

Eaux Claires Neighbourhood Structure Plan

Office Consolidation January 2018

*Prepared by:
City Planning Branch
Urban Form and Corporate Strategic Development
City of Edmonton*

Bylaw 7312 was adopted by Council in December 1983. In January 2018 this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original Bylaw 7312. This Plan is an amendment to the Edmonton North Area Structure Plan, Bylaw 5739, as approved by Council on August 15, 1979.

Bylaw 7312	Approved December 14, 1983	(Adopt the Eaux Claires Neighbourhood Structure Plan)
Bylaw 9664	Approved January 15, 1991	(Addition of religious assembly site in the southwest area of neighbourhood)
Bylaw 11166	Approved December 18, 1995	(Re-designate area south of 160 Avenue, along 91 Street for low density residential)
Bylaw 11297	Approved August 12, 1996	(Addition of religious assembly site in southeast corner of neighbourhood)
Bylaw 11543	Approved July 9, 1997	(Re-designate land use for north half of plan area)
Bylaw 11660	Approved February 19, 1998	(Replace a portion of highway commercial with commercial DC5 along 97 Street)
Bylaw 11944	Approved March 2, 1999	(Re-designate Special Study Area #1 east of 95 Street, south 167 Avenue for institutional and medium density uses)
Bylaw 12083	Approved June 28 1999	(Re-designate Special Study Area #2 east of 95 Street, north of 160A Avenue for commercial, low density and medium density residential uses)
Bylaw 12135	Approved September 20, 1999	(Re-designate area north of 153 Avenue for single detached residential uses)
Bylaw 12137	Approved September 24 1999	(Addition of religious assembly site and reconfigure land use south of 160A Avenue, west of 95 Street)
Bylaw 12212	Approved February 8, 2000	(Re-designate small area in southeast plan area for single detached residential uses)
Bylaw 12327	Approved June 12, 2000	(Re-designate a portion of commercial area south of 162 Avenue to medium density residential and to adjust alignment of 162 Avenue)
Bylaw 12490	Approved April 18, 2001	(Consolidate low and medium density residential uses in the southeast portion of the plan, north of 156 Avenue)
Bylaw 12854	Approved August 21, 2001	(Re-designate small portion of the north storm water lake to low density residential)
Bylaw 13003	Approved May 1, 2002	(Re-designate an area west of 90 Street, north of 158 Avenue for single detached residential uses)
Bylaw 13038	Approved May 28, 2002	(Re-designate an area north of 153 Avenue, east of 95 Street to medium density and single detached residential uses)
Bylaw 13481	Approved November 24, 2003	(Re-designate area adjacent to power station for commercial DC2)

Bylaw 14412	Approved December 4, 2006	(Realign 160 Avenue east of 95 Street)
Bylaw 14609	Approved June 27, 2007	(Re-designate the area between 157 Avenue and 160 Avenue, east of 97 Street from Highway Commercial, Religious Assembly, Low Density Residential and Medium Density Residential uses to Community Commercial and High Density Residential uses and realign the landscape buffer)
Bylaw 14720	Approved September 12, 2007	(Re-designate the area east of 97 Street and south of 157 Avenue from Site Specific (Highway Commercial) uses to Transit Centre and Park & Ride uses)
Bylaw 15055	Approved December 17, 2008	(Re-designate a 2.83 ha site from “Transit Centre and Park & Ride” to “Community Commercial” east of 97 Street and south of 157 Avenue)
Bylaw 15316	Approved January 20, 2010	(Re-designate the area east of 97 Street and North of 157 Avenue from Semi-detached Residential, High Density Residential and Community Commercial uses to “Transit Centre and Park & Ride” uses)
Bylaw 15741	Approved June 20, 2011	(Re-designate the area east of 95 Street and south of 167 Avenue from “Institutional Site Specific” DC2 uses to “Medium Density Residential” DC2 uses)
Bylaw 17793	Approved October 24, 2016	(Re-designate the area east of 95 Street and north of 156 Avenue from “Single Detached Residential” uses to “Medium Density Multiple-Family” uses)
Bylaw 18225	Approved January 22, 2018	(Re-designate the area south of 157 Avenue and west of 95 Street from Row Housing, Semi-detached Residential, Planned Lot Residential and Landscaped Buffer to “High Density Residential/Mixed Use”)

Editor's Note:

This is an office consolidation edition for the Eaux Claires NSP, as approved by City Council on December 14, 1983. This Plan is an amendment to the Edmonton North Area Structure Plan, Bylaw 5739 as approved by City Council on August 15, 1979. This edition contains all amendments and additions to Bylaw 7312. For the sake of clarity, new maps and a standardized format were utilized in this Plan. Where it provides clarity, names of City departments have been standardized to reflect their present titles. Private owner's names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicised where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton
Urban Form and Corporate Strategic Development

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INTRODUCTION

1.1 GENERAL OBJECTIVE

The objective of the Eaux Claires Neighbourhood Structure Plan is to provide a detailed guide for the eventual subdivision and development of approximately 119.6 hectares (295.5 acres), of land in the southwest quadrant of the Lake District (*Edmonton North*).

*Amended
by Editor*

The intent is to create a high standard of residential environment through the provision of accessible community services and facilities and sensitive integration of different forms of land uses. To achieve this, the neighbourhood has been designed to provide separate enclaves of compatible housing forms linked by collector roads, which serves as the means of egress and ingress as well as distinguishable boundaries.

1.2 CONFORMITY WITH THE LAKE DISTRICT AREA STRUCTURE PLAN

The Lake District (*Edmonton North*) Area Structure Plan was adopted as Bylaw 5739 on 1979 08 15. This plan identified Eaux Claires as the ninth of nine neighbourhoods, each of which requires the adoption of a Neighbourhood Structure Plan bylaw as a precondition to subdivision and development. With the exception of the amount, location and type of commercial uses provided for, the plan herein proposed is consistent with the Lake District Area Structure Plan Bylaw with regards to residential, public utility and social; uses and complies with the City's Neighbourhood Structure Plan Terms of Reference.

*Amended
by Editor*

Commercial uses are dealt with in more detail under Chapter 4, Section 4.6.

Chapter 2

Planning History and Owners' Participation

In June of 1980 Homestead Holdings Limited engaged Mackenzie Spencer Associates to prepare a Neighbourhood Structure Plan proposal for the Eaux Claires Neighbourhood. It was decided at that time that every effort would be made to involve the numerous minority landholders within the plan area in the planning process as directly as possible. To that end, letters were sent to the addresses indicated on the relevant Certificates of Title inviting the minority owners to participate. Originally, sixteen owners agreed to participate, and others joined the group at later dates. A series of owners' meetings were held, and numerous meetings and discussions were held with individual owners to deal with specific concerns. On 1981 01 21 a meeting of participating owners agreed that the plan was acceptable and that it should be presented to non-participating owners for their information and comments. A meeting of non-participating owners was held on 1981 02 11 and was attended by five non-participating owners. The plan was presented to three other non-participating owners on an individual basis because they were unable to attend the 1981 02 11 meeting.

On 1981 06 05, Mackenzie Spencer Associates, on behalf of the majority of property owners, submitted a proposed Neighbourhood Structure Plan for Eaux Claires. The plan was circulated to affected city departments, agencies and property owners for comments. As a result of this circulation, certain recommendations, requests and concerns were identified.

In keeping with the intent of the Area Structure Plan Bylaw #5739, Edmonton Power reiterated their request for a substation site in Eaux Claires. Following extensive meetings and detailed discussions with various city departments, including Planning, a final plan was resubmitted on 1981 12 15. This plan failed to incorporate the power substation site and resolve the commercial site issues, among other things.

Realizing that the substation is urgently needed in 1984 to provide capacity to north Edmonton, to accommodate overloading and to improve the reliability of the Kennedale and Namao substations, Edmonton Power requested and subsequently was authorized by City Council, on 1982 05 11, to make an application to, and appear before, the Energy Resources Conservation Board for permits to construct and operate a power substation in Eaux Claires.

Having heard from property owners and the City at a public hearing on 1982 06 23 and 1982 06 24, the Energy Resources Conservation Board, on 1982 11 24, granted Edmonton Power a permit and license EP82-82 to construct and operate the "Castle Downs Substation" on a 2.277 ha parcel of land including land for buffering, landscaping and access road to the site.

In response to the city's request of 1982 11 24 to incorporate the power site in the neighbourhood, the planning consultant advised in the attached letter dated 1983 01 04, that his client, "Homestead Holdings Ltd. has suspended further work on the Neighbourhood Structure Plan for the foreseeable future".

City Assumes Responsibility

Given the above response and being cognizant of the urgent need of Edmonton Power to develop the substation in 1984, and to allow small property owners in the southern half of the plan area to proceed with development, the Planning Department assumed the responsibility to process the plan forward for consideration by the Municipal Planning Commission and City Council. To this end, the Planning Department revised the Mackenzie Spencer proposal of 1981 12 15, where appropriate, to reflect property owners current development aspirations, as represented by themselves or the Bruyer Partnership Consulting Group and incorporate wherever practical and feasible, the recommendations of the affected departments and the Technical Review Committee. The proposal reflects changes which came about as a result of requests and subsequent discussions which took place at an owners' meeting on 1983 05 30.

1. The Owners' Meeting with City Officials on 1983 05 30

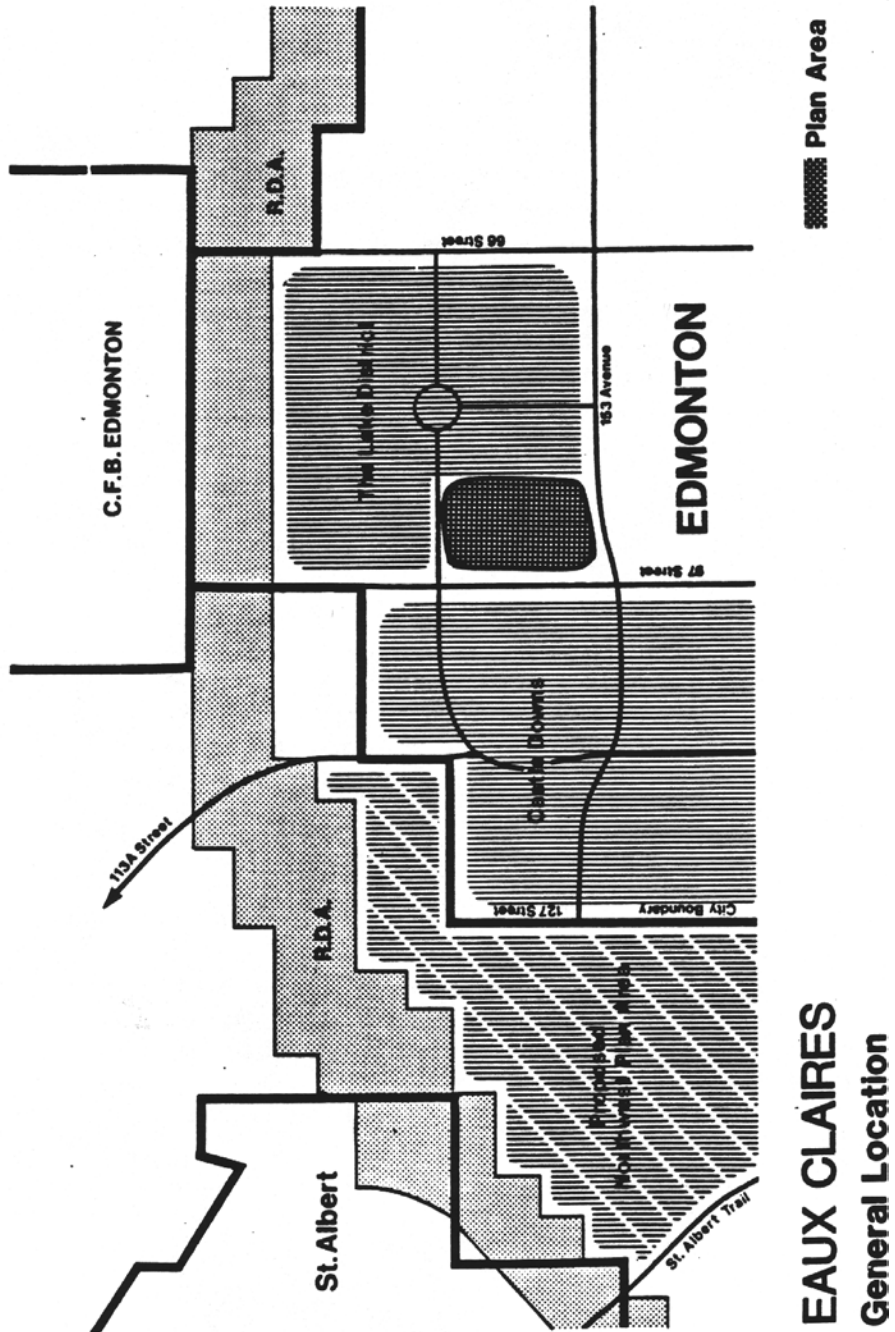
Most of the property owners in the Neighbourhood concurred with the location and distribution of land uses as presented in the amended neighbourhood design. Requests for modifications in certain parcel sizes and change of land use districts were resolved to the satisfaction of the owners and are accommodated in the amended design by Planning.

Concerns raised at the meeting relate to the method of provision of stormwater management lakes, deferral of reserves, construction of 153 Avenue, the absence of commercial development on 97 Street, the use of the service road and the subdivision/replot process. Most of the discussions centered on the commercial issue. Two plans for the location of commercial developments on 97 Street were presented by representatives of property owners in the area south of 160 Avenue, adjacent to 97 Street but were not incorporated in the plan since they did not meet the intent of the approved Area Structure Plan.

Except with the initial objections to the power site in by Homestead Holdings Ltd., and the issues of the commercial developments on 97 Street, all the other issues or requests have been resolved or will be treated as conditions of approval of the Neighbourhood Structure Plan.

2. On 1983 09 14, City Council approved an amendment to the Lake District Area Structure Plan Bylaw, ratifying the location of the power substation as shown on Figure 2, in this Plan.

Figure 1 General Location



Chapter 3

Site Characteristics and Factors Influencing Development

3.1 LOCATION

The Eaux Claires neighbourhood is Located in the West ½ Section 33-53-24-W4th. More specifically, it is located east of 97 Street, west of the Belle Rive Neighbourhood, south of Lago Lindo Neighbourhood and north of 153 Avenue. Figure 1 illustrates the location of Eaux Claires relative to North Edmonton.

3.2 NATURAL FEATURES

i. SOILS

Preliminary investigation of the soil of the development area was reviewed in the course of the analysis. The Alberta Soil Survey indicates that soils within the plan area are approximately 70% Malmo Silty Clay Loam, 20% Wetaskiwin Silty Clay Loam, and 10% Prestville Silty Clay Loam. The Canada Land Inventory Soil Capability for Agriculture classifies the soil throughout the plan area as Class 2 with soil limitations. Soil Characteristics in the area are not anticipated to present any unusual problems for the type of urban development contemplated.

ii. VEGETATION

Three stands of trees exist in the north half of the plan area. These are predominantly Black Poplar, and are associated with low, wet areas. An effort has been made to permit the retention of a portion of the most significant of these stands through inclusion, in part, in a multiple-family housing site. In the south half of the Eaux Claires Neighbourhood, every effort will be made, at the subdivision stage, to preserve some existing wood lots associated with existing development.

iii TOPOGRAPHY AND DRAINAGE

The Eaux Claires Neighbourhood area can be described as a gently undulating plain with a difference in elevation of 6 metres (20 feet) between its highest and lowest points. There exist in the north half of the plan area two depressional areas or sloughs which are subject to seasonal accumulations of water. Neither of these low areas represents an obstacle to urban residential development. The most westerly low area at approximately 162 Avenue will be exploited as the location for a storm water retention pond, as part of the storm servicing concept which will be proposed for the neighbourhood.

iv NATURAL AREAS

The City of Edmonton's Inventory of Environmentally Sensitive & Significant Natural Areas (1993) identifies a 13.10 hectare site in the Eaux Claires and Belle Rive Neighbourhoods that is described as a Local Environmentally Sensitive Area (NE8084) – Wetland and a 2.8 hectare site that is identified as a Natural Area (NE8085) – Tree Stand.

*Amended
by Editor
Bylaw 11543
July 9, 1997*

The conclusions reached with respect to this Neighbourhood's natural areas are that these sites are not viable in the context of a suburban development for the following reasons:

- *trees nearing the end of life cycle;*
- *small size-lack of habitat potential*
- *sensitivity to changes to drainage patterns;*
- *removal of uncontrolled fill;*
- *drainage and grading required by urban development*
- *previous disturbance by livestock grazing and human activities.*

3.3 ADJACENT LAND USES

The significance to the development of Eaux Claires Neighbourhood of residential development to the west is reduced by the presence of 97 Street arterial, which separates Castle Downs from the Lake District. The existing 167 Avenue has approximately the same effect to the north. Belle Rive Neighbourhood, to the east, was approved by City Council on 1982 02 23 as Bylaw 6311. The proposed plan for Eaux Claires Neighbourhood reflects the influence of the Belle Rive plan in the alignment of the eastern major neighbourhood collector road, in the location of neighbourhood entrances on the east boundary, and in the proposed locations of various land uses interfacing with the east boundary of Eaux Claires Neighbourhood.

South of proposed 153 Avenue, and north of existing 153 Avenue, no development has yet taken place. However, the Dickensfield Extension Outline Plan approved in 1979, indicates that the area will be developed as a single family development in the future.

3.4 EXISTING USES AND OWNERSHIP

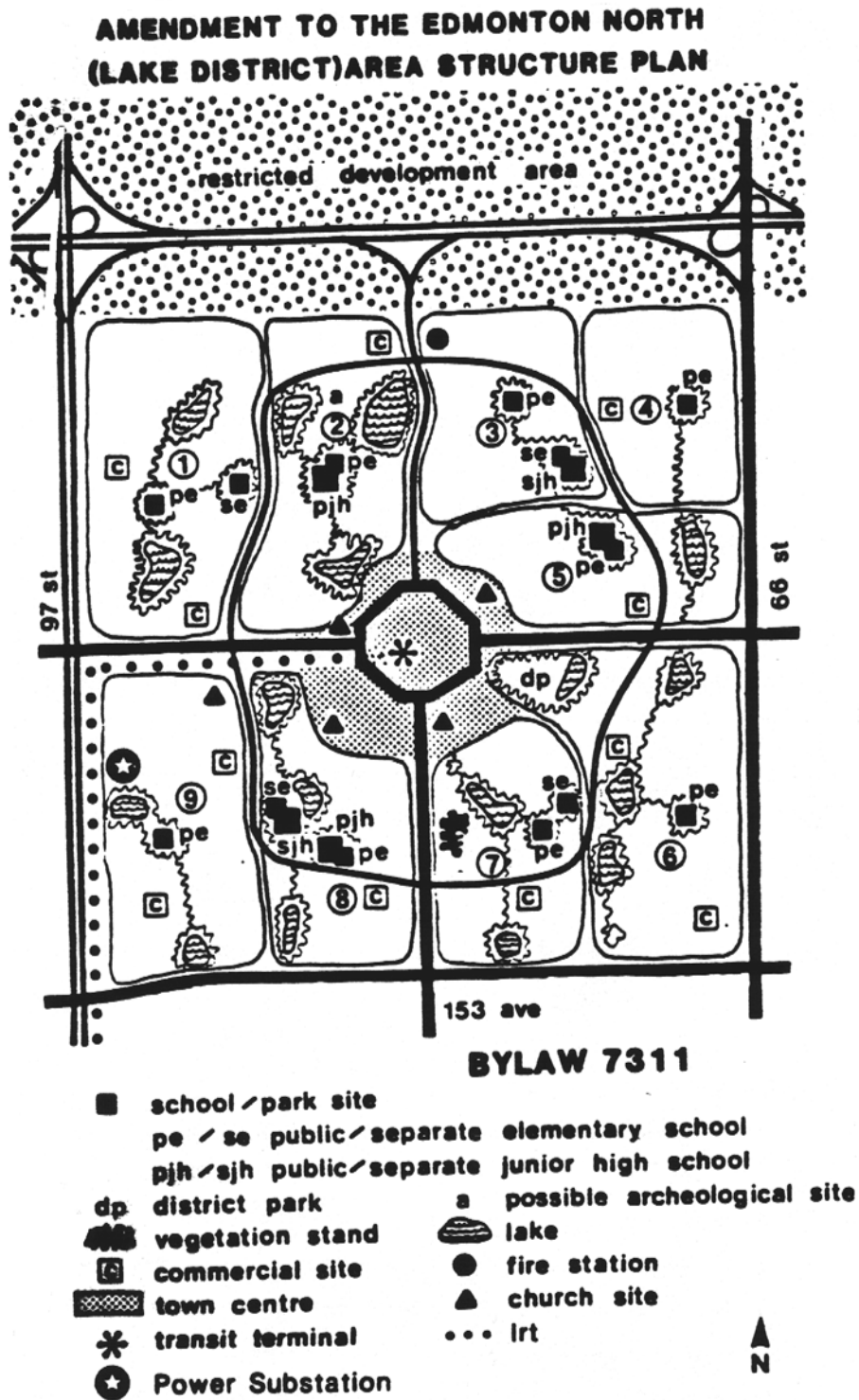
Apart from the 36.5 metre wide *utility* Right-of-Way, which bisects the plan area on an east-west axis in the north half of the plan area, no uses exist which must be accommodated within the proposed plan. The *utility* right-of-way may be incorporated into the pedestrian walkway system to enhance the circulation of the Neighbourhood.

*Amended
by Editor*

The north half of the plan area is in marginal agricultural use as pasture. Some older residences and other buildings exist in the southern half on parcels of approximately five acres. However, only a few of the buildings involved appears appropriate for long term retention.

Land ownership pattern within the neighbourhood is contained herein as Appendix 1.

Figure 2 (Original) Edmonton North/Lake District Area Structure Plan -
Bylaw 7311



Chapter 4

Land Use Structure

4.0 GENERAL

This Neighbourhood Structure Plan for Eaux Claires proposes a residential/commercial mix use neighbourhood consisting of a range of housing types, complementary social and recreational uses and highway/commercial uses adjacent to 97 Street, as shown on Figure 3, as amended, and Table 2, as amended.

4.1 DEVELOPMENT OBJECTIVES

The development objectives for Eaux Claires Neighbourhood arise largely out of the provisions of the Lake District (*Edmonton North*) Area Structure Plan, the constraints of existing site conditions, the objectives and policies identified in the General Municipal Plan and the need to establish a flexible framework within which the highest suburban residential environment will evolve. The following is a summary of the specific development objectives the design of this neighbourhood hopes to satisfy:

*Amended
by Editor*

- a. the creation of a safe, quiet and aesthetically pleasing residential environment;
- b. to develop a clear, safe and efficient hierarchical road system which will complement the residential and associated land uses, but will discourage unnecessary inter-neighbourhood movement;
- c. to promote energy efficiency in subdivision design and residential construction;
- d. to provide ease and efficiency in municipal servicing according to City standards;
- e. to provide a wide range of residential land uses catering to a broad socioeconomic cross section of people;
- f. to provide a range of services and amenities that will meet the general requirements of its residents;
- g. to retain a degree of flexibility to accommodate the demands of the housing market and to encourage innovative and cost effective housing;
- h. to create identifiable sub-neighbourhoods which will offer a sense of identity to its residents; and
- i. to ensure sensitive integration of different housing forms and non-residential land uses.

4.2 RESIDENTIAL

[Paragraph deleted]

Bylaw 17793
October 24, 2016

The plan proposes several safe, quiet homogeneous enclaves of low density residential areas of short cul-de-sacs, crescents and 'P' loops internal to the neighbourhood and regular single family development.

[Paragraph deleted]

Bylaw 18225
January 22, 2018
Bylaw 14609
June 27, 2007 and
Amended by
Editor

Medium and high density residential uses in RF5, RF6, RA7 and direct control zones are concentrated at the entrances to the neighbourhood, along or close to the collector roads or adjacent to neighbourhood amenities such as stormwater lakes, parks, schools, and the Transit Centre.

An area south of 157 Avenue and east of 97 Street has been designated for high density residential/mixed uses and will be implemented through the use of direct control zoning. The direct control zone shall provide pedestrian connectivity through the site, a diversity of housing options, appropriate land use transitions to adjacent residential areas, and underground parking. The direct control zone may allow commercial uses on the first and second floors of residential buildings and a hotel.

The High Density Residential (HDR) development located south of 160 Avenue and the Transit Centre and Park & Ride Facility located north of 157 Avenue will be separated from the low and medium density residential development to the east by at least a 1.0 m landscaped berm and 1.83 m high solid screen fence so as to provide maximum protection to residents' privacy and security, while facilitating the maintenance of the berm. The berm will be constructed as part of the High Density Residential and Transit Centre developments and will be maintained by the owners and successors of the these developments unless a more effective practice of maintenance is employed acceptable to adjacent residents.

Bylaw 14609
June 27, 2007
Bylaw 14720
September 12, 2007
Bylaw 15316
January 20, 2010
and Amended by
Editor

*The introduction of HDR within the plan will increase the overall neighbourhood residential density, and facilitate efficient and effective provision of municipal facilities and commercial services in a timely manner. **This land use designation will allow for the development of high-density housing with the total units capped at 350 units through the use of a DC1 Provision.** The DC1 Provision for this HDR development is included in Section 9.3 High Density Residential Designation – Direct Development Control Provision.*

Bylaw 14609
June 27, 2007
Bylaw 15316
January 20, 2010

A number of pedestrian linkages and walkways will provide safe and convenient access to school / park facilities and open spaces. 97 Street and internal collector roadways will provide convenient vehicle and transit access to the residents. Transit stop connections and attention to land use transitioning, landscaping, and

Bylaw 15316
January 20, 2010

building setbacks at the development permit stage will integrate low and medium density residential development located to the east and south.

There maybe potential for affordable housing initiatives particularly on the lands immediately north of the proposed Transit Park & Ride facility. These lands are designated for High Density Residential uses and possess site characteristics that are complimentary to affordable housing development.

*Bylaw15316
January 20, 2010*

Should affordable housing initiatives be pursued, 5% of the total number of units to be developed on this site shall be provided as an affordable housing option. Guiding principles are provided in order to ensure that the potential developed affordable housing units are well integrated with the high density residential development. The principles include:

- external appearance and finishing shall be visually indistinguishable from market priced units;*
- units are to be dispersed or scattered throughout the project; and*
- at least 50% of the affordable housing units shall be modest one bedroom units, with floor area of 55 to 61 sq.m, and the balance of the units shall be modest two bedroom units, with a floor area of 65 to 71 sq.m.*
- The DC1 zone applied to the High Density Residential site shall include a provision that requires the owner to enter into an agreement with the City of Edmonton, prior to the issuance of a Development Permit, that provides the City of Edmonton the option to purchase the affordable housing units at 85% of the list price; or alternatively the option for the City to be paid cash-in-lieu by the owner that is equivalent to the value of the 15% discount from the list price for the affordable housing units.*

*Bylaw15316
January 20, 2010*

The HDR site in Eaux Claires will be integrated with the surrounding land uses and facilities to create a positive land use interface. This includes the establishment of a unique development identity and sense of place in support of a walkable community. Implementation of this direction will require adoption of Direct Development Control Provision (DC1) for the HDR site.

The Direct Control Provision will address the site development objectives, policies, and principles noted below to achieve good design quality in this residential development.

HDR Site Development Objectives, Policies and Principles:

General:

- Provide for residential development within Eaux Claires neighbourhood to allow for a variety of housing forms and options consistent with consumer preferences, and in conformance with municipal standards and policies.*

- *Provide opportunity for limited ground floor commercial uses, as an integral and secondary component of the high density residential uses.*
- *Establish sufficient overall residential densities to help support efficient provision of neighbouring educational facilities, recreational facilities, and municipal services such as public transit in a timely fashion.*
- *Employ applicable design principles from the Suburban Neighbourhood Design Principles report within the plan area.*
- *Orient taller buildings of high density residential development toward the west side of the site and collector road system to provide easy access and, where appropriate, to provide a transitional land use between adjacent low density residential development, commercial areas, and major transportation facilities.*
- *Establish the site and on-site development as an attractive and walkable focal point for area residents and visitors alike.*
- *Integrate the site and on-site development with the surrounding facilities, functions, and activities.*
- *Establish use opportunities and development regulations generally based on RA7, RA8 and RA9 zones of the Edmonton Zoning Bylaw.*
- *Establish building heights that are compatible with surrounding land uses.*
- *Establish an appropriate transition/interface with abutting uses by means of integration/separation, landscaping, building orientation, and the control of compatible and incompatible activities.*
- *Encourage high quality multi-family development within the HDR site.*

Building Placement:

- *Generally orient buildings parallel to external and internal roadways to define and enliven the street edge, and place parking areas in the interior part of the site.*
- *Place development to create a positive functional relationship between buildings by clustering buildings to achieve an urban village environment and to create opportunities for plazas and pedestrian areas.*
- *Design the site layout that optimizes off-site and on-site views.*

Building Design:

- *Develop buildings that respect surrounding existing development.*
- *Develop a consistent and harmonious architectural theme. Consistency and harmony between buildings may be achieved through the use of compatible architectural design, treatments and details, colours, and materials.*
- *Develop buildings that have architectural and visual interest.*
- *Develop buildings that are of a high quality and that are aesthetically pleasing.*
- *Incorporate building façade treatments and wall articulations that create interesting and enlivened streetscapes external and internal to the site.*
- *Avoid square, box like structures; Develop buildings that have three components, a base, mid-section and roofline to avoid a “flat” box-like appearance.*
- *Screen loading and service areas from abutting public roadways and abutting uses.*

Parking and Circulation:

- *Create an appropriate balance between pedestrian and vehicular circulation.*
- *Create pedestrian linkages that accommodate and encourage pedestrian movement between buildings (and the possible future High Speed Transit stop on 97 Street) within the site as well as between the site and the surrounding community.*
- *Create a structured internal vehicular circulation system by means of private internal roadways complete with appropriate streetscaping.*
- *Where possible, align the site entrances and the on-site private roads to appear as extensions of the surrounding road network.*
- *Where possible, locate parking towards the interior of the site and away from the abutting public roadways.*

Landscaping and Site Amenities:

- *Provide appropriate landscaping to enhance the overall appearance of, and experience within, the site.*
- *Ensure the site exterior is well landscaped.*
- *Create a central amenity area that is a focal point for the site.*

HDR will provide a range of multi-family housing within easy walking distance of Community Commercial areas and transit service. Compact development around this major activity node supports contiguous growth, efficient infrastructure, and service provision over the course of neighbourhood development and lifecycle.

The proposed redesign also accomplishes a transition from multi-family medium density residential development at the entrances to the neighbourhood at 153 Avenue/95 Street and 160A Avenue to a low density form of housing along the neighbourhood collector road (95 Street). Moreover, the distribution of the multiple family development limits the volume of traffic which will utilize the local street system, improves the safety of the sub-neighbourhoods and simultaneously reduces noise intrusions from vehicular traffic on collector roads.

*Bylaw 11166
February 19, 1998*

[Paragraph deleted]

*Bylaw 17793
October 24, 2016*

The breakdown of the proposed land uses are shown on Table II, as amended, as per Enclosure V and the distribution is illustrated on Figure 3, the Neighbourhood Structure Plan map, as amended, as per Enclosure IV.

Due to the fragmentation of the ownership pattern in the southern half of the neighbourhood and the need for owners to contribute equitably to the provision of major neighbourhood facilities such as the storm water lakes, collector and arterial roads and school/park sites, it is expected that replots or some form of owners' agreement will be required at the subdivision stage.

Energy Efficiency

The Neighbourhood Structure Plan has been designed to promote energy efficient in aligning a substantial portion of the local and collector in an east-west direction wherever practical. This ensures that most of the single and semi-detached dwelling units will be oriented in a north-south direction to benefit from the solar insolation. It is hoped that the multifamily sites will be designed with energy saving techniques in mind.

4.3 COMMUNITY HOUSING

Sufficient multiple family housing sites appropriate for community housing developments are distributed throughout the neighbourhood. These sites, at least one per sub-neighbourhood will be identified at the subdivision stage by the *Asset Management and Public Works* Department who will initiate negotiations with the property owners concerned for acquisition of the respective sites.

*Amended by
Editor*

4.4 SCHOOL AND PARKS

A centralized school/park site of *6.4 hectares* has been provided in the Eaux Claires Neighbourhood, consistent with the requirements identified in the Lake District (*Edmonton North*) Area Structure Plan Bylaw. Due to its location, at the junction two neighbourhood collector roads, and linked by walkways, the school/park site is highly accessible to future area residents.

*Bylaw 13481
November 24, 2003*

*Amended by
Editor*

However, due to the fragmented land ownership pattern in the southern half of the neighbourhood, to ensure that the site will be provided, it may be necessary to execute some form of agreements(s) with respect to the deferral of reserves between the respective owners and the City of Edmonton. Alternatively, some other method of acquisition of the school/park site may be arrived at which will serve the same purpose of providing the school/park site when it is needed.

In keeping with the City's Storm Water Management Policy, a 0.5 hectare viewpoint park is provided at the northern point of the southern lake. Due to the juxtaposition of the power substation and the northern lake, the required viewpoint park has been eliminated.

Small parkettes or tot lots may be provided at the subdivision stage, if necessary, for the benefit of some areas which are remote from the centralized school/park site.

4.5 STORM WATER LAKES

As integral features within the plan area, two storm water lakes are provided at approximately the location identified by the Lake District (*Edmonton North*) Area Structure Plan. Both lakes take advantage of the existence of natural depressions which are subjected to seasonal flooding.

*Amended by
Editor*

In addition to the primary function of storm water retention, these lakes offer both active and passive recreational opportunities such as rowing, sailing (swimming prohibited), skating in winter and a visual amenity, enhancing the neighbourhood.

Both of these lakes have been designed to be accessible to the public by their very location and the provision of public access areas and view point parks, as noted on the plan.

*Bylaw 11543
July 9, 1997*

The west end of the southern stormwater lake in the Belle Rive neighbourhood extends into the Eaux Claires neighbourhood.

*Bylaw 11166
December 18,
1995*

4.6 COMMERCIAL

The *original* approved *Lake District (Edmonton North)* Area Structure Plan had designated two neighbourhood convenience commercial sites internal to the neighbourhood.

Amended by Editor

However, in reviewing the need to effectively utilize the existing service road east along 97 Street and to provide appropriate land uses along highway entrances to the City, Council on 1983 09 28, directed that strip commercial uses be provided in the plan. In response to Council's motion, the plan has been amended to provide an area of approximately 1.04 ha which will be developed as Site Specific Development Control Districts accommodating appropriate highway commercial uses and neighbourhood convenience commercial uses in conjunction with a gas bar in the southern portion of the strip development. The commercial developments will be of high quality, fronting onto a service road, and buffered from the proposed residential development to the east by means of a landscaped berm and fence.

*Bylaw 14609
June 27, 2007*

(Deleted paragraphs regarding convenience commercial uses east of 97 Street and north of 160A Avenue and Commercial (DC5) uses south of 160 Avenue)

*Bylaw 14609
June 27, 2007*

A retail market study for lands adjacent to 97 Street which was prepared in January and February 1996 by Thomas Consultants, undertook a retail market opportunity and impact analysis for the proposed commercial site in the north portion of the plan. This study concluded that:

*Bylaw 11543
July 9, 1997
Pg 21, 28, 29/57*

- the lands in the plan area adjacent to 97 Street are suitable for commercial development and this development has the potential to extend and increase visitation to north Edmonton;*
- the ultimate commercial development on these lands will complement existing retail in north central Edmonton;*
- certain commercial sectors, such as entertainment and recreational, family-oriented dining, and comparison shopping are underserved or completely lacking in this area of Edmonton.*

The proposed commercial opportunities identified for this Neighbourhood have been designated in the northwest area of the plan on either side of the power station, configured as a number of sites to form a commercial node. The location at 97 Street and 167 Avenue offers the site maximum exposure to traffic.

In order to minimize perceived or real impacts with the adjacency of the commercial uses to the residential uses, the following planning principles are proposed:

- *the commercial sites will be comprehensively developed towards 97 Street and proposed internal collectors – 95 Street, 165 Avenue and 162 Avenue and all traffic access and egress will be directed to these roadways, not through residential development;*
- *a public collector roadway will provide access internally to both the commercial uses and mixed uses;*
- *an internal separation will be established between residential uses and commercial uses, comprising landscaped and fenced berms.*

An additional commercial site is located at approximately 162 Avenue and 95 Street, adjacent to the power station. A Community Commercial (DC2) was used to refine the list of permitted uses on this site, so as to facilitate the possible creation of a Bottle Depot. The Community Commercial (DC2) site will be integrated with the medium density residential land uses to the east of 95 Street through sensitive streetscape design, building setbacks, attention to transitioning and interface of uses. The DC2 will require that all activities and storage associated with the bottle depot be contained within an enclosed building. In addition, this DC2 will include architectural and siting development criteria to ensure the bottle depot use is developed in a manner consistent with the commercial character of the site.

*Amended by
Editor
Bylaw 13481
November 24,
2003*

The commercial site abutting 97 Street, between 157 Avenue and 160 Avenue is designated for Community Commercial uses to accommodate the changing nature of commercial development and provide opportunity for contemporary format commercial developments. This site must be developed under a DC1 Direct Control Provision which imposes a maximum size limit per commercial operation to 8000 m². The DC1 Provision for this commercial development is included in Section 9.4 Community Commercial Designation – Direct Development Control Provision. The use of a Direct Control Provision will address the community's concern and ensure that the development of this commercial site is compatible with the planned residential uses within the Eaux Claires neighbourhood. Except for this size limitation, the Direct Control Provision will be based upon the (CSC) Commercial Shopping Centre Zone. This development will compliment existing north central Edmonton commercial opportunity by providing a balance mix of retail development forms and types capable of satisfying current and anticipated demand for comparison shopping, recreation, family dining and entertainment.

*Amended by
Editor
Bylaw 14609
June 27, 2007*

The 2.83 ha site between 153 and 157 Avenue, east of 97 Street, will be designated for Community Commercial uses to accommodate the development of a retail and service site. The result of the redesignation would be to expand the range of commercial uses envisioned along 97 Street by developing a retail and service site.

*Bylaw 15055
December 17, 2008*

The proposed development consists of a grocery store, a gas bar and a number of commercial retail units that will be regulated by the (DC1) Direct Control Development Provision.

4.7 POWER SUBSTATION

As required in the proposed amendment to the Area Structure Plan bylaw, a 4.51 ha parcel of land has been incorporated in the Neighbourhood Structure Plan east of 97 Street and south of the *utility* right-of-way for the establishment of the 170 MVA Edmonton Power sub-station. Approximately 0.557 ha will be in the existing *utility* right-of-way. Interim access to the power site will be from 97 Street at the southwest corner of the site until the neighbourhood collector is constructed. The substation has been designed to integrate with the surrounding land uses and is buffered on all sides by berms, screen fencing and landscaping; Edmonton Power shall be responsible for the acquisition of the power site as well as the provision of appropriate landscaping.

*Bylaw 13481
November 24, 2003
Amended
by Editor*

The areas south and east of the power site are designed to provide land uses which are compatible with the nature and operation of the substation.

4.8 OTHER LAND USES

a. *Religious Assembly Sites*

Two religious assembly sites are identified in the south portion of the plan.

*Bylaw 14609
June 27, 2007
Amended
by Editor*

b. *Institutional*

North of the utility right of way, east of 95 Street, is a site designated for Institutional (Site Specific) uses. This DC5 will accommodate a nursing home with a limited range of accessory administrative, recreational and rehabilitative services. The maximum building height under this DC5 is two storeys which will effectively blend in with the low density residential areas to the east. The NSP also identifies a buffer zone between the land uses immediately east of 95 Street and the low density residential development further east. Such buffering would include wood fencing and berms.

*Bylaw 11944
March 2, 1999*

(Deleted Section c. and its paragraphs regarding the “transit terminal and park & ride facility” east of 97 Street and between 153 Avenue and 157 Avenue)

*Bylaw 15055
December 17, 2008*

c. *Transit Centre and Park and Ride Facility*

The location of the Transit Centre and associated Park & Ride Facility is immediately north of the 157 Avenue road right-of-way.

*Bylaw 15316
January 20, 2010*

97 Street will be a priority Transit Corridor and this Transit Centre will provide a connection between local bus service and premium transit along the Priority Transit Corridor. A 415 stall Park and Ride facility is also planned for the site. Providing a Park and Ride at this location will facilitate transit ridership and reduce vehicle congestion along 97 Street.

The transit terminal location will have direct access to 97 Street and 157 Avenue. The Park and Ride lot will be separated on the east side from the proposed semi-detached and row housing by a landscape buffer. The site is a sufficient size to accommodate both the Transit Centre and the Park & Ride Facility. As the site is highly visible from 97 Street and the adjacent proposed residential, all efforts to ensure that the facility is aesthetically pleasing should be made. The Park and Ride area of this design should encourage convenient vehicle and pedestrian circulation, both within and between parking areas.

*Bylaw15316
January 20, 2010*

In order to achieve comprehensive development of the Transit Centre facility, design principles are provided to ensure that the development will be of high quality. These design principles will apply to the road right-of-way area located immediately north of the 157 Avenue and east of 97 Street. At the time that detailed designs are completed for the Transit Centre, a public information session will be organized to collect feedback.

*Bylaw15316
January 20, 2010*

General Transit Centre Design Principles

The architectural treatment of the Transit Centre building should use finishing materials that are aesthetically pleasing, of high quality, durable and attractive in appearance. The building should incorporate distinctive architecture that contributes to establishing a unique sense of place and character. The maximum height of the transit Centre building should not exceed 2 ½ storeys.

*Bylaw15316
January 20, 2010*

Pedestrian inviting streetscapes should be provided at ground level and the building should have a pedestrian accessible presence and be oriented so that it flanks 157 Avenue or 97 Street.

*Bylaw15316
January 20, 2010*

Appropriate landscaping, both hard and soft, should be provided to enhance the architectural character of the building and to make the space comfortable by using features such as trees, shrubs and street furniture. Landscaping should be used to highlight major circulation patterns, pedestrian pathways and the overall development. A 6.0 m landscaped boulevard should be provided where the site abuts 97 Street and 157 Avenue.

Vehicular access into the site shall be limited to 97 Street and 157 Avenue.

*Bylaw15316
January 20, 2010*

On-site security and building lighting should be situated and designed such that the illumination is directed downwards and no direct rays of light are directed outwards from the site into adjacent residential properties.

Park & Ride Facility

The development of a Transit Facility with Park & Ride located further north may eliminate the need for a parking lot at the 97 Street/157 Avenue transit location. The currently proposed 97 Street/157 Avenue Transit Centre would continue to operate in the future, despite the development of a transit facility to the north.

Should the need for a parking lot adjacent to the 97 Street/157 Avenue Transit Centre diminish over the long term, it is proposed that the Park & Ride component of the Transit site be considered as a suitable site for high density residential. In order to allow for a allow for a high density residential development, a Neighbourhood Structure Plan Amendment and rezoning application to authorize such a land use in the future would be required.

Table II Eaux Claires Neighbourhood Structure Plan

Land Use and Population Statistics (As amended by Bylaw 18225, January 22, 2018)

	Area (ha)	% of GDA
Gross Area	119.50	
Power Substation	4.51	
Landscaped Buffer	1.44	
Arterial Roads	6.49	
Gross Developable Area	107.06	100%
Viewpoint Park (South Lake)	0.50	0.5
Park and School Sites	6.10	5.7
Institutional (DC2)	1.43	1.3
Highway Commercial	1.04	1.0
Community Commercial	23.91	22.3
Community Commercial (DC2)	0.44	0.4
Institutional/Religious	2.47	2.3
Stormwater Management Facilities	4.58	4.3
Circulation	17.31	16.0
Transit Centre and Park & Ride Facility	3.17	3.0
Total Non-Residential	60.75	56.7

Residential Land Use, Dwelling Unit Count and Population

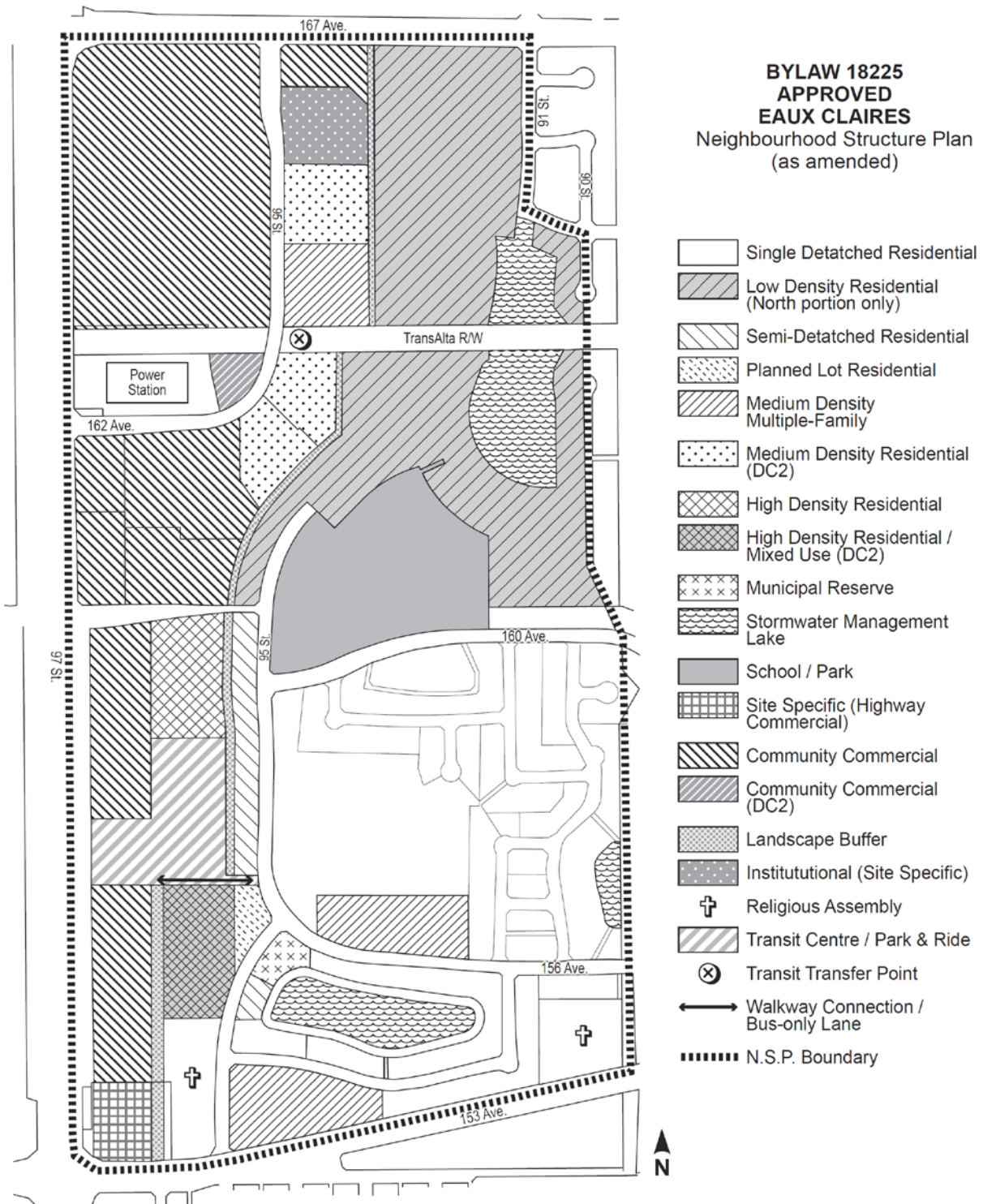
Land Use	Area (ha)	U/ha	Units	% of Units	P/U	Population
Single / Semi-detached	34.99	25	875	36%	2.8	2,450
Low-rise / Medium Density Housing	7.28	90	655	27%	1.8	1,179
High-Rise Housing	4.04	225	909	37%	1.5	1,364
Total	46.31		2,439	100%		4,993

Sustainability Measures

Gross Population Density (persons per gross developable hectare)	46.64
Net Population Density (persons per net residential hectare)	107.82
Unit Density (units per net residential hectare)	52.67
[Single/Semi-Detached] / [Low-rise/Medium Density Housing; High-rise] Unit Ratio	36% / 64%

*Includes land potentially releasable from the R.D.A

Figure 3 Eaux Claires NSP (As amended by Bylaw 18225, January 22, 2018)



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

SUSTAINABLE DEVELOPMENT

Chapter 5

Circulation System

5.1 INTERNAL CIRCULATION SYSTEM

The internal circulation system proposed for Eaux Claires Neighbourhood is designed to minimize through traffic and to preserve the quiet and safety associated with local roads in a predominantly residential neighbourhood. A substantial portion of the local road system and the collector roads are designed in an east-west direction. This ensures that the residential lots will benefit from the north-south orientation suitable to provide maximum solar insulation. Every effort has been made to design streets which will aid in creating sub-neighbourhoods and a sense of place. Public transit usage is encouraged by the more than adequate coverage provided from the internal collector roads and from the inter-neighbourhood collector (91 Street) which forms a portion of the east boundary of the neighbourhood.

The internal collector road system is generally consistent with the overall transportation network described by the Lake District (*Edmonton North*) Area Structure Plan. To enable the residents in the neighbourhood to effectively utilize the facilities of the proposed District Park in Belle Rive and to reduce traveling time and distance, an east-west collector road has been introduced which links the minor neighbourhood collector with the major neighbourhood collector road.

*Amended
by Editor*

The proposed bus only road/walkway provides the most direct and efficient routing for transit service. On the basis that the bus only road/walkway is approved, 95 Street, between 153 Avenue and 156 Avenue, would not be required as a designated bus route needed to deliver regular scheduled transit service. This portion of 95 Street will be physically constructed to a lower standard of collector roadway infrastructure and would only be used for low volume/frequency of full size buses for emergency detours.

*Bylaw 15316
January 20, 2010*

5.2 PEDESTRIAN CIRCULATION

Pedestrian movement has been accommodated through the use of a sidewalk and lane system, supplemented by pedestrian walkways where required. As the majority of these walkways are directly associated with parks or other public areas, the associated cost of maintenance will be minimized.

To enhance the integration and connectivity between the Transit Centre and Park & Ride Facility and the planned Row Housing and Semi-Detached Residential uses to the east, a walkway connection from the Transit Centre to the adjoining residential uses will be provided. 157 Avenue will extend east and connect to 95 Street where a hard surface walkway and bus only road will be developed along the existing road right-of-way.

*Amended
by Editor
Bylaw 15055
December 17,
2008
Bylaw 15316
January 20,
2010*

5.3 EXTERNAL ACCESS

153 Avenue and 97 Street provide major access to other parts of the City and to the proposed Outer Ring Road. 167 Avenue serves to connect the neighbourhood with employment opportunities to the east. Major entrances to the neighbourhood are located on 153 Avenue and on 97 Street while access to the balance of the Lake District is available from the inter-neighbourhood collector to the east.

*Amended
by Editor*

5.4 NOISE-ATTENUATION 97 STREET

Noise attenuation on 97 Street will be provided in accordance with standards set by the Transportation Management Department as part of Council's policy on noise attenuation on truck routes. While noise attenuation is not required on 167 Avenue, berming and landscaping compatible with Lago Lindo will enhance the residential aesthetics of the neighbourhood and provide some attempts at reducing the visual effects of an east-west arterial.

5.5 95 STREET, BETWEEN 153 AND 156 AVENUES

*Bylaw 15316
January 20, 2010*

95 Street will not be required as a designated bus route needed to deliver regular scheduled transit service. 95 Street will be physically constructed to a lower standard of collector roadway infrastructure and would only be used for low volume/frequency of full size buses for emergency detours.

Chapter 6

Utilities

6.1 WATER

Water service to the Eaux Claires Neighbourhood will be available from Neighbourhood 8, via a 450 millimetre (18 inches) diameter main which will follow the alignment of the inter-neighbourhood collector roadway.

6.2 SANITARY SEWERAGE

Sanitary Sewerage from the Eaux Claires Neighbourhood will be disposed of into the Clareview System east of 34 Street. Internally, the neighbourhood will be drained by a series of gravity trunk sewers discharging to a lift station and force main along the *utility* Right-of-Way. A sewer line from the northwest boundary of Eaux Claires to the lift station must be oversized to accommodate sanitary flow from Neighbourhood 1, north of 167 Avenue.

*Amended
by Editor*

Due to wet weather capacity constraints of the existing system, the construction of a new sanitary trunk along 153 Avenue has been introduced by the Drainage Branch. The North Edmonton Sanitary Trunk (NEST) will be built in stages, with interim construction acting as a wet weather storage facility. Connecting to the existing portion of NEST is the Belle Rive Trunk (BRT) sewer which is designed to service the majority of the Lake District, including the neighbourhood of Eaux Claires. In addition, an existing sanitary sewer main is located along the south boundary of the 167 Avenue R/W upstream of the lift station/wet weather storage facility east of 91 Street. Proposed connections of the Eaux Claires Neighbourhood to the existing Belle Rive Trunk and 97 Street/167 Avenue mains are depicted in Exhibit 10 from Bylaw 11543.

*Bylaw 11543
July 9, 1997*

6.3 STORM WATER MANAGEMENT SYSTEM

Storm water drainage in the Eaux Claires Neighbourhood is divided into three drainage areas. The south area, extending as far north as the quarter section line between the north and south halves of the plan area, will be drained into a storm water retention lake which will outlet into the existing storm sewer system on 93 Street. The westerly two-thirds of the north half of Eaux Claires will drain to a retention lake in the southwest corner of the quarter section. This lake will be connected to lakes in the north, from which it will receive flow, and to lakes in the east into which it will drain. The east third of the north half of the plan area will be drained to a retention lake in Neighbourhood 8.

The precise sizes and configurations of these lakes will be determined by engineering studies dealing with inter-connected lakes compatible with the Lake District Master Drainage Plan.

6.4 OTHER UTILITIES

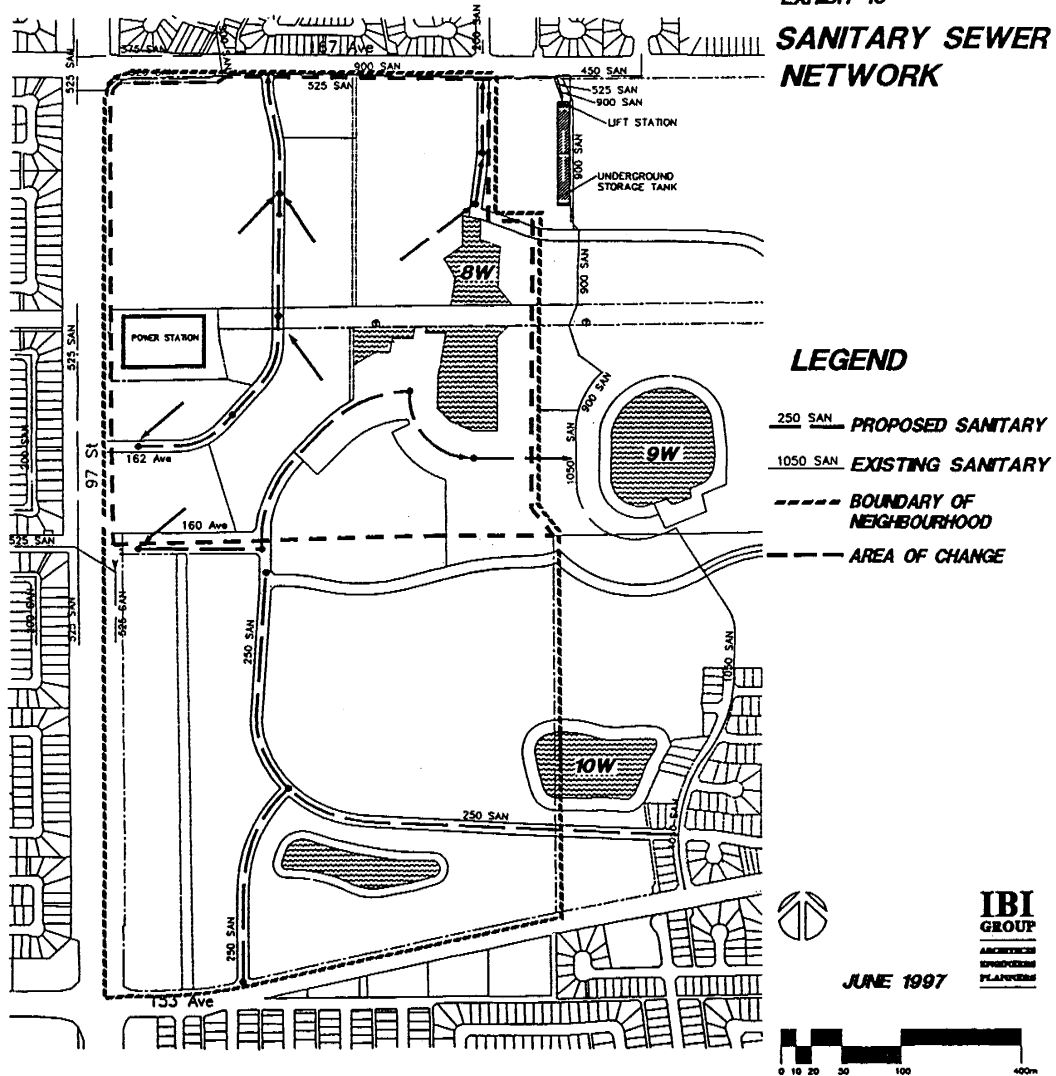
Power, gas telephone and cable television service will be provided by direct extension from existing facilities to the south and west and 167 Avenue.

Exhibit 10 from Bylaw 11543 Sanitary Sewer Network

EAUX CLAIRES NEIGHBOURHOOD
NEIGHBOURHOOD STRUCTURE PLAN

EXHIBIT 10

SANITARY SEWER NETWORK



Chapter 7

Community Services

7.1 SCHOOLS

The Lake District (*Edmonton North*) Area Structure Plan indicates a public elementary school to be located in the central school/park site of the Eaux Claires Neighbourhood. Students residing in the neighbourhood will also be served by separate elementary, public junior high, and separate junior high schools located immediately east in the Belle Rive neighbourhood. Public senior high school students will attend M.E. Lazerte High School. The Edmonton Public School Board advises that should the capacity of the M.E. Lazerte High School be exceeded, a new high school may be constructed in Castle Downs which would also serve portions of the Lake District. Separate senior high school students will attend Archbishop O'Leary Catholic School at 87 Street and 132 Avenue.

*Amended
by Editor*

7.2 FIRE PROTECTION

Fire protection for Eaux Claires and the Lake District will be provided in the short term from Stations 17 (in Castle Downs) and 14 (at 144 Avenue and 72 Street). In the long term, a new station is planned to serve the Lake District from a location near 82 Street and north of 167 Avenue.

7.3 POLICE PROTECTION

The Lake District will receive police protection from the Londonderry station at 65 Street and 137 Avenue.

7.4 LIBRARY

No branch library is presently planned for the Lake District. However, Eaux Claires Neighbourhood will be conveniently served by the existing branch Library at 144 Avenue and 94 Street.

7.5 REGIONAL COMMERCIAL

The Eaux Claires Neighbourhood will ultimately be served by regional commercial facilities to be located in the *centre of the Lake District/Edmonton North ASP*. In the interim, the Northgate/Norhtown Mall and Londonderry regional shopping centre will serve the plan area.

*Amended
by Editor*

7.6 Religious Assembly Sites

*Amended
by Editor*

A religious assembly site of approximately 4 ha is provided west of 95 Street and north of 153 Avenue, in a location previously approved by the Planning Department and the Municipal Planning Commission.

*Bylaw 9664
January 15,
1991*

Another religious assembly site is located in the southeast corner of the Plan area to take advantage of the accessibility/visibility afforded by its location on 153 Avenue.

*Bylaw 11297
August 12,
1996*

(Deleted reference to religious assembly site east of 97 Street and south of 160 Avenue)

*Bylaw 14609
June 27, 2007*

Chapter 8

Municipal Reserve

Reserves generated within the plan area will exceed the requirement identified in the Area Structure Plan.

The neighbourhood has been designed such that the single owner in the north half provides approximately 5.7 hectares (14 acres) of reserve which is equal to its 10% reserve dedication requirements. The remaining reserve requirement for the plan area (approximately 1.5 hectares (3.7 acres)) must be provided by the small land holdings to the south. The provision of this reserve is expected to require agreement(s) between the owners in the south part of the plan.

Reserve dedication in excess of neighbourhood municipal land requirements must be deferred, presumably to Neighbourhood 8, where the municipal land requirement exceeds the 10% reserve dedication. Three options (at least), exist for facilitating this transfer:

1. an agreement between owners in the south half of Eaux Claires and the affected owners in Neighbourhood 8;
2. the surplus reserve parcels in Eaux Claires to be sold by the City to generate revenue. This revenue would be used to purchase excess municipal land requirements in other areas; or,
3. the City could coordinate the trading of net land between Eaux Claires and Neighbourhood 8 owners to achieve equitable dedication and satisfaction of the City's requirements.

It is anticipated that all lands within Eaux Claires will be subdivided as part of neighbourhood development and will be subject to reserve dedications.

Chapter 9

Plan Implementation / Staging

9.1

Plan implementation to eventual development shall require further approvals from subdivisions to building permits. This will be done most effectively by staging the development based on the ability to provide services or dedication of reserves for the phases in question.

9.2 STAGING OF DEVELOPMENT

Proposed phasing of development in the neighbourhood is illustrated on the phasing plan, Figure 5.

The single ownership of the north half of the Eaux Claires Neighbourhood will allow a straight-forward process of subdivision and development. Fragmented ownership in the southern half of the neighbourhood will in all likelihood lead to plan implementation by means of a number of subdivisions, joint subdivisions, and replots. It is anticipated that development will take place first in the north half of the neighbourhood and later in the south half. In the north half, development will likely proceed from north to south such that a first stage would consist of the land between 167 Avenue and the *utility* right-of-way. The second stage would consist of the balance of the north half of Eaux Claires.

*Amended
by Editor*

The staging of the south half of the Eaux Claires plan area, which consists of numerous small holdings, is impossible to predict accurately, given that it will depend upon the make-up of groups of owners agreeing to develop together. This fragmented ownership, and the fact that reserve requirements within Eaux Claires are less than the 10% required municipal reserve dedication, will necessitate the involvement of the City of Edmonton in an accounting process intended to insure the equitable dedication of reserve throughout the Lake District.

9.3 HIGH DENSITY RESIDENTIAL DESIGNATION – DC1 DIRECT DEVELOPMENT CONTROL PROVISION

*Bylaw 14610
June 27, 2007*

(DC1) DIRECT DEVELOPMENT CONTROL PROVISION

1. General Purpose

To establish a Direct Development Control District to accommodate a medium and high density residential development with controls and regulations designed to create a livable “urban village” environment and

generate an improved sense of place and quality development through the use of urban design regulations. The intent for this area within the Eaux Claires Neighbourhood is to establish a distinctive architectural character and create a housing district of high and mid-rise apartments with the opportunity for commercial uses at grade that incorporates high quality architecture and urban design standards.

2. Area of Application

Lot 15 and a portion of Lots 4, 5, and 14, Block 2, Plan 6215 V; containing 4.2 ha, more or less; located north of 157 Avenue, immediately south of 160 Avenue, east of 97 Street and west of 95 Street, Eaux Claires, shown on Schedule “A” of the Bylaw adopting this Provision.

3. Uses

- a. Apartment Housing
- b. Stacked Row Housing
- c. Row Housing
- d. Boarding and Lodging Houses
- e. Apartment Hotels
- f. Extended Medical Treatment Services, limited to nursing homes
- g. Child Care Services, only as an integral and secondary component of the high density residential development
- h. General Retail Stores, only as an integral and secondary component of the high density residential development
- i. Minor Home Based Business
- j. Residential Sales Centre
- k. Fascia On-premises Signs
- l. Projecting On-premises Signs
- m. Freestanding On-premises Signs, limited to project identification, building construction identification and real estate advertising signs of a limited duration
- n. Temporary On-premises Signs

4. General Design Regulations for Comprehensive Site Development

In order to achieve the General Purpose of this Direct Control Provision, objectives and related design guidelines for the comprehensive development of the site are provided, in addition to development regulations. The Development Officer shall have regard for these objectives and design guidelines in order to ensure that development is compact, of a high quality and integrates with the surrounding neighbourhood. Notwithstanding any of these objectives or design guidelines, the development criteria and the appendices to this Provision shall take precedence.

5. Built Form

Building Height and Massing:

- a. The development should provide a transition in building height and massing in relation to the surrounding neighbourhood with the greatest massing being oriented towards the west part of the site.
- b. Perceived height and massing should be minimized through utilizing building setback variations at the upper levels, building orientation, roof treatment, and the choice of exterior materials and colours.
- c. The northern and western parts of the site shall permit developments up to a maximum height of 7 storeys.
- d. The southern and eastern parts of the site (i.e. within 50.0 m of the southerly and easterly property lines) shall permit developments up to a maximum height of 5 storeys.

6. Architectural Treatment of Buildings

- a. Building façades should use compatible and harmonious exterior finishing materials that are aesthetically pleasing.
- b. The finishing material shall be of high quality, durable and attractive in appearance. Acceptable materials include, but are not limited to, either separately and/or in combination of glass and glazed window wall systems, brick, stone, architectural concrete, pre-cast coloured concrete, stucco panels, or pre-finished metal.
- c. Buildings shall incorporate distinctive architecture that contributes to establishing a unique sense of place and character.
- d. building colors should provide visual interest.
- e. mechanical equipment on the roof of any building should be concealed by incorporating it within the building roof, or by screening it in a way that is consistent with the character and finishing of the building.

- f. main building entrances for any use shall be designed for universal accessibility; level changes from the sidewalk to entrances of buildings shall be minimized; sidewalk furniture and other elements shall be located out of the travel path to ensure they are not obstacles to building access.
- g. the upper two storeys of high rise buildings that are 6 storeys or higher shall step back from the lower levels of the tower portion of the building and provide distinctive shaping or sculpting of the roof line to contribute to a unique and interesting skyline.

7. Building Relationship to the Public and Private Street

- a. Provide active and pedestrian inviting streetscapes at ground level.
- b. Buildings should be designed with detail and articulation (which may include weather protection, window design, exterior finishing and lighting) to create an attractive and inviting streetscape.
- c. Orient buildings so that they flank major circulation corridors, 157 and 160 Avenues, rather than have them face corridors (i.e. internal roadways).
- d. Buildings shall address all adjacent public and private roadways, other than Lanes, with individual entrances that are clearly visible to lend a sense of occupancy to the street. Buildings on corner Sites shall address both the street and avenue and shall distinguish the street intersection to give it prominence.
- e. Where a Dwelling unit is provided at ground level abutting a public roadway, other than a Lane, the entrance to the unit shall have direct external access to the adjacent public sidewalk.
- f. Blank walls of above grade vehicular Parking Garages shall not be developed adjacent to, or visible from, any public roadway.
- g. Buildings shall be designed through their massing and location, to avoid adverse microclimatic effects such as wind tunneling, snow drifting, rain sheeting, shadowing, and loss of sunlight, both on and off-site. The Development Officer may require the submission of a Wind Impact Statement or Study, and/or a Sun Shadow Impact Study to determine that proposed development achieves these objectives.

8. Landscape Requirements

- a. Appropriate landscaping should be provided to enhance the architectural character of the building and fit within the context of the site.
- b. Landscaping, both hard and soft, shall be used to tie developments together in this precinct.

- c. Open space should feature high quality landscape architecture intended to make spaces comfortable and enjoyable including such features as trees, street furniture, public art and water features.
- d. Coordinated and complementary streetscape enhancements should be applied through out the precinct, including street trees, fencing, pedestrian scaled lighting, street furniture and other amenities.
- e. Landscaping should be used to highlight major circulation patterns, pedestrian pathways and the overall development.
- f. Significant site landscaping is encouraged to soften the building form, and help mitigate impacts between residential and commercial uses. This landscaping treatment may include tree and shrub planting, water features, railings, curbs, low walls, fences, berms, walkways, amenity areas and public art.
- g. Detailed landscaping plans should be submitted and approved prior to or concurrent with the development permit applications.

9. Development Criteria

- a. The overall site development shall be in accordance with the urban design guidelines and criteria established herein. The Development Officer may allow for minor variance provided that consideration has been given to the objectives and design guidelines of this Provision, to visual impacts and the Eaux Claires Neighbourhood Structure Plan.
- b. Prior to the issuance of any Development Permit on the site, the Development Officer, in consultation with Capital Health Authority and Alberta Environment, will require verification that the site has been remediated to residential criteria.
- c. The maximum number of Dwellings shall be 700;
- d. The maximum Density shall be 166 Dwellings/ha;
- e. The maximum Height shall not exceed 7 storeys nor 32.0 m;
- f. A minimum yard of 4.5 m shall be provided from the property line to the north and west.
- g. A minimum yard of 7.5 m shall be provided from the property line to the east and south.
- h. Separation Space shall be provided in accordance with Section 48 of this Bylaw.
- i. Should the commercial uses be developed as an integral and secondary component of a high density residential building, the residential component shall have access at grade, separate from the access for the commercial premises.

- j. General Retail Stores shall only be permitted in a residential development consisting of 5 storeys or more, and shall not be developed above the lowest Storey of a building.
- k. A minimum Amenity Area of 7.5 m² per Dwelling shall be provided.
- l. No outdoor parking, trash collection or outdoor storage areas shall be developed within 3.0 m of any property line that abuts a Site zoned to allow Single Detached or Semi-detached Housing as a Permitted Use.
- m. Loading, storage and trash collection areas shall be oriented and screened from view from any residential development within the site and any adjacent sites or public roadways, in accordance with Section 55.4(4) of the Zoning Bylaw.
- n. A solid screen fence, 1.83 m in height, on top of a 1.0 m berm shall be installed along all property lines that abut a Site zoned to allow Single Detached Housing or Semi-detached Housing as a Permitted Use, except for common flanking Front Yard boundaries.
- o. Design techniques including, but not limited to, the use of sloped roofs, variations in building Setbacks and articulation of building façades, shall be employed in order to minimize the perception of massing of the building when viewed from adjacent residential areas and roadways.
- p. Where Apartment Housing is to be developed directly adjacent to a site zoned to allow Single Detached or Semi-detached Housing as a Permitted Use, the maximum Building Height for the directly adjacent façade of such Apartment Housing shall not exceed 10.0 m nor 2 1/2 Storeys, except that such directly adjacent Apartment Housing may exceed this Height, to a maximum of 5 Storeys, provided that the portion of the building above 10.0 m or 2 1/2 Storeys is set back or stepped back by a minimum of 3 m from the façade such that the adjacent Single Detached or Semi-detached Housing shall not be adversely impacted by excessive building massing or sun/shadow effects.
- q. Surface vehicular parking is encouraged to be located or oriented away from public roadways in order to support active streetscapes and a pedestrian environment. A maximum of 25 surface parking stalls will be permitted abutting either 160 Avenue or 157 Avenue.
- r. Vehicular access into the site shall be limited to 97 Street, 160 Avenue and 157 Avenue.
- s. The design of development shall foster urban safety and incorporate the "Crime Prevention through Environment Design (CPTED)" principles intended to promote a safer physical environment.
- t. Signs shall comply with the regulations found in Schedule 59B. Portable Signs shall not be permitted.

- u. A Comprehensive Sign Design Plan and Schedule, consistent with the overall intent of subsection 59.3 of the Zoning Bylaw, shall be prepared for the development and submitted, with the Development Application, to be approved by the Development Officer.
- v. Movement and brightness of signage shall be designed to minimize light pollution and visual intrusion on surrounding residential properties.
- w. Individual business identification signs located on the façades of buildings shall be similar in proportion, construction materials and placement. The design, scale and placement of signs shall be such that the signage does not detract from the overall appearance of the development and that the signage is not obtrusive, having regard to the scale of the buildings on the Site and to the distance of the building Setback.
- x. All exterior lighting shall be designed such that all light is contained within the Area of Application, to be indirect from all angles of off site viewing, and not intrude into neighbouring residential area, and to incorporate design elements consistent with the architectural style for the Area of Application.
- y. On-site security and building lighting must be situated and designed such that the illumination is directed downwards and no direct rays of light are directed outwards from the site into adjacent residential properties.
- z. The Development Officer may grant relaxations to this Direct Control Provision, if in his opinion, such a variance would be in keeping with the general purpose of this District and would not affect the amenities, use and enjoyment of the neighbouring properties.
- aa. Vehicular and bicycle parking shall be developed in accordance with Section 54 of the Zoning Bylaw.
- bb. No single General Retail Store shall exceed 3,000 m² of floor area.
- cc. The maximum commercial floor area for the site overall shall not exceed 5,000m².

9.4 COMMUNITY COMMERCIAL DESIGNATION – DC1 DIRECT DEVELOPMENT CONTROL PROVISION

*Bylaw 14667
August 21,
2007*

(DC1) DIRECT DEVELOPMENT CONTROL PROVISION

1. General Purpose

To establish a Direct Development Control Provision with Permitted and Discretionary Uses and Development Regulations equivalent to a (CSC)

Shopping Centre Zone, to accommodate larger shopping centre developments intended to serve a community or regional trade area, and also to limit the size of individual commercial operations, ensuring that the development of this commercial site is compatible with the planned residential uses within the Eaux Claires neighbourhood.

2. Area of Application

Lots 1, 2 and 3, Block 2, Plan 6215 V; located south of 160 Avenue, north of 157 Avenue and east of 97 Street, Eaux Claires, shown on Schedule “A” of the Bylaw adopting this Provision.

And Lots 2 and 3, Block 1, Plan 6215 V; located south of 157 Avenue and east of 97 Street, shown on Schedule “A” of the Bylaw adopting this Provision.

*Bylaw 15055
December 17,
2008*

3. Permitted Uses

- a. Bars and Neighbourhood Pubs, for less than 200 occupants and 240 m² of Public Space
- b. Business Support Services
- c. Child Care Services
- d. Commercial Schools
- e. Convenience Retail Stores
- f. Drive-in Food Services
- g. Gas Bars
- h. General Retail Stores
- i. Government Services
- j. Health Services
- k. Indoor Participant Recreation Services
- l. Major Alcohol Sales, on a Site of 2 ha or larger
- m. Major Amusement Establishments, on a Site of 2 ha or larger
- n. Minor Alcohol Sales, on a Site of 2 ha or larger
- o. Minor Amusement Establishments
- p. Minor Service Stations
- q. Nightclubs, for less than 200 occupants and 240 m² of Public Space, on a Site 2 ha or larger
- r. Personal Service Shops
- s. Professional, Financial and Office Support Services

- t. Public Libraries and Cultural Exhibits
- u. Restaurants, for less than 200 occupants and 240 m² of Public Space
- v. Specialty Food Services, for less than 100 occupants and 120 m² of Public Space
- w. Spectator Entertainment Establishments
- x. Fascia On-premises Signs
- y. Freestanding On-premises Signs
- z. Projecting On-premises Signs
- aa. Temporary On-premises Signs

4. Discretionary Uses

- a Apartment Housing
- b Apartment Hotels
- c Automotive and Equipment Repair Shops, on a Site of 2 ha or larger
- d Bars and Neighbourhood Pubs, for more than 200 occupants and 240 m² of Public Space, on a Site 2 ha or larger
- e Broadcasting and Motion Picture Studios
- f Carnivals
- g Equipment Rentals, provided that all equipment and goods for rent are contained within an enclosed building
- h Flea Markets
- i Hotels
- j Major Alcohol Sales, on a Site of less than 2 ha
- k Major Amusement Establishments, on a Site of less than 2 ha
- l Minor Alcohol Sales, on a Site of less than 2 ha
- m Minor Secondhand Stores
- n Mobile Catering Food Services
- o Nightclubs, for less than 200 occupants and 240 m² of Public Space, on a site 2 ha or smaller
- p Nightclubs, for more than 200 occupants and 240 m² of Public Space, on a site 2 ha or larger
- q Private Clubs
- r Rapid Drive-through Vehicle Services
- s Recycled Materials Drop-off Centres

- t Religious Assembly
- u Residential Sales Centre
- v Restaurants, for more than 200 occupants and 240 m² of Public Space, on a Site 2 ha or larger
- w Specialty Food Services, for more than 100 occupants and 120 m² of Public Space
- x Warehouse Sales
- y Veterinary Services
- z Fascia Off-premises Signs
- aa Freestanding Off-premises Signs
- bb Roof On-premises Signs

5. Development Regulations for Permitted and Discretionary Uses

- a. Notwithstanding Section 710.3, all development in this Provision shall comply with the requirements of Sections 320.4, and 320.5 of the Zoning Bylaw pertaining to the (CSC) Shopping Centre Zone, except as specifically excluded or modified by this Provision.
- b. The maximum Floor Area of any individual business premises for all Uses within this Provision shall not exceed 8,000 m².

Appendix 1 Owners (As amended by Editor)

1		11		12	13
		10	9	14	
		7	8		
		6		15	16
		5		19	18
		4	3	19	
		2	2	20	20
					21
					22
					23

OWNERS

1. Private Corporate
Private Non-Corporate
Private Corporate
Private Non-Corporate
Private Non-Corporate
2. Private Corporate
3. Private Non-Corporate
Private Non-Corporate
4. Private Corporate
5. Private Non-Corporate
Private Non-Corporate
Private Non-Corporate
Private Non-Corporate
6. Private Non-Corporate
7. Private Non-Corporate
8. Private Non-Corporate
9. Private Non-Corporate
10. Private Non-Corporate

11. Private Corporate
12. Private Corporate
13. Private Corporate
14. Private Corporate
Private Non-Corporate
Private Non-Corporate
15. Private Non-Corporate
16. Private Non-Corporate
17. Institutional
18. Private Non-Corporate
19. Private Corporate
20. Private Non-Corporate
21. Private Non-Corporate
22. Private Corporate
23. Private Corporate

Figure 4 Physical Constraints Plan

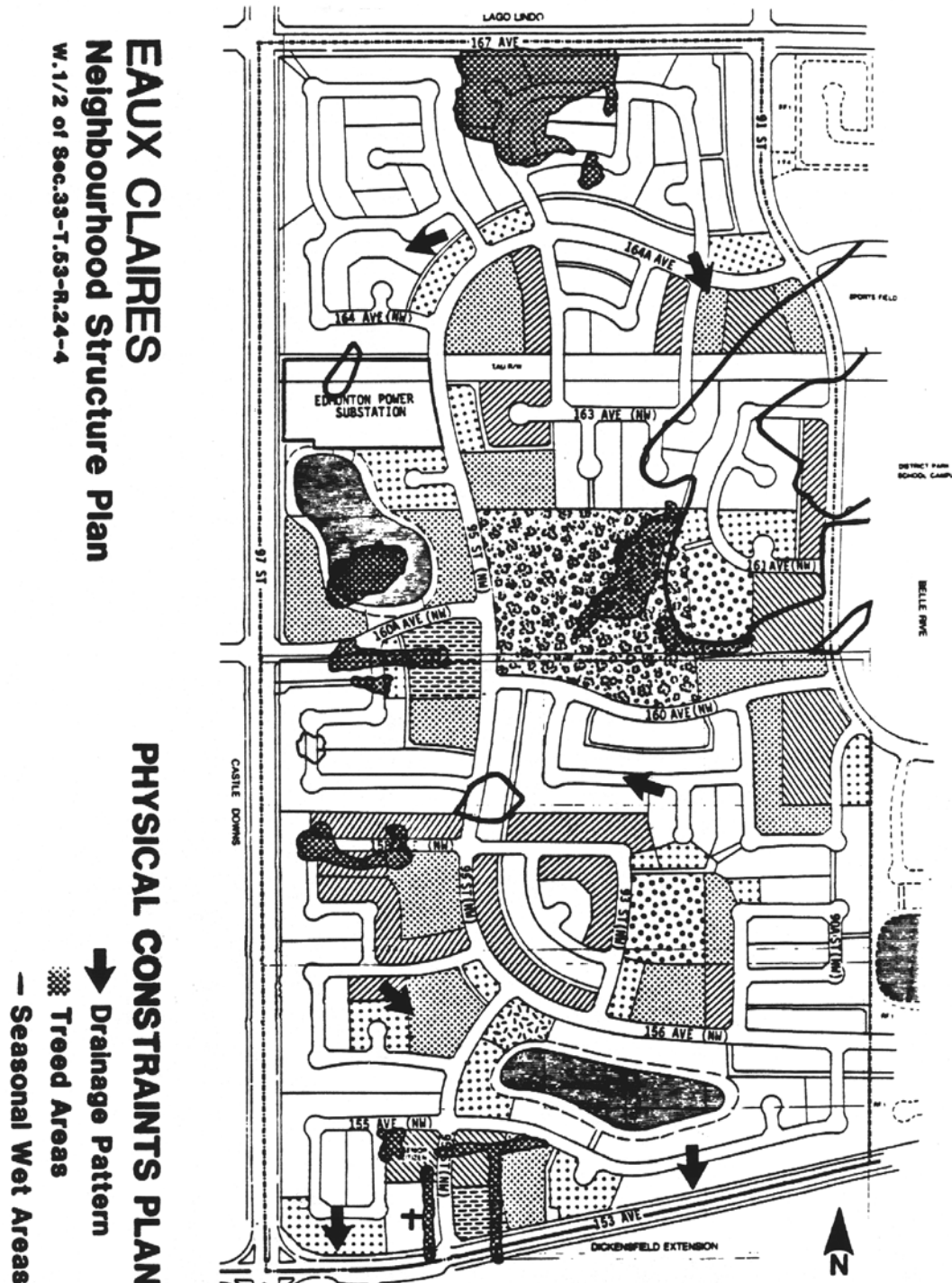


Figure 5 Phasing Plan

EAUX CLAIRES
Neighbourhood Structure Plan
W.1/2 of Sec.33-T.53-R.24-4

PHASING PLAN

