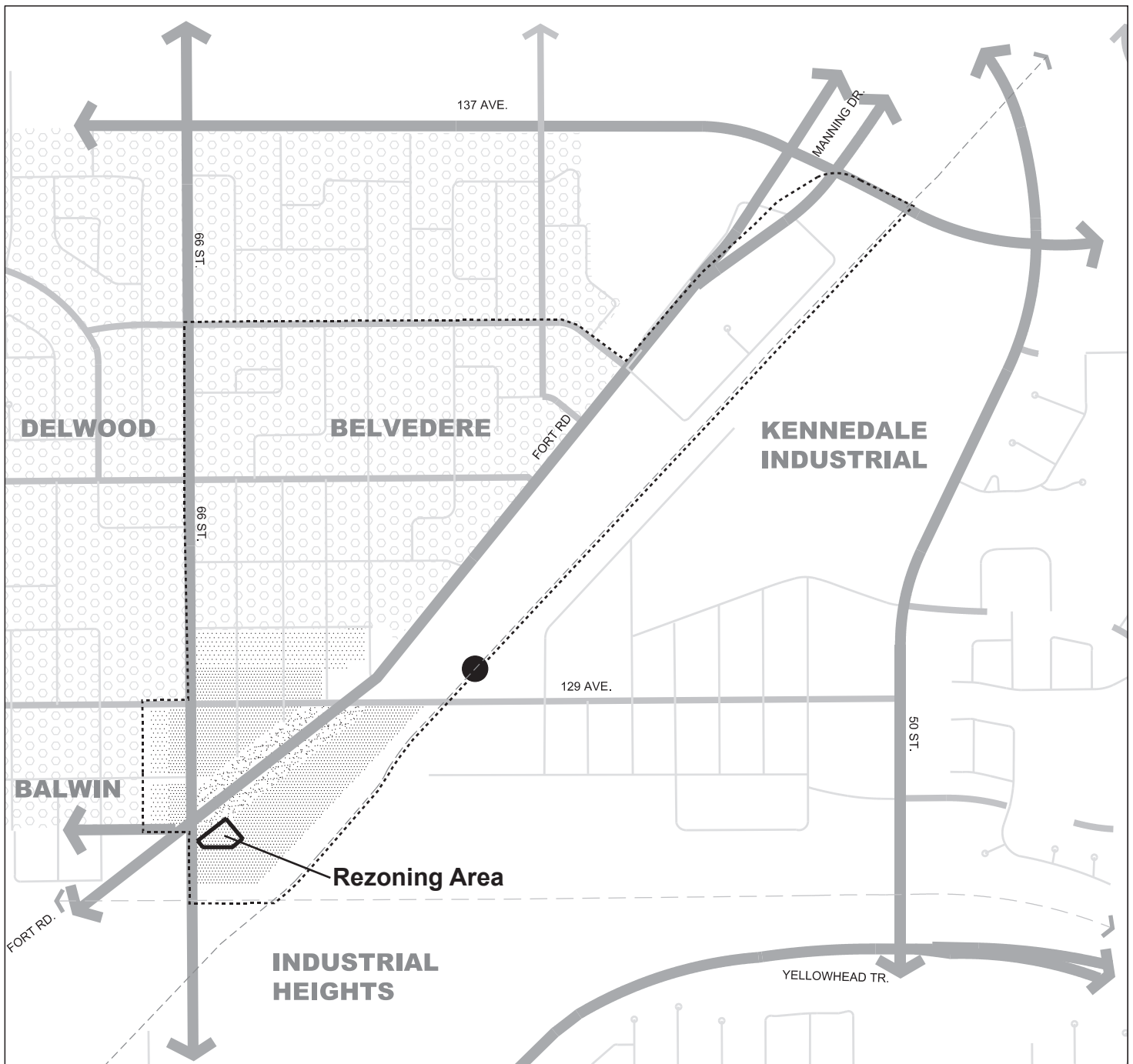
1. Context Plan Map

Written By: Abhimanyu Jamwal

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination



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

