

Bylaw 19251  
A Bylaw to amend Bylaw 5988, as amended,  
The Belvedere Station Area Redevelopment Plan

WHEREAS pursuant to the authority granted to it, City Council, on September 24, 1980, passed Bylaw 5988, as amended, being a bylaw to adopt the Belvedere Station Area Redevelopment Plan Bylaw; and

WHEREAS from time to time City Council may find it desirable to amend the Belvedere Station Area Redevelopment Plan Bylaw; and;

WHEREAS an application was made to amend the Belvedere Station Area Redevelopment Plan Bylaw; and

WHEREAS the Municipal Council of the City of Edmonton now deems it in the public interest to amend the Belvedere Station Area Redevelopment Plan Bylaw; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. That Bylaw 5988, as amended, the Belvedere Station Area Redevelopment Plan is hereby amended by:
  - a. deleting the sentence under “Action” in Section 3.3 Scale of Development and replacing with “Permissible locations for development by type and density are prescribed by the Zoning Bylaw.”;
  - b. deleting “Figure 12 Housing Strategy” and replacing with “Figure 12 Housing Strategy” as shown on Schedule “A” of this bylaw;
  - c. deleting “Figure 13 Retail Strategy” and replacing with “Figure 13 Retail Strategy” as shown on Schedule “B” of this bylaw;

- d. deleting “Figure 14 Office Development Strategy” and replacing with “Figure 14 Office Development Strategy” as shown on Schedule “C” of this bylaw;
- e. deleting “Figure 15 Industrial Lands Redevelopment Strategy” and replacing with “Figure 15 Industrial Lands Redevelopment Strategy” as shown on Schedule “D” of this bylaw;
- f. deleting “Figure 16 Pedestrian Priority Zone” and replacing with “Figure 16 Pedestrian Priority Zone” as shown on Schedule “E” of this bylaw;
- g. deleting “Figure 17 Locations of LRT Grade Separations” and replacing with “Figure 17 Locations of LRT Grade Separations” as shown on Schedule “F” of this bylaw;
- h. deleting the first paragraph under Section 4 “Plan of Land Use Districts” and replacing it with “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.”;
- i. deleting Section 6 in its entirety;
- j. deleting “Schedule B: Land Use Districts”; and
- k. deleting “Schedule C: Circulation Systems” and replacing with “Schedule C: Circulation Systems” as shown on Schedule “G” of this bylaw.

READ a first time this	day of	, A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of	, A. D. 2020.

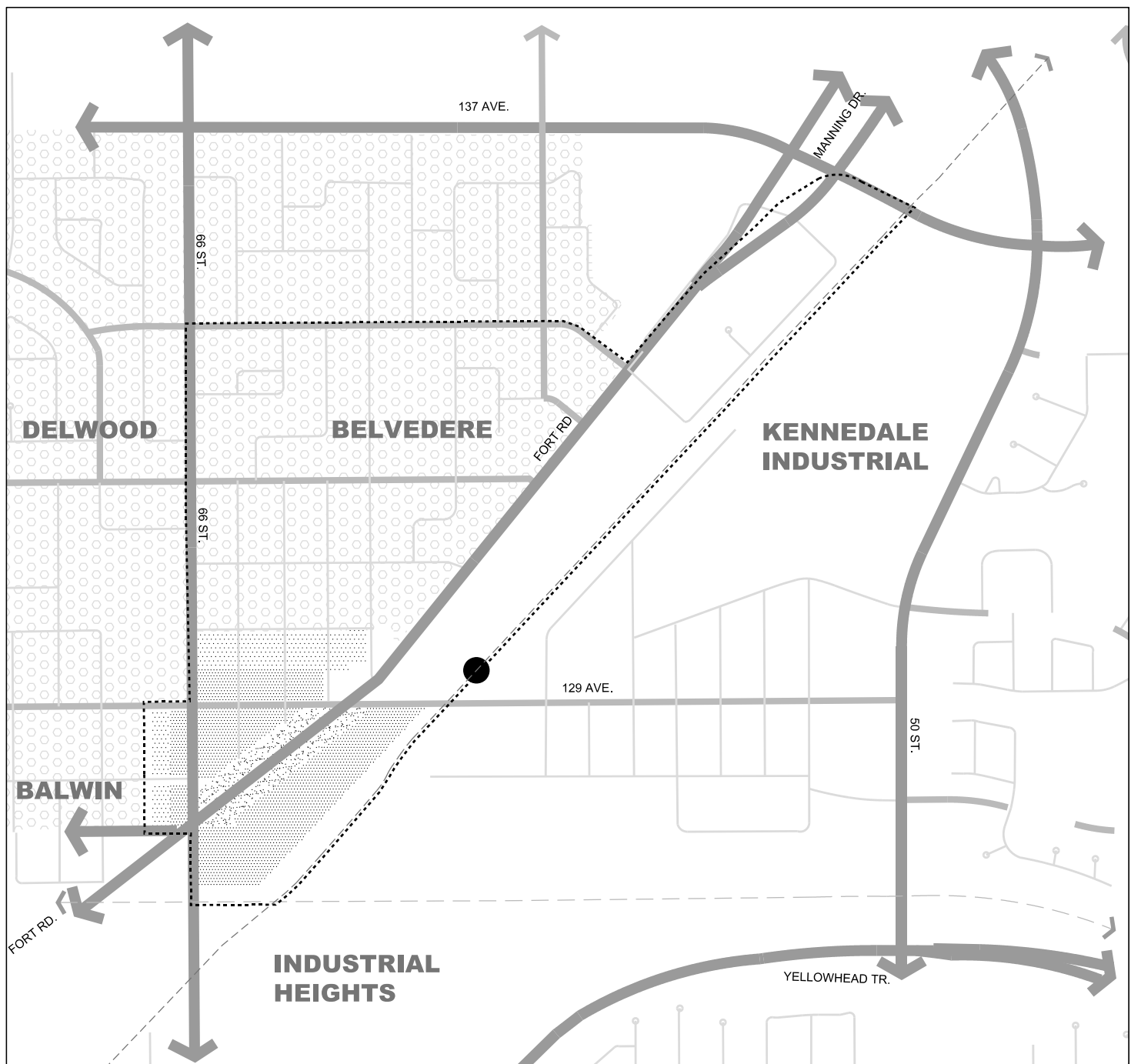
THE CITY OF EDMONTON

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MAYOR

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CITY CLERK

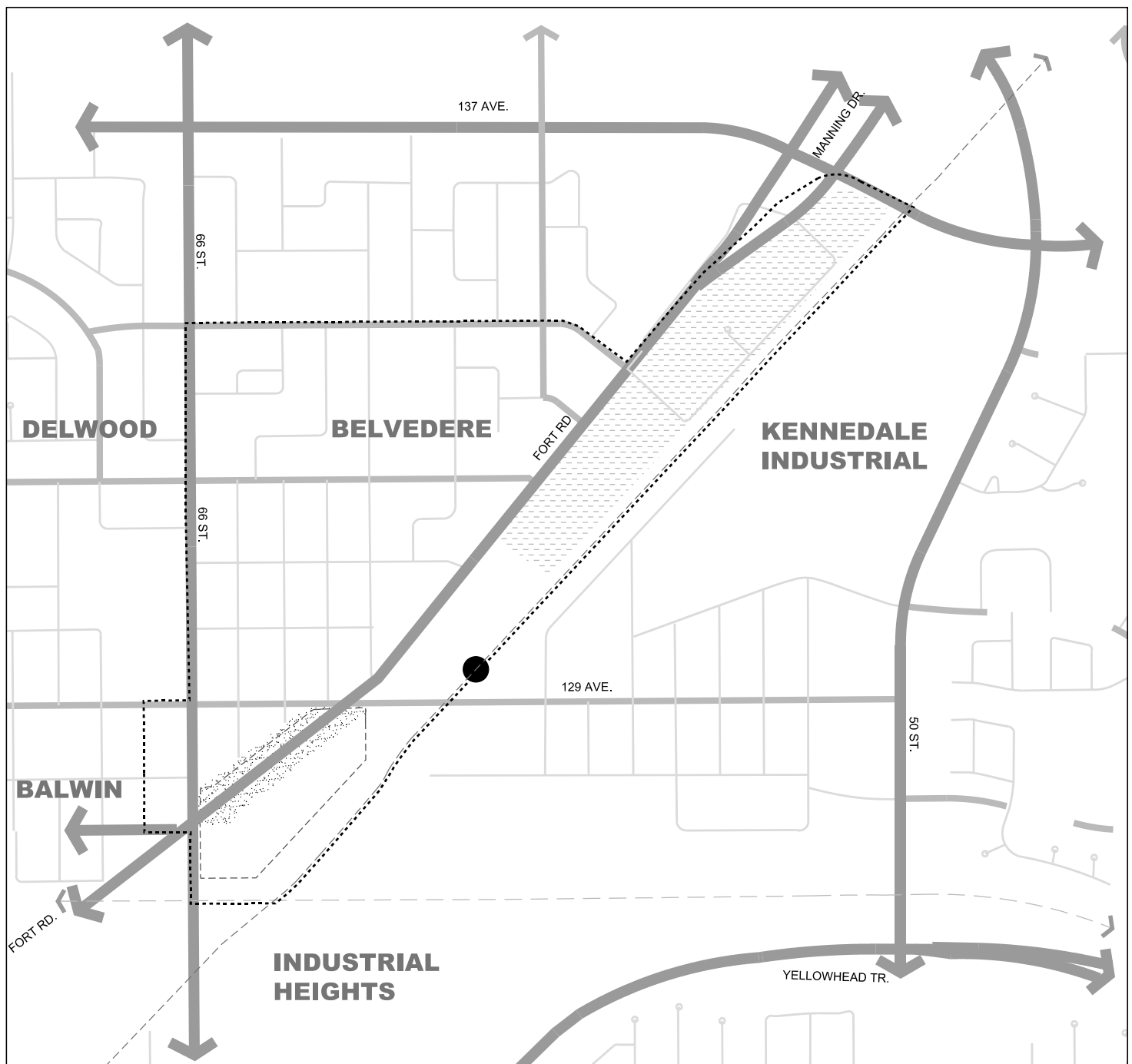


## LEGEND

	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





## 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

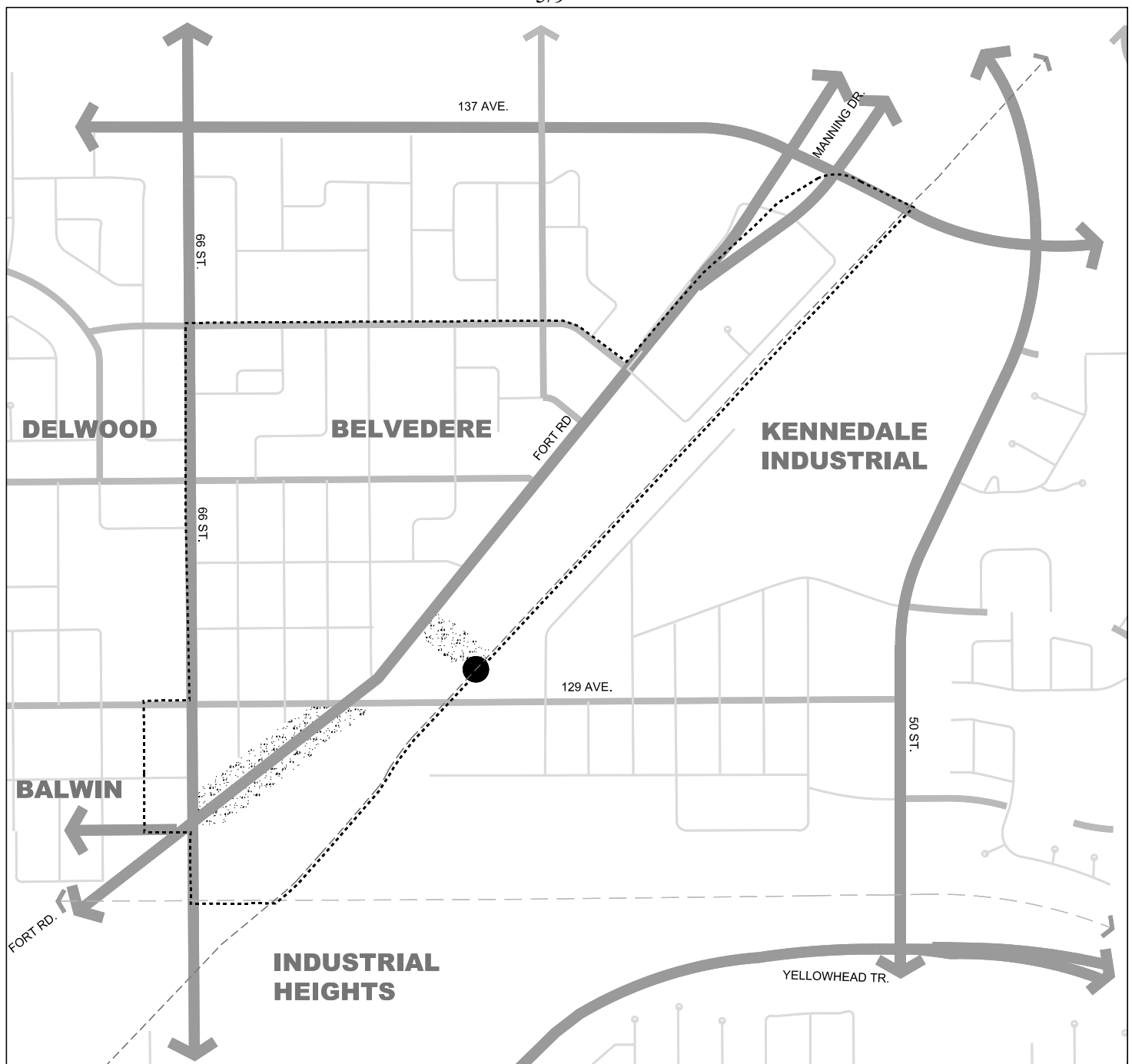
----- FORT ROAD OLD TOWN URBAN DESIGN PLAN AREA

----- MIXED-USE COMMERCIAL/RESIDENTIAL AREA

----- AUTO-ORIENTED RETAIL STRATEGY

**Figure 13**  
Retail Strategy





## LEGEND

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

● L.R.T. STATION

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

ARTERIAL ROAD SYSTEM

COLLECTOR ROAD SYSTEM

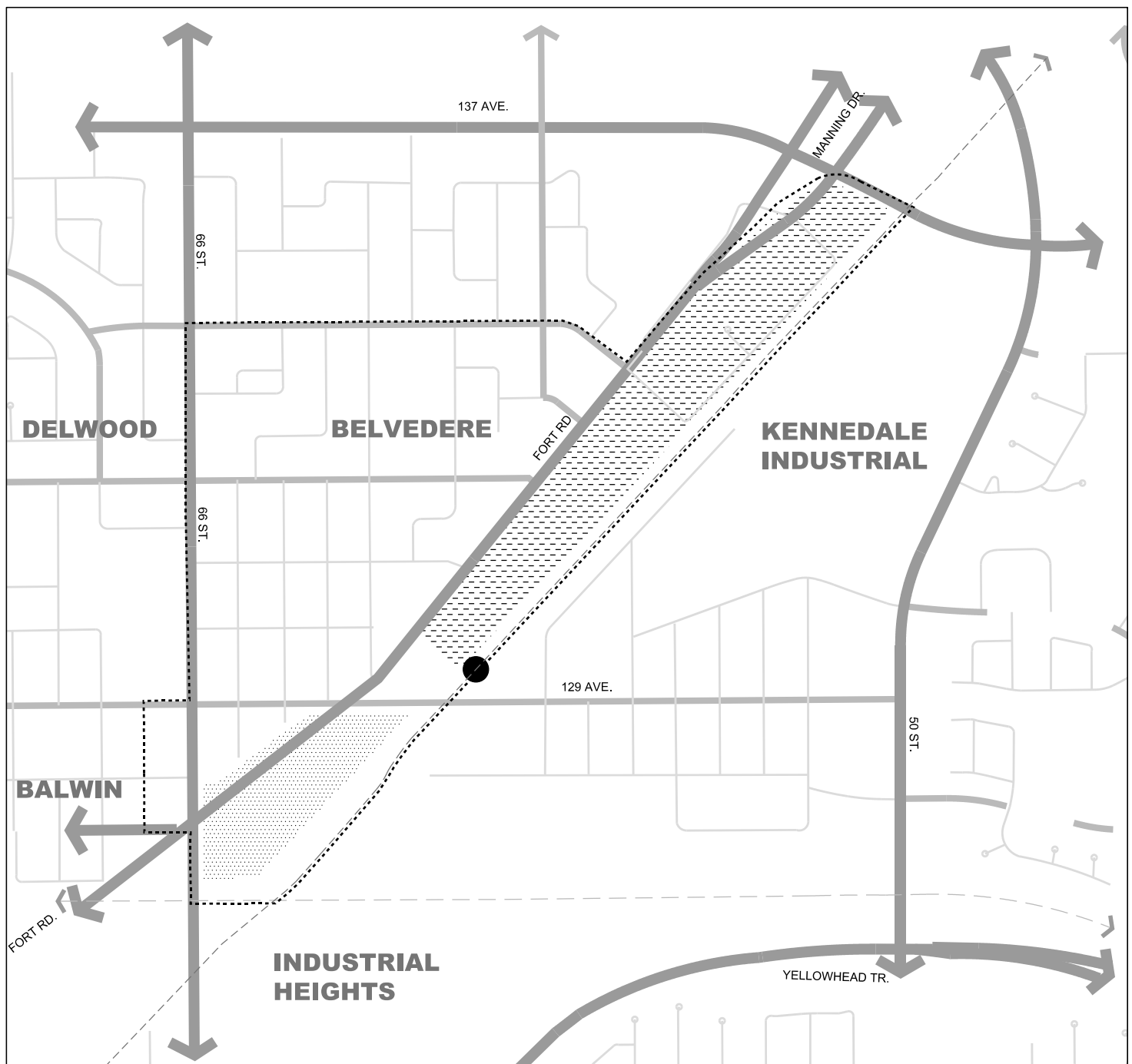
LOCAL ROAD SYSTEM

----- CANADIAN NATIONAL RAILWAY










POTENTIAL OFFICE AREAS

**Figure 14**  
Office Development  
Strategy



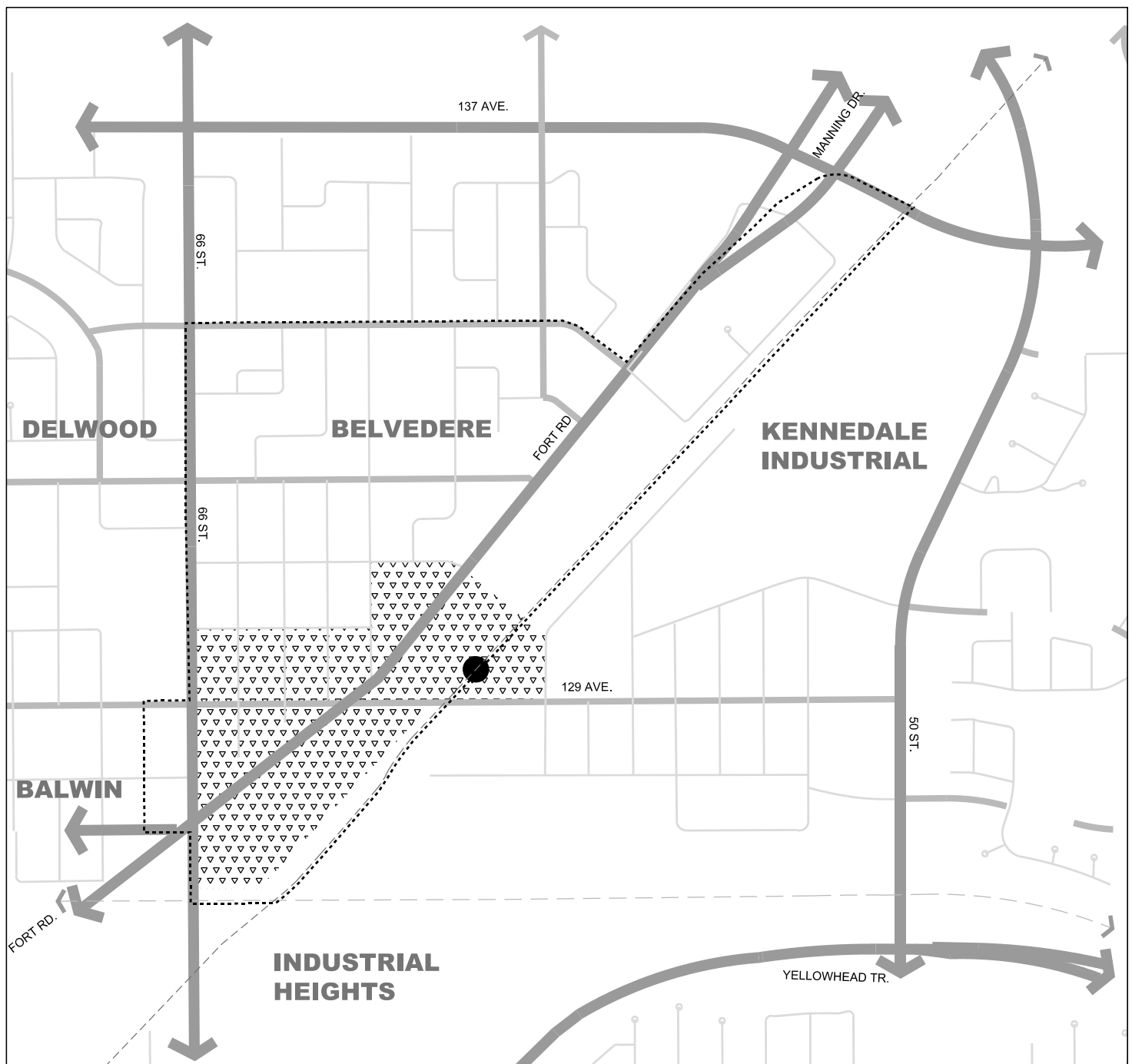


## LEGEND









	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



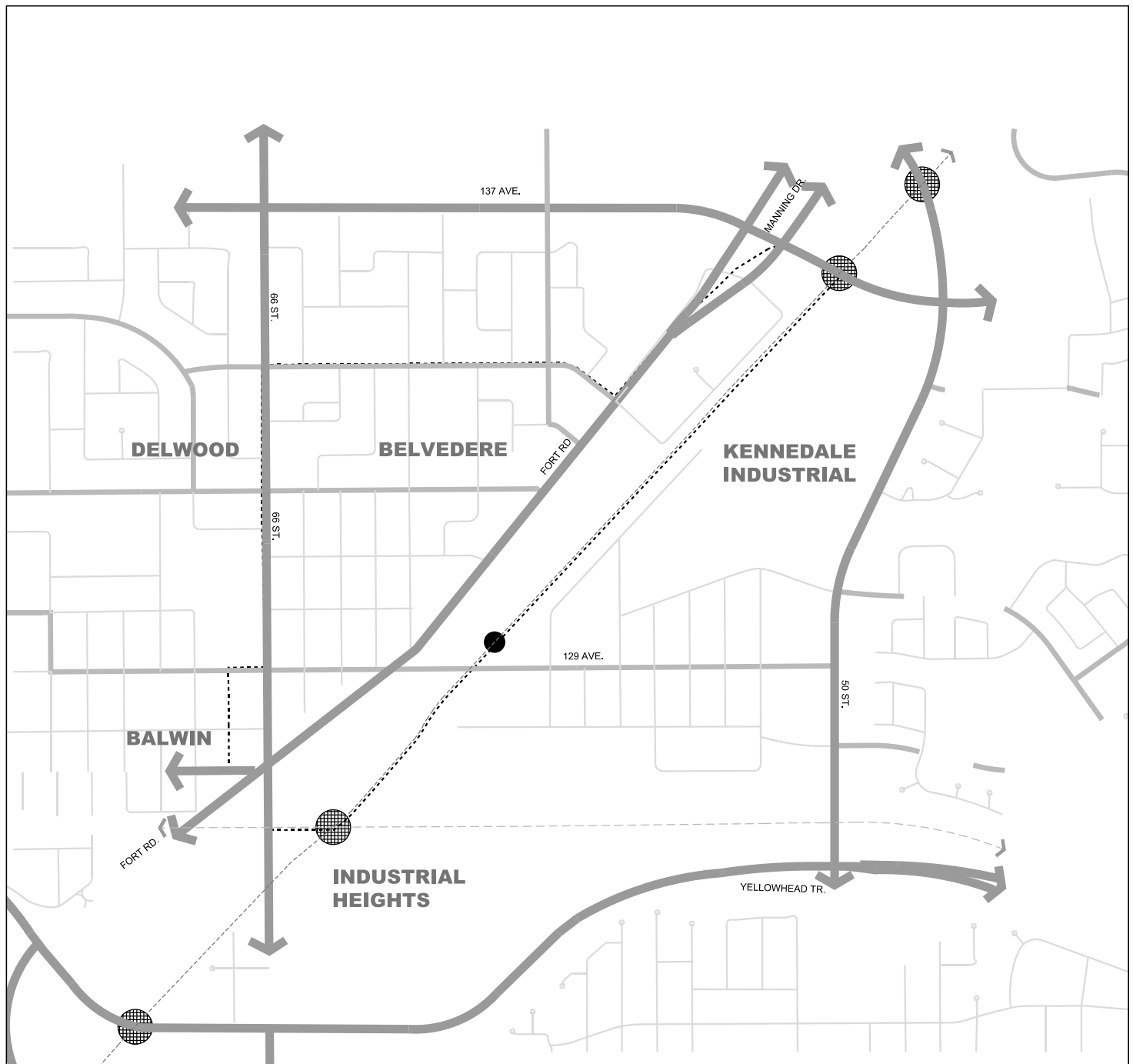


## LEGEND

	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**





## LEGEND

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

● L.R.T. STATION

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

ARTERIAL ROAD SYSTEM

COLLECTOR ROAD SYSTEM

LOCAL ROAD SYSTEM

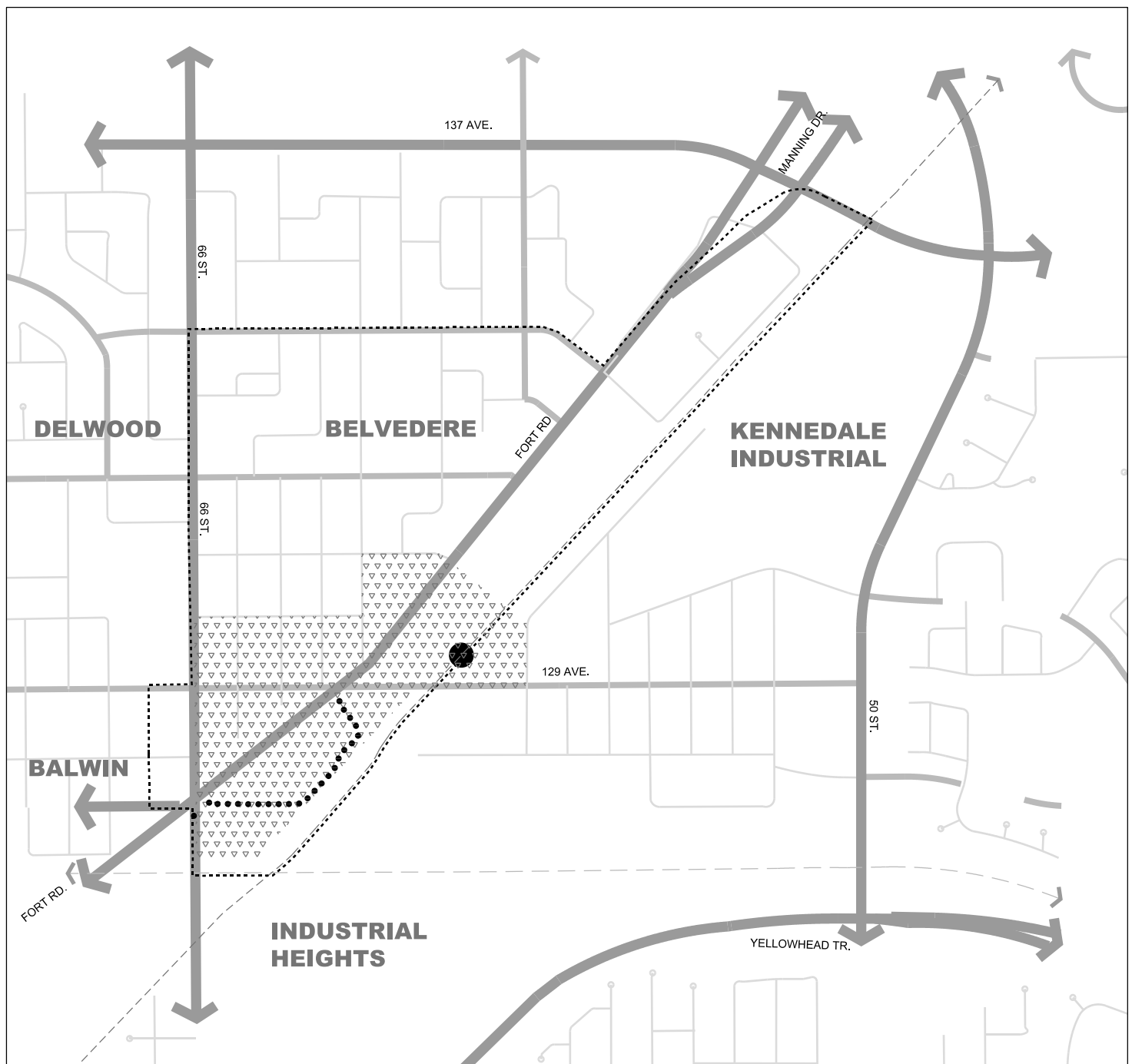
----- CANADIAN NATIONAL RAILWAY

GRADE SEPARATIONS

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







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

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

● L.R.T. STATION

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

===== ARTERIAL ROAD SYSTEM

..... MULTI-USE TRAIL

----- CANADIAN NATIONAL RAILWAY

PEDESTRIAN PRIORITY ZONE

