

Bylaw 20292

A Bylaw to amend Bylaw 6075, as amended,  
being the Clareview Town Centre Neighbourhood Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Planning Act on June 25, 1980, the Municipal Council of the City of Edmonton passed Bylaw 6075, being Clareview Town Centre Neighbourhood Area Structure Plan; and

WHEREAS Council found it desirable from time to time to amend Bylaw 6075, being Clareview Town Centre Neighbourhood Area Structure Plan through the passage of Bylaw 9841, 12858, 12904, 13207, 13254, 13318, 13630, 13721, 14459, 15507, and 18378; and

WHEREAS Council considers it desirable to amend the Clareview Town Centre Neighbourhood Area Structure Plan, as amended;

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. Appendix "A" to Bylaw 6075, as amended, is hereby further amended by:
  - a. deleting the fourth item, "Exhibit 1.0 Proposed Residential Building Setback / Buffering Adjacent to Railway" of the List of Figures in the Table of Contents;
  - b. deleting the third paragraph of 4.3.1 Town Centre Commercial Uses, and replacing it with:

"A combination of park, neighbourhood commercial, row housing, and medium 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, 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.”

- c. deleting the seventh paragraph of 4.3.2 Town Centre Institutional and Open Space Uses, and replacing it with:

“For the 1.0 hectare park space, development will 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. 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.”

- d. deleting the tenth paragraph of 4.3.3 Town Centre Residential Uses, and replacing it with:

“Where medium density development sites are located adjacent to the Railway right-of-way 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.).”

- e. deleting the fourth, fifth, and sixth sentences of the eleventh paragraph of 4.3.3 Town Centre Residential Uses;

- f. deleting the thirteenth paragraph of 4.3.3. Town Centre Residential Uses;

- g. deleting the eighteenth paragraph of 4.3.3. Town Centre Residential Uses;

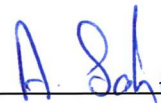
- h. deleting the second sentence of the twelfth paragraph of 4.3.4 Transit Oriented Development (TOD) near the end of page 36 and replacing it with:

“Apartment buildings are proposed in the south, transitioning to Row housing in the northeast of the amendment area as distance from the Clareview LRT Station increases.”

- i. deleting the map entitled “Bylaw 18378 Approved Clareview Town Centre Neighbourhood Area Structure Plan, as amended”, and replace it with the map entitled “Bylaw 20292 Amendment to Clareview Town Centre Neighbourhood Area Structure Plan”, attached hereto as Schedule “A” and forming part of this Bylaw
- j. deleting the statistics entitled “Clareview Town Centre Neighbourhood Area Structure Plan – Land Use and Population Statistics Bylaw 18378” and replace it with “Clareview Town Centre NASP – Land Use and Population Statistics Bylaw 20292”, attached hereto as Schedule “B” and forming part of this Bylaw;
- k. deleting the figure entitled “Figure 3 – Development Concept Plan” and replace it with “Figure 3 – Development Concept Plan” attached hereto as Schedule “C” and forming part of this Bylaw; and
- l. deleting the exhibit named “Exhibit 1.0 – Proposed Residential Building Setback / Buffering Adjacent to Railway”.

READ a first time this	1st day of November	, A. D. 2022;
READ a second time this	1st day of November	, A. D. 2022;
READ a third time this	1st day of November	, A. D. 2022;
SIGNED and PASSED this	1st day of November	, A. D. 2022.

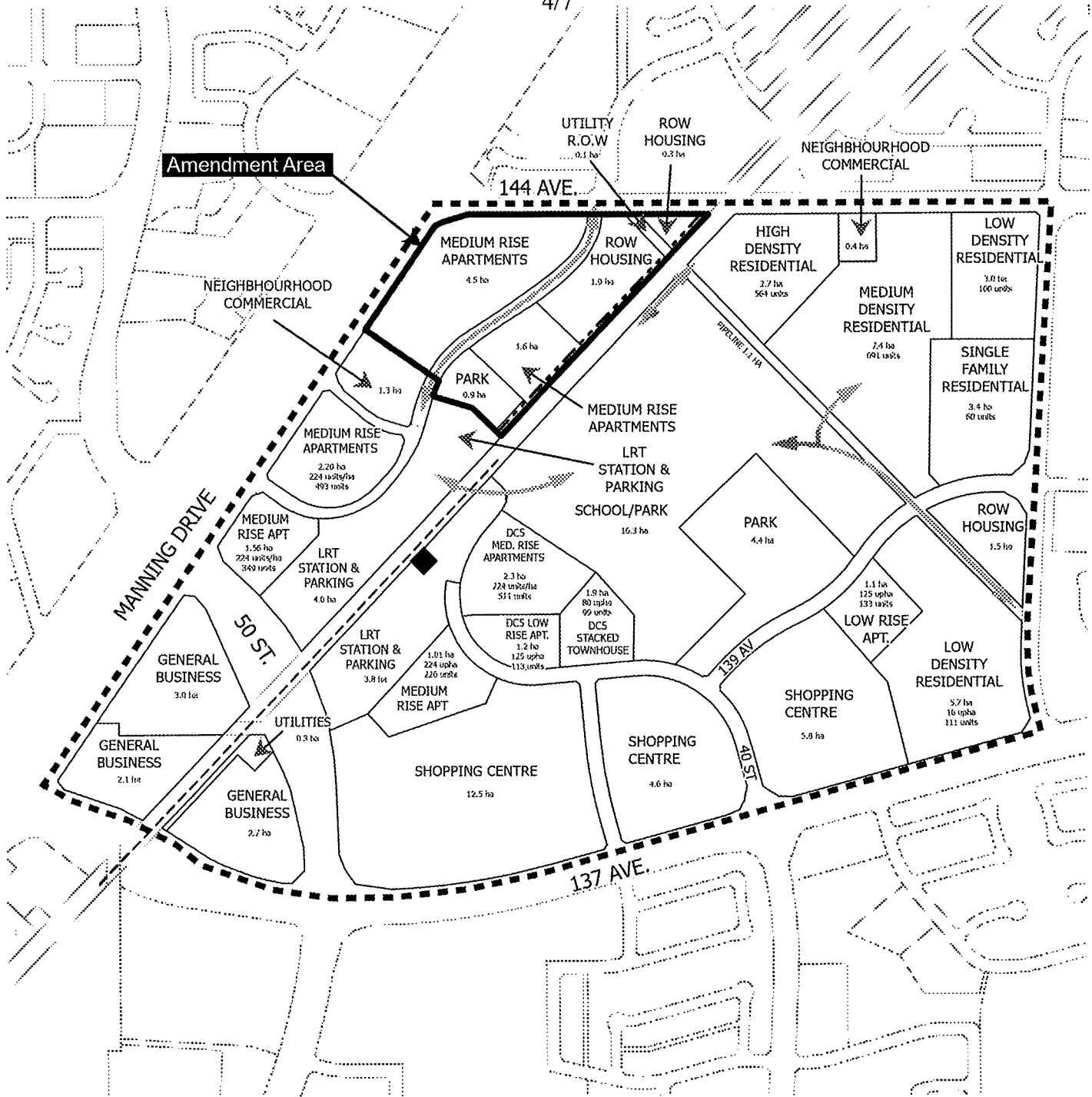
THE CITY OF EDMONTON



\_\_\_\_\_  
MAYOR



*M* \_\_\_\_\_  
CITY CLERK



**BYLAW 20292  
 AMENDMENT TO  
 CLAREVIEW TOWN CENTRE  
 Neighbourhood Area Structure Plan  
 (as amended)**



- N.A.S.P. Boundary
- LRT Tracks
- CNR Buffer
- Pedestrian Corridor
- ◆ LRT Station
- Amendment Area

**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.

**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>
Commercial		
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>

RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION						
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

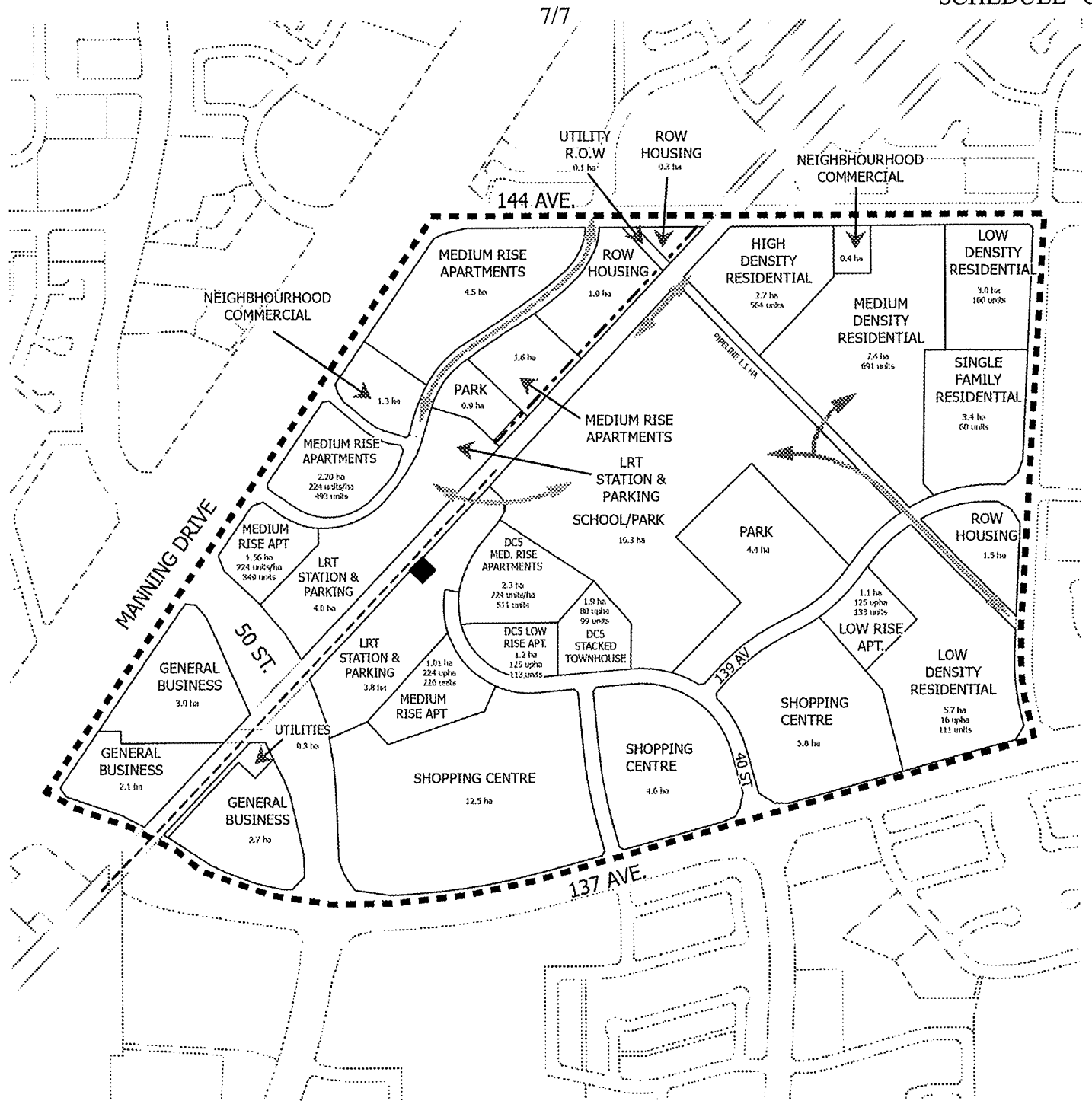
\*\*Row Housing, Low-rise/Medium Density Housing, Medium to High-Rise Units

\*\*\*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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**FIGURE 3**  
**DEVELOPMENT CONCEPT PLAN**  
**CLAREVIEW TOWN CENTRE**  
 Neighbourhood Area Structure Plan  
 (as amended)



- N.A.S.P. Boundary
- LRT Tracks
- CNR Buffer
- Pedestrian Corridor
- ◆ LRT Station

**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.