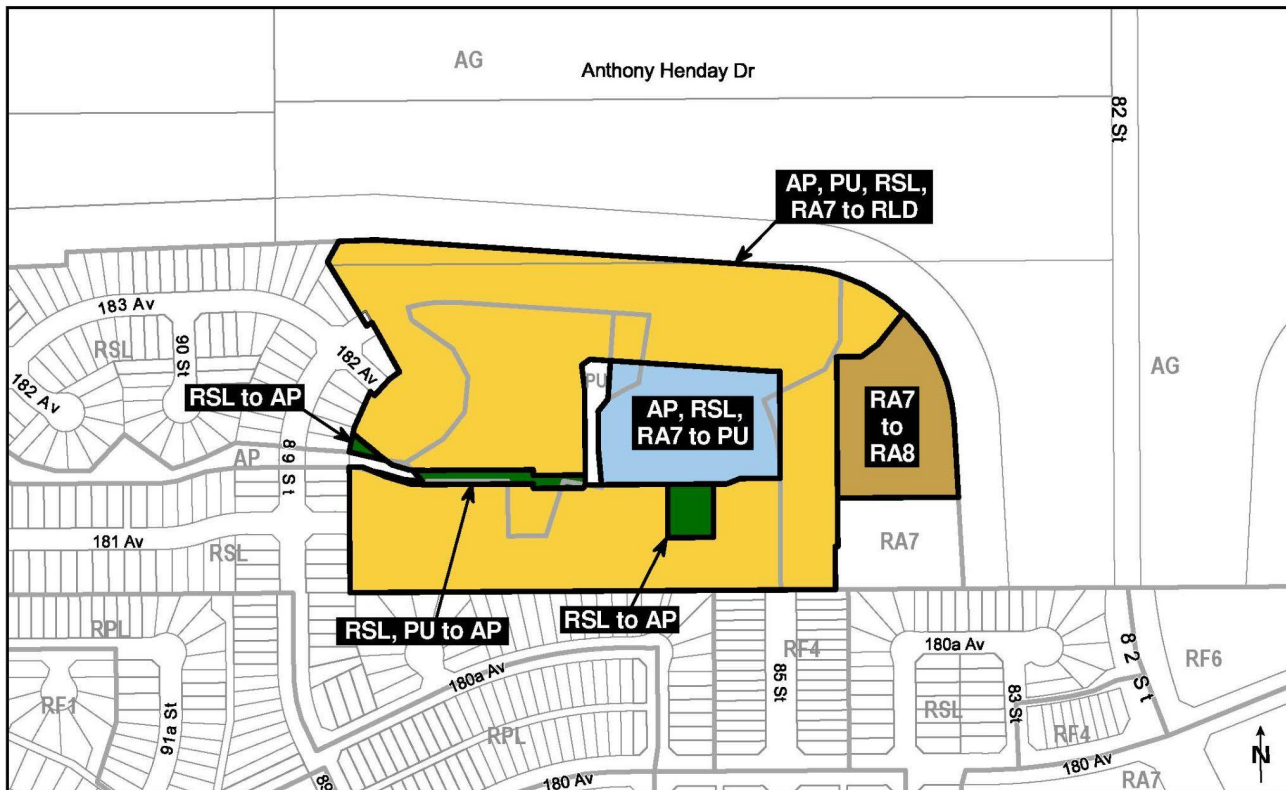


18069 - 85 Street NW & 18220 - 89 Street NW

To allow for single detached housing, multi-unit housing, a stormwater management facility and park uses.



Recommendation: That Bylaw 20058 to amend the Klarvatten Neighbourhood Structure Plan and Charter Bylaw 20059 to amend the Zoning Bylaw from (RSL) Residential Small Lot Zone, (RA7) Low Rise Apartment Zone, (AP) Public Parks Zone and (PU) Public Utility Zone to (RLD) Residential Low Density Zone, (RA8) Medium Rise Apartment Zone, (AP) Public Parks Zone and (PU) Public Utility Zone be **APPROVED**.

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

- it will allow for a variety of housing types and densities to utilize land and infrastructure efficiently;
- it will contribute towards completing the open space network;
- it will allow for the sequential development of the neighbourhood; and

- it is compatible with existing and planned land uses.

Application Summary

The application was submitted by Scheffer Andrew Consulting on August 5, 2021 on behalf of the landowner.

1. **BYLAW 20058** proposes to amend the Klarvatten Neighbourhood Structure Plan (NSP) to update relevant figures, text, and land use and population statistics to align the plan with the rezoning application.
2. **CHARTER BYLAW 20059** proposes to amend the Zoning Bylaw to (RLD) Residential Low Density Zone, (RA8) Medium Rise Apartment Zone, (PU) Public Utility Zone and (AP) Public Parks Zone to allow for single detached housing with flexibility in lot sizes and widths, including the the opportunity for zero lot line development, multi-unit (medium rise apartment) housing, a stormwater management facility (SWMF) and park uses.

Bylaw 20058 proposes to amend the Klarvatten NSP by:

- reconfiguring the SWMF (dry pond);
- adding a pocket park;
- adjusting the boundaries of low density residential uses and medium density residential uses; and
- removing the Transportation and Utility Corridor (TUC) walkway connection.

The application area is within the boundaries of the Northeast District Plan.

The application aligns with the goals and policies of The City Plan (MDP) to accommodate all future growth for an additional 1 million population within Edmonton's existing boundaries by allowing for single detached residential lots and multi-unit housing options to support Edmonton's growing population. It will also provide park and open space amenities (a SWMF with a soccer pitch) in the northeast portion of the neighbourhood.. The application promotes compact development by utilizing land and infrastructure efficiently, and contributes towards the sequential development of the neighbourhood.

A separate associated subdivision application under LDA21-0445 is currently under review.

Community Insights

Based on the characteristics of this application the file was brought forward to the public using the Broadened Approach. This approach was selected because of concerns expressed as a result of the advance notice.

The Broadened Approach included the following techniques:

Advance Notice, August 24, 2021

- Number of recipients: 1,391
- Number of responses with concerns: 25

Public Engagement Session, October 4 - 24, 2021

- Number of attendees: 15 (in opposition)
- Number informed: 32
- Number aware: 108

The main comments and concerns were:

Neighbourhood Character

- The single detached residential character of the neighbourhood should be maintained.
- The details of the design for the development of multi-family housing are uncertain.

Density

- Development of the two medium density residential sites (proposed RA8 Zone and existing RA7 site) will cause vehicular congestion and potential parking problems in the neighbourhood.

Lack/Loss of Greenspace

- There is a lack of parks and play areas for families with little children.
- The site has been used for informal recreation such as walking and boating, which will be impacted by development.
- Some property owners purchased their homes with the expectation that the pond will remain in its current place.

Traffic and Parking

- Roads and infrastructure cannot support an increase in housing.

- There is no access to Anthony Henday Drive off 82 Street NW and only a single bi-directional street between 173 Avenue NW and 180 Avenue NW. This will cause more speeders and traffic in the area.
- The speed limit around Bishop Greschuk School is not being respected. The installation of speed bumps and stop signs (at 82 Street NW and 180 Avenue NW to 91 Street NW and 167 Avenue NW) would help deter speeding and short-cutting.

Crime and Safety

- With the proposed increase in population, a concern that crime could increase (such as speeding, theft and vandalism).
- Pedestrian safety for children in the area was mentioned as a primary concern.

Other

- Construction will result in a disruption to the neighbourhood in terms of road access, noise, dust, etc.

Webpage

- edmonton.ca/klarvattenplanningapplications

No formal feedback or position was received from the Klarvatten Community League at the time this report was written.

Site and Surrounding Area

The site is approximately 11.5 hectares in size and is located on the northeastern edge of the Klarvatten neighbourhood, west of 82 Street NW and south of Anthony Henday Drive.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(AG) Agricultural Zone (RSL) Residential Small Lot Zone (RA7) Low Rise Apartment Zone (A) Public Parks Zone (PU) Public Utility Zone	Vacant
CONTEXT		
North	(AG) Agricultural Zone (RSL) Residential Small Lot Zone (RA7) Low Rise apartment Zone (AP) Public Parks Zone (PU) Public Utility Zone	Vacant
East	(AG) Agricultural Zone	Vacant
South	(RSL) Residential Small Lot Zone (RPL) Planned Lot Residential Zone (RF4) Semi-detached Residential Zone	Single detached housing Semi-detached housing
West	(RSL) Residential Small Lot Zone (AP) Public Parks Zone	Single detached housing Linear greenway and park



View of the application area looking southward from Anthony Henday Drive.



View of the application area looking eastward from 89 Street NW.

Planning Analysis

Land Use Compatibility

Compared to the existing RSL Zone, the proposed RLD Zone allows for reduced side setbacks, increased site coverage and shallower lots, while maintaining the 10.0 m maximum height, thereby allowing for a more compact housing form with flexibility in lot sizes and widths, including the opportunity for zero lot line development. If approved, the proposed RA8 Zone will provide a logical transition between the existing RA7 site to the south, existing single family homes to the south, and (proposed) RLD development to the west.

One of the primary concerns received from affected property owners were related to traffic generation, pedestrian safety and potential parking problems with the development of the (two) medium density residential sites in this portion of Klarvatten.

Though the existing RA7 site remains unchanged with this application, the applicant reduced the size of the proposed RA8 site in response to the concerns listed above. The initial application proposed a total of 718 medium density residential (MDR) units (1,782 people) at full build out of the neighbourhood. The application, as presented in this Bylaw and Charter Bylaw, proposes a total of 612 MDR units (1,754 people).

The table below summarizes the proposed land use changes under Bylaw 20058.

	Approved (ha)	Proposed (ha)	Difference (ha)
Low Density Residential	84.47	85.28	+0.81
Medium Density Residential	9.25	8.39	-0.86
SWMF/PUL	8.77	8.45	-0.32
School/Park/MR	11.22	11.41	+0.19
Circulation (roads)	28.93	29.18	+0.25

Table 1 below compares the existing RSL Zone to the proposed RLD Zone, and Table 2 compares the existing RA7 Zone to the proposed RA8 Zone.

Table 1: RSL & RLD Comparison Summary

	RSL Current	RLD Proposed
Principal Building	Single Detached Housing Duplex Housing Semi-detached Housing	Single Detached Housing Duplex Housing Semi-detached Housing
Maximum Height	10.0 m	10.0 m
Front Setback Range	5.5 m	3.0 m - 5.5m
Minimum Interior Side Setback	1.2 m	0 - 1.2 m
Minimum Flanking Side Setback	20% of site width - up to 4.5 m	2.4 m - 4.5 m
Minimum Rear Setback	7.5 m	7.5 m
Minimum Site Depth	30.0 m	27.0 m
Minimum Site Area	312 m ²	n/a
Maximum Site Coverage	45%	52% - 58%

Table 2: RA7 & RA8 Comparison Summary

	RA7 Approved	RA8 Proposed
Principal Building	Multi-Unit Housing (up to 4-stories)	Multi-Unit Housing (up to 6-storeys)
Maximum Height	16.0 m	23.0 m
Front Setback	4.5 m	4.5 m

Minimum Side Setback	3.0 m	3.0 m
Minimum Rear Setback	7.5 m	7.5 m
Minimum No. Dwelling Units	45 units/ha	75 units/ha
Floor Area Ratio	2.5	3.0

The reconfigured SWMF (dry pond) will provide programmable park space (a soccer pitch) for community use. To improve the overall connectivity of the open space network, and respond to community concerns about insufficient park space, a pocket park is proposed south of the SWMF.

Plans in Effect

The plans in effect are the Edmonton North Area Structure Plan (ASP) and Klarvatten NSP. The application conforms with the Edmonton North ASP, which designates the application area for residential uses and a stormwater facility. The approved Klarvatten NSP designates the application area for low density residential uses, medium density residential uses, a stormwater management facility, and park uses. The NSP amendment proposes to:

- reconfigure the stormwater management facility;
- add a pocket park;
- adjust the boundaries of low density residential uses and medium density residential uses; and
- remove the Transportation and Utility Corridor (TUC) walkway connection.

The application area is within the boundary of the Northeast District Plan.

The application aligns with the goals and policies of The City Plan (MDP) to accommodate all future growth for an additional 1 million population within Edmonton's existing boundaries by allowing for a variety of housing types developed at various densities to facilitate suburban compact development that utilises land and infrastructure efficiently. If approved, the application will provide residential lots that will provide housing to support Edmonton's growing population and open space amenities, and continue the sequential development of the neighbourhood.

Technical Review

Transportation

A transportation analysis was completed by the applicant to determine the potential impacts of the development to the surrounding roadways. The analysis concluded that the adjacent road network has sufficient capacity to accommodate the estimated traffic. However, traffic volumes along arterials 167 Avenue NW and 66 Street NW within the Lake District and Pilot Sound ARA catchment areas are approaching thresholds for improvements. Future development in the area will require the widening of these roadways.

Through the public engagement process, the City received several concerns regarding crosswalks in the neighbourhood, including along 180 Avenue. The City's Safe Mobility team will review the appropriate crosswalk requirements along 180 Avenue corridor in 2022. In addition, the owner will be required to install marked crosswalks and pedestrian crossing signs at 85 Street and 89 Street intersections along 180 Avenue.

Parks

Parks supports this application. As directed by the NSP, applying the 0.41 ha Municipal Reserve (MR) credit, in exchange for designing the SWMF/PUL as a dry pond with recreational space (a full-sized soccer pitch), maximizes the available open space in the northeast area for community uses. The land will remain under City ownership, while EPCOR will manage the below ground drainage infrastructure.

Drainage

Drainage supports this application. Permanent storm and sanitary servicing for the site must be in general accordance with the servicing schemes identified in the accepted *Klarvatten East Neighbourhood Design Report - Technical Memorandum* (dated September 9, 2021).

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

Appendices

- 1 "What We Heard" Public Engagement Report
- 2 Approved NSP Land Use and Population Statistics – Bylaw 15426
- 3 Proposed NSP Land Use and Population Statistics – Bylaw 20058
- 4 Approved NSP – Bylaw 19838
- 5 Proposed NSP – Bylaw 20058
- 6 Application Summary



WHAT WE HEARD REPORT

Online Public Engagement Feedback Summary LDA21-0377 - Klarvatten

PROJECT ADDRESS: 18220 - 89 Street NW and 18069 - 85 Street NW

PROJECT DESCRIPTION: The City has received a proposal to rezone properties at 18220-89 Street and 18069-85 Street NW. The application was made by Scheffer Andrew Ltd.

Proposed Rezoning:

The current zoning is: [Public Parks Zone \(AP\)](#), [Public Utility Zone \(PU\)](#), [Low Rise Apartment Zone \(RA7\)](#) and [Residential Small Lot Zone \(RSL\)](#).

The [proposed zoning \(map\)](#) is: [Public Parks Zone \(AP\)](#), [Public Utility Zone \(PU\)](#), [Residential Low Density Zone \(RLD\)](#) and [Medium Rise Apartment Zone \(RA8\)](#).

The proposed rezoning would allow for the development of:

- Low-density residential housing, such as single family and semi-detached housing.
- Six storey apartment buildings (increase from current four storey maximum allowed) with the opportunity for limited commercial uses at street level, such as child care services, general retail and office services.
- Walkways and a stormwater management facility.

Proposed Plan Amendment:

A [plan amendment \(map\)](#) is also being proposed to the [Klarvatten Neighbourhood Structure Plan \(NSP\)](#).

The amendment would allow for the:

- Relocation and reduction in size of the stormwater management facility;
- Reconfiguration of the collector road alignment to accommodate the removal of a curve in the northeast corner; and
- Municipal Reserve (MR) dedication in the form of a linear parcel instead of a pocket park.

PROJECT WEBSITE: edmonton.ca/klarvattenplanningapplications

ENGAGEMENT FORMAT: Online Engagement Webpage - Engaged Edmonton
<https://engaged.edmonton.ca/klarvattenrezoning>

ENGAGEMENT DATES: October 4, 2021 to October 24, 2021

NUMBER OF VISITORS:

- Engaged: 13
- Informed: 32
- Aware: 108

See “Web Page Visitor Definitions” at the end of this report for explanations of the above categories.

ABOUT THIS REPORT

The information in this report includes summarized feedback received between October 4 to October 24, 2021 through online engagement via the Engaged Edmonton platform and emails submitted directly to the file planner. Because of public health issues related to COVID-19, the City wasn’t able to host an in-person public engagement event to share information and collect feedback, as we normally would have done.

The public feedback received will be considered during the planning analysis to ensure the review of the application takes local context into consideration and is as complete as possible. It will also be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised.

This report will be shared with those who emailed the file planner, and/or provided an email address on the Engaged Edmonton Website, as well as with the applicant and the

Ward Councillor. Feedback will also be summarized in the report to City Council if/when the proposed rezoning advances to a future City Council Public Hearing for a decision.

ENGAGEMENT FORMAT

The Engaged Edmonton webpage included an overview of the proposed development, information on the development and rezoning process and contact information for the file planner. Two “tools” were available for participants: one to ask questions and one to leave feedback.

The comments are summarized by the main themes below, with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

FEEDBACK SUMMARY

This section summarizes the main themes collected.

Number of Responses:

In Support: 0

In Opposition: 14

Mixed: 0

The most common **concerns** heard were:

Neighbourhood Character: The community is very upset that this development will considerably change the quiet and calm nature of the neighbourhood. Many residents decided to live in Klarvatten for these reasons, but feel misled since this development is changing the neighbourhood in an unintended direction from the NSP. They do not believe an RA8 conforms to the Medium Density Residential designation.

Loss of Greenspace: There is a strong worry that the decrease in green space would decrease the property values and quality of life for residents. There is a large concern for the natural area to be developed since it has an ecosystem that has been growing for 8-10 years in which many birds, geese, ducks, and deer live.

Traffic/Parking: Traffic is a major concern in this area as there is a lack of access into the neighbourhood, there is already a lot of congestion, and there is a lack of infrastructure to accommodate this traffic. Residents are worried that their already poor traffic conditions will get worse with an increase in density.

Crime and Safety: With the increase in population, residents are worried about increased crime via speeding, theft, and vandalism. They are especially concerned for their kids when it comes to pedestrian safety in regards to speeding.

WHAT WE HEARD

The following section includes a summary of collected comments with the number of times a comment was recorded in brackets (comments received once do not have a number).

REASONS FOR OPPOSITION

Built Form/Site Layout/Neighbourhood Character

- Chose Klarvatten because of its quiet and peaceful, single family home character and rezoning is not in the character of the neighbourhood (many feel the city has misled them) (12x)
 - Noise concerns because of higher density (3x)
- Higher densities would overcrowd the area (3x)
- Lack of privacy in regards to taller apartment buildings and the increase in population (5x)
- Apartment building would decrease property values for various reasons (4x)
 - Ex. loss of green space, increased density, more rental properties (3x)
- Does not want the neighbourhood to become a high rental area because of lack of care from renters (uncut grass, unshoveled snow) (2x)
- Bad location for higher density (Klarvatten is the second smallest ward in the City) (3x)
- Does not believe that RA8 conforms with the Medium Density Residential designation (1x)
- Exposure to dust (silica) from construction (2x)
- Noise and traffic concerns in regards to construction (2x)
- Layout concerns regarding increasing housing and decreasing green space (2x)
- Does not see benefit of high rise buildings next to the Anthony Henday (1x)
 - Noise and quality of life concerns for future residents living next to the Anthony Henday and military base (1x)

Green Space/Wildlife

- Loss of green space would decrease quality of life (6x)

- Green space should not be taken away in the middle of a pandemic (1x)
- Negative impacts or loss of wildlife and plants (4x)
 - Danger to ducks, geese, and birds residing in the ponds (2x)
 - Traffic concerns for deer and moose already having trouble crossing 82 street (north near military base) (1x)
- Ecosystem has been developing for 8-10 years, it should not be displaced (2x)
- Residents were led to believe the natural area would remain green (2x)

Traffic/Parking

- There is a lack of transit for higher densities in the area (3x)
- Higher densities would lead to parking issues (2x)
- There is a low walking score in the neighbourhood, many new residents would use cars causing more traffic congestion (1x)
- Increased traffic because of higher density (11x)
 - Traffic problems with 85 street and 180 avenue (2x)
 - Traffic concerns for 82 street - dangerous for pedestrians (1x)
 - Traffic concern for 89 street as it would be a collector route since bounded by the Anthony Henday (1x)
 - Too many people use Klarvatten's roads to go in and out of Crystallina Nera already increasing traffic even more (2x)
 - One lane roads around the area are very congested (1x)
 - 168 avenue and 91 street are very busy and dangerous (2x)
 - School zone rarely followed near Bishop Greschuk school (1x)
- There is a lack of access into the neighbourhood (4x)
 - Safety concerns about access for emergency responders (1x)
- Increased traffic increases pollution, noise, and speeding (8x)

Crime/Safety

- Increased crime rate with increased density (4x)
 - Increased foot traffic means increased vandalism, speeding cars, drunk driving, break ins, assaults, littering (4x)

Businesses/Services

- Lack of amenities in the area to service a higher population ex., snow removal, road maintenance (3x)

- There is a lack of infrastructure to support increased traffic and lack of infrastructure is a safety concern for pedestrians/children (lack of crosswalks, stop signs, lights, speed cameras, police monitoring, etc) (8x)
- There are three surplus school sites which are planned for higher density housing (1x)
- Lack of desirable business that will come i.e. vape shops, marijuana shops, etc (2x)

Other

- Residents feel they are unheard and that the City is considering the developer more (9x)
- There are already a fair number of units in the RA7 zone and gives good mixed use (2x)
- There are two stormwater ponds that are not shown in the rezoning map (1x)
- There is a petition to stop this development (2x)
- Goes against the City plan to densify the core and limit urban sprawl (1x)
- Residents feel there is a bias to the north for these types of developments (1x)
- CFB Namao also does training in the area and the City of Edmonton does not have jurisdiction over the Department of National Defence (1x)

SUGGESTIONS FOR IMPROVEMENT

- Leave the current ponds where they are and build around them (1x)
- There should be more lights and traffic infrastructure in the neighbourhood (4x)
- The one lane roads should be widened (2x)
- There should be a natural buffer between the neighbourhood and Anthony Henday (2x)

Questions & Answers

1. How will the increased crime rate be managed? Can we expect the City of Edmonton to put a police detachment in if the new area goes through?

Edmonton Police Services will monitor any increase in crime statistics and respond appropriately. Edmonton Police Service plans for a new detachment are based on area and citywide needs.

2. Will there be additional bus routes to accommodate the increased population?

89 Street and 85 Street are future potential transit routes depending on area needs.

3. What about the parking problems too? So many people have work vehicles that block visibility. This will just get worse and worse.

Parking needs, including on streets that will have “No Parking Signs” for the proposed rezoning area, will be determined on local and collector roads based on City standards and will be reviewed during the subdivision stage of development.

The City understands some residents have concerns about the level of on-street parking pressure in their neighbourhoods. This pressure is not new and the City will continue to work with neighbourhoods as we do now to apply on-street parking management tools, such as time-restricted parking, paid parking, no parking/no stopping zones, and residential parking programs.

The City's current approach to managing parking within a specific area is to first gather information related to parking congestion before installing any type of restrictions. This is to balance the supply of parking spaces with the demands of the community.

Residents that have any questions or concerns about on-street parking in their neighbourhood can email trafficops@edmonton.ca with the subject line “Proactive Parking” and the name of the neighbourhood that they reside in.

4. Snow removal is non-existent in the winter months. Will more plows be added?

Residential roads and alleys are cleared in response to 311 notifications or during Phase 2 of the parking ban. Collector roads and bus routes are cleared to bare pavement within 48 hours from the end of the snowfall.

5. Can we at least have something that the community requires added?

Interested residents can contact future builders or proponents to discuss their needs and wants in relation to future proposals and developments.

6. We have one crosswalk sign on this entire street outside of the school zone. How does a neighborhood get expanded and rezoned without any thought put into stop signs or any other pedestrian safety?

Through the Engaged Edmonton website associated with this rezoning, the City received several queries around crosswalks in the neighbourhood, including along 180 Avenue. The City's Safe Mobility Section has indicated it will review the appropriate crosswalk requirements along this corridor in 2022. In the interim, a review of 180 Avenue NW at 85 Street NW and 89 Street NW will be required as part of the Transportation Memo.

7. With the military helicopters training once/twice (at nighttime) a week all year long, do you really think people would have a decent quality of life i.e level of noise/proximity of Anthony Henday highway etc?

Future residents can determine if this will represent a nuisance to them.

8. Who is benefitting from that? Builders? City Taxes?

The proponent, including developers, and any future builders have had plans to develop this land for a long time. They would benefit from the development. The City of Edmonton would receive additional taxes but would also be required to pay for future services from the additional development and residents.

9. Is this proposed amendment process really transparent? Will the City really listen to the concerned citizens? Can comments of residents really have an impact on the proposed rezoning?

The proposed amendment process was transparently shared with property owners by the City of Edmonton. As a result of the large response, this public engagement was conducted to get additional comments and concerns from the residents. The City of Edmonton has advised the applicant about the concerns, which has already resulted in a change in the rezoning application component for the proposed RA8 site (decrease in the RA8 area to address privacy concerns). If the applicant goes to a public hearing, the City of Edmonton will further notify property owners, who can register to speak in front of the City Council about their concerns further. All comments and concerns so far have been compiled and will be part of the formal City reports going to a public hearing if the applicant proceeds in that direction.

10. All of this has only created havoc on the infrastructure - have you seen our roads? Have you been scared to cross 82 street because it's where speeders just fly through, because even though there's traffic lights, there is zero infrastructure invested in

speed cameras, speed radar signs, or even police presence? Klarvatten is in the second smallest ward in the city but why are we being forced to take this desensification?

Through the Engaged Edmonton website associated with this rezoning, the City received several queries around crosswalks in the neighbourhood, speeding, collector roadway volumes, and transit stop locations. The City's Safe Mobility Section has indicated it will review the appropriate crosswalk requirements along this corridor in 2022.

The City of Edmonton has implemented a new [40 km/hour speed limit](#) on local and collector roads in Edmonton. This is related to City of Edmonton's Vision Zero which aims to give drivers more time to react, and reduces likelihood of severe crashes. The [City's Safe Speeds Toolkit](#) offers strategies for addressing concerns about speeding in neighbourhoods.

Web Page Visitor Definitions

Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

Informed

An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

Next Steps

The public feedback received will be considered during the planning analysis and will be included in the administration report for City Council. The administration report and finalized version of the applicant's proposal will be posted for public viewing on the [City's](#)

[public hearing agenda](#) approximately three (3) weeks prior to a scheduled public hearing for the file.

When the applicant is ready to take the application to Council:

- Notice of Public Hearing date will be sent to surrounding property owners and applicable nearby Community Leagues and Business Associations.
- Once the Council Public Hearing Agenda is posted online, members of the public may register to speak at Council by completing the form at edmonton.ca/meetings or calling the Office of the City Clerk at 780-496-8178.
- Members of the public may listen to the Public hearing on-line via edmonton.ca/meetings.
- Members of the public can submit written comments to the City Clerk (city.clerk@edmonton.ca).

If you have questions about this application please contact:

Kenan Handzic, Principal Planner
780-496-6193
kenan.handzic@edmonton.ca

Table 2
Klarvatten Neighbourhood Structure Plan
Approved Land Use and Population Statistics
Bylaw 15426

Land Use	Area (ha)	% of GDA	Dwellings	%	Pop (n)	%
Gross Area	166.64					
167 Avenue and 82 Street	1.91					
Pipeline R/W	1.06					
Poplar Lake	13.23					
Transportation Utility Corridor	5.78					
Gross Developable Area	144.66	100.0 %				
School/Park/MR	11.22	7.76 %				
SWMF/PUL	8.77	6.06 %				
Circulation	28.93	20.00 %				
Commercial	1.95	1.35 %				
Subtotal	50.87	35.17 %		LDR/MDR		
Residential				RATIO		
<i>Low Density Residential</i>	<i>84.47</i>	<i>58.39 %</i>	<i>1,605</i>	<i>72.1 %</i>	<i>5,553</i>	<i>75.7 %</i>
<i>Medium Density Residential</i>	<i>9.25</i>	<i>6.39 %</i>	<i>621</i>	<i>27.9 %</i>	<i>1,782</i>	<i>24.3 %</i>
<i>Total</i>						
Medium Density Residential (planned as row housing)	6.45	4.46 %	271	12.2 %	777	9.8 %
Medium Density Residential (planned as medium density multiple family)	0.00	0.00 %	0	0.0 %	0	0.0%
Medium Density Residential (planned as low rise apartments)	2.80	1.94 %	350	15.7 %	1,005	13.7 %
Total Residential	93.72	64.79 %	2,226	100.0 %	7,335	100.0 %

Density: 50.7 persons per hectare.

Notes:

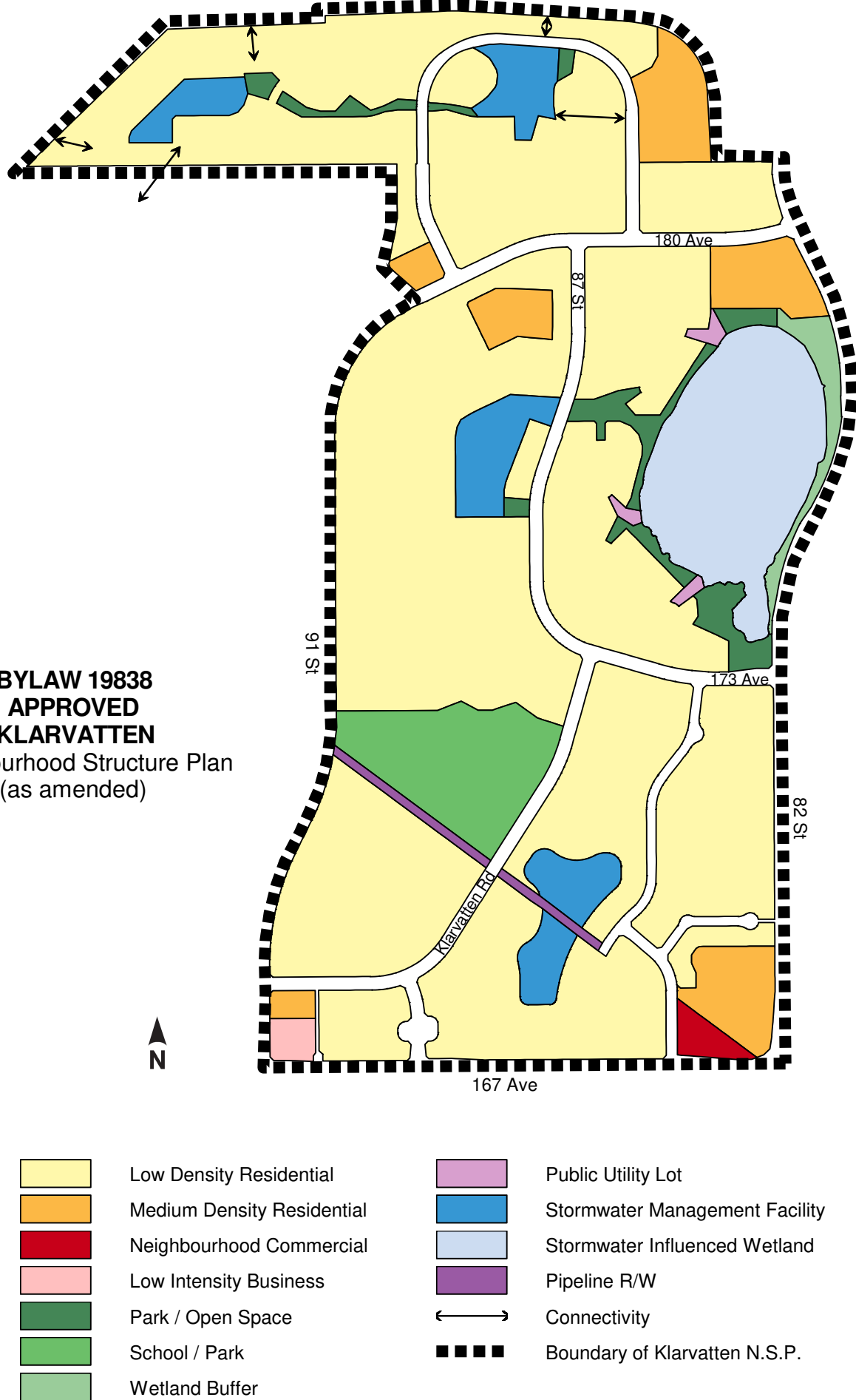
1. Residential density:
 - Low Density Residential: 19 units/ha
 - Medium Density Residential: 42 units / ha
 - Medium Density Residential: 80 units / ha
 - Low Rise Apartments 125 units / ha
2. Population Density:
 - Low Density Residential: 3.46 persons/unit
 - Medium Density Residential 2.87 persons/unit

**Klarvatten Neighbourhood Structure Plan
Proposed Land Use and Population Statistics
Bylaw 20058**

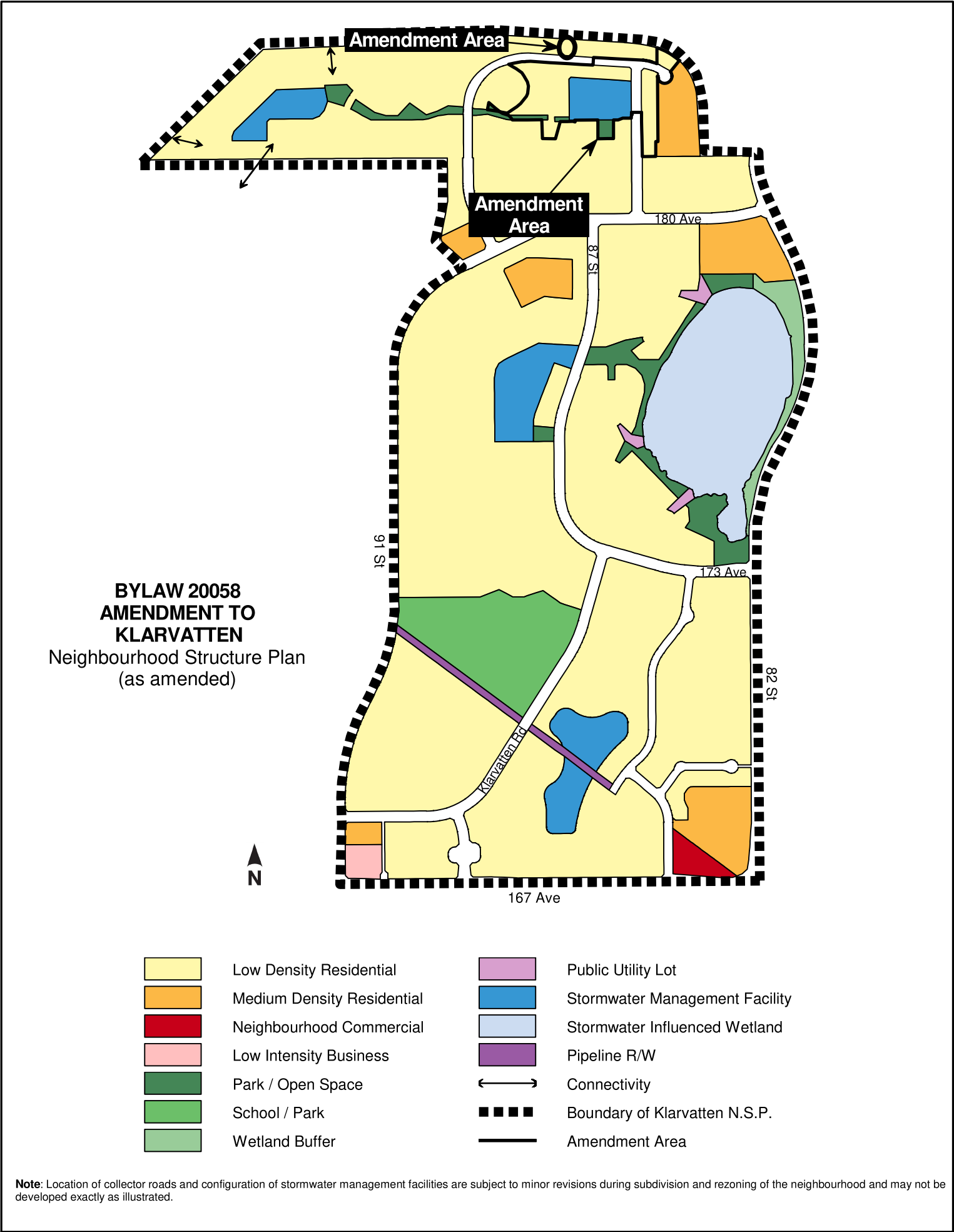
Land Use	Area (ha)	% GDA	Dwellings	%	Population	%
Gross Area	166.64					
167 Ave & 82 St	1.91					
Pipeline r/w	1.06					
Poplar Lake	13.23					
Transportation Utility Corridor	5.78					
Gross Developable Area	144.66	100.00%				
School/Park/MR	11.41	7.89%				
SWMF/PUL	8.45	5.84%				
Circulation	29.18	20.17%				
Commercial	1.95	1.35%				
Subtotal	50.99	35.24%		LDR/MDR		
Residential				RATIO		
<i>Low Density Residential</i>	<i>85.28</i>	<i>58.95%</i>	<i>1620</i>	<i>72.6%</i>	<i>5606</i>	<i>76.2%</i>
<i>Medium Density Residential Total</i>	<i>8.39</i>	<i>5.80%</i>	<i>612</i>	<i>27.4%</i>	<i>1754</i>	<i>23.8%</i>
Medium Density Residential (planned as row housing)	6.45	4.46%	271	12.1%	777	10.6%
Medium Density Residential (planned as medium density multiple family)	0	0.00%	0	0.0%	0	0.0%
Medium Density Residential (planned as low rise apartments)	0.96	0.66%	120	5.4%	344	4.7%
Medium Density Residential (planned as medium rise apartments)	0.98	0.68%	221	9.9%	633	8.6%
Total Residential	93.67	64.75%	2,232	100.0%	7,361	100.0%

Density: 50.9 persons per hectare

**BYLAW 19838
APPROVED
KLARVATTEN**
Neighbourhood Structure Plan
(as amended)



Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.



Application Summary

Information

Application Type:	Plan Amendment & Rezoning
Bylaw:	20058
Charter Bylaw:	20059
Location:	West of 82 Street NW and south of Anthony Henday Drive
Addresses:	18069 - 85 Street NW; 18220 - 89 Street NW
Legal Descriptions:	Lot 1 Block B Plan 1870MC; Block A Plan 823MC
Site Area:	11.5 ha
Neighbourhood:	Klarvatten
Ward:	tastawiyiniwak
Notified Community Organizations:	Lago Lindo Community League Area Council No. 17 Area Council
Applicant:	Aime Stewart, Scheffer Andrew Ltd.

PLANNING FRAMEWORK

Current Zones:	(RSL) Residential Small Lot Zone (RA7) Low Rise Apartment Zone (AP) Public Parks Zone (PU) Public Utility Zone
Proposed Zones:	(RLD) Residential Low Density (RA8) Medium Rise Apartment Zone (AP) Public Parks Zone (PU) Public Utility Zone
Plans in Effect:	Edmonton North Area Structure Plan Klarvatten Neighbourhood Structure Plan

Written By:
Approved By:
Branch:
Section:

Carla Semeniuk
Tim Ford
Development Services
Planning Coordination