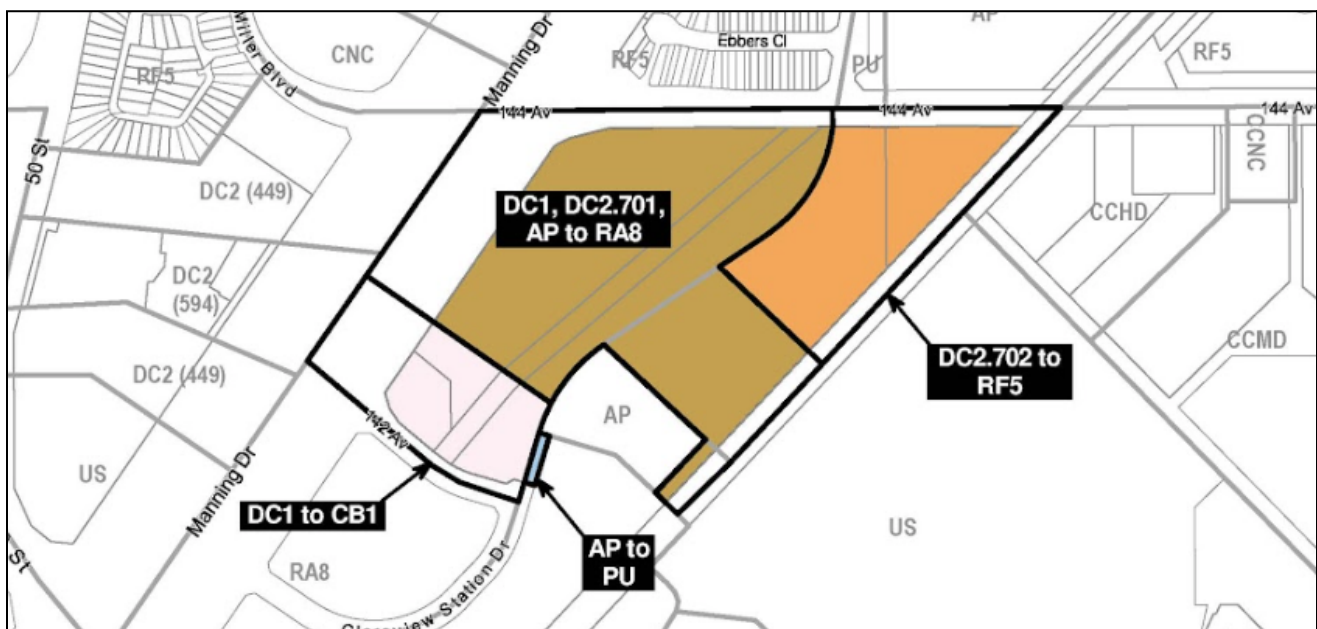


# Administration Report Clareview Town Centre

Edmonton

## 3903, 4203, & 4223 - 144 Avenue NW, 4810 - 142 Avenue NW, and 345 - Clareview Station Drive NW

To allow for Transit Oriented Development in the form of medium rise apartments, row housing, and commercial uses, Clareview Town Centre.



**Recommendation:** That **Bylaw 20292** to amend the Clareview Town Centre Neighbourhood Area Structure Plan (NASP) and **Charter Bylaw 20293** to amend the Zoning Bylaw from (DC1) Direct Development Control Provision, (DC2) Site Specific Development Control Provision, and (AP) Public Parks Zone to (RA8) Medium Rise Apartment Zone, (RF5) Row Housing Zone, (CB1) Low Intensity Business Zone, and (PU) Public Utility Zone be **APPROVED**.

Administration **SUPPORTS** this application because it:

- Proposes development on a mostly undeveloped site that is within 400 m of the Clareview LRT station;
- Proposes development within walking distance of the Clareview Community Recreation Centre, increasing potential use of existing infrastructure;
- Proposes an increase in residential density and mixed use opportunities with appropriate transitions between built forms; and
- Aligns with objectives of The City Plan by increasing density close to mass transit and within the Clareview "Major Node".

## Application Summary

**BYLAW 20292** proposes to amend the Clareview Town Centre Neighbourhood Area Structure Plan by reconfiguring the location of medium rise apartments and row housing uses in the northwest portion of the neighbourhood. Proposed updates to the Neighbourhood Area Structure Plan figures, text, and statistics will align with the associated rezoning proposal (Charter Bylaw 20293).

**CHARTER BYLAW 20293** proposes to rezone 11.6 hectares adjacent to the Clareview LRT station, from (DC1) Direct Development Control Provision, (DC2) Site Specific Development Control Provision, and (AP) Public Parks Zone to (RA8) Medium Rise Apartment Zone, (RF5) Row Housing Zone, (CB1) Low Intensity Business Zone, and (PU) Public Utility Zone. The proposed rezoning will allow for Transit Oriented Development north of the LRT station in the form of medium rise apartments, row housing, and commercial uses.

This application was accepted on July 30, 2022, from Scheffer Andrew Ltd. on behalf of JL Developments.

## Community Insights

Based on the characteristics of this application the file was brought forward to the public using a Broadened approach. This approach was selected because of the site's significant size and location at the crossroads of three neighbourhoods. The Broadened approach included the following techniques:

**Advance Notice** sent to properties and Community Leagues within 500 m, August 4, 2022

- Number of recipients: 1782
- Number of responses with concerns: 0

**Engaged Edmonton Webpage** posted online August 15 to September 5, 2022

- Aware attendees (visited main page but did not click further): 375
- Informed attendees (clicked on engagement material): 33
- Engaged attendees (provided feedback): 17

**Application Webpage**

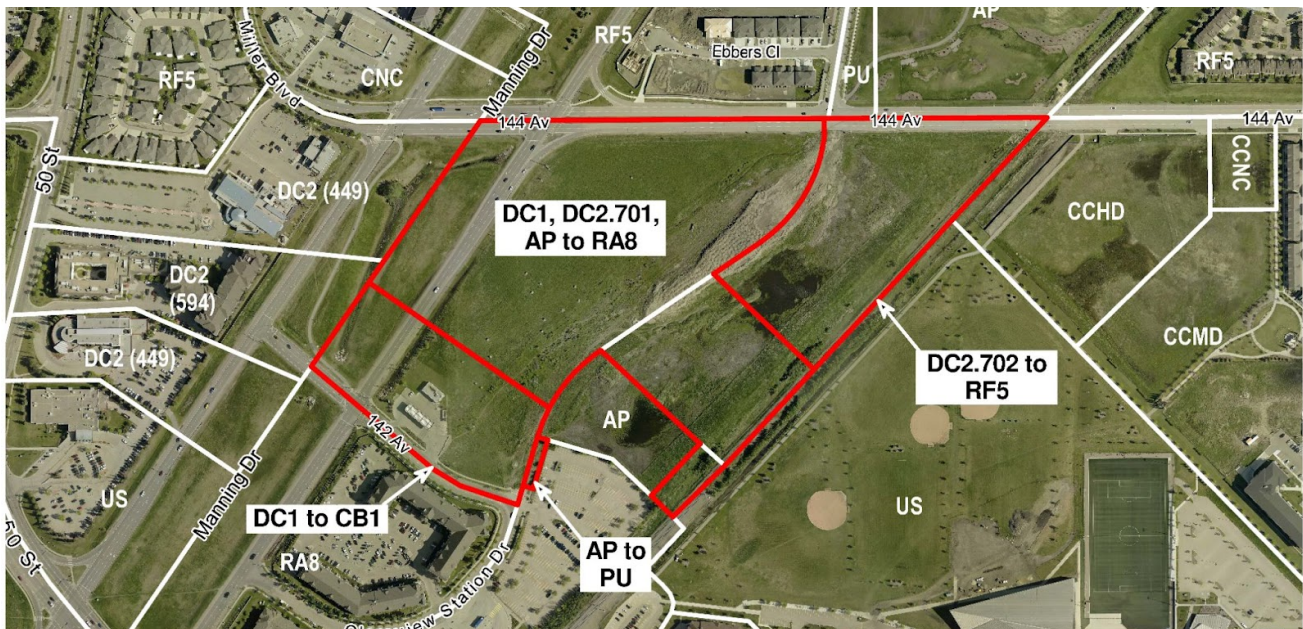
- [edmonton.ca/clareviewplanningapplications](http://edmonton.ca/clareviewplanningapplications)

Through these methods the comments that were received included 8 in support of the proposed rezoning, 7 in opposition, and 2 with mixed feedback. Comments are summarised in the attached What We Heard Report. No formal feedback or position was received from the Steele Heights, Hairsine, or McLeodCommunity Leagues at the time this report was written.

## Site and Surrounding Area

The subject site is 11.6 hectares in area and bounded by 142 Avenue NW to the south, 144 Avenue NW to the north, Manning Drive NW to the west, and a CN Rail Line to the east. It is currently vacant with the exception of a fuel station located on its southern boundary. Facing this direction, the site abuts the

Clareview Transit Centre and apartment housing across 142 Avenue NW. To the east, across the CN Rail line, is the Clareview Community Recreation Centre. Duplex housing and parkspace are located to the north across 144 Avenue NW. To the west, across Manning Drive, are commercial uses and apartment housing.



*Aerial view of application area*

	<b>EXISTING ZONING</b>	<b>CURRENT USE</b>
<b>SUBJECT SITE</b>	<ul style="list-style-type: none"> <li>• (DC1) Direct Development Control Provision</li> <li>• (DC2) Site Specific Development Control Provision</li> <li>• (AP) Public Parks Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Vacant (11.2 ha)</li> <li>• Fuel station (0.4 ha)</li> </ul>
<b>CONTEXT</b>		
North	<ul style="list-style-type: none"> <li>• (RF5) Row Housing Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Duplex housing</li> </ul>
East	<ul style="list-style-type: none"> <li>• (CCHD) Clareview Campus High Density Residential Zone</li> <li>• (US) Urban Services Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Vacant</li> <li>• Clareview Community Recreation Centre</li> </ul>
South	<ul style="list-style-type: none"> <li>• (RA8) Medium Rise Apartment Zone</li> <li>• (PU) Public Utility Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Apartment housing</li> <li>• Clareview LRT Station and Transit Centre</li> </ul>
West	<ul style="list-style-type: none"> <li>• (DC2) Site Specific Development Control Provision</li> <li>• (US) Urban Services Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Apartment housing</li> <li>• Commercial uses</li> </ul>





*Aerial view of the site facing north*



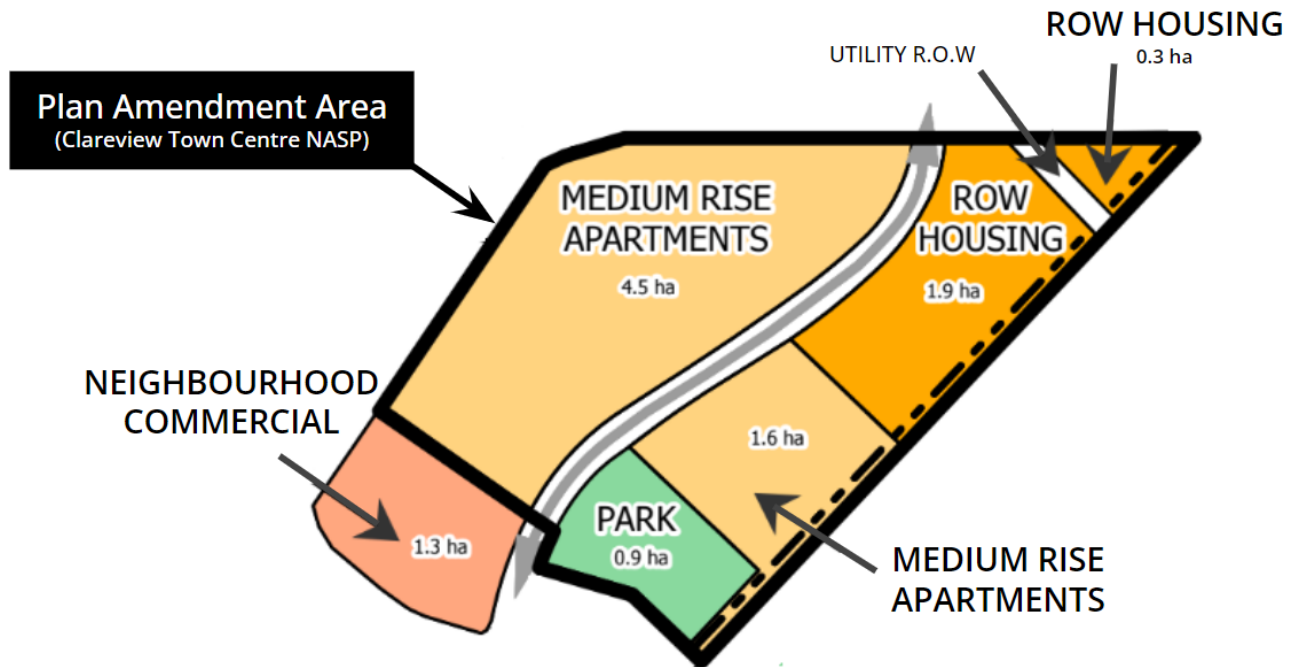
*View of the site facing north from 142 Avenue NW, showing the existing fuel station.*



*View of the site facing east from Manning Drive NW. Clareview Community Recreation Centre is visible in the background.*

## Planning Analysis

Development on the site is currently guided by three Direct Control provisions, with the exception of 0.9 hectares that are designated park space and zoned (AP) Public Parks Zone. The application proposes to replace the Direct Control provisions with standard zones and increase the density of residential areas on the site. The proposed rezoning contains a wide range of land uses as shown below.



*The proposed land use concept for the site. The proposed Clareview Town Centre NASP amendment redesignates the Medium Rise Apartment, Row Housing, and Park areas to align with the proposed rezoning. The existing designation of the Neighbourhood Commercial area in the NASP aligns with the proposed rezoning.*

A plan of subdivision has been conditionally approved to create parcels that align with the proposed rezoning boundaries. The conditional approval requires that a berm and noise attenuation fence be constructed to provide a noise buffer between the site and the CN Rail line. Below is an analysis of the Medium Rise Apartment, Row Housing, Neighbourhood Commercial, and Park areas, and the railway berm requirements.

### 1. Medium Rise Apartments

The proposed zone for this portion of the site is (RA8) Medium Rise Apartment Zone. The RA8 zone will accommodate an increase in density and opportunities for mixed use. The existing (DC1) Direct Development Control Provision and (DC2) Site Specific Development Control Provision provide for low rise apartments with no commercial opportunities at ground level. The proposed medium rise apartments will increase the maximum height by 9.0 m to approximately 6 storeys. They will be separated from existing

duplex development to the north by 144 Avenue NW, and apartment housing and commercial uses to the west by Manning Drive NW.

Where the proposed RA8 zone abuts lower density development within the site, regulations minimise perceived massing through the use of “L” or “U” shaped buildings, setback variations, and building orientation. Proposed medium rise apartments will face the Clareview LRT station and provide safety through natural surveillance for pedestrians crossing the park space, adjacent park and ride lot, and bus bays en route to the train station.

	<b>DC1.14669 (Area 1) Current</b>	<b>DC2.701 Current</b>	<b>RA8 Zone Proposed</b>
<b>Principal Building</b>	Low Rise Apartments	Low Rise Apartments	Medium Rise Apartments
<b>Maximum Height</b>	14.0 m	14.0 m	23.0 m
<b>Maximum Floor Area Ratio</b>	1.4	1.4	3.3
<b>Mixed Use</b>	No	No	Yes. Commercial uses allowed at ground level.

## 2. Row Housing

The proposed zone for this portion of the site is (RF5) Row Housing Zone. The RF5 zone requires a minimum density of 35 dwelling units per hectare, compared to a maximum density of 42 dwelling units per hectare in the current (DC2) Site Specific Development Control Provision. The proposed zone will better align with the City of Edmonton’s Open Option Parking by removing density maximums that are tied to the provision of underground stalls.

	<b>DC2.702 Current</b>	<b>RF5 Zone Proposed</b>
<b>Principal Building</b>	Row Housing	Row Housing
<b>Maximum Height</b>	10.0 m	10.0 m
<b>Maximum Site Coverage</b>	40%	52%
<b>Unit Density</b>	<i>Maximum: 42 du/ha (54 du/ha with underground parking)</i>	<i>Minimum: 35 du/ha</i>



### 3. Neighbourhood Commercial

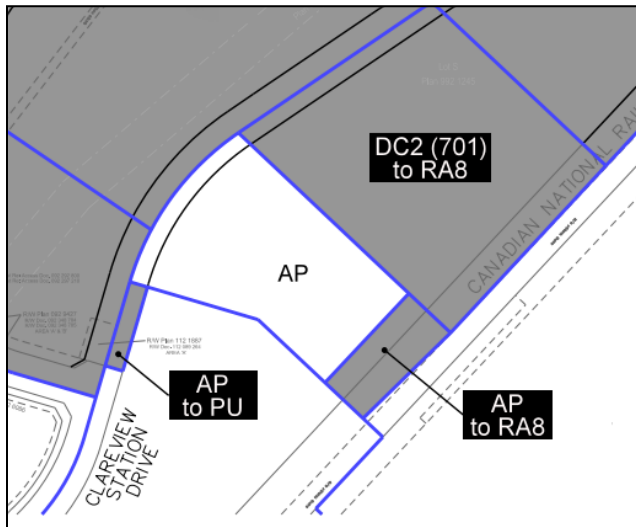
The proposed zone for this portion of the site is (CB1) Low Intensity Business Zone. The CB1 Zone accommodates a wider range of uses than the current (DC1) Direct Development Control Provision, including residential opportunities above the ground floor; however, the proposed zone maintains regulations that ensure development is sensitive and in scale with the existing neighbourhood. Existing setbacks would be maintained abutting residential zones. The proposed zone also maintains landscaping requirements to screen buildings from adjacent residential uses, minimise the perceived mass of commercial buildings, and create visual interest.

	<b>DC1.14669 (Area 2) Current</b>	<b>CB1 Zone Proposed</b>
<b>Principal Building</b>	Commercial uses	Commercial uses
<b>Maximum Height</b>	10.0 m	12.0 m
<b>Maximum Floor Area Ratio</b>	1.0	2.0
<b>Minimum Setbacks</b>	3.0 m abutting residential 4.5 m abutting roadways	3.0 m abutting residential and roadways
<b>Mixed Use</b>	No	Yes. Residential uses allowed above ground level.

### 4. Park Space

Only administrative changes are proposed for this portion of the site. The boundary of the current (AP) Public Parks Zone incorrectly extends into the conditionally approved right-of-way for Clareview Station Drive, which will be addressed. The overlapping area is proposed to be zoned (PU) Public Utility Zone.

A berm and noise attenuation fence are to be constructed adjacent to the CN Rail line along the full length of the site. For this portion of the site, maintenance of the berm is the responsibility of benefitting landowners northeast of the park. The portion of the berm southeast of the park is proposed as (RA8) Medium Rise Apartment Zone to align with the approved subdivision boundaries for the parcel to the northeast. Proposed amendments to the Clareview Town Centre NASP align with these administrative changes.



*The proposed administrative changes accommodating Clareview Station Drive and the railway berm. The amount of available park space will not change under the proposed rezoning.*

### CN Rail Line

A CN Rail line is located along the southeast boundary of the site. A risk assessment was conducted to determine safe separation distances between development and the rail corridor, and it was determined that rail hazards are contained wholly within the CN right-of-way. As such, development setbacks in the proposed zones exceed the separation requirements for safe development.

The conditionally approved subdivision for the site requires a berm and noise attenuation fence to be constructed on private land, adjacent to the CN Rail line. This condition ensures that the land is suitable for development by attenuating noise and vibration and will continue to be maintained by the benefitting land owners. While the purpose of the berm is not to provide a development setback from the rail line it will, nonetheless, create a separation space approximately 25 m wide.

Rail line policies in the Clareview Town Centre NASP pre-date the completed risk assessment and contain guidance that is no longer standard practice. The NASP requires agreements between private landowners, and transfer of the rail-facing side of the berm to CN Rail which would impose a burden of future maintenance. As such the proposed NASP amendment reflects the findings of the risk assessment and updates guidance for berm construction in the plan area.

### The City Plan

The proposed development aligns with the goals of The City Plan to create 15-minute districts that allow people to access their daily needs at a range of local destinations, services, and amenities by transit or active transportation. The site is within a Major Node where higher density development is supported and will capitalise on excellent access to transit. The proposed rezoning also aligns with The City Plan by accommodating future growth toward a population threshold of 1.25 million within Edmonton's existing boundaries.



## Technical Review

### Transportation

A transportation memo was reviewed with this application. The rezoning area will generally be bisected by Clareview Station Drive NW, a collector roadway, between 142 Avenue NW and 144 Avenue NW. The two-lane roadway will be developed with on-street parking, a shared use path along the west side and a sidewalk along the east side. A midblock pedestrian crossing with curb extensions, pavement markings and signage will be included to facilitate safe pedestrian circulation in the area. A new shared use path on the south side of 144 Avenue NW, between Manning Drive and the existing pathway on the east side of the railway/LRT corridor, will also enhance active modes connectivity.

The memo found that adjacent intersections will operate at acceptable levels of service, though upgrades are required to improve operations. The intersection of Clareview Station Drive NW and 144 Avenue NW will eventually require a traffic signal, with the timing of installation to be determined through ongoing monitoring by Traffic Operations.

It is recognized that gaps and substandard conditions in the cycling network exist in the area, including along Manning Drive and 139 Avenue NW/40 Street NW. These connections were highlighted as near-term priorities within the recent report on Bike Network Redeveloping Area Completion Options at Urban Planning Committee in September 2022. Funding decisions for these connections are anticipated to be considered as part of the 2023-2026 budget deliberations.

### Transit

The site is adjacent to Clareview LRT station and future development will add potential users and ridership to the LRT network. Bus routes from the Clareview Transit Centre are currently routed around the site onto Manning Drive, and its development would allow buses to travel directly north on an extension of Clareview Station Drive, serving riders both on-site and off-site. An additional “rapid” mass transit bus route is anticipated to operate from Clareview Transit Centre to West Edmonton Mall Transit Centre as part of the future mass transit network associated with the 1.25 million population scenario of the Edmonton City Plan.

### Drainage

The site is adjacent to existing sanitary sewers within 144 Avenue NW, and adjacent to existing sanitary sewers and storm sewers within 142 Avenue NW. These existing sewer systems have sufficient capacity to accommodate the proposed rezoning. At the time of future redevelopment, new sewer mains service connections to the sewer mains will be required. The proposed Medium Rise Apartment, Row Housing, and Neighbourhood Commercial portions of the site will require on-site stormwater management systems. These requirements will be implemented at the time of future subdivision and/or development permit application.

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

## **Appendices**

- 1 "What We Heard" Public Engagement Report
- 2 Markup of Proposed Amendments to the Clareview Town Centre NASP
- 3 Approved Clareview Town Centre NASP Land Use and Population Statistics – Bylaw 18378
- 4 Proposed Clareview Town Centre NASP Land Use and Population Statistics - Bylaw 20292
- 5 Approved Clareview Town Centre NASP Context Plan Map - Bylaw 18378
- 6 Proposed Clareview Town Centre Context Plan Map - Bylaw 20292
- 7 Application Summary

## Public Engagement Feedback Summary

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<b>Project Address:</b>	345 - Clareview Station Drive NW 4810 - 142 Avenue NW 3903, 4203, 4223 - 144 Avenue NW
<b>Project Description:</b>	<p>Proposed rezoning and Neighbourhood Area Structure Plan (NASP) amendment for a Transit Oriented Development (TOD) site in the Clareview Town Centre neighbourhood.</p> <p>The current zones are (DC1) Direct Development Control Provision, (DC2) Site Specific Development Control Provision, and (AP) Public Parks Zone.</p> <p>The proposed zones are (RA8) Medium Rise Apartment Zone, (RF5) Row Housing Zone, (CB1) Low Intensity Business Zone, (AP) Public Parks Zone, and (PU) Public Utility Zone.</p> <p>The proposed RA8 zone will allow for medium rise multi-unit housing; the RF5 zone will allow for row housing; the CB1 zone will allow for low-intensity commercial, office and service uses; the AP zone will accommodate a public park; and the PU zone will accommodate road right-of-way for Clareview Station Drive.</p>
<b>Project Website:</b>	<a href="https://edmonton.ca/clareviewplanningapplications">https://edmonton.ca/clareviewplanningapplications</a>
<b>Engagement Format:</b>	Online Engagement Webpage - Engaged Edmonton: <a href="https://engaged.edmonton.ca/clareview-transit-oriented-development">https://engaged.edmonton.ca/clareview-transit-oriented-development</a>
<b>Engagement Dates:</b>	August 15, 2022 - September 5, 2022
<b>Number Of Visitors:</b>	<ul style="list-style-type: none"><li>● Engaged: 17</li><li>● Informed: 33</li><li>● Aware: 375</li></ul>

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### About This Report

The information in this report includes summarized feedback received between August 15 and September 5, 2022, through online engagement via Engaged Edmonton.

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 is shared with all web page visitors who provided their email address for updates on this file. This summary will also be shared with the applicant and the Ward Councilor and will be an appendix to the administration report when the file proceeds to a Public Hearing.

The planning analysis and how feedback informed that analysis will be summarized in the City's report to City Council if the proposed rezoning goes to a future City Council Public Hearing for a decision. The City's 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.

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## Engagement Format

An Engaged Edmonton web page was hosted on the City of Edmonton website that included an overview of the application, information on the development and rezoning process, and contact information for the file planner. Two participation 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.

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## Feedback Summary

This section summarizes the main themes collected.

Number of Responses:

- In Support: 8
- In Opposition: 7
- Mixed: 2

The most common **concerns** heard were:

**Lack of amenities:** Concerns about the lack of public amenities (bike paths/ parks) and businesses to support the potential increase of residents in the neighbourhood.

**Traffic/Parking:** The area experiences congestion around the intersections of Manning Drive/144 Avenue and Clareview Station Drive/142 Avenue. While the proposal is a transit-oriented development, there is



apprehension that some residents will not be opting for public transit. The proposed development may also increase demand for the limited on-street parking which is already in short supply.

The most recurring comments of **support** heard were:

**Location:** The site's proximity to Clareview LRT station and transit centre will allow future residents to have easier access to public transit.

**Density:** The site is currently vacant and development will contribute to a safer and more vibrant neighbourhood.

**Land Use:** The proposed development will diversify land use in the area and promote a wider range of housing options.

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## 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

#### Greenspace

- Insufficient landscaping and parks (2)

#### Traffic & Parking

- Will increase traffic congestion in the surrounding neighbourhood (6)
- Will generate high parking demand on site due to car ownership of future residents (4)

#### Amenities

- Additional neighbourhood commercial is needed to support residents in the neighbourhood
- The proposed development will increase the over-use of Clareview Recreation Center
- Will increase crime due to apartment housing
- Development of the site will add more cyclists to existing bike pathways in the area

### Reasons For Support

#### Transportation Options

- Promotes the use of public transit by locating development near the Clareview LRT station (3)
- Promotes car free design and transportation options (2)

### Site Design

- Development includes different land uses and housing options that are needed in the area
- Location is appropriate for higher density development
- Will increase safety with more residents in the area
- Provides opportunity for a local grocery store

### Amenities

- Will place development close to existing amenities like Clareview Recreation Centre and Clareview LRT station

### Suggestions For Improvement

- Increase the height to 10 storeys
  - Keep the height at 4 storeys
  - Increase density and include affordable housing options
  - Include single and semi-detached dwellings to match with existing housings characteristics
  - Limit liquor and cannabis stores given the large population of minors
  - Improve pedestrian connections between 144 Ave NW and Manning Drive
- 

### Web Page Visitor Definitions

#### Aware (375)

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 (33)

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 (17)

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.

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

When the applicant is ready to take the application to Council (the Administration makes a recommendation of Support or Non-Support):

- 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](http://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](http://edmonton.ca/meetings).
- Members of the public can submit written comments to the City Clerk ([city.clerk@edmonton.ca](mailto:city.clerk@edmonton.ca)).

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If you have questions about this application please contact:

Thomas Lippiatt, Planner I  
780-442-5393  
[thomas.lippiatt@edmonton.ca](mailto:thomas.lippiatt@edmonton.ca)

# Markup of Proposed Amendments to the Clareview Town Centre NASP

~~Strikethrough~~ Text proposed to be removed

Underline Text proposed to be added

## Table of Contents

### List of Figures (page 3 of 47 in the current NSP)

1 Location Map

2 Ownership Map

3 Development Concept Plan

~~Exhibit 1.0 Proposed Residential Building Setback / Buffering Adjacent to Railway~~

## Section 4 - Development Concept Plan

### 4.3.1 Town Centre Commercial Uses (page 27 of 47 in the current NASP)

A combination of park, neighbourhood commercial, row housing, ~~low-rise apartment~~, and medium ~~density residential~~ rise apartments are intended to be developed in the area between 50 Street, Manning Drive, 144 Avenue, and the Railway Company's mainline. This area is isolated from the balance of the Town Centre by the Railway Company's mainline, but will be connected by a pedestrian underpass and a multi-use system to the LRT Station/transit centre in accordance with the Development Concept Plan. However, the primary orientation of this area will remain Manning Drive. Uses should be those which can use and benefit from the very good accessibility and visibility this location provides. Such uses will include park, neighbourhood commercial, row housing, ~~low-rise apartment~~, and medium rise apartments. Development will take into account the location of this area within one of Edmonton's Major Commercial Corridors. As well, access to the individual development sites will focus on the internal roadway system rather than Manning Drive.

### 4.3.2 Town Centre Institutional and Open Space Uses (page 29 of 47 in the current NASP)

For the 1.0 hectare park space, ~~the most up to date recommendations of Railway Company for non-residential development adjacent to a "Principle Main Line" will be considered.~~ D development will be in accordance with Railway Company's recommendations, requiring a 30 metre building setback in conjunction with require a 2.5 metre high earthen berm, constructed entirely outside of Railway Company's property. Acoustic fence is to be constructed without openings and of a durable material weighing not less than 20 kilograms per square metre of



surface area. ~~Upon construction of the berm and fence, ownership of the land on the side of the fence adjacent to the existing Railway Company's right-of-way will be transferred to Railway Company and consolidated with the Railway Company's right-of-way.~~ Any proposed alterations to the existing drainage pattern affecting Railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway. ~~An agreement would be entered into between the developer and Railway Company to provide stormwater management on the east side of the berm next to the railway tracks.~~

#### **4.3.3 Town Centre Residential Uses** (page 31 of 47 in the current NASP)

~~The most up-to-date recommendations of Railway Company for residential development adjacent to a "Principle Main Line" will be considered at the development application stage. Exhibit 1.0—Proposed Residential Building Setback / Buffering Adjacent to Railway illustrates the railway setback proposed for the amendment area. Development will be in accordance with Railway Company's recommendations, requiring a 30 metre building setback from the existing rail right-of-way to residential buildings for noise attenuation and security.~~ Where medium density development sites are located adjacent to the Railway right-of-way, ~~in addition to providing the 30 metre building setback from the existing right-of-way to the residential development, other~~ mitigation measures to reduce the impact of noise and safety concerns at the development application stage will be considered (e.g. landscaping, siting of parking areas, architectural treatment of buildings, etc.).

#### **4.3.3 Town Centre Residential Uses** (page 32 of 47 in the current NASP)

The buffering proposed along the rail line consists of a 2.5 metre high earthen berm, constructed entirely outside of Railway Company's property. A noise attenuation barrier shall be adjoining and parallel to the railway right-of-way, having returns at the ends, and a minimum total height of 5.5 meters above top-of-rail. Acoustic fence is to be constructed without openings and of a durable material weighing not less than 20 kilograms per square metre of surface area. ~~Upon construction of the berm and fence, ownership of the land on the side of the fence adjacent to the existing rail right-of-way will be transferred to Railway Company and consolidated with the railway right-of-way. An agreement would be entered into between the developer and Railway Company to provide stormwater management on the east side of the berm next to the railway tracks. It should be noted that the proposed setback adheres to current Railway Company's recommendations pertaining to buffering and setbacks for residential development adjacent to principle main lines.~~

Private property lines extend to the top of the berm and the rear yards of houses back on to the buffer, providing opportunities for natural observation and access control in this area. This is in accordance with first generation, or physical, CPTED (Crime Prevention Through Environmental Design) principles.

~~To allow for the implementation of the required minimum of 30 metre building setback between the existing railway right-of-way and abutting residential buildings, all residential lots located adjacent to the railway right-of-way shall be developed under DC2—Site Specific Development~~

~~Control Provisions to accommodate the buffering requirements. Permitted and discretionary uses, densities, and other regulations in the DC2 Provisions will be consistent with the RA7—Low Rise Apartment Zone and RF5—Row Housing Zone, of the City of Edmonton Zoning Bylaw 12800.~~

#### **4.3.3 Town Centre Residential Uses** (page 33 of 47 in the current NASP)

~~All residential development in the area bounded by 142 Avenue and 144 Avenue, Manning Drive and the railway company right-of-way will be referred to the Design Review Committee to ensure that the development meets a high standard of appearance.~~

#### **4.3.4 Transit Oriented Development (TOD)** (page 36 of 47 in the current NASP)

A variety of medium density residential land uses, including low-rise apartments and row housing, are proposed for this portion of the plan area. Apartment buildings are proposed in the south ~~and west~~, transitioning to Row housing in the northeast of the amendment area as distance from the Clareview LRT Station increases. All residential development is proposed within 800 metres of the station.

## Approved Clareview Town Centre NASP Land Use and Population Statistics

Clareview Town Centre NASP  
Land Use and Population Statistics\* (As amended by Bylaw 18378, May 7, 2018)

### CLAREVIEW TOWN CENTRE NEIGHBOURHOOD AREA STRUCTURE PLAN LAND USE AND POPULATION STATISTICS BYLAW 18378

LAND USE	Area (ha)	% of GDA
<b>Gross Area</b>	<b>121.6</b>	
Arterial Road (44 Avenue)	1.5	
Arterial Road (50 Street)	4.3	
Pipeline Right-of-Way	1.1	
Railway Right-of-Way	4.0	
<b>Gross Developable Area</b>	<b>110.7</b>	<b>100.00%</b>
<b>Commercial</b>		
Neighbourhood Commercial	1.7	1.54%
General Business	7.8	7.05%
Shopping Centre	21.9	19.78%
Parkland, Recreation, and Schools (Municipal Reserve)	21.7	19.60%
Circulation	6.4	5.78%
LRT Station & Parking (NW)	4.0	3.61%
LRT Station & Parking (SE)	3.8	3.43%
Utilities (Power Substation)	0.3	0.27%
<b>Total Non-Residential</b>	<b>67.6</b>	<b>61.07%</b>
<b>Net Residential Area (NRA)</b>	<b>43.1</b>	<b>38.93%</b>

### RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION

Land Use	Area (ha)	Units/ha	Units	Ppl/Unit	Pop.	% of NRA
Single/Semi-Detached	12.1	25	303	2.8	848	28%
Row Housing	5.9	45	266	2.8	745	14%
Low-rise/Medium Density Housing	15.3	90	1,377	1.8	2,479	35%
Medium to High Rise Units	9.8	225	2,205	1.5	3,308	23%
<b>Total Residential</b>	<b>43.1</b>		<b>4,150</b>		<b>7,379</b>	<b>100%</b>

### SUSTAINABILITY MEASURES

Gross Population Density (persons per gross developable hectare)	66.7
Net Population Density (persons per net residential hectare)	171.2
Unit Density (units per net residential hectare)	96.3
[Low Density Residential*]/[Medium Density Residential**] Unit Ratio	0.08

\*Single/Semi-Detached

\*\*Row Housing, Low-rise/Medium Density Housing, Medium to High-Rise Units

\*\*\*Note that dwelling units and population estimates are based on standard values, as per the NSP Terms of Reference. For specific area estimates (at the time of planning), please see Figure 3 "Development Concept Plan."

**STUDENT GENERATION STATISTICS**

<b>Public School Board</b>		<b>1,223</b>
Elementary	706	
Junior High	268	
Senior High	249	
<b>Separate School Board</b>		<b>523</b>
Elementary	303	
Junior High	116	
Senior High	104	
<b>Total Student Population</b>		<b>1,746</b>

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## Proposed Clareview Town Centre NASP Land Use and Population Statistics

### Clareview Town Centre NASP Land Use and Population Statistics - Bylaw 20292

#### CLAREVIEW TOWN CENTRE NASP LAND USE AND POPULATION STATISTICS

LAND USE	Area (ha)	% of GDA				
<b>Gross Area</b>	<b>121.6</b>					
Arterial Road – 144 Avenue	1.5					
Arterial Road – 50 Street	4.3					
Pipeline Right-of-Way	1.1					
Railway Right-of-Way	4.0					
<b>Gross Developable Area</b>	<b>110.7</b>	<b>100.00%</b>				
<b>Commercial</b>						
Neighbourhood Commercial	1.7	1.54%				
General Business	7.8	7.05%				
Shopping Centre	21.9	19.78%				
Parkland, Recreation, and Schools (Municipal Reserve)	21.6	19.52%				
Circulation	6.4	5.78%				
LRT Station & Parking (NW)	4.0	3.61%				
LRT Station & Parking (SE)	3.8	3.43%				
Utilities (Power Substation)	0.3	0.27%				
<b>Total Non-Residential</b>	<b>67.5</b>	<b>60.98%</b>				
<b>Net Residential Area (NRA)</b>	<b>43.2</b>	<b>39.02%</b>				
<b>RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION</b>						
Land Use	Area (ha)	Units/ha	Units	Ppl/Unit	Pop'n	% of NRA
Single/Semi-Detached	12.1	25	303	2.8	848	28%
Row Housing	5.9	45	278	2.8	778	14%
Low-rise/Medium Density Housing	9.3	90	627	1.8	1,128	21%
Medium to High Rise Units	15.9	225	3,577	1.5	5,365	37%
<b>Total Residential</b>	<b>43.2</b>		<b>4,785</b>		<b>8,119</b>	<b>100%</b>

#### SUSTAINABILITY MEASURES

Gross Population Density (persons per gross developable hectare)	73.3
Net Population Density (persons per net residential hectare)	188.4
Unit Density (units per net residential hectare)	111.0
[Low Density Residential*]/[Medium Density Residential**] Unit Ratio	0.068

\*Single/Semi-Detached

\*\*Row Housing, Low-rise/Medium Density Housing, Medium to High-Rise Units

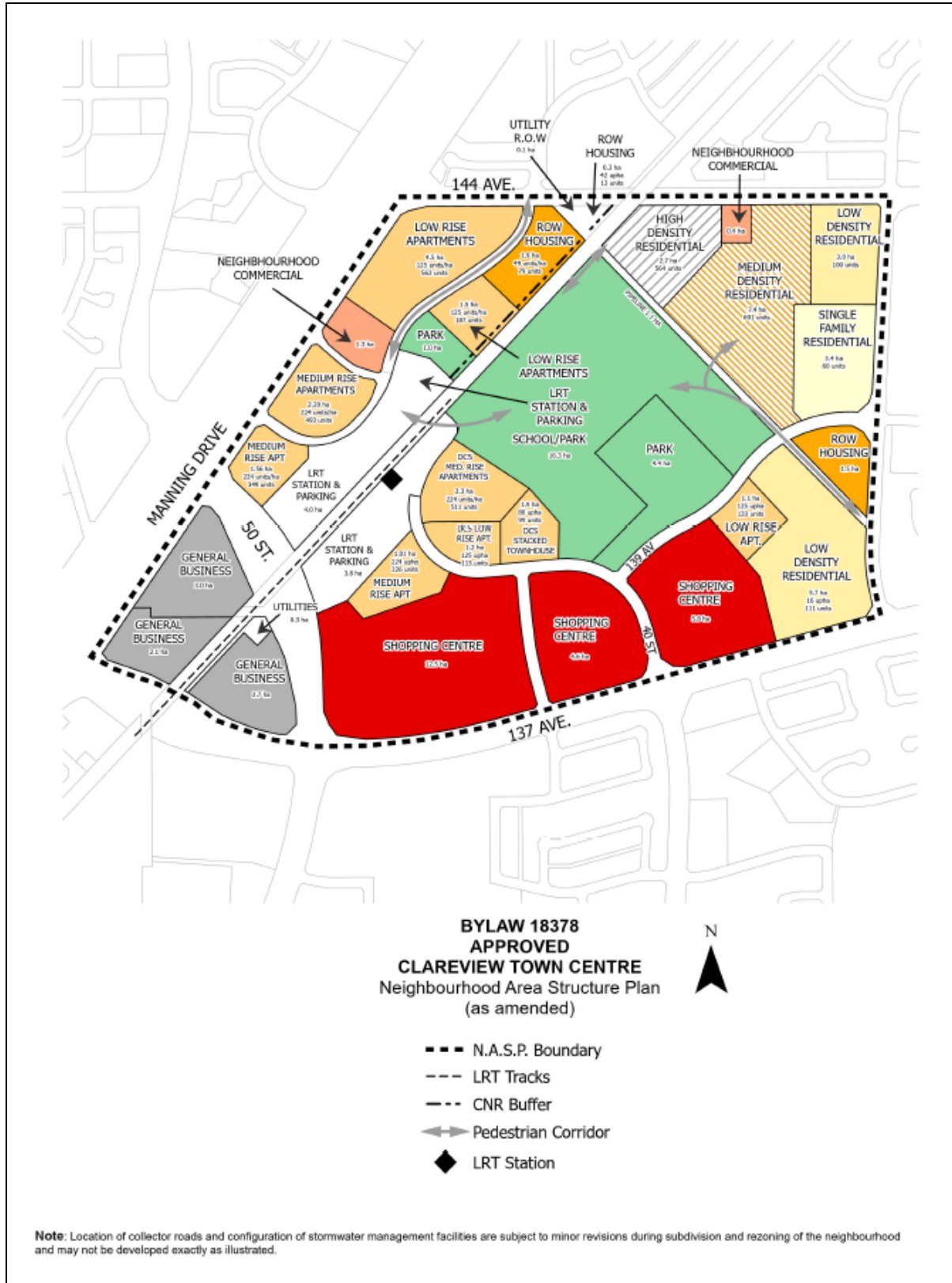
\*\*\*Note that dwelling units and population estimates are based on standard values, as per the NSP Terms of Reference. For specific area estimates (at the time of planning), please see Figure 3 "Development Concept Plan."

**STUDENT GENERATION STATISTICS**

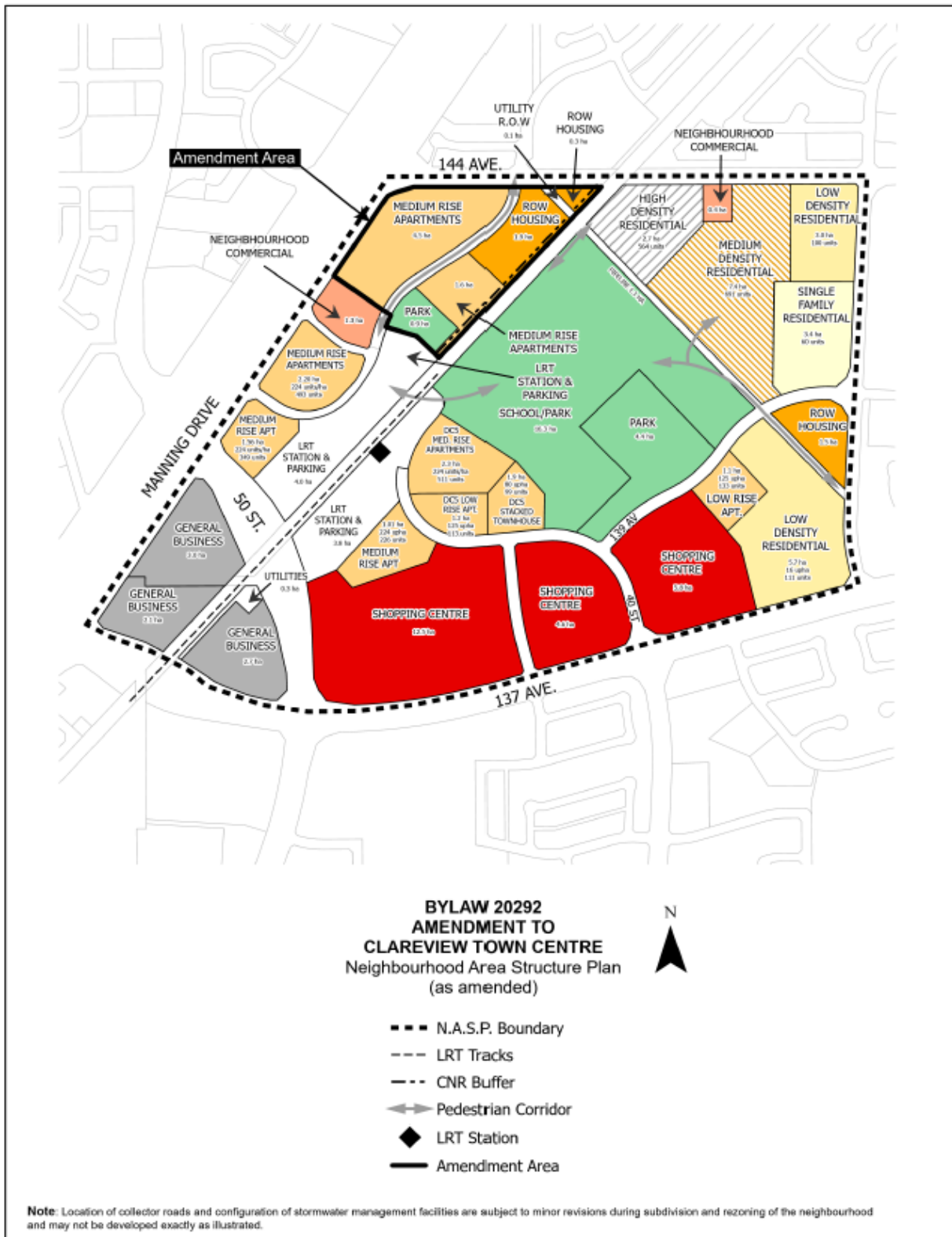
<b>Public School Board</b>		<b>1,345</b>
Elementary	776	
Junior High	294	
Senior High	273	
<b>Separate School Board</b>		<b>575</b>
Elementary	334	
Junior High	127	
Senior High	114	
<b>Total Student Population</b>		<b>1,920</b>

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## Approved Clareview Town Centre NASP Context Plan Map - Bylaw 18378



## Proposed Clareview Town Centre Context Plan Map - Bylaw 20292





## Application Summary

### Information

<b>Application Type:</b>	Plan Amendment, Rezoning
<b>Bylaw/Charter Bylaw:</b>	20292, 20293
<b>Location:</b>	From 142 Avenue NW to 144 Avenue NW, between Manning Drive NW and the CN Rail Line.
<b>Addresses:</b>	345 - Clareview Station Drive NW 4810 - 142 Avenue NW 3903, 4203, and 4223 - 144 Avenue NW
<b>Legal Descriptions:</b>	Lot 1, Block 1, Plan 1521908 Lot 1, Block 1, Plan 1721567 Lot A, Plan 8422557; Block OT, Plan 8822879 A portion of Lot S, Plan 9221245
<b>Site Area:</b>	11.58 ha
<b>Neighbourhood:</b>	Clareview Town Centre
<b>Ward:</b>	Dene
<b>Notified Community Organizations:</b>	Hairsine Community League McLeod Community League Steele Heights Community League Area Council No. 17 Clareview and District Area Council
<b>Applicant:</b>	Scheffer Andrew Ltd.

### Planning Framework

<b>Current Zones:</b>	(DC1) Direct Development Control Provision (DC2) Site Specific Development Control Provision (AP) Public Parks Zone
<b>Proposed Zones:</b>	(RA8) Medium Rise Apartment Zone (RF5) Row Housing Zone (CB1) Low Intensity Business Zone (PU) Public Utility Zone
<b>Plan in Effect:</b>	Clareview Town Centre NASP
<b>Historic Status:</b>	None

Written By:	Tom Lippiatt
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination