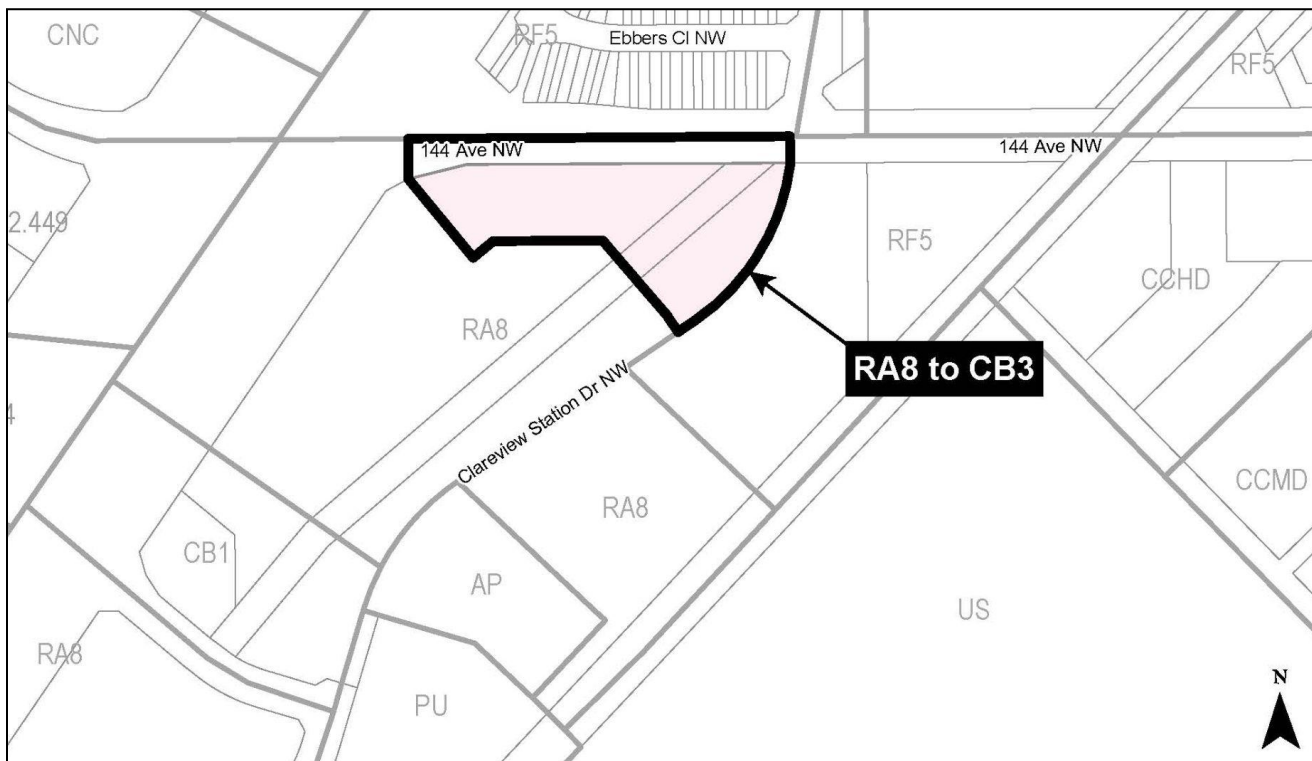


4203 - 144 Avenue NW, 4223 - 144 Avenue NW, and 345 - Clareview Station Drive NW

To allow for commercial uses, Clareview Town Centre.



Recommendations: That **Bylaw 20468** to amend the Clareview Town Centre Neighbourhood Area Structure Plan (NASP) be **APPROVED**. That **Charter Bylaw 20469** to amend the Zoning Bylaw from (RA8) Medium Rise Apartment Zone to (CB3) Commercial Mixed Business Zone and to remove a portion of the (MCCO) Major Commercial Corridors Overlay be **APPROVED**.

Administration **SUPPORTS** this application because it:

- Proposes development on a vacant site that is within 500 m of the Clareview LRT station.
- Proposes commercial services adjacent to anticipated medium rise apartments, row house development, and within walking distance of the Clareview LRT station.
- Aligns with objectives of The City Plan by supporting an increase in density close to mass transit and within the Clareview "Major Node".

Application Summary

BYLAW 20468 proposes to amend the Clareview Town Centre Neighbourhood Area Structure Plan by reconfiguring the location of commercial uses in the northwest portion of the neighbourhood. The Neighbourhood Area Structure Plan figures and statistics will be updated to reflect the associated rezoning proposal (Charter Bylaw 20469).

CHARTER BYLAW 20469 proposes to rezone 1.3 hectares within 500 m of the Clareview LRT station, from (RA8) Medium Rise Apartment Zone to (CB3) Commercial Mixed Business Zone. The proposed rezoning will provide neighbourhood commercial services for residents within the Clareview Transit Oriented Development (TOD) and surrounding areas. The Charter Bylaw also proposes to amend the (MCCO) Major Commercial Corridors Overlay, removing the overlay from 6.7 ha of land in the TOD, allowing greater densification to occur in proximity to the LRT station.

This application was accepted on January 3, 2023, 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 basic approach. This approach was selected because advanced notifications for this application and a rezoning of the site in late 2022 raised little response from the public. The basic approach included the following techniques:

Advance Notice sent to properties and Community Leagues within 60 m on January 5, 2023.

- Number of recipients: 256
- Number of responses with concerns: 1

Application Webpage

- edmonton.ca/clareviewplanningapplications

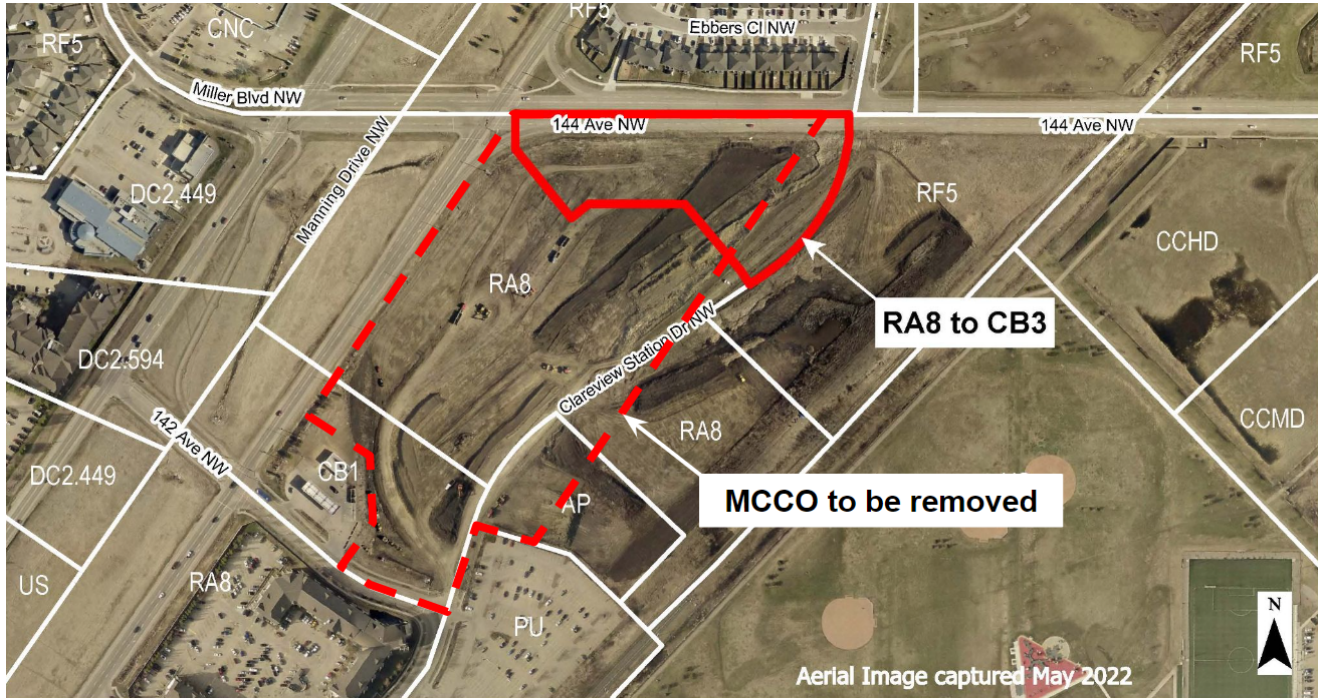
Through these methods one comment was received about parking concerns in the Ebbers Close cul-de-sac, across 144 Avenue NW from the rezoning site. No formal feedback or position was received from the Steele Heights or Hairsine Community Leagues at the time this report was written.

Site and Surrounding Area

The rezoning site is 1.3 hectares in area and bounded by 144 Avenue NW to the north and Manning Drive NW to the west, with vacant lands to the south and east that are currently under development as 6 storey medium rise apartments and row houses.

The (MCCO) Major Commercial Corridors Overlay amendment includes 6.7 ha of land. The existing MCCO is in effect along Manning Drive NW, south of 144 Avenue NW only. The site is located at the northern end

of the overlay, with approximately half of the undeveloped lands in the Clareview TOD falling within its boundaries. The proposed amendment would adjust the overlay to remove it from these lands.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
REZONING SITE	<ul style="list-style-type: none"> (RA8) Medium Rise Apartment Zone 	<ul style="list-style-type: none"> Vacant
CONTEXT		
North	<ul style="list-style-type: none"> (RF5) Row Housing Zone 	<ul style="list-style-type: none"> Duplex housing
East	<ul style="list-style-type: none"> (RF5) Row Housing Zone 	<ul style="list-style-type: none"> Vacant (under development as row housing)
South	<ul style="list-style-type: none"> (RA8) Medium Rise Apartment Zone 	<ul style="list-style-type: none"> Vacant (under development as apartment housing)
West	<ul style="list-style-type: none"> (DC2) Site Specific Development Control Provisions 	<ul style="list-style-type: none"> Apartment housing Commercial uses



Aerial view of the site facing north



View of the site facing south from 144 Avenue NW.



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

Planning Analysis

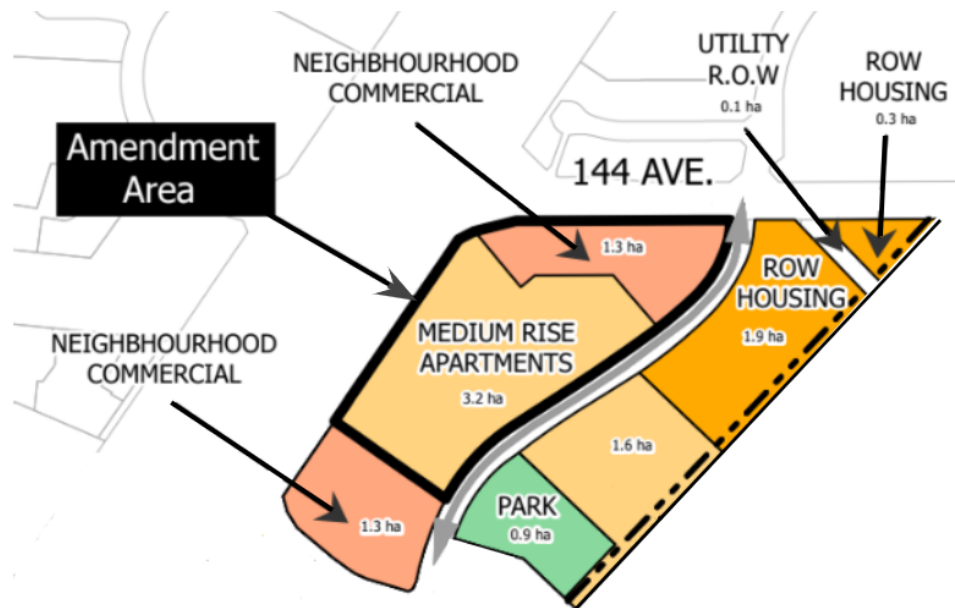
The City Plan

The proposed development aligns with The City Plan by ensuring that walkable and attractive mixed use development occurs at the Clareview node in a manner that is integrated with mass transit. The proposed CB3 zone also provides safe, comfortable, and direct active transportation connections between the neighbourhood and the intended services on this site. The rezoning also supports development of a 15-minute district that allows people to access their daily needs at a range of local destinations, with a focus on residents and visitors accessing this site by transit and active transportation.

The site is within a major node where higher density development is supported and will capitalise on excellent access to transit, while accommodating growth toward a population threshold of 1.25 million within Edmonton’s existing boundaries.

Land Use Compatibility

The rezoning site is located within a portion of the Clareview TOD that is bounded by Manning Drive NW to the west and a CN Rail line to the east. Active modes of transportation, such as walking or cycling, are focused along Clareview Station Drive NW, which is the transportation spine of the TOD, and is located between Manning Drive NW and the CN Rail line. The site faces this active modes corridor, and is proposed to be developed with stand-alone commercial uses that serve the TOD and adjacent arterial roads. A plan of subdivision has been conditionally approved to create parcels that align with the proposed rezoning boundaries.



The proposed Clareview NASP development concept, showing Clareview Station Drive NW (grey arrow) which is the active modes corridor that connects the TOD to the Clareview LRT station.

The proposed CB3 contains regulations that encourage a pedestrian-oriented environment while still accommodating vehicle access and parking. It is intended to provide for a range of medium intensity commercial uses near high capacity transportation nodes, but not to accommodate "big box" style commercial development. The site meets the location criteria and intent of the CB3 zone because it faces the active modes corridor that will be used by pedestrians and cyclists within the TOD, but backs onto, and is visible from, two arterial roads, Manning Drive NW and 144 Avenue NW.

While the proposed commercial site will receive traffic from the surrounding arterial roads, regulations in the CB3 zone limit the impact of vehicle-oriented uses in the TOD by shifting uses like drive-through vehicle services away from the front of the site and requiring them to be landscaped and screened to minimize impact on pedestrian corridors. The CB3 zone also does not allow gas stations. On the subject site, these regulations will encourage active interfaces between future commercial buildings facing Clareview Station Drive NW and the pedestrians and cyclists using that corridor.

RA8 and CB3 Comparison Summary

	RA8 Current	CB3 Proposed
Principal Building	Medium Rise Apartments	Commercial
Maximum Height	23.0 m	45.0 m
Maximum Floor Area Ratio	3.3	4.0 (non-residential uses) 6.0 (residential uses) 7.0 (total for all uses)
Mixed Use	Yes	Yes
Gas Stations Allowed	No	No
Drive Throughs Allowed	No	Yes, only in a building with multiple commercial retail units, and at the rear of the building.

MCCO Overlay Amendment

The purpose of the MCCO is to ensure that development along major commercial corridors, like Manning Drive NW, is visually attractive and set back from arterial roadways.

The proposed amendment to the MCCO removes it from undeveloped lands in the Clareview TOD to allow for greater densification. The overlay requires a 14.0 m setback from Manning Drive NW which reduces the amount of developable land on the medium rise apartment and neighbourhood commercial sites that back onto this road.

Regulations that support visually attractive development are retained in the underlying zones. The medium rise apartment sites that back onto Manning Drive NW will require a berm and fence at the time of subdivision to reduce noise from the arterial road. Landscaping that would be required under the MCCO to create visual interest along Manning Drive would be blocked by this berm and fence. Regulations in the MCCO that require design elements to reduce perceived building mass are duplicated, and will remain, in the RA8 zones currently in place on the medium rise apartment sites.

Technical Review

Transportation

A transportation memo was reviewed with this application. 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.

Transit

The site is within 500 m of the Clareview transit station and future development will add potential users and ridership to the LRT network. Buses from the Clareview Transit Centre are currently routed around the site onto Manning Drive, and development of these lands would allow buses to travel directly north on an extension of Clareview Station Drive, serving riders both on-site and off-site.

Drainage

The site is adjacent to existing sanitary sewers within 144 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 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 Approved Clareview Town Centre NASP Land Use and Population Statistics – Bylaw 20292
- 2 Proposed Clareview Town Centre NASP Land Use and Population Statistics - Bylaw 20468
- 3 Approved Clareview Town Centre NASP Context Plan Map - Bylaw 20292
- 4 Proposed Clareview Town Centre Context Plan Map - Bylaw 20468
- 5 Application Summary

Approved Clareview Town Centre NASP Land Use and Population Statistics

Clareview Town Centre NASP Land Use and Population Statistics

CLAREVIEW TOWN CENTRE NASP LAND USE AND POPULATION STATISTICS (Bylaw 20292, November 1, 2022)

LAND USE	Area (ha)	% of GDA				
Gross Area	121.6					
Arterial Road – 144 Avenue	1.5					
Arterial Road – 50 Street	4.3					
Pipeline Right-of-Way	1.1					
Railway Right-of-Way	4.0					
Gross Developable Area	110.7	100.00%				
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%				
Total Non-Residential	67.5	60.98%				
Net Residential Area (NRA)	43.2	39.02%				
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%
Total Residential	43.2		4,785		8,119	100%

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

Public School Board **1,345**

Elementary 776

Junior High 294

Senior High 273

Separate School Board **575**

Elementary 334

Junior High 127

Senior High 114

Total Student Population **1,920**

Proposed Clareview Town Centre NASP Land Use and Population Statistics

Clareview Town Centre NASP Proposed Land Use and Population Statistics

LAND USE	Area (ha)	% of GDA
Gross Area	121.6	
Arterial Road – 144 Avenue	1.5	
Arterial Road – 50 Street	4.3	
Pipeline Right-of-Way	1.1	
Railway Right-of-Way	4.0	
Gross Developable Area	110.7	100.00%
Commercial		
Neighbourhood Commercial	3.0	2.71%
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%
Total Non-Residential	68.8	62.15%
Net Residential Area (NRA)	41.9	37.85%

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	29%
Row Housing	5.9	45	266	2.8	743	14%
Low-rise/Medium Density Housing	9.3	90	838	1.8	1,508	22%
Medium to High Rise Units	14.6	225	3,285	1.5	4,928	35%
Total Residential	41.9		4,692		8,027	100%
SUSTAINABILITY MEASURES						
Gross Population Density (persons per gross developable hectare)					72.5	
Net Population Density (persons per net residential hectare)					191.5	
Unit Density (units per net residential hectare)					112.0	

STUDENT GENERATION STATISTICS

Public School Board **1,330**

Elementary 766

Junior High 294

Senior High 270

Separate School Board **569**

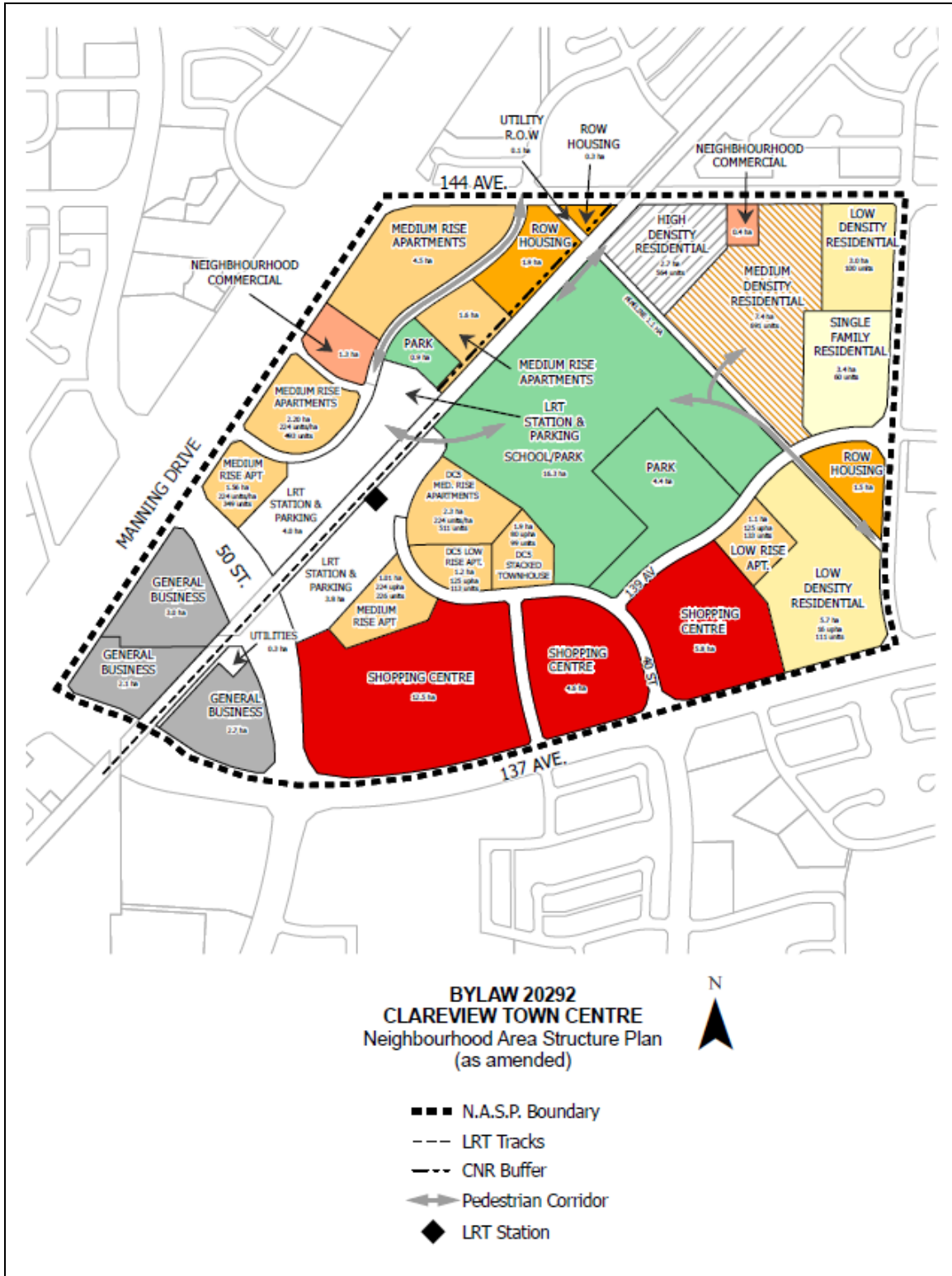
Elementary 330

Junior High 126

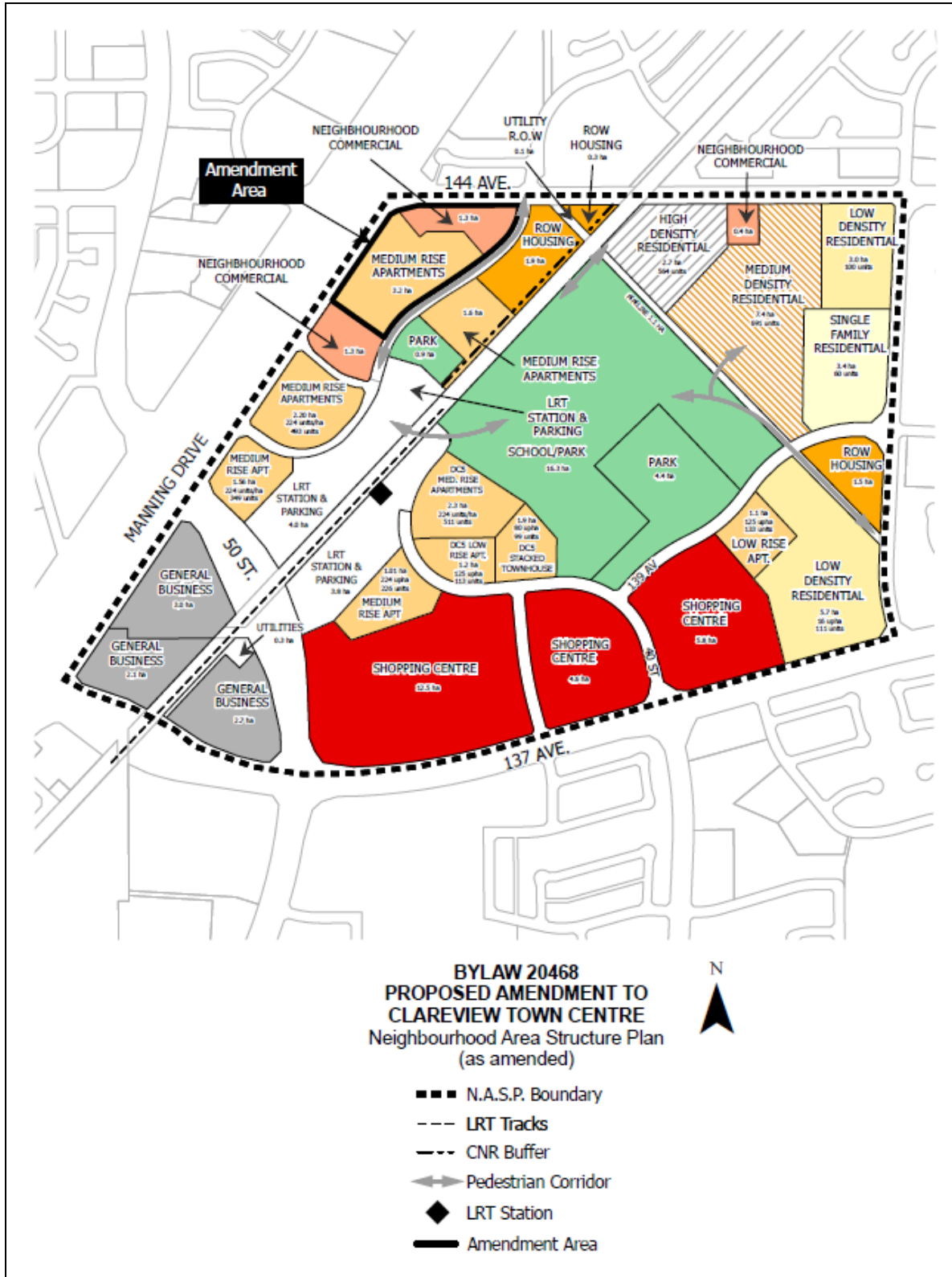
Senior High 113

Total Student Population **1,899**

Approved Clareview Town Centre NASP Context Plan Map - Bylaw 20292



Proposed Clareview Town Centre Context Plan Map - Bylaw 20468



Application Summary

Information

Application Type:	Plan Amendment, Rezoning, Overlay Amendment
Bylaw/Charter Bylaw:	20468/20469
Location:	South of 144 Avenue NW and east of Manning Drive NW
Addresses:	345 - Clareview Station Drive NW 4203 and 4223 - 144 Avenue NW
Legal Descriptions:	A portion of Lot 1, Block 1, Descriptive Plan 1721567 A portion of Blk OT, Plan 8822879 A portion of Lot S, Plan 9221245
Site Area:	Rezoning: 1.3 ha Overlay Amendment: 6.7 ha
Neighbourhood:	Clareview Town Centre
Ward:	Dene
Notified Community Organizations:	Hairsine Community League Steele Heights Community League
Applicant:	Scheffer Andrew Ltd.

Planning Framework

Current Zone:	(RA8) Medium Rise Apartment Zone
Proposed Zone:	(CB3) Commercial Mixed Business Zone
Plan in Effect:	Clareview Town Centre NASP
Historic Status:	None

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