

380 - Clareview Station Drive NW Position of Administration: Support



Summary

Bylaw 20988 proposes a rezoning from the Medium Scale Residential Zone (RM h23) to the Mixed Use Zone (MU h45 f7 cf) to allow for large scale mixed use development.

Public engagement for this application included a mailed notice, site signage, information on the City's webpage. Two people were heard from and were in opposition. Concerns were related to the potential height/scale of the application and impacts on privacy.

Administration supports this application because it:

- Proposes an appropriate scale for a major node as directed by the District Policy
- Implements the Mixed Use Zone which prioritizes walkable and pedestrian oriented development.

- Aligns with the objectives of The City Plan by supporting intensification close to mass transit and within a node.

Application Details

This application was submitted by Scheffer Andrew Ltd. on behalf of North Pointe Developments Inc. The proposed Mixed Use Zone (MU h45 f7 cf) would allow development with the following key characteristics:

- Large scale mixed use development up to a height of approximately 13 storeys (45 metres) with a maximum floor area ratio of 7.
- Non-residential uses located at ground level and oriented towards the street

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Medium Scale Residential (RM h23)	Undeveloped
North	Mixed Use Zone (MU h45 f7.0 cf)	Undeveloped
East	Small-Medium Scale Transition Residential Zone (RSM h12)	Undeveloped
South	Medium Scale Residential (RM h23)	Undeveloped
West	Medium Scale Residential (RM h23)	Undeveloped



Looking South on 144 St

Community Insights

This application was brought forward to the public using a basic approach with a broadened notification area. This approach was selected because the application conforms to statutory planning of the area and previous rezonings generated little response with advance notifications. The basic approach included: mailed notice, site signage and a webpage.

Mailed Notice, August 1, 2024

- Notification radius: 120 metres
- Recipients: 79
- Responses: 2
 - In opposition: 2

Site Signage, August 1, 2024

- 2 signs on site, one facing Manning Dr NW and another facing Clareview Dr NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Mcleod Community League
- Hairsine Community League
- Steele Heights Community League

Common comments heard

- Proposed height is not appropriate for this site.
- The proposed height will impact surrounding resident's privacy.

Application Analysis



Site analysis context

The City Plan

The proposal aligns with The City Plan's Big City Move of a Community of Communities target of having 50% of trips made by transit and active transportation by increasing residential and commercial density near a mass transit centre. The site is within a major node where higher intensity development is supported and will contribute to accommodating growth within Edmonton's existing boundaries.

Northeast District Plan

In the Northeast District Plan, this site is identified as part of the Clareview Major Node. High Rise development (buildings 9 - 20 storeys) can be supported within Major Nodes when at least one of the following criteria is met:

- The site is within 400 metres of a Mass Transit Station and on a Collector Roadway
- The site is along an Arterial Roadway, or
- The site size and context allow for appropriate transition to surrounding development and adequate site access can be provided.

All of the criteria are met to support the proposed height and scale of the proposed zone.

Land Use Compatibility

The proposed rezoning site is approximately 0.7 ha in size and is located near the intersection of Manning Drive NW and 144 Street NW. The proposed rezoning fronts onto Clareview Station Dr NW and the applicant proposes to develop it as standalone pedestrian oriented commercial uses, within walking distance of future residential uses and the Clareview LRT Station.

The proposed Mixed Use Zoning (MU h45 f7 cf) is already in place north of the rezoning site and is compatible with surrounding land uses. The remaining zoning around the site is a mix of medium residential (RM h23) and small-medium transitional residential (RSM h12). The applicant's intent to develop commercial uses on the site would allow residents to meet their daily needs and access services within walking distance of their home. The commercial frontage modifier ensures that development fronting onto Clareview Station Dr NW will be orientated towards the street and provide greater connectivity for pedestrians.

	RM h23 Current	MU h45 f7 cf Proposed
Typical Uses	Multi-Unit Housing	Mixed Use
Maximum Height	23.0 m	45.0 m
Maximum Floor Area Ratio	3.0 - 3.7	7.0
Minimum Front Setback (Clareview Station Drive)	1.2 m	0 - 3.0 m
Minimum Interior Side Setback	3.0 m	3.0 m - 6.0 m

Mobility

This subject site is located within the Clareview major node with many transportation options available within the area to access the site. The rezoning site is located adjacent to neighbourhood bike routes along Clareview Station Drive and 144 Avenue, and near a future district connector bike route along Manning Drive. ETS currently operates local bus service

nearby on Clareview Station Drive. The site is less than 500m walking distance from Clareview Transit Centre and LRT Station.

A Clareview Transit-Oriented Development (TOD) Traffic Memo, Scheffer Andrew 2022, was accepted with a previous application of comparable vehicle trips generated which confirmed that the nearby intersections and roadways are expected to operate at acceptable levels of service with intensification of development.

Utilities

The proposed rezoning area conforms to the Clareview Town Centre Neighbourhood Design Report (NDR), which identifies sanitary and stormwater servicing plans for the neighbourhood. Sewer services are available, connecting to the existing system located within Clareview Station Drive. These existing systems have been designed and constructed to accommodate development under the proposed rezoning.

Depending on the proposed development there is a potential deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing and flow rates. Additional details and further analysis is needed at the development permit stage. Edmonton Fire Rescue Services (EFRS) may be able to perform an Infill Fire Protection Assessment (IFPA) at the Development Permit stage to potentially alter or lessen on-street fire protection infrastructure upgrades, assuming certain criteria are met. The applicant/owner will be responsible for all costs associated with providing required water supply including any changes to the existing water infrastructure required by the proposed zoning.

Written By: Evan Wong

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination